



AGENDA

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

Wednesday, September 16, 2020 at 9:00am CDT

456 Fulton St, Suite 420

Peoria, IL 61602

**** Six-foot physical distancing is required at all times. Wearing of masks is encouraged. ****

THIS MEETING MAY BE ATTENDED IN PERSON OR REMOTELY:

Attend via computer or smartphone:

<https://gotomeet.me/TCRPC/ppuats>

Or call in with any telephone:

+1 (872) 240-3311
Access code: 405-910-245

1. Call to Order
2. Roll Call
3. Public Comment
4. Approval of Minutes, August 19, 2020 Meeting
5. Recommend to Policy Committee July 2020 Financial Report – *Memo*
6. Approval of TIP Amendments – *Attachment*
 - a. Project S-20-38 IL-29 Resurfacing
 - b. Project S-21-12 I-74 Bridge Preservation / Rehab
 - c. Project S-21-13 Traffic Signals
 - d. Project S-21-14 IL-116/Woodland Knolls Rd Intersection
 - e. Project S-21-15 Preservation of Various Bridges
7. Call for Projects and Staff Presentation – STBG Preservation Set-Aside Pilot Program
FYs 2023-2024 – *Attachment*
8. Updates
 - a. Special Transportation Planning Studies
 - b. Transportation Improvement Program FYs 2021-2024
 - c. Illinois Transportation Enhancement Program (ITEP)
 - d. Hanna City Trail
 - e. IDOT Local Roads
9. Other
 - a. Next meeting scheduled for October 21, 2020
10. Adjournment

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MINUTES

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

Wednesday, August 19, 2020 at 9:00am CDT

456 Fulton St, Suite 420

Peoria, IL 61602

1. Call to Order

Chairman Semonski called the meeting to order at 9:00 a.m.

2. Roll Call

Member	Present	Absent	Member	Present	Absent
Amy Benecke-McLaren, Peoria County	x		Dustin Sutton* Peoria Heights		x
Jeff Gilles, Peoria County	x		Dennis Carr, City of Washington	x	
Peoria County*			Jon Oliphant, City of Washington*	x	
Craig Fink, Tazewell County	x		Patrick Meyer, Village of Bartonville	x	
Dan Parr, Tazewell County		x	Terrisa Worsfold, IDOT	x	
Conrad Moore, Woodford County	x		Karen Dvorsky* IDOT		x
Bill Lewis, City of Peoria		x	James Dillon., City of West Peoria		x
Nick Stoffer, City of Peoria	x		Henry Strube, Jr., City of West Peoria*		x
City of Peoria			Craig Loudermilk, Village of Morton	x	
Jane Gerdes* City of Peoria		x	Frank Sturm, Village of Morton*		x
Andrea Klopfenstein* City of Peoria	x		Kenneth Coulter, City of Chillicothe	x	
City of Peoria			Courtney Allyn, Village of Creve Coeur		x
City of Pekin			Nick Standefer, CityLink		x
Josie Esker,* City of Pekin	x		Joe Alexander*, CityLink		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

Staff: Ryan Harms, Ray Lees, and Andrew Hendon. Michael Bruner, Hannah Martin, and Reema Abi-Akar (virtual).

Also in attendance virtually: Mike Vanderhoof (IDOT Springfield), Simon Alwan (IDOT Local Roads), Betsy Tracy (FHWA), Cindy Loos (Hanson)

3. Public Comment-none

4. Approval of Minutes, July 15, 2020 Meeting
Fink moved to approve the July 15, 2020 minutes and Moore seconded. Motion carried.
5. Recommend to Policy Committee June 2020 Financial Report – *Memo*
Moore moved to recommend to Policy Committee June 2020 Financial Report and Gilles seconded. Motion carried.
Harms updated the committee the total budget for FY20 is \$825,194. As of the end of June 2020 (end of Fiscal year 2021), PPUATS has expended approximately 93% of its budget.
6. Recommend to Policy Committee STBG Traditional Program FYs 2023-24 – *Handout*
McLaren moved to recommend to Policy Committee STBG Traditional Program FYs 2023-24 and Gilles seconded.
 - Harms explained they created a STBG Review subcommittee (Alexander, Gilles, Lewis, Meyer, Moore, and Vanderhoof) who convened a virtual meeting to assign regional scores for Traditional program projects and to formulate a recommendation for funding to the Technical Committee. Staff: Miller, Harms, and Martin facilitated the meeting. The 3 projects were recommended STBG project Funding: Pioneer Pkwy & University St- Peoria.; Court St. - Pekin; and Freedom Pkwy – Washington. Approximately \$6.3M will be programmed as part of the Traditional Program, which includes the reconstruction of existing roadways and construction of new roadways.
 - Fink asked if it is ok with them to receive 91% of Federal Funds and they all said it was. They all said it was.
 - Miller asked to amend original motion that if all funds are received then all will be dispersed evenly, and Harms added all projects will be benefit equally. Fink seconded. Motion carried. Miller asked McLaren if the changed motion is ok and she concurred as did Gilles, original motion passed.
7. Call for Projects, Special Transportation Planning Studies FYs 2021 – *Attachment*
Harms updated committee that \$0,000 of FY21 PL/FTA funds is being programmed for local jurisdictions to undertake special transportation planning projects in FY21. No match will be required. The funds can be used for transportation planning projects that meet requirements of the *FAST ACT*, 23 USC 134. TCRPC staff is available for any assistance. The due date for applications is Sept. 8, 2020.
8. Presentation of Draft Transportation Improvement Program FYs 2021-24 -pulled from agenda

9. Updates

a. Illinois Transportation Enhancement Program (ITEP) FY 2021

Harms reported on the Money to Rebuild Capitol Bill in the amount of \$1.56 million. August 21 thru Nov 2 are when applications can be submitted. Make sure to check out IDOT website for information

b. Hanna City Trail

- Miller updated on the 29-mile corridor. This is a regional trail of which they could receive grant money from IDNR but need a \$400,000 match. Peoria County is in support of helping fund, but they are still looking for additional support.
- Reema Abi-Akar updated that the 25-mile part of Fulton County is hoping to pass thru. There is a petition out and there are 2,000 signatures so far in favor of the trail.

c. IDOT Local Roads

Simon Alwan – IDOT reported:

- Multiyear program has been released on website
- 2nd part of Rebuild Illinois is released
- ITEP has set aside \$25% of funds for communities
- GIS mapping tool out for community score
- Phase I out for ITEP funding
- Mark Otten has taken on a new position for Structure and Planning in Section 4

Mike Vanderhoof - IDOT reported:

- Project awards are underway
- Fall Planning Conference will be in Rockford in October virtually. Will be sending out sates and topics to register later.

Fink asked when HSTP guardrail IDOT award will be announced. Michael Bruner said early Fall there will be an announcement September/October timeframe.

10. Other

- a. Next meeting scheduled for September 16, 2020

11. Adjournment

Miller moved to adjourn at 9:35 a.m. and Moore seconded. Motion carried.

Submitted by:

Eric Miller

Executive Director

Transcribed by Debbie Ulrich



MEMORANDUM

TO: PPUATS Technical Committee
FROM: Staff
SUBJECT: July 2020 Financial Report and Performance Report
DATE: September 16, 2020

Action needed by Technical Committee:

Recommend to Policy Committee July 2020 Financial Report and Performance Report.

Background:

The total budget for FY21 is \$851,776. As of the end of July 2020, PPUATS has expended approximately 4% of its budget.

FY21 PL/FTA Budget – July 2020

	FY21	Jul-20	YTD	% USED YTD	REMAINING
Personnel and Indirect Costs					
Salaries	\$373,027	\$8,818	\$8,818	2%	\$364,209
Fringe Benefits	\$111,834	\$2,778	\$2,778	2%	\$109,056
Indirect Costs	\$174,792	\$4,180	\$4,180	2%	\$170,612
Subtotal Personnel + Indirect	\$659,653	\$15,775	\$15,775	2%	\$643,878
Other Direct Costs					
Travel/Training/Conferences	\$20,000	\$2,136	\$2,136	11%	\$17,864
APWA Conference	\$7,500		\$0	0%	\$7,500
Computer Hardware & Software	\$35,000	\$20,300	\$20,300	58%	\$14,700
Contractual - Special Projects	\$105,000		\$0	0%	\$105,000
Audit	\$24,000		\$0	0%	\$24,000
Misc (Legal Notices, Printing)	\$623	\$26	\$26	4%	\$597
Subtotal Other Direct Costs	\$192,123	\$22,462	\$22,462	12%	\$169,661
TOTAL	\$851,776	\$38,237	\$38,237	4%	\$813,538

PPUATS Technical Committee

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September 16, 2020

PPUATS MONTHLY PERFORMANCE REPORT

July 2020

Management and Administration

- Hosted virtual meeting of the PPUATS Technical Committee
- Prepared financial records and developed drawdown request for IDOT funds
- Participated in monthly conference call of statewide HSTP Coordinators

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
- Performed quality assurance for 2020 orthophotography

Long Range Planning

- Continued to implement Regional Bicycle Plan
- Continued implementation of 2020-2045 Long Range Transportation Plan (LRTP)

Short Range Planning

- Managed and monitored progress of Special Transportation Planning Studies
- Monitored and made administrative changes to TIP
- Managed FYs 2023-24 STBG Traditional Program project prioritization

**PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY (PPUATS)
FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FORM**

TIP Adopted October 2, 2019, 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	
9/11/2020	2020	2023	Illinois Department of Transportation

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
IL-29 Resurfacing	S-20-38				Senachwine Creek to Truitt Ave in Chillicothe	Pavement Rehab / Resurfacing	NHPP-State	80%	\$ 2,160,000
							State	20%	\$ 540,000
							Local		
							Total		\$ 2,700,000

Reason for Amendment: Updated cost

I-74 Bridge Preservation / Rebbab	S-21-12				Various structures between Morton & Goodfield	Interstate bridge preservation & rehabilitation	NHPP-State	90%	\$ 5,747,000
							State	10%	\$ 638,000
							Local		
							Total		\$ 6,385,000

Reason for Amendment: Added to FY21 program

Traffic Signals	S-21-13				Various locations in District 4	Installation of Dilemma Zone Detection at high speed signalized intersections	HSIP-State	90%	\$ 720,000
							State	10%	\$ 80,000
							Local		
							Total		\$ 800,000

Reason for Amendment: Added to FY21 program

IL 116/Woodland Knolls Rd intersection	S-21-14				IL 116/Woodland Knolls/Ten Mile Creek intersection in Germantown	Intersection improvement	HSIP-State	90%	\$ 603,000
							State	10%	\$ 67,000
							Local		
							Total		\$ 670,000

Reason for Amendment: Added to FY21 program

Preservation of various bridges	S-21-15				Over Illinois River	Bridge Cleaning	NHPP-State	82%	\$ 800,000
							STP-Rural-State		
							State	18%	\$ 175,000
							Total		\$ 975,000

Reason for Amendment: Added to FY21 program

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."

Surface Transportation Block Grant (STBG) Preservation 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 **February 5, 2020** as updated **August 19, 2020**

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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 Block Grant (STBG) 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 Surface Transportation—Urban (STU) program, combining it with other transportation funding programs to form the Surface Transportation Block Grant (STBG). Despite the rebranding, STBG functions similarly to STU and provides federal dollars for regionally significant transportation projects on Federal-Aid-eligible roadways.

Beginning in the FYs 2021-2022 Funding Years, PPUATS Policy established a Pilot Program to set aside 20% of the region's STBG funds for preservation (resurfacing) projects. PPUATS Policy established the program in response to the lack of state and local funds for road preservation. Three (3) preservation projects received PPUATS STBG funds through the FYs 21-22 Preservation Pilot Program.

As of the writing of these Instructions and Criteria, no preservation 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.

Purpose of this Document

PPUATS intends to direct the use of STBG 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 \$1.72M total is available for Preservation projects in FYs 2023-2024. This amount represents twenty percent (20%) of the estimated total FYs 23-24 STBG funding.

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 Preservation 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 Preservation 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 \$720,000.
7. A jurisdiction that received funding from the FYs 2023-2024 Traditional Program is not eligible to receive funding from the FYs 2023-2024 Preservation Pilot Program.
8. A jurisdiction that received funding from the FYs 2021-2022 Preservation Pilot Program is not eligible to receive funding from the FYs 2023-2024 Preservation Pilot Program.
9. Applications must be submitted on-line.

Eligible Activities

The following activities (1) are eligible for STBG preservation 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, if the cost is 6% or less of the project
 - c. Crack filling/sealing
 - d. Manhole/valve adjustments
 - e. Striping

Ineligible Activities

The following activities (1) are **not** eligible for STBG preservation 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 2023-2024 STBG 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 STBG funding.
8. PPUATS adopts their final project selection(s) into the Transportation Improvement Program (TIP) for the appropriate fiscal year(s).

Schedule

September 16, 2020	Staff issues Call for Projects
October 23, 2020	Applications due to staff, staff reviews project submissions
October- November, 2020	Subcommittee assigns Regional Significance scores, assigns project Tiers, and makes recommendation to Technical Committee
November 18, 2020	Technical develops recommendation to Policy Committee
December 2, 2020	Policy Committee makes final decision

Questions

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

Project Prioritization and Selection Criteria

The following scoring criteria are guides which will aid PPUATS with prioritization for preservation projects. 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.

Preservation Set-Aside Pilot Program

Criterion	Points
Pavement Condition¹	
Excellent	0
Good	40
Fair (with justification)	40
Poor	0
Very Poor	0
Subtotal Pavement Condition	40
Average Daily Traffic (ADT)	
>10,000	20
6,000 - 9,999	14
3,000 - 5,999	8
<3,000	2
Subtotal ADT	20
Sub-Regional Significance²	
Calculated based on square feet of project area	20
Subtotal Sub-Regional Significance	20
Regional Significance³	
Regional Connector	4
Employment Center	4
Transportation Facility	4
Public Facility	4
Project Phasing Continuity	4
Subtotal Regional Significance	20
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 Sub-Regional Significance

The Sub-Regional Impact score is based on a project’s impact on a community’s STBG-eligible road system. It compares the square footage of road affected by the project to a community’s total square footage of roadways eligible for PPUATS STBG funds.

The proportion of project square-feet to total eligible square feet is multiplied by 100 to produce the Sub-Regional Impact score, with a maximum of 20 points for 20% and above. Examples are below.

- A project that covered 3% of a community’s STBG-eligible roads would receive 3 points.
- A project that covered 15% of a community’s STBG-eligible roads would receive 15 points.
- A project that covered 20% of a community’s STBG-eligible roads would receive 20 points.
- A project that covered 38% of a community’s STBG-eligible roads would receive 20 points.

³ 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 STBG funds