
MEMORANDUM

TO: PPUATS Technical Committee
FROM: STBG Review Subcommittee
SUBJECT: FYs 2023 and 2024 STBG Traditional Program
DATE: August 19, 2020

Action needed by Technical Committee

Recommend to Policy Committee FYs 2023 and 2024 STBG Traditional Program projects

Background

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

Approximately \$6.3M will be programmed as part of the Traditional Program, which includes the reconstruction of existing roadways and construction of new roadways. Resurfacing Set-Aside Program funds will be programmed in a separate process. Earlier in calendar year 2020, staff submitted a call for projects and the PPUATS Technical Committee established an STBG Review Subcommittee to assign regional significance scores and recommend projects for funding.

On August 13, 2020, the STBG Review Subcommittee (Alexander, Gilles, Lewis, Meyer, Moore, Vanderhoof) convened a virtual meeting to assign regional significance scores for Traditional Program projects and to formulate a recommendation for funding to the Technical Committee. Staff Miller, Harms, and Martin facilitated the meeting. The subcommittee's recommendation and findings are as follows.

Recommended STBG project funding

Project	Extent	Applicant	FY	STBG	Local	Total
Pioneer Pkwy & University St	Reconstruct Intersection	Peoria	2024	\$2,420,600	\$2,309,400	\$4,730,000
Court St	Reconstruct from Stadium to Parkway Dr	Pekin	2023	\$1,719,900	\$1,345,100	\$3,065,000
Freedom Pkwy	Extension to 1000' W of N Cummings Ln	Washington	2023-2024	\$2,146,026	\$1,762,931	\$3,908,957
Total				\$6,286,526		
<i>Available (est.)</i>				<i>\$6,300,000</i>		

The STBG Review Subcommittee recommends funding the projects listed above at the amounts listed under "STBG" for FYs 2023-2024. The subcommittee developed their recommendation using the final project scoring, included on the following page.

Application scoring

Project	Self-Scored Subtotal (Out of 60)	Reg'l Connector	Employment Center	Transportation Facilities	Public Facility	Project Phasing	Project Points Subtotal (Out of 40)	Total (Out of 100)
✓ Pioneer Pkwy & University St Peoria	49	6	8	7	4	7	32	81
✓ Court St Pekin	39	7	8	5	8	6	34	73
Washington St Peoria	32	5	8	6	7	7	33	65
✓ Freedom Pkwy Washington	37	4	5	4	5	8	26	63
Sheridan Rd Peoria County	37	5	4	0	7	6	22	59
IL-116 & Wash. Blacktop Woodford County	13	6	0	4	6	0	16	29

The subcommittee assigned Project Points (commonly referred to as “regional significance”) for each application based on the narratives included and the members’ collective knowledge of the regional transportation system. They scored each application in five categories on a scale of 0-8, with 8 being the most significant. The Project Points scores were assigned unanimously and added to the Self-Scored Points to make a final score out of 100. All these scores are shown in the table above.

The subcommittee identified three tiers or “bands” among the application scores. The two top-scoring projects, the intersection of Pioneer Parkway and University Street in Peoria and Court Street from Stadium to Parkway Drive in Pekin were identified as one band. Washington Street in Peoria, Freedom Parkway in Washington, and Sheridan Road in Peoria County were identified as a second band. The intersection of IL-116 and Washington Blacktop in Woodford County was placed in its own band.

The subcommittee quickly agreed that the first band of projects should receive funding. Funding these two projects at the requested amounts left approximately \$1.5 million remaining of the \$6.3 million FYs 2023-2024 STBG funding. To maximize the regional impact of this funding round, the subcommittee explored funding a third project. The group agreed that the next-highest scoring application, Washington Street in Peoria, should be excluded so that one community (in this case the City of Peoria) does not receive funding for two projects in one round. The subcommittee moved down the list and selected the next-highest scoring application, Freedom Parkway in Washington.

In order to fund those three projects in the FYs 2023-2024 STBG funding round, all three applicants must accept 91% of their requested STBG funding amounts. Subcommittee members acknowledged the potential hardship of a lower-than-expected federal funding amount. But they agreed that funding three projects instead of two—still with considerable federal assistance—is essential for maximizing the regional impact of the STBG Traditional Program. The STBG Review Subcommittee voted unanimously to recommend funding three projects at pro-rated amounts, shown in the table on the previous page.