

AGENDA

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

Wednesday, November 16, 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 – October 19, 2016 Meeting
 5. Presentation of October Financial Report and Performance Report – *Memo*
 6. Recommend to Policy Committee Procedures/Criteria/Application for FY21/22 STU Funds – *Attachment*
 7. Recommend to Policy Committee Application for FY21/22 STU Resurfacing Pilot Program – *Attachment*
 8. Updates
 - a. FY17 Special Projects
 - b. FY16 Special Projects
 - c. STU Subcommittee
 9. Other
 - a. Next meeting scheduled for January 18, 2016
 10. Adjournment

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PPUATS
 PEORIA-PEKIN URBANIZED AREA
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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
 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	
Andrea Klopferstein (sub) 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 Peoria	x		Courtney Allyn, Village of Creve Coeur	x	
Katy Shackelford City of Peoria*	x		Josh Moore, CityLink		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			

*Alternate



Also present: Ryan Harms, Hannah Martin.

3. Public Comment-none
4. Approval of Minutes of September 21, 2016 meeting
Semonski moved to approve the September 21, 2016 minutes and Andrews seconded. Motion carried.
5. Presentation of September Financial Report and Performance Report – *Memo*
Harms explained 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.
Miller mentioned the 2 vacancies of the Commission staff.
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*
McLaren moved to recommend to the Policy Committee the approval of FY17 Transportation Improvement Program 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 Guerra seconded. Motion carried.
Ms. Worsfold explained that this is a safety project to add a turn lane. The improvement will result in 2 turn lanes and improved approach angle for right turning vehicles.
7. Recommend to Policy Committee Procedures/Criteria for STU Funds for FY21/FY22 – *attachment*
Gilles moved to recommend to Policy Committee Procedures/Criteria for STU Funds for FY21/FY22 and Fink seconded.
 - Miller explained the process of the Procedures/Criteria.
 - Stoffer asked if the Pilot program was included and if it would be voted on separately.
 - Reiese asked for clarification on the voting order.
 - An amendment to the motion was recommended to approve the subject with all mention of the Pilot Program contingent on its approval.
 - Miller said we will separate out the Pilot Program from the Criteria.
 - Harms explained the changes of points system.
 - Miller explained the Travel Demand Model element as proposed by the STU Subcommittee.
 - Smith mentioned that the Travel Demand Model is just for guidelines and the points are just guidelines.
 - Stoffer asked to defer until an application is created.

Gilles moved to amend his original motion to defer to next month and to address then. Vocal vote was taken with 18 ayes and 2 nays. Motion carried.
8. Recommend to Policy Committee Procedures/Criteria for STU funds for a Pilot Program for Resurfacing Projects for FY21/FY22 – *attachment*
 - Miller explained the Procedures/Criteria for STU funds for a Pilot Program for Resurfacing Projects for FY21/FY22. The amount is \$1.1M set aside for this Pilot Program. This represents 20% of the estimated STU allocation for the two years program.

Meyer moved to recommend to Policy Committee Procedures for STU funds for a Pilot Program for resurfacing Projects for FY21/FY22 and Fink seconded. Roll call was taken and passed 12 ayes, 5 nays and 2 abstained. Ayes- Fink, Loy, Guerra, Semonski, Smith, Andrews, Meyer, Worsfold, Strube, Jr., Loudermilk, Coulter, Allyn. Nays- McLaren, Gilles, Reiese, Stoffer, Klopfenstein. Abstain- Alexander, and Miller.



- Meyer explained this is so smaller communities will have a shot of STU funds.
- McLaren said this is to open to all or just one that has not received.
- Meyer explained this is the way of being fair for all communities. Does not limit projects 80/20 split. It is a sub-allocation means not to give to certain areas.
- Coulter commented what is condition of road is priority needed.
- Reise asked what is the proof of smaller areas not getting money.
- Meyer showed a chart of who is paying more and receiving more.
- Meyer said to let all regions have access to STU Funds. This is a regional PPUATS.
- McLaren commented whatever is best for the area. This is regional money.
- Miller commented the projects are Federal eligible to other areas in the state also. This Pilot Program
- Fink suggested setting aside 20% for resurfacing in these areas seeing if they qualify.

10 minute break was taken.

9. Recommend to Policy Committee Approval of Request by Peoria County for Unobligated STU Funds for the Improvement of Old Galena Road – *attachment*
Alexander moved to recommend to Policy Committee the Approval of Request by Peoria County for Unobligated STU Funds for the Improvement of Old Galena Road and Reise seconded. Roll call was taken 14 ayes and 5 nays. Ayes- McLaren, Gilles, Reise, Stoffer, Klofenstein,, Guerra, Andrews, Worsfold, Strube, Jr., Loudermilk, Coulter, Allyn, Moore, Miller. Nays- Fink, Loy, Semonski, Smith, Meyer.
 - Miller explained the process that Policy asked for a formal recommendation.
 - Meyer asked if we are going to ignore the scoring system.
 - Gilles said the project is ready to go and if this does not pass the money would be added to the new money.
 - Meyer suggested putting in the selection process in January.
 - Fink asked if this has ever been done before.
 - Meyer said that if there is extra money the round should be open for projects and that if you give them the money then we are starting to avoid the process.
 - Smith asked why we are considering this if we just want more criteria.
 - Reise mentioned that if the largest employer is asking to do this we should consider it stronger.
 - McLaren explained it is a \$13 million project and Peoria County is asking for \$2.1 million of unobligated balance of Surface Transportation Urban funds for the reconstruction of Old Galena Road.
 - Semonski does not feel comfortable going out of the selection process.
10. Updates
 - a. Regional Bike Plan
Harms updated that the Open House is wrapped up and the results will go to the final steering committee and then onto Policy.
 - b. FY17 Special Projects
Harms reported that the East Peoria- 4 corners and Tazewell Wayfinding projects are waiting on signatures
 - c. FY16 Special Projects
Peoria Wayfinding is putting together Public Input.
11. Other
 - a. Next meeting scheduled for November 16, 2016- ok
 - Will be an Open House for Western Ave.
 - McLaren mentioned APWA information will be sent out



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12. Adjournment

Fink moved to adjourn at 11:00 am and Andrews seconded. Motion carried.

Respectively submitted,

Eric Miller

Executive Director

Recorded and transcribed by Debbie Ulrich

DRAFT

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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.

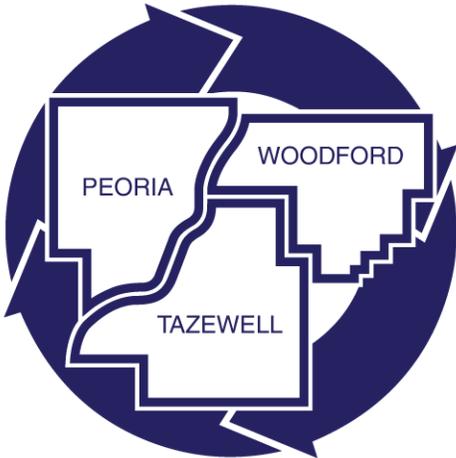
Notable Changes to Procedures, Criteria, and Applications:

- 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.

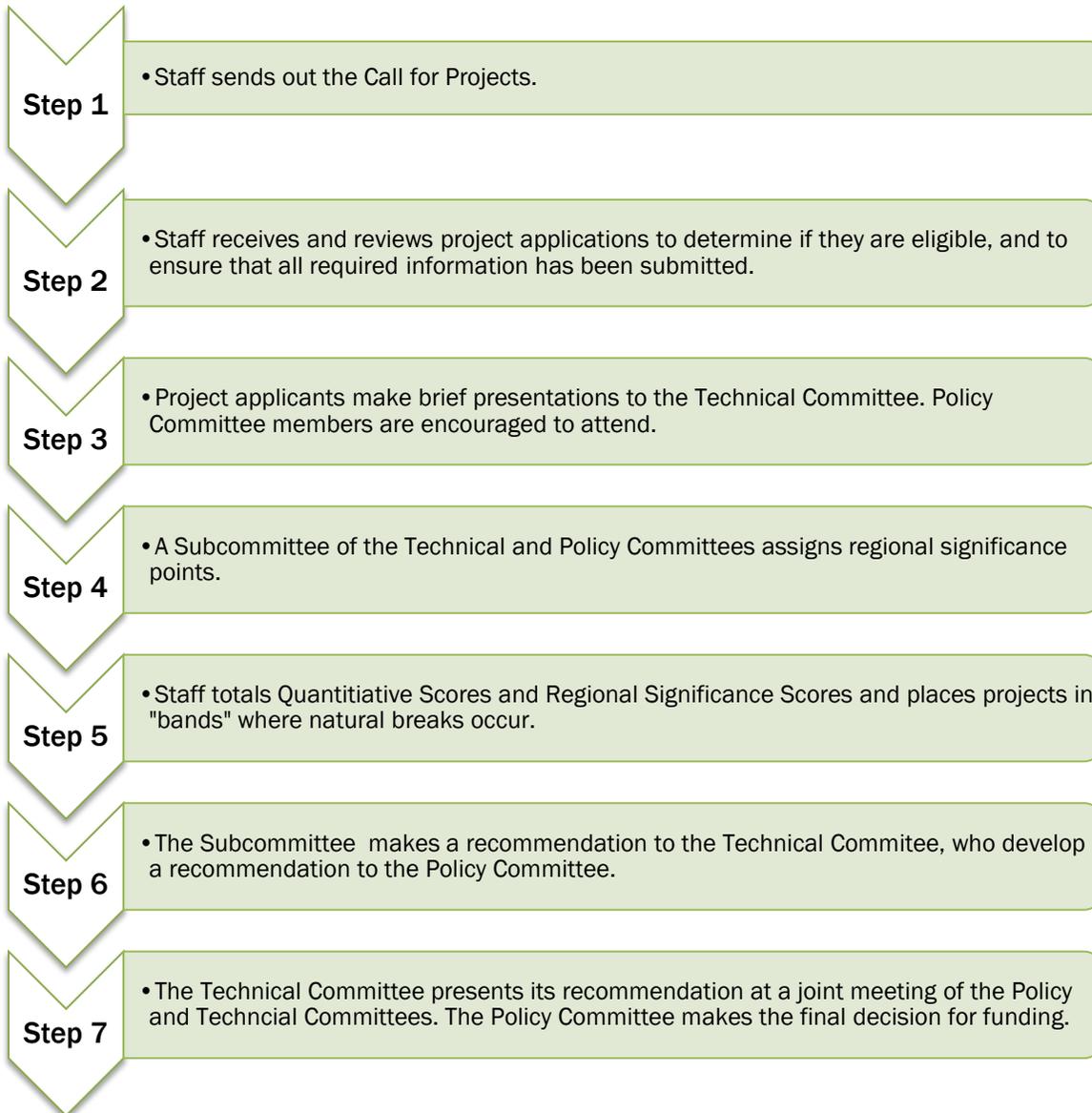
Peoria/Pekin (IL) Urbanized Area Transportation Study

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.

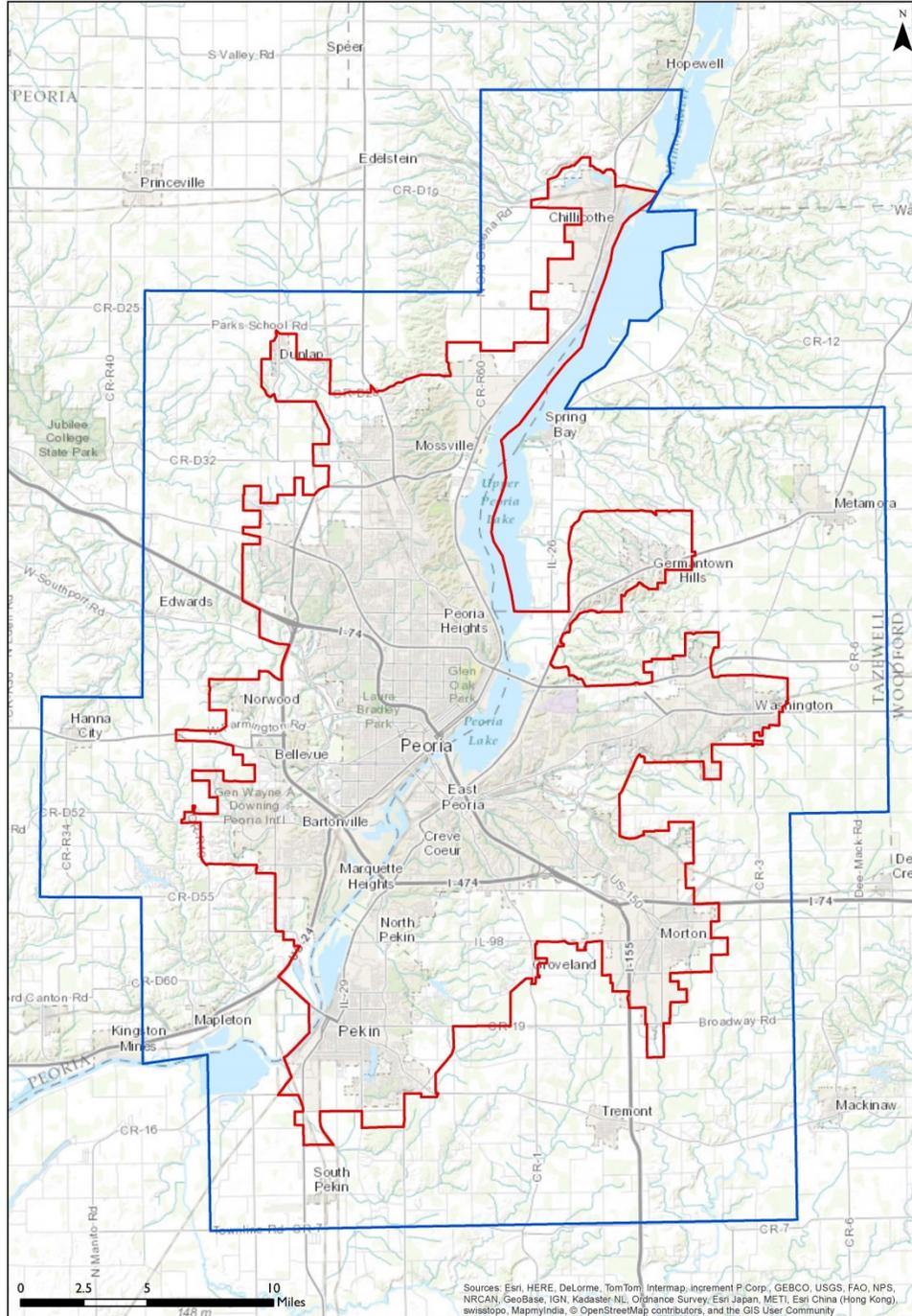
APPENDICES

Peoria/Pekin (IL) Urbanized Area Transportation Study

Appendix A – Urbanized Area and 20-Year Planning Boundary

2010 PPUATS Urbanized Area and 20-Year Planning Boundary

Approved by PPUATS Policy Committee May 7, 2014



PPUATS Urbanized Area PPUATS 20-Year Planning Boundary



Peoria/Pekin (IL) Urbanized Area Transportation Study

Appendix B – Application 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

ROUNDBOUT 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 ROUNDBABOUTS AND/OR ROAD DIETS

DOES THE PROJECT INCLUDE A ROUNDBABOUT 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

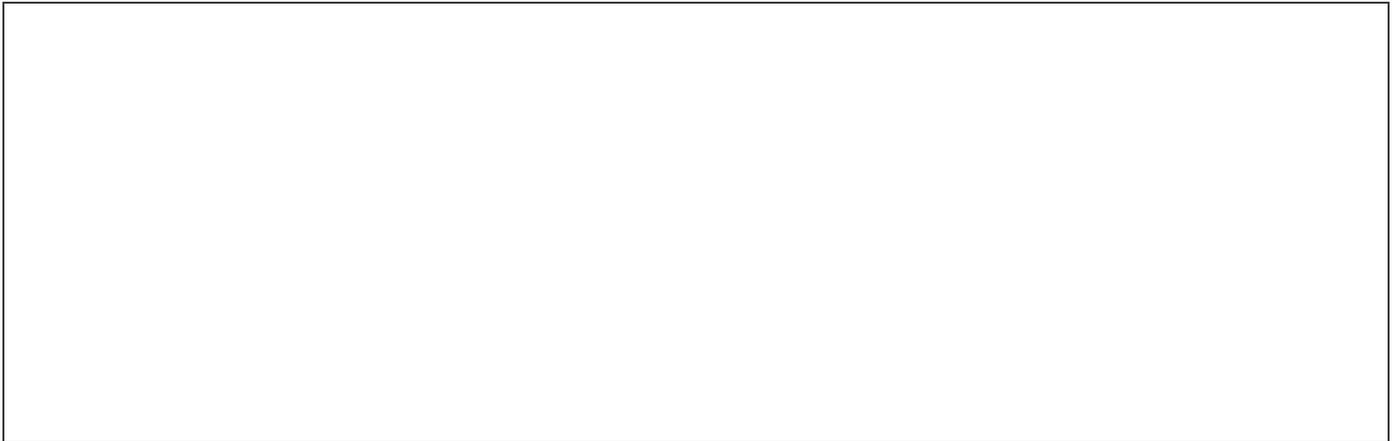
Please provide a brief description for each criterion. Responses must fit in the area provided. (Maximum 350 words)

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.

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PROJECT PHASING CONTINUITY: SUPPLEMENTS EXISTING OR FUNDED ROAD PROJECTS.

A large, empty rectangular box with a thin black border, intended for text or a diagram related to project phasing continuity.

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

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

REGIONAL SIGNIFICANCE MAXIMUM 40 POINTS

CRITERIA

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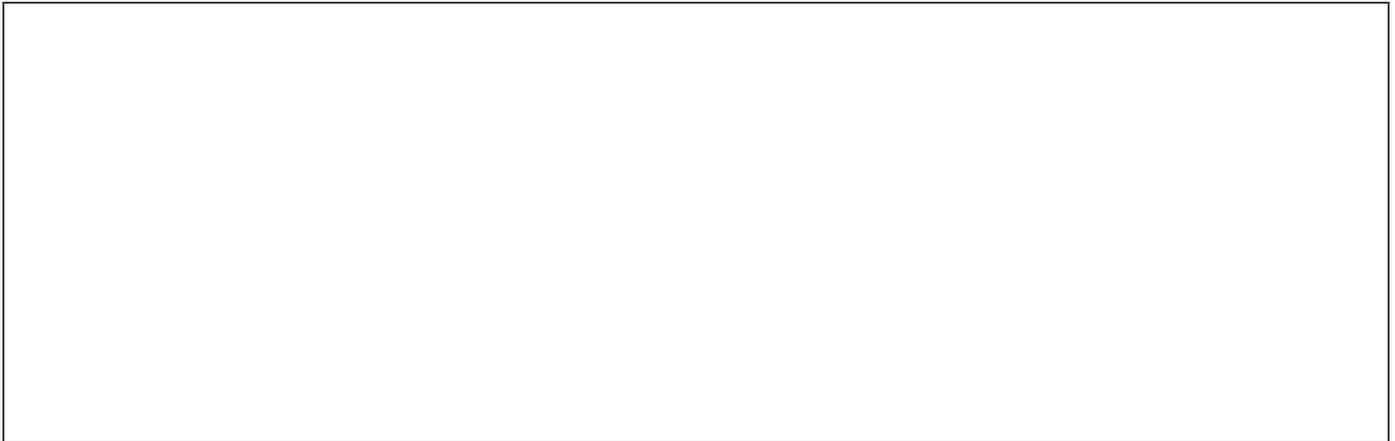
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When complete, please save this form and email it to Ryan Harms at rharms@tricountyrpc.org



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.

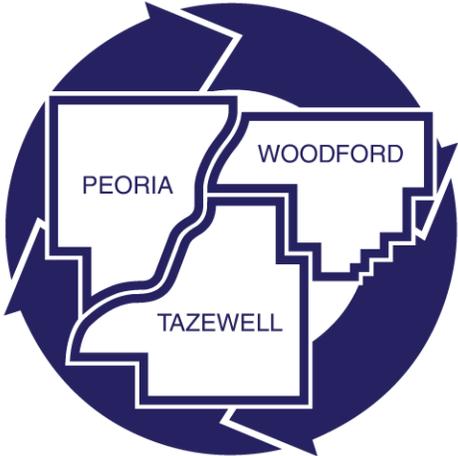
Notable Changes to Criteria and Application:

- 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.

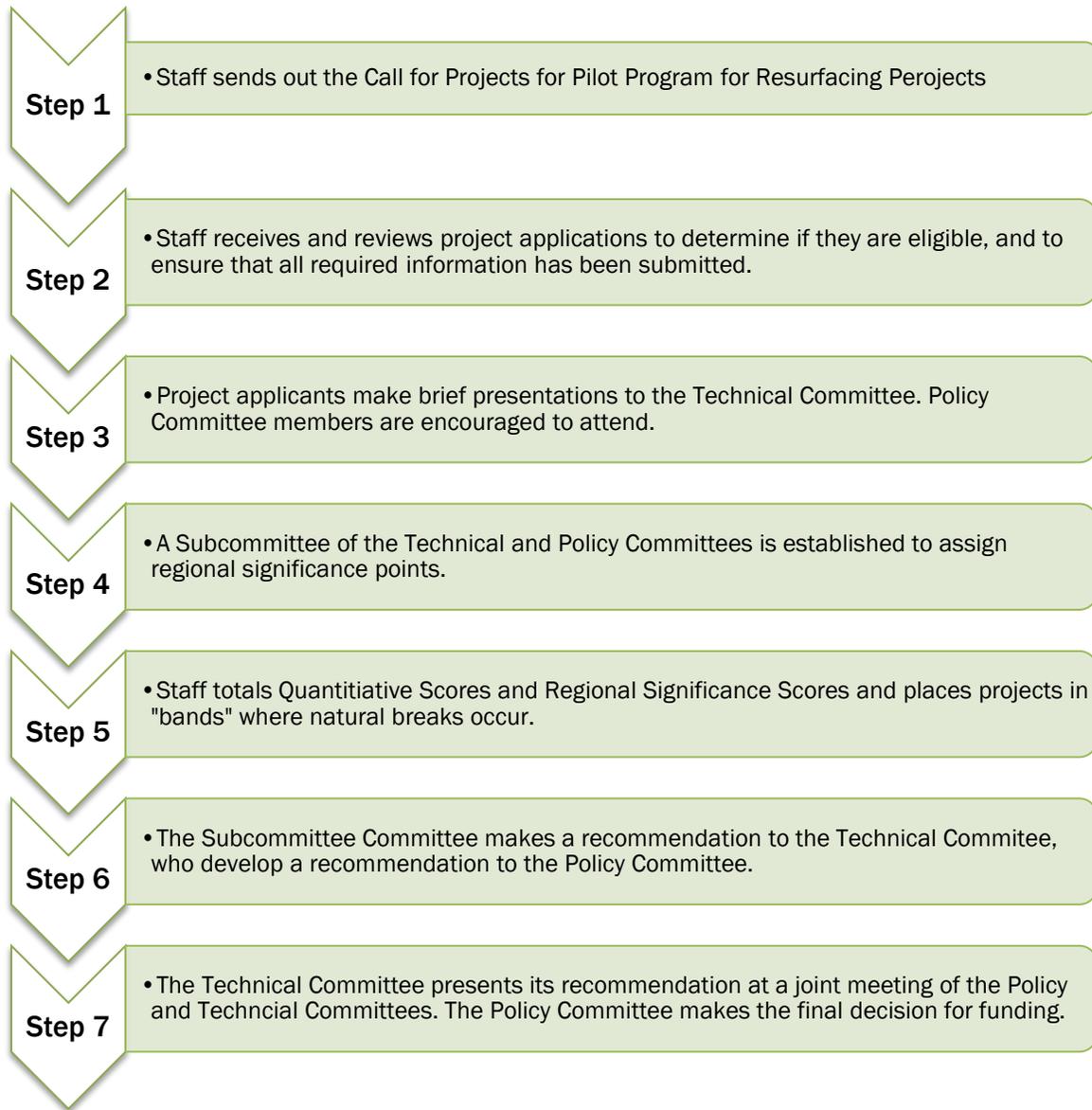
The flow chart below outlines this process.

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.

Peoria/Pekin (IL) Urbanized Area Transportation Study

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

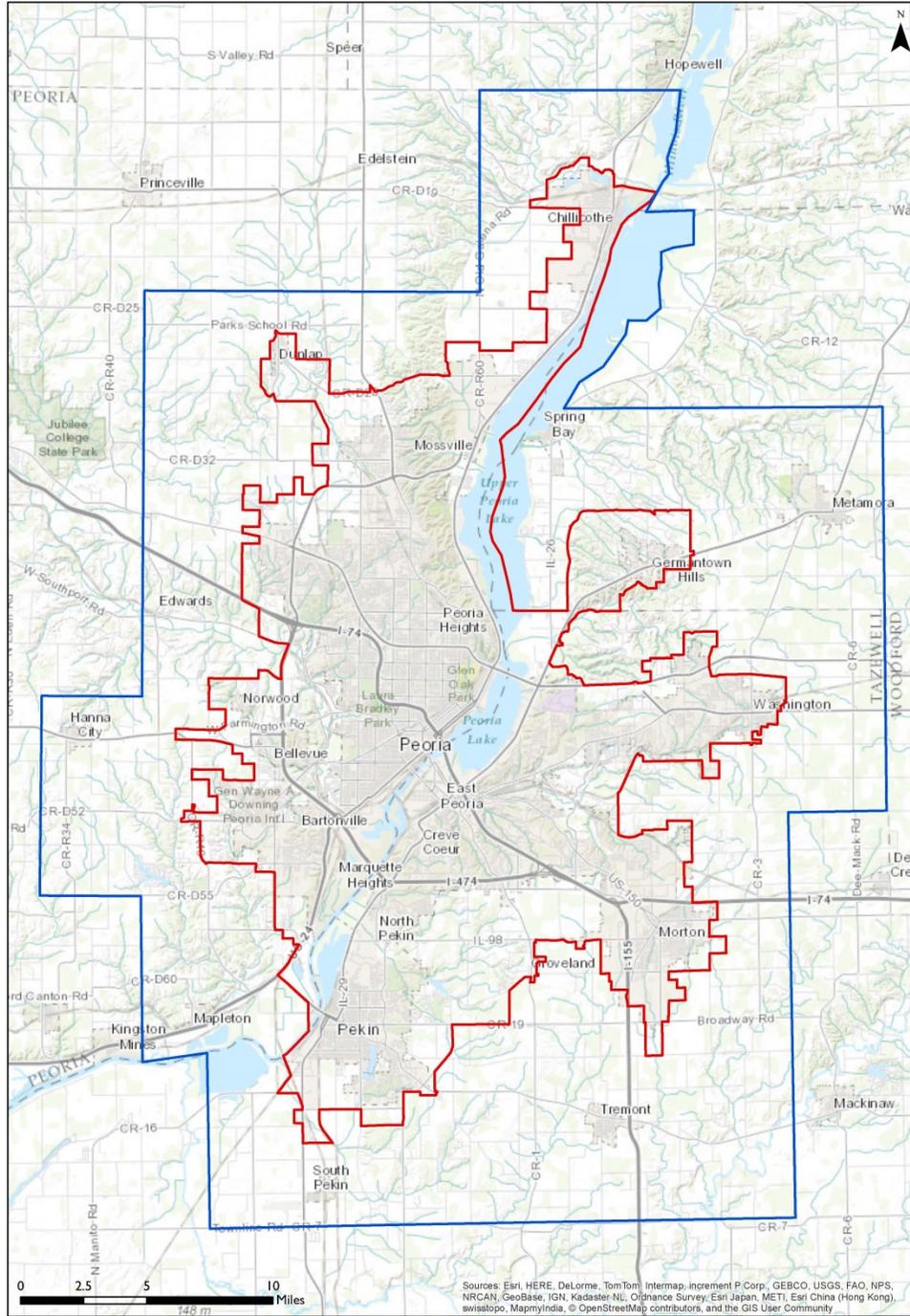
APPENDICES

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



PPUATS Urbanized Area PPUATS 20-Year Planning Boundary



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
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SCORE

AVERAGE DAILY TRAFFIC MAXIMUM 20 PTS

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

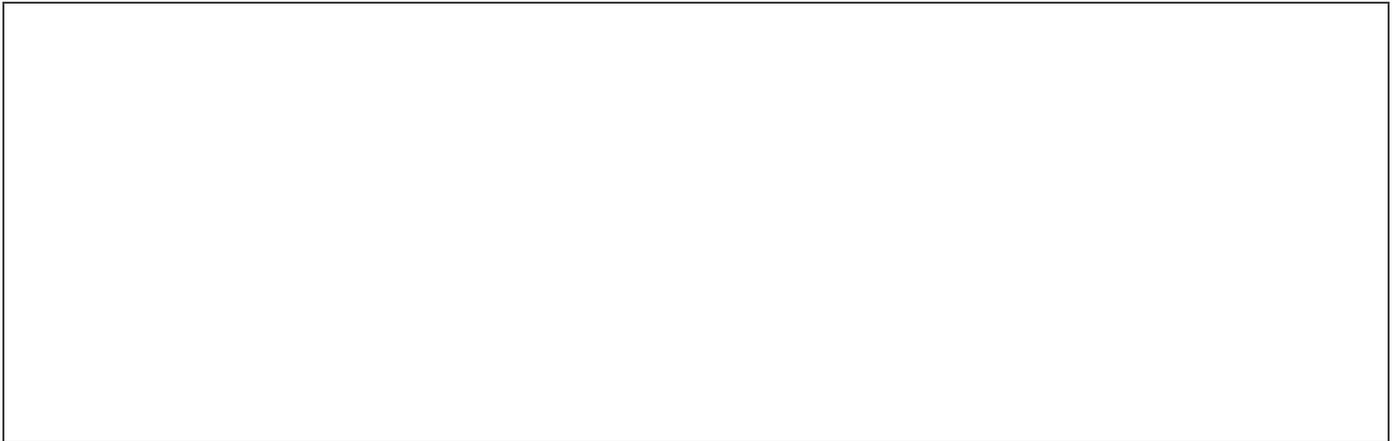
Please provide a brief description for each criterion. Responses must fit in the area provided. (Maximum 350 words)

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.

A large, empty rectangular box with a thin black border, intended for a map annotation or drawing.

PROJECT PHASING CONTINUITY: SUPPLEMENTS EXISTING OR FUNDED ROAD PROJECTS.

A large, empty rectangular box with a thin black border, intended for text or a diagram related to project phasing continuity.

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