



PPUATS
PEORIA-PEKIN URBANIZED AREA
TRANSPORTATION STUDY
456 FULTON STREET, SUITE 401
PEORIA, IL 61602
PHONE: 309-673-9330
WWW.TRICOUNTYRPC.ORG

NOTICE OF MEETING

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

Wednesday, August 3, 2016 at 9:00 am

**456 Fulton Street, Suite 420
Peoria, IL 61602**

AGENDA

1. Call to Order
2. Roll Call
3. Public Input
4. Public Hearing - Fiscal Year 2017-2020 Transportation Improvement Program (TIP) – Public Comment
5. Approval of Minutes – July 6, 2016 Meeting - *Attached*
6. Chairman's Report
7. Presentation of June Financial Report and Performance Report – *Memo*
8. Approval of Final FY17-FY20 Transportation Improvement Program (TIP) - *Memo*
9. Adoption of Resolution on Transportation Infrastructure Funding - *Attached*
10. Updates:
 - FY17 Special Projects
 - FY16 Special Projects
 - Regional Bike Connectivity Plan
 - STU Subcommittee
11. Next Meeting Date – Wednesday, September 7, 2016
12. Adjournment

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BARTONVILLE CHILlicothe CITYLINK CREVE COEUR EAST PEORIA ILLINOIS DEPARTMENT OF TRANSPORTATION
MORTON PEKIN PEORIA PEORIA COUNTY PEORIA HEIGHTS TAZEWELL COUNTY WASHINGTON WEST PEORIA WOODFORD COUNTY

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

Wednesday, July 6, 2016 at 9:00 am

**456 Fulton Street, Suite 420
 Peoria, IL 61602**

MINUTES

1. Call to Order
 Chairman Rainson called the meeting to order at 9:00 a.m.

2. Roll Call

PPUATS POLICY COMMITTEE

Member	Present	Absent	Member	Present	Absent
Jim Miller, IDOT	X		Jim Ardis, City of Peoria		X
Terrisa Worsfold,* IDOT		X	Rhonda Wolfe, Bartonville		X
Tom O'Neill, Peoria County	X		Tina Hart,* Bartonville		X
Stephen Morris, Peoria County		X	James Dillon, West Peoria		X
Greg Sinn, Tazewell County	X		John Carlson,* West Peoria	X	
Russ Crawford, Tazewell County	X		Ron Rainson, Village of Morton	X	
Barry Logan, Woodford Co.	X		Ginger Herman,* Village of Morton		X
Doug Crew, Chillicothe	X		Matt Fick Peoria Heights		X
John McCabe, City of Pekin	X		Kyle Smith,* Peoria Heights		X
City of Pekin			Fred Lang, Creve Coeur		X
Dave Mingus, City of E. Peoria		X	Gary Manier, Washington		X
Steve Ferguson, City of E. Peoria		X	Jim Culotta,* City of Washington	X	
Scott Reise, City of Peoria	X		Sharon McBride, CityLink		X
Mike Rogers, City of Peoria	X		Josh Moore,* CityLink		X
Nick Stoffer,* City of Peoria	X				

*Alternate

Staff: Hayward, Martino, Eric Miller, and Hannah Martin. Tom Kelso, and Betsy Tracy

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3. Public Hearing - Fiscal Year 2017-2020 Transportation Improvement Program (TIP) – Rogers moved to open the Public Hearing and Crawford seconded. Motion carried.
 - Martino explained the Public Hearing Process
 - Eric Miller said that the 3rd Public Hearing will be the PPUATS Technical meeting on July 20, 2016.
 - Logan asked that in the introduction it states TCRPC as the MPO. Who is the MPO?
 - Martino explained that TCRPC is the MPO and the responsibilities of being the MPO.
 - Eric Miller said they are working on the MOU for IDOT.

4. Public Comment
 - Eric Miller handed out the results from the Transportation Funding Meeting, Resolution for PPUATS Policy to review and accept the language in the MOU and it will then go to Executive Board for approval.
 - Crawford handed out a resolution for the Illinois Transportation Legislative Initiative and a pie chart showing the results.
 - Miller asked if there were any language concerns and if so to contact TCRPC as soon as possible.

5. Approval of Minutes – June 1, 2016 Meeting
Jim Miller moved to approve the June 1, 2016 minutes and McCabe seconded. Motion carried.

6. Chairman's Report – *Attachment*
 - Rainson asked for a list of responsibilities for TCRPC. Wants to review and contact Eric Miller with questions.
 - Rainson WANTS to modify the Coop Agreement and not adopt the produced MOU.
 - Kelso remarked that PPUATS is the MPO
 - Eric Miller wants to review and come back to Policy for approval. He also said that Policy makes the final decision on the UWP budget and the Planning funds are determined by Policy.
 - Logan suggested that you trim back on PPUATS Technical, Policy and Commission Committees.
 - Rainson suggested merging a couple groups.
 - McCabe asked if this would resolve duplication of duties.
 - Eric Miller said he appreciated the conversation and will address the suggestions.
 - Rogers said that transportation, housing and others vices make the region strong and helps the economy.

7. Presentation of May Financial Report and Performance Report – *Memo*
Martino presented the financials and that 63% of the budget has been used. The staff is estimating that \$235,000 will be carried over the FY17.

8. Approval of Draft FY17-FY20 Transportation Improvement Program (TIP) – *Memo*
Sinn moved to approve the Draft FY17-FY20 Transportation Improvement Program (TIP) and Crew seconded. Motion carried.
Martino mentioned to make sure it is in draft.



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- 9.** Update regarding Critical Urban Freight Corridors – *Memo*
Hannah Martin explained that this pot of money is part of the Fast Act- freight transportation eligible funds. The 2 roads being looked are Ill 29 in Pekin and Old Galena Rd.
- 10.** Discussion of Action Items for Regional Bicycle Connectivity Plan – *Memo*
 - Hayward explained they are at the end of the bike plan process. He presented draft action items. Please review action items and give him suggestions by next Friday.
 - Eric Miller asked about a summary from IDOT
 - Hayward said the process is costly for roadways and will have a guidance document.
- 11.** Approval of Memorandum of Understanding (MOU) with IDOT for FTA 5310 Funds – *Memo*
Martino explained this is for IDOT and Paratransit.
McCabe moved to approve the MOU with IDOT for FTA 5310 funds and O'Neill seconded.
Motion carried.
- 12.** Update to Cooperative Agreement Between PPUATS and TCRPC – Draft Memorandum of Understanding (MOU) – *Attachment*
- 13.** Updates:
 - FY17 Special Projects
 - FY16 Special Projects
 - i. Peoria Heights Corridor Plan
Martino reported this project is underway
 - ii. Peoria Wayfinding Plan
Martino reported this project is underway.
 - iii. Peoria Signal Timing Project
Martino reported this is a FY17 project
 - STU Subcommittee
Martino reported there is STU meeting following this meeting
- 14.** Next Meeting Date – Wednesday, August 3, 2016
- 15.** Adjournment
Miller moved to adjourn at 10:20 a.m. and Culotta seconded. Motion carried.

Submitted by:
Eric Miller
Acting Executive Director
Recorder and Transcriber: Debbie Ulrich

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MEMORANDUM

TO: PPUATS Policy Committee
FROM: Staff
SUBJECT: June 2016 Financial Reports and Performance Reports
DATE: August 3, 2016

Action needed by Technical Committee:

Receive and file the June 2016 Financial Report and Performance Report.

Background:

As of the end of June, which is also the end of the fiscal year, 76% of the budget had been expended. We will carry over into FY17 \$183,016.

**PPUATS FINANCIAL REPORT
 June 2016**

	BUDGET	June 2016	YTD	% USED YTD	CARRYOVER
Salaries	\$304,156	\$23,687	\$240,506	79%	\$63,650
Fringe Benefits	\$84,859	\$6,609	\$67,101	79%	\$17,758
TOTAL SALARIES	\$389,015	\$30,295	\$307,607	79%	\$81,408
INDIRECT COSTS	\$194,508	\$15,148	\$153,803	79%	\$40,705
Direct Costs					
Travel/Training/Conferences	\$9,250	\$6	\$6,273	68%	\$2,977
APWA Conference	\$7,500	\$7,500	\$7,500	100%	\$0
Computer Hardware & Software	\$18,500	\$0	\$18,130	98%	\$370
Contractual (Consultants)	\$15,000	\$0	\$550	4%	\$14,450
Contractual - Special Projects	\$90,000	\$17,675	\$47,517	53%	\$42,483
Audit	\$28,000	\$0	\$25,000	89%	\$3,000
Misc (Legal Notices, Printing)	\$2,500	\$177	\$2,611	104%	-\$111
Retroactive Pay	\$0	\$0	\$2,266		-\$2,266
TOTAL DIRECT COSTS	\$170,750	\$25,358	\$109,847	64%	\$60,903
TOTAL	\$754,273	\$70,801	\$571,257	76%	\$183,016

The primary projects being carried over are the completion of the Special Projects, upgrades to the Travel Demand Model, completion of the regional bicycle plan, development of performance measures, and freight planning.

PPUATS MONTHLY PERFORMANCE REPORT

June 2016

Management and Administration

- Hosted PPUATS Policy and Technical meetings
- 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
- Participated in statewide MPO Executive Directors meeting
- Attended CityLink Board meeting
- Participated in CityLink ADA Committee
- Discussed suggested revisions to IDOT Cooperative Agreement with TCRPC Executive Board

Data Development and Maintenance

- Continued to maintain GIS system for the region
- Responded to technical assistance requests for GIS

Long Range Planning

- Continued development of Regional Bike Plan; held Steering Committee meeting
- Worked with STU Subcommittee to revise guidelines/criteria for FY21/22 STU funds
- Developed FY17-FY20 Transportation Improvement Program; distributed for 30 day public review

Short Range Planning

- Monitored progress of FY16 Special Projects
- Programmed FY17 Special Projects funds
- Recommended roads to be designated Critical Urban Freight Corridors
- Discussed transportation infrastructure funding strategy
- Approved Memorandum of Understanding with IDOT Office of Intermodal Project Implementation for FTA Section 5310 funds



MEMORANDUM

TO: PPUATS Policy Committee
FROM: Staff
SUBJECT: Final FY17-FY20 Transportation Improvement Program (TIP)
DATE: August 3, 2016

ACTION NEEDED BY POLICY COMMITTEE:

Adopt the FY17-FY20 TIP.

BACKGROUND:

The FY 2017-2020 Transportation Improvement Program (TIP) is a four-year program of highway and transit projects developed to fulfill the requirements set forth in the FAST Act. The purpose of this document is to identify all street/highway and transit projects plus related enhancement projects programmed from FY 2017 through FY 2020 in the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) Metropolitan Planning Area using federal Department of Transportation funds.

As required by federal regulations, the public has had an opportunity to provide input into the TIP.

The major changes in the FY17-FY20 TIP are:

- Language has been added to define the criteria for amendments that must go through the PPUATS Technical and Policy process:
"Changes to listed projects constitute an amendment when the amount of federal aid being revised is greater than 30% of the federal project cost, when the scope of a project is being changed significantly, or when an additional funding source is being added to a project."
- A new format that will allow staff to make necessary revisions more efficiently.

Due to its size, the Final TIP document has not been attached to the Policy packet. It can be accessed on our web site at <http://www.tricountyrpc.org/transportation-documents>.

Illinois Transportation Legislative Initiative

Resolution of Support to Benefit the Economy & the Citizens of Illinois (80% Highways/20% Transit & Highways Portion at 60% IDOT/40% Local Roads)

WHEREAS, transportation infrastructure is critical to the safety, quality of life and economic vitality throughout Illinois; and

WHEREAS, the transportation system in Illinois is comprised of a seamless network of state highways, county highways, city streets, and township roads, as well as transit, rail and other alternative forms of transportation; and

WHEREAS, citizens are reliant upon the vast and seamless network of public roads to carry business, products, services, postal delivery, parcel delivery, utilities, school bus, agriculture, emergency services; and,

WHEREAS, the users of this system of public roads in Illinois pay for the upkeep and improvement of those public roads through highway user fees; and

WHEREAS, local government is responsible for over 88% of the public road mileage in Illinois carrying 40% of the traffic in the state, thereby contributing 40% of the highway user fees collected by the state, including both motor vehicle revenue paid to the Secretary of State and motor fuel tax paid at the fuel pump; and

WHEREAS, in 2014 only 21.5% of those highway user fees were returned to reinvest in local roads, which was \$577M less than the 40% generated by local roads, which received \$561M in MFT distributions; and

WHEREAS, the continual reinvestment of highway user fees in the basic maintenance that is necessary for every part of the highway network is absolutely essential for those benefits of safety, quality of life and economic vitality to continue; and

WHEREAS, the State of Illinois has not approved a transportation capital program that maintains support of ongoing funding for that continual reinvestment since 1999 and yet local roads in Illinois have experienced costs for basic county highway maintenance in 2014 that were 2.4 times greater than they were in 2000 and those costs continue to climb while local governments are forced to defer and even suspend the most basic maintenance on their local roads; and

WHEREAS, the number of commercial vehicles along with their sizes and weights continue to grow due to the competitive world market requiring improvements to the local road system to safely accommodate such increase in the number, sizes and weights of commercial vehicles in relation with all other highway users; and

WHEREAS, it is critical for every local government to improve their local roads in order to continue to be an effective part of the seamless highway network that allows Illinois to supply its produce, products and services to the world market competitively; and

WHEREAS, the state's economy continues to face pressures that would be mitigated by a public infrastructure capital construction initiative to provide workers throughout Illinois, from highly urbanized to rural areas, with employment, along with jobs associated with capital infrastructure improvement, such as equipment and material suppliers; and

WHEREAS, it is important to focus on the entire transportation system, including local and state roads, interstate highways, bridges, public transit, airports, waterways and freight rail because no partial component operates without other systematic elements of the transportation network; and

NOW THEREFORE BE IT RESOLVED that we hereby notify the Governor, Legislators and the IDOT Secretary that we request the adoption and implementation of the *Illinois Transportation Legislative Initiative* to Benefit the Economy and the Citizens of the State of Illinois; and this *Illinois Transportation Legislative Initiative* specifically requests:

- 1. The Illinois DOT Secretary will seek input from and collaborate with County Engineers, Municipal Street Officials, Township Highway Commissioners and Transit Officials to develop an *Illinois Transportation Plan* to immediately begin to address the needs of our Illinois transportation system using the funding distribution of 80% Highways/20% Transit with the highway funding sub split of 60% IDOT/40% Local Roads, distributing the Local Road share through existing MFT distribution formula; and**
- 2. The Governor and General Assembly will adopt and ensure implementation of an *Illinois Transportation Bill* that requires the distribution of all highway user fees and additional transportation investment at the same funding distribution through the existing MFT distribution formula as identified above.**

BE IT FURTHER RESOLVED that upon adoption, signed copies shall be forwarded to:

- The Honorable Bruce Rauner, Governor of the State of Illinois
- The Honorable John Cullerton, President of the Illinois Senate
- The Honorable Michael Madigan, Speaker of the Illinois House of Representatives
- The Honorable Christine Radogno, Minority Leader of the Illinois Senate
- The Honorable James Durkin, Minority Leader of the Illinois House of Representatives
- The Honorable State Senators & Reps whose districts include any portion of our area;
- Randy Blankenhorn, Secretary of the Illinois Department of Transportation

ADOPTED THIS _____ DAY OF _____, 2016.

IL Transportation Infrastructure Funding Plan:

We have a problem in Illinois besides the budget or lack thereof. We now have a transportation system that has increasing risk for safety problems for our users (business, personal or emergency) and our citizens. We are not maintaining our transportation system to properly avoid these safety concerns.

Cause(s):

1. IL has not kept up on the amount of highway user fees that is dedicated to the roadways. [IL DOT indicates that approximately 75% of the Road Fund is spent on transportation, including road construction, safety, snow plowing and road safety programs. Fully one quarter of the funds are diverted to other state agencies.]
2. IL has not kept up on the amount of highway user fees nor additional investments that has historically been dedicated to Local Roads. In fact, that contribution as a percentage has significantly diminished. This combines with #1 above in a double whack!
3. The costs of supplies and services to maintain highways and roadways have increased significantly. [Cost Increases: Concrete +199%, Asphalt +196%, Fuel +196%, Steel +100%]
4. The IL General Assembly has "swept" funds that were raised and dedicated for our roadways and used them for non-transportation funding. [WQAD reported on May 15, 2013 that "less than half of Illinois road funds [were] spent on roads." An audit report indicated that a large part went to underwrite salaries in various state agencies.]
5. The IL General Assembly has "swept" funds that were raised and dedicated for our roadways and used some of them for *partly* related transportation funding, such as IL State Police funding. However, even in cases that were related, the necessary funding to maintain the quality and safety on our roadways was jeopardized. [Texas has identified \$1.3 Billion just from stopping the transfer of funds to other outside agencies.]
6. In the environment where the state has not remedied this problem, some local municipalities have filled the gap by raising the amount of tax on gasoline for local needs thereby creating uneven gas tax rates, inconsistent road and safety conditions based on governmental boundaries and local pushback to the state attempting to remedy the problem statewide.
7. There is no *IL Transportation Bill* to begin to address and remedy the problem.
8. There is no *IL Transportation Plan* that sets clear goals, strategies and funding requirements to fix the problem.
9. Failure of the IL General Assembly to fix the IL pension reform problem. [Skyrocketing pensions mean less money available for roads; pension's contributions account for 8.2% currently.]
10. The IL DOT has not recently offered a plan for IL Transportation Infrastructure based on collaboration and input from Local Transportation Officials (including county officials and engineers, municipal street, township road and transit officials) and transportation stakeholders (ie., the Transportation for Illinois Coalition). This collaboration and input process had been very effective and served IL well in the past.

11. IL is comparatively lower than most other states in total gas tax (PA-50.3; WA-44.5; NC-35.25;CA-35;RI-34;WV-33.2;ID-33;WI-32.9;MR-32.6;IO-31.8;VT-30.46;SD-OR-MA-30;UT-29.4;MN-28.6;FL-28.4;OH-28;NE-27.7;MT-27;KT-GA-26;KS-25.03;CN-NY-25;WY-MA-24;NH-23.825;NV-23.805;DOC-23.5;ND-DE-23;CO-22;AR-21.8;TN-21.4;LA-20.125 and IL-20.1. These other states are prioritizing their roadway infrastructure to be safe and remain competitive in economic development. 36 states receive more revenue (see list above) and 24 States have increased state taxes in the past 48 months with 50% of the states passing a tax increase to fund infrastructure. The states that have passed the largest funding increases include: VA, GA, PA, MI, TX, NC, MR and WA. 14 other states are currently considering transportation tax increases. These states include those adjoining IL that recognize that the development of their transportation infrastructure is a critical success factor to compete for future economic development.
12. IL loses on gas tax diversions; for every dollar IL sends to the federal government in gas taxes, IL receives 92 cents back.
13. The Feds are becoming less of a partner due to their own budget constraints. Traditionally Feds paid 50-70% of funding but in next 5-10 years the Thompson Research Group forecasts a deep reduction of those shared costs. IL currently contributes only 4% to the FY2016 multi-year transportation program.
14. Finally, the fact that IL has failed year after year to address this critical problem indicates a clear failure of leadership at the federal, state and local levels, including both elected and appointed officials, whose job it is to protect our citizens.

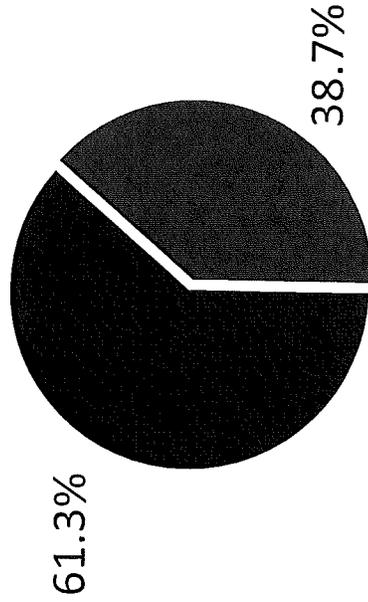
Solution(s):

1. IL DOT will collaborate with Local Transportation Officials (identified above) to develop an ***IL Transportation Plan***.
2. IL state, counties, municipalities, MPO/planning commissions and Local Transportation Officials should prioritize transportation maintenance over new build.
3. Counties, municipalities, MPOs/planning commissions and regional/statewide orgs must stay informed and collaborate with Local Transportation Officials on IL transportation issues.
4. General Assembly members should communicate with and seek input from their District Local Transportation Officials and MPO/Planning Commissions on transportation issues or projects.
5. Local and state elected Officials must lead the effort with ***an IL Transportation Legislative Initiative*** in order to ensure successful passage.
6. Counties and Municipalities will review the ***IL Transportation Legislative Initiative Support Plan*** and pass Resolutions calling for the IL Gov. and General Assembly to adopt and ensure implementation of the ***IL Transportation Legislative Initiative***.
7. The ***IL Transportation Legislative Initiative*** will eliminate all transportation funding diversions, transfers and sweeps for other agencies or purposes, and includes adoption of an ***IL Transportation Bill*** requiring the distribution of new revenue from IL highway user fees and other IL transportation investment at the 80% highways/20% transit split with highways sub split at 60% IDOT/40% Local Roads.

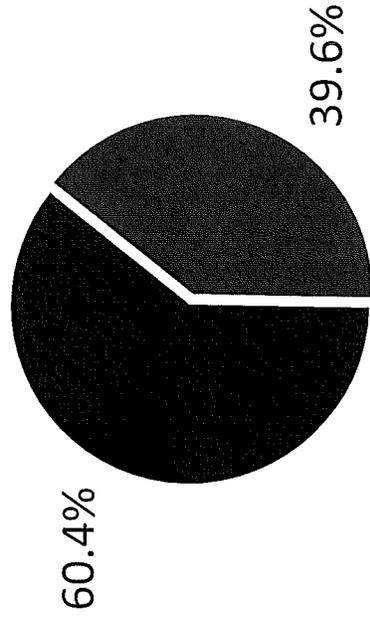
Contribution vs Share of Revenue Stream

Traffic Carried (VMT)

1983



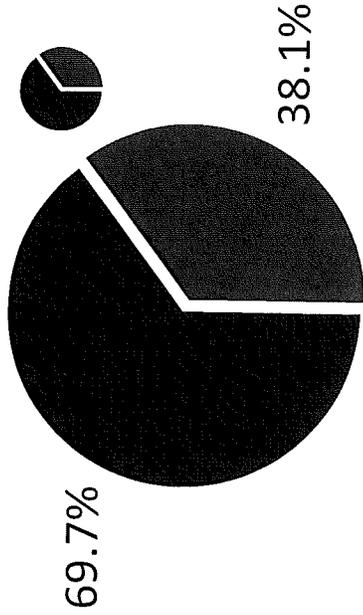
2014



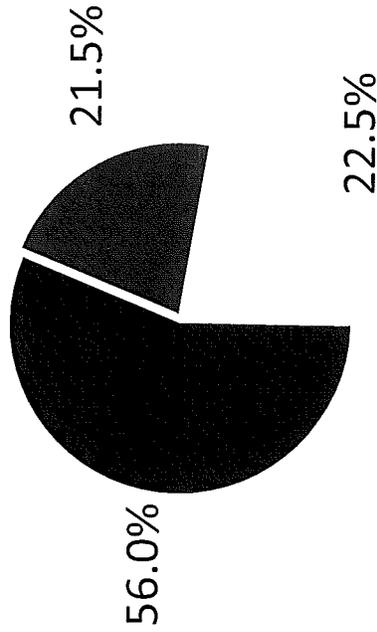
■ IDOT ■ Local Roads

MFT and MVR Returned To:

1983 = 107.8%



2014 = 77.5%



■ IDOT ■ Local ■ Not Returned