



SURFACE TRANSPORTATION PROGRAM

PROJECT SELECTION & PROGRAMMING PROCESS



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SSMMA TRANSPORTATION COMMITTEE MEMEBERS

Burnham	Matteson
Calumet City	Midlothian
Calumet Park	Oak Forest
Chicago Heights	Olympia Fields
Country Club Hills	Park Forest
Crete	Phoenix
Dixmoor	Posen
Dolton	Richton Park
East Hazel Crest	Riverdale
Flossmoor	Robbins
Ford Heights	Sauk Village
Glenwood	South Chicago Heights
Harvey	South Holland
Hazel Crest	Steger
Homewood	Thornton
Lansing	Tinley Park
Lynwood	University Park
Markham	

SSMMA ELIGIBILITY

1. Any SSMMA Transportation Member municipality may submit a project for funding consideration through the Surface Transportation Program (STP). Projects may be submitted when SSMMA has issued a Call for Projects. Project Calls will open in October of odd numbered years. Final applications will be due in December and must be submitted by the date approved by the SSMMA Transportation Committee. A project sponsor must be a SSMMA Transportation Member municipality. Other agencies, such as Cook or Will Counties, townships within the South Council, and transit agencies must secure an eligible municipal sponsor in order to submit an application.

2. The CMAP policy will allow Disadvantaged Communities to have more opportunities to access federal funds. Eligible municipalities are determined by CMAP's Local Technical Assistance (LTA) program community need measures which are based on population, income, and tax base. CMAP updates this data every year. Only those communities listed as Cohort 4 communities are eligible to request TDCH (Transportation Development Credits Highway) as a match for STP projects. A municipality wishing to use TDCH as match money for a project, must request the use at the time of the project application. Projects must also be entirely within the TDCH-eligible jurisdiction, with some exceptions, as described in CMAP's policy for the use of TDCH for STP funded projects. The use of TDCHs is limited to federal-aid eligible scope and pay items. Approval by SSMMA does not guarantee approval by IDOT.

3. Project Types, Phases, and Funding:
 - a. Reconstruction of roadways and intersections for Phase 1 Engineering, Phase 2 Engineering, Construction and Construction Engineering at 80/20 (except Cohort 4 at 100%)
 - b. ROW (Right of way) for reconstruction of roadways and intersections at 80/20. ROW is not eligible to use TDCHs.
 - c. Resurfacing projects for Phase 1 Engineering, Phase 2 Engineering, Construction and Construction Engineering for at 80/20 (except Cohort 4 can fund Phase 1 Engineering, Phase 2 Engineering, Construction and Construction Engineering at 100%)
 - d. Utility Relocation projects will be at special request, at an open call for projects, and must be presented to TAG and approved by the Transportation Committee at 80/20 (except Cohort 4 at 100%) Requests may only be made during an open call for projects.
 - e. Lighting will not be funded as a standalone project. Lighting can be funded as part of a road reconstruction project at 80/20 (except Cohort 4 up to 100%).
 - f. Bicycle, pedestrian, and sidewalk projects along a federal-aid eligible route for Phase 1 Engineering, Phase 2 Engineering, Construction Engineering, and Construction of will be funded at 80/20 (except Cohort 4 at 100%) Additional points will be given for new sidewalk.



SSMMA ELIGIBILITY (continued)

- g. Standalone regional trail projects for Phase 1 Engineering, ROW, Phase 2 Engineering, Construction Engineering, and Construction will be funded at 80/20 (except Cohort 4 at 100%). ROW is not eligible to use TDCHs.
 - h. TCMs (Transportation Control Measures) Projects will be funded at 80/20 (except Cohort 4 up to 100%). The SSMMA 2012 methodology point system for TCMs will be used for 2025 call. (Please see Appendix I. for TCMs)
4. Any SSMMA Transportation Member municipality may, during a call for projects, propose a project to be funded through the STP program, provided:
- a. The project is on a federal-aid eligible route and has logical termini, as determined by SSMMA and concurred by IDOT, in accordance with FHWA requirements.
 - b. The project is an eligible project type as specified in the current federal transportation bill, and on the SSMMA eligible project list above.
 - c. The project sponsor can fund the required local match. Communities requesting 100% funding must also adopt a resolution/ordinance seeking the use of TDCHs. (please see Appendix II. for an example)
 - d. For multijurisdictional projects, the lead municipality responsible for each component or phase of the project must be specified.
 - e. The project sponsor completes the proper Project Application and submits it for consideration during the Call for Projects.



SSMMA CALL FOR PROJECTS

1. The Call for Projects will be from October 9, 2025 to December 16, 2025. Evaluation of projects will occur from December to March. Public comment on the final program will last a minimum of 30 days between March and April. In April, the Transportation Advisory Group (TAG) will give recommendations to the Transportation Committee to approve at the May Transportation Committee meeting.
2. Disadvantaged communities wishing to use TDCH to fund projects, will only be eligible to request 100% funding during the Call for Projects. A request for use of TDCH does not guarantee a SSMMA Transportation Member municipality will receive 100% funding. The use of TDCH on any project is subject to final approval by IDOT. The TDCH policy will be reviewed after each call for projects.



SSMMA PROJECT SELECTION

Project Sponsors can access all required data on the [SSMMA GIS Transportation Hub](#).

Traffic Volumes

Roadway segments with different traffic counts will use an average of each segment.

10,000 +: **5 points**

4,999-9,999: **2.5 Points**

Under 4,998: **0 Points**

Safety

Crash data will be used from the most recent five years available.

Fatality or Severe A Crashes on Roadway or Intersection: **10 Points**

Injury Severity B and C Crashes on Roadway or Intersection: **7 Points**

Property damage without Injury: **4 Points**

Pavement Management

Roadway condition data will be on the SSMMA GIS Transportation Hub. This data was acquired from CMAP's evaluation of all federal-aid eligible routes in 2019. Points are awarded based on roadway condition. Roadways requiring reconstruction will receive more points for poor condition. Roadways requiring resurfacing will receive more points for fair condition. Higher points will be given for the appropriate treatments of the roadway condition. Each roadway segment will be averaged. Communities whose roadway conditions is inaccurate, can request to have the TAG (Transportation Advisory Group) reclassify the roadway. Requests must be made in writing before the January TAG meeting. Provide any current data on the project limits.

Reconstruction of Roadway or Intersection:

Poor: **15 Points**

Fair: **7 Points**

Good: **0 Points**

Resurfacing of Roadway:

Poor: **7 Points**

Fair: **15 Points**

Good: **0 Points**



SSMMA PROJECT SELECTION (continued)

Jurisdiction

Local Jurisdiction: **15 Points**

Township Jurisdiction: **4 Points**

County Jurisdiction: **4 Points**

IDOT Jurisdiction: **4 Points**

Project Readiness

Points are given to projects that have made progress while on the contingency list and have completed phases. Projects can receive a maximum of 5 points for project readiness.

Phase 1 Engineering complete and Phase 2 Engineering Pre-final plans complete: **5 Points**

Phase 1 Engineering underway through IDOT: **2.5 Points**

Project completed any phase while on Contingency List: **2.5 Points**

No pending ROW acquisition required: **2.5 Points**

Local Need

Communities who have not accessed these funds recently will be given points. This will allow all communities an opportunity to access funds.

STP project construction completed in last 3 years: **0 Points**

STP Project construction completed in last 6 years: **2.5 Points**

STP Project construction completed in last 10 years: **5 Points**



SSMMA PROJECT SELECTION (continued)

Performance Targets

Projects addressing roadway conditions (roadway or Intersection reconstruction and resurfacing): **10 Points**

Project address Non-SOV travel (new stand-alone sidewalk or trail): **5 Points**

Transportation Control Measures (see list in Appendix I.): **A max of 10 Points**

Health Benefits

The Social Vulnerability Index (SVI), which is usually calculated at the census tract level, was modified by the Cook County Department of Public Health to yield an overall community-level SVI score for each of the 35 South Suburban Mayors and Managers Association communities. Please see Appendix III. for the fifteen variables. Communities have a possibility of 10 points, the ranking is below:

Burnham	7	Matteson	2
Calumet City	8	Midlothian	2
Calumet Park	7	Oak Forest	1
Chicago Heights	9	Olympia Fields	2
Country Club Hills	3	Park Forest	5
Crete	1	Phoenix	6
Dixmoor	8	Posen	4
Dolton	8	Richton Park	4
East Hazel Crest	5	Riverdale	9
Flossmoor	1	Robbins	9
Ford Heights	5	Sauk Village	7
Glenwood	6	South Chicago Heights	9
Harvey	10	South Holland	4
Hazel Crest	6	Steger	3
Homewood	3	Thornton	1
Lansing	7	Tinley Park	1
Lynwood	3	University Park	4
Markham	6		

SSMMA PROJECT SELECTION (continued)

CMAP Planning Factors

Inclusive Growth:

Communities categorized by CMAP's Community Cohorts will receive the following points based on current data provided by CMAP:

Cohort 1: **0 Points**

Cohort 2 and 3: **2.5 Points**

Cohort 4: **5 Points**

Complete Streets:

No Complete Streets Policy or Complete Streets Elements in the project: **0 Points**

Either a Complete Streets Policy or Complete Streets Elements in the project: **2.5 Points**

Both a Complete Streets Policy and Complete Streets Elements in the project: **5 Points**

Green Infrastructure:

No Green Infrastructure Policy or Green Infrastructure Elements in the project: **0 Points**

Either a Green Infrastructure Policy or Green Infrastructure Elements in the project: **2.5 Points**

Both a Green Infrastructure Policy and Green Infrastructure Elements in the project: **5 Points**

Transit Service:

Communities with no Metra, Pace, NICTD, Dial-a-Ride, on Demand, Community Vehicle, Employer Shuttles, Senior Wheels, or Pace Advantage Vehicle Program: **0 Points**

Communities with Dial-a-Ride, on Demand, Community Vehicle, Employer Shuttles, Senior Wheels, or Pace Advantage Vehicle Program: **2.5 Points**

Communities with a Metra, NICTD, Pace Bus Route Stops Dial-a-Ride, on Demand, Community Vehicle, Employer Shuttles, Senior Wheels, or Pace Advantage Vehicle Program: **5 Points**

SSMMA PROJECT SELECTION (continued)

Freight Movement:

The Project is within a ½ mile of a Logistics Center, Rail Yard, E-Commerce, Truck Route, or Industrial Business: **5 Points**

The Project is between a ½ mile and 1 mile of a Logistics Center, Rail Yard, E-Commerce, or Industrial Business: **2.5 Points**

The Project is over 1 mile of a Logistics Center, Rail Yard, E-Commerce, Truck Route, or Industrial Business: **0 Points**

FUNDING CAPS

The maximum amount of federal funding for any single phase of a project is 50% of the SSMMA annual allotment at the time the project is awarded.



	POSSIBLE POINTS
STP METHODOLOGY SCORING	
TRAFFIC VOLUMES	5
SAFETY	10
PAVEMENT MANAGEMENT	15
JURISDICTION	15
PROJECT READINESS	5
LOCAL NEED	5
PERFORMANCE TARGETS	10
HEALTH BENEFITS	10
INCLUSIVE GROWTH	5
COMPLETE STREETS	5
GREEN INFRASTRUCUTRE	5
TRANSIT SERVICE	5
FREIGHT MOVEMENT	5
TOTAL:	100

ACTIVE PROGRAM MANAGEMENT

Active Program Management (APM) provides a mechanism for ensuring timely obligations to protect the regions funding. APM begins with the development of a program of projects that will make up an active 5 year program and a contingency list. All projects will be scored and ranked according to the SSMMA STP Methodology scoring. Once all projects are scored, a recommendation of an active program of projects and a contingency list will be released and reviewed by the TAG. The SSMMA Transportation Committee will review and adopt the recommended program. Any project in the SSMMA active program or contingency list must follow the criteria below, in addition to CMAP's STP Active Program Management Policies. In the event of a conflict between the SSMMA policies and [CMAP 's policies](#), the CMAP policies will be enforced.

Cost Increases: Cost increases will be evaluated by the TAG and approved by the Transportation Committee on a case by case basis, if funding is available. Projects requesting cost increases that cannot be accommodated due to lack of available funds will have an option to move to an out year, go to a later letting date, or go to contingency list. In the event of multiple projects requesting a cost increase, projects will be funded in the following order:

Priority projects:

1. Active out year projects before contingency list
2. Construction before ROW
3. ROW before ENG2
4. ENG2 before ENG1

Construction Projects cannot move to the current year of the active program without a Right of Way (ROW) Certificate from IDOT.

Trainings: Required for quarterly status reports. All other trainings are optional, but recommended.

Status Reports: Every project in the active program and contingency list are required in March, June, September and December of each year to complete a status report. At least once a year, SSMMA will hold a training on completing Status Reports. Failure to complete a Status Report may result in loss of funding in accordance with [CMAP's APM Policy](#).

Extensions: Project phases can be given a one-time six (6) month extension of the obligation deadline. A project wishing to receive the extension must provide a request to the TAG between April 1st and July 31st of each year. The September SSMMA Transportation Committee must approve the extension.



CONTINGENCY LIST

It is anticipated, the call for project every other year will have more projects than money available. The contingency list allows for projects to be ready to move into the active program. Being on the contingency list does not guarantee any federal funds for any phase of a project. The contingency list will expire with each call for projects in January of even numbered years. Projects on the contingency list must reapply and be ranked again at each Call for Projects. **Any project with Right of Way (ROW) funding cannot move to the current year of the active program year until ROW certificate has been received from IDOT.**

APPENDIX

I. TRANSPORTATION CONTROL MEASURES (TCM):

2012 SSMMA METHODOLOGY

	<u>Point Value</u>
Projects reducing emissions with significant traffic flow improvements	10
New signalization projects (where warranted)	
Full intersection channelization	
Projects reducing emissions with moderate traffic flow improvements	5
Improving existing signals	
Bottleneck elimination	
Realignment of offset intersection pairs	
Providing a missing road segment link	
Consolidation of access (i.e. reducing the number of driveways)	
Minor channelization improvements	
Projects accommodating bicyclists	8
Shared roadways	
Marked bicycle lanes	
Shoulders	
Bikeway structures	
Separated bicycle paths	

II. TRANSPORTATION DEVELOPMENT CREDITS HIGHWAY (TDCH) EXAMPLE RESOLUTION

RESOLUTION

A RESOLUTION OUTLING AN AGREEMENT WITH SOUTH SUBURBAN MAYORS AND MANAGERS ASSOCIATION AND INSERT COMMUNITY HERE PROGRAMMING FUNDS FOR INSERT PROJECT NAME HERE

WHEREAS, INSERT COMMUNITY HERE has determined the need to INSERT PROJECT TYPE AND LOCATION

WHEREAS, INSERT PROJECT HERE will improve mobility and INSERT ISSUES THE PROJECT WILL ADDRESS; and

WHEREAS, the Illinois Department of Transportation (IDOT) has granted approval to the Chicago Metropolitan Agency for Planning (CMAP) to program Transportation Development Credits Highway (TDCH) for Surface Transportation Program (STP) locally-led, federally funded projects; and

WHEREAS, CMAP and the Illinois Department of Transportation (IDOT) have a policy for Cohort four communities to use TDCH for up to 100% funding in the STP- local funds; and

WHEREAS, South Suburban Mayors and Managers Association (SSMMA) has a TDCH policy allowing high need communities to request the use of TDCH for up to access 100% funding at the call for projects; and

WHEREAS, INSERT COMMUNITY HERE has requested the use of TDCH for INSERT PROJECT NAME HERE; and

WHEREAS, the use of TDCH will build transportation projects sooner and advance the transportation goals of INSERT COMMUNITY HERE; and

WHEREAS, INSERT COMMUNITY HERE will complete status updates for this project in March, June, September, and December until INSERT PROJECT HERE is complete; and

WHEREAS, INSERT PROJECT NAME HERE project will comply will all Active Program Management policies in the SSMMA STP methodology; and

NOW, THEREFORE, BE IT RESOLVED, by INSERT COMMUNITY HERE that project has requested to use of TDCH for the amount of \$INSERT AMOUNT OF MATCH and the full request of \$INSERT AMOUNT OF FULL PROJECT.

DATED:

[name, title]



III. HEALTH BENEFITS

The Social Vulnerability Index (SVI), which is usually calculated at the census tract level, was modified by the Cook County Department of Public Health to yield an overall community-level SVI score for each of the 35 South Suburban Mayors and Managers Association communities.

Using data from the US Census Bureau, 2013-2017 American Community Survey (ACS), a percentile rank was calculated for each of the fifteen individual variables:

1. Percentage of persons below poverty
2. Percentage of civilians (age 16+) unemployed
3. Per capita income
4. Percentage of persons with no high school diploma (age 25+)
5. Proportion of persons aged 65 and older
6. Proportion of persons aged 17 and younger
7. Percentage of civilian noninstitutionalized population with a disability
8. Proportion of single parent households with children under 18
9. Percentage minority (all persons except white, non-Hispanic)
10. Percentage of persons (age 5+) who speak English "less than well"
11. Percentage of housing in structures with 10 or more units
12. Percentage of mobile homes
13. Percentage of households with more people than rooms
14. Percentage of households with no vehicle available
15. Percentage of persons in institutionalized group quarters

The fifteen percentile ranks were then summed, ordered and a final overall SVI percentile ranking calculated for each community. The final overall percentile ranking was then multiplied by 10 yielding a final community SVI score ranging from 0 to 10 points.