



KKCOM Special Meeting – Methodology Review for FY26-27 Call for Projects

Methodology Part A: Roadways and Intersections

The following slides pertain to scoring mechanisms within section A of the KKCOM methodology, which are primarily oriented toward roadway geometry and other improvements.

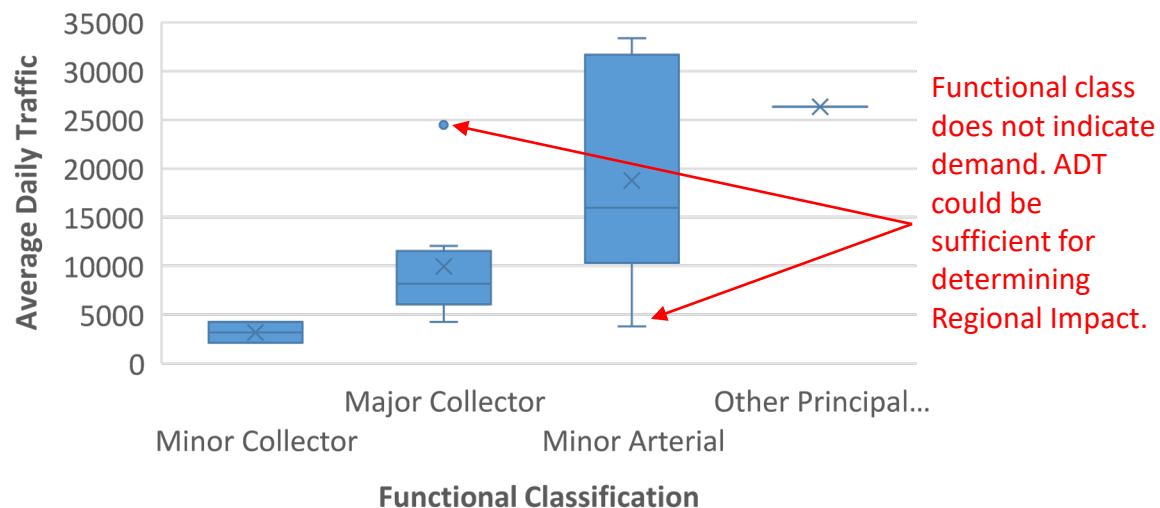
Regional Impact – Functional Classification

Description:

Proposal to eliminate functional classification from scoring in Section A of the methodology.

Reasoning:

Functional Classification vs. ADT
KKCOM FY21-25 Call for Projects



Comments from April 2021:

- Functional Classification more useful for future project development in high growth scenarios
- Points could be re-allocated to the ADT scoring, under which some projects with high ADT were capped by the 20 point threshold.
- Both County DOTs support greater emphasis on ADT vs. Functional Classification
- There are other sources of data available regionally that could be used to measure regional impact in some other way than ADT (ex. CMAP [Travel Time Reliability](#))

Safety

Description:

Proposal to implement Crash Modification Factors into the existing methodology, which would add a predictive element. (*The current methodology only requests crash density and does not contain any direct incentives for projects to address safety issues*)

Reasoning:

Council staff collected information on safety-related project elements during the last call for projects as a test pilot, due to the fact that the CMAP STP Methodology for the regional program includes a predictive scoring for safety-related project elements. The [Crash Modification Factors](#) used by CMAP are well-established, do not require any modification on our part, and could be used to provide that predictive element.

Comments from April 2021:

(None)

Traffic Volumes

Description:

Proposal to move toward a singular source for submitting ADT values during calls for projects. (Getting Around Illinois ADT [map](#).)

Reasoning:

There were variances in the thousands when comparing alternative ADT data submitted for FY21-25 with Getting Around Illinois numbers. The goal is to rank projects relative to one another.

Comments from April 2021:

-Concerns about availability of data/variation in year by County where the data is collected (since discovered that IDOT maintains historical numbers which we can get access to in order to promote fairness)

-Concern over the changeover to 2020 pandemic traffic volumes (Council staff would use 2019 values and prior until all counties within the COM boundary have 2020 counts)

Multi-Modal Infrastructure Components

Description:

Proposal to add in a prioritization scoring mechanism based on demographic/health factors recommended by the Kane Health Dept. and access to sidewalks and trails. Scoring would also take into account length of pedestrian facilities being provided.

Reasoning:

Roadways are prioritized based on utility, and we have continuously updated data on trails in the region as well as Census data to support a prioritization scheme.

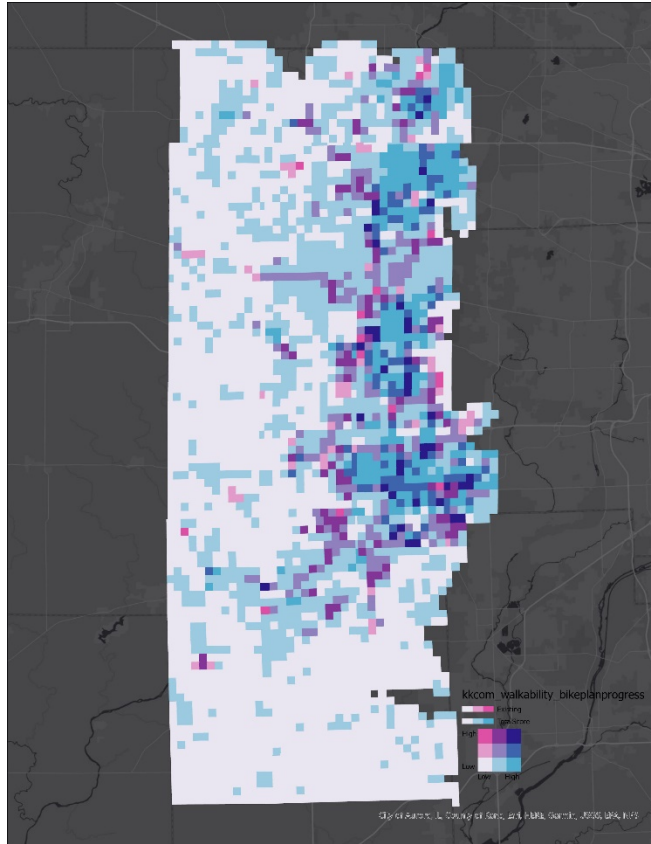
Comments from April 2021:

-Contextualizing the bike trail data can help with project development and help project sponsors understand the trail system in the context of their communities.

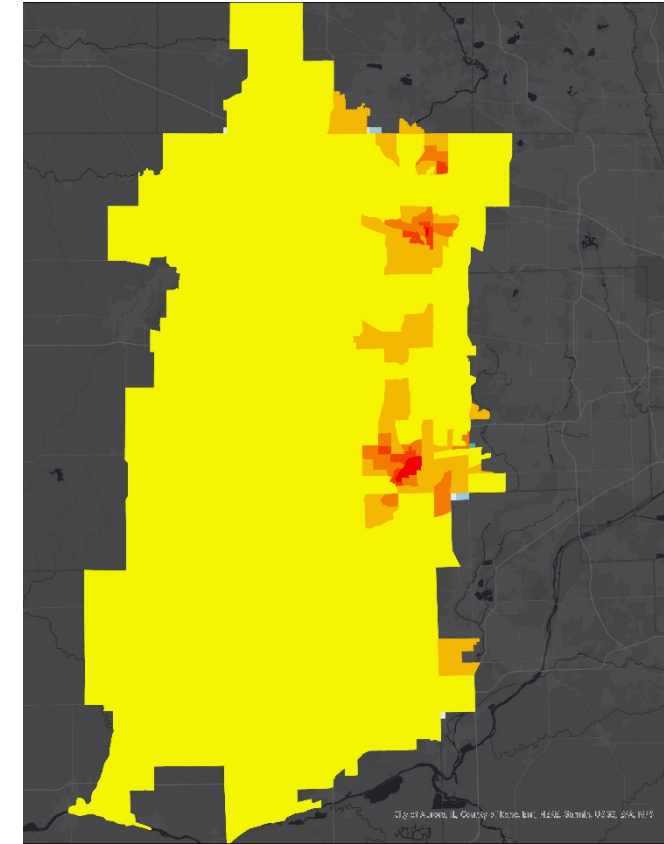
-Equity in outdoor spaces has become a hot topic in the region due to 100%+ increases in activity in parks and recreational facilities over the past year.

Multi-Modal Infrastructure Components (Cont.)

Samples of potential scoring methods



Map showing the walkability of each CMAP analysis subarea compared to trail coverage. Areas in Pink are areas with high trail access and low walkability. Areas in Blue are areas with higher walkability and low trail access. Improvements to the “blue” area could be targeted to make the most of scarce dollars.



Map showing the population density of obese persons across all Census Tracts touching and within the KKKOM boundary. Data comes from the Center for Disease Control (CDC)

Complete Streets Policy

Description:

Proposal to create scoring tiers of Complete Streets Policies (*Council adopted policy being the highest scoring and staff driven policy being the lowest*)

Reasoning:

Complete Streets Policies were added as a scoring mechanism before the FY21-25 Call for Projects. Due to scheduling constraints at that time, council staff elected to score all plans/policies related to complete streets equally. We suggested that after the first call for projects and after municipalities have passed policies, we would revisit this category to create a more nuanced scoring.

Comments from April 2021:

- Importance of complete streets infrastructure vs. policy
- Support for keeping the category due to real impacts on the project development process

Local Commitment

Description:

Proposal to add points for local agency commitment to fund ROW. Projects that don't require ROW would automatically be awarded full scoring. *(Current policy awards local commitment points only up to Phase 2 Engineering)*

Reasoning:

This was a scoring category that had extremely low variance because most municipalities funded Phase 2 locally. Adding a scoring tier is a logical step-up.

Comments from April 2021:

-Agreement to locally fund ROW could also be tied to an increase in the maximum federal match (ex. The baseline match is 70% for KKCOM, but 75% if Phase 2 is locally funded). ROW being locally funded could lead to an 80% match.

Inclusive Growth

Description:

Proposal to review the points gradation for the Inclusive Growth scoring factor based on the outcomes of the FY21-25 call for projects. The scale could be continuous or the levels could be changed.

Reasoning:

The initial scoring tiers for the Inclusive Growth data were created to fit neatly into the number of points allotted during the last methodology revision. Projects would either receive 0, 3 or 5 points based on meeting thresholds for race and poverty among estimated users of the roadway. We don't want to unfairly disadvantage projects that fall along the 'fault' lines of scoring.

Comments from April 2021:

-Question about why the transportation system data for Inclusive Growth don't separate income and race (*This is CMAP data developed to fall in line with ON TO 2050 recommendations and research*)

Methodology Part B: Asset Management

The following slides pertain to scoring mechanisms within section B of the KKCOM methodology, which are primarily oriented toward roadway maintenance.

Road Condition

Description:

Proposal to change the primary method of collecting pavement condition data from Council Staff to the [Pavement Condition Index](#).

Reasoning:

More than half of the pavement condition scores recorded by Council Staff had variances of more than 20% when compared to one another. PCI is more consistent and is a time saver. The Regional PCI data is available for the vast majority of the federal-aid system maintained by local agencies.

Comments from April 2021:

-Most other councils in the area use PCI

***New Category* - Prior Council Funding**

Description:

Proposal to add a scoring mechanism into the Asset Management section of the methodology that would take into account prior year funding received. (Communities with a large amount of resurfacing funding from FY21-25 would have a lower score in this category than communities that did not/could not participate)

Reasoning:

This is a tool for spreading the money around already used by some of the other councils in the region. We have the first 5 years of data collection from the new program that can be used as a basis to create this new category.

Comments from April 2021:

(None)