



# Call for Projects

## FY 2019 Special Transportation Projects

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### INTRODUCTION

\$92,076 of FY19 PL/FTA funds is being programmed for local jurisdictions to undertake special transportation planning projects in FY19. Jurisdictions may apply for all or part of the \$92,076 but may not request any amount beyond \$92,076. Projects may be phased, but there is no guarantee that additional funding will be made available in future years.

No match is required, although projects which have local, confirmed match will be given higher consideration.

Because of the stipulations of the Federal PL/FTA funding source, projects must be completed by **June 30, 2019**.

### ELIGIBLE PROJECTS

Funds must be used for transportation planning projects that meet the requirements of the *FAST Act*, in particular 23 USC 134. (These are the same requirements that PPUATS staff uses under its responsibilities as an MPO.)

Examples of eligible projects include:

- Traffic operation – planning studies
- Corridor plans and feasibility studies,
- Bicycle/pedestrian plans,
- Transit planning, including para-transit,
- Air quality planning,
- Travel demand modeling or GIS,
- Data collection and analysis,
- Safety and security planning,
- Storm water planning as it applies to transportation,
- Congestion management planning,
- Multimodal planning,
- Passenger rail planning,
- Freight planning, including air
- Asset management,
- Transportation system management (environmental mitigation)

This is not a complete list of eligible projects. To determine if your project is eligible, please discuss with staff. Engineering and construction are NOT eligible.

## USE OF FUNDS

Staff expects that consultant(s) will be used for the approved projects. TCRPC will hire the consultant using TCRPC procurement procedures in order to ensure that all federal regulations are followed. Funds may be used for travel expenses by the consultant; however, funds may not be used to purchase capital items (e.g., computers).

## PROJECT REQUIREMENTS

- Project must be completed by June 30, 2019
- Project must meet one or more goals of the *FAST Act* and/or *Envision HOI: Heart of Illinois 2015 Long Range Transportation Plan* (attached)
- Applicants are encouraged, but not required, to:
  - Include two or more jurisdictions
  - Provide local match

## SPECIAL PROJECTS SCHEDULE

Date	Action
July 18, 2018	Staff releases Call for Projects and establishes review subcommittee
August 6, 2018	Project proposals due to staff by 4:30pm
Week of August 6	Subcommittee reviews proposals and makes recommendation to Technical Committee
August 15, 2018	Technical Committee makes recommendation for selected project(s) to Policy Committee
September 5, 2018	Policy Committee approves project(s)

## APPLICATION PROCEDURE

Applications must include:

- Sponsoring agency, including address
- Contact person, including phone number and email address
- Project information (3 pages maximum)
  - Project title;
  - Project description with enough detail to determine if the project complies with the requirements of the *FAST Act*, in particular 23 USC 134;
  - Narrative explaining how the project will address one or more goals of the *FAST Act* or *Envision HOI: Heart of Illinois 2015 Long Range Transportation Plan*;
  - Scope of work and budget;
  - Statement that the jurisdiction/agency can undertake a smaller project or that the project can be phased if less funding than applied for is received (if applicable); and
  - Statement that the jurisdiction/agency commits to completing the project by June 30, 2019.

There is not a prescribed application form. Submit application as a .pdf document via email to [rharms@tricityrpc.org](mailto:rharms@tricityrpc.org).

## APPLICATION DEADLINE

Applications are due by 4:30 pm on **Monday, August 6, 2018**.

## EVALUATION OF PROJECTS

Projects will be evaluated based on the following criteria. **Please note that the scoring criteria are intended as a guide for decision-makers: meant to inform their decisions, but not determine them.**

<b>Criterion</b>	<b>Maximum Points</b>
Consistency with Goals of <i>FAST Act</i> and LRTP	40
Regional Significance	30
Local Match	10
Partnership with Other Jurisdiction(s)	10
Ability of Applicant to Complete Project by June 30, 2019	10
<b>TOTAL POINTS</b>	<b>100</b>

## ***FAST ACT GOALS***

- **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.

# ENVISION HOI: HEART OF ILLINOIS 2015 LONG RANGE TRANSPORTATION PLAN

## GOALS AND STRATEGIES

### SAFETY, SECURITY, AND PUBLIC HEALTH

- IMPROVE SAFETY FOR ALL TRANSPORTATION SYSTEM USERS
  - Improve visibility through improved lighting, striping, signage, visibility triangles, and access control.
  - Encourage the development of safety education programs to inform the public of bicycle/pedestrian rules and regulations.
  - Reduce physical obstructions/barriers that impede safe bicycle/pedestrian travel.
  - Increase pedestrian signal crossing time.
  - Where feasible, utilize railroad right-of-way, levees, and parkways for alternative transportation routes to avoid traffic conflict, including adequate grade separation at intersections.
  - Utilizing established evaluation criteria, identify “bicycle friendly” streets that will accommodate on-road bicycle travel.
  - Increase the number of railroad crossing signals.
  - Improve driver training relative to safe practices for approaching and traversing railroad crossings.
  - Continue to prepare applications for Highway Safety Improvement Program (HSIP) funds.
  - Increase enforcement in priority safety areas (e.g. Click it or Ticket).
  - Provide improved public transit stop locations for pedestrian safety and security (e.g. lighting, sheltered benches)
  - Increase enforcement of driver adherence to crosswalk rules in urbanized areas and school zones.
  - Support expanded local Safe Routes to School programs.
- IMPROVE TRANSPORTATION SECURITY FOR ALL USERS OF THE TRANSPORTATION SYSTEM
  - Map regional commodity flows in order to begin tracking the number of hazardous materials and potential exposure to incidents.
  - Coordinate with agencies in charge of emergency vehicle access and evacuation plans.
  - Perform periodic emergency evacuation drills at different agencies including local school districts.
  - Develop and maintain up to date information on the metropolitan planning area’s public and specialized transportation rolling stock capital assets.
  - Develop incident-management plans.
  - Maintain partnerships between both states and among regional enforcement entities and other security stakeholders.

- FACILITATE HEALTHY, ACTIVE LIVING
  - Encourage non-motorized travel
  - Integrate expanded and improved bicycle and pedestrian facilities into new and existing developments

## **EFFICIENT AND RESILIENT TRANSPORTATION SYSTEM**

- REDUCE THE COST OF MAINTENANCE
  - Improve engineering and design standards for road design and construction.
  - Educate municipalities and individuals about the benefits of Road Diets.
  - Encourage non-motorized travel, transit, and carpooling.
  - Explore public-private partnerships to address infrastructure and funding deficiencies.
- INCREASE VEHICLE OCCUPANCY
  - Encourage carpooling.
  - Investigate park and rides and rideshare locations.
  - Increase transit and multi-modal options.
- IMPROVE TRAFFIC FLOW
  - Utilize transportation demand modeling.
  - Consider traffic circles and roundabouts.
  - Synchronize traffic signals along the most congested routes.
  - Implement pertinent action items of the 2012 Congestion Management Plan.
  - Limit cul-de-sacs.
- EFFICIENT SYSTEM MANAGEMENT
  - Use technology and communication strategies to efficiently manage the region's transportation network.
  - Increase investments in ITS to better manage traffic incidents, special events, construction, and logistics.
  - Coordinate utility upgrades with transportation infrastructure upgrades.
  - Increase communication and interactions among jurisdictions and agencies.
- SYSTEM EXPANSION
  - Plan for efficient system expansion as needed to support anticipated travel demand.
  - Address system capacity constraints and operational bottlenecks through system expansion when necessary.
- REDUCE TRANSPORTATION DEMAND
  - Integrate transportation and land use (jobs and housing) to eliminate or shorten average trip distances.
  - Support transit-oriented development.
  - Development models and examples of private-sector opportunities: offset work schedules, telecommute, employer-sponsored vanpooling, etc.
  - Require street and highway investments to consider and include accommodations for all appropriate users, including bicycle, pedestrian and transit users.

## ACCESSIBILITY AND MULTIMODAL CONNECTIVITY

- IMPROVE PUBLIC TRANSPORTATION EXPERIENCE AND OPTIONS
  - Establish a Regional Transit Authority.
  - Decrease headway times between fixed-route buses on most congested routes.
  - Develop regional 511 communication resource.
  - Improve bus shelters and pads.
  - Improve perceptions of public transportation.
  - Complete a study that analyzes the feasibility of different funding options for expanding mass transit service.
  - Integrate CityLink data into Google Transit.
  - Provide real-time transit data at bus stops and/or on mobile devices.
  - Prioritize the construction and maintenance of sidewalks near high-traffic bus stops
  - Support the development of the Northside Transit Facility
- IMPROVE TRANSPORTATION ACCESS FOR PERSONS WITH DISABILITIES
  - Improve parking enforcement (cars ticketed for parking or idling in bus stops), especially in downtown Peoria.
  - Upgrade the sidewalk network to be ADA compliant.
  - Support training programs for disability sensitivity.
  - Research the feasibility of instituting a “universal rider’s card” for persons with disabilities traveling outside of the region.
  - Create and adopt ordinances for the removal of snow and ice from sidewalks, bus stops, and driveway entrances.
- IMPROVE AND EXPAND PEDESTRIAN AND BICYCLIST ACCOMMODATIONS
  - Develop a Regional Bicycle Plan
  - Complete a continuous trail system of on and off-road facilities in the Tri-County Metropolitan Area and provide for connections to the developing regional trail system.
  - Provide efficient non-motorized access between major traffic generators.
  - Provide a framework to local jurisdictions that encourages the incorporation of bicycle and pedestrian accommodations in new and existing transportation infrastructure and development initiatives.
  - Establish a regional sidewalk inventory, and begin to track existing and new sidewalk miles.
  - Increase the availability of bike racks
  - Require all new subdivisions in the urban area to have sidewalks
- PROVIDE OPTIONS FOR OTHER ALTERNATIVE TRAVEL MODES
  - Introduce rideshare opportunities to the region, such as Uber and Lyft.
  - Increase the presence of car sharing programs like Zimride or Zipcar.
  - Support the establishment of passenger rail connecting Peoria and other jurisdictions and/or research alternative strategies to increase Peoria’s access to passenger rail centers.

- Explore international passenger destinations from the Peoria International Airport.

## ENVIRONMENTAL SUSTAINABILITY

- IMPROVE AIR QUALITY
  - Reduce emissions from city, municipal, and state operated vehicles.
  - Reduce emissions from sanitation vehicles (garbage trucks and sanitary sewer fleet) using ultra-low sulfur diesel (ULSD) fuels.
  - Reduce emissions from non-road vehicles such as construction equipment by upgrading to ultra-low sulfur diesel (ULSD) vehicles.
  - Create an inventory of municipal owned fleets and construction equipment to track progress.
  - Encourage improved engine efficiency in rolling stock, airplanes, and water freight vehicles.
- UTILIZE GREEN INFRASTRUCTURE FOR FUTURE PROJECTS
  - Identify green infrastructure improvement opportunities in existing transportation project plans.
  - Integrate new storm water management technologies into the construction of all new roadways.
  - Utilize green infrastructure watershed best management practices such as vegetated bioswales and wetland retention basins to filter and absorb stormwater from the roadway system.
- PRESERVE EXISTING GREEN INFRASTRUCTURE
  - Avoid future impacts of new roadway construction on environmental corridors.
  - Encourage local jurisdictions to adopt environmental protection ordinances such as the model ravine overlay protection or the stream buffer ordinance.
  - Address agricultural preservation.
- REDUCE ENERGY CONSUMPTION CAUSED BY THE TRANSPORTATION SYSTEM
  - Collect data on existing efforts to incorporate low energy lighting into projects and include this data in the next LRTP.
  - Encourage CityLink to acquire hybrid buses.
  - Encourage the installation of International Dark Sky Association compliant light features in new roadway projects.
  - Reduce idling through projects such as traffic signal synchronization and creating idling policies for loading zones, school zones, etc.
  - Use recycled materials in road construction.
- CONTRIBUTE TO AND SUPPORT THE PROTECTION OF THE ILLINOIS RIVER
  - Minimize land disturbance during construction, particularly on steep slopes.
  - Reduce the water quality impacts of herbicide and other chemical agents used for road maintenance.
  - Aim for zero run-off from road projects by utilizing best management practices (BMP's).



- REDUCE LIGHT AND NOISE POLLUTION FROM TRANSPORTATION INFRASTRUCTURE
  - Encourage communities to undergo planning to address light pollution.
  - Use full cut-off lighting.
  - Use timers or occupancy sensors to reduce the need to light parking lots in low to no-traffic hours.
  - Construct noise barriers where appropriate to prevent noise pollution in neighborhoods.
- REDUCE VEHICLE MILES TRAVLED
  - Support and promote public transportation.
  - Introduce ridesharing and/or carpooling programs.
  - Build mixed-use, compact development.

## ECONOMIC VITALITY

- SUPPORT AND IMPROVE FREIGHT MOVEMENT
  - Research and develop a freight rail existing conditions report.
  - Study conflicts between passenger and freight transportation.
  - Maintain or improve the current farm-to-market road system and ensure they are not being degraded at a faster than normal pace.
  - Support funding for the design and construction of a public marine terminal in Mapleton.
  - Support expansion and updates to the Peoria lock and dam system.
  - Explore implementing a regional rail authority.
  - Establish a multi-modal freight facility.
- REDUCE HOUSEHOLD TRANSPORTATION COSTS
  - Favor policies and projects that encourage greater fuel efficiency.
  - Support projects that improve commute options for disadvantaged workers.
  - Provide transportation mode choices including public transit, bicycling, walking, and