MAYOR JEFFERY SCHIELKE
Council Chairman

KKCOM
KANE KENDALL
COUNCIL OF MAYORS

PRESIDENT ED RITTER
Council Vice-Chairman

Chicago Metropolitan Agency for Planning

KANE/KENDALL COUNCIL OF MAYORS
41W011 Burlington Road
St. Charles, Illinois 60175
(630) 584-1170

THOMAS B. RICKERT
Executive Director
JENNIFER BECKER
Council Director

Surface Transportation Program (STP)
Performance Based Methodology

Adopted January 2017

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

A) Roadways and Intersections
B) Local Agency Functional Overlay (LAFO) 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 five 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 five categories are:

1.	Regional Impact	15%
2.	Safety	15%
3.	Traffic Volume & Level of Improvement	30%
4.	Multimodal Components	15%
5.	Local Commitment	25%

---

1. Regional Impact: (maximum of 15 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, critical urban freight corridor and whether the project is on the national highway system. New projects will receive points based on the proposed classification of the road and the impact to the regional transportation system.

Classification	Points
Other Principal Arterial	10
Minor Arterial	7
Major Collector	3
Minor Collector	0
Regional Impact Route*	5 Additional Points

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

2. Safety: (maximum of 15 points)

The point value assigned in this category is based on the ability of the local agency to clearly demonstrate a correlation between the proposed project and an improvement in vehicle and/or pedestrian/bicyclist safety.

Scoring is based on a comparison of the average number of crashes (most recent three years) per 1,000,000 vehicle miles for the proposed project with the average in the respective county (most recent three years). The data source for the table below is from the Illinois Travel Statistics Report and Illinois Crash Facts and Statistics Report, 2012 – 2014.

2012 - 2014	DeKalb	DuPage	Kane	Kendall	Will	Points
125% above Average	2.13 +	2.85 +	3.19 +	2.81 +	2.62 +	15
Average or Greater	1.71 +	2.28 +	2.55 +	2.25 +	2.09 +	10
75% of Average	1.28 +	1.71 +	1.91 +	1.69 +	1.57 +	7
50% of Average	0.85 +	1.14 +	1.28 +	1.13 +	1.05 +	3
Below 50% of Average						0
New Alignment						5

Crash Rate Formulas			
	R_1 = Crashes per 1 million vehicle-miles traveled (*vmt*) **R_2** = Crashes per 1 million vehicles entering intersection **C** = Total of last 3 years of crashes **1,095** = Number of days in 3 years **V_1** = Average Daily Traffic (*ADT*) of both directions (*if segment contains intersection(s), use ADT of project segment*) **V_2** = Average Daily Traffic (*ADT*) entering intersection **L** = Length of the roadway segment in miles	**Segment** *(may include intersection(s))*	$R_1 = \frac{1{,}000{,}000 \times C}{1{,}095 \times V_1 \times L}$
		Intersection	$R_2 = \frac{1{,}000{,}000 \times C}{1{,}095 \times V_2}$

Project sponsors will also be expected to list the most common types or crashes that occurred at the proposed project location and to also list proposed safety improvements for the segment that may remedy the most common types of crashes.

---

3. (a) Traffic Volumes: (maximum of 20 points)

This category assigns a point value based on existing Average Daily Traffic (ADT) volumes. If the project is an intersection improvement, the Local Agency should submit the ADT of cars entering the intersection. If no ADT is provided, KKCOM Staff will consult IDOT's ADT data. New road segments should either contact CMAP for ADT projections or use information gathered during preliminary engineering. The point value will be determined by the following calculation, rounded to the nearest half point. An intersection with a 2 lane and 4 lane leg, would use the four lane calculation.

Two Lane Road	Four+ Lane Road
$\frac{ADT}{750} = Points$	$\frac{ADT}{1{,}500} = Points$

(b) 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
• Signal Interconnects • New traffic signals (warranted) • Round-a-Bout • Full channelization improvement • Add-lane projects • Provide a missing link	• Improving existing traffic signals • Bottleneck elimination • Auxiliary lane additions • Realignment of offset intersections • Consolidation of access • Minor channelization improvement (1 or 2 leg additions)	• Resurfacing • Widening and resurfacing • Shoulder improvements • Curb and gutter installation/repair • Drainage • Lighting

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 the KKCOM Staff, subject to review by the Transportation Policy Committee.

---

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

If a highway project includes an aspect 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. Point 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.*	

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
***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 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.

---

5. Local Commitment: (maximum of 25 points)

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

Action	**Cumulative Points**
Local Commitment to fund Phase II *(Attach copy of approved CIP or Budget)*	+ 5
Multi-Jurisdictional Sponsorship *Sponsors are considered financial partners in the project. 5 points for each additional sponsor. Maximum of 2 sponsors.*	+5 to 10
Project Readiness	
Phase 1 Design Approval	+10
Phase 1 Draft PDR Submitted to IDOT	+5
Phase 1 in Progress	+3

B. LOCAL AGENCY FUNCTIONAL OVERLAY (LAFO) PROJECTS

Each LAFO project under consideration for funding in the STP program will be evaluated using three categories. Each category will be 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 three categories are:

1. Road Condition 40%
2. Traffic Volume 40%
3. Consideration of Regional and Community needs 20%

---

1. Road Condition: (maximum of 40 points)

Five condition criteria comprise this category. The range refers to the IDOT Condition Rating Survey (CRS). The CRS range and point values are as follows:

Condition	Range	Point Value
Very Poor	0 – 3.0	40
Poor	3.1 – 4.0	30
Low Fair	4.1 – 5.0	20
High Fair	5.1 – 6.0	10
Satisfactory/Good	6.1 – 9.0	0

---

2. Traffic Volumes: (maximum of 40 points)

This category assigns a point value based on existing Average Daily Traffic (ADT) volumes. If no ADT is provided, KKCOM Staff will refer to IDOT's ADT data for the respective segment. The point value will be determined by the following calculation, rounded to the nearest half point.

Two Lane Road	Four+ Lane Road
$\frac{ADT}{375} = Points$	$\frac{ADT}{750} = Points$

---

3. Consideration of Regional Need (maximum of 20 Points)

This category rates the regional impact of the proposed LAFO. 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*

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