PPUATS
PEORIA-PEKIN URBANIZED AREA
TRANSPORTATION STUDY
456 FULTON STREET, SUITE 401
PEORIA, IL 61602
PHONE: 309-673-9330
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Peoria-Pekin Urbanized Area Transportation Study (PPUATS)
Technical Committee

Wednesday, October 19, 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 of September 21, 2016 meeting
5. Presentation of September Financial Report and Performance Report – *Memo*
6. Recommend to Policy Committee 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 - *attachment*
7. Recommend to Policy Committee Procedures/Criteria for STU Funds for FY21/FY22 – *attachment*
8. Recommend to Policy Committee Procedures/Criteria for STU funds for a Pilot Program for Resurfacing Projects for FY21/FY22 - *attachment*
9. Recommend to Policy Committee Approval of Request by Peoria County for Unobligated STU Funds for the Improvement of Old Galena Road - *attachment*
10. Updates
    a. Regional Bike Plan
    b. FY17 Special Projects
    c. FY16 Special Projects
11. Other
    a. Next meeting scheduled for November 16, 2016
12. Adjournment

Tri-County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 309-673-9330 to request special accommodations at least two business days in advance.

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

THE MPO RECEIVES FEDERAL FUNDING AND MAY NOT DISCRIMINATE AGAINST ANYONE ON THE BASIS OF RACE, COLOR, OR NATIONAL ORIGIN, ACCORDING TO TITLE VI OF THE CIVIL RIGHTS ACT OF 1964. FOR MORE INFORMATION OR TO OBTAIN A TITLE VI COMPLAINT FORM, CALL 309-673-9330.

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Technical Committee

Wednesday, September 21, 2016 at 9:00 am

456 Fulton Street, Room 420
Peoria, IL 61602

MINUTES

1. Call to Order
   Chairman Loudermilk called the meeting to order at 9:00 am

2. Roll Call

Member	P	A	Member	P	A
Amy Benecke-McLaren, Peoria County	X		**Ed Andrews,** City of Washington	X	
Jeff Gilles, Peoria County	X		**Jon Oliphant,** City of Washington*	X	
Josh Sender, Peoria County*	X		**Patrick Meyer,** Village of Bartonville		X
Craig Fink, Tazewell County	x		**Terissa Worsfold,** IDOT	X	
Dan Parr, Tazewell County		X	**Jim Miller*** IDOT		X
Lindell Loy, Woodford County	X		**Henry Strube Jr.,** Village of West Peoria		X
Scott Reeise, City of Peoria		X	**Alicia Hermann,** Village of West Peoria*		X
Nick Stoffer, City of Peoria	X		**Craig Loudermilk,** Village of Morton	X	
Stephen Letsky, City of Peoria	X		**Frank Sturm,** Village of Morton*		X
Jane Gerdes* City of Peoria		X	**Kenneth Coulter,** City of Chillicothe	X	
Michael Guerra, City of Pekin		X	**Courtney Allyn,** Village of Creve Coeur	X	
Rick Semonski, City of East Peoria		X	**Joe Alexander*,** CityLink	X	
Ty Livingston, City of East Peoria*		X	**Gene Olson,** MAAP		X
Kyle Smith, Peoria Heights		x	**Eric Miller,** TCRPC	X	
Matt Fick*, Peoria Heights		x	**Josh Moore,** CityLink		X

Staff: Maggie Martino, Nick Hayward, Ryan Harms, and Hannah Martin. Also present: Bruce Carmitchel- IDOT, Mark Rothert, David Horton, and Scott Sorrell.

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Mr. Miller welcomed Bruce Carmitchel, Bureau Chief of Urban Planning. He will be filling in for Tom Kelso that took another position with IDOT. Mr. Carmitchel and Holly Ostrich will be the tag team until the position is filled.

3. Public Comment
   None

4. Approval of Minutes
   a. June 15, 2016 meeting
   b. August 17, 2016 meeting
      Mr.Gilles moved to approve June 15, 2016, and August 17, 2016 minutes and Mr. Fink seconded. Motion carried.

5. Presentation of August Financial Report and Performance Report – *Memo*
   Mr. Harms updated that we continue to use the carryover funds from FY16 and that in September we will be se using the FY17 funds.

6. Recommend to Policy Committee approval of FY20 Transportation Improvement Program (TIP) amendment by Peoria County for the reconstruction of the intersection of Old Galena Road and Cedar Hills Drive – *attachment*
   Ms. McLaren moved to recommend to the Policy Committee for approval the FY20 Transportation Improvement Program (TIP) amendment by Peoria County for the reconstruction of the intersection of Old Galena Road and Cedar Hiss Drive and Mr. Gilles seconded. Motion carried.

7. Recommend to Policy Committee the use of $156,603 in FY17 State Planning Funds – *Memo*
   - Mr. Miller explained what the use of $156,603 FY17 State Planning Funds can be used for.
   - Mr. Oliphant suggested bike routes software.
   - Mr. Miller mentioned to develop a program for bicycle programs in October, then present to Policy Committee in November. Special studies are also an option.
   - Mr. Miller said the funds will be available thru out the state if the budget is available. Two proposals will be considered next year.

8. Discussion of programming unobligated STU funds for high priority projects
   - Ms. McLaren introduced Scott Sorrell of Peoria County which presented a slide show of a lot of projects that have needs in Peoria County. Ms. McLaren asked about the balance of monies and if it can be released and used for engineers and projects now? She said the project she wants to discuss is the Old Galena Rd project. Phase 1 is complete. There is 210,000 miles of road for project. They are going to ask voters for a quarter sales tax. Will be looking for voters to support referendum so to continue and use the funds. Will be educating the public on the road issues.
   - Mr. Fink asked what happens to the funds that are left in account and Miller said the funds will be brought forward to new fiscal year.
   - Mr. Gilles said they want to spend the money now no in 2021-22.
   - Mr. Loudermilk asked if we use money now before referendum is passed what if it does not pass?
   - Mr. Miller said that if we receive the 2.5 million and the referendum does not pass? McLaren said they will use match.
   - Mr. Andrews said he would like a travel demand modal to see who is actually using the road.
   - Mr. Miller asked if there are other funding sources and are they contingent on this money?
   - Ms. McLaren said there possibly is some economic funding
   - Mr. Miller suggested moving to the Policy Committee.

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9. Updates
    a. Regional Bike Plan
    Nick Hayward updated the committee on the Open House set for October 5th from 4 to 7 pm at the Gateway Building. General rules and stakeholders are to review the network improvements on share information to the public on recent bike path improvements and forth coming improvements for the region.
    b. FY17 Special Projects
    Ryan Harms updated the committee on the following projects:
        - East Peoria 4 Corners project and said the City of East Peoria is evaluating consultants.
        - Tazewell Non Wayfinding Project- they have selected Farnsworth for consultant.
    c. FY16 Special Projects
        - Peoria Wayfinding – Mr., Stoffer is reviewing a draft of the contract.
    d. STU Subcommittee
    Ms. Martino said there will be a call for projects in January and hopes to wrap up the STU and send onto Policy for call of projects on resurfacing and separate criteria then present scope of work.

10. Other
    a. Next meeting scheduled for October 21, 2016-ok
        - Mr. Fink asked about the Freight Study. Mr. Carmitchel responded has been done twice and not sure who will give opinions.
        - Mr. Miller said the community passed the structure plan.
        - Mr. Andrew talked about the IPWMAN
        - Mr. Carmitchel mentioned the IDOT Fall Planning conference, water veto, and lock box.
        - Mr. Miller said the Fall Planning Conference is on TCRPC website.

11. Adjournment
    Mr. Sender moved to adjourn at 10:00 a.m. and Mr. Fink seconded. Motion carried.

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MEMORANDUM

TO: PPUATS Technical Committee

FROM: Staff

SUBJECT: September 2016 Financial Report and Performance Report

DATE: October 19, 2016

Action needed by Technical Committee:

Receive and file the September 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 September, we had expended approximately 20% of the total budget.

FY17 and FY16 Carryover PL/FTA Budget

	FY16 Carryover + FY17	Sept 2016	FY17 YTD	Balance	% Used YTD
Salaries	$356,497	$24,857	$72,222	$284,275	20.3%
Fringe Benefits	$105,152	$7,514	$21,833	$83,319	20.8%
TOTAL SALARIES	**$461,649**	**$32,371**	**$94,055**	$367,594	20.4%
INDIRECT COSTS	**$250,978**	**$17,901**	**$52,012**	**$198,966**	**20.7%**
Direct Costs					
Travel/Training/Conferences	$12,977	$791	$3,487	$9,490	26.9%
APWA Conference	$7,500	$0	$0	$7,500	0.0%
Computer Hardware & Software	$54,820	$5,966	$22,489	$32,331	41.0%
Contractual (Consultants)	$15,000	$0	$0	$15,000	0.0%
Contractual - Special Projects	$132,483	$7,664	$16,828	$24,492	12.7%
Audit	$33,000	$0	$0	$33,000	0.0%
Misc (Legal Notices, Printing)	-$111	$362	$39	$401	-35.1%
Retroactive Pay	-$2,266	$0	$0	-$2,266	0.0%
Executive Director Bonus	$0	$0	$2,500	-$2,500	
TOTAL DIRECT COSTS	**$253,403**	**$14,783**	**$45,343**	**$208,060**	**17.9%**
TOTAL	**$966,031**	**$65,055**	**$191,410**	**$774,621**	**19.8%**

PPUATS MONTHLY PERFORMANCE REPORT

September 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
- Attended statewide conference of Illinois American Planning Association

Data Development and Maintenance

- Continued to maintain GIS system for the region
- Responded to technical assistance requests for GIS
- Developed 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

Short Range Planning

- Monitored progress of FY16 Special Projects
- Finalized consultants for two FY17 Special Projects
- Discussed use of FY17 State Transportation Planning funds with PPUATS

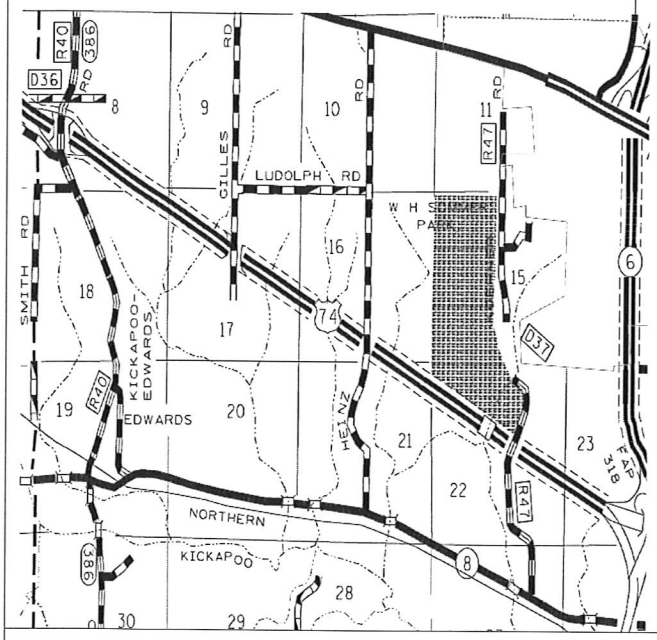
Illinois Department of Transportation

Transportation Improvement Proposal (TIP) - Highways

Fiscal Year: 2017

Section Number: (50)N

Location Map:



Program Category:	Traffic Improvement (spot)
Marked Route(s):	IL 40
Key Route(s):	FAP 404
County(ies):	Tazewell
Location:	At intersection of IL 40 and River Rd in East Peoria.
Miles:	NA
Bridge Number(s):	N/A
Legislative District(s):	91st, 46th
Congressional District(s):	18th
Urban Areas:	4590-Peoria
City(ies):	East Peoria
Letting Date:	3/03/2017

Improvement Description:

Safety project to add right turn lane from River Road to NB IL 40 (Bob Michael Bridge). The improvement will result in two 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.

Estimated Cost ($562,000)

Type of Work	FHWA	%	STATE	%	LA	%	TOTAL
Participating Construction:	$505,000	(90)	$57,000	(10%)	$0	(0%)	$562,000
Non-Participating Construction:		( )		( )		( )	$0.00
Preliminary Engineering:		( )		( )		( )	$0.00
Construction Engineering:		( )		( )		( )	$0.00
Right of Way:		( )		( )		( )	$0.00
Railroads:		( )		( )		( )	$0.00
Utilities:		( )		( )		( )	$0.00
TOTAL:	$505,000		$57,000		$0		$562,000

COMMENTS:

NOTE: The costs shown in the Division of Cost table are approximate and subject to change. The final LA share is dependent on the final Federal and State participation. The actual cost will be used in the final division of costs for billing and reimbursement.

Roadway	Existing	Proposed
Section(s):		
Functional Class:		
CRS/Year/Road Ride:		
Surface Type:		
ADT/Year/% Trucks:		
Pavement Width:		
Shoulder Width/Type:		
ROW/Roadway Width:		
Number of Lanes:		
No. of Intersection Improvements:		

Structure

Bridge Number:		Overall Structure Condition:	
Bridge Name:		Posted Load Limit:	
Suff. Rating/Month/Year:		Width/Length (Existing):	
Oper./Inv. Ratings:	TONS	Width/Length (Proposed):	
Deck/Super/Sub/Rating:			

Structure

Bridge Number:		Overall Structure Condition:	
Bridge Name:		Posted Load Limit:	
Suff. Rating/Month/Year:		Width/Length (Existing):	
Oper./Inv. Ratings:	TONS	Width/Length (Proposed):	
Deck/Super/Sub/Rating:			

Statement/Other Information:

PEORIA/PEKIN URBANIZED AREA TRANSPORTATION STUDY

(PPUATS)

FY 2017-2020 TIP AMENDMENT REQUEST FORM

TIP Adopted August 3, 2016

DATE	AGENCY REQUESTING AMENDMENTS	AMENDING TIP DOCUMENT	
		From	To
10/13/2016	Illinois Department of Transportation	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
Safety Improvements	S-17-11	68C96	4-40610-1701	(50)N	IL 40 & River Rd intersection in East Peoria	Right turn lane addition	Federal HSIP F25-Restrict State Match Local Total	$505,000 $57,000 $0	$562,000

Reason for Amendment: Add project to install an additional right turn lane from River Rd to NB IL 40 (Bob Michael Bridge) and associated traffic signal work. Estimated cost is $562,000 and is currently scheduled for letting on 3/3/2017.

Reason for Amendment:

Reason for Amendment:

Technical	
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.

DRAFT
October 13, 2016

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 $6.7M will be programmed for the two fiscal years. The amount represents the *estimated* STU allocation of $2.7M per year, an unobligated amount of $2.4M, minus the $1.1 Pilot Program Set-Aside. **THIS MAY CHANGE**

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, a Pilot Program has been established to set aside a portion 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.

Eligibile 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.

Ineligibile 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 Porgram

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.

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.

PROCESS FLOW CHART

Step 1
- Staff sends out the Call for Projects.

Step 2
- Staff receives and reviews project applications to determine if they are eligible, and to ensure that all required information has been submitted.

Step 3
- Project applicants make brief presentations to the Technical Committee. Policy Committee members are encouraged to attend.

Step 4
- A Subcommittee of the Technical and Policy Committees assigns regional significance points.

Step 5
- Staff totals Quantitiative Scores and Regional Significance Scores and places projects in "bands" where natural breaks occur.

Step 6
- The Subcommittee makes a recommendation to the Technical Commitee, who develop a recommendation to the Policy Committee.

Step 7
- The Technical Committee presents its recommendation at a joint meeting of the Policy and Techncial Committees. The Policy Committee makes the final decision for funding.

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@tricountyrpc.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 acheive 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.

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		**15**
Pedestrian Accommodations	5	
Bicycle Accommodations	5	
Transit	5	
Sustainability		**5**
Permeable paving and/or bioswales	2	
Roundabout and/or Road Diet	3	
Results of Travel Demand Model		**5**
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**

Criteria for New Roadways

Criteria	Maximum Points	
Local Priority		**20**
Joint Project Bonus	10	
Included in Local Comprehensive Plan	10	
Multi-Modal		**20**
Pedestrian Accommodations	5	
Bicycle Accommodations	5	
Transit	5	
Freight Accommodations	5	
Sustainability		**10**
Permeable paving	3	
Bioswales	3	
Roundabout	4	
Results of Travel Demand Model		**10**
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 termainals, etc.

Public Facility

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

Project Phasing Continuity

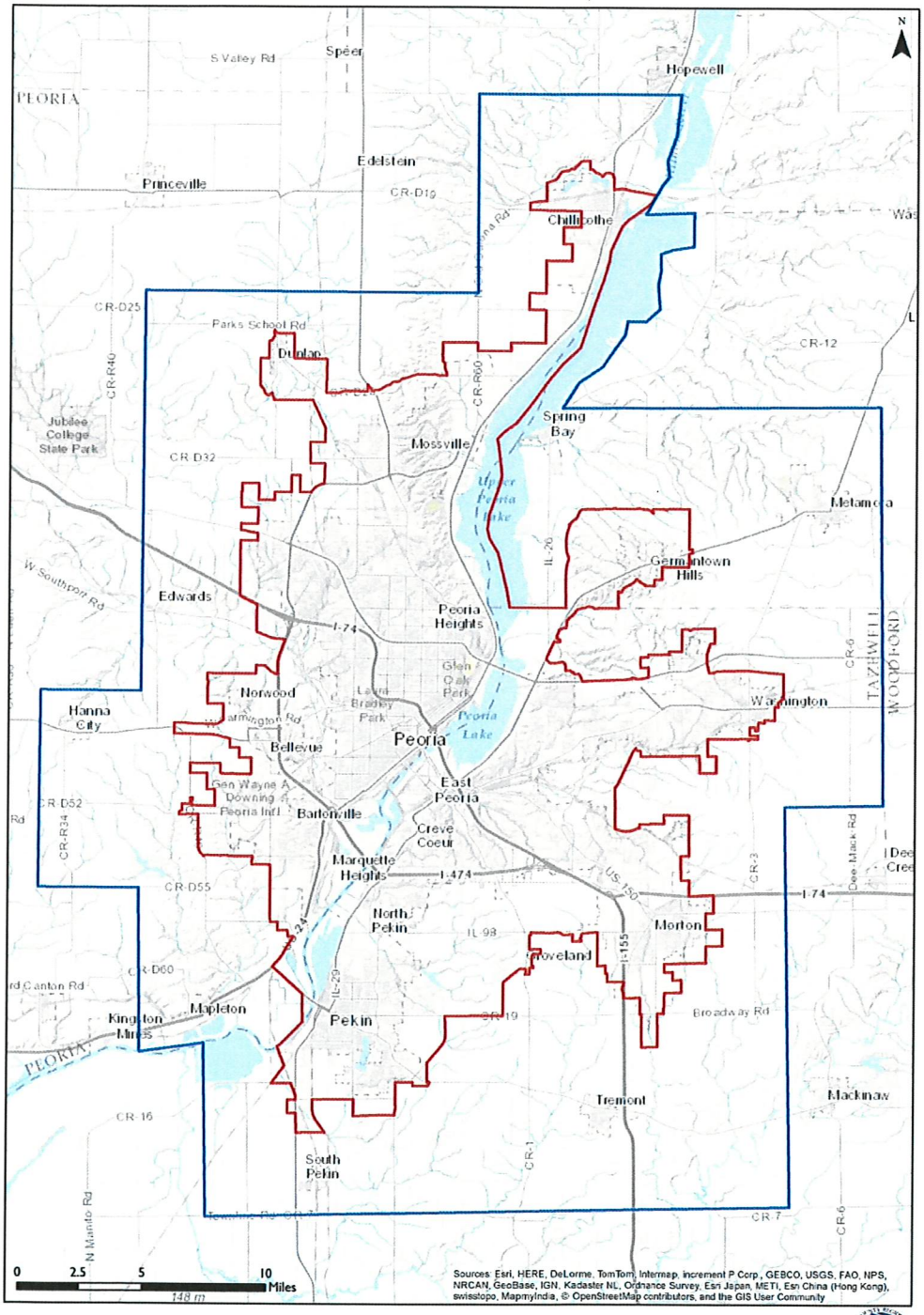
The proposed project is a supplementary phase of a project previously funding through STU funds.

APPENDICES

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

Appendix B – Application Forms

(To be inserted later)

DRAFT
October 13, 2016

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 submited on-line. See Appendix B.

Eligible Projects

1. Resurfacing, defined as adding a new layer of ashpalt 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

Ineligibile 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.

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.

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 is held. Policy Committee makes final decision.	July 2017

PROCESS FLOW CHART

Step 1
- Staff sends out the Call for Projects for Pilot Program for Resurfacing Perojects

Step 2
- Staff receives and reviews project applications to determine if they are eligible, and to ensure that all required information has been submitted.

Step 3
- Project applicants make brief presentations to the Technical Committee. Policy Committee members are encouraged to attend.

Step 4
- A Subcommittee of the Technical and Policy Committees is established to assign regional significance points.

Step 5
- Staff totals Quantitiative Scores and Regional Significance Scores and places projects in "bands" where natural breaks occur.

Step 6
- The Subcommittee Committee makes a recommendation to the Technical Commitee, who develop a recommendation to the Policy Committee.

Step 7
- The Technical Committee presents its recommendation at a joint meeting of the Policy and Techncial Committees. The Policy Committee makes the final decision for funding.

Questions

For questions regarding this process, contact Ryan Harms at 309.673.9330 or rharms@tricountyrpc.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	20	
	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.

[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 termainals, etc.

Public Facility

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

Project Phasing Continuity

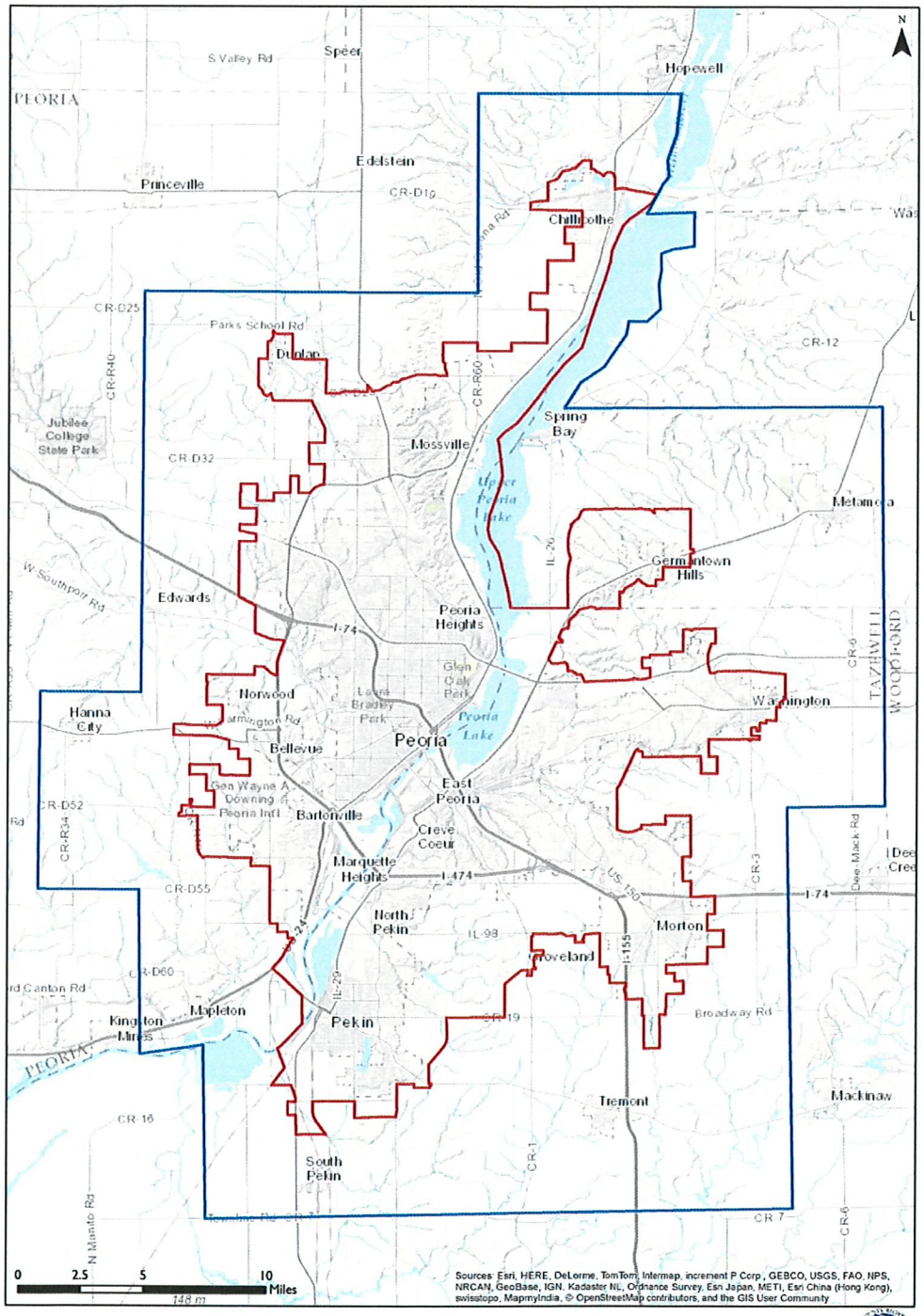
The proposed project is a supplementary phase of a project previously funding through STU funds

APPENDICES

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

Appendix B – Application Form

(To be inserted later)

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

Amy Benecke McLaren, P.E.
County Engineer

PPUATS STU BALANCE

FY	PROJECT	TIP#	ALLOCATION	PROGRAMMED/ *ACTUAL STU*	BALANCE
2013	Ending Balance				**$376,854**
2014	Allotment (Actual)		$2,833,350		$3,210,204
	West Peoria: Sterling Avenue (Phases I&II)	WP-14-01&02		*($1,315,438)*	**$1,894,766** *
2015	Allotment (Actual)		$2,270,433		$4,165,199
	Peoria County: Old Galena Road	PC-15-01		*($1,242,362)*	**$2,922,837** **
2016	Allotment (Actual)		$2,498,720		$5,421,557
	Morton: Detroit Avenue	MO-16-01		($1,866,000)	
	Chillicothe: Walnut St. (Construction)			($332,000)	
	Chillicothe: Walnut St. (CE)			($40,000)	**$3,183,557**
2017	Allocation (Actual)		$2,742,488		$5,926,045
	Peoria: Northmoor Road - Stage 4	PEO-17-01		($3,255,000)	**$2,671,045**
2018	Allocation (Estimate)		$2,742,488		$5,413,533
	Peoria: Northmoor Road - Stage 5	PEO-18-01		($3,220,000)	**$2,193,533**
2019	Allocation (Estimate)		$2,742,488		$4,936,021
	Peoria County: Dirksen Parkway	PC-19-01		($2,800,000)	**$2,136,021**
2020	Allocation (Estimate)	PC-20-01	$2,742,488		$4,878,509
	East Peoria: Camp/River Road Roundabout			($2,433,130)	**$2,445,379**

*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

Information accurate as of June 9, 2016