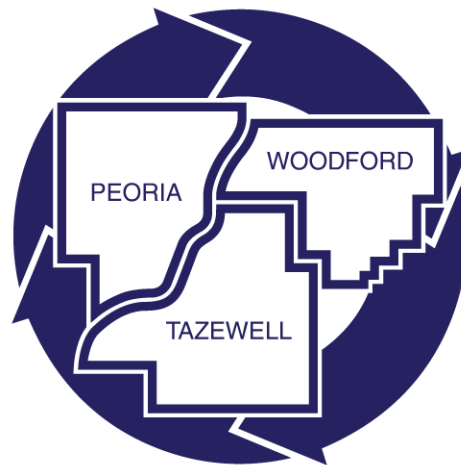


Peoria/Pekin (IL) Urbanized Area Transportation Study PPUATS

STU Application Procedures and Selection Criteria

FY21-22



Approved by the PPUATS Policy Committee Dec 7, 2016

TABLE OF CONTENTS

INTRODUCTION.....2

PURPOSE OF THIS DOCUMENT 2

PILOT PROGRAM..... 2

APPLICATION PROCEDURES.....3

ELIGIBILITY REQUIREMENTS 3

General Requirements: 3

Eligible Projects:..... 3

Ineligible Activities:..... 3

PROCEDURE FOR PROJECT SUBMITTAL..... 3

Application Procedure 3

PROCESS FLOW CHART..... 5

Schedule..... 6

Questions:..... 6

STU SELECTION CRITERIA 7

INTRODUCTION 7

CRITERIA 7

Criteria for Existing Roadways..... 8

Criteria for New Roadways 9

APPENDICES..... 10

Appendix A – Urbanized Area and 20-Year Planning Boundary 11

Appendix B – Application Forms..... 12

Introduction

Purpose of this Document

The Peoria/Pekin Urbanized Area Transportation Study (PPUATS) is the the Metropolitan Planning Organization (MPO) for the Peoria/Pekin urbanized area. One of the responsibilities of the MPO is to program federal Surface Transportation Urban (STU) funds allocated on an annual basis to the urbanized area through the Illinois Department of Transportation.

It is the intent of PPUATS to direct the use of STU funds toward projects which have regional significance and which will have benefit to the entire region as a whole, rather than projects which benefit only single communities or small parts of the urbanized area.

Approximately \$4.3M will be programmed for the two fiscal years. The amount represents the *estimated* STU allocation of \$2.7M per year, minus the \$1.1M Pilot Program Set-Aside.

This document explains the procedures for applying for funding, and the evaluation criteria that are used as a guide for programming the funds for FY21/FY22. It is important to note that the evaluation criteria are GUIDELINES to be used in the selection process; they are not meant to be the sole determinant in determining projects to fund. PPUATS may choose a lower scoring project based on funding availability, economic development, regional significance or impact, eminent safety concerns, or other non-quantitative factors.

Pilot Program

For the FY21/FY22 Funding Years, PPUATS Policy established a Pilot Program to set aside 20% of the STU funds for resurfacing projects. This Pilot Program has been developed in response to the lack of state and local funds for road maintenance. The Guidelines/Criteria for the Pilot Program can be found in a separate document entitled “Pilot Program for Resurfacing Projects.”

Application Procedures

Eligibility Requirements

General Requirements:

1. Projects must be located in the 20-Year Metropolitan Planning Area (Appendix A),
2. Roadways must have a Functional Classification of Minor Collector or above,
3. Projects must be listed in *Envision HOI: Heart of Illinois Long Range Transportation Plan*, adopted in March 2015,
4. Projects must be ready to implement/construct by the programmed fiscal year,
5. The local match is 30%. The applicant must commit (through a resolution) to provide the local match at the time of application,
6. Only dues-paying members of PPUATS are eligible to apply for funding; other local jurisdictions within the 20-Year Planning Boundary must be sponsored by a PPUATS member,
7. Applications must be submitted on-line. See Appendix B.

Eligible Projects:

1. Construction, reconstruction (defined as more than 50% removal and replacement), rehabilitation, or operational improvements of roadways.
2. Projects relating to intersections that have high accident rates and/or high levels of congestion.
3. Capital costs for transit projects eligible for assistance under Chapter 53 of Title 49,
4. Transportation alternatives, including recreational trails.

Ineligible Activities:

The following activities are not eligible for funding, and cannot be counted toward the local match requirement:

1. Engineering
2. Right-Of-Way Acquisition
3. Utility Relocation
4. All other projects/activities otherwise eligible under 23 USC 133 Surface Transportation Block Grant Program

Procedure for Project Submittal

Application Procedure

The following procedure will be used to determine the how the area's STU funds are allocated:

1. Staff issues a Call for Projects for FY21/FY22. Once the Call for Projects has been issued, the funding years will not change.

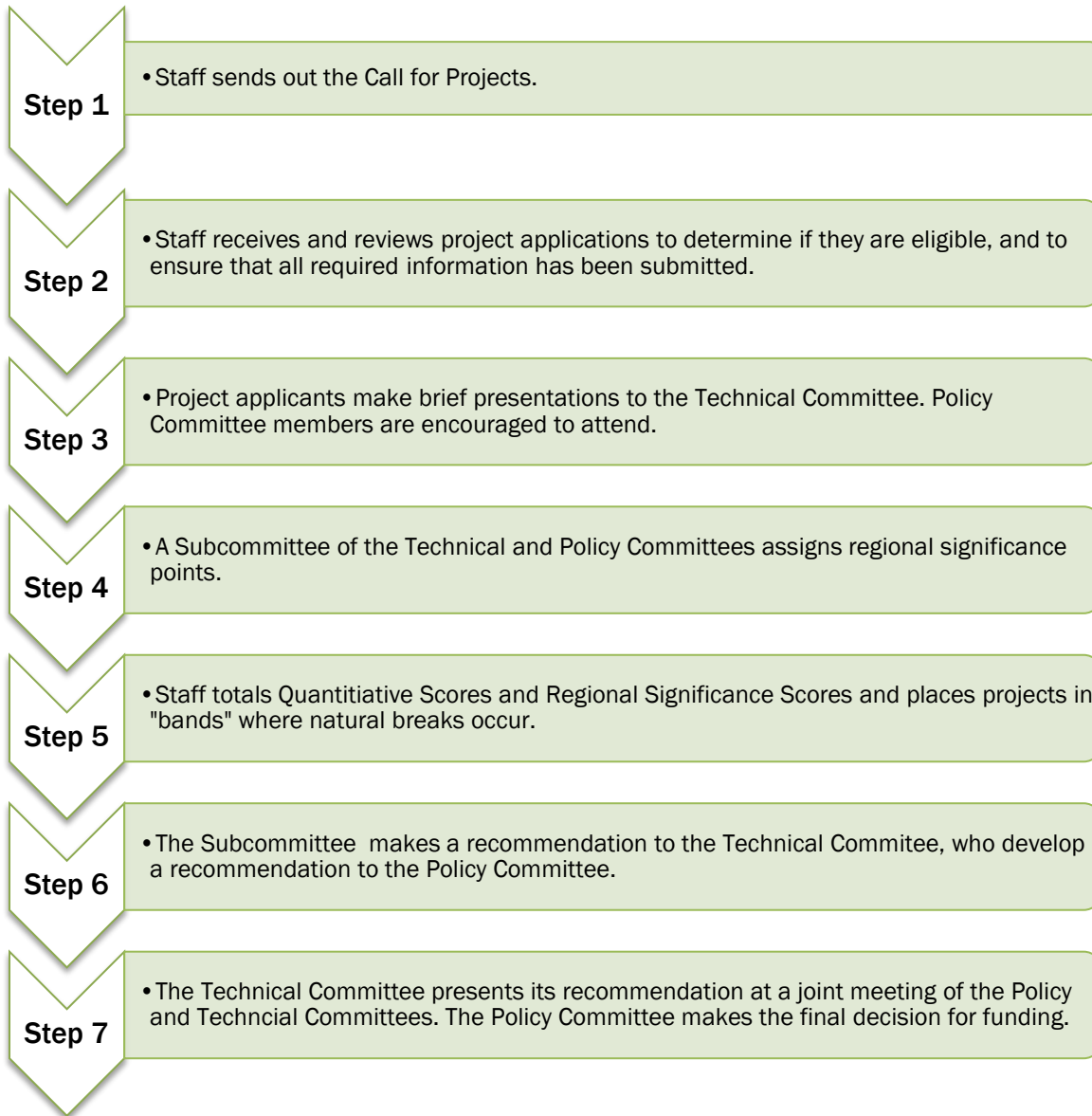
Peoria/Pekin (IL) Urbanized Area Transportation Study

2. Staff reviews the applications, and evaluates them against the Eligibility Requirements to make sure they are eligible for funding.
3. Staff reviews applications to determine if all required information has been submitted, and to verify the reasonableness of the points assigned under the Quantitative Criteria. Staff has the ability to contact applicants to clarify the information submitted.
4. Each applicant makes a brief presentation at a PPUATS Technical Committee meeting. PPUATS Policy Committee members are encouraged to attend.
5. A Subcommittee of the PPUATS Technical and Policy Committee members is established to assign Regional Significance Points. A Chair will be named who will be the spokesperson for the Subcommittee at all Technical and Policy meetings. Minutes will be taken by staff at all Subcommittee meetings.
6. Staff tallies the Quantitative Points and adds them to the Regional Significance Points from the Subcommittee. The point totals are graphed to identify natural breaks or clusters. As these breaks occur, projects can be classified in three groups, "A", "B", and "C". "A" projects are characterized as the highest scoring, while "C" projects have the lowest scoring.
7. Staff presents the final tallies and the groupings to the Subcommittee. The Sub-committee makes a recommendation to the Technical Committee.
8. The Technical Committee makes a recommendation to the Policy Committee at a joint meeting of the two committees. Members of the public are given the opportunity to speak. The Policy Committee makes the final decision.
9. The final action of the Policy Committee is incorporated into the Transportation Improvement Program (TIP) in the appropriate fiscal year.

The flow chart on the next page outlines this process.

Peoria/Pekin (IL) Urbanized Area Transportation Study

PROCESS FLOW CHART



Peoria/Pekin (IL) Urbanized Area Transportation Study

Schedule

Call for Projects Issued	January
Applications Due	February
Staff Review	February
Presentations to Technical Committee	March - April
Subcommittee Assigns Regional Significance Points	May
Staff tallies points, puts them into 'bands,' and presents to Subcommittee	May
Subcommittee makes recommendation to Technical Committee; Technical Committee develops recommendation for Policy Committee	June
Joint Technical Committee/Policy Committee. Policy Committee makes final decision.	July

Questions:

For questions regarding this process, contact Ryan Harms at 309.673.9330 or rharms@tricityrpc.org.

STU Selection Criteria

Introduction

In December 2015, a new transportation funding bill, known as the Fixing America's Surface Transportation (FAST) Act was passed. The FAST Act rebranded the Surface Transportation Urban Program (STU) and combined it with other funding under the umbrella of Surface Transportation Block Grant Program (STBGP). Even with this change, the FAST Act acknowledges that this program is the most flexible among all Federal-Aid highway programs. The STBGP promotes flexibility to best address local transportation needs.

The over-arching goal of PPUATS is to direct the use of STU funds toward projects which have regional significance and which will benefit the entire region. Beyond that, the goals of the FAST Act are essential:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** – To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** – To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Criteria

Selection Criteria have been established to aid in evaluating projects. The Selection Criteria are a GUIDE to be used in project selection; they are not meant to be the sole determinant in the distribution of funds.

Two sets of criteria have been established: criteria for existing roadways and criteria for new roadways.

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Criteria for Existing Roadways

Criteria	Maximum Points	
Safety		20
Crash Rate	10	
Crash Severity	10	
Existing Conditions		15
ADT	8	
Volume/Capacity Ratio	7	
Multi-Modal		20
Pedestrian Accommodations	5	
Bicycle Accommodations	5	
Transit	5	
Freight Accommodations	5	
Sustainability		5
Permeable paving and/or bioswales	2	
Roundabout and/or Road Diet	3	
SUBTOTAL QUANTITATIVE POINTS		60
Regional Significance ¹		
Regional Connector	8	
Employment Center	8	
Transportation Facility	8	
Public Facility	8	
Project Phasing Continuity	8	
SUBTOTAL REGIONAL SIGNIFICANCE		40
GRAND TOTAL		100

Peoria/Pekin (IL) Urbanized Area Transportation Study

Criteria for New Roadways

Criteria	Maximum Points	
Local Priority		30
Joint Project Bonus	15	
Included in Local Comprehensive Plan	15	
Multi-Modal		20
Pedestrian Accommodations	5	
Bicycle Accommodations	5	
Transit	5	
Freight Accommodations	5	
Sustainability		10
Permeable paving	3	
Bioswales	3	
Roundabout	4	
SUBTOTAL QUANTITATIVE POINTS		60
Regional Significance ¹		
Regional Connector	8	
Employment Center	8	
Transportation Facility	8	
Public Facility	8	
Project Phasing Continuity	8	
SUBTOTAL REGIONAL SIGNIFICANCE		40

¹ Definitions of Regional Significance

Regional Connector

Connects municipalities – the proposed project serves as a primary route between two municipalities, and/or Connects major roads – the proposed project serves as a primary link between arterials

Employment Center

Improves movement of employees and/or shopping patrons

Freight Transportation Facilities

The proposed project serves as a primary route for freight, such as manufacturing or warehouse facilities, airports, intermodal terminals, etc.

Public Facility

The proposed project serves as a major connector to a school, medical center, government facility, library, etc.

Project Phasing Continuity

The proposed project is a supplementary phase of a project previously funding through STU funds.

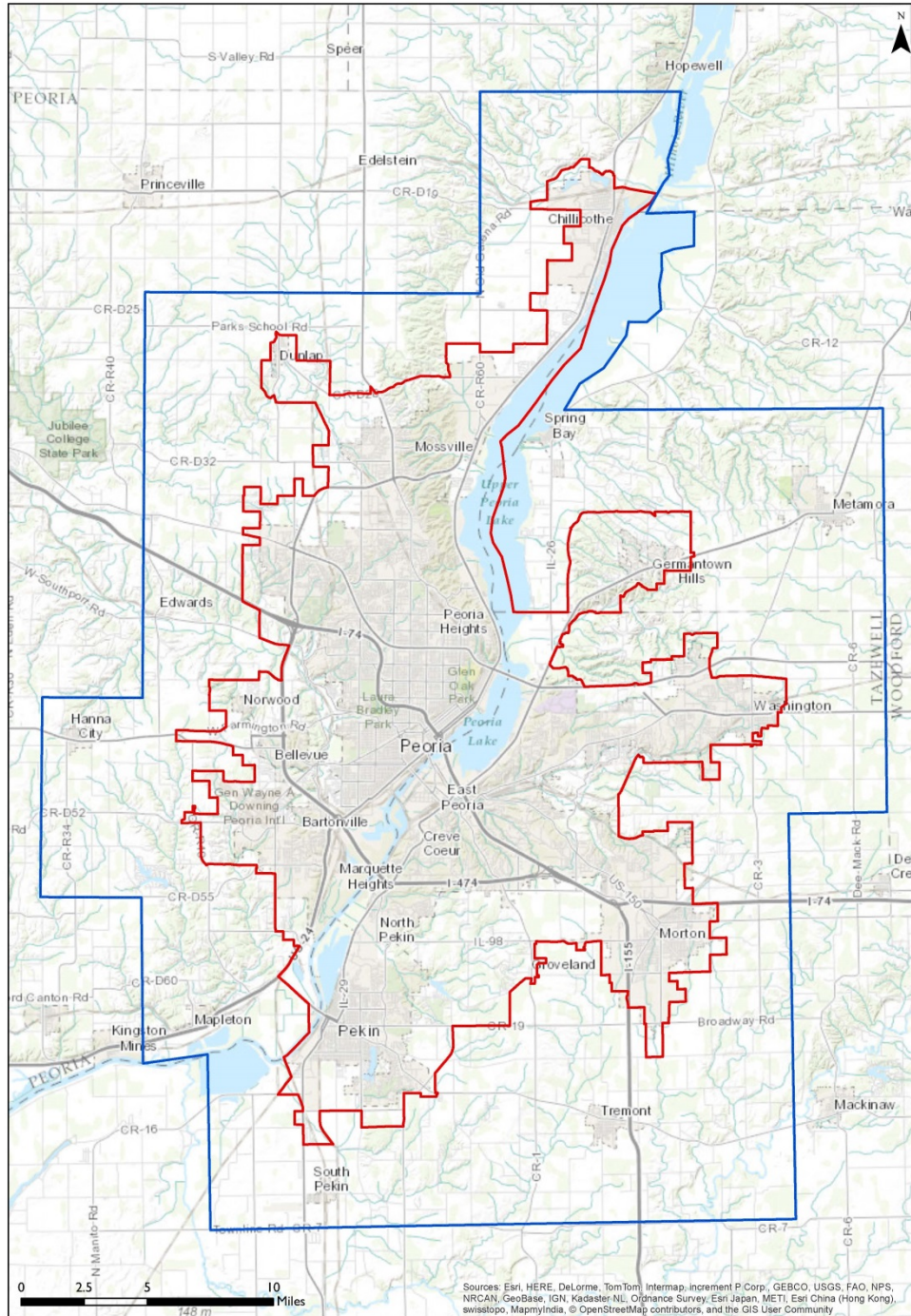
APPENDICES

Peoria/Pekin (IL) Urbanized Area Transportation Study

Appendix A – Urbanized Area and 20-Year Planning Boundary

2010 PPUATS Urbanized Area and 20-Year Planning Boundary

Approved by PPUATS Policy Committee May 7, 2014



PPUATS Urbanized Area PPUATS 20-Year Planning Boundary



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Appendix B – Application Forms

Attached under separate cover. Copies are available from TCRPC staff or on the TCRPC website.