



Surface Transportation Program (STP) Performance-Based Methodology

Adopted November 16, 2021

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The Kane Kendall Council of Mayors Surface Transportation Program (STP) funds three types of projects:

- A) ROADWAYS AND INTERSECTIONS**
- B) ASSET MANAGEMENT PROJECTS**
- C) TRANSPORTATION CONTROL MEASURE INFRASTRUCTURE**

Legend

Functional Class

- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road or Street

Project applications are considered for funding and weighted against other projects according to their project type. The specific project priority methodology for each project type is described below.

Prior to beginning your project application, please verify on [IDOT's Roadway Functional Class website](#) that the project limits are on a STP eligible route. To use this website, zoom in to your project location and check against the Legend. Local Roads and Streets are not eligible. **Other Principal Arterial**, **Minor Arterial**, **Major Collector**, and **Minor Collectors** are eligible.

A. ROADWAYS AND INTERSECTIONS

The project types covered in this section are as follows:

- Intersection Improvement/Channelization
- Traffic Signals, Modifications and/or Modernization
- Roadway Reconstruction/Modernization
- Roadway Widening
- New Roadway Construction
- Modern Roundabout

Each Surface Transportation Program (STP) highway project shall be evaluated using eight categories. Each category is assigned a weighted value. The assumption is that the higher the weight of a category, the greater the significance of the category in terms of benefit from the project. In addition, the Council should place emphasis on highway projects that have benefit over more than a local area. The eight categories are:

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|--|-----|
| 1. Regional Impact Routes | 5% |
| 2. Relative Crash Prevalence | 10% |
| 3. Crash Reduction Factors | 10% |
| 4. Traffic Volume | 25% |
| 5. Level of Traffic Flow Improvement | 10% |
| 6. Multimodal Components | 15% |
| 7. Project Sponsor Complete Streets Policy | 5% |
| 8. Local Commitment & Project Readiness | 20% |

1. Regional Impact Routes: (0 or 5 points)

Regional Impact Routes can be described as roadways that provide a regional benefit above and beyond general traffic volume accommodation. 5 points will be awarded to improvements within the following route classifications:

Regional Impact Route	Description	Source
Truck Route	State Designated or Locally Designated (scroll to BLR 03210) Class II Truck Routes.	Getting Around Illinois Truck Routes Map
National Highway System	Highways functionally classed as freeways and expressways, other principal arterials, roads important to national defense, plus intermodal corridors as agreed upon by the USDOT, IDOT, CMAP and Counties.	Chicago Region National Highway System Map (September 2018)
Strategic Regional Arterial	Roads intended to carry larger volumes of traffic at higher speeds as a complement to the regional expressway system, as determined by IDOT and CMAP . Improvement projects on the SRA system should ideally include reductions in access points and increased distance between signals.	CMAP Strategic Regional Arterial System Map
Critical Urban Freight Corridor	Critical Urban (CMAP designated) or Critical Rural (State designated) roads which provide critical connectivity to the National Highway Freight Network as designated by IDOT and the CMAP MPO Policy Committee.	CMAP Region National Highway Freight Network Map

2. Relative Crash Prevalence: (maximum of 10 points)

Project applications shall provide the most recent five years of IDOT-published crash data available, reporting only those fatal and A-type injury crashes occurring within the proposed limits. Projects will be evaluated against one another on a scale of 10 points using the following formula:

H = Highest number of fatal/A-type crashes in application series

A = Application number of fatal/A-type crashes

S = Relative crash prevalence score

$$S = A/H * 10$$

3. Crash Reduction Factors (maximum of 10 points)

This category assigns a point value based on an expected planning level safety improvement (reduction of crashes). KKCOM has access to a list compiled by CMAP of common improvement types (countermeasures) and the accompanying planning level Crash Reduction Factors (CRFs) using information from IDOT, the Crash Modification Clearinghouse and the Highway Safety Manual. The CRF total will be multiplied by the number of fatal and serious injury crashes occurring within the project limits as provided in the previous section. Projects will then be evaluated against one another on a scale of 10 points using the following formula:

$$R = CRF * H$$

H = Highest number of fatal/A-type crashes in application series

A = Application reduction value

S = Relative crash reduction score

$$S = A/R * 10$$

4. Traffic Volume: (maximum of 25 points)

This category assigns a point value based on existing Average Annual Daily Traffic (AADT) volumes. Volumes will be derived from the Getting Around Illinois (GAI) traffic counts [portal](#), using AADT 2024 or local data for locations where data is not available.

Traffic Count ×

Layers Q ≡

☐ Truck Average Daily Traffic

☒ Annual Average Daily Traffic

☐ Historic Traffic Counts

☒ AADT 2024

For road segment projects with limits extending into two differing AADT segments, the AADT shall be calculated as a length-weighted average of the GAI segments. For intersection projects, the AADT shall be calculated as one half of the total AADT of the connecting segments. New road segments should either contact CMAP for AADT projections or use information gathered during preliminary engineering. For segments with two or more through lanes in either direction and for intersections containing such a segment, the resulting AADT value shall be halved to create a relative score. Projects with a calculated AADT above 25,000 will receive 25 points. Projects with an AADT below 25,000 will be converted to a 25-point scale using the formula below.

$$\text{Score} = (\text{AADT} \times 25) / 25,000$$

5. Level of Traffic Flow Improvement Countermeasures: (maximum of 10 points)

This category analyzes how well the proposed project improves traffic flow. A project will either fall into the High, Medium or Low categories.

High – 10 points	Medium – 5 points	Low – 0 points
<ul style="list-style-type: none">• Signal Interconnects• New traffic signals (warranted)• Roundabout• Full channelization improvement• Add-lane projects• Realignment of offset intersections	<ul style="list-style-type: none">• Improving existing traffic signals• Bottleneck elimination• Auxiliary lane additions• Consolidation of access• Minor channelization improvement (1 or 2 leg additions)	<ul style="list-style-type: none">• Resurfacing• Widening and resurfacing• Shoulder improvements• Curb and gutter installation/repair• Drainage• Lighting

If the project has other traffic flow improvements not listed, the sponsor may submit their own traffic flow improvement with a memo explaining the justification for point consideration. The number of points awarded will be determined by KKCOM Staff, subject to review by the Transportation Policy Committee.

6. Multimodal Infrastructure Components: (maximum of 15 points)

If a highway project includes a scope component which exceeds the usual benefit to single occupancy vehicles and promotes the use of other alternative transportation modes, the project is eligible to earn a maximum of fifteen points in this category. Points can only be received for new multimodal infrastructure that is planned as part of the proposed project. Points cannot be earned for existing infrastructure.

Bicycle and Pedestrian Infrastructure	
Action	Cumulative Points
Project includes multiuse path*	+ 7
Project includes on-street bike facility*	+ 5

Project includes sidewalk*	+ 5
*Must extend majority of the length of the project. Where the length of the facility is not a majority of the project length, the percentage of the total project length shall be used as a multiplier for the appropriate cumulative points above. For intersections providing new connections, the crosswalk shall be considered new pedestrian infrastructure and shall be scored according to the adjacent facilities.	

Regional and Local Connectivity	
Action	Cumulative Points
Project extends regional trail network**	+ 5
Project connects two existing trails	+ 5
Project connects to existing regional trail**	+ 4
Project connects to one existing trail	+ 3
Project closes a sidewalk gap	+ 5
**Refer to KKCOM Bike Web App and CMAP Regional Greenways and Trails map for Regional Trail Corridors.	

Transit Connectivity	
Action	Cumulative Points
Project connects to Train Station or Bus Stop	+ 5
Project adds new Bus Shelters	+ 5
Add dedicated bus lane	+ 5

If the project has other multimodal infrastructure components not listed above, the sponsor may submit a memo explaining the justification for point consideration. The number of points awarded will be determined by the KKCOM Staff, subject to review by the Transportation Policy Committee.

7. Project Sponsor Complete Streets Policy (0 to 5 points)

Project sponsors can receive points for pursuing complete streets initiatives through a number of mediums. Points shall be awarded as follows:

Adopted complete streets policy	5 points
Complete streets policy directive or recommendation in an adopted plan, municipal code OR staff-driven complete streets policy	2.5 points

Project sponsors must have complete streets policies in place and approved by council staff at the time of the project application in order to receive points in this category. Examples of Complete Streets policies from around the region are available on the [Active Transportation Alliance website](#).

8. Local Commitment & Project Readiness: (maximum of 20 points)

The point value assigned in this category is based on additional sponsorship, demonstration of financial commitment, and project readiness. Projects will receive points based on the highest level of readiness achieved and add cumulative points based on additional actions and commitments. The point value ranges are as follows:

Project Readiness Level (choose one)	Points
Phase 1 Design Approval	20
Phase 1 Draft PDR or BLR 46300 submitted to IDOT	15
Phase 1 KO Meeting (or confirmation from IDOT that a KO Meeting is not required)	10
Project is in Contingency Program	5

Action	Cumulative Points
Local commitment to fund Phase II	+5
Local Commitment to fund ROW	+5
ROW Certified	+5
ROW not required	+3
Multi-Jurisdictional Sponsorship <i>Sponsors are considered financial partners in the project.</i>	+5

**** Please upload corresponding documents to eTIP (KO meeting minutes, transmittal letters, emails, etc.) ****

B. ASSET MANAGEMENT PROJECTS

Each asset management project under consideration for funding in the STP program will be evaluated using eight categories. (Resurfacing projects that do not score competitively in the Road Projects section will be evaluated under Asset Management, for example) Each category is assigned a weighted value. The assumption is that the higher the weight of a category, the greater the significance of the category in terms of benefit from the project. In addition, the Council should place emphasis on projects that will have benefit over more than a local area. The eight categories are:

1. Road Condition	30%
2. Consideration of Regional Need	10%
3. Traffic Volume	20%
4. ADA Transition Plans	10%
5. Prior Year Funding	10%
6. Project Readiness	10%
7. Multi-Jurisdictional Sponsorship	5%
8. Regional Impact Route	5%

1. Road Condition: (maximum of 30 points)

Road Condition will be evaluated by project sponsors using the Pavement Surface Evaluation and Rating (PASER) Manual method. Project sponsors must complete and submit the KKKOM PASER Scoring Sheet (Appendix A) for each Asset Management Project. Guidelines to follow are included within that worksheet.

Each 1/8th mile segment will be rated using the PASER scale of 1-10. The average PASER rating across the project will be used to determine the points received.

Project Sponsors will submit photos of each segment so that KKKOM staff may spot check the evaluation.

Condition	Range	Point Value
Excellent	10.0 – 8.6	0
Good	8.5 – 5.6	10
Fair	5.5 – 3.6	20
Poor	3.5 – 1.0	30

2. Consideration of Regional Need (maximum of 10 points)

This category rates the regional impact of the proposed project. Scoring is based on the functional classification of the route and the impact of the route to regional movement using the designation of truck route, strategic regional arterial (SRA), critical urban freight corridor (CUFC) and whether the project is on the national highway system (NHS).

Classification	Points
Other Principal Arterial	10
Minor Arterial	7
Major Collector	5
Minor Collector	0

3. Traffic Volumes: (maximum of 20 points)

This category assigns a point value based on existing Average Annual Daily Traffic (AADT) volumes. Volumes will be derived from the Getting Around Illinois (GAI) traffic counts [portal](#), using AADT 2024 or local data for locations where data is not available.

Traffic Count
×

Layers Q

- ☐ Truck Average Daily Traffic
- ☒ Annual Average Daily Traffic
- ☐ Historic Traffic Counts
- ☒ AADT 2024

For road segment projects with limits extending into two differing AADT segments, the AADT shall be calculated as a length-weighted average of the GAI segments. For intersection projects, the AADT shall be calculated as one half of the total AADT of the connecting segments. New road segments should either contact CMAP for AADT projections or use information gathered during preliminary engineering. For segments with two or more through lanes in either direction and for intersections containing such a segment, the resulting AADT value shall be halved to create a relative score. Projects with a calculated AADT above 10,000 will receive 20 points. Projects with a an AADT below 10,000 will be converted to a 20-point scale using the formula below.

$$\text{Score} = (\text{AADT} \times 20) / 10,000$$

4. ADA Transition Plans: (0 to 10 points)

Due to the overlapping nature of resurfacing programs and transition planning, project sponsors will be able to receive cumulative points for having certain elements of ADA transition plans satisfied. Those elements and subsequent point values are as follows:

Action	Requirement	Points
Appoint an ADA Coordinator	Project sponsor has identified an ADA Coordinator (publicly posted on their website) who oversees <i>non-employment</i> obligations.	2
Provide Public Notice	Project sponsor has provided a notice on their website, social media, facilities or local news about the ADA and how it applies to the public entity.	2
Adopt a Grievance Procedure	Project sponsor has provided and made public a grievance procedure which provides a means for submission and resolution of the grievance.	2
Conduct a Self-Evaluation	Project sponsor has an inventory of pedestrian transportation system assets identifying barriers to access.	2
Action Plan	Project sponsor has identified a prioritization scheme or schedule for improvements to accessibility in the public ROW.	2

**** The webpage links must be provided to earn points ****

Project sponsors can consult the US Department of Justice's [ADA Toolkit for State and Local Government](#) for examples of the implementation steps above or visit [CMAP's ADA Planning](#) webpage for details of the federal requirements as well as toolkits and trainings to support compliance.

5. Prior Year Funding: (0 to 10 points)

In order to maintain a focus on performance measures without exclusion of communities within the KKCOM programming area, projects within sponsor jurisdictions which have gone significant periods of time without receiving STP-L funding for a project shall receive points. **Use the year listed on the award letter from the last time funding was received.**

Years since last STP-L award letter received	Points	Years
10 +	10	2015 & prior
5 - 9	5	2016 - 2020
< 5	0	2021 - 2025

6. Project Readiness: (0 to 10 points)

Project Readiness (choose one)	Points
Phase 1 Design Approval	10
Phase 1 Draft PDR or BLR 46300 submitted to IDOT	7.5
Phase 1 KO Meeting (or confirmation from IDOT that a KO Meeting is not required)	5
Project is in Contingency Program	2.5

**** Please upload corresponding documents to eTIP (KO meeting minutes, transmittal letters, emails, etc.). ****

7. Multi-Jurisdictional Sponsorship: (0 or 5 points)

5 points will be awarded to project applications with more than one financial sponsor. Municipalities should remain the *primary* project sponsor.

8. Regional Impact Routes: (0 or 5 points)

Regional Impact Routes can be described as roadways that provide a regional benefit above and beyond general traffic volume accommodation. 5 points will be awarded to improvements within the following route classifications:

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Critical Urban Freight Corridor	Critical Urban (CMAP designated) or Critical Rural (State designated) roads which provide critical connectivity to the National Highway Freight Network as designated by IDOT and the CMAP MPO Policy Committee.	CMAP Region National Highway Freight Network Map

C. TRANSPORTATION CONTROL MEASURE INFRASTRUCTURE

Other types of transportation control measure infrastructure projects are eligible for STP funding. These projects shall have a minimum of two Council members as sponsors and should be submitted to KKCOM Staff on a project application with a supplemental memo explaining the project. Effort will be made to rank these projects against other STP projects submitted; however, the Council shall give strong consideration to transportation control measure infrastructure that:

1. Has a regional transportation impact
2. Includes participation of more than one transportation agency
3. Has a significant safety benefit to pedestrian, bicyclists, transit users or vehicles
4. Has a significant impact on congestion reduction