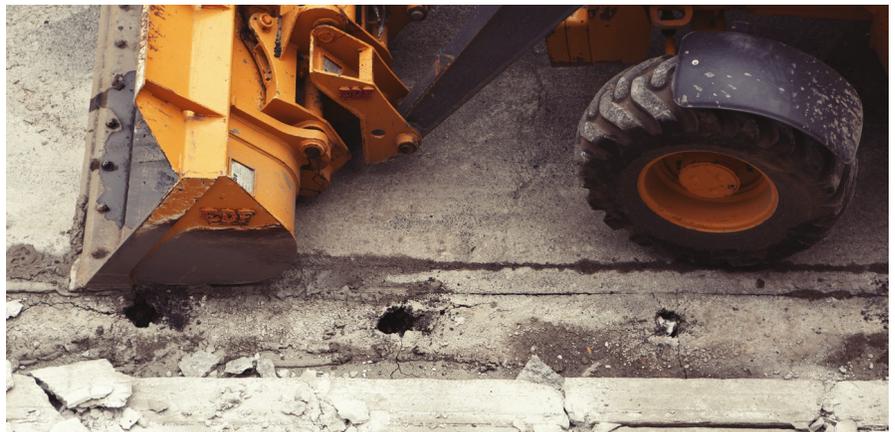
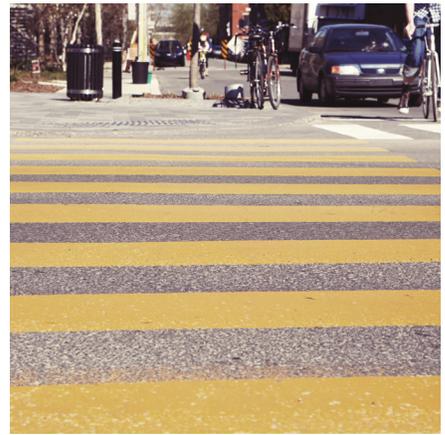


2050 Metropolitan Transportation Plan

for the Rockford Region



Technical Memorandum #5

Project Evaluation Process

Adopted:
July 31, 2020

2050 Metropolitan Transportation Plan

for the Rockford Region

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Project Evaluation Process

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July 31, 2020

This document has been prepared by the Region 1 Planning Council in collaboration with its member agencies, partnership organizations, and local stakeholders.

This report was prepared in cooperation with the following:

U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration
Illinois Department of Transportation

The contents, views, policies, and conclusions expressed in this report are not necessarily those of the above agencies.



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For complaints, questions, or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact: Jon Paul Diipla, Director of Metropolitan Planning Organization/MPO Title VI Coordinator at (815) 319-4180 or jpdiipla@r1planning.org.

Acknowledgements

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Winnebago County Housing Authority

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Part 1: Introduction

Region 1 Planning Council (RPC), acting as the Rockford Metropolitan Planning Organization (MPO), is responsible for the development of the 2050 Metropolitan Transportation Plan (MTP) for the Rockford Region. The 2050 MTP plans for the regional transportation system within the Rockford Metropolitan Planning Area (MPA), which covers the urbanized portions of Boone, Ogle, and Winnebago Counties. The plan provides an innovative and sustainable approach for the region's transportation network over the next twenty to thirty years. It addresses all modes of transportation within the MPA and stresses the integration and connectivity of the current and projected transportation system, including major roadways, public transportation facilities, rail, multimodal and intermodal facilities, and active transportation facilities. The development of the MTP is guided by the most recent federal transportation authorization legislation, Fixing America's Surface Transportation (FAST) Act and several Federal Highway Administration (FHWA) final rules on metropolitan planning.

In order to meet federal requirements, the MPO has developed an evaluation process for the fiscally-constrained project list within the 2050 MTP update. The purpose of this process is to evaluate potential roadway and structure projects for programming and funding. The evaluation criteria determine if and to what extent

each project adequately addresses the region's transportation needs and goals, as outlined in the 2050 MTP. The evaluation criteria for this process have been developed to reflect federal planning factors, as well as regional investment priorities and transportation goals. The evaluation process, and associated criteria, was developed in partnership with local transportation agencies and presented to the MPO Technical Committee and MPO Policy Committee.

In addition to determining the extent in which projects address the needs and priorities of the regional transportation system, the evaluation criteria will also assist the MPO in the federally-required System Performance Report. The data collected during the project evaluation process will serve as the basis for the region's transportation system baseline performance. As projects listed within the 2050 MTP are implemented, the MPO will be able to determine each project's impact on the overall system's performance, as well as their impact on the federal performance measures and the regional-defined performance measures adopted by the MPO Policy Committee.

The following document outlines the process undertaken by the MPO to evaluate the fiscally-constrained roadway project list of the 2050 MTP.



Jefferson Street Bridge. Rockford, IL.

Part 2:

Evaluation Process

Before developing the list of roadway projects for inclusion in the 2050 Metropolitan Transportation Plan (MTP), the current and future needs and priorities for the regional transportation system had to be identified. This was accomplished through an initial phase of public engagement activities for the 2050 MTP that occurred in the 2018/2019 winter season. The goal of the first round of public and stakeholder engagement was to gather public opinion on how the region should grow in the future, the existing gaps in the transportation network, the transportation needs of the community and stakeholders, and investment priorities for roadway projects. To gather feedback, the MPO hosted a series of one-on-one stakeholder meetings, public workshops, pop-up events, and distributed a Transportation Needs and Priorities Survey. Information collected from this round of engagement helped shape the evaluation criteria. More information on the public engagement process can be found in [Technical Memorandum #1: Public Engagement Process](#). Following identification of the transportation needs and priorities for the region, the MPO undertook the following process for the creation of the fiscally-constrained project list.

Phase 1: Project Identification

The MPO coordinated with partner agencies to compile a list of future roadway projects. This process began with the review of projects listed within the previous long-range transportation plan, Transportation for Tomorrow (2040): A Long Range Transportation Plan for the Rockford Region. Working with local governments and Illinois Department of Transportation's District 2 engineers, projects that have been completed or construction has begun were identified and removed from the list. Additionally, lead agencies were able to request the removal of projects. Typically, projects were requested to be removed because the agency was no longer pursuing funding for it or had removed the project from their own capital plans. Once these requests were reviewed, the projects were removed from the list.

New projects were also identified for inclusion in the 2050 MTP through one of two ways. First, new projects were collected from the 2019 Call for Projects for Surface Transportation Block Grant (STBG) program funds administered by the MPO. As one of the primary federal funding programs for the region to implement transportation projects identified in the MTP, it was important that those projects were included in the evaluation process. Second, the MPO requested partner agencies to submit any additional projects of regional significance for evaluation and inclusion within the 2050 MTP.

A project submittal form was requested to be submitted by agencies for all projects included in the 2050 MTP, regardless of its origin. The goal of these project submittal forms was to collect as much detail on each of the projects as possible. Typically, the

scope of roadway projects anticipated to be completed within the next 5 to 10 years will be more detailed, while long range projects are often conceptual in nature and will require further design and preliminary engineering. With this in mind, the information provided on these forms was completed to varying degrees. Elements included in the project submittal forms were:

- Proposed improvements;
- Proposed cross-section;
- Enhancement features, such as bicycle facilities, sidewalks, streetscaping, etc.;
- Transit accommodations;
- Intersection improvements;
- Safety improvements;
- Primary and secondary objectives, such as improved safety, current congestion, etc.;
- Estimated cost and proposed sources of funding; and
- Anticipated completion timeframe.

The project submittal form is provided in [Appendix A](#).

Phase 2: Project Categorization

For evaluation and cost-estimating purposes, the proposed roadway projects were divided into various categories. First, projects were divided into groups based upon the anticipated timeframe in which the project would be implemented. A total of four timeframes, or cost bands, were created for 2050 MTP; current (2021 – 2025), short-range (2026 – 2030), mid-range (2031 – 2040), and long-range (2041 – 2050). The use of cost bands allows transportation revenues and project costs to be calculated in year of expenditure (YOE) dollars.

Projects were further delineated by their primary improvement type. Project improvement types include: new roads and extensions; road widening; realignment; resurfacing, restoration, or rehabilitation (3R); intersection; and bridge or structure projects.

Phase 3: Internal Review

Once projects were received and categorized, the MPO began an initial review of the projects. By reviewing each of the project submittal forms submitted by partner agencies, the MPO identified additional information or data that would be needed to perform project evaluations and contacted the submitting agencies to request further information.

Phase 4: Project Evaluation

Once all needed information was collected from submitting agencies, the MPO was able to conduct the project evaluation. The evaluation criteria for this process was developed to reflect the goals, priorities, and needs for the regional transportation system, as well as to align with the federal planning factors. Evaluation criteria categories include: system preservation, safety and security, mobility, system reliability, livability and accessibility, economic vitality, environmental stewardship, and funding effectiveness. Each of these categories include a number of metrics based upon available data. Projects were given a rating of high, medium, or low based upon how well it aligns with the region's goals.

Table 2-1 shows the alignment between each of the evaluation criterion and the investment priorities and 2050 MTP Goals.

Project evaluation was largely conducted through the use of geographic information system (GIS) software and utilizing data from the travel demand model (TDM), Illinois Highway Information System (IRIS) database, and Winnebago County Geographic Information System's (WinGIS) databases.

The full list of criteria used in the project evaluation can be found under the [Evaluation Criteria](#) section of this document.

Phase 5: Financial Analysis

Once projects were evaluated and it was determined if and to what extent each project adequately addressed the region's transportation needs and goals, a financial analysis was conducted. In order to have a fiscally-constrained plan, projects listed must have a dedicated or reasonably anticipated funding source for completion to be considered financially viable with respect to projections of future revenue. The financial analysis process allowed the MPO to compare the costs of all of the proposed roadway projects within each cost band against the anticipated revenues for the corresponding cost band.

More information on the financial analysis can be found in [Technical Memorandum #4: Financial Assumptions & Funding Sources](#).

Phase 6: Agency Reviews

Upon completion of project evaluations and the financial analysis, the MPO provided the fiscally-constrained project list to the submitting agencies for their review. This provided agencies an opportunity to make necessary project scope or funding changes if needed.

Phase 7: MPO Committee Review & Concurrence

Finally, the fiscally-constrained project list was presented to the MPO Technical and Policy Committees. This list was presented to the MPO Technical Committee at their April 23, 2020 meeting, at which time they provided a recommendation to the MPO Policy Committee for their concurrence on the final list. The recommended list was presented at the MPO Policy Committee at the April 24, 2020 meeting, where the Committee approved the list for inclusion in the 2050 MTP.

Table 2-1. Evaluation Criteria Alignment with Investment Priorities and Goals

Criteria	Investment Priorities	2050 MTP Goal
System Preservation	Maintain The System	Goal 2
Safety & Security	Enhance Safety	Goal 2
Mobility	Increased Connectivity	Goal 1, 3, 4
System Reliability	Improve Efficiency; Increase Capacity	Goal 1
Livability & Accessibility	Expand Travel Choice	Goal 1, 4
Economic Vitality	Boost Economic Vitality	Goal 3
Environmental Stewardship	Protect The Environment	Goal 4
Funding Effectiveness	All Investment Priorities	Goal 5

Part 3:

Evaluation Criteria

The use of a project evaluation process is to ensure consistency between the fiscally-constrained project list and the goals of the 2050 Metropolitan Transportation Plan (MTP). The project evaluation criteria, developed as a part of this process, serves as a tool for determining if and to what extent each project adequately addresses those goals. Although the 2050 MTP addresses funding for a variety of project types, only roadway projects were evaluated. Other types of projects, such as public transit capital purchases, are typically funded through dedicated programs with associated sets of criteria, and as such were not included.

A total of eight evaluation criteria were developed for the 2050 MTP and are largely based upon federal transportation planning factors and regional priorities identified through the initial round of public engagement conducted for the MTP update. Partner agencies submitting projects were provided a draft of

the evaluation criteria and were able to provide any comments or questions regarding the criteria developed. Once comments had been received and incorporated, the evaluation criteria were presented to the MPO Technical Committee on November 14, 2019, at which time it received their concurrence to be presented to the MPO Policy Committee. Following the MPO Technical Committee, the MPO Policy Committee approved the criteria through a concurrence at the December 19, 2019 meeting.

The project evaluation criteria described below was used as a framework for generating an overall list of fiscally-constrained projects that meet multiple transportation investment priorities and/or objectives. Projects were given an overall rating of high, medium, or low based up how well it aligns with regional priorities and goals. The following tables summarize the eight evaluation criteria and associated metrics.

Table 3-1. System Preservation

Sub-Criteria	Metric	Data Source
Maintenance and Preservation	Repairs or rehabilitation to extend the life of the existing roadway (e.g. resurfacing, concrete rehabilitation, base repair, or shoulder stabilization)	Project Submittals
	Project will not extend the lifecycle of existing infrastructure	
Extension of Life Cycle	Project would extend the life cycle of the infrastructure by 30 + years	Project Submittals
	Project would extend the life cycle of the infrastructure by 15 to 30 years	
	Project would extend the life cycle of the infrastructure by 10 to 15 years	
	Project would extend the life cycle of the infrastructure by 5 to 10 years	
	Project will not extend the lifecycle of existing infrastructure	

Table 3-2. Safety & Security

Sub-Criteria	Metric	Data Source
Improve Security	Designated as an evacuation route.	Region 1 Planning Council
	Supports evacuation or incident management purposes.	
	Does not support evacuation or incident management purposes.	
Reduce Number of Crashes	Number of crashes higher than 150 (> 75th quartile)	Illinois Department of Transportation
	Number of crashes between 11 and 52 (50th quartile)	
	Number of crashes lower than 11	
Reduce Number of Bike/Pedestrian-Related Crashes	Number of crashes higher than 5 (> 75th quartile)	Illinois Department of Transportation
	Number of crashes between 1 and 5 (50th quartile)	
	No Bike/Pedestrian-Related Crashes	
Crash Severity	Type K and/or A crashes	Illinois Department of Transportation
	No Type K and/or A crashes	
Safety Countermeasure	Incorporates FHWA proven safety countermeasure	Project Submittals
	Does not incorporate FHWA proven safety countermeasure.	

Table 3-3. Mobility

Sub-Criteria	Metric	Data Source
Significant Transportation Facility	Is a part of the National Highway System (NHS), Primary Highway Freight System (PHFS), designated critical corridor, or within approximately of interchange.	Illinois Department of Transportation
	Not Designated	
Freight Movement	Truck percentage higher than 7.3% (> 80th percentile)	Travel Demand Model
	Truck percentage between 3.5% and 7.2% (60th percentile)	
	Truck percentage between 1.8% and 3.4% (40th percentile)	
	Truck percentage between 0.2% and 1.7% (20th percentile)	
	Truck percentage lower than 0.2% (< 20th percentile)	
Functional Classification	Interstate or Freeway/Expressway	Illinois Department of Transportation
	Other Principal Arterial	
	Minor Arterial	
	Collector	
	Local	
Truck Route Designation	Class I	Illinois Department of Transportation
	Class II	
	Not Designated	
Public Transportation	Supports existing transit route and includes new/upgraded transit accommodations.	Region 1 Planning Council
	Does not support an existing transit route or include new/upgraded transit accommodations.	
Bicycle Facilities	Includes new bicycle facilities or establishes a new connection to or within the bicycle network.	Region 1 Planning Council
	Does not include new bicycle facilities or establishes a new connection to or within the bicycle network.	
Pedestrian Facilities	Installs new sidewalk (where none had previously existed) and/or replaces existing sidewalk.	Region 1 Planning Council
	Does not include new sidewalk and/or replaces existing sidewalk.	

Table 3-4. Livability & Accessibility

Sub-Criteria	Metric	Data Source
Environmental Justice Considerations - Benefits	5+ EJ groups exceeding regional averages are impacted	Region 1 Planning Council
	3-4 EJ groups exceeding regional averages are impacted	
	1-2 EJ groups exceeding regional averages are impacted	
	0 EJ groups exceeding regional averages are impacted	
Supporting Community Plans	Identified in adopted community plan, neighborhood plan, or MPO planning document, or corridor/sub-area study.	Region 1 Planning Council
	Not identified in an adopted community plan, neighborhood plan, or MPO planning document, or corridor/sub-area study.	
Access to Activity Centers	Connects to more than one activity center (e.g. retail, recreational, educational, or human services locations.)	Region 1 Planning Council
	Connects to one activity center.	
	Does not connect to an activity center.	

Table 3-5. System Reliability

Sub-Criteria	Metric	Data Source
Traffic Congestion	V/C ratios higher than 0.44 (> 80th percentile)	Travel Demand Model
	V/C ratios between 0.35 and 0.43 (60th percentile)	
	V/C ratios between 0.25 and 0.34 (40th percentile)	
	V/C ratios between 0.11 and 0.24 (20th percentile)	
	V/C lower than 0.11 (< 20th percentile)	
High-Volume Segment	AADT greater than 13,500 (> 80th percentile)	Illinois Department of Transportation
	AADT between 6,300 and 13,500 (60th percentile)	
	AADT between 3,100 and 6,300 (40th percentile)	
	AADT between 1,050 and 3,100 (20th percentile)	
	AADT lower than 1,050 (< 20th percentile)	
Utilize Technology	Includes ITS to implement Active Traffic Management; improve incident management; implement transit-supportive roadway improvements; or signalization upgrades identified within a signal optimization	Project Submittals
	Includes ITS for data collection and sharing (e.g. commercial vehicle information and inclement weather adaptation).	
	Supports optimization of existing capacity using technology.	
	Does not include technology.	
Linkages	Addresses known weakness in a major link (Arterial level road or bridge) as identified on the Functional Classification System map or corrects a missing link.	Illinois Department of Transportation
	Does not address known weakness in a major link (Arterial level road or bridge) as identified on the Functional Classification System map or corrects a missing link.	
Bridge/Intersection Improvements	Includes bridge or intersection improvements.	Project Submittals
	Does not include bridge or intersection improvements.	

Table 3-6. Economic Vitality

Sub-Criteria	Metric	Data Source
Access to Major Freight/Logistics Centers	Provides access or will improve access to airports, intermodal freight facilities, or enterprise zones.	Region 1 Planning Council
	Does not provide access or will improve access to airports, intermodal freight facilities, or enterprise zones.	
Significant Employment Center	Within 1-mile radius of a significant employment center.	Region 1 Planning Council
	Outside 1-mile radius of a significant employment center.	
High Density Employment	Employment density greater than 6276 (> 80th percentile)	Regional Economic Model
	Employment density between 2719 and 6275 (60th percentile)	
	Employment density between 978 and 2718 (40th percentile)	
	Employment density between 127 and 977 (20th percentile)	
	Employment density lower than 127 (< 20th percentile)	

Table 3-7. Environmental Sustainability

Sub-Criteria	Metric	Data Source
Natural Environment Impact	Project does not abut or enter an environmentally sensitive area or historic resource (e.g. properties listed on the national registry, archeologically significant).	Region 1 Planning Council
	Project abuts an environmentally sensitive area or historic resource.	
	Project enters an environmentally sensitive area or historic resource.	
Green Infrastructure	Includes green infrastructure elements (e.g. permeable pavement, bioswales, etc.) or energy infrastructure (e.g. electric charging stations).	Project submittals
	Does not include green infrastructure elements or energy infrastructure.	

Table 3-8. Funding & Cost Effectiveness

Sub-Criteria	Metric	Data Source
Cost-Effectiveness	Estimated cost (YOE)/2040 Daily VMT	Project Submittals and Travel Demand Model
Fiscal Constraint	Cost can it be afforded based upon financial projections.	Region 1 Planning Council
	Cost cannot be afforded based on financial projections.	
Innovative Funding Sources	Other funding sources been considered and/or sought (i.e. private-public partnerships, incentives, etc.). Other funding sources have not been considered and/or sought.	Project Submittals
Under Design	Is currently under design.	Project Submittals
	Is not currently under design.	
Matching Funds	Matching funds are available and have an identified funding source.	Project Submittals
	Have an identified funding source.	
	Funds are not available or have an identified funding source.	
Maintenance Program	A funded routine facility maintenance program is in place.	Project Submittals
	A funded routine facility maintenance program is not in place.	

Appendix A: Project Submittal Form



Received by: _____
Date: _____

Project Information Form

Project Name: _____

Lead Agency: _____

2040 LRTP ID# (If applicable): _____ 2050 MTP ID#: _____

Counties: _____

Roadway Name: _____

Termini From: _____ To: _____

General Description:

Scope of Work

Proposed Improvements

- New Road/Roadway Extension
- Road Widening
- Realignment
- Resurfacing
- Intersection
- ITS Improvements
- Curb & Drainage
- Utility
- Bridges/Structures
- Other: _____

Proposed Cross-Section

- No Median or Center Turn Lane
- Continuous Center Turn Lane
- Center Median with Turn Lane
- Limited/Controlled Access
- Additional Shoulder Width
- Additional Lane Width
- Reduced Lane Width
- Other: _____

Existing # Lanes: _____

Proposed # Lanes: _____

Proposed Enhancement Features

- Sidewalks
- Marked Crosswalks
- Bicycle Facilities
 - Shared Lanes/Sharrows
 - Bicycle Lanes
 - Buffered Bicycle Lanes
 - Separated Bicycle Lanes
- Shared Use Path
- HOV Lane
- Streetscaping
- Wayfinding/Signage

Intersection Improvements

- Round-a-bout
- Installation of Stop Signs
- Installation of Traffic Control Signals
- Emergency Vehicle Preemption
- Transit Signal Prioritization
- Yellow Change Intervals/Flashing Yellow

Transit Accommodations

- Shared Bus-Bike Lane
- Bus-Only Lane
- Bus Pullouts
- Public Transit Stop Amenities

Safety Improvements

- Rumble Strips and/or Stripes
- Guardrail
- SafetyEdgesSM
- Installation of a Skid-Resistant Surface
- Raised Traffic Calming Features (Bumps, Etc.)
- Grade Separation At RR Crossing
- Active RR Crossing Warning Device

Purpose & Need

Primary Objective (Select one)

- Mitigate Current Congestion
- Mitigate Future Congestion
- Support Economic Development
- Improve Safety
- Increase in Access to Multimodal Options
- Increase Network Connectivity
- System Maintenance/Preservation
- Improve System Efficiency (Operations)
- Other: _____

Other Objectives (Select all that apply)

- Mitigate Current Congestion
- Mitigate Future Congestion
- Support Economic Development
- Improve Safety
- Increase in Access to Multimodal Options
- Increase Network Connectivity
- System Maintenance/Preservation
- Improve System Efficiency (Operations)
- Other: _____

Additional Information: Please include any additional information regarding the project (i.e. multijurisdictional project, inclusion in local Capital Improvement Program and/or Comprehensive Plan, public-private partnership, evidence of public support, etc.)

Project Costs, Funding, & Timing

PROJECT COST ESTIMATE IN 2019 DOLLARS: _____

Source of Cost Estimate

- No Estimate Available
- Rough Planning Estimate
- Detailed Planning Report
- Preliminary Design & Engineering
- IDOT Estimate
- Other: _____

Federal Funding Requested

- Yes, 90% of Cost
- Yes, 80% of Cost
- Yes, Some % of Cost: _____%
- No

Source: _____

When Should This Project Be Completed:

- Current (2020 – 2025)
- Short Range (2026 – 2030)
- Mid-Range (2031 – 2040)
- Long Range (2041 – 2050)

Are Matching Funds Available:

- Yes, Funds are locally programmed
- Yes, Funds will be locally programmed
- Yes, State Funds
- No

Source(s): _____

Estimated Cost of Project

	Amount	Percent	Remarks
Federal	\$ _____	_____%	_____
State	\$ _____	_____%	_____
Local	\$ _____	_____%	_____
Other: _____	\$ _____	_____%	_____

Agency Contact

Name: _____ E-Mail: _____

Title: _____ Phone: _____

Department: _____

Agency/Organization: _____

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Additional Resources

2050 Metropolitan Transportation Plan for the Rockford Region

<http://r1planning.org/mtp>

2050 MTP Technical Memorandum #1: Public Engagement Process

<http://r1planning.org/mtp>

2050 MTP Technical Memorandum #2: Scenario Planning Process

<http://r1planning.org/mtp>

2050 MTP Technical Memorandum #3: Modeling Framework

<http://r1planning.org/mtp>

2050 MTP Technical Memorandum #4: Financial Analysis & Financial Resources

<http://r1planning.org/mtp>

2050 MTP Technical Memorandum #6: Detailed Project List

<http://r1planning.org/mtp>

Region 1 Planning Council Website

<http://r1planning.org/>

2050 Metropolitan Transportation Plan Webpage

<http://r1planning.org/mtp>

Transportation for Tomorrow (2040): A Long Range Plan for the Rockford Region

<http://r1planning.org/fundamentals>

Transportation Improvement Program

<http://r1planning.org/tip>



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