

AGENDA

Peoria-Pekin Urbanized Area Transportation Study (PPUATS) Policy Committee

Wednesday, December 7, 2016 at 9:00 am
456 Fulton Street, Room 420
Peoria, IL 61602

-
1. Call to Order
 2. Roll Call
 3. Public Comment
 4. Approval of Minutes – November 2, 2016 Meeting
 5. Chairman’s Report
 6. Presentation of October Financial Report and Performance Report – *Memo*
 7. Approval of Procedures/Criteria/Application for FY21/22 STU Funds – *Attachment*
 8. Approval of Application for FY21/22 STU Resurfacing Pilot Program – *Attachment*
 9. Approval of request by Peoria County for unobligated STU funds for the improvement of Old Galena Road – *Attachment*
 10. Updates
 - a. FY17 Special Projects
 - b. FY16 Special Projects
 - c. STU Subcommittee
 11. Other
 - a. Next meeting scheduled for February 1, 2017 (No meeting in January)
 12. Adjournment

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PPUATS
 PEORIA-PEKIN URBANIZED AREA
 TRANSPORTATION STUDY
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 PEORIA, IL 61602
 PHONE: 309-673-9330
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**Peoria-Pekin Urbanized Area Transportation Study (PPUATS)
 Policy Committee**

Wednesday, November 2, 2016 at 9:00 am

**456 Fulton Street, Suite 420
 Peoria, IL 61602**

MINUTES

1. Call to Order
 Chairman Rainson called the meeting to order at 9:00 a.m.

2. Roll Call
 Rainson welcomed Terry Keogel to committee

PPUATS POLICY COMMITTEE

| Member | Present | Absent | Member | Present | Absent |
|---|---------|--------|---|---------|--------|
| Jim Miller, IDOT | x | | Jim Ardis, City of Peoria | | x |
| Terrisa Worsfold,* IDOT | | x | Rhonda Wolfe, Bartonville | | x |
| Tom O'Neill, Peoria County | x | | Brian Fengel,* Bartonville | x | |
| Stephen Morris, Peoria County | | x | James Dillon, West Peoria | x | |
| Greg Sinn, Tazewell County | x | | John Carlson,* West Peoria | | x |
| Russ Crawford, Tazewell County | x | | Ron Rainson, Village of Morton | x | |
| Barry Logan, Woodford Co. | x | | Ginger Herman,* Village of Morton | | x |
| Doug Crew, Chillicothe | x | | Matt Fick Peoria Heights | x | |
| John McCabe, City of Peoria | x | | Kyle Smith,* Peoria Heights | | x |
| Dave Mingus, City of E. Peoria | | x | Fred Lang, Creve Coeur | | x |
| Steve Ferguson, City of E. Peoria | x | | Terry Keogel* Creve Coeur | x | |
| Scott Reeise, City of Peoria | x | | Gary Manier, Washington | | x |
| Chris Setti, * City of Peoria | x | | Jim Culotta,* City of Washington | | x |
| Nick Stoffer,* City of Peoria | x | | Sharon McBride, CityLink | x | |
| | | | Al Stanek,* CityLink | x | |
| *Alternate | | | | | |

BARTONVILLE CHILLICOTHE CITYLINK CREVE COEUR EAST PEORIA ILLINOIS DEPARTMENT OF TRANSPORTATION
 MORTON PEKIN PEORIA PEORIA COUNTY PEORIA HEIGHTS TAZEWELL COUNTY WASHINGTON WEST PEORIA WOODFORD COUNTY

3. Public Comment-none

4. Approval of Minutes – October 5, 2016 Meeting

O'Neill moved to approve October 6, 2016 minutes and Logan seconded. Crew asked for a change in #9 bullet point (2) to read 2.5 not 20. Motion carried.

5. Chairman's Report

Rainson updated that there was an MOU meeting this morning on the issue of PPUATS being more involved on budget issues. Another meeting will be held this Friday at 2 pm.

6. Presentation of September Financial Report and Performance Report

Harms reported on the PPUATS FY17 total budget of \$966,031, including the FY17 amount of \$783,015 plus the carryover amount of \$183,016. As of the end of September, PPUATS had expended about 20% of its total budget.

7. Approval of FY17 Transportation Improvement Program (TIP) amendment by IDOT for a new project S-17-11: Safety project to add right turn lane from River Road to NB IL40 in East Peoria

Harms informed the committee of the safety project to add right lane from River Road to NB IL 40 (Bob Michael Bridge). The improvement will result in 2 right turn lanes and improved approach angle for right turning vehicles. The project will include island and traffic signal work associated with the additional turn lane. Ferguson moved to approve the FY17 Transportation Improvement Program (TIP) amendment by IDOT for a new project S-17-11: Safety project to add right turn lane from River Road to NB IL40 in East Peoria and O'Neill seconded. Motion carried.

8. Approve Procedures/Criteria for STU funds for a Pilot Program for Resurfacing Projects for FY21/FY22

Logan moved to approve Procedures/Criteria for STU funds for a Pilot Program for resurfacing projects for FY21/FY22 and Dillon seconded.

Harms explained that in 2015 a subcommittee comprising of PPUATS Policy and Technical members convened to discuss revisions to the STU Guidelines and Criteria to be used for the upcoming FY21/22 funding round. One suggestion from the yearlong process was the creation of a pilot program to fund resurfacing projects using 20% of the FY21/22 STU allotment.

- Sinn asked if everyone can compete to get funding and can extra funding be added.
- Miller said it is prohibited for sub-allocating for system expansion.
- Sinn asked if the point system is for large scale areas.

- Reiese said the criteria needs to be figured out. He can't support because this there are more projects than money. Also, do smaller areas have FAU routes? We may award some area that doesn't maintain their roads. Concern is also overlay of roads is significant. Needs to be regional roadways.
- Meyer mentioned this is a drawback for smaller communities not to be allocated for these funds. Vote needs to be fair and equitable for all roads. This is not a state expansion this is for maintenance. Are others sitting out if they have received money already? This is a fair and equitable way for roads to be maintained.
- McCabe what if we inherit a road, or if the state ignored this road. He feels all roads should be evaluated.
- E Miller explained this is a criteria point system guide. We use to use technical criteria. He suggests appointing a STU Selection Criteria committee.
Roll call vote was taken 13 ayes and 3 nays. Ayes- Jim Miller, Tom O'Neill, Greg Sinn, Russ Crawford, Barry Logan, Doug Crew, John McCabe, Steve Ferguson, James Dillon, Ron Rainson, Matt Fick, Terry Keogel, and Sharon McBride. Nays- Scott Reiese, Chris Setti, and Nick Stoffer. Motion passed.

9. Approval of request by Peoria County for unobligated STU funds for the improvement of Old Galena Road

Harms updated the committee on the request for unobligated balance of \$2.5 million Surface Transportation funds for the reconstruction of Old Galena Road.

Dillon moved to approve the request by Peoria County for unobligated STU funds for the improvement of Old Galena Road and Fengel seconded.

- McCabe questioned that CAT is going to be tearing down some buildings and this could damage the new road. McLaren said the stage of road construction will be after the building is torn down.
- Logan said he cannot support this. We are not following the process. Why should we pass if they are not following rules?
- Sinn asked that if the referendum is passed then you may not need all the funds. Maybe just a partial amount.
- McCabe moved to change motion to defer to next month to see if the referendum gets passed. Dillon and Fengel agreed.
- Reiese asked if this would affect the timeline and McLaren said yes it will.
- Rainson said he would call the Technical Chairman and discuss the project.
- Reiese said this is a significant regional project.

Roll call was taken to defer until next month. Motion passed. (9) Aye: Jim Miller, Greg Sinn, Russ Crawford, Barry Logan, John McCabe,

Steve Ferguson, Brian Fengel, Terry Koegel, and Sharon McBride. (8)

Nays: Tom O'Neill, Doug Crew, Scott Reiese, Chris Setti, Nick Stoffer, James Dillon, Ron Rainson, Matt Fick.

10. Updates:

- **Regional Bicycle Plan**
Eric Miller mentioned the Bike Open House in October was a success with 75 persons attending. Comments are being put together and will be presented to the steering committee, then given to Policy and Technical committees.
- **FY17 Special Projects**
Harms updated that the East Peoria Four Corners Parking and Traffic Study is in the contract development stage. For the Tazewell County Non-motorized Wayfinding Study, TCRPC has entered into a contract with Farnsworth Group. The City of Pekin has identified a scope of work for their Port Study.
- **FY16 Special Projects**
Harms updated the City of Peoria Wayfinding Study. Stoffer is waiting on a final draft for projects.
- **STU Subcommittee**
Meeting will follow right after this meeting.

11. Other

- Next meeting is scheduled for December 7, 2016

12. Adjournment

McBride moved to adjourn at 9:50 am and McCabe seconded. Motion carried.

Submitted by:

Eric Miller

Executive Director

Recorder and Transcriber: Debbie Ulrich

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MEMORANDUM

TO: PPUATS Technical Committee
FROM: Staff
SUBJECT: October 2016 Financial Report and Performance Report
DATE: November 16, 2016

Action needed by Technical Committee:

Receive and file the October 2016 Financial Report and Performance Report.

Background:

The total budget for FY17 is \$966,031. This includes the FY17 budget of \$783,015 plus the carryover budget of \$183,016. As of the end of October, PPUATS has expended approximately 27% of the total budget.

FY17 and FY16 Carryover PL/FTA Budget

| | FY16 Carryover + FY17 | Oct 2016 | FY17 YTD | Balance | % Used YTD |
|--------------------------------|--------------------------------------|-----------------|------------------|------------------|-----------------------|
| Salaries | \$356,497 | \$20,440 | \$92,662 | \$263,835 | 26% |
| Fringe Benefits | \$105,152 | \$6,179 | \$28,011 | \$77,141 | 27% |
| TOTAL SALARIES | \$461,649 | \$26,619 | \$120,673 | \$340,976 | 26% |
| INDIRECT COSTS | \$250,978 | \$14,720 | \$66,732 | \$184,246 | 27% |
| Direct Costs | | | | | |
| Travel/Training/Conferences | \$12,977 | \$744 | \$4,231 | \$8,746 | 33% |
| APWA Conference | \$7,500 | | | \$7,500 | |
| Computer Hardware/Software | \$54,820 | \$5,966 | \$22,489 | \$32,331 | 41% |
| Contractual (Consultants) | \$15,000 | | | \$15,000 | |
| Contractual - Special Projects | \$132,483 | \$2,478 | \$26,970 | \$105,513 | 20% |
| Audit | \$33,000 | \$14,400 | \$14,400 | \$18,600 | 44% |
| Misc (Legal Notices, Printing) | -\$111 | | \$401 | -\$512 | |
| Retroactive Pay | -\$2,266 | | -\$2,500 | -\$4,766 | |
| TOTAL DIRECT COSTS | \$253,403 | \$17,622 | \$70,991 | \$182,412 | 28% |
| TOTAL | \$966,031 | \$58,961 | \$258,397 | \$707,633 | 27% |

PPUATS MONTHLY PERFORMANCE REPORT

October 2016

Management and Administration

- Hosted PPUATS Policy and Technical meetings
- Prepared financial records and developed drawdown request for IDOT funds
- Attended Peoria Chamber Transportation Committee meeting
- Attended Pekin Chamber Transportation Committee meeting
- Participated in monthly conference call of statewide HSTP Coordinators
- Attended CityLink Board meeting
- Discussed Memorandum of Understanding between TCRPC and PPUATS with the TCRPC Executive Board and PPUATS Policy Committee
- Attended Joint Meeting of Illinois Statewide Architecture and Strategic Plan Update Steering/Technical Committees

Data Development and Maintenance

- Continued to maintain GIS system for the region
- Responded to technical assistance requests for GIS
- Continued to develop Scope of Work for updates to the Travel Demand Model

Long Range Planning

- Continued development of Regional Bike Plan
- Worked with STU Subcommittee to revise guidelines/criteria for FY21/22 STU funds, and prepared final draft applications for both programs.

Short Range Planning

- Monitored progress of FY16 Special Projects
- Met with Tazewell County Wayfinding Plan Steering Committee and consultant for kick-off meeting.
- Negotiated changes to East Peoria Parking and Traffic Study scope of work.
- Discussed use of FY17 State Transportation Planning funds with PPUATS



MEMORANDUM

TO: PPUATS Technical Committee
FROM: Staff
SUBJECT: FY21/22 STU Procedures, Criteria, and Applications
DATE: November 16, 2016

Action needed by Technical Committee:

Recommend to Policy Committee approval of FY21/22 STU Procedures, Criteria, and Applications.

Background:

In 2015, a subcommittee comprising PPUATS Policy and Technical members was convened to discuss revisions to the STU Guidelines and Criteria to be used for the upcoming FY21/22 funding round.

The subcommittee presented its recommended procedures and criteria for the FY21/22 STU funding round to the PPUATS Technical Committee on October 19, 2016. The Technical Committee members voted to defer action on the procedures and criteria until the application was finalized. The subcommittee met on November 2, 2016 to make and approve final adjustments to the procedures, criteria, and applications. All are included in the meeting packet.

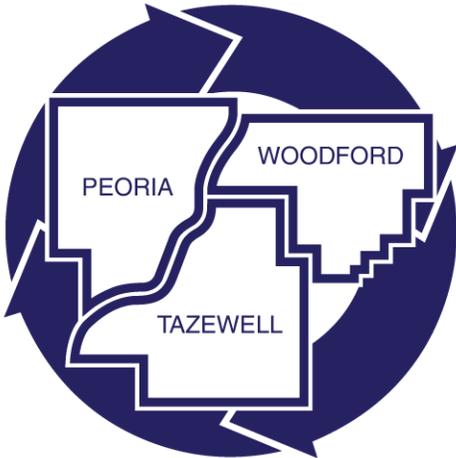
Notable Changes to Procedures, Criteria, and Applications:

- Criteria and points for Travel Demand Model results were removed for existing roadway projects and new roadway projects. Similar to the procedure for the Resurfacing Pilot Program, TDM results will be used for informational purposes only.
 - For existing roadway projects, the five (5) TDM points were used to create a Freight criterion under the Multi-Modal category.
 - For new roadway projects, the ten (10) TDM points were shifted to the Local Priority category, five (5) to Joint Project Bonus and five (5) to Inclusion in a Local Jurisdiction's Comprehensive Plan.
- A "Joint Project" was defined to include only projects to which one or more additional jurisdictions have committed funds.
- A "Multi-Modal Freight Facility" was defined as, "per FHWA guidelines, ... a site where freight is conveyed from one mode of freight transportation to another. Examples include water/port to rail or highway movements, and truck/rail interfaces."

Peoria/Pekin (IL) Urbanized Area Transportation Study PPUATS

STU Application Procedures and Selection Criteria

FY21-22



(Date)

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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.

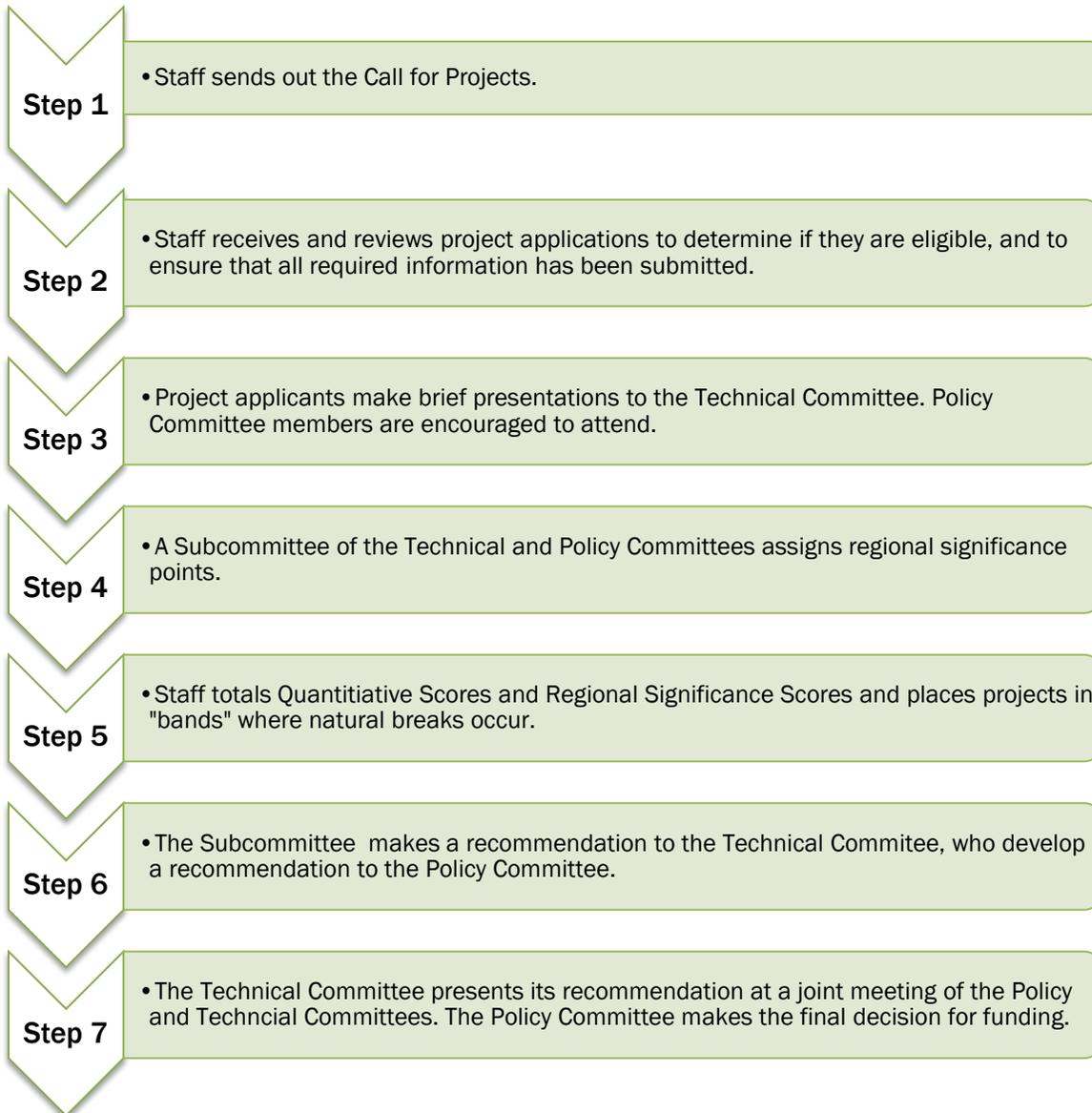
Peoria/Pekin (IL) Urbanized Area Transportation Study

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 2017 |
| Applications Due | February 2017 |
| Staff Review | February 2017 |
| Presentations to Technical Committee | March - April 2017 |
| Subcommittee Assigns Regional Significance Points | May 2017 |
| Staff tallies points, puts them into 'bands,' and presents to Subcommittee | May 2017 |
| Subcommittee makes recommendation to Technical Committee; Technical Committee develops recommendation for Policy Committee | June 2017 |
| Joint Technical Committee/Policy Committee. Policy Committee makes final decision. | July 2017 |

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.

Peoria/Pekin (IL) Urbanized Area Transportation Study

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 B – Application Forms

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

PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY STU PROJECT APPLICATION FOR ROADWAY PROJECTS

The proposed project must be designated a Federal-Aid Route and must be included in *Envision HOI*, the Long-Range Transportation Plan. DRAFT NOVEMBER 10, 2016

SUBMITTAL DATE

PROJECT NAME

LEAD AGENCY

PARTNER AGENCY

PROJECT TYPE

DESCRIPTION OF
PROJECT RELATED
TO THE GOALS OF
THE *FAST ACT*

CONTACT INFORMATION

NAME

AGENCY

ADDRESS

NAME

STATE

ZIP

PHONE

EMAIL

FAST ACT GOALS

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Reduced Project Delivery Delays

PROJECT QUALIFICATIONS

LOCATION

MUNICIPALITY COUNTY

ROADWAY

TERMINI

INTERSECTION OF

Please attach a map of the project location

FUNDING

| BUDGET | FY _____ | Total |
|--------------|----------|----------|----------|----------|----------|-------|
| ENGINEERING | | | | | | |
| RIGHT OF WAY | | | | | | |
| CONSTRUCTION | | | | | | |
| UTILITIES | | | | | | |
| TOTAL | | | | | | |

TOTAL STU FUNDS REQUESTED

UTILITIES

PLEASE NOTE ANY UTILITY RELOCATION THAT MAY BE INVOLVED WITH THE PROJECT

RIGHT-OF-WAY

PLEASE NOTE ANY RIGHT-OF-WAY ACQUISITION THAT MAY BE INVOLVED WITH THE PROJECT

SAFETY MAXIMUM 20 PTS

Criteria for this category includes the average daily number of vehicles, total number of crashes, the crash rate at intersections and/or roadway segment locations, and the severity of crashes. Points will be assigned based on the value of these different variables. In addition, the application needs to demonstrate that the proposed project will address the cause of crashes through the length of the project. A PPUATS sub-committee will review the projects identified and could recommend a maximum of 20 points for a single project according to these criteria.

CRASH RATE MAXIMUM 10 PTS

Accident rates are particularly significant in measuring accident experience, since they relate accident frequency to traffic exposure. Accident rates are normally expressed in terms of accidents per million vehicle miles (MVM) for roadway segments and accidents per million entering vehicles (MEV) for intersections. For purposes of comparison we will only be using the MVM calculation. The use of accident rates provides a common denominator for comparison of accident experience between different locations or against a critical rate in identifying locations with unusually high accident experience. The calculated crash rate is given a score based on AADT. For number of crashes, include all within logical termini for the project. Please use the three most recent years of data available.

$$\text{Crash Rate} = \frac{\text{Crashes} \times 1,000,000}{\text{Years of data} \times \text{AADT} \times 365 \times \text{Section length}}$$

NO. OF CRASHES AADT

YRS. OF DATA LENGTH

CRASH RATE

| AADT | Crash Rate | | | | | | |
|-----------------|------------|-----------|-----------|-----------|-----------|-----------|--------|
| 20,000 + | < 2.0 | 2.00-3.99 | 4.00-5.99 | 6.00-7.99 | 8.00-9.99 | 10.0-12.0 | > 12.0 |
| 10,000 – 19,999 | < 1.00 | 1.00-1.99 | 2.00-2.99 | 3.00-3.99 | 4.00-4.99 | 5.00-5.99 | > 6.00 |
| 5,000 – 9,999 | < 0.50 | 0.50-0.99 | 1.00-1.49 | 1.50-1.99 | 2.00-2.49 | 2.50-3.00 | > 3.00 |
| 4,999 – 0 | < 0.25 | 0.25-0.74 | 0.75-1.24 | 1.25-1.74 | 1.75-2.24 | 2.25-2.75 | > 2.75 |
| POINTS | 0 | 1 | 2 | 4 | 6 | 8 | 10 |

Please select the appropriate Crash Rate and type the correlating point total below.

CRASH SEVERITY MAXIMUM 10 POINTS

$$\text{Result} = 10 * \text{Fatal (Type K) Crashes} + 1 * \text{Personal Injury (Type A) Crashes}$$

| SCORE | 0 | 1-2 | 3-4 | 5-6 | 7-8 | 9-10 | 11-12 | 13-14 | 15-16 | 17-18 | 19-20 |
|--------|---|-----|-----|-----|-----|------|-------|-------|-------|-------|-------|
| POINTS | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |

RESULT POINTS

EXISTING CONDITONS MAXIMUM 15 PTS

AVERAGE DAILY TRAFFIC MAXIMUM 8 PTS

A total is to be calculated, which includes vehicles traveling in both lanes through the corridor. Data is to be based off of the three most recent traffic counts. Add passenger and truck ADT to determine total ADT.

3-YEAR AVERAGE PASSENGER ADT 3-YEAR AVERAGE TRUCK ADT

3-YEAR AVERAGE TOTAL ADT

| ADT | < 1,999 | 2,000 – 3,999 | 4,000 – 5,999 | 6,000 – 7,999 | 8,000 – 9,999 | > 10,000 |
|--------------------------------------|---------|---------------|---------------|---------------|---------------|----------|
| JURISDICTION WITH >16,000 POPULATION | 0 | 1 | 2 | 4 | 6 | 8 |
| JURISDICTION WITH <16,000 POPULATION | 1 | 2 | 4 | 6 | 8 | |

A different point scale is used for jurisdictions with populations larger or smaller than 16,000. County projects should use the population of its unincorporated area to determine the correct scale.

TYPE THE SCORE HERE

VOLUME TO CAPACITY RATIO MAXIMUM 7 PTS

Volume to Capacity Ratio (V/C) is the ratio of traffic volume to road capacity for a given segment of roadway. V/C is to be calculated using average daily traffic (ADT) and listed roadway capacity. Data is to be based off of the most recent traffic count and corresponding roadway capacity. A V/C of 1.0 indicates that a roadway is being used to its full capacity. A V/C of less than 1.0 indicates a road is under capacity, while a V/C greater than 1.0 indicates that a roadway is over capacity.

$$V/C = \frac{ADT}{\text{Roadway Capacity}}$$

MOST RECENT ADT CAPACITY

| V/C | < 0.5 | 0.5-0.74 | 0.75-1.0 | > 1.0 |
|--------|-------|----------|----------|-------|
| POINTS | 0 | 2 | 5 | 7 |

POINTS

MULTI-MODAL MAXIMUM 20 PTS

These criteria are used to reward projects that promote convenient intermodal connections between all elements of transportation systems to achieve a seamless travel network which incorporates pedestrian, bike, and transit access; as well as one that maintains efficient, balanced multimodal transportation systems within the urbanized area. A maximum of 15 points may be assigned to a single project according to its contribution to a multimodal transportation system.

Proposed designs for pedestrian and bicycle facilities should reflect surrounding traffic volumes, patterns, speed, and number of access points. For guidance consult the FHWA's Priorities and Guidelines for Providing Places for Pedestrians to Walk Along Streets and Highways, FHWA (1999).

PEDESTRIAN ACCOMODATIONS MAXIMUM 5 POINTS

| | |
|--|--|
| PLEASE PROVIDE A BRIEF DESCRIPTION OF PEDESTRIAN ACCOMODATIONS | |
|--|--|

| PROPOSED ACCOMODATION | POINTS AVAILABLE | POINTS RECEIVED |
|---|------------------|-----------------|
| PEDESTRIAN AMENITIES SUCH AS BENCHES, BUMP-OUTS, PEDESTRIAN REFUGES, ETC. | 1 | |
| NEW SIDEWALK(S) | 1 | |
| PEDESTRIAN ACTIVATED SIGNALS AND CROSSWALKS | 1 | |
| RIGHT OF WAY PRESERVATION FOR FUTURE PEDESTRIAN IMPROVEMENTS. | 1 | |
| UPGRADED ADA COMPLIANCE TO EXISTING SIDEWALKS BEYOND FHWA REQUIREMENTS. | 1 | |
| TOTAL | 5 | |

BICYCLE ACCOMODATIONS MAXIMUM 5 POINTS

PLEASE PROVIDE A BRIEF DESCRIPTION OF BICYCLE ACCOMODATIONS

| PROPOSED ACCOMODATION | POINTS AVAILABLE | POINTS RECEIVED |
|---|------------------|-----------------|
| MULTI-USE PATH OR ON-ROAD BICYCLE LANE | 3 | |
| CONNECTION TO EXISTING BICYCLE INFRASTRUCTURE | 1 | |
| BICYCLE SIGNAGE INSTALLATION | 1 | |
| TOTAL | 5 | |

TRANSIT ACCOMODATIONS MAXIMUM 5 POINTS

PLEASE PROVIDE A BRIEF DESCRIPTION OF TRANSIT ACCOMODATIONS

| PROPOSED ACCOMODATION | POINTS AVAILABLE | POINTS RECEIVED |
|---|------------------|-----------------|
| PROVIDES MODAL CHOICES FOR THE DISABLED, AGING, AND/OR LOW-INCOME POPULATIONS | 2 | |
| ROUTE INCLUDES EXISTING OR PLANNED TRANSIT SERVICES | 2 | |
| ROUTE INCLUDES TRANSIT INFRASTRUCTURE SUCH AS SHELTERS OR SIGNAGE | 1 | |
| TOTAL | 5 | |

FREIGHT ACCOMODATIONS MAXIMUM 5 POINTS

Per FHWA guidelines, an intermodal freight facility is a site where freight is conveyed from one mode of freight transportation to another. Examples include water/port to rail or highway movements, and truck/rail interfaces.

PLEASE PROVIDE A BRIEF DESCRIPTION OF FREIGHT ACCOMODATIONS

| PROPOSED ACCOMODATION | POINTS AVAILABLE | POINTS RECEIVED |
|---|------------------|-----------------|
| NEW ROADWAY SERVES AN INTERMODAL FREIGHT FACILITY WITHIN ONE-QUARTER MILE | 5 | |
| TOTAL | 5 | |

SUSTAINABILITY MAXIMUM 5 POINTS

PERMEABLE PAVING AND/OR BIOSWALES MAXIMUM 2 POINTS

Permeable paving is a range of sustainable materials and techniques for permeable pavements with a base and subbase that allow the movement of stormwater through the surface. Bioswales are landscape elements designed to remove silt and pollution from surface runoff water. They consist of a swaled drainage course with gently sloped sides (less than 6%) and filled with vegetation and/or compost. When used together or separately, both lessen the impact of stormwater runoff created by a roadway surface.

PROVIDE A BRIEF DESCRIPTION OF STORMWATER MANAGEMENT FOR THE PROJECT

| DOES THE PROJECT INCLUDE PERMEABLE PAVING AND/OR BIOSWALES? | YES | NO |
|---|-----|----|
| POINTS | 2 | 0 |

POINTS

ROUNDAABOUT AND/OR ROAD DIET MAXIMUM 3 POINTS

A roundabout is a type of circular intersection or junction in which road traffic flows almost continuously in one direction around a central island. Compared to stop signs, traffic signals, and earlier forms of roundabouts, modern roundabouts reduce the likelihood and severity of collisions by reducing traffic speeds and minimizing T-bone and head-on collisions. Roundabouts also reduce engine idling time compared to stop signs and traffic signals, improving air quality by reducing emissions.

A road diet is a technique whereby the number of travel lanes and/or effective width of the road is reduced in order to achieve systemic improvements; such as lower traffic speeds, increased safety, and additional space for pedestrian/bicycle accommodations.

PROVIDE A BRIEF DESCRIPTION OF ROUNDABOUTS AND/OR ROAD DIETS

| DOES THE PROJECT INCLUDE A ROUNDABOUT AND/OR A ROAD DIET? | YES | NO |
|---|-----|----|
| POINTS | 3 | 0 |

POINTS

PROJECT SCORING FROM SELF-SCORED CRITERIA

| CRITERION | | POINTS AVAILABLE | POINTS RECEIVED |
|----------------------------|----------------------------|------------------|-----------------|
| SAFETY | | 20 | |
| | CRASH RATE | 10 | |
| | CRASH SEVERITY | 10 | |
| EXISTING CONDITIONS | | 15 | |
| | AVERAGE DAILY TRAFFIC | 8 | |
| | VOLUME TO CAPACITY RATIO | 7 | |
| MULTI-MODAL | | 20 | |
| | PEDESTRIAN | 5 | |
| | BICYCLE | 5 | |
| | TRANSIT | 5 | |
| | FREIGHT | 5 | |
| SUSTAINABILITY | | 5 | |
| | PERMEABLE PAVERS/BIOSWALES | 2 | |
| | ROUNDBOUT OR ROAD DIET | 3 | |
| SUBTOTAL | | 60 | |

REGIONAL SIGNIFICANCE MAXIMUM 40 POINTS

CRITERIA

Each project is evaluated independently in all five categories by a small committee. Projects are not evaluated relative to one another. Regional significance values are evaluated relative to the community and surrounding area.

Each of the five categories for regional significance can receive a maximum of eight points: eight points if they showed Major Significance, four points if they showed Some Significance and 0 Points if they showed Minimal Significance.

Regional Connector

Connects municipalities or major roads, resulting in efficiency gains and joint cooperation among local agencies

To be considered a municipal connector, the project has to serve as a primary route between two municipalities. To be considered a major road connector, the project has to serve as one of the primary links between major roads which may include state or US routes (arterial routes).

Employment Center

Improves movement of workers and shopping patrons

If a major employment or shopping center is present within the project limits, or if the project serves as a major connector to an employment or shopping center, points will be awarded. Employment centers include major commercial retail areas, shopping malls, office parks, factories, and industrial areas. Transportation and public facilities are not considered major employers in this category as they are factored into later categories.

Transportation Facilities

Project improves area access and/or connectivity to a major facility for air, freight, barge, or truck routes

If the project serves as a primary route for heavy vehicles or other freight, points are awarded. Points are also awarded if the project limits contain major transportation facilities such as trucking companies, transit centers, airports, intermodal terminals, bus yards, and so on.

Public Facility

Project improves area access and/or connectivity to a school, hospital, or other major public place

If public facilities are present within the project limits, or if the project serves as a major connector to a public facility, points are awarded. Facilities may include: schools, medical centers, parks, nursing homes, churches, libraries, and so on.

Project Phasing Continuity

Supplements existing or funded projects

If the project is a supplementary phase of a project previously funded through STU or other State or Federal funds, points are awarded.

RESPONSES EVALUATED BY STU SELECTION COMMITTEE

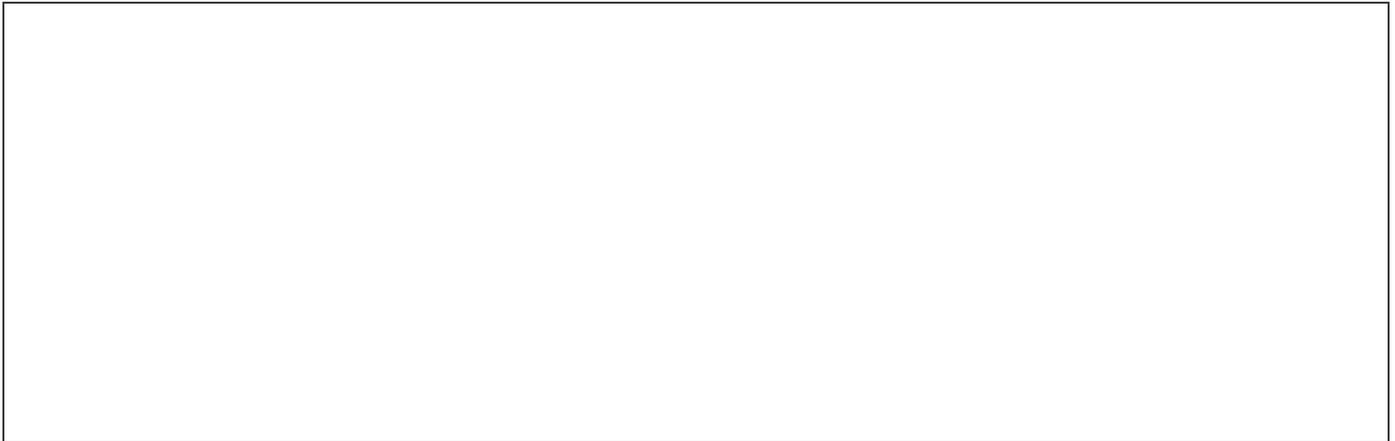
Please provide a brief description for each criterion. Responses must fit in the area provided. (Maximum 350 words)

REGIONAL CONNECTOR: CONNECTS MUNICIPALITIES OR MAJOR ROADS, RESULTING IN EFFICIENCY GAINS AND JOINT COOPERATION AMONG LOCAL AGENCIES.

EMPLOYMENT CENTER (IDENTIFY ON MAP): IMPROVES MOVEMENT OF WORKERS AND SHOPPING PATRONS.

TRANSPORTATION FACILITY (IDENTIFY ON MAP): PROJECT IMPROVES AREA ACCESS AND/OR CONNECTIVITY TO A MAJOR FACILITY FOR AIR, FREIGHT, BARGE, OR TRUCK ROUTES.

PUBLIC FACILITY (INDICATE ON MAP): PROJECT IMPROVES AREA ACCESS AND/OR CONNECTIVITY TO A SCHOOL, HOSPITAL, OR OTHER MAJOR PUBLIC PLACE.



PROJECT PHASING CONTINUITY: SUPPLEMENTS EXISTING OR FUNDED ROAD PROJECTS.



When complete, please save this form and email it to Ryan Harms at rharms@tricountyrpc.org

PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY STU PROJECT APPLICATION FOR NEW ROADWAY PROJECTS

The proposed project must be designated a Federal-Aid Route and must be included in *Envision HOI*, the Long-Range Transportation Plan. DRAFT NOVEMBER 10, 2016

SUBMITTAL DATE

PROJECT NAME

LEAD AGENCY

PARTNER AGENCY

PROJECT TYPE

DESCRIPTION OF
PROJECT RELATED
TO THE GOALS OF
THE *FAST ACT*

CONTACT INFORMATION

NAME

AGENCY

ADDRESS

NAME

STATE

ZIP

PHONE

EMAIL

FAST ACT GOALS

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Reduced Project Delivery Delays

PROJECT QUALIFICATIONS

LOCATION

MUNICIPALITY COUNTY

ROADWAY

TERMINI

INTERSECTION OF

Please attach a map of the project location

FUNDING

| BUDGET | FY _____ | Total |
|--------------|----------|----------|----------|----------|----------|-------|
| ENGINEERING | | | | | | |
| RIGHT OF WAY | | | | | | |
| CONSTRUCTION | | | | | | |
| UTILITIES | | | | | | |
| TOTAL | | | | | | |

TOTAL STU FUNDS REQUESTED

UTILITIES

PLEASE NOTE ANY UTILITY RELOCATION THAT MAY BE INVOLVED WITH THE PROJECT

RIGHT-OF-WAY

PLEASE NOTE ANY RIGHT-OF-WAY ACQUISITION THAT MAY BE INVOLVED WITH THE PROJECT

LOCAL PRIORITY MAXIMUM 30 PTS

JOINT PROJECT BONUS MAXIMUM 15 PTS

Fifteen points are given to projects which have received a financial commitment from more than one jurisdiction. Please indicate any project partners in the space below and briefly describe their involvement. Please attach a letter from partner agency/ies confirming their commitment to the project.

JOINT PROJECT POINTS

LOCAL COMPREHENSIVE PLAN MAXIMUM 15 PTS

Fifteen points are also awarded to projects which appear in a local jurisdiction's comprehensive plan. Please indicate if the project appears in a jurisdiction's most recent comprehensive plan and attach page(s) that the project is listed on.

NAME OF PLAN

JURISDICTION

YEAR COMPLETED

COMPREHENSIVE PLAN POINTS

MULTI-MODAL MAXIMUM 20 PTS

These criteria are used to reward projects that promote convenient intermodal connections between all elements of transportation systems to achieve a seamless travel network which incorporates pedestrian, bike, transit, and freight access; as well as one that maintains efficient, balanced multimodal transportation systems within the urbanized area. A maximum of 15 points may be assigned to a single project according to its contribution to a multimodal transportation system.

Proposed designs for pedestrian and bicycle facilities should reflect surrounding traffic volumes, patterns, speed, and number of access points. For guidance consult the FHWA's Priorities and Guidelines for Providing Places for Pedestrians to Walk Along Streets and Highways, FHWA (1999).

PEDESTRIAN ACCOMODATIONS MAXIMUM 5 POINTS

| | |
|--|--|
| PLEASE PROVIDE A BRIEF DESCRIPTION OF PEDESTRIAN ACCOMODATIONS | |
|--|--|

| PROPOSED ACCOMODATION | POINTS AVAILABLE | POINTS RECEIVED |
|---|------------------|-----------------|
| PEDESTRIAN AMENITIES SUCH AS BENCHES, BUMP-OUTS, PEDESTRIAN REFUGES, ETC. | 1 | |
| NEW SIDEWALK(S) | 1 | |
| PEDESTRIAN ACTIVATED SIGNALS AND CROSSWALKS | 1 | |
| RIGHT OF WAY PRESERVATION FOR FUTURE PEDESTRIAN IMPROVEMENTS. | 1 | |
| UPGRADED ADA COMPLIANCE TO EXISTING SIDEWALKS BEYOND FHWA REQUIREMENTS. | 1 | |
| TOTAL | 5 | |

BICYCLE ACCOMODATIONS MAXIMUM 5 POINTS

PLEASE PROVIDE A BRIEF DESCRIPTION OF BICYCLE ACCOMODATIONS

| PROPOSED ACCOMODATION | POINTS AVAILABLE | POINTS RECEIVED |
|---|------------------|-----------------|
| MULTI-USE PATH OR ON-ROAD BICYCLE LANE | 3 | |
| CONNECTION TO EXISTING BICYCLE INFRASTRUCTURE | 1 | |
| BICYCLE SIGNAGE INSTALLATION | 1 | |
| TOTAL | 5 | |

TRANSIT ACCOMODATIONS MAXIMUM 5 POINTS

PLEASE PROVIDE A BRIEF DESCRIPTION OF TRANSIT ACCOMODATIONS

| PROPOSED ACCOMODATION | POINTS AVAILABLE | POINTS RECEIVED |
|---|------------------|-----------------|
| PROVIDES MODAL CHOICES FOR THE DISABLED, AGING, AND/OR LOW-INCOME POPULATIONS | 2 | |
| ROUTE INCLUDES EXISTING OR PLANNED TRANSIT SERVICES | 2 | |
| ROUTE INCLUDES TRANSIT INFRASTRUCTURE SUCH AS SHELTERS OR SIGNAGE | 1 | |
| TOTAL | 5 | |

FREIGHT ACCOMODATIONS MAXIMUM 5 POINTS

Per FHWA guidelines, an intermodal freight facility is a site where freight is conveyed from one mode of freight transportation to another. Examples include water/port to rail or highway movements, and truck/rail interfaces.

PLEASE PROVIDE A BRIEF DESCRIPTION OF FREIGHT ACCOMODATIONS

| |
|--|
| |
|--|

| PROPOSED ACCOMODATION | POINTS AVAILABLE | POINTS RECEIVED |
|---|------------------|-----------------|
| NEW ROADWAY SERVES AN INTERMODAL FREIGHT FACILITY WITHIN ONE-QUARTER MILE | 5 | |
| TOTAL | 5 | |

SUSTAINABILITY MAXIMUM 10 POINTS

PERMEABLE PAVING MAXIMUM 3 POINTS

Permeable paving is a range of sustainable materials and techniques for permeable pavements with a base and subbase that allow the movement of stormwater through the surface. Permeable paving is used to lessen the impact of stormwater runoff created by large, otherwise-impervious surfaces.

PROVIDE A BRIEF DESCRIPTION OF PERMEABLE PAVEMENT FOR THE PROJECT

| DOES THE PROJECT INCLUDE PERMEABLE PAVING AND/OR BIOSWALES? | YES | NO |
|---|-----|----|
| POINTS | 3 | 0 |

POINTS

BIOSWALES MAXIMUM 3 POINTS

Bioswales are landscape elements designed to remove silt and pollution from surface runoff water. They consist of a swaled drainage course with gently sloped sides (less than 6%) and filled with vegetation and/or compost.

PROVIDE A BRIEF DESCRIPTION OF BIOSWALES PLANNED FOR THE PROJECT

| DOES THE PROJECT INCLUDE PERMEABLE PAVING AND/OR BIOSWALES? | YES | NO |
|---|-----|----|
| POINTS | 3 | 0 |

POINTS

ROUNDBABOUT AND/OR ROAD DIET MAXIMUM 4 POINTS

A roundabout is a type of circular intersection or junction in which road traffic flows almost continuously in one direction around a central island. Compared to stop signs, traffic signals, and earlier forms of roundabouts, modern roundabouts reduce the likelihood and severity of collisions by reducing traffic speeds and minimizing T-bone and head-on collisions. Roundabouts also reduce engine idling time compared to stop signs and traffic signals, improving air quality by reducing emissions.

A road diet is a technique whereby the number of travel lanes and/or effective width of the road is reduced in order to achieve systemic improvements; such as lower traffic speeds, increased safety, and additional space for pedestrian/bicycle accommodations.

PROVIDE A BRIEF DESCRIPTION OF ROUNDBABOUTS AND/OR ROAD DIETS

| DOES THE PROJECT INCLUDE A ROUNDBABOUT AND/OR A ROAD DIET? | YES | NO |
|--|-----|----|
| POINTS | 4 | 0 |

POINTS

PROJECT SCORING FROM SELF-SCORED CRITERIA

| CRITERION | POINTS AVAILABLE | POINTS RECEIVED |
|--------------------------------------|------------------|-----------------|
| LOCAL PRIORITY | 30 | |
| | 15 | |
| JOINT PROJECT BONUS | 15 | |
| | | |
| INCLUDED IN LOCAL COMPREHENSIVE PLAN | | |
| MULTI-MODAL | 20 | |
| | 5 | |
| PEDESTRIAN | 5 | |
| | 5 | |
| BICYCLE | 5 | |
| | 5 | |
| TRANSIT | 5 | |
| | 5 | |
| FREIGHT | | |
| SUSTAINABILITY | 10 | |
| | 3 | |
| PERMEABLE PAVING | 3 | |
| | 4 | |
| BIOSWALES | | |
| | | |
| ROUNDBOUT | | |
| SUBTOTAL | 60 | |

REGIONAL SIGNIFICANCE MAXIMUM 40 POINTS

CRITERIA

Each project is evaluated independently in all five categories by a small committee. Projects are not evaluated relative to one another. Regional significance values are evaluated relative to the community and surrounding area.

Each of the five categories for regional significance can receive a maximum of eight points: eight points if they showed Major Significance, four points if they showed Some Significance and 0 Points if they showed Minimal Significance.

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Employment Center

Improves movement of workers and shopping patrons

If a major employment or shopping center is present within the project limits, or if the project serves as a major connector to an employment or shopping center, points will be awarded. Employment centers include major commercial retail areas, shopping malls, office parks, factories, and industrial areas. Transportation and public facilities are not considered major employers in this category as they are factored into later categories.

Transportation Facilities

Project improves area access and/or connectivity to a major facility for air, freight, barge, or truck routes

If the project serves as a primary route for heavy vehicles or other freight, points are awarded. Points are also awarded if the project limits contain major transportation facilities such as trucking companies, transit centers, airports, intermodal terminals, bus yards, and so on.

Public Facility

Project improves area access and/or connectivity to a school, hospital, or other major public place

If public facilities are present within the project limits, or if the project serves as a major connector to a public facility, points are awarded. Facilities may include: schools, medical centers, parks, nursing homes, churches, libraries, and so on.

Project Phasing Continuity

Supplements existing or funded projects

If the project is a supplementary phase of a project previously funded through STU or other State or Federal funds, points are awarded.

RESPONSES EVALUATED BY STU SELECTION COMMITTEE

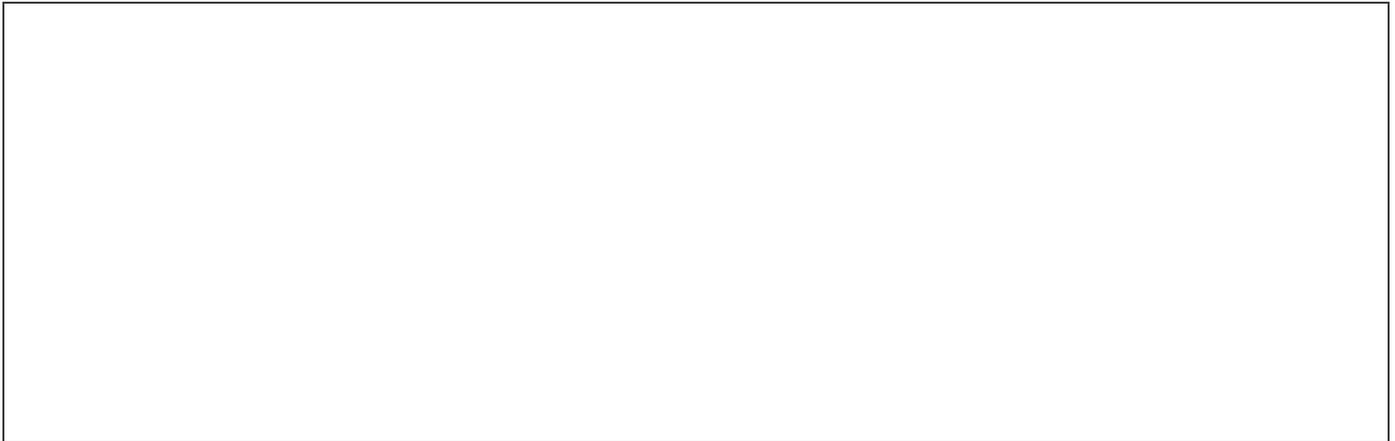
Please provide a brief description for each criterion. Responses must fit in the area provided. (Maximum 350 words)

REGIONAL CONNECTOR: CONNECTS MUNICIPALITIES OR MAJOR ROADS, RESULTING IN EFFICIENCY GAINS AND JOINT COOPERATION AMONG LOCAL AGENCIES.

EMPLOYMENT CENTER (IDENTIFY ON MAP): IMPROVES MOVEMENT OF WORKERS AND SHOPPING PATRONS.

TRANSPORTATION FACILITY (IDENTIFY ON MAP): PROJECT IMPROVES AREA ACCESS AND/OR CONNECTIVITY TO A MAJOR FACILITY FOR AIR, FREIGHT, BARGE, OR TRUCK ROUTES.

PUBLIC FACILITY (INDICATE ON MAP): PROJECT IMPROVES AREA ACCESS AND/OR CONNECTIVITY TO A SCHOOL, HOSPITAL, OR OTHER MAJOR PUBLIC PLACE.



PROJECT PHASING CONTINUITY: SUPPLEMENTS EXISTING OR FUNDED ROAD PROJECTS.



When complete, please save this form and email it to Ryan Harms at rharms@tricountyrpc.org



MEMORANDUM

TO: PPUATS Technical Committee
FROM: Staff
SUBJECT: FY21/22 STU Resurfacing Pilot Program Application
DATE: November 16, 2016

Action needed by Technical Committee:

Recommend to Policy Committee approval of FY21/22 STU Resurfacing Pilot Program Criteria and Application.

Background:

In 2015, a subcommittee comprising PPUATS Policy and Technical members was convened to discuss revisions to the STU Guidelines and Criteria to be used for the upcoming FY21/22 funding round. One recommendation of this subcommittee was the establishment of a Pilot Program, in which 20% of PPUATS's FY21/22 STU allotment would be set aside for resurfacing projects.

The subcommittee presented its recommended procedures and criteria for the FY21/22 STU Resurfacing Pilot Program to the PPUATS Technical Committee on October 19, 2016. The Technical Committee recommended approval of the procedures to the Policy Committee, but requested that the subcommittee reconvene to adjust the criteria and finalize the application. The Policy Committee approved the procedures at their November 2, 2016 meeting. The subcommittee met on November 2, 2016 to make and approve final adjustments to the criteria and application. All are included in the meeting packet.

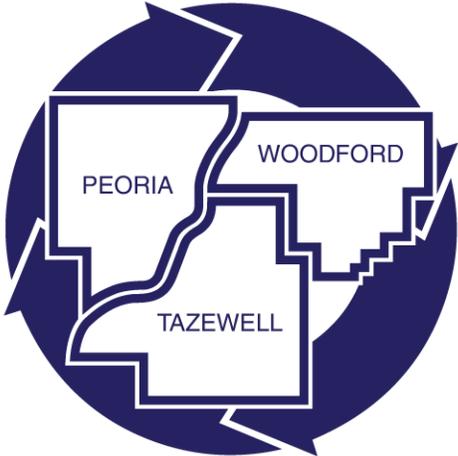
Notable Changes to Criteria and Application:

- In the Pavement Condition criterion, a condition of "Excellent" was adjusted from receiving 20 points to receiving 0 points. This change stemmed from comments at the October 19, 2016 Technical Committee meeting.

Peoria/Pekin (IL) Urbanized Area Transportation Study PPUATS

FY21/FY22 PILOT PROGRAM

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



(Date)

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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.

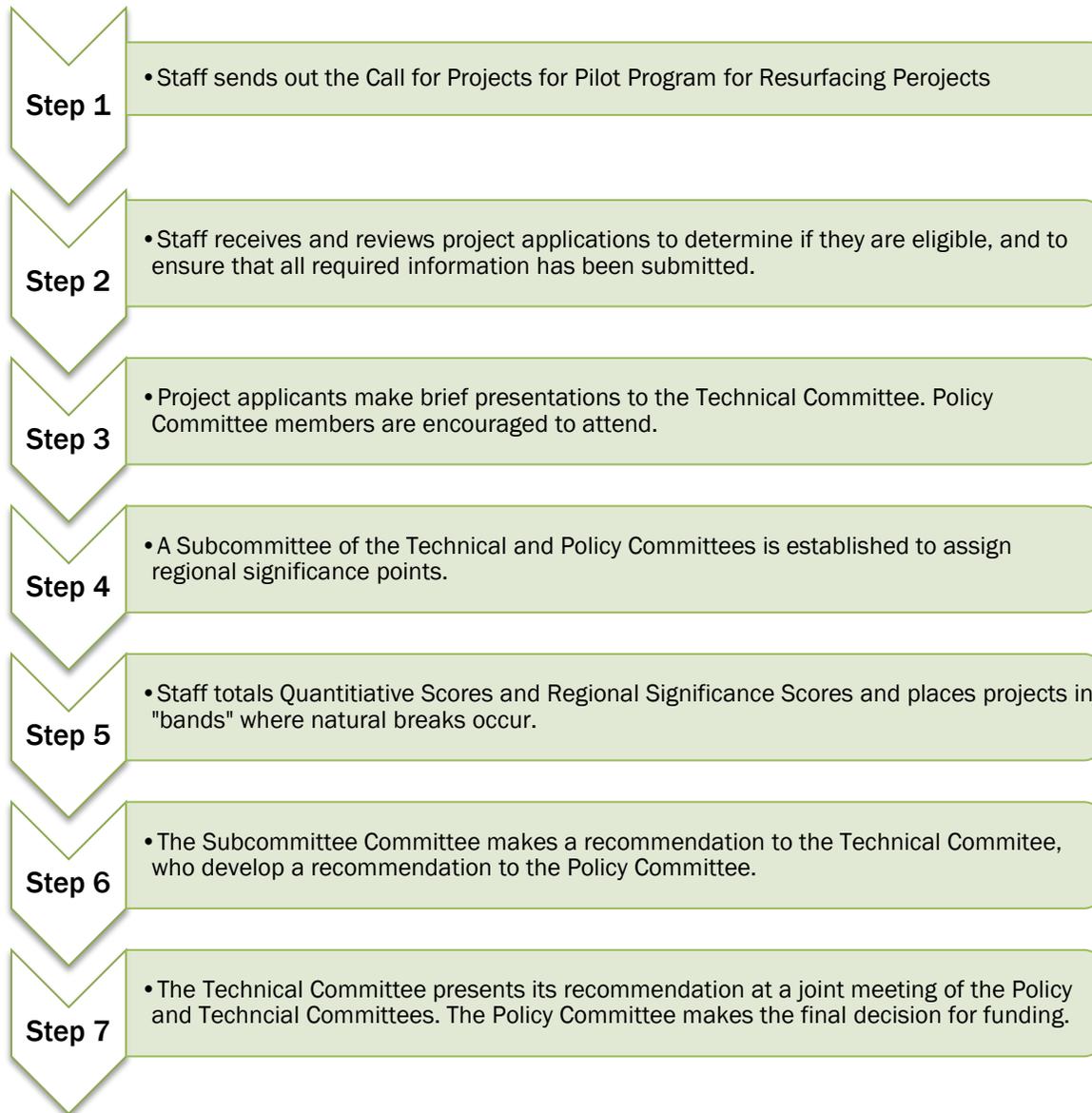
The flow chart below outlines this process.

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 |

Peoria/Pekin (IL) Urbanized Area Transportation Study

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 funding through STU funds

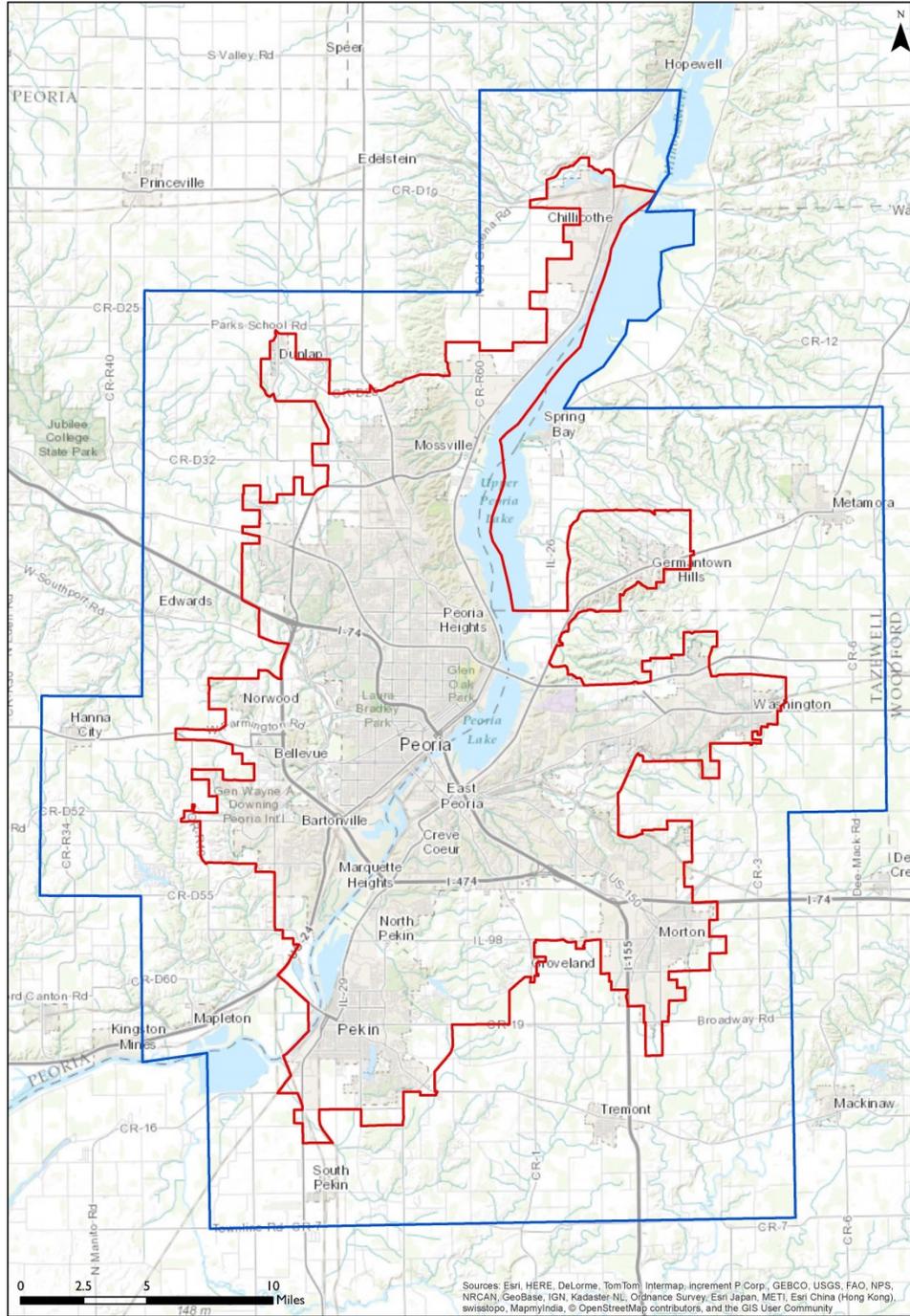
APPENDICES

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



Peoria/Pekin (IL) Urbanized Area Transportation Study

Appendix B – Application Form

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

PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY STU PROJECT APPLICATION FOR RESURFACING PROJECTS

The proposed project must be designated a Federal-Aid Route and must be included in *Envision HOI*, the Long-Range Transportation Plan. DRAFT NOVEMBER 10, 2016

SUBMITTAL DATE

PROJECT NAME

LEAD AGENCY

PARTNER AGENCY

RESURFACING
TYPE

DESCRIPTION OF
PROJECT RELATED
TO THE GOALS OF
THE *FAST ACT*

CONTACT INFORMATION

NAME

AGENCY

ADDRESS

NAME

STATE

ZIP

PHONE

EMAIL

FAST ACT GOALS

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Reduced Project Delivery Delays

PROJECT QUALIFICATIONS

LOCATION

MUNICIPALITY COUNTY

ROADWAY

TERMINI

INTERSECTION OF

Please attach a map of the project location

FUNDING

| BUDGET | FY _____ | Total |
|---------------------------|----------|----------|----------|----------|----------|-------|
| MILLING | | | | | | |
| BASE REPAIR | | | | | | |
| CRACK FILLING/ SEALING | | | | | | |
| MANHOLE/ VALVE ADJUST. | | | | | | |
| STRIPING | | | | | | |
| TOTAL | | | | | | |

TOTAL STU FUNDS REQUESTED

UTILITIES

PLEASE NOTE ANY
UTILITY
RELOCATION THAT
MAY BE INVOLVED
WITH THE
PROJECT

RIGHT-OF-WAY

PLEASE NOTE ANY
RIGHT-OF-WAY
ACQUISITION THAT
MAY BE INVOLVED
WITH THE
PROJECT

PAVEMENT CONDITION MAXIMUM 30 PTS

Please indicate the condition of the roadway according to one of the two rating systems included in the STU Resurfacing Pilot Program Procedures and Selection Criteria document, or according to another rating system. NOTE: If using another rating system, please attach appropriate documentation.

| | | | | | |
|-------------------|-----------------------|-------------------|-------------------|-------------------|-----------------------|
| SELECT ONE | EXCELLENT 0 | GOOD 30 | FAIR 20 | POOR 10 | VERY POOR 0 |
|-------------------|-----------------------|-------------------|-------------------|-------------------|-----------------------|

SCORE

AVERAGE DAILY TRAFFIC MAXIMUM 20 PTS

| | | | | |
|------------|--------------|--------------------|---------------------|----------------|
| ADT | < 3,000 2 | 3,000 – 5,999 8 | 6,000 – 9,999 14 | > 10,000 20 |
|------------|--------------|--------------------|---------------------|----------------|

A different point scale is used for jurisdictions with populations larger or smaller than 16,000. County projects should use the population of its unincorporated area to determine the correct scale.

SCORE

ADA COMPLIANCE MAXIMUM 20 PTS

Please indicate whether the roadway is currently ADA compliant, the jurisdiction has committed to using local funds to make required ADA improvements by project completion, or is not and will not be ADA compliant.

| | | | |
|-------------------|--------------------------------------|--|------------------------------|
| SELECT ONE | CURRENTLY ADA COMPLIANT 10 | JURISDICTION COMMITS TO USING LOCAL FUNDS TO MAKE REQUIRED ADA IMPROVEMENTS 10 | NEITHER OF THESE 0 |
|-------------------|--------------------------------------|--|------------------------------|

SCORE

PROJECT SCORING FROM SELF-SCORED CRITERIA

| CRITERION | POINTS AVAILABLE | POINTS RECEIVED |
|-----------------------|------------------|-----------------|
| PAVEMENT CONDITION | 30 | |
| AVERAGE DAILY TRAFFIC | 20 | |
| ADA COMPLIANCE | 10 | |
| SUBTOTAL | 60 | |

REGIONAL SIGNIFICANCE MAXIMUM 40 POINTS

CRITERIA

Each project is evaluated independently in all five categories by a small committee. Projects are not evaluated relative to one another. Regional significance values are evaluated relative to the community and surrounding area.

Each of the five categories for regional significance can receive a maximum of eight points: eight points if they showed Major Significance, four points if they showed Some Significance and 0 Points if they showed Minimal Significance.

Regional Connector

Connects municipalities or major roads, resulting in efficiency gains and joint cooperation among local agencies

To be considered a municipal connector, the project has to serve as a primary route between two municipalities. To be considered a major road connector, the project has to serve as one of the primary links between major roads which may include state or US routes (arterial routes).

Employment Center

Improves movement of workers and shopping patrons

If a major employment or shopping center is present within the project limits, or if the project serves as a major connector to an employment or shopping center, points will be awarded. Employment centers include major commercial retail areas, shopping malls, office parks, factories, and industrial areas. Transportation and public facilities are not considered major employers in this category as they are factored into later categories.

Transportation Facilities

Project improves area access and/or connectivity to a major facility for air, freight, barge, or truck routes

If the project serves as a primary route for heavy vehicles or other freight, points are awarded. Points are also awarded if the project limits contain major transportation facilities such as trucking companies, transit centers, airports, intermodal terminals, bus yards, and so on.

Public Facility

Project improves area access and/or connectivity to a school, hospital, or other major public place

If public facilities are present within the project limits, or if the project serves as a major connector to a public facility, points are awarded. Facilities may include: schools, medical centers, parks, nursing homes, churches, libraries, and so on.

Project Phasing Continuity

Supplements existing or funded projects

If the project is a supplementary phase of a project previously funded through STU or other State or Federal funds, points are awarded.

RESPONSES EVALUATED BY STU SELECTION COMMITTEE

Please provide a brief description for each criterion. Responses must fit in the area provided. (Maximum 350 words)

REGIONAL CONNECTOR: CONNECTS MUNICIPALITIES OR MAJOR ROADS, RESULTING IN EFFICIENCY GAINS AND JOINT COOPERATION AMONG LOCAL AGENCIES.

EMPLOYMENT CENTER (IDENTIFY ON MAP): IMPROVES MOVEMENT OF WORKERS AND SHOPPING PATRONS.

TRANSPORTATION FACILITY (IDENTIFY ON MAP): PROJECT IMPROVES AREA ACCESS AND/OR CONNECTIVITY TO A MAJOR FACILITY FOR AIR, FREIGHT, BARGE, OR TRUCK ROUTES.

PUBLIC FACILITY (INDICATE ON MAP): PROJECT IMPROVES AREA ACCESS AND/OR CONNECTIVITY TO A SCHOOL, HOSPITAL, OR OTHER MAJOR PUBLIC PLACE.

PROJECT PHASING CONTINUITY: SUPPLEMENTS EXISTING OR FUNDED ROAD PROJECTS.

When complete, please save this form and email it to Ryan Harms at rharms@tricountyrpc.org



PEORIA COUNTY HIGHWAY DEPARTMENT

6915 W PLANK ROAD
PEORIA, IL 61604-5246
PHONE (309) 697-6400
FAX (309) 697-6446

October 13, 2016

Mr. Craig Loudermilk, Chairman
PPUATS Technical Committee
c/o Eric Miller, Tri-County Regional Planning Commission
456 Fulton St #401, Peoria, IL 61602

Dear Mr. Loudermilk:

Please accept Peoria County's request for the unobligated balance (\$2.5 million) of Surface Transportation Urban funds for the reconstruction of Old Galena Road.

This funding would be used for construction between the intersection of Boy Scout Road and Old Galena and the intersection of Cedar Hills and Old Galena.

As we previously discussed in committee, this roadway:

- has regional significance to stake holders in the area.
- supports a Technology Center that spends nearly \$1 Billion per year on R&D.
- supports one of the largest single story office buildings in the United States.
- helps to retain existing jobs in the area and improves recruitment opportunities.
- supports one of the major area employers.
- will enhance the area for anticipated additional development.
- has the 30% local match available.
- is a construction project that can put our regional dollars to use by getting people working right away.
- is regularly traveled by residents of Peoria, Woodford, and Tazewell counties.
- has an IDOT approved Phase One study and does not require additional right of way.

Thank you for thoughtfully considering this request.

Respectfully,

Amy Benecke McLaren, P.E.
County Engineer

**PEORIA/PEKIN URBANIZED AREA TRANSPORTATION STUDY
(PPUATS)**

FY 2017-2020 TIP AMENDMENT REQUEST FORM

TIP Adopted August 3, 2016, as Amended

| DATE | AGENCY REQUESTING AMENDMENTS | AMENDING TIP DOCUMENT | |
|------------|------------------------------|-----------------------|------|
| | | From | To |
| 10/19/2016 | Peoria County | 2017 | 2020 |

PROJECT INFORMATION

| PROJECT TITLE | PPUATS TIP # | PROJECT CONTRACT NUMBER | PROJECT NUMBER (PPS#) | PROJECT SECTION # | IMPROVEMENT LOCATION | ACTION | FUNDING SOURCE | FUNDING SHARE | TOTAL COST |
|-----------------|--------------|-------------------------|-----------------------|-------------------|---|----------------|----------------|---------------|--------------|
| Old Galena Road | PC-17-01 | | | | Old Galena Rd from the intersection with Boy Scout Rd to the intersection with Cedar Hills Dr | Reconstruction | STU | 70% | \$ 2,500,000 |
| | | | | | | | Local | 30% | \$ 1,100,000 |
| | | | | | | | | | \$ 3,600,000 |

Reason for Amendment: Reconstruct a segment of Old Galena Road using unobligated STU funds, due to project urgency. STU amount and Local amount are approximate.

| | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|------|
| | | | | | | | | | \$ - |
|--|--|--|--|--|--|--|--|--|------|

Reason for Amendment:

| | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|

Reason for Amendment:

| | |
|-----------|------------|
| Technical | 10/19/2016 |
| Policy | |
| | |

| | |
|-----------------------------|--|
| IDOT District 4 Local Roads | |
| IDOT District 4 Programming | |
| FHWA | |

NOTES:

1) The projects in the state portion of the TIP are the Illinois Department of Transportation's estimate for fiscal year project scheduling and represent an intent to proceed. Impacts on individual project readiness include funding availability, unforeseen events (environmental problems, engineering, land acquisition) and the department's need to retain programmatic flexibility to address changing conditions and priorities on the state highway system.

2) Projects can be moved from Year 2 or 3 of the TIP into Year 1 with the approval of the implementing agency and the PPUATS POLICY COMMITTEE. The implementing agency may elect to change fund type with notification to the PPUATS POLICY COMMITTEE.

PPUATS STU BALANCE

| FY | PROJECT | TIP# | ALLOCATION | PROGRAMMED/ ACTUAL STU | BALANCE |
|------|--|-------------|-------------|---------------------------|---------------|
| 2013 | Ending Balance | | | | \$319,837 |
| 2014 | Allotment (Actual) | | \$2,833,350 | | \$3,153,187 |
| | West Peoria: Sterling Avenue (Phases I&II) | WP-14-01&02 | | (\$1,315,438) | \$1,837,749* |
| 2015 | Allotment (Actual) | | \$2,270,433 | | \$4,108,182 |
| | Peoria County: Old Galena Road | PC-15-01 | | (\$1,242,362) | \$2,865,820** |
| 2016 | Allotment (Actual) | | \$2,498,720 | | \$5,364,540 |
| | Morton: Detroit Avenue | MO-16-01 | | (\$1,866,000) | |
| | Chillicothe: Walnut St. (Construction) | | | (\$332,000) | |
| | Chillicothe: Walnut St. (CE) | | | (\$40,000) | \$3,126,540 |
| 2017 | Allocation (Actual) | | \$2,742,488 | | \$5,869,028 |
| | Peoria: Northmoor Road - Stage 4 | PEO-17-01 | | (\$3,255,000) | \$2,614,028 |
| 2018 | Allocation (Estimate) | | \$2,742,488 | | \$5,356,516 |
| | Peoria: Northmoor Road - Stage 5 | PEO-18-01 | | (\$3,220,000) | \$2,136,516 |
| 2019 | Allocation (Estimate) | | \$2,742,488 | | \$4,879,004 |
| | Peoria County: Dirksen Parkway | PC-19-01 | | (\$2,800,000) | \$2,079,004 |
| 2020 | Allocation (Estimate) | | \$2,742,488 | | \$4,821,492 |
| | East Peoria: Camp/River Road Roundabout | PC-20-01 | | (\$2,433,130) | \$2,388,362 |

*Actual Programmed STU amount was \$3,170,073; project came in under budget; Final Voucher NOT processed

** Actual Programmed STU amount was \$1,800,000; project came in under budget; Final Voucher NOT processed