

Peoria/Pekin (IL) Urbanized Area Transportation Study

STU Criteria & Application

2006



Produced by Tri-County Regional Planning Commission

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STU CRITERIA & APPLICATION

Adopted December 6, 2006

FACTORS TO BE USED DURING THE REVIEW OF REQUESTS FOR PPUATS STP-URBAN FUNDS

STU CRITERIA CONSIDERATIONS

related to

Transportation Planning and Transportation Improvements

in the

PEORIA/PEKIN METROPOLITAN AREA

as prepared by the

Tri-County Regional Planning Commission

the designated Metropolitan Planning Organization (MPO)

for the Peoria Area

THIS CRITERIA WAS PREPARED IN COOPERATION WITH THE FOLLOWING:

U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration
Illinois Department of Transportation



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STU CRITERIA & APPLICATION

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PURPOSE OF THIS DOCUMENT

The Tri-County Regional Planning Commission (TCRPC) has been designated as the Metropolitan Planning Organization (MPO) for the Peoria/Pekin Urbanized Area by the Governor of the State of Illinois. The Peoria/Pekin Urbanized Area Transportation Study (PPUATS) serves as the transportation advisory board to the TCRPC.

Representation on PPUATS is drawn from elected officials and staff of local municipalities and counties, along with the Greater Peoria Regional Airport, the Greater Peoria Mass Transit District, the Illinois Department of Transportation, and the Federal Highway Administration.

Two committees make up PPUATS; a **Policy Committee** and a **Technical Committee**.

The **PPUATS Policy Committee** is made up of elected officials representing their respective communities. The Policy Committee function is to determine transportation policy within the framework of the urban transportation planning process. The Policy Committee is mandated to vote on the Technical Committee recommendations.

The **PPUATS Technical Committee** is made up of individuals appointed by their respective PPUATS communities. Most of the individuals are public works and/or engineering staff from their respective communities. Throughout the year the Technical Committee reviews and recommends planning policies and measures to the Policy Committee.

As the MPO, the Tri-County Regional Planning Commission has review authority over PPUATS, and may request that both committees further consider and act upon controversial decisions.

The purpose of this document is to establish procedure and criteria for the selection of projects to be funded with the portion of the Surface Transportation Program funds (under the Federal Intermodal Surface Transportation Efficiency Act) allocated on an annual basis to the Peoria Urban Area through the Illinois Department of Transportation. These funds are commonly referred to as STP-Urban funds.

It is the general intent of this document to direct the use of STP-Urban funds toward projects which have regional significance and which will have benefit to the entire region as a whole, as opposed and in contrast to projects which benefit only single communities or small parts of the urban area. Also, it is recognized that the area's transportation needs are diverse and complex and vary widely depending on time and circumstances. Consequently, project priorities may change from year to year. The process and criteria set forth below allows the Policy Committee the flexibility to adjust to unforeseen conditions or special needs.

INTRODUCTION TO THE PPUATS PLANNING PROCESS

The Tri-County Regional Planning Commission is the federally-required Metropolitan Planning Organization (MPO) for the Peoria Urbanized Area (UA) as defined by the US Census Bureau. Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and its predecessors, the Transportation Equity Act for the 21st Century (TEA-21) and the Intermodal Surface Transportation & Efficiency Act (ISTEA), both require the cooperation of all state and local jurisdictions and other transportation stakeholders to be in concert with each other while dealing with transportation and other governmental issues in the 20-Year Metropolitan Planning Area (MA). No federal funding can be applied towards transportation improvement projects, transportation services, or transportation studies in the MA unless the project, service, or study are included in one or more of the following three comprehensive, coordinated and cooperative documents developed by PPUATS and approved by the Tri-County Regional Planning Commission: the **Long Range Transportation Plan**, the **Transportation Improvement Program**, and the **Unified Planning Work Program**:

1. The Long-Range Transportation Plan (LRTP).

The LRTP is a comprehensive proposal for the further development, improvement and maintenance of the major transportation systems for the Peoria Metropolitan Area. The LRTP has a 20-year (minimum) time horizon and addresses all forms of transportation: highway, transit, pedestrian, public, and private. The LRTP is updated every 4-5 years.

2. The Transportation Improvement Program (TIP).

The TIP proposes expenditures using federal dollars for transportation improvements scheduled for the next four years. The listing includes all transportation projects proposed within the 20-Year Metropolitan Planning Area for the Peoria Metropolitan Area. The listing establishes priorities and is financially constrained (i.e., a project can only be included if there is a reasonable expectation of sufficient funding for its completion). The TIP is updated annually.

3. The Unified Planning Work Program (UWP).

The UWP is prepared annually to direct day-to-day work of the TCRPC staff and committees. The UWP outlines specific planning activities to be accomplished in the coming fiscal year, and assigns responsibilities to the various TCRPC departments. The bulk of the work is funded by grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

THE ORGANIZATIONAL STRUCTURE OF PPUATS

The “Joint PPUATS Funding Agreement,” authorizes TCRPC, the State of Illinois, and the legislative bodies of Peoria County, Tazewell County, Woodford County, Peoria,

Pekin, East Peoria, Morton, Washington, Peoria Heights, Creve Coeur, Bartonville, and West Peoria to establish PPUATS as the designated advisory board to carry out Tri-County Regional Planning Commission Metropolitan Planning Organization's responsibilities for the Peoria Metropolitan Area.

The governing body of PPUATS is the **Policy Committee**. The Policy Committee is responsible for all official activities of PPUATS as specified in the "Joint PPUATS Funding Agreement." The Policy Committee obtains input and advice on transportation matters from a wide variety of public and private sources, but primarily through the PPUATS **Technical Committee**.

To learn more about the organizational structure of PPUATS, please contact Tri-County Regional Planning Commission to request a copy of the PPUATS Public Involvement Policy.

THE PLANNING AREA

The full jurisdictional area of PPUATS is the **Metropolitan Planning Area (MA)**. To understand what land and jurisdictions are included in the MA, two additional designated areas must be explained: the "**Urbanized Area**" and the "**Adjusted Urbanized Area**".

The **Urbanized Area (UA)** is defined by the US Census Bureau in accordance with strict population density criteria. Generally speaking, urbanized areas must have a minimum of 50,000 persons living in contiguous dense settlement patterns. From the 1990 Census, the Peoria Urbanized Area covered portions of Peoria County and Tazewell County; and consisted primarily of the incorporated areas of Peoria, Peoria Heights, East Peoria, West Peoria, Morton, Washington, Bartonville, Creve Coeur, Pekin, and immediately surrounding intensely developed lands.

For the 2000 Census, the UA criteria were altered to become even more strictly dependent on population density and proximity. In general, the core of an UA must be comprised of census block groups or blocks that have a population of at least 1,000 persons per square mile. Other blocks with a minimum of 500 persons per square mile can be added if they are within a defined proximity to the core area. Incorporated areas were not automatically included in the 2000 Census UA, as they were in the 1990 Census UA. To be included, each census block has to meet the density and proximity criteria.

For the most part, the changes stayed the same from the 1990 Census UA boundary to the 2000 Census UA. Portions added to the 2000 Census UA include: the entirety of the Route 6 By-Pass, a portion of the Route 24 By-Pass, the Groveland/Springfield Road Corridor south to Sheridan Road, and a small corridor leading to South Pekin.

The real importance of the UA is that this area, along with population and other statistics computed for this area relative to other such areas throughout the USA, serve as the basis for several federal funding formulas. Federal transportation funding for the Peoria area is substantial. In recent years, the Peoria area has received Federal transportation planning funds approaching \$350,000 per year, roadway construction funds approaching \$1.5 million per year, and public transit planning funds close to \$125,000 per year.

One of the functions of PPUATS is to determine when and on what projects the above funds can be spent locally. In making this determination, federal guidelines require PPUATS to conduct the “3-C” planning process, mentioned above. **This guideline further allows/requires that PPUATS adjust the UA for planning purposes and to forecast a Metropolitan Planning Area.**

For transportation planning purposes, the **Adjusted Urbanized Area** includes all of the UA, plus other small areas necessary to round-off the jagged or sometimes irregular boundaries of the UA. In addition, the Adjusted Urbanized Area includes lands that are highly likely to be developed within the next five years, and other abutting or nearby developed lands. The Adjusted Urbanized Area is used primarily to determine which roadways are eligible for federal “urban” and “rural” funding assistance (but does not affect the total amount of federal assistance available). The most recent Adjusted Urbanized Area for PPUATS was adopted by the Tri-County Regional Planning Commission in May 2003.

The **Metropolitan Planning Area (MA)** is similarly determined by PPUATS. The MA is the area that is expected to be urbanized in the next 20-25 years. It can be as large as the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Census Bureau. A Map showing the current MA can be found in the Appendix.

The most recent MA for PPUATS was adopted by the Tri-County Regional Planning Commission in June 2003 (following adoption of the Adjusted Urbanized Area). The most significant change made to the MA out of the 2000 Census was the South Pekin area, due to the contiguity between the population of South Pekin and the Pekin prison.

STU CRITERIA

INTRODUCTION

The Surface Transportation Program (STP) funds many of the projects programmed in the Transportation Improvement Program (TIP). Some transportation projects in the TIP are classified as STP-Urban (STPU). A portion of these funds is allocated to PPUATS on an annual basis to be programmed locally. Local transportation projects programmed with these funds by PPUATS are identified as Surface Transportation Program-Urban Funds (STU). STU funds can be used toward any project that permits use of STP funds.

History

Over the past 30 years, the Peoria/Pekin Urban Area Transportation Study (PPUATS) has received nearly \$46 million in federal transportation Funds for the purpose of constructing local highway projects. Most of these funds came to PPUATS, passed through the State of Illinois, from the Federal Aid Urban (FAU) funding source. Under the Federal Intermodal Surface Transportation Efficiency Act (ISTEA), the FAU source was superseded by the Surface Transportation Program-Urban (STU) funding source. Since the enactment of the SAFETEA-LU PPUATS receives an annual allocation of STP-Urban funds of approximately \$1.5 million.

In past years, PPUATS developed and used a relatively informal process for selecting and assigning priorities to candidate projects for federal funding. The process allowed all PPUATS participants to submit candidate projects through the PPUATS Technical Committee. The merits of each candidate were discussed and debated. The Technical Committee then proposed and voted on a recommendation to the Policy Committee. Subsequently, the Policy Committee reviewed the Technical Committee's recommendations, discussed and debated the merits of the projects, and voted on the project selection.

Over the years, as part of the discussion/selection, a set of loose criteria evolved. These criteria were generally agreed upon by all agencies involved. However, outside of meeting minutes and letters or memoranda related to various projects, these criteria were never formally codified into a single document. Some members of the PPUATS Technical Committee have asked that a procedure and set of criteria be more formally set forth. Similarly, the ISTEA, as passed in 1992, required that a procedure and criteria for the selection of federally-funded projects be formally developed and documented. The ISTEA also stresses that STP funds can be used for transit as well as highway projects.

A STU Criteria Task Force was assembled, and on June 24th, 2003, the task force convened for the first time for the purpose of addressing this issue. The Committee discussed past projects and possible project selection procedures and criteria at length. The task force concluded that PPUATS had done reasonably well in selecting projects that were important to the implementation of the PPUATS transportation plans and the regional transportation network. At the time, the task force decided that an elaborate mathematical procedure for rating projects was not necessary. However, the formal documentation of the existing procedure and criteria, with some modification, should be done. On November 5th, 2003, The Surface Transportation Urban (STU) Criteria was adopted by PPUATS Policy.

The passing of the SAFETEA-LU Transportation Bill, prompted PPUATS to reassess the STU Criteria. A sub-committee of the PPUATS Technical committee met May 11, 2006. The committee found that the quality of projects in the past few funding rounds has made the selection process more difficult. To help the committee distinguish projects from one another a quantitative criteria was created. The new quantitative criteria is to replace the previous application. The quantitative criterion contains five categories: regional significance, local priority, safety, existing conditions and multi modal. Each category has multiple aspects where points can be earned; a total of 100 points (105 points for joint projects) is available through the criteria. Points are received based on staff evaluation, agency's priorities, data, and design proposal. A sub-committee of PPUATS Technical will be formed during funding rounds to be an oversight committee for the applications. Points will be tallied for each project; the total scores will then be used to band projects together. The criteria is to be used to help the committee decide what projects to select. It alone is not to be binding. The selection process will still require a presentation by the sponsoring municipality and subsequent questioning by other PPUATS members. On December 6, 2006 The Surface Transportation Urban (STU) Criteria was adopted by PPUATS Policy Committee and put into action.

THE EIGHT PLANNING FACTORS OF SAFETEA-LU

SAFETEA-LU Relationship to MPO Planning Process

The seven planning factors originally listed in TEA-21 Act have been revised to create eight planning factors in SAFETEA-LU. These factors are considered in the MPO's transportation planning and programming process. The relationship of the TIP document to the Long-Range Transportation Plan is through the implementation of short-range projects, respective of these factors.

Each of the eight SAFETEA-LU planning factors is listed below along with discussions of how they are addressed in the metropolitan planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and nonmotorized users.
3. Increase the security of the transportation system for motorized and nonmotorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

A transportation system that is efficient and highly accessible for both people and goods is essential to a vital and competitive economy. The MPO works continuously towards enhancing the economic vitality of the Peoria/Pekin metropolitan area.

Major projects listed in the TIP help support regional economic vitality by enhancing access to retail districts and business areas. Every year, the TIP contains many projects on major thoroughfares that help achieve this.

In cooperation with other groups such as the Greater Peoria Airport Authority, the Greater Peoria Mass Transit District, the Peoria Civic Federation, the Peoria Area Chamber of Commerce, the Pekin Chamber of Commerce, the MPO plays a role in improving efficiency in air-travel, transit, and freight transportation.

2. Increase the safety of the transportation system for motorized and nonmotorized users.

Safety is one of SAFETEA-LU's major priorities. It is important to work towards limiting the number of injuries and fatalities that occur on the area's transportation system. There are currently many projects occurring in the Peoria/Pekin Urbanized Area that will enhance safety for all transportation users.

Many projects funded by the Illinois Transportation Enhancement Program increase safety to non-motorized users. The on-going extension of the Rock Island State Trail, for example, will provide bicycle access from northern portions of Peoria County to downtown Peoria. The trail will eventually cross the Illinois River and continue to Morton. This trail will remove recreational users from the street environment.

3. Increase the security of the transportation system for motorized and nonmotorized users.

The division of safety and security into their own separate planning factors was a change made by SAFETEA-LU. After the attacks of September 11th, security has become one of the prime focuses of our nation. Projects chosen shall enhance the secure movement of people and products around the Tri-County Area.

4. Increase the accessibility and mobility options available to people and for freight

Accessibility and mobility are not only important to transporting people to places of employment, school, shopping and recreation, but to enhancing the economy by bringing goods in and out of the area. The Peoria/Pekin UA has accessibility and mobility for people and freight through extensive road networks, transit, railroads, and last but not least, the Illinois River.

5. Protect and enhance the environment, promote energy conservation, and improve quality of life

Despite the metropolitan area's status as an environmental attainment area, it is important to plan for transportation projects that minimize pollution and energy consumption. Such projects not only help protect the environment and conserve energy, but also improve quality of life.

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Transportation involves the movement of people and freight through many different modes. Automobiles, transit, multi-use pedestrian paths, trucks, trains, river barges, and airplanes all play significant roles in an effective transportation network. It is

important to realize that these modes do not stand-alone, but are interdependent. The MPO is open to input from providers of all transportation modes.

7. Promote efficient system management and operation

Effective system management and operation is important to maximize the safety and efficiency of the transportation system. Maintaining and enhancing the existing system is vital to efficient system management and operation.

8. Emphasize the preservation of the existing transportation system

Because the Peoria/Pekin UA currently has an extensive transportation system, particularly in its road network, it is important that the road infrastructure is preserved. Preservation of the existing system is more cost-effective than the construction of new infrastructure. The MPO is concerned with maintaining the existing transportation system. Many projects listed in past TIPs are designed to preserve the existing system while creating a safer and more efficient system. .

The MPO also understands that the region's economic vitality also depends on the preservation of other modes of transportation. Railroads, public transit and air travel are all important means of transporting people and freight throughout the metropolitan area.

ELEGIBILITY REQUIREMENTS

General Local Policy Regarding the Local Allocation and Authorization of STU Funds

The Peoria/Pekin Urbanized Area Transportation Study (PPUATS) has established a SAFETEA-LU prioritization process with specific procedures and qualifying criteria for the authorization of Title 23 and FTA funds for local improvement projects within the Peoria/Pekin Urbanized Area.

Highway-related projects are eligible for STP-Urban funding when they meet the following criteria, except where said criteria are explicitly waived or altered by the Policy Committee.

Basic requirements for highway-related projects to be considered for funding:

1. Roadways must be within the current MA (20-Year Metropolitan Planning Area).
2. Roadways must be functionally classified as a minor collector or above
3. Projects must be listed in the Long Range Transportation Plan
4. Projects must be ready to construct/implement
 - a. A resolution of support for project by local sponsoring agency will need to be submitted
 - b. Right-of-Way acquisition phase must be completed in time to make the scheduled letting
 - c. Local sponsoring agency must provide a written status report annually (especially in cases of Right-of-Way acquisition)
5. A TIP sheet describing the full project must be completed (and if necessary, updated on an annual basis)

Transit-related projects shall be considered eligible for STP-Urban funds if they have obvious regional significance and if the capital needs of the area's public transit systems cannot be adequately met from other more direct or traditional transit funding sources including Federal 5307, 5309, and 5310 sources as administered through the Federal Transit Administration (FTA). Capital needs for significant transit service expansions which have good potential to reduce low-occupancy vehicular traffic, and/or traffic congestion should also be considered eligible for STP-Urban funding.

Enhancement projects as defined under the ISTEA shall be considered eligible for STP-Urban funding when the funding normally reserved for such projects is insufficient and the projects can be demonstrated to be of significant regional benefit similar to a highway-related project.

Ineligible Projects. In the past, precedence has been set that the following types of projects will not be funded. They include: maintenance projects (ie asphalt overlays, mill & resurfacing, and projects that require less than 50% removal or replacement), drainage projects (ie bridges and culverts, unless part of a larger project), right-of-way

acquisition, utility projects (installation of sanitary sewer or water mains), planning studies, corridor plans, and engineering (design and construction supervision). In addition to these projects, federal mandate does not allow Rural Minor Collectors to receive STU funding.

PROJECT SUBMITTAL & SELECTION PROCESS

On an annual basis during the development of the Transportation Improvement Program (TIP), PPUATS abides by the following procedure in determining how the area's allocated STP-Urban funds shall be used.

- A. Staff evaluates past projects not yet completed. Recipients of projects not yet completed shall meet with and submit to staff a written synopsis of the progress accomplished, or delays encountered, in implementing the uncompleted projects. Items evaluated by staff are ensuring local commitments are in place, including the commitments for completion of the design engineering, right-of-way acquisition, and construction costs.
- B. The MPO staff submits a memorandum to the PPUATS Technical and Policy Committees documenting the status of projects currently being funded with STP-Urban funds, available fund balances, and projected fund balances in light of ongoing or previously approved projects and projected authorizations and apportionments.
- C. It's at the Policy Committee's discretion to determine when projects will be considered for funding. In the past, in order to accumulate a larger pool of funds PPUATS have traditionally reviewed applications every two years. An announcement is made at the PPUATS Policy and Technical Committees whether or not this year is the "Funding Year" for STU programming.
- D. Once the "Funding Year" for STU programming is announced (traditionally a two year period of funding), PPUATS participants are invited to submit applications for possible funding from the accumulated STP-Urban funds. All applications are due at Tri-County Regional Planning Commission by a date established by staff when the "Funding Year" is announced. Once a funding year has been established and solicited, the time frame of funding years cannot be extended.
- E. Staff reviews all submitted applications. Staff evaluates the applications against the basic requirements to make sure the submitted applications are eligible for funding. Applications not meeting the basic requirements will not be forwarded to the Technical Committee. (An example of an application not eligible for funding would be an application for resurfacing a county highway outside of the 20 year planning boundary). If project is found to be eligible staff will then assign values to the regional significance portion of the criteria based on information provided by the

application. The remainder of the application will be checked by staff to ensure all fields are completed and data is correct.

- F. A sub-committee of the PPUATS Technical Committee will be formed to review applications, particularly to verify staff's decisions about points awarded for regional significance. The sub-committee will also help in assigning points to projects whose values can not be determined through the established criteria (ie enhancement, mass transit projects). Staff will then tally points for all projects. The advisory ranking is then determined by graphing the projects (including non-roadway projects) by their individual total number of points to identify natural breaks or clusters of projects. As these breaks occur, projects can be classified in three groups, "A", "B", and "C". "A" candidate projects are characterized as the highest scoring, while "C" projects have the lowest scoring. These groupings of projects (A, B, C) will be the advisory ranking given to the PPUATS Technical Committee.
- G. All the eligible STU Applications are forwarded from staff to the Technical Committee. Presentations are given on each project to the PPUATS Technical Committee. The Technical Committee reviews and evaluates the applications on a qualitative standpoint while trying to incorporate the advisory ranking. The Technical Committee may choose a lower scoring project based on funding availability, economic development, regional significance or impact, eminent safety concerns, or other non-quantitative factors. Once all the applications are evaluated, the Technical Committee makes its recommendation to the Policy Committee. The public attending this meeting are given the opportunity to hear the deliberations and the final recommendation.
- H. During the "Funding Year," the Technical Committee and the Policy Committee hold a joint meeting. The purpose is to have a joint review of past projects not yet completed, and for the Technical Committee to formally present their recommendation of projects including the advisory ranking, for funding to the Policy Committee.

Policy then renders a decision on the recommended list of projects to be funded. The public attending this meeting will hear the final decision.

- I. The action of the Policy Committee is incorporated into the draft TIP for the coming fiscal year and subjected to further public review and comment.

ENVIRONMENTAL JUSTICE

Title VI/Environmental Justice is an increasingly important element of policy making in transportation. It is not specific to any mode of transportation, particular community, or singly policy issue. It is fundamentally about fairness toward the disadvantaged and often addresses the exclusion of racial and ethnic minorities from decision making. The federal government has identified environmental justice as an important goal in transportation, and local and regional governments must incorporate environmental justice into transportation programs. Because ideas about justice differ between communities, local and regional governments have flexibility in how they change their policies to reflect environmental justice.

Presidential Executive Order 12898 and the derivative US DOT and FHWA Orders, in essence, required that minority and low-income populations must be treated fairly and equitably, compared to other non-minority and more fortunate higher income populations. In simple terms, this means that as we apply federal programs, use federal funds, and impose federal regulations we:

1. Should not apply a disproportionate share of funding or assistance to minority and low-income populations.
2. Should not allow a disproportionate share of the adverse impacts of our activities to fall upon minority and low-income populations.
3. Should make a concerted effort to determine what populations are going to be affected, before we spend any federal funds, implement any federal program, impose any federal regulations, or create or cause any adverse or harmful impacts.
4. Should, periodically, review and analyze our past actions to determine if we are, in fact, treating all groups equitably.
5. Should make concerted efforts, as we plan and program our activities, to involve minority and low-income groups in the decision-making process.

The overall goal of the Executive Order is to ensure that all communities and persons, across the nation, live in a safe and healthy environment. Further, the order recognizes that many undeniably beneficial public works projects, infrastructure improvements and governmental actions are often accompanied by adverse or undesirable impacts. Therefore, the order seeks to ensure that minorities and low-income communities or persons don't bear the brunt of a project's or action's adverse impacts, while white and higher income communities or persons take the lion's share of the benefits.

In compliance with the Executive Order, the U.S. Department of Transportation (USDOT) issued its final order on February 3, 1997. The order described the process to incorporate EJ principles embodied in the Executive Order into existing programs, policies and activities. To comply with the U.S. DOT Order, the Federal Highway

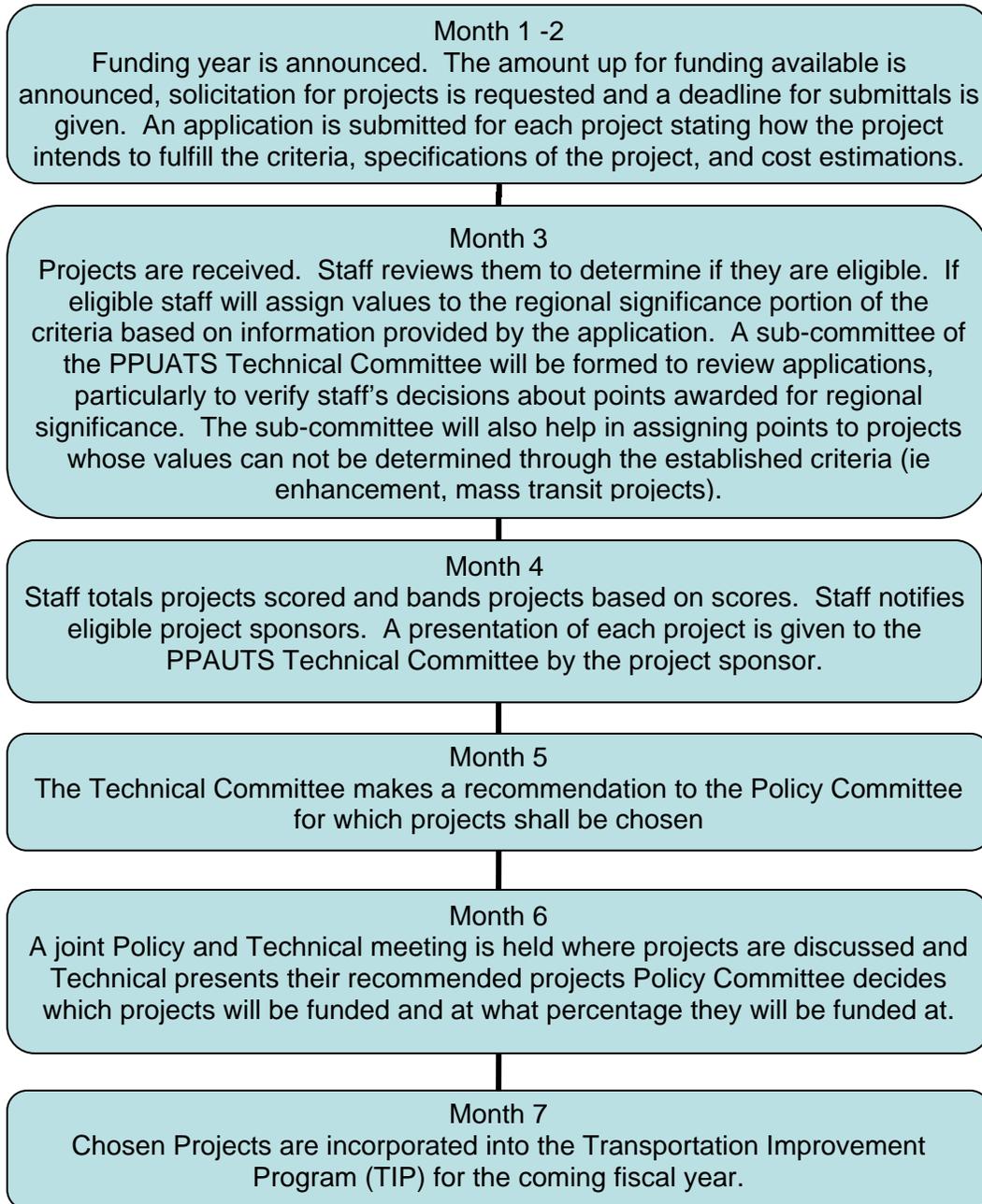
Administration (FHWA) issued their action statement to address Environmental Justice on December 2, 1998. The FHWA conducts a certification process to assure that States MPO's are in compliance with federal transportation planning requirements as well as Title VI and other federal laws and regulations. The FHWA EJ action statement outlined specific issues to address during the certification process to assure that States and MPO's are in compliance with EJ guidelines.

While the majority of transportation projects PPUATS undertake are selected by the Illinois Department of Transportation, the MPO has the most influence over the Surface Transportation Program-Urban (STU) program. During the application process, if a selected project has been identified as not conforming to Title VI/Environmental Justice, the project will further be evaluated by PPUATS Technical Committee. To evaluate a project accordingly, PPUATS has adopted the following Title VI/Environmental Justice planning guidelines:

1. Identify the potential burdens and benefits
2. Identify the populations within the study area
3. Correlate the identified burdens and benefits to each target population
4. Note possible mitigation strategies for identified disproportionate burdens
5. Determine which public participation methodologies to use
6. Make Title VI/Environmental Justice recommendations
7. Review and evaluate the implementation of the Title VI/Environmental Justice process

To learn more about PPUATS Title VI/Environmental Justice Policy, contact Tri-County Regional Planning Commission to request a copy of the PPUATS Title VI/Environmental Justice Policy.

STU PROJECT SELECTION PROGRESSION



APPENDECIES

Appendix C - TIP Sheet

Project Name (Sponsoring Agency)		Date Programmed: Date Amended:	
FISCAL YEAR	PPUATS NUMBER		
PROJECT LIMITS	CONTACT	CONSTRUCTION COST	
		STU Local	Total: \$ _____ -
PROJECT DESCRIPTION			
<p>NEED</p> <p>IMPROVEMENT See approved STU project application for more details.</p> <p>LAND USE</p> <p>ADT & V/C Ratio</p> <p>OTHER INFORMATION</p>			

Appendix D - Planning Area Map

