

## AGENDA

### 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

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1. Call to Order
  2. Roll Call
  3. Public Comment
  4. Approval of Minutes, November 6, 2019 Meeting
  5. Chairman's Report
  6. Approval of September/October Financial Report – *Memo*
  7. Approval of TIP Amendments – IDOT FY 2020-22 Projects – *Memo*
  8. Approval of FY 2020 Special Transportation Planning Studies – *Memo*
  9. Updates
    - a. Surface Transportation Block Grant FY 23-24
    - b. Long-Range Transportation Plan
  10. Other
    - a. Next meeting scheduled for February 5, 2020
  11. Adjournment

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**MINUTES**

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

Wednesday, November 6, 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
Peoria County			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 Pekin	x		Fred Lang, Creve Coeur		x
John Kahl, City of E. Peoria	x		Terry Keogel* Creve Coeur		x
Dennis Barron*, City of E. Peoria		x	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 Pekin		x
Rick Powers,* City of Peoria	x		Mike Hinrichsen Village of Germantown Hills		

\*Alternate Staff: Harms, Hendon, Bruner, Abi-Akar, and West. Also, present: Curtis Jones, IDOT, Betsy Tracy- FHWA, and Kyle Smith- Hanna City

3. Public Comment- none.
4. Approval of Minutes, October 2, 2019 Meeting  
O'Neill moved to approve the October 2, 2019 minutes and Hinrichsen seconded. Motion carried.
5. Chairman's Report- nothing to report
6. Financials
  - a. Approval of September Financial Report and Performance Report – *Memo*  
White moved to approve the September Financial Report and Performance Report and Menold seconded. Motion carried.
    - Harms updated the total budget for FY20 is \$825,104. As of the end of September 2019, PPUATS has used approximately 24% of its budget.
  - b. Approval of Resolution 20-08 Travel Demand Modeling – *Attachment*  
Kahl moved to approve Resolution 20-08 Travel Demand Modeling and O'Neill seconded. Motion carried.
    - Harms explained that TCRPC / PPUATS has a contract with Hanson Professionals to develop a Travel Demand Model and has requested a scope of services from Hanson Professional Services to provide needed updates to the model. This will allow staff to analyze and evaluate transportation improvements to the region, including those included in the 2020-2045 Long Range Transportation Plan.
    - Hinrichsen questioned if we can factor autonomous vehicles to this model? Harms responded that it will be done by vehicle model.
    - Hinrichsen said we need to discuss the autonomous factors in which to learn on.
    - White asked if the census will factor into this and Miller replied yes.
  - c. Approval of Resolution 20-09 Hoovers Socioeconomic Data – *Attachment*  
Hinrichsen moved to approve Resolution 20-09 Hoovers Socioeconomic Data and Kahl seconded. Motion carried.
    - Miller explained that EDC will be acquiring data for the use of economic and demographic data. This funding has been included in the FY2020 UPWP (Unified Work Planning Program). EDC will be contributing 25%. This data will prove vital when updating the regions federally required long-range transportation plan, as well as support other ongoing land-use planning and transportation projects.
  - d. Approval of Resolution 20-10 Public Engagement Web Tool – *Attachment*  
Forsythe moved to approve Resolution 20-10 Public Engagement Web Tool and Menold seconded. Motion carried.

- Harms explained this web tool is for public engagement services related to the development of the FY2020-FY2045 Long-Range Transportation Plan.
- Hinrichsen asked what the volume of responses and inquiries and Harms is said 1,000 visitors. Miller explained that if we do not use this then we will need to go back to the Open Houses and not get the current needs of people.
- White said we need to promote this individually
- Hinrichsen mentioned to add to all our websites.

7. Approval of Letter of Support for Hanna City Rail Trail – *Attachment*

O'Neill moved to approve Letter of Support for Hanna City Rail Trail and Dillon seconded. Motion carried.

- Miller explained this is for the Western County recreational corridor. Union Pacific railway is no longer using this railway. There is interest in creating rail trails for pedestrian traffic. It will need to be purchased for \$1 million. There is funding that can be applied for.
- Kyle Smith commented this is the 21<sup>st</sup> application for this grant. The corridor needs to be bought to create the corridor. DNR money is there for this property. We need this resolution in support.
- Miller commented that he would like other communities in support of this project. It does not affect your community.
- Smith said the concern now is to get the corridor preserved.
- Menold asked if this can be extended to connect other areas and Smith said yes there is interest to connect other areas.

8. Updates

a. 2020 US Census Grant

- Bruner mentioned the deadline for each entity to enter there grant request is this Friday. Of the \$500,000 received, \$250,000 will be used for media procurement. A CORE group has been created which includes, McLean, and Peoria Counties and TCRPC staff. There is \$200,000 to be used for 10 counties.
- Hinrichsen asked how time consuming it is to fill out the grant application and Bruner responded that he can assist with the process.
- Miller commented this is severe awareness so to get an accurate count for benefits to their area.

b. IDOT 2020-2025 Multi-Year Plan

- Harms reported on the TIP- IDOT projects will be sent to Technical this month and then to Policy next month.
- Dvorsky added there is \$1.4 million to be used on US 24, US 34, expansions. Urban construction, City of Peoria, and Washington, bridge projects, bridge crossings. She also added that 3 ½ miles of lighting is to be added to selected roadways.
- Forsythe asked when will the schedule of projects be announced?
- Dvorsky said hopefully within 6 months.

- c. Surface Transportation Block Grant (STBG) Process/Criteria Subcommittee
  - Harms updated that Technical and Policy will discuss FY20/24 surface (SBG) changes. Since the decision of East Peoria project to scope down \$2 million is back in and recommend returning to FY20/21. Each community took less and wants to use half of funds to make projects whole.
- d. Long-Range Transportation Plan
  - Harms mentioned citizen involvement. This is scheduled for Nov. Technical and Dec. Policy.
- e. Special Transportation Planning Studies and State Metro Planning Funds
  - Harms mentioned there will be a call for projects for \$90,000 and to use \$60,000 for a feasible study for the Bob Michel bridge. These funds will not be necessary due to this being included in IDOT projects. Will be getting together to discuss and review the SMPF match to the grants.

9. Other

- a. Next meeting scheduled for December 4, 2019

10. Adjournment

Kahl moved to adjourn and Luft seconded. Motion carried.

Submitted by:

Eric Miller

Executive Director

Recorded and transcribed by Debbie Ulrich



## MEMORANDUM

**TO:** PPUATS Policy Committee

**FROM:** Staff

**SUBJECT:** September & October 2019 Financial Report and Performance Report

**DATE:** December 4, 2019

### Action needed by Policy Committee:

Approval of Sept/Oct 2019 Financial Report and Performance Report.

### Background:

The total budget for FY20 is \$825,194. As of the end of October 2019, PPUATS has expended approximately 33% of its budget.

### FY20 PL/FTA Budget – September & October 2019

	FY20	Sep-20	Oct-20	YTD	% USED YTD	REMAINING
Salaries	\$315,160	\$28,515	\$32,125	\$121,810	39%	\$193,350
Fringe Benefits	\$99,911	\$8,155	\$9,631	\$35,281	35%	\$64,631
<b>TOTAL SALARIES</b>	<b>\$415,071</b>	<b>\$36,670</b>	<b>\$41,756</b>	<b>\$157,091</b>	<b>38%</b>	<b>\$257,981</b>
<b>INDIRECT COSTS</b>	<b>\$241,862</b>	<b>\$20,462</b>	<b>\$12,840</b>	<b>\$77,235</b>	<b>32%</b>	<b>\$164,628</b>
Other Direct Costs						
Travel/Training/Conferences	\$15,000	\$1,775	\$2,773	\$6,860	46%	\$8,140
APWA Conference	\$7,500			\$0	0%	\$7,500
Computer Hardware & Software	\$30,000			\$15,450	52%	\$14,550
Contractual - Special Projects	\$90,000			\$0	0%	\$90,000
Audit	\$24,000		\$14,000	\$14,000	58%	\$10,000
Misc (Legal Notices, Printing)	\$1,761	\$132		\$256	15%	\$1,505
<b>TOTAL OTHER DIRECT COSTS</b>	<b>\$168,261</b>	<b>\$1,907</b>	<b>\$16,773</b>	<b>\$36,566</b>	<b>22%</b>	<b>\$131,695</b>
<b>TOTAL</b>	<b>\$825,194</b>	<b>\$59,040</b>	<b>\$71,369</b>	<b>\$270,891</b>	<b>33%</b>	<b>\$554,303</b>

PPUATS Policy Committee

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## **PPUATS MONTHLY PERFORMANCE REPORT**

**September & October 2019**

### **Management and Administration**

- Hosted meetings of PPUATS Technical and Policy Committees
- 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
- Met weekly for 2020-2045 Long-Range Transportation Plan development and coordination
- Held focus group meetings for 2020-2045 LRTP
- Began development of 2020-2045 LRTP Call for Projects

### **Short Range Planning**

- Evaluated project eligibility for FY20 Special Transportation Planning Studies
- Monitored and made administrative changes to TIP
- Completed development of FY20-23 Transportation Improvement Program

## MEMORANDUM

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**TO:** PPUATS Policy Committee  
**FROM:** PPUATS Technical Committee  
**SUBJECT:** Transportation Improvement Program (TIP) FY2020-23 Amendments  
**DATE:** December 4, 2019

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### **Background**

The Illinois Department of Transportation (IDOT) submitted several amendments to the PPUATS TIP FY2020-23. These amendments follow the release of IDOT's FY2020-25 Multi-Year Plan.

Proposed amendments are included on the following page(s).

**TIP FY2020-23 Amendment - IDOT**

PPUATS Policy 09

December 4, 2019

TIP No.	Fiscal Year	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-18-11	2020	IL-8/116	Over Tazewell & Peoria RR (TZPR) & IL-29 in East Peoria	NHPP-State, State	State	\$1,200,000	\$300,000	\$0	\$1,500,000	P.E. (Phase II)
S-18-16	2020	IL-6	Ramps @ IL-40 Intchg. & Allen Rd. Intchg.	NHPP-State, State	State	\$2,000,000	\$500,000	\$0	\$2,500,000	Resurfacing
S-18-17	2020	IL-6	IL 40 (Knoxville Ave.) to 0.7 Mi. N of Hoerr's Pond	NHPP-State, State	State	\$6,000,000	\$1,500,000	\$0	\$7,500,000	Resurfacing
S-18-28	2020	Adams St.	Over BN & CNW RR @ WCL of Peoria	NHPP-State, State	State	\$1,200,000	\$300,000	\$0	\$1,500,000	P.E. (Phase I)
S-19-12	2020	I-474	Kickapoo Creek & BN RR E of I-74 Intchg.	NHPP-State, State	State	\$810,000	\$90,000	\$0	\$900,000	P.E. (Phase I & II)
S-19-21	2020	IL 40 (Knoxville Ave.)	I-74 to N of US 150 (War Memorial Dr.)	NHPP-State, State	State	\$838,000	\$209,000	\$0	\$1,047,000	P.E. (Phase I)
S-20-32	2020	IL-91	N Holmes Rd to S of Parks School Rd	STP-Rural-State State-Match	State	\$2,400,000	\$600,000	\$0	\$3,000,000	Resurfacing
S-20-34	2020	US 150	W of Northland Ave. to 0.1 Mi. W of Brandywine Dr.	NHPP-State, State	State	\$3,200,000	\$800,000	\$0	\$4,000,000	Resurfacing
S-20-35	2020	IL-40 (Knoxville Ave.)	@ Lake St.	HSIP Safety-State Restrict State Match	State	\$724,000	\$80,000	\$0	\$804,000	Intersection Improvement
S-20-36	2020	I-74	E of IL 78 to W of Kickapoo/Edwards Rd.	NHPP-State, State	State	\$15,300,000	\$1,700,000	\$0	\$17,000,000	Resurfacing
S-20-37	2020	IL-29	0.2 Mi. S of Cloverdale Rd. to Dickison Run Creek N of IL-6	NHPP-State, State	State	\$7,680,000	\$1,920,000	\$0	\$9,600,000	Resurfacing
S-20-38	2020	IL 29	Senachwine Creek to Truitt Ave. in Chillicothe	NHPP-State, State	State	\$1,600,000	\$400,000	\$0	\$2,000,000	Resurfacing
S-20-39	2020	I-74	Between University St. in Peoria to E of Washington St. in East Peoria	NHPP-State, State	State	\$1,125,000	\$125,000	\$0	\$1,250,000	Installation of Dynamic Message Signs
S-20-40	2020	Various Routes	Replace Traffic Signal Mast Arms at Various Locations	NHPP-State, State	State	\$380,000	\$95,000	\$0	\$475,000	Traffic Signal Modernization
S-18-06	2021	IL-8	Over BNSF RR at Edwards	STP-Rural-State State-Match	State	\$9,600,000	\$2,400,000	\$0	\$12,000,000	Bridge Replacement
S-19-03	2021	IL-116 (Harmon Hwy)	Over BNSF RR, UP RR & Kickapoo Creek 0.1 Mi. E of Airport Rd.	NHPP-State, State	State	\$12,000,000	\$3,000,000	\$0	\$15,000,000	Bridge Replacement
S-19-04	2021	IL-116 (Harmon Hwy)	Over BNSF RR, UP RR & Kickapoo Creek 0.1 Mi. E of Airport Rd.	NHPP-State, State	State	\$720,000	\$180,000	\$0	\$900,000	Construction Engineering
S-20-06	2021	IL-8/116	Over Tazewell & Peoria RR (TZPR) & IL-29 in East Peoria	NHPP-State, State	State	\$29,600,000	\$7,400,000	\$0	\$37,000,000	Bridge Replacement & Interchange Reconstruction
S-20-10	2021	IL-8/116	Over Tazewell & Peoria RR (TZPR) & IL-29 in East Peoria	NHPP-State, State	State	\$640,000	\$160,000	\$0	\$800,000	Construction Engineering
S-20-16	2021	IL-8/116	Cedar St. Bridge to TP&W RR Bridge	NHPP-State, State	State	\$3,200,000	\$800,000	\$0	\$4,000,000	Bridge Deck Replacement & Bridge Rehab, Resurfacing
S-20-17	2021	Adams St.	Over BN & UP RR @ WCL of Peoria	NHPP-State, State	State	\$400,000	\$100,000	\$0	\$500,000	P.E. (Phase II)
S-21-10	2021	I-74	W of Kickapoo/Edwards Rd to 0.7 Mi. E of I-474	NHPP-State, State	State	\$12,600,000	\$1,400,000	\$0	\$14,000,000	Resurfacing
S-19-04	2022	IL-116 (Harmon Hwy)	Over BNSF RR, UP RR & Kickapoo Creek 0.1 Mi. E of Airport Rd.	NHPP-State, State	State	\$320,000	\$80,000	\$0	\$400,000	Construction Engineering
S-19-12	2022	I-474	Kickapoo Creek & BN RR E of I-74 Intchg.	NHPP-State, State	State	\$720,000	\$80,000	\$0	\$800,000	P.E. (Phase I & II)
S-21-01	2022	I-474 / US 24	I-74 to Illinois River	NHPP-State, State	State	\$12,600,000	\$1,400,000	\$0	\$14,000,000	Resurfacing
S-22-06	2022	I-74	0.8 Mi. E of Morton Ave. to Woodford Co. Line	NHPP-State, State	State	\$13,500,000	\$1,500,000	\$0	\$15,000,000	Resurfacing
S-22-07	2022	Adams St.	Over BN & UP RR @ WCL of Peoria	NHPP-State, State	State	\$800,000	\$200,000	\$0	\$1,000,000	P.E. (Phase II)



## MEMORANDUM

**TO:** PPUATS Policy Committee  
**FROM:** PPUATS Technical Committee  
**SUBJECT:** FY 2020 Special Transportation Planning Studies  
**DATE:** December 4, 2019

### Action needed by Policy Committee

Approval of Special Transportation Planning Studies:

- Morton Bike Master Plan – \$16,800
- Peoria Pavement Management Decision Optimization – \$33,600
- Peoria County Regional Smart Mobility Plan, Phase II – \$30,000
- Woodford County Asset Feasibility, Data Collection, and Management Project – \$9,500

### Call for Projects

Staff released a call for projects to all jurisdictions in the urbanized area on July 17, 2019. The call was open from that date until August 9, 2019. Staff received five requests, totaling \$149,000. The fifth request from the Cities of Peoria and East Peoria, \$60,000 for the Bob Michel Bridge Pedestrian Pathway Feasibility Study, was withdrawn following IDOT's announcement of pedestrian improvements to the bridge as part of its FY2020-25 Multi-Year Plan. This brought the total amount in requests to \$89,900—just less than the total available funding, \$90,000.

Project prioritization by a review committee was not required because the amount requested was less than the amount available. Instead, staff evaluated each request to ensure that it was (1) eligible for PL-FTA funding, (2) met goals of the *FAST Act* and *Envision HOI*, and (3) carried some amount of regional significance. After thorough review, staff determined that all four requested studies were eligible for and worthy of funding. PPUATS Technical recommended the studies to Policy at their November 20, 2019 meeting.

### Background

PPUATS Policy set aside \$90,000 of FY20 PL/FTA funds for local jurisdictions to undertake special transportation planning projects. Jurisdictions may apply for all or part of the \$90,000. 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 PL/FTA funding source, projects must be completed by December 31, 2020.

### Attachments

- Proposals received
- Call for Projects instructions



## Sponsoring Agency

Village of Morton  
 120 North Main Street  
 Morton, Illinois 61550

## Contact

Craig Loudermilk  
 Director of Public Works  
 (309) 266-5361 (Ext. 223)  
 cloudermilk@morton-il.gov

## Project Information

### Project Title

Morton Bike Master Plan

### Project Overview

The Bike Master Plan will evaluate all bicycle facility types to create a master plan that considers the varied needs of different rider types, surrounding land uses, and trip types and connects bikeable destinations within the Village. In addition to local destinations, the trail heads that connect to regional bikeways will be connected to the Morton network so that trips from the entire region can easily and safely connect to the destinations in Morton. The master plan will include a map of the proposed bike network. Cross sections will be developed that provide recommendations for widening, restriping, ROW needs, and parking availability.

### FAST Act Requirements

The Morton Bike Master Plan meets the requirements of the 23 USC 134 of the FAST Act. The project is a bicycle plan that will provide a comprehensive plan for the Village. The funds will not be used for any engineering or construction.

### FAST Act and HOI Long Range Transportation Goals

The Morton Bike Master Plan meets several goals of the FAST act including:

- Safety – proper bike infrastructure will improve the safety of cyclists. The master plan will evaluate the needs of different user types so that there is a well-connected network of routes for casual and confident riders.
- Congestion Reduction – An adequate bicycle network will allow travelers to switch from passenger vehicles to bicycles which will reduce congestion experienced on the network.

The Morton Bike Master Plan meets several goals of the Envision HOI: Heart of Illinois 2015 Long range Transportation Plan including:

- Safety, Security, and Public Health
  - Improve Safety for all Transportation Users - proper bike infrastructure will improve the safety of cyclists. The master plan will evaluate the needs of different user types so that there is a well-connected network of routes for casual and confident riders.
  - Facilitate Healthy, Active Living – bicycle networks encourage non-motorized travel and the plan will allow the Village to expand and improve the bicycle facilities throughout the Village.



- Efficient and Resilient Transportation System
  - Reduce Transportation Demand – the bike plan will allow for future street investments to consider and include bicycle users in a strategic manner
- Accessibility and Multimodal Connectivity
  - Improve and Expand Pedestrian and Bicyclist Accommodation – The Morton Bike Master Plan will develop a Village bike plan that ties into the Regional bike network
- Environmental Sustainability
  - Reduce Vehicle Miles Traveled – Improved bicycle infrastructure will allow for travelers to change from passenger vehicles to bicycles which will reduce vehicle miles traveled.
- Economic Vitality
  - Reduce Household Transportation Costs – an effective local and regional bicycle network will allow utilitarian trips to occur on bicycle. The analysis will consider the goals and needs of both recreational and utilitarian trips.

### Scope of Work and Budget

The Scope of Services to be provided is limited to the following:

- Review of existing planning documents, previous work, and bike trail policies
- Review of Morton Park District planning documents
- Coordination with Morton Park District and the Bike Morton group
- Identification of potential routes connecting trip generators
- Determine recommended routes based on identifiable constraints and implementation challenges including: route continuity, bicycle user type, bicycle level of traffic stress, vehicle user safety, vehicle capacity, cost, right-of-way, existing infrastructure, and existing roadway functional classification
- Provide typical section exhibits for recommended bike trail routes
- Provide a map showing locations of existing routes, proposed routes, and destinations
- Provide order of magnitude opinions of probable cost for budgeting purposes
- Prepare a report with findings and recommendations
- Attend two (2) coordination meetings with City staff

The total cost for the project is \$21,000 with \$16,800 funded through the PL/FTA funding

### Statement of Phasing

The proposed Morton Bike Master Plan has a small scope and budget. Phasing the project would create more project administration costs than necessary.

### Statement of Completion Date

The Morton Bike Master Plan can be completed by December 30, 2020.

FY20 Special Transportation Projects  
Village of Morton  
Morton Bike Master Plan



**Statement of Local Match**

The Village of Morton will contribute 20% (\$4,200) of the \$21,000 total project cost. The Director of Public Works, Craig Loudermilk, has discussed the proposal board members and there is approval for the expense.

DEPARTMENT OF PUBLIC WORKS  
ENGINEERING DIVISION



August 9, 2019

Tri-County Regional Planning Commission  
456 Fulton St., Suite 401  
Peoria, IL 61602

RE: Response to Call for Projects: FY 2020 Special Transportation Projects

Dear Selection Committee:

Following please find a response to the Call for FY 2020 Special Transportation Projects.

**Sponsoring Agency:** City of Peoria, 3505 N Dries Lane, Peoria, IL 61604  
**Contact Person:** Emily Ambroso, Civil Engineer II, (309) 494-8813,  
eambroso@peoriagov.org  
**Project Title:** Pavement Management Decision Optimization Technology  
Implementation

**Project Description:**

With a sizeable and deteriorating roadway network and increasingly limited financial resources for maintenance the City of Peoria, like most communities, is faced with difficult decisions on prioritization of improvements and selection of treatment/construction methods on an annual basis. Infrastructure Solutions has developed its Decision Optimization Technology software to address this issue, and the City of Peoria, along with several other local jurisdictions, is interested in utilizing this tool to maximize the value of funds spent on roadway maintenance.

Implementation of this data-driven system for roadway selection addresses the FAST Act goals of maintaining the infrastructure asset system in a state of good repair and improving the efficiency of the surface transportation system. It also aligns with the 2015 Envision HOI Long Range Transportation Plan goals to reduce the cost of maintenance and to manage the transportation system efficiently. In fact, this system will provide data specifically designed to demonstrate the performance measures of an efficient and resilient transportation system, including reducing the percentage of roadways in "poor" or "fair" condition in the urbanized area and reducing the percentage of roadways in the "critical backlog" in the urbanized area.

The software not only allows for cost savings in terms of using sound engineering algorithms for selection of the most effective treatments to be applied to various roads but also allows for incorporation of other community factors and goals through the use of variables in road selection such as Council priority or community importance and allows for incorporation of other projects, such as utility upgrades or targeted project funding

**Scope of Work/Budget:**

The proposed project consists of purchase and implementation of the Decision Optimization Technology software – including coordination with Infrastructure Solutions to upload the City of Peoria’s pavement and GIS data and assistance from Hanson Professional Services to guide decision making for prioritization metrics (including both technical aspects and softer community importance metrics). Infrastructure Solutions will also train City staff how to effectively utilize the software so it can operate independently in future years. The specifics of the budget are included in the following table.

Decision Optimization Technology™ License	\$25,000
Infrastructure Solutions (Consultant) Review & Upload of City Pavement Data	\$4,500
Infrastructure Solutions (Consultant) Review & Setup of City GIS Data	\$2,300
Hanson Professional Services (Consultant) Assistance with Software Decision Point Setup	\$7,900
Infrastructure Solutions (Consultant) Training of City Staff on Software Implementation	\$2,300
<i>TOTAL</i>	<i>\$42,000</i>
<b>PL/FTA Funds Requested</b>	<b>\$33,600</b>
Local Match (20%)*	\$8,400

\* City staff time is not included in the estimate above and is considered an additional part of the community match above and beyond 20% of the capital expenditure.

While the project does not include direct collaboration with another community, pricing of the software package made available to the tri-county area is aided by Peoria’s participation. If less funding than applied for is received the City of Peoria can adjust the funding source allocation in order to proceed with the project.

The City of Peoria intends to complete the proposed project by December 31, 2020. The Decision Optimization Technology Software will be used along with pavement survey data from the spring of 2020 to select roads for pavement preservation for fall of 2020 and beyond, along with creating a plan for resurfacing and reconstruction for the next five years. The cost of ongoing software maintenance fees will be borne by the City.

Thank you for the opportunity to submit this project for funding consideration. Please do not hesitate to reach out if you have any questions regarding this submittal.

Sincerely,



Emily L. Ambroso, PE  
 Civil Engineer II  
 City of Peoria



## PEORIA COUNTY HIGHWAY DEPARTMENT

6915 W PLANK ROAD  
PEORIA, IL 61604-5246  
PHONE (309) 697-6400  
FAX (309) 697-6446

August 9, 2019

Mr. Ryan Harms  
Tri-County Regional Planning Commission

RE: Special Transportation Projects funding request

Dear Mr. Harms:

Thank you for the opportunity to submit a project for the FY 2020 Special Projects.

Peoria County would like to respectfully request funding in the order of \$30,000 to continue the Greater Peoria Smart Mobility plan, also called the region's Digital Inclusion Strategic Plan.

As a region, we are just starting to explore the potential opportunities afforded to the Internet of Things (IoT) space and how they connect to infrastructure.

In this submittal, we would like to explore an actionable plan to deploy supporting infrastructure of Smart Cities, including connected and automated vehicles. We would like to take the projects identified from the previous Special Studies grant and determine feasibility and priorities for our area.

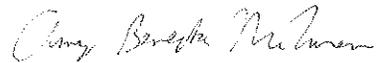
The intent is to continue to posture our region for inclusion of new technologies within our infrastructure.

This project would contribute to the long-range transportation goals of accessibility and multi-modal conductivity, as well as economic vitality. These same goals meet 23 USC 134 of the FAST Act.

The County feels that such a plan would be beneficial for the entire region and not just Peoria County specifically.

I appreciate your consideration of this project. Questions or clarifications can be directed to me at [amclaren@peoriacounty.org](mailto:amclaren@peoriacounty.org) or 309-697-6400.

Respectfully,

A handwritten signature in cursive script that reads "Amy Benecke McLaren".

Amy Benecke McLaren, P.E.  
County Engineer



# Woodford County

## Highway Department

August 9, 2019

Peoria-Pekin Urbanized Area Transportation Study  
456 Fulton St., Suite 401  
Peoria, Illinois 61602  
Atten: Ryan Harms

Dear Mr. Harms

Kindly consider this letter together with the attachment hereto Woodford County's formal application for consideration relative to FY 2020 Special Transportation Projects. The title of this project will be "ASSET FEASIBILITY, DATA COLLECTION, AND MANAGEMENT PROJECT."

Our contact person for this project will be County Engineer, Mr. Conrad Moore, PE. Mr. Moore can be reached at the following:

301 S. Main St.  
Roanoke, IL 61561  
Phone No. 309-923-2891  
e-mail [cmoore@woodford-county.org](mailto:cmoore@woodford-county.org)

The project description, narrative, scope of work and budget can all be found in the attachments hereto.

WCHD understands that funding availability may limit the scope of the project and stands ready to proceed incrementally by following the order of priority as shown in the attachment. WCHD anticipates using a consultant to complete this project and will take care to include a completion date of September 30, 2020 in the Engineering Agreement. WCHD, with the approval of the Woodford County Board, can provide funds for matching provided such matching is reasonable perhaps limited to 20% local participation.

Very truly yours,

Conrad Moore, PE  
County Engineer

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enc

## **SCOPE AND PURPOSE OF DEVELOPING AN ASSET MANAGEMENT PLAN FOR WOODFORD COUNTY**

It is essential for Woodford County to allocate its resources wisely. As the cost of making improvements to its transportation system increases while the amount of dollars available to help with the needed repairs and/or improvements decreases the County must use whatever tools are available to manage the overall operations. The County is of the opinion that this could be accomplished through long-range and short-range planning, which would require developing a computer based asset management plan. Such a plan would not only inventory items, but it would also provide a format for monitoring conditions, scheduled inspections, scheduled repair and/or replacements of the various items included in the program.

The goal is to develop a computer based system that would aid in the development of a short term (one to two year) plan and a long term (five year) plan for both maintenance and capital improvements.

The County has made steps toward this goal by inventorying all highway signs and large drainage structures. These inventories would be brought into the new system so that all items would be accessed via a single dashboard. However, lack of available funds has meant that not all assets have been inventoried.

This project will result in an asset management program that will incorporate existing and new inventories of County assets and allow the flexibility for additional inventories to be completed in the future and seamlessly added to the system. Consideration will be given to creating a public web page to allow for interactive feedback from the public, and an online Infrastructure Operations Dashboard will be developed to be used by County staff for planning purposes.

This will be accomplished by completing an inventory of the various items to be included in the system. The IDOT bridge inventories will also be brought into this single platform. The public web page will be developed to provide users an efficient way to communicate with the County. The Infrastructure Operations Dashboard will allow the County to make data driven decisions.

The goal of this initial project is to develop justification to proceed the next phase of the project. The next phase would provide the equipment and software necessary to allow the County to keep the inventories up to date, to utilize the data to develop and update their long-range and short-range transportation plans, and to gather the necessary data in the field to complete the various inventories as well as determining condition of the various items.

A secondary goal of this initial project would be to consider the feasibility of dual purpose roadway shoulders, which would be an item added to the asset management dashboard. In this regard the Woodford County Highway Department (WCHD) is considering paving the shoulders ( $\pm 5$  feet wide) on County Highway 25 also known as the Santa Fe Trail from Illinois Route 26 easterly to Metamora, Illinois. Doing so would provide a much safer environment for pedestrian traffic (walkers, joggers, in-line skaters) as well as bicycle traffic. Prior to committing to such a project WCHD considers it prudent to conduct a feasibility in this regard.

This  $\pm 9$  mile route runs through a very scenic pastoral portion of western Woodford County. At almost any time of any day area residents can be seen walking, jogging, or bicycling along this route. Most of these folks use the paved portion of the roadway and only move to the aggregate shoulder when confronted by vehicular traffic. A paved 5' to 6' wide shoulder designed and constructed in accordance with Chapter 42 of IDOT's Bureau of Local Roads & Streets Manual would provide a safer lane for non-vehicular traffic.

Furthermore, a collateral benefit of such a paved shoulder would provide an improved recovery area for vehicular traffic.

Shoulders paved with hot mix asphalt 3" thick would cost approximately \$950,000.00. Shoulders paved with oil and chip (A-3) would cost approximately \$500,000.00. The source of funds for either choice is yet to be determined.

The order of priority in developing an asset management program is as follows:

1. Signs
2. Guardrail
- 3 Bridges
4. Determine the feasibility of the above mentioned bicycle/shoulder asset
5. Culverts
6. Pavement
7. Shoulders

The ultimate goal is to create one umbrella type computer system that would provide a dashboard access to any or all of the above items.

It is understood that program is to be limited to conceptual/feasibility work. Actual data collection, computer program development, and equipment acquisition would be in a future phase of this project, and the source of funding for the future phase is yet to be determined. That being said it is anticipated that some, albeit minimal, work will be required to determine the feasibility of the above mentioned bicycle/shoulder asset and to demonstrate the capability of the dashboard concept.

The cost of this initial phase of developing an asset management program as described above is estimated to be \$9,500.00. In the event that a local match becomes necessary be advised that within the County's Matching Fund there is a line item appropriation for studies.



# Call for Projects

## FY 2020 Special Transportation Projects

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### INTRODUCTION

\$90,000 of FY20 PL/FTA funds is being programmed for local jurisdictions to undertake special transportation planning projects in FY20. Jurisdictions may apply for all or part of the \$90,000 but may not request any amount beyond \$90,000. 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 **December 31, 2020**.

### 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 December 31, 2020
- 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 17, 2019	Staff releases Call for Projects and establishes review subcommittee
August 9, 2019	Project proposals due to staff by 4:30pm
Week of August 12, 2019	Subcommittee reviews proposals and makes recommendation to Technical Committee
August 21, 2019	Technical Committee makes recommendation for selected project(s) to Policy Committee
September 4, 2019	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 December 31, 2020.

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 **Friday, August 9, 2019**.

**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.**

Criterion	Maximum Points
Consistency with Goals of FAST Act and LRTP	40
Regional Significance	40
Local Match	10
Partnership with Other Jurisdiction(s)	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