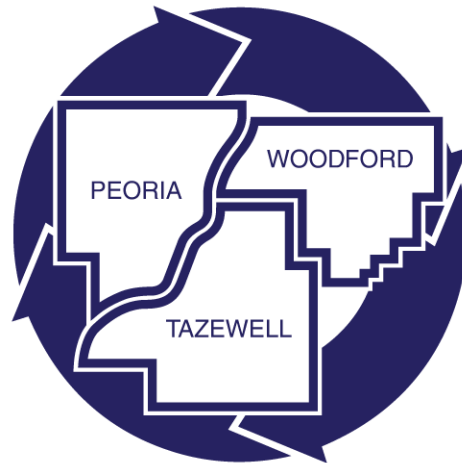


Peoria/Pekin (IL) Urbanized Area Transportation Study PPUATS

FY21/FY22 PILOT PROGRAM

**STU Application Procedures
and Selection Criteria
for Resurfacing Projects**



(Date)

TABLE OF CONTENTS

INTRODUCTION.....	2
PURPOSE OF THIS DOCUMENT.....	2
APPLICATION PROCEDURE.....	2
ELIGIBILITY REQUIREMENTS.....	2
<i>General Requirements:</i>	2
<i>Eligible Projects</i>	2
<i>Ineligible Activities:</i>	3
PROCEDURE FOR PROJECT SUBMITTAL.....	3
<i>Application Procedure</i>	3
<i>Schedule</i>	4
<i>PROCESS FLOW CHART</i>	5
STU SELECTION CRITERIA.....	6
APPENDICES	8
<i>Appendix A – Urbanized Area and 20-Year Planning Boundary</i>	9
<i>Appendix B – Application Form</i>	10

Introduction

Purpose of this Document

For the FY21/FY22 Program Years, PPUATS has developed a Pilot Program in which STU funds are set aside exclusively for resurfacing projects. The amount of \$1.1M has been set aside for this Pilot Program. This represents 20% of the estimated STU allocation for the two program years.

The process for allocating the funds for resurfacing will be done in parallel with the process for the regular STU funds.

Application Procedure

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 ready to implement/construct by the programmed fiscal year,
4. The local match is 20%. The applicant must commit (through a resolution) to provide the local match at the time of application,
5. 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.
6. The maximum amount that can be applied for any one project is one year's set-aside.
7. A jurisdiction cannot receive funding from both the Pilot Program for Resurfacing and the regular STU allocation in the two-year funding round.
8. A jurisdiction that receives funding for resurfacing in either FY21 or FY22 is not eligible to received funding for resurfacing (if the program continues) in FY23 or FY24.
9. Applications must be submitted on-line. See Appendix B.

Eligible Projects

1. Resurfacing, defined as adding a new layer of asphalt over existing pavement on driving lanes, parking lanes, turn lanes, and/or shoulders in order to extend the life of the roadway.
2. The following activities are eligible when done in conjunction with a resurfacing project:
 - a. Milling
 - b. Base repair
 - c. Crack filling/sealing
 - d. Manhole/valve adjustments
 - e. Striping

Peoria/Pekin (IL) Urbanized Area Transportation Study

Ineligible Activities:

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

1. Hot-in-place resurfacing, slurry seal, chip seal, asphalt reclamation, fog seal
2. Base repair
3. Repair or construction of sidewalks, curbs, handicapped ramps, traffic signals, regulatory signage (e.g., stop signs), whether or not required by the Americans with Disabilities Act
4. Manhole reconstruction
5. Base repair, if the cost is more than 6% of the project
6. Engineering
7. Right-Of-Way Acquisition
8. Utility Relocation

Procedure for Project Submittal

Application Procedure

The following procedure will be used to determine the how the STU funds for the Pilot Program for resurfacing 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.
2. Staff reviews the applications, and evaluates them against the General 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.

Peoria/Pekin (IL) Urbanized Area Transportation Study

9. The final action of the Policy Committee is incorporated into the Transportation Improvement Program (TIP) in the appropriate fiscal year.

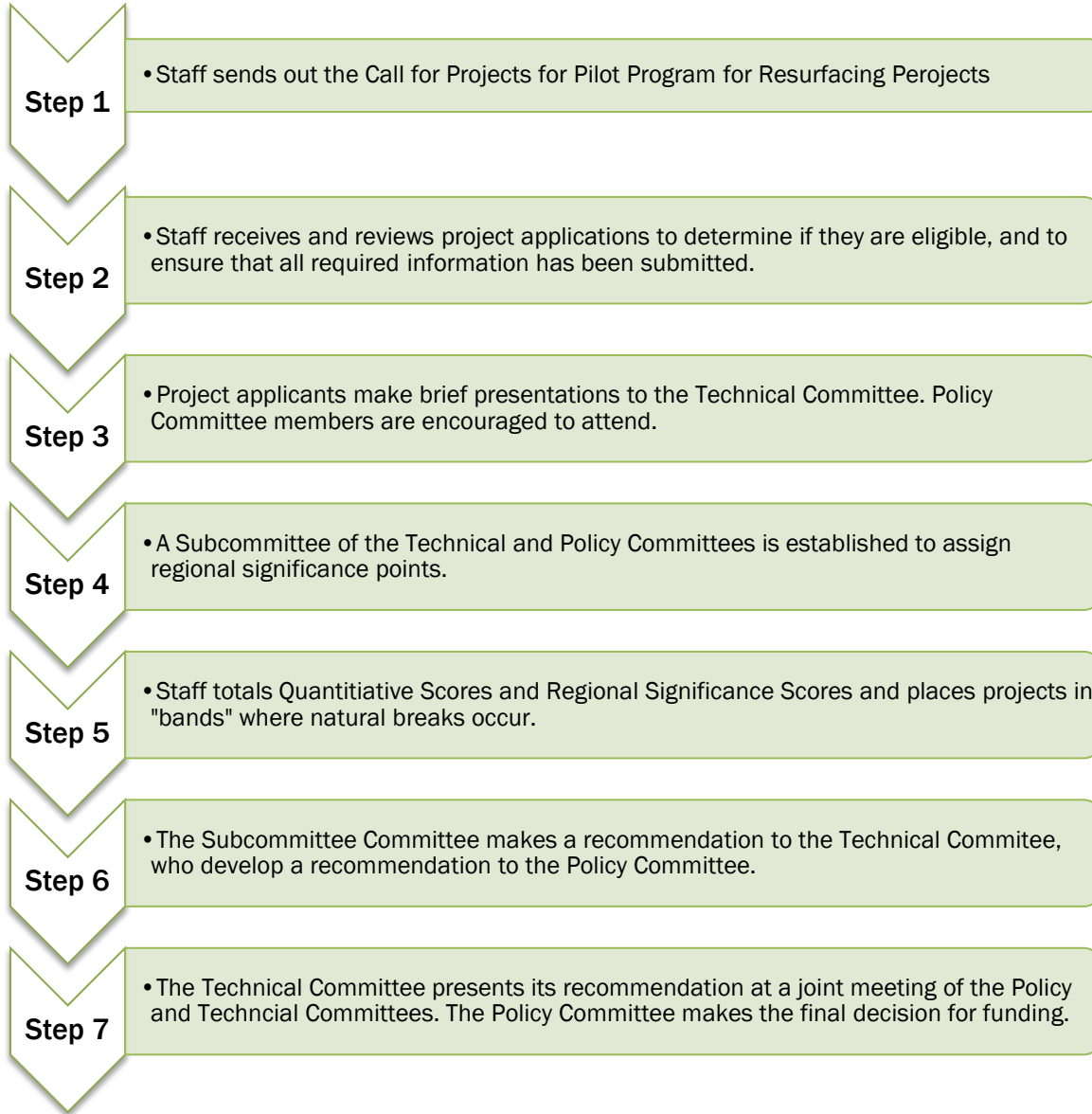
The flow chart below outlines this process.

Schedule

Task or Deadline	Month
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 is held. Policy Committee makes final decision.	July

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PROCESS FLOW CHART



Questions

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

STU Selection 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.

Criteria		Maximum Points	
Pavement Condition ¹			30
	Excellent	0	
	Good	30	
	Fair	20	
	Poor	10	
	Very Poor	0	
Average Daily Traffic (ADT)			20
	>10,000	20	
	6,000 - 9,999	14	
	3,000 - 5,999	8	
	<3,000	2	
ADA Compliance			10
	Road is currently ADA compliant	10	
	Jurisdiction commits to using local funds to make required ADA improvements	10	
	Neither of the above	0	
SUBTOTAL QUANTITATIVE POINTS			60
Regional Significance ²			
	Regional Connector	8	
	Employment Center	8	
	Transportation Facility	8	
	Public Facility	8	
	Project Phasing Continuity	8	
SUBTOTAL REGIONAL SIGNIFICANCE			40
GRAND TOTAL			100

¹ **Pavement Condition**

	PCI	CRS
Excellent	81-100	7.6-9.0
Good	61-80	6.1-7.5
Fair	41-60	4.6-6.0
Poor	21-40	3.0-4.5
Very Poor	0-20	1.0-2.9

The jurisdiction may use another rating system with appropriate documentation.

Peoria/Pekin (IL) Urbanized Area Transportation Study

² Definition 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 funded through STU funds

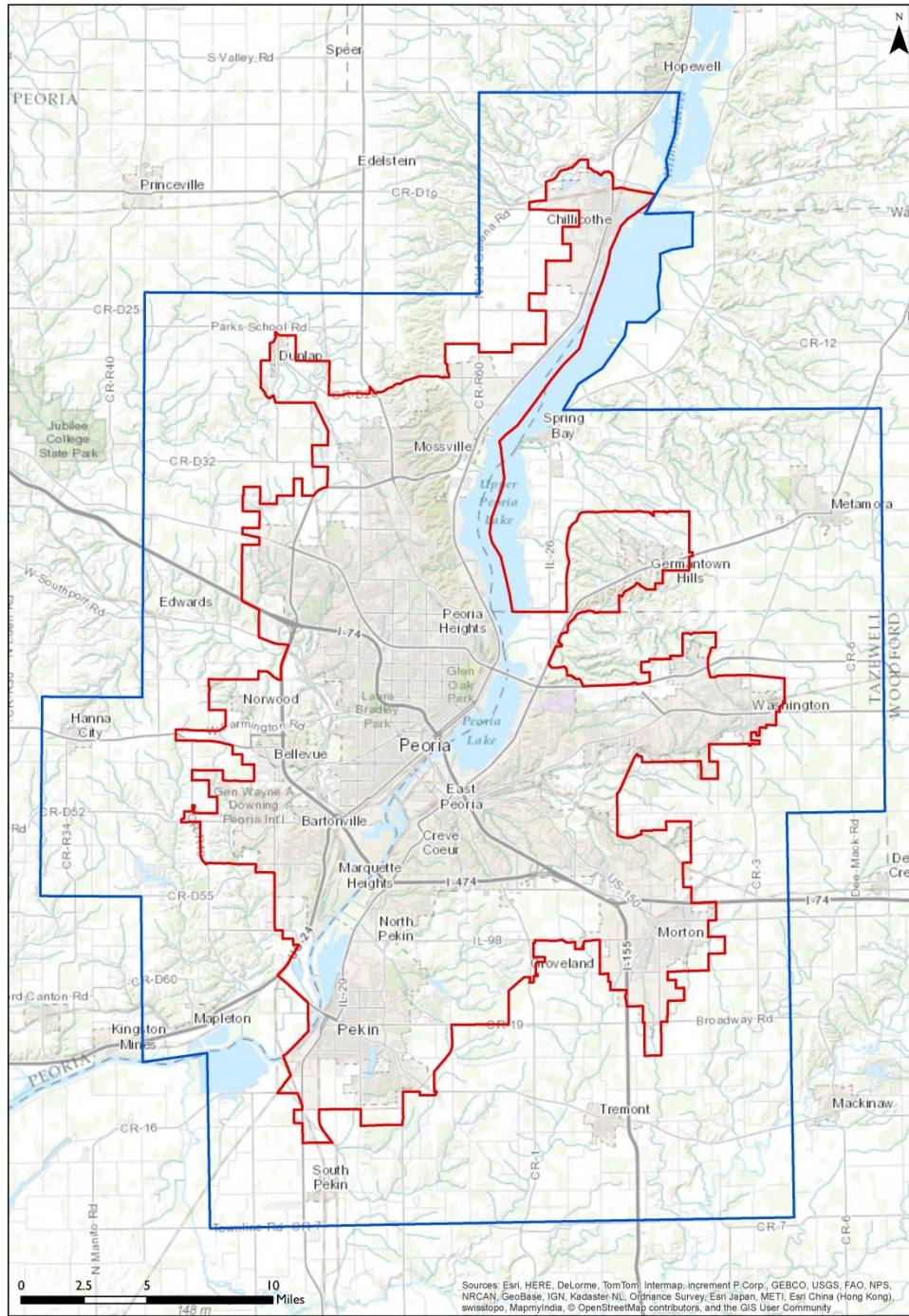
APPENDICES

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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



Peoria/Pekin (IL) Urbanized Area Transportation Study

Appendix B – Application Form

Attached under separate cover. A PDF copy of the application may be obtained from TCRPC staff or the TCRPC website.