

AGENDA

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

Wednesday, March 20, 2019 at 9:00 am
456 Fulton St., Suite 420
Peoria, IL 61602

-
1. Call to Order
 2. Roll Call
 3. Public Comment
 4. Approval of Minutes, February 20, 2019
 5. Recommend to Policy Committee February Financial Report and Performance Report – *Memo*
 6. Presentation of Draft FY 2020 Unified Work Planning Program
 7. Recommend to Policy Committee Functional Classification Changes – *Attachments*
 8. Recommend to Policy Committee Transit Asset Management Performance Targets
 9. Recommend to Policy Committee TIP Amendment – Broadway Rd Resurfacing – *Attachment*
 10. Recommend to Policy Committee FYs 23-24 STU Policy, Guidelines, and Criteria – *Attachments*
 11. Updates
 - a. GIS Guardrail Inventory
 - b. Pavement Management System
 - c. FYs 2020-23 Transportation Improvement Program
 - d. IDOT Local Roads
 12. Other
 - a. Next meeting scheduled for April 17, 2019
 13. Adjournment

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MINUTES

Peoria-Pekin Urbanized Area Transportation Study (PPUATS)

Technical Committee

Wednesday, February 20, 2019 at 9:00 am
456 Fulton St., Suite 420
Peoria, IL 61602

1. Call to Order

Chairman Andrews call ed the meeting to order at 9:00 a.m.

2. Roll Call

Amy Benecke-McLaren, Peoria County	x		Ed Andrews, City of Washington	x	
Jeff Gilles, Peoria County	x		Jon Oliphant, City of Washington	x	
Vacant* Peoria County			Patrick Meyer, Village of Bartonville	x	
Craig Fink, Tazewell County	x		Terissa Worsfold, IDOT	x	
Dan Parr, Tazewell County	x		Karen Dvorsky, * IDOT		x
Conrad Moore, Woodford County	x		James Dillon, City of West Peoria		x
Bill Lewis, City of Peoria	x		Alicia Hermann, * City 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	
Andrea Klopfenstein, City of Peoria		x	Courtney Allyn, Village of Creve Coeur	x	
Michael Guerra, City of Pekin	x		Nick Standefer, City Link	x	
Josie Esker*, City of Pekin		x	Joe Alexander, * City Link	x	
Rick Semonski, City of East Peoria		x	Gene Olson, MAAP		x
Ty Livingston, City of East Peoria	x		Eric Miller, TCRPC	x	
Mike Casey, Peoria Heights		x	Rich Brecklin, Village of Germantown Hills	x	
Dustin Sutton, * Peoria Heights		x			

Alternate*

Staff: Lees, Hendon, Harms, Bruner, Abi-Akar, and Martin. Also: Curtis Jones-IDOT, and Simon Alwan-IDOT

3. Public Comment- none
4. Approval of Minutes, January 16, 2019
Letsky moved to approve the January 16, 2019 minutes and Brecklin seconded. Motion carried.
5. Recommend to Policy Committee January Financial Report and Performance Report – *Memo*
Livingston moved to recommend to Policy January Financial Report and Performance Report and Brecklin seconded. Motion carried.
The total budget for FY19 is \$817,417, and as of the end January 2019, PPUATS has expanded approximately 59% of its budget.
6. Recommend to Policy Committee TIP Amendments – IDOT – *Handout*
Fink moved to recommend to Policy Committee TIP Amendment for Crosswalk Safety Improvements and Coulter seconded. Motion carried.
 - Harms explained this TIP amendment was to add this funded safety project to FY19.
 - Andrews mentioned he is contact with IDOT for crosswalks along state routes.
 McLaren moved to recommend to Policy TIP Amendment for Urban Resurfacing and Gilles seconded. Motion carried.
 - Harms mentioned this is to update the project cost and limits.
7. Recommend to Policy Committee FY23-24 STU Policy, Guidelines, and Criteria – *Handout*
Fink moved to recommend to Policy Committee FY23-24 STU Policy Guidelines, and Criteria and Meyer seconded. Tabled to next month after discussion.
 - Harms gave a background the for FY21-22, PPUATS established a pilot program for which 20% of its STU allocation was set aside for resurfacing projects, totaling about \$1.1 million. The set aside was open to all dues-paying PPUATS members for projects in the urbanized area and required at least 20% local match. No jurisdiction could be awarded both regular STU funds and resurfacing set-aside funds during the FY 21-22 funding round. A jurisdiction that received resurfacing set-aside funds during FY21-22 in not eligible to receive resurfacing funds in FY23-24.
 - Harms explained the recommendations and asked if to continue set aside program? If this is an adequate amount?
 - Meyer asked if you have construction can you get maintenance again?
 - Stoffer said he does not recall this being said last year. Should we continue in resurfacing projects?
 - Letsky asked if these are similar numbers?
 - Harms said it is about the same funding. \$5.4 for 2021-23.
 - Guerra said 3 projects were funded from how many submitted. Fink replied there were 8 construction and harms said 3 were funded.
 - Fink asked if we can make projects federal funded?
 - Gilles asked how to know if PILOT program is successful? Are roads needing resurfacing?
 - Meyer asked is the PILOT program in question to keep?
 - Andrews added if ADA review is needed and how long for IDOT to give for making ADA compliance?

- Alwin said details are in the sheets for review.
- Fink suggested to not change the PILOT program
- Loudermilk added he is support of the PILOT program
- Harms said staff will update FY23-24 at next meeting. Selective criteria will be sent out for meeting next month.

8. Presentation of US DOT Automated Driving Systems Demonstration Grant

- Martin said the autonomous vehicle is a strong case in Peoria.
- Becca Wagner talked of the regional grant for L3 vehicles. A demo platform to evaluate 2 different areas.- freeway and congested area. The 2 routes that will be run is OSF staff lot to front door and serving public to grocery store. The test will be 8 hours a day for 1 to 3 years.
- Miller updated that TCRPC will be the MPO of the grant. Project manager and technical leader. No matches are required for the grant. We are asking for \$8 million goal for local match of \$1.6 million. The applications are due April 21st, it will be announced June of 2019.
- Gilles asked where are the local matches coming from?
- Miller said there will be local persons to discuss the matches. PPUATS can contribute \$275,000 as contributions. We need to invest in our region. Will be reaching out to local agencies for soft matches and local businesses.
- Fink asked if this is nationwide. IL can only get \$15M. Tazewell is in favor of this.
- Andrew asked what the soft match potential?

9. Updates

- a. Special Transportation Planning Studies
Greater Peoria smart region has been selected, Bartonville Street Lights, Pekin Traffic counts projects will be underway soon.
- b. FY20 Unified Work Program
Draft budget to IDOT FY2020
- c. IDOT Local Roads-nothing to report

10. Other

- a. Next meeting scheduled for March 20, 2019

11. Adjournment

Fink moved to adjourn at 10:21 am and Meyer seconded. Motion carried.

Submitted by:

Eric Miller

Executive Director

Recorded and transcribed by Debbie Ulrich



MEMORANDUM

TO: PPUATS Technical Committee

FROM: Staff

SUBJECT: February 2019 Financial Report and Performance Report

DATE: March 20, 2019

Action needed by Technical Committee:

Recommend to Policy Committee approval of February 2019 Financial Report and Performance Report.

Background:

The total budget for FY19 is \$817,417. As of the end of February 2019, PPUATS has expended approximately 59% of its budget.

FY19 PL/FTA Budget – February 2019

	FY19	Feb-19	YTD	% USED YTD	REMAINING
Salaries	\$331,409	\$29,265	\$248,046	75%	\$83,363
Fringe Benefits	\$84,809	\$8,370	\$70,523	83%	\$14,286
TOTAL SALARIES	\$416,217	\$37,635	\$318,569	77%	\$97,648
INDIRECT COSTS	\$232,624	\$21,000	\$177,761	76%	\$54,863
Other Direct Costs					
Travel/Training/Conferences	\$15,000	\$10	\$7,379	49%	\$7,621
APWA Conference	\$7,500		\$0	0%	\$7,500
Computer Hardware & Software	\$25,000	\$737	\$22,101	88%	\$2,899
Contractual - Special Projects	\$92,076		\$95	0%	\$91,981
Audit	\$24,000	\$4,785	\$20,941	87%	\$3,059
Misc. (Legal Notices, Printing)	\$5,000	\$3,616	\$4,056	81%	\$944
Retroactive Pay	\$0		\$0	0%	\$0
TOTAL OTHER DIRECT COSTS	\$168,576	\$9,148	\$54,572	32%	\$114,004
TOTAL	\$817,417	\$67,783	\$550,902	67%	\$266,515

PPUATS Technical Committee

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March 20, 2019

PPUATS MONTHLY PERFORMANCE REPORT

February 2019

Management and Administration

- 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
- Participated in CityLink ADA Committee

Data Development and Maintenance

- Continued to maintain regional GIS data
- Continued development of regional pavement management system
- Continued regional GIS guardrail inventory
- Continued work on TCRPC/PPUATS website updates
- Responded to technical assistance requests for GIS

Long Range Planning

- Continued to implement Regional Bicycle Plan
- Developed application for automated driving systems demonstration grant
- Updated work plan and schedule for 2020-2045 Long-Range Transportation Plan

Short Range Planning

- Developed and executed contracts for FY19 special transportation planning studies
- Developed draft budget for FY20 Unified Work Planning Program
- Monitored and made administrative changes to TIP



Village
of
GERMANTOWN HILLS

January 30, 2019

PPUATS
Tri-County Regional Planning Commission
456 Fulton St, Ste 401
Peoria, IL 61602
Attention: Ryan Harms

Dear Mr. Harms:

The Village of Germantown Hills would like to request your approval for the reclassification of Fandel Road, Holland Road, Hickory Hills Road, and Ten Mile Creek Road from a Local Road to Collector. A functional classification map showing existing and proposed conditions is attached.

These streets give our residential developments access to Illinois Route 116 for travel to and from Peoria:

- Fandel Road runs north-south between Fandel Farms and Coventry Farms Subdivisions, providing residents of both developments their main access to IL Rt 116.
- Holland Road Runs north-south between Hickory Hills Rd and Woodland Knolls Rd, providing residents of White Oak Lake Subdivision, Park Side, Park Place and German Hills Subdivisions their main access to IL Rt 116.
- Hickory Hills Road runs east-west along the north side of town and connects White Oak Lake Subdivision to Fandel Farms and Coventry Farms.
- Ten Mile Creek Road runs south from IL Rt 116, connecting the Village's newest subdivision development, The Woods at Germantown Hills, to IL Rt 116 and the rest of the Village.

Collectors generally form an integrated network by connecting local roads and traffic generators to the arterial system. All four of the above-named roads provide these connections by giving residents of the Village direct access to IL Rt 116. Based on this assessment of the functional classification of said roads, we believe the reclassification is justified.

Additionally, the accepted industry wide definition of an urban collector is as follows:
“The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that facilities on the collector system distribute trips from the arterials through the area to the ultimate destination.”

If you have any questions regarding the justifications for reclassification, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Rich Brecklin". The signature is fluid and cursive, with a long horizontal stroke at the end.

Rich Brecklin
Superintendent of Public Works
Village of Germantown Hills

cc: Eric Miller, Tri-County Regional Planning Commission

Ann Sasso

From: mikehinrichsen <mikehinrichsen@mtco.com>
Sent: Tuesday, October 23, 2018 9:02 AM
To: Rich Brecklin; Ann Sasso; Todd Rice
Subject: TCRPC Discussion - STU Funds

Yesterday, Rich Brecklin and I met with Eric Miller and Ryan Harms to discuss STU (Surface Transportation - Urban) Funds. The urban element of these Federal funds is one of the reasons our Village is a member of PPUATS (Peoria-Pekin Urban Areas Transportation System). PPUATS also gives us a seat at the table in what our regional transportation looks like and what priorities are invested in.

Below are my notes and Rich may be able to add to this.

STU Funds amount to \$2.8 M annually for the TCRPC area and 20% of these funds is designated for maintenance. This was driven by smaller communities like our Village where maintenance is a larger portion of our needs.

These funds are used for Collector Roads. At this time we have 2 roads that qualify as collector roads - Woodland Knolls and Lourdes Road. We discussed that Fandel Road needs to be considered as a collector road and possibly Holland Road. Ryan Harms will be providing us with an example of how we can request Fandel being designated as a collector road. These request are reviewed by PPUATS.

Comprehensive Plan - We should review our Comprehensive plan and determine how Fandel does or does not fit within our plan. We can amend this plan and this adds more credibility to our request for inclusion as a collector road. Having Fandel included as one of our Collector roads is important for future funding. We may also want to look at including Holland Road as well.

A **collector road** is a low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads. Unlike arterials, collector roads are designed to provide access to residential properties. We discussed that the current designation for our Village is likely based on many years ago and updating this designation is necessary.

The next time period for possible funding would be 2023/24 as the previous years are already programmed. Programming is done through PPUATS and includes maintenance.

STU calls for projects will be in the next few months and will allow for a 2 month time period to address this.

We may want to consider having a Streets Committee meeting to discuss this and determine our course of action.

Regards,

Mike Hinrichsen
Village President
Germantown Hills, Illinois

**PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY (PPUATS)
FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FORM**

TIP Adopted September 5, 2018, as amended
Cells colored in gray are automatically calculated in Excel (see Note 3 below)

DATE	AMENDING TIP DOCUMENT		AGENCY REQUESTING AMENDMENT(S)
	From	To	
3/14/2019	2019	2022	Tazewell County

PROJECT INFORMATION

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
Broadway Rd Resurfacing	TZ-22-01			13-00090-03-RS	Veterans Dr to Springfield Rd	Milling and HMA Resurfacing	STU	27%	\$ 442,250
							STR	53%	\$ 861,750
							State		
							Local	20%	\$ 331,000
Total									\$ 1,635,000

Reason for Amendment: Update funding sources to include STR

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
							State		
							Local		
Total									\$ -

Reason for Amendment:

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
							State		
							Local		
Total									\$ -

Reason for Amendment:

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
							State		
							Local		
Total									\$ -

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.
 - 3) The Excel document for this form uses formulas to calculate Funding Share % and Total Project Cost. These cells cannot be edited by default, to prevent accidental overwriting of these formulas. To override this protection in Excel 2010 and above, click on the "Review" tab and then click on "Unprotect Sheet."

DRAFT March 15, 2019

Surface Transportation Block Grant (STU)
New Roadways and Existing Roadways
Application Instructions & Selection Criteria

Fiscal Years 2023-24

Peoria-Pekin Urbanized Area Transportation Study (PPUATS)

Approved by the PPUATS Policy Committee **TBD**

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Introduction

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

Congress passed the United States' most recent transportation funding bill, the *FAST Act*, in 2015. The *FAST Act* rebranded the STU program, combining it with other transportation funding programs to form the Surface Transportation Block Grant (STBG) Program. Despite the rebranding, STBG functions similarly to STU and provides federal dollars for regionally-significant transportation projects on Federal-Aid-eligible roadways. To help prevent confusion, PPUATS continues to refer to the program as "STU."

Purpose of this Document

PPUATS intends to direct the use of STU funds toward projects which will benefit the entire region, rather than projects which benefit only single communities or small parts of the urbanized area. Approximately \$4.64M total is available for New Roadway and Existing Roadway projects in FYs 23-24. This amount represents the estimated total FYs 23-24 STU allocation of \$5.8M, minus the \$1.16M Pilot Program Set-Aside.

This document explains the procedures for applying for funding and establishes the evaluation criteria PPUATS will use to guide project selection. It is important to note that the evaluation criteria are a guide to aid members with the selection process. Selection criteria and project scores are not meant to be the sole determinant in project selection. PPUATS may choose a lower scoring project based on funding availability, significant regional priority, severe safety concerns, or other non-quantitative factors.

Pilot Program

For the FYs 2021-22 Funding Years, PPUATS Policy established a Pilot Program to set aside 20% of the region's STU funds for resurfacing projects. PPUATS Policy established the program in response to the lack of state and local funds for road maintenance. Three (3) resurfacing projects received PPUATS STU funds through the FYs 21-22 Resurfacing Pilot Program.

As of the writing of these Instructions and Criteria, no resurfacing projects have been funded through the Pilot Program have received funding. As such, PPUATS Policy has had no opportunity to evaluate the effectiveness of the Pilot Program. The Policy Committee voted to extend the Pilot Program to FYs 23-24 on **TBD**.

Instructions and Criteria for the Resurfacing Set-Aside Pilot Program may be found in a separate document, titled "Pilot Program for Resurfacing Projects."

Project Requirements and Eligibility

The following rules and requirements govern all New Roadway and Existing Roadway projects. Applicants with questions regarding these rules should contact PPUATS staff.

General Requirements

All project must meet these general requirements to be considered for STU funding.

1. Projects must be in the 20-Year Metropolitan Planning Area.
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*.
4. Projects must be ready to implement/construct by the programmed fiscal year.
5. Applicant must commit via resolution to provide a 30% 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.

Eligible Activities

The following activities (1) are eligible for STU funding and (2) may be counted toward a project's local match requirement.

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 (1) are **not** eligible for STU funding and (2) **cannot** be counted toward a project's local match requirement.

1. Engineering
2. Right-Of-Way Acquisition
3. Utility Relocation
4. All other activities otherwise eligible under 23 USC 133 Surface Transportation Block Grant Program

Submission Procedure

PPUATS will use the following procedure to solicit projects submissions, prioritize those submissions, and ultimately decide where the region’s FYs 23-24 STU funds should be used.

1. Staff issues a Call for Projects for Fiscal Years 2023-24.
2. Staff reviews all received applications:
 - a. Evaluating them for eligibility (see Project Requirements and Eligibility);
 - b. To determine if all required information has been submitted; and
 - c. To verify the reasonableness of the points assigned under the Quantitative Criteria.
3. Each applicant makes a brief presentation at a PPUATS Technical Committee meeting. PPUATS Policy Committee members are encouraged to attend.
4. PPUATS establishes a Review Subcommittee to assign Regional Significance points, composed of Technical and Policy Committee members. They name a Chair, who serves as spokesperson for the subcommittee at Technical and Policy meetings. Staff keeps minutes of all meetings.
5. Staff tallies Quantitative and Regional Significance scores into final scores for each submitted project. Staff finds natural breaks in project scores to establish project “Tiers” (i.e. Tier 1, Tier 2).
6. Staff presents the final scores and tiers to the subcommittee. The subcommittee considers project scoring, available funding, and any other relevant information and recommends projects to the Technical Committee.
7. The Technical Committee considers the subcommittee’s recommendation and makes their own recommendation to the Policy Committee at a joint meeting of the two committees. Members of the public receive the opportunity to comment. The Policy Committee considers Technical’s recommendation and makes a final decision for STU funding.
8. PPUATS adopts their final project selection(s) into the Transportation Improvement Program (TIP) for the appropriate fiscal year(s).

Schedule

May 2019	Staff issues Call for Projects
June 2019	Applications due to staff, staff reviews project submissions
July-August 2019	Presentations to Technical Committee
September 2019	Subcommittee assigns Regional Significance scores, staff assigns project Tiers
October 2019	Subcommittee makes recommendation to Technical Committee, Technical develops recommendation to Policy Committee
November 2019	Policy Committee makes final decision at joint Policy/Technical meeting

Questions

Potential applicants may contact Ryan Harms at rharms@tricityrpc.org with any questions regarding STU or the application process.

Project Prioritization

The over-arching goal of PPUATS is to direct the use of STU funds toward projects which are regionally significant. A regionally significant project is one that will benefit the entire region, instead of a single community or a small part of the urbanized area.

Priorities

Over the years, PPUATS has utilized several resources and spent countless hours to develop an objective project selection process. One essential resource remains the *FAST Act*, the Federal highway bill that enables the STU program. The goals of the *FAST Act*, listed below, are the foundation upon which PPUATS has built its STU selection process.

- **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.

Selection Criteria

The following scoring criteria are guides which will aid PPUATS with project prioritization for Existing Roadway and New Roadway project submissions, respectively. The criteria are organized by category.

Criteria in most categories are scored objectively, meaning that they are scored by matters-of-fact in the project application. For example, Average Daily Traffic is an objective criterion because we can measure it the exact same way for every project. Another example of an objective measure is Permeable Pavement; a project either includes permeable pavement or it does not.

Regional Significance criteria are the only ones scored differently. Regional Significance criteria are scored subjectively by the Review Subcommittee. The subcommittee will assign points for Regional Significance criteria based on narratives supplied by the applicants. These criteria address topics which are more difficult to measure, such as impacts on employment or proximity to important facilities. Definitions of all Regional Significance criteria may be found on the following page.

Existing Roadway Projects

Criterion	Points
Safety	
Crash Rate	10
Crash Severity	10
Subtotal Safety	20
Existing Conditions	
Average Daily Traffic	8
Volume/Capacity Ratio	7
Subtotal Existing Conditions	15
Multi-Modal	
Pedestrian	5
Bicycle	5
Transit	5
Freight	5
Subtotal Multi-Modal	20
Sustainability	
Roundabout or Road Diet	3
Permeable Pavement or Bioswales	2
Subtotal Sustainability	5
Regional Significance¹	
Regional Connector	8
Employment Center	8
Transportation Facility	8
Public Facility	8
Project Phasing Continuity	8
Subtotal Regional Significance	40
Total Available Points	100

New Roadway Projects

Criterion	Points
Local Priority	
Joint Project Bonus	15
Local Comprehensive Plan	15
Subtotal Local Priority	30
Multi-Modal	
Pedestrian Accommodations	5
Bicycle Accommodations	5
Transit	5
Freight Accommodations	5
Subtotal Multi-Modal	20
Sustainability	
Permeable Pavement	3
Bioswales	3
Roundabout	4
Subtotal Sustainability	10
Regional Significance¹	
Regional Connector	8
Employment Center	8
Transportation Facility	8
Public Facility	8
Project Phasing Continuity	8
Subtotal Regional Significance	40
Total Available Points	100

¹ Regional Significance Criteria Definitions**Regional Connector**

Connects municipalities – the proposed project serves as a primary route between two municipalities, and/or Connects major roads – the proposed project serves as a primary link between arterials

Employment Center

Improves movement of employees and/or shopping patrons

Freight Transportation Facilities

The proposed project serves as a primary route for freight, such as manufacturing or warehouse facilities, airports, intermodal terminals, etc.

Public Facility

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

Project Phasing Continuity

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

DRAFT March 15, 2019

Surface Transportation Block Grant (STU) Maintenance Set-Aside Pilot Program Application Instructions & Selection Criteria

Fiscal Years 2023-24

Peoria-Pekin Urbanized Area Transportation Study (PPUATS)

Approved by the PPUATS Policy Committee **TBD**

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Beginning in the FYs 2021-22 Funding Years, PPUATS Policy established a Pilot Program to set aside 20% of the region's STU funds for resurfacing projects. PPUATS Policy established the program in response to the lack of state and local funds for road maintenance. Three (3) resurfacing projects received PPUATS STU funds through the FYs 21-22 Resurfacing Pilot Program.

As of the writing of these Instructions and Criteria, no resurfacing projects have been funded through the Pilot Program have received funding. As such, PPUATS Policy has had no opportunity to evaluate the effectiveness of the Pilot Program. The Policy Committee voted to extend the Pilot Program to FYs 23-24 on **TBD**.

Purpose of this Document

PPUATS intends to direct the use of STU funds toward projects which will benefit the entire region, rather than projects which benefit only single communities or small parts of the urbanized area. Approximately \$1.16M total is available for Maintenance projects in FYs 23-24. This amount represents twenty percent (20%) of the estimated total FYs 23-24 STU allocation of \$5.8M.

This document explains the procedures for applying for funding and establishes the evaluation criteria PPUATS will use to guide project selection. It is important to note that the evaluation criteria are a guide to aid members with the selection process. Selection criteria and project scores are not meant to be the sole determinant in project selection. PPUATS may choose a lower scoring project based on funding availability, significant regional priority, severe safety concerns, or other non-quantitative factors.

Project Requirements and Eligibility

The following rules and requirements govern all Maintenance Set-Aside Pilot Program projects. Applicants with questions regarding these rules should contact PPUATS staff.

General Requirements

All projects must meet these general requirements to be considered for Maintenance Set-Aside funding.

1. Projects must be located in the 20-Year Metropolitan Planning Area.
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. Applicant must commit via resolution to provide at least 20% 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 received funding for resurfacing in either FY21 or FY22 is not eligible to receive funding for resurfacing in FY23 or FY24 if the program continues. Those jurisdictions are:
 - a. City of Peoria (Allen Road, FY21)
 - b. City of Pekin (Parkway Drive, FY22)
 - c. Tazewell County (Broadway Road, FY22)
9. Applications must be submitted on-line.

Eligible Activities

The following activities (1) are eligible for STU maintenance funding and (2) may be counted toward a project's local match requirement.

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

Ineligible Activities

The following activities (1) are **not** eligible for STU maintenance funding and (2) **cannot** be counted toward a project's local match requirement.

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

Submission Procedure

PPUATS will use the following procedure to solicit projects submissions, prioritize those submissions, and ultimately decide where the region’s FYs 23-24 STU funds should be used.

1. Staff issues a Call for Projects for Fiscal Years 2023-24.
2. Staff reviews all received applications:
 - a. Evaluating them for eligibility (see Project Requirements and Eligibility);
 - b. To determine if all required information has been submitted; and
 - c. To verify the reasonableness of the points assigned under the Quantitative Criteria.
3. Each applicant makes a brief presentation at a PPUATS Technical Committee meeting. PPUATS Policy Committee members are encouraged to attend.
4. PPUATS establishes a Review Subcommittee to assign Regional Significance points, composed of Technical and Policy Committee members. They name a Chair, who serves as spokesperson for the subcommittee at Technical and Policy meetings. Staff keeps minutes of all meetings.
5. Staff tallies Quantitative and Regional Significance scores into final scores for each submitted project. Staff finds natural breaks in project scores to establish project “Tiers” (i.e. Tier 1, Tier 2).
6. Staff presents the final scores and tiers to the subcommittee. The subcommittee considers project scoring, available funding, and any other relevant information and recommends projects to the Technical Committee.
7. The Technical Committee considers the subcommittee’s recommendation and makes their own recommendation to the Policy Committee at a joint meeting of the two committees. Members of the public receive the opportunity to comment. The Policy Committee considers Technical’s recommendation and makes a final decision for STU funding.
8. PPUATS adopts their final project selection(s) into the Transportation Improvement Program (TIP) for the appropriate fiscal year(s).

Schedule

May 2019	Staff issues Call for Projects
June 2019	Applications due to staff, staff reviews project submissions
July-August 2019	Presentations to Technical Committee
September 2019	Subcommittee assigns Regional Significance scores, staff assigns project Tiers
October 2019	Subcommittee makes recommendation to Technical Committee, Technical develops recommendation to Policy Committee
November 2019	Policy Committee makes final decision at joint Policy/Technical meeting

Questions

Potential applicants may contact Ryan Harms at rharms@tricityrpc.org with any questions regarding STU Maintenance Set-Aside Pilot Program or the application process.

Project Prioritization and Selection Criteria

The following scoring criteria are guides which will aid PPUATS with project prioritization for Existing Roadway and New Roadway project submissions, respectively. The criteria are organized by category.

Criteria in most categories are scored objectively, meaning that they are scored by matters-of-fact in the project application. For example, Average Daily Traffic is an objective criterion because we can measure it the exact same way for every project.

Regional Significance criteria are the only ones scored differently. Regional Significance criteria are scored subjectively by the Review Subcommittee. The subcommittee will assign points for Regional Significance criteria based on narratives supplied by the applicants. These criteria address topics which are more difficult to measure, such as impacts on employment or proximity to important facilities. Definitions of all Regional Significance criteria may be found on the following page.

Maintenance Set-Aside Pilot Program

Criterion	Points
Pavement Condition¹	
Excellent	0
Good	30
Fair	20
Poor	10
Very Poor	0
Subtotal Pavement Condition	30
Average Daily Traffic (ADT)	
>10,000	20
6,000 - 9,999	14
3,000 - 5,999	8
<3,000	2
Subtotal ADT	20
ADA Compliance	
Road is currently ADA compliant	10
Jurisdiction commits to using local funds to make required ADA improvements	10
Neither of the above	0
Subtotal ADA Compliance	10
Regional Significance²	
Regional Connector	8
Employment Center	8
Transportation Facility	8
Public Facility	8
Project Phasing Continuity	8
Subtotal Regional Significance	40
Total Available Points	100

¹ Pavement Condition	Pavement Condition Index (PCI)
Excellent	81-100
Good	61-80
Fair	41-60
Poor	21-40
Very Poor	0-20

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