

**Surface Transportation Program (STP)  
Performance Based Methodology**

*Adopted November 16<sup>th</sup>, 2021*

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**

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.

**A. ROADWAYS AND INTERSECTIONS**

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:

<b>Regional Impact Route</b>	<b>Description</b>	<b>Source</b>
Truck Route	State Designated or <a href="#">Locally Designated</a> Class II Truck Routes.	Getting Around Illinois Truck Routes <a href="#">Map</a>
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 <a href="#">Map</a> (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 <a href="#">IDOT</a> and <a href="#">CMAP</a> . Improvement projects on the SRA system should ideally include reductions in access points and increased distance between signals.	CMAP Strategic Regional Arterial System <a href="#">Map</a>
Critical Urban Freight Corridor	Critical Urban (CMAP designated) or Critical Rural (State designated) roads which provide critical connectivity to the <a href="#">National Highway Freight Network</a> as designated by IDOT and the CMAP MPO Policy Committee.	CMAP Region National Highway Freight Network <a href="#">Map</a>

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

According to IDOT’s Crash Facts Report series, over the three year period from 2017 to 2019, 348 motor vehicle fatalities and 3914 serious injuries occurred in the counties surrounding the Kane Kendall Council’s programming jurisdiction (breakouts in the table below). Furthermore, between 2017 and 2018, 71.8% of motor vehicle fatalities and serious injuries in urban areas statewide occurred on county and local road systems. The Kane Kendall Council should place emphasis on locations where a higher proportion of such crashes occur.

2017-2019 Totals	DeKalb	DuPage	Kane	Kendall	Will
<b>Fatalities</b>	26	106	87	23	106
<b>A-Injury Crashes</b>	249	1234	1031	166	1234

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). KKKOM 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. These values are included in the application workbook. KKKOM 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](#), 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 KKKOM 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"> <li>• Signal Interconnects</li> <li>• New traffic signals (warranted)</li> <li>• Round-a-Bout</li> <li>• Full channelization improvement</li> <li>• Add-lane projects</li> <li>• Provide a missing link</li> </ul>	<ul style="list-style-type: none"> <li>• Improving existing traffic signals</li> <li>• Bottleneck elimination</li> <li>• Auxiliary lane additions</li> <li>• Realignment of offset intersections</li> <li>• Consolidation of access</li> <li>• Minor channelization improvement (1 or 2 leg additions)</li> </ul>	<ul style="list-style-type: none"> <li>• Resurfacing</li> <li>• Widening and resurfacing</li> <li>• Shoulder improvements</li> <li>• Curb and gutter installation/repair</li> <li>• Drainage</li> <li>• Lighting</li> </ul>

If the project has other traffic flow improvements not listed on the previous page, 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
<i>*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.</i>	

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
<i>**Refer to Kane County Bike Plan and CMAP Regional Greenways and Trails Plan for Regional Trail Corridors.</i>	

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 their own with 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. Project sponsors seeking a template to assist starting the process of developing a complete streets policy may consult the [policy](#) adopted by Park Forest, IL in 2015.

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#### 8. Local Commitment: (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 Submitted to IDOT	+5
Phase 1 in Progress	+3

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#### 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 the [Inclusive Growth Map](#) produced by CMAP and are as follows. Points shall be calculated on a scale of 5 points using the following formula:

**H** = Highest proportion of users of color under the poverty line in application series

**A** = Application percentage of users of color under the poverty line

**S** = Inclusive growth score

$$S = A/H * 10$$

## B. ASSET MANAGEMENT PROJECTS

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

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

### 1. Road Condition: (maximum of 30 points)

Seven condition levels comprise this category. The range refers to the American Society for Testing and Materials' Pavement Condition Index (PCI). Roads traversing segments with two different PCI values will be scored by length-weighted average. The PCI range and point values are as follows:

Condition	Range	Point Value
Good	86 - 100	0
Satisfactory	71 - 85	5
Fair	56 - 70	10
Poor	41 - 55	15
Very Poor	26 - 40	20
Serious	11 - 25	25
Failed	0 - 10	30

Project sponsors can view the PCI for their application [here](#).

### 2. 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](#), 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 20 point scale.

### 3. 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

**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

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 KKCOM programming area, projects within sponsor jurisdictions which have gone significant periods of time without receiving an FHWA authorization for a project shall receive the following points:

Years since last project authorized by the FHWA	Points
10+	10
5-9	5
<5	0

**6. 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