

MINUTES

Peoria-Pekin Urbanized Area Transportation Study (PPUATS)

Policy Committee

Wednesday, December 4, 2019 at 9:00 am

456 Fulton St., Suite 420

Peoria, IL 61602

1. Call to Order

Chairman Logan called the meeting to order at 9:00 am

2. Roll Call

Member	Present	Absent	Member	Present	Absent
Karen Dvorsky, IDOT	x		Ross Black, * City of Peoria		x
Terrisa Worsfold, * IDOT		x	Leon Ricca, Bartonville		x
Tom O'Neill, Peoria County	x		Bob Lawless, * Bartonville		x
Phil Salzer, Peoria County	x		James Dillon, City of West Peoria	x	
Greg Sinn, Tazewell County	x		Kinga Krider,* City of West Peoria		x
Greg Longfellow,* Tazewell County		x	Jeff Kauffman, Village of Morton		x
Greg Menold, Tazewell County	x		Sam Heer,* Village of Morton		x
Barry Logan, Woodford Co.	x		Dustin Sutton, Peoria Heights		x
Donald White, Chillicothe	x		Mike Casey,* Peoria Heights		x
Mark Luft, City of Peoria	x		Fred Lang, Creve Coeur		x
John Kahl, City of E. Peoria	x		Terry Keogel* Creve Coeur		x
*, City of E. Peoria			Gary Manier, Washington		x
Jim Ardis, City of Peoria		x	Ray Forsythe,* City of Washington	x	
Patrick Urich, City Manager		x	Sharon McBride, CityLink		x
Bill Lewis, City of Peoria		x	Doug Roelfs* CityLink		x
Nick Stoffer,* City of Peoria	x		Mark Rothert* City of Peoria		x
Rick Powers,* City of Peoria		x	Mike Hinrichsen Village of Germantown Hills	x	

*Alternate Staff: Harms, Hendon, Miller, Martin, Lees, Abi-Akar, and West. Also, present: Curtis Jones, IDOT and Kyle Smith-Hanna City

3. Public Comment- none.
4. Approval of Minutes, November 6, 2019 Meeting
Hinrichsen moved to approve the November 6, 2019 minutes and White seconded. Motion carried.
5. Chairman's Report
 - a. Phil Salzer was welcomed back to committee.
 - b. Chairman Logan inquired about the annual Audit. Was it complete? Are there any more bills to come? Miller responded that the total for the auditor, Martin Hood & Freese was \$24,000. The auditors reported a clean, unmodified opinion.
6. Financials
 - a. Approval of September/October Financial Report and Performance Report – *Memo*
Menold moved to approve the September/October Financial Report and Performance Report and Dillon seconded. Motion carried.
 - Harms updated the total budget for FY20 is \$825,104. As of the end of October 2019, PPUATS has used approximately 33% of its budget.
7. Approval of TIP Amendments – IDOT FY 2020-22 Projects – *Memo*
White moved to approve TIP Amendments – IDOT FY 2020-22 Projects and Hinrichsen seconded. Motion carried.
 - Staff provided background on the unique circumstance of this amendment, citing timing of Capital Bill, IDOT's MYP release days, comparison to the usual TIP development process.
 - Dvorsky noted that FY2020 projects had been amended into the previous TIP as needed for those projects with letting dates before March 2020. Harms agreed and clarified the amendment focuses on projects with lettings after March 2020.
 - Dvorsky highlighted some the MYP impacts. Passage of the Rebuild Illinois Capital Program means more than double the funding they anticipated as of March 2019 (1.5 billion vs 600 million). It's good for the area, but presents some internal staffing challenges throughout IDOT as well as shortages in contractors and materials.
 - The Association of General Contractors told IDOT's Central Office that prices might go up as high as 10%. IDOT could get bids that are too high and might have to reject them. Chairman Logan commented that a Woodford County project had a single asphalt bid that went 15% over. He advised to keep that in mind when budgeting projects in the near future.
 - Don White asked if projects are listed by priority. Dvorsky said no and clarified that the only concrete projects are those listed for 2020. Future projects will be more certain after FY21 budget. Anything for FY21/22 is tentative.
 - Mike Hinrichsen brought up a discussion from the LRTP Freight Work Group regarding aggregate costs. Lock & Dam repairs will be closing the river to commercial purposes. Miller agreed saying lots more aggregate transportation is going to be done via trucks on the road instead of barges in the river. Hinrichsen agreed and warned that it's an increased cost to transport that.
 - Sinn also noted a main contractor had let lots of staff go, but now there is work again.

8. Approval of FY2020 Special Transportation Planning Studies – *Memo*
Menold moved to approve FY2020 Special Transportation Planning Studies and Dillon seconded. Motion carried.
 - A total of \$90,000 was available. Staff received 5 requests. Selection had been delayed because one of them was the Bob Michel Bridge Study, submitted jointly by Peoria and East Peoria. The capital program’s inclusion of the Bob Michel Bridge, with noted consideration of bike/ped amenities, means the study would not be needed anymore. Without that request for funding, the remaining submitted projects totaled just under \$90,000. All were eligible activities and no prioritization was deemed necessary. PPUATS Technical Committee had no concerns about any of them either.

9. Updates
 - a. Surface Transportation Block Grant (STBG) FY 23-24
 - Harms updated that the last Technical meeting reviewed the subcommittee’s recommendations. They had some comments and directed the subcommittee to get back together to address them. Comments were focused on resurfacing activities and ineligibility based on previous awards. They requested more staff guidance and FHWA opinions.
 - The recommendation concerning FY20 funding made available by East Peoria decreasing the scope of their project was received favorably. Remaining funds will go toward raising FY21/22 awards back to their original requests. All project sponsors had agreed to take the same reduced amount in order to stretch funding and increase total amount of projects awarded. After those projects are whole, there is still another 1M dollars that will be put into the FY23/24 funding Call for Projects.
 - Sinn asked whether PPUATS would experience any increase in funding like local agencies will receive more in MFT dollars. Miller said no.
 - Miller also brought up that the 20% of STBG dollars going toward resurfacing is still a drop in the bucket compared to the needs informed by region-wide PCI ratings. Martin confirmed. Miller then turned to the idea of how far out the resurfacing projects should be selected and awarded. Previous awards had a 4 yr window from selection to construction.
 - Sinn stated concern about not getting money to some communities
 - Hinrichsen asked for background on the whole effort. Harms explained. Miller elaborated that it was always a local policy to spend these dollars on system expansion, new roads, increased capacity, etc. Three cycles ago, maintenance became a greater concern.
 - Harms continued saying that the 20% resurfacing-type projects fit the region’s maintenance goals but also expands access to these funds for smaller communities. It had taken 18 months to come up with the current criteria and FHWA had already warned about sub-allocation during that process. Pavement management should determine the proper timing for resurfacing activities.
 - Last round staff received seven applications for this 20% pot, so the program seems to be a success. However, the top scores and final awards were projects sponsored by larger communities. The new recommendation from the

subcommittee would prevent any communities with projects funded from the FY21/22 round to apply for the FY23/24 round. Betsy Tracy from FHWA had concerns about that eligibility rule.

- Chairman Logan suggested that maybe the program hasn't been around long enough for more communities to see the advantage. He suggested keeping this 20% resurfacing program and keep trying to be as fair as possible. He also advised members at the table to talk with the Technical Committee members for their community.
- Stoffer noted that he was less concerned about the resurfacing set-aside program and more about the new idea to prevent applications from communities who received any award (resurfacing or reconstruction) from the FY21/22 round.
- Miller reminded the committee that from the federal perspective, they see one region, not the many communities we have. They want to make sure the greatest needs can be met. He said the region has always had enough quality projects for that larger pot of funding
- It's possible that criteria for the 20% Resurfacing program may currently favor larger communities.
- Miller believed both Technical and Policy committees have given good input. He also reminded the group that anyone is welcome to attend the next subcommittee meeting.

b. Long-Range Transportation Plan

- Harms expects the plan to be complete around May or June this year. Work Groups have all met. The last one was a Freight meeting. Ray Lees did a great job to get this diverse group together. There was strong, meaningful conversation throughout the two-hour meeting. Lots of concerns voiced over locks and dams, bridges...how to move goods most efficiently.
- Miller brought up the 4-lane bypass and interstate to Chicago ideas. The Freight group preferred to spend money on maintenance. The most they could gain from one of those larger projects is 10 min quicker travel. That gain is not significant as they go on to face severe congestion around Chicago in other parts of their trip. However, bigger locks would help move capacities from the roads to the river. It was also interesting to hear that rail cars get cut and scrapped when demand is low.
- Hinrichsen said that in the short-term or even 10yrs out, he agreed that maintenance needs to be prioritized. However, more infrastructure is needed to compete long term. He encouraged investment in rail and better roads. He anticipates a day where the state's problems will be fixed and population starts growing again. He reminded the committee that the LRTP is a 25 year vision, not 10.

10. Other

- a. Next meeting scheduled for February 5, 2020

11. Adjournment

Dillon moved to adjourn and Barron seconded. Motion carried.

Submitted by:

Eric Miller

Executive Director

Recorded and transcribed by Hannah Martin