



Surface Transportation Program (STP) Performance-Based Methodology *Adopted November 16, 2021* *Revised October 19, 2023*

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	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.
Functional Class	
— Interstate	
— Freeway or Expressway	
— Other Principal Arterial	Prior to commencing 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 <u>not</u> eligible. Other Principal Arterial , Minor Arterial , Major Collector , and Minor Collectors are eligible.
— Minor Arterial	
— Major Collector	
— Minor Collector	
— Local Road or Street	

A. ROADWAYS AND INTERSECTIONS

The project types covered in this section are as follows:

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

Each Surface Transportation Program (STP) highway project shall be evaluated using nine 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 nine categories are:

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	15%
9. Inclusive Growth	5%

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 three 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. KKCOM staff will review project details to determine the relevant countermeasure and the assigned planning level CRF for that countermeasure. If multiple countermeasures are part of the project, staff will use the maximum planning level CRF for the project. The maximum CRF 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 (highest reduction value in application series)

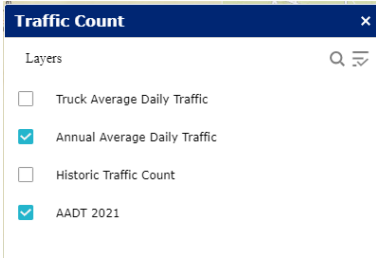
A = Application reduction value

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 the “Annual Average Daily Traffic” and “AADT 2021” data or locally for locations for which data is not available.



Due to significant changes in travel behavior, *no 2020 counts shall be used until they are available for all counties within the KKCOM programming area.* 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. All resultant values will be indexed to a 25-point scale.

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 	<ul style="list-style-type: none"> • Improving existing traffic signals • Bottleneck elimination • Auxiliary lane additions • Realignment of offset intersections • 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 Kane County Bike Plan and CMAP Regional Greenways and Trails Plan for Regional Trail Corridors .	

Transit Connectivity	
Action	Cumulative Points
Project connects to Train Station or Bus Stop	+ 5
Project adds new Bus Shelters	+ 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:

Council 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

Smart Growth America provides guidance for what can constitute a complete streets policy in whole or in part:

1. **Vision and Intent-** includes an equitable vision for how and why the community wants to complete its streets. Specifies the need to create a complete and connected network and specifies at least four modes, two of which must be biking or walking.
2. **Diverse Users-** Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. **Commitment in all projects and phases-** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. **Clear, accountable expectations-** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notices prior to exceptions being granted.
5. **Jurisdiction-** Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. **Design-** Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7. **Land use and context sensitivity-** Considers the surrounding community's current and expected land use and transportation needs.
8. **Performance measures-** Establishes performance standards that are specific, equitable, and available to the public.
9. **Project selection criteria-** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. **Implementation steps-** Includes specific next steps for implementation of the policy.

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 15 points)

The point value assigned in this category is based on additional sponsorship, demonstration of financial commitment and project readiness. The point value ranges are as follows:

Action	Cumulative Points
Local commitment to fund Phase II	+ 5
Local commitment to fund ROW	+ 5
Multi-Jurisdictional Sponsorship <i>Sponsors are considered financial partners in the project.</i>	+5
Project Readiness	
Phase 1 Design Approval	+10
Phase 1 Draft PDR or BLR 46300 Submitted to IDOT	+5
Phase 1 KO Meeting (or confirmation from IDOT that a KO Meeting is not required)	+5
Project is in Contingency Program	+5

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

9. Inclusive Growth: (maximum of 5 points)

The point value assigned in this category is based on the percentage of facility users who are non-white and under the poverty line. They are based on [KKCOM’s Inclusive Growth Facility Planning Tool](#), and are as follows: Points shall be calculated as follows:

Percent of facility users that are people of color and under the poverty line	Points
25% or more	5
20% to < 24.9%	4
15% to < 19.9%	3
10% to < 14.9%	2
5% to < 9.9%	1
Less than 5%	0

B. ASSET MANAGEMENT PROJECTS

Each asset management project under consideration for funding in the STP program will be evaluated using seven 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 seven categories are:

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

1. Road Condition: (maximum of 30 points)

Four condition levels comprise this category. The range refers to the [IDOT’s Condition Rating Survey \(CRS\) Summary Report from FY 2022](#). Roads traversing segments with two different CRS values will be scored by length-weighted average. The CRS range and point values are as follows:

Condition	Range	Point Value
Excellent	9.0 – 7.6	0
Good	7.5 – 6.1	10
Fair	6.0 – 4.6	20
Poor	4.5 – 1.0	30

KKCOM staff will score projects using IDOT’s CRS data:

- Link to view CRS data in Arc Map: [Pavement Condition 2022](#)
- To view in ArcGIS Pro 3.1.2: On [KKCOM’s STP Program webpage](#), look for “IDOT 2022 CRS Data – Kane and Kendall”. Another option is downloading this zip file: [IDOT 2022 CRS Data.zip](#).

If you cannot access any of the GIS files and would like to see the CRS score for a particular road segment, please email planningstaff@co.kane.il.us and we will send you the information. In the event the CRS data is not available, agencies can submit their own scoring to be verified by KKCOM staff. Visual scoring may be necessary.

2. Consideration of Regional Need (maximum of 20 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	15
Minor Arterial	10
Major Collector	5
Minor Collector	0
Regional Impact Route*	5 Additional Points

**Truck Route, National Highway System, Strategic Regional Arterial or Critical Urban Freight Corridor*

3. Traffic Volumes: (maximum of 10 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 the “Annual Average Daily Traffic” and “AADT 2021” data or locally for locations for which data is not available.

Due to significant changes in travel behavior, *no 2020 counts shall be used until they are available for all counties within the KKCOM programming area*. 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. All resultant values will be indexed to a 10-point scale.

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 link must be provided to earn points. See 17 – 21 in the KKOM Application Supplement Form.

Project sponsors can consult the US Department of Justice’s [ADA Toolkit for State and Local Government](#) for examples of the implementation steps above.

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

In order to maintain a focus on performance measures without outright exclusion of communities within the KKOM 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 of the Call for Projects when last received funding.***

Years since last project received STP-L funding	Points
10 +	10
5-9	5
< 5	0

6. Project Readiness : (0 to 10 points)

District 1: A project will receive 5 points if currently in the Contingency Program, an IDOT KO meeting has been held, or draft PDR has been submitted. If any of the following milestones are complete, the project will receive 10 points; Design Approval or Pre-Final Plans submitted.

District 3: A project will receive 5 points if currently in the Contingency Program, an IDOT KO Meeting has been held, confirmation from IDOT that a KO Meeting is not required, or draft PDR/BLR 46300 submitted. If any of the following milestones are complete, the project will receive 10 points; Design Approval or Pre-Final Plans submitted.

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

7. Multi-Jurisdictional Sponsorship: (0 or 10 points)

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

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