

AGENDA

Peoria-Pekin Urbanized Area Transportation Study (PPUATS)

Technical Committee

Wednesday, April 18, 2018 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 – March 21, 2018 Meeting
 5. Presentation of March Financial Report and Performance Report – *Memo*
 6. Recommend to Policy Committee FY19 Unified Work Program (UWP) – *Attachment*
 7. Recommend to Policy Committee Intergovernmental Agreement for Safety Performance Measures – *Attachment*
 8. Updates
 - a. FY18 Special Projects and Metropolitan Planning Funds
 - b. IDOT Local Roads
 - c. Announcement of Spring Symposium – “Productive Streets: The Driving Force for a Stronger Region”
 9. Other
 - a. Next meeting scheduled for May 16, 2018
 10. Adjournment

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MINUTES
Peoria-Pekin Urbanized Area Transportation Study (PPUATS)
Technical Committee
Wednesday, March 21, 2018 at 9:00 am
456 Fulton St, Suite 420
Peoria, IL 61602

1. Call to Order
Vice chairman Andrews called the meeting to order at 9:00 am

2. Roll Call

Representative	Present	Absent	Representative	Present	Absent
Amy Benecke-McLaren, Peoria County	x		Ed Andrews City of Washington	x	
Jeff Gilles, Peoria County	x		Jon Oliphant, City of Washington		x
Vacant Peoria County*			Patrick Meyer, Village of Bartonville	x	
Craig Fink, Tazewell County	x		Terissa Worsfold, IDOT	x	
Dan Parr, Tazewell County		x	Karen Dvorsky* IDOT	x	
Lindell Loy, Woodford County		x	Henry Strube, Jr. Village of West Peoria		x
Bill Lewis, City of Peoria	x		Alicia Hermann, Village of West Peoria*		x
Nick Stoffer, City of Peoria	x		Craig Loudermilk, Village of Morton		x
Stephen Letsky, City of Peoria	x		Frank Sturm, Village of Morton*		x
Jane Gerdes,* City of Peoria		x	Kenneth Coulter, City of Chillicothe		x
Andrea Klopfenstein City of Peoria		x	Courtney Allyn, Village of Creve Coeur		x
Michael Guerra, City of Pekin	x		Doug Roelfs, City Link		x
Katy Shackelford,* City of Pekin	x		Joe Alexander*, City Link	x	
Rick Semonski, City of East Peoria			Gene Olson, MAAP		x
Ty Livingston, City of East Peoria	x		Eric Miller, TCRPC	x	
Kyle Smith, Peoria Heights		x	Rich Becklin, Village of Germantown Hills	excused	
Matt Fick*, Peoria Heights		x			

*Alternate Staff: Harms, Martin, Lees, Hendon, Bruner. Also, present: Simon Alwan-IDOT, Ricardo Recendez-IDOT, Mike Vanderhoff, and Doug Delille- IDOT. Sorrel, and Rand

3. Public Comment-none
4. Approval of Minutes – February 21, 2018 Meeting
Gilles moved to approve the February 21, 2018 minutes and Fink seconded. Motion carried.
5. Presentation of February Financial Report and Performance Report – *Memo*
Harms presented the following on the February 2018 Financials:
 - Total budget for FY18 is \$1,018,148. This includes the FY18 budget of \$787,861 plus carry over of \$230,287. As of the end of February 2018, PPUATS has expended approximately 52% of its budget.
6. Recommend to Policy Committee Repurposing of FY22 STU Funds from Willow Knolls Drive/Allen Road Intersection to Glen Avenue – *Attachment*
Gilles moved to recommend to Policy Committee Repurposing of FY22 STU Funds from Willow Knolls Drive/Allen Road Intersection to Glen Avenue and Letsky seconded. Roll call vote was taken passing 9 to 4. Motion carried.
 - Harms introduced a letter from Peoria County which asks that the amount for FY22 STU funds \$1,274,000 be used for Willow Knolls/Allen Road Intersection to Glen Avenue.
 - Chairman Rand of Peoria County explained they are making this a priority.
 - Sorrell explained the need for this to be completed this year.
 - Meyer asked what about the process of choosing what is to be done.
 - Miller explained that Policy discussed the issue at their last meeting and wanted Technical to review and recommend to Policy.
 - Meyer feels it is dangerous to change the process and is setting precedent to do this.
 - McLaren said this a unique, one-time request with extenuating circumstances.
 - Rand asked that PPUATS not punish Peoria County for prioritizing the Willow/Allen project and performing the project locally.
 - Fink explained his concern with funds being repurposed outside of the formal process.
 - Meyer said we should not veer from the process. Need to go thru process.
 - Semonski asked if any other projects did not get taken.
 - Miller explained all projects submitted are needed but this project is regionally significant and fairly urgent.
 - Shackelford discussed of project failure and process.
7. Recommend to Policy Committee TIP Amendment: US-24 Business Resurfacing – *Attachments*
Stoffer moved to recommend to Policy Committee TIP Amendment: US- 24 Business Resurfacing and Semonski seconded. Motion carried.
 - Worsfold explained the addition of the resurfacing project to resurface Business 24 from East of Lynn in Washington to US 24 West of Eureka. Project currently scheduled for 6/15/2018 letting.
8. Recommend to Policy Committee Contract for PPUATS Urban Pavement Survey (PUPS) with Selected Consultant
Fink moved to recommend to Policy Committee Contract for PPUATS Urban Pavement Survey (PUPS) and Guerra seconded. Motion carried.

- Martin explained the overview and new approach of to build historical data.
- Miller said this is a fresh approach and extra data capabilities to pavement management.
- Andrews asked the timeframe and expense? Martin commented that 334 center line miles @ \$74,000. Base cost is \$220 to \$287 per mile.
- Guerra sked how to check into this?
- Miller said they will do what you want and how to receive the information received. Using State Planning Funds of \$105,000 will be available for future years.
- Meyer said this is a snapshot of eligible roads by PCI and value of projects need to be done.
- Worsfold mentioned that when they drive the routes they collect the data and keep it if you want for future use.
- Miller said they approved a consultant and amount and will approve at next Policy meeting.

9. Presentation of Draft FY19 Unified Work Program (UWP)

Harms explained this the Draft FY19 UWP budget. Make sure and check MPO funds and see all the plans. The Final draft will be next month.

- Shackelford asked if in house planning was included. And Harms said yes.
- Vanderderhoof mentioned the additional funds for planning for next month. These funds will help to implement plans for Long Range Plans, Freight or Port Plans. The call for projects is April 13th. Submit the projects to IDOT.
- Miller said to let TCRPC know and we will send a letter of support.

10. Updates

a. FHWA/FTA Quadrennial Review

Harms reported on the representatives that came and performed an overview of the planning operations according to the MPO. Was a positive experience with few recommendations and several commendations. There was no corrective action needed. We should be certified by Federal government for 4 more years.

b. Transportation Alternatives (TAP)

Harms reported Policy approved the next TAP round thru 2020 end of Fast Act. There will be a call for projects on IDO issues of what out funding will be each year with \$290,000 on construction only.

Miller said we will report back to committee on how much money you used for TAP projects.

c. FY18 Special Projects and Metropolitan Planning Funds

- Harms reported on the Pavement Management System
- Shackelford reported on Derby Corridor Study is in final draft have by end of April

d. IDOT Local Roads

Alwan reported on the safety application that is due by the end of month, and that Old Galena Road should begin construction by April 9th.

11. Other

- a. Next meeting scheduled for April 18, 2018

12. Adjournment

Semonski moved to adjourn at 10:30 am and Meyer seconded. Motion carried.

Submitted by:

Eric W. Miller

Executive Director

Recorded and transcribed by: Debbie Ulrich

DRAFT



MEMORANDUM

TO: PPUATS Technical Committee
FROM: Staff
SUBJECT: March 2018 Financial Report and Performance Report
DATE: April 18, 2018

Action needed by Technical Committee:

Receive and file the March 2018 Financial Report and Performance Report.

Background:

The total budget for FY18 is \$1,018,148. This includes the FY18 budget of \$787,861 plus the carryover of \$230,287. As of the end of January 2018, PPUATS has expended approximately 62% of its budget.

FY18 + Carryover PL/FTA Budget – March 2018

	FY18 + CARRYOVER	Sep-17	YTD	% USED YTD	REMAINING
Salaries	\$356,333	\$31,893	\$252,252	71%	\$104,081
Fringe Benefits	\$92,132	\$8,656	\$66,393	72%	\$25,739
TOTAL SALARIES	\$448,465	\$40,548	\$318,645	71%	\$129,820
INDIRECT COSTS	\$250,647	\$22,626	\$177,804	71%	\$72,843
Direct Costs					
Travel/Training/Conferences	\$18,231	\$2,226	\$7,320	40%	\$10,911
APWA Conference	\$7,500		\$0	0%	\$7,500
Computer Hardware & Software	\$39,408	\$1,618	\$30,869	78%	\$8,539
Contractual - Engineering	\$24,092		\$0	0%	\$24,092
Contractual - Special Projects	\$190,305	\$33,454	\$80,816	42%	\$109,489
Audit	\$36,000		\$16,000	44%	\$20,000
Misc (Legal Notices, Printing)	\$3,500		\$2,697	77%	\$803
Retroactive Pay	\$0		\$0	0%	\$0
TOTAL DIRECT COSTS	\$319,036	\$37,298	\$137,702	43%	\$181,334
TOTAL	\$1,018,148	\$100,473	\$634,151	62%	\$383,997

PPUATS MONTHLY PERFORMANCE REPORT

March 2018

Management and Administration

- Hosted meetings of PPUATS Policy and Technical 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
- Underwent successful FHWA/FTA quadrennial review
- Continued development of FY19 Unified Work Program (UWP)
- Continued development of FY19-22 Transportation Improvement Program (TIP)

Data Development and Maintenance

- Continued to maintain GIS system for the region
- Continued work on TCRPC/PPUATS website update
- Responded to technical assistance requests for GIS

Long Range Planning

- Continued to implement Regional Bicycle Plan
- Continued discussion and planning for 2020-2045 Long-Range Transportation Plan
- Began preparations for FY18-20 Transportation Alternatives (TAP) funding round

Short Range Planning

- Monitored progress of FY17 and FY18 Special Projects funds
- Researched and projected Safety performance measure targets
- Monitored and made administrative changes to TIP

PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY

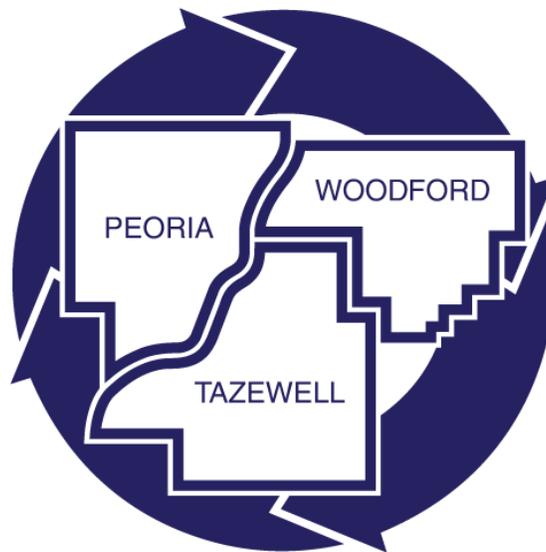
DRAFT Fiscal Year

2019

UNIFIED WORK PROGRAM

Adopted by PPUATS Policy Committee: TBD, 2018

Adopted by Tri-County Regional Planning Commission: TBD, 2018



Tri-County Regional Planning Commission
456 Fulton Street, Suite 401, Peoria, Illinois 61602

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Introduction

The Tri-County Regional Planning Commission was established to promote intergovernmental cooperation, regional planning, and a vision for the future. The Commission exists to serve the residents of Peoria, Tazewell and Woodford Counties by offering a forum for leaders of local government, and to develop a vision for the future by defining regional issues, setting goals, and cooperatively implementing plans. The Tri-County Regional Planning Commission is the “Steward of the Regional Vision.”

The Tri-County Regional Planning Commission provides staffing for the Peoria-Pekin Urbanized Area Study (PPUATS), which is recognized as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area. As the MPO, PPUATS provides technical and policy level decision-making leadership for transportation planning and programming within the Urbanized Area and the 20-Year Metropolitan Planning Boundary.

The PPUATS organization comprises two committees. The Policy Committee directs the transportation planning activities of the urbanized area. It is responsible for adopting and implementing policies and plans to meet federal guidelines, including but not limited to the Long Range Transportation Plan, the Transportation Improvement Program, and the annual Unified Work Program. It is composed of elected leaders from the major jurisdictions in the urbanized area.

The Technical Committee works under the direction of the Policy Committee. It provides the technical expertise to the process and prepares, reviews, and recommends actions to the Policy Committee for their approval. The Technical Committee is composed of staff from the participating jurisdictions.

The membership of the Policy and Technical Committees can be found on the following page.

Peoria/Pekin Urbanized Area Transportation Study (PPUATS) Membership

Community (No. of Seats)	Policy Committee	Technical Committee
City of Peoria (3)	James Ardis (*Ross Black) Patrick Urich (*Nick Stoffer) Scott Reeise (*Jane Gerdes)	Bill Lewis Nick Stoffer (*Jane Gerdes) Stephen Letsky (*Andrea Klopfenstein)
Peoria County (2)	STEPHEN MORRIS – CHAIR Thomas O’Neill	Amy Benecke-McLaren Jeff Gilles
Tazewell County (2)	Greg Sinn (*Greg Menold) Mike Harris	Craig Fink Dan Parr
Woodford County (1)	Doug Huser	Lindell Loy
City of Pekin (1)	JOHN MCCABE – VICE CHAIR (*Mark Rothert)	Michael Guerra (*Katy Shackelford)
City of East Peoria (1)	Dave Mingus (*Jeff Eder)	Ric Semonski (*Ty Livingston)
City of Washington (1)	Gary Manier (*Jim Culotta)	ED ANDREWS – VICE CHAIR (*Jon Oliphant)
Village of Bartonville (1)	Leon Ricca (*Bob Lawless)	Patrick Meyer
Village of West Peoria (1)	James Dillon (*Kinga Krider)	Henry Strube, Jr. (*Alicia Hermann)
Village of Morton (1)	Jeff Kaufman (*Ginger Herman)	Craig Loudermilk (*Frank Sturm)
Village of Peoria Heights (1)	Matt Fick (*Kyle Smith)	KYLE SMITH – CHAIR (*Matt Fick)
Village of Creve Coeur (1)	Fred Lang (*Terry Koegel)	Courtney Allyn
City of Chillicothe (1)	Don White	Ken Coulter
Village of Germantown Hills (1)	Mike Hinrichsen	Rich Becklin
Greater Peoria Mass Transit (1)	Sharon McBride (*Doug Roelfs)	Doug Roelfs (*Joe Alexander)
I.D.O.T. – District 4 (1)	Karen Dvorsky (*Terrisa Worsfold)	Terrisa Worsfold (*Karen Dvorsky)
Greater Peoria Airport Auth.	N/A	Gene Olson
Tri-County RPC	N/A	Eric Miller

Notes: OFFICER, (*Alternate)

TCRPC/PPUATS Staff

Eric Miller, Executive Director
 Ray Lees, Planning Program Manager
 Ryan Harms, Planner III
 Andrew Hendon, GIS Specialist III
 Hannah Martin, Planner II
 Reema Abi-Akar, Planner I
 Michael Bruner, Planner I
 Britney West, GIS Intern
 Debbie Ulrich, Office Manager
 Deborah Stratton, Accountant

Fiscal Year 2019 Unified Work Program

The Unified Work Program (UWP) identifies the funds and activities to be conducted by PPUATS during the period July 1, 2018 to June 30, 2019 (FY19). The UWP coordinates planning related to highways, transit, and other surface transportation modes. The development of the UWP was coordinated with the PPUATS Policy Committee, the PPUATS Technical Committee, the Greater Peoria Mass Transit District, and the Illinois Department of Transportation.

Funding

The UWP includes federal funding for transportation planning provided by FHWA Section 5305(d) and FTA Section 5305(e), along with the local match provided by the PPUATS member communities. The total amount of funding available for FY19 is:

Description	Federal	Local	Total
FY19 FHWA PL 5305(d)	\$508,094	\$127,024	\$635,118
FY19 FTA 5303(e)	\$145,839	\$36,460	\$182,299
Total FY18 PL/FTA Funding	\$653,934	\$163,483	\$817,417

The UWP also includes state funding for transportation planning provided by IDOT as State Metropolitan Planning funds. These funds are intended to supplement PPUATS' federal transportation funds and to help the MPO fulfill its obligations for transportation planning. The funds require no local match. The total amount of funding available for FY19 is:

Description	State	Local	Total
IDOT Metropolitan Planning Funds	\$160,000	\$0	\$160,000

FY18 Accomplishments

The primary accomplishments of the MPO in FY18 included:

- Continued to implement the FY 2015-2040 Long-Range Transportation Plan, adopted in March 2015;
- Developed the FY 2019-FY2022 Transportation Improvement Program;
- Worked with municipalities, counties, and IDOT to process amendments to the FY2018-2021 TIP;
- Updated the Public Participation Plan;
- Cooperated with FHWA and FTA for 2017-18 Quadrennial Review;
- Continued to utilize Travel Demand Modeling (TDM) capabilities to serve the region;
- Continued to work with the Human Services Transportation Plan Committee to coordinate transportation needs in the urbanized area;
- Continued to support the Eastern By-Pass Coalition, a regional group of partners who support the Eastern By-Pass with river crossing;
- Continued the Regional Server Partnership which provided local government organizations with a low-cost location to store and disseminate spatial (GIS) data;
- Hosted internet mapping sites that allow internal and external (public) access to organizational data;
- Began implementation phase of the Regional Bicycle Plan;
- Continued to work with transit providers to provide service in parts of the urbanized area that do not have transit service;
- Named a Planner I and GIS Specialist I for the organization;
- Oversaw special transportation planning studies, performed by consultants:
 - Chillicothe 4th Street Corridor Revitalization Plan;

- East Peoria Sidewalk Plan and ADA Compliance Study;
- Pekin Derby Street Corridor Plan and Revitalization Study; and
- Peoria Downtown Wayfinding Study;
- Monitored efforts to acquire and railbank the Hanna City rail corridor;
- Developed scope and oversaw consultant selection for regional pavement management system;
- Monitored ground level ozone statistics and followed USEPA revisions to regulations;
- Performed asset management for Village of Peoria Heights and Bartonville;
- Undertook pilot project for roadway asset management for Washington Township;
- Undertook pilot project for guardrails for Limestone Township;
- Researched and adopted State safety performance measure targets;
- Organized regional complete streets symposium;
- Authored transportation-related articles for local/regional publications;
- Updated Commission/MPO website; and
- Applied for and received FTA Section 5310 funding to provide transit and para-transit services in the urbanized area.

Work Program

Specific transportation planning tasks to be undertaken by the MPO in FY19 are organized into four major categories:

- Task 1: Management and Administration
- Task 2: Data Development and Maintenance
- Task 3: Long Range Planning
- Task 4: Short Range Planning

This Work Program was developed using the ten Planning Factors found at 23 CFR 450.306. The Planning Factor or Factors addressed by each Task on the following pages are indicated in parentheses after the Task Description. The Planning Factors are identified by its two-letter abbreviation.

- Support Economic Vitality of the Metropolitan Area **EV**
- Increase Transportation System Safety for Motorized and Non-Motorized Users **SS**
- Increase Transportation System Security for Motorized and Non-Motorized Users **TS**
- Increase Accessibility and Mobility of People and Freight **AM**
- Protect and Enhance the Environment **EE**
- Enhance the Connectivity and Integration Between Modes **CI**
- Promote Efficient System Management and Operation **MO**
- Emphasize the Preservation of the Existing System **PE**
- Improve the Resiliency and Reliability of the Transportation System and Reduce or Mitigate Stormwater Impacts of Surface Transportation **RR**
- Enhance Travel and Tourism **ET**

Ladders of Opportunity

The FTA has established a program, known as Ladders of Opportunity, to expand transit service for the purpose of connecting disadvantaged and low-income individuals, veterans, seniors, youths, and others with local workforce training, employment centers, health care, and other vital services.

The Goals of the Ladders of Opportunity Program are:

- **Enhancing access to work** for individuals lacking ready access to transportation, especially in low-income communities;
- **Supporting economic opportunities** by offering transit access to employment centers, educational and training opportunities, and other basic needs; and
- **Supporting partnerships and coordinated planning** among state and local governments and social, human service, and transportation providers to improve coordinated planning and delivery of workforce development, training, education, and basic services to veterans, seniors, youths, and other disadvantaged populations.

The Tri-County Regional Planning Commission and the Peoria-Pekin Urbanized Area Transportation Study have, and will continue, to embrace these goals. In the past, TCRPC was the Designated Recipient for Job Access Reverse Commute (JARC) funds and New Freedom funds in the urbanized area. TCRPC is currently the co-designated recipient, along with IDOT-IPI, for FTA Section 5310 funds.

Tasks included in this UWP that address the goals of the Ladders of Opportunity Program are:

- Implement the Human Service Transportation Plan (HSTP) for the urbanized area;
- Update the Human Service Transportation Plan (HSTP);
- Develop a plan to provide transit and para-transit services in those areas of the urbanized area that are not served by a public transit system;
- Program FY17 and FY18 FTA 5310 funds based on the goals of the HSTP; and
- Provide planning and technical support to transit and para-transit providers.

FY18 Carryover

The amount of federal carryover funds from the FY18 Agreement is **to be determined**. This amount will be utilized in addition to the \$817,417 of FHWA and FTA funds listed throughout this document.

Carryover funds are broken down as follows:

Budget Category	Carryover Amount
Wages	TBD
Special Projects Consultants	TBD
All Other Direct Costs	TBD
Indirect Costs	TBD
Carryover Total	TBD

FY18 Carryover Tasks and Objectives

Once a reasonable, estimated amount is determined, tasks and objectives will be identified for FY18 Carryover Funds.

Task 1: Management and Administration

PPUATS must ensure that the transportation process is conducted in conformity with applicable federal and state regulations. The PPUATS Policy Committee oversees the transportation planning process and makes final decisions on the activities of PPUATS.

Previous Work

- Organized and provided support for PPUATS Technical and Policy Committees meetings;
- Prepared PPUATS monthly status reports for PPUATS and IDOT;
- Prepared quarterly financial and progress reports for federal grants through FTA;
- Maintained PPUATS database of media, consultants, and state and local officials;
- Recruited and hired PPUATS staff as needed;
- Recruited and hired interns to collect data and do research;
- Developed materials and information to support decisions by PPUATS' committees;
- Attended monthly TCRPC meetings in order to keep Commission informed of PPUATS decisions;
- Purchased and upgraded software (including GIS) in support of planning activities;
- Purchased and upgraded computer equipment to enhance transportation planning activities;
- Maintained TCRPC website;
- Prepared grant applications for federal and state funding;
- Prepared Indirect Cost Rate Proposal;
- Maintained financial management system;
- Processed invoices and payroll;
- Contracted for Annual Compliance Audit;
- Administered Personnel, Affirmative Action, EEO Programs, and other agency policies;
- Registered with GATA, complete questionnaire, and ensure compliance;
- Updated the Public Participation Plan; and
- Developed and approved a Memorandum of Understanding with TCRPC.

Objectives

PPUATS must conduct federal and state mandated program administration requirements by supporting the functions of the Policy and Technical Committees and any subcommittees in carrying out the transportation planning process. Specific objectives are:

- To establish administrative procedures for the organization of the planning process;
- To coordinate the planning activities of PPUATS with other transportation agencies;
- To ensure that the transportation process is conducted in conformity with applicable federal and state regulations; and
- To maintain accounting records in conformity with applicable federal and state regulations.

Products and Staff Activities *(These Activities Support All Ten Planning Factors)*

- Prepare monthly and annual financial and performance reports for the transportation planning program;
- Amend, if necessary, the FY19 UWP;
- Develop the FY20 Unified Work Program;
- Provide staff support for PPUATS Technical and Policy Committees;
- Provide staff support for Human Service Transportation Plan – Urban Subcommittee;

- Administer (provide quarterly reports, process invoices, etc.) JARC, New Freedom, and Section 5310 projects that have not been closed out;
- Recruit and hire new PPUATS personnel (if necessary) and prepare employee evaluations;
- Administer the Personnel, Affirmative Action, EEO Program, Title VI, and other agency policies;
- Serve as a liaison between local governments and state and federal agencies;
- Provide general program management and supervisory functions;
- Monitor the UWP budget;
- Administer requests for proposals/qualifications and consultant selection for special studies;
- Perform an audit of the FY18 Financial Statements of PPUATS/TCRPC;
- Purchase software and hardware to support transportation planning functions;
- Support Policy Committee and Technical Committee with agendas, minutes, reports;
- Maintain technical and professional subscriptions and association membership dues;
- Maintain and update PPUATS information on the TCRPC website;
- Organize meetings and public hearings as necessary;
- Participate in local, state and federal conferences, meetings, seminars, and training programs related to transportation; and
- Develop the Annual Listing of Federally Obligated Projects.

Task 1 Budget

	Federal Funds	Local Match	Total
FY19 FHWA	\$116,576	\$29,144	\$145,720
FY19 FTA	\$33,461	\$8,365	\$41,926
FY19 Total	\$150,037	\$37,509	\$187,546

All work will be performed by staff, except the financial audit, which will be performed by an independent auditor.

Task 2: Data Development and Maintenance

Objective

Information is crucial to the planning process. This Task has been established to gather, maintain, and disseminate social, economic, and transportation data in an efficient and logical manner. Surveillance and data base management activities have been integral aspects of the transportation planning process since the initial PPUATS plan was completed in 1970. The effective maintenance of these activities provides the basis from which all transportation planning and policies will evolve in the future.

These work elements define the areas of concentration for data base development, information collection, and information dissemination. Technology has advanced quickly in the area of data procurement with a considerable amount of data now available. Maintaining and building an effective comprehensive planning database and network is the main focus for this element of the work program.

Products and Staff Activities

- Coordinate activities for a comprehensive region-wide land use, demographic, economic and transportation database for analyzing trends in the long range planning process **EV**
- Coordinate and collaborate with regional and local entities to provide requested transportation data/information **SS, MO**
- Continue a process designed to lead to the development of a regional GIS capability **MO**
- Assist the census bureau in updating information as needed **EV**
- Continue in structuring, expanding, updating, and maintaining transportation data layers in a Geographic Information System (GIS) **MO**
- Lead and assist communities in developing GIS transportation applications that will benefit the region at large, including asset inventories and asset management tools **MO, RR**
- Coordinate with IDOT and other state agencies on statewide GIS development **MO**
- Ensure that the Urbanized Area boundary and the 20-year Planning Boundary remain updated and accurate **MO**
- Update the Travel Demand Model to include current ADT information and signal timing information **MO, SS, EE**
- Continue to use the Travel Demand Model to project future transportation volumes for proposed surface transportation improvements **MO, PE**
- Integrate Travel Demand Model with CommunityViz **EV, MO**
- Continue the Regional Server Partnership which provides local government organizations with a low-cost location to store and disseminate spatial (GIS) data **MO**
- Continue to host internet mapping sites that allow both internal and external (public) access to organizational data **MO, RR**
- Develop and launch regional pavement management system for MPO members **SS, TS, MO, PE, RR**

Task 2 Budget

	Federal Funds	Local Match	Total
FY19 FHWA	\$117,016	\$29,254	\$146,270
FY19 FTA	\$33,587	\$8,397	\$41,984
FY19 Total	\$150,603	\$37,651	\$188,254

All work will be performed by staff, except for Travel Demand Modeling, which will be performed by a consultant.

Task 3: Long Range Planning

Objective

Manage and support a planning process that incorporates an appropriate level of involvement and understanding by local governmental agencies, special interests, and the general citizenry in the activities and policies associated with the continuing, comprehensive, and coordinated (3-C) local transportation planning process.

Products and Staff Activities

- Implement the FY 2015-2040 Metropolitan Transportation Plan **EV, SS, TS, AM, EE, CI, MO, PE**
- Begin development of FY 2020-2045 Metropolitan Transportation Plan **EV, SS, TS, AM, EE, CI, MO, PE**
- Monitor the Performance Measures outlined in the FY2015-2040 Metropolitan Transportation Plan **EV, SS, TS, AM, EE, CI, MO, PE**
- Develop a Performance Management approach to transportation planning and programming as required by MAP-21/FAST Act **SS, TS, MO, PE**
- Develop Safety Performance Measures **SS, TS, MO, PE, RR**
- Develop Road/Bridge Condition Performance Measures **SS, TS, MO, PE, RR**
- Develop System Performance/Freight/CMAQ Measures
- Continue non-motorized transportation planning, including bike/ped traffic counts, trail plans in small communities **AM, CI**
- Coordinate with the Greater Peoria Economic Development Council on transportation elements of the Comprehensive Economic Development Strategy (CEDS), a requirement of the Economic Development Administration (EDA) **EV**
- Develop a plan to provide transit and para-transit service in those areas of the urbanized area that are not served by a public transit system **AM**
- Work with local agencies to develop policies that apply storm water management best practices to transportation projects **EE, RR**
- Organize a series of seminars regarding the future of various transportation modes in the region
- Implement the Human Service Transportation Plan for the Urbanized Area **AM**
- Promote passenger/commuter rail for the region **EV, AM, EE**
- Continue to dedicate resources to freight transportation planning **EV, AM, CI**
- Program \$90,000 in FY19 funds for Special Projects **EV, SS, TS, AM, EE, CI, MO, PE**
- Oversee completion of scope additions to FY18 Special Projects **AM, MO**
- Update the Human Services Transportation Plan (HSTP) **EV, SS, TS, AM, EE, CI, MO**
- Coordinate with regional stakeholders to promote multimodal freight transportation options for the region as related to surface transportation **EV, AM, CI**

Task 3 Budget

	Federal Funds	Local Match	Total
FY19 FHWA	\$146,050	\$36,512	\$182,562
FY19 FTA	\$41,921	\$10,480	\$52,401
FY19 Total	\$187,971	\$46,992	\$234,963

All work will be performed by staff, except for Special Projects, for which consultants will be hired and the future transportation seminars, which will be led by outside subject matter experts.

Task 4: Short Range Planning

Objective

PPUATS must continually fulfill various state and federal requirements in support of regional and local projects. Short-range planning functions are those that address near-term needs or requirements.

Products and Staff Activities

- Develop the FY2019-2022 Transportation Improvement Program (TIP) *EV, SS, TS, AM, EE, CI, MO, PE*
- Amend the adopted TIP as needed *EV, SS, TS, AM, EE, CI, MO, PE, RR, ET*
- Begin process to update the Congestion Management Process to be completed in FY20 *SS, TS, MO*
- Program FY17 and FY18 FTA Section 5310 funds in the urbanized area, both capital (CVP) and non-capital funds, based on the goals of the Human Service Transportation Plan *AM*
- Maintain/Update the STU program of projects as needed *MO, PE*
- Program STU and other federal transportation funds as available *MO, PE*
- Administer Transportation Alternative Program (TAP) funds *AM, CI*
- Program FY17-20 Transportation Alternatives (TAP) funds *SS, EE, RR, ET*
- Promote alternative transportation modes such as transit, walking, and bicycling *AM, CI*
- Support the Eastern Bypass Coalition *EV*
- Continue to monitor air quality issues as they relate to transportation planning (Note: As of March 2018, the region is in attainment) *EE*
- Develop a regional model Complete Streets policy *EV, SS, AM, EE, PE, RR, ET*
- Coordinate with IDOT to pursue update of regional Intelligent Transportation System (ITS) Architecture *SS, TS, AM, MO*
- Develop an Off-Road Multi-Use Facility Study for the City of Pekin *EV, SS, EE, ET*
- Provide technical support to transit and paratransit providers *AM*

Task 4 Budget

	Federal Funds	Local Match	Total
FY19 FHWA	\$128,453	\$32,113	\$160,567
FY19 FTA	\$36,870	\$9,218	\$46,088
FY19 Total	\$165,323	\$41,331	\$206,654

All work will be performed by staff except for development and data collection for the pavement management system, which will be completed by a consultant.

EXHIBIT I: Work Program Cost Distribution

Program Year FY19

Task	UWP Category	Total Costs	IDOT - PL Reimbursement	Local Match	Total IDOT-PL	FTA Reimbursement	Local Match	Total FTA
1	Management and Administration	\$187,546	\$116,576	\$29,144	\$145,720	\$33,461	\$8,365	\$41,826
2	Data Development and Maintenance	\$188,254	\$117,016	\$29,254	\$146,270	\$33,587	\$8,397	\$41,984
3	Long-Range Planning	\$234,963	\$146,050	\$36,512	\$182,562	\$41,921	\$10,480	\$52,401
4	Short-Range Planning	\$206,654	\$128,453	\$32,113	\$160,567	\$36,870	\$9,218	\$46,088
	TOTAL	\$817,417	\$508,094	\$127,024	\$635,118	\$145,839	\$36,460	\$182,299

EXHIBIT II: Line Item Budget
Program Year FY19

	Annual Salary	% of Time	Direct Labor	Federal	Local	Total
<u>Salaries</u>						
Executive Director	\$105,063	60%	\$63,038	\$50,430	\$12,608	\$63,038
Planning Program Manager	\$92,455	70%	\$64,719	\$51,775	\$12,944	\$64,719
Planner III	\$50,430	80%	\$40,344	\$32,275	\$8,069	\$40,344
Planner II	\$46,228	50%	\$23,114	\$18,491	\$4,623	\$23,114
Planner I	\$44,126	70%	\$30,888	\$24,711	\$6,178	\$30,888
Planner I	\$44,126	70%	\$30,888	\$24,711	\$6,178	\$30,888
GIS Specialist III	\$51,439	50%	\$25,719	\$20,575	\$5,144	\$25,719
GIS Specialist I	\$40,500	50%	\$20,250	\$16,200	\$4,050	\$20,250
Office Administrator	\$44,336	21%	\$9,311	\$7,449	\$1,862	\$9,311
Subtotal Salaries			\$308,270	\$246,616	\$61,654	\$308,270
<u>Salaries (Part-Time/Temporary)</u>						
Interns	\$10,000	100%	\$10,000	\$8,000	\$2,000	\$10,000
Accountant	\$35,178	25%	\$8,795	\$7,036	\$1,759	\$8,795
Subtotal Part-Time Salaries			\$18,795	\$15,036	\$3,759	\$18,795
Total Salaries			\$327,065	\$261,652	\$65,413	\$327,065
Fringe Benefits	27.14%		\$83,665	\$66,932	\$16,733	\$83,665
Indirect Costs	55.89%		\$229,557	\$183,645	\$45,911	\$229,557
Total Personnel			\$640,286	\$512,229	\$128,057	\$640,286
<u>Direct Costs</u>						
Travel/Training/Conferences			\$15,000	\$12,000	\$3,000	\$15,000
APWA Conference			\$7,500	\$6,000	\$1,500	\$7,500
Equipment - Hardware & Software			\$25,000	\$20,000	\$5,000	\$25,000
Contractual - Special Projects			\$100,631	\$80,505	\$20,126	\$100,631
Contractual - Audit			\$24,000	\$19,200	\$4,800	\$24,000
Miscellaneous			\$5,000	\$4,000	\$1,000	\$5,000
Subtotal Direct Costs			\$177,131	\$141,705	\$35,426	\$177,131
TOTAL COSTS			\$817,417	\$653,934	\$163,483	\$817,417

EXHIBIT III: Revenue Allocation

Program Year FY19

Revenue Summary

Description	Federal (80%)	Local (20%)	Total
IDOT-PL	\$508,094	\$127,024	\$635,118
FTA Section 5303	\$145,839	\$36,460	\$182,299
Total Revenue	\$653,934	\$163,483	\$817,417

Cost Allocation

Description	IDOT-PL	FTA	Total
Total Funds Available	\$635,118	\$182,299	\$817,417
Distribution Percentages	77.7%	22.3%	100%

EXHIBIT IV: Labor Distribution

Program Year FY19

Number of Work Weeks Programmed

Task	UWP Category	Executive Director	Planning Program Manager	Planner III	Planner II	Planner I	Planner I	GIS Specialist III	GIS Specialist I	Office Administrator	Part-Time Acct.	Total
1	Management and Administration	18	16	2	2	2	2			11	13	66
2	Data Development and Maintenance	7		8				26	26			67
3	Long-Range Planning	3	10	18	12	20	20					83
4	Short-Range Planning	3	10	14	12	17	17					73
TOTAL		31	36	42	26	39	39	26	26	11	13	289

EXHIBIT V: Accounting Narrative

Program Year FY19

PPUATS funds are administered by the Tri-County Regional Planning Commission as follows:

Separate accounts have been established in the general ledger. The account records identify the receipt and expenditure of funds for each grant and/or provide documentation that support the entry and provides accurate and current financial reporting information.

Costs within the accounting system are classified into the following groups:

- 1.** Direct labor costs
- 2.** Non-labor costs directly related to a specific program
- 3.** Indirect costs (both labor and non-labor)

Direct labor hours are charged to the specific general ledger account and work elements within that account based upon actual work hours spent. Work elements of the UWP are numerically coded and are utilized in preparing staff time sheets. The payroll computer printout accumulates staff names, hours, and cost for each work element within the grant account. Non-labor costs are those incurred as being directly related to a specific program, e.g., Transportation. Typical non-labor costs directly chargeable to the appropriate programs include:

- Costs of good acquired, consumed or expended specifically for the purpose of the grant,
- Services and contractual items specifically related to the grant program

These costs are chargeable to the appropriate grant program based on source documentation maintained by the accounting system evidencing the nature and purpose of the charges. Once charged to the transportation program these costs will be distributed to the various program work elements according to the proportion of direct salaries charged to each work element during the period.

The indirect costs (labor and non-labor) are those incurred which cannot be directly associated with the transportation program, but which support the overall functioning of the Commission. These costs are charged to an indirect cost account. The indirect cost rate utilized in the budget is a projection based upon anticipated activity, as well as historical experience. The Indirect Cost Rate for FY19 has been approved by IDOT.

Exhibit VI: PPUATS Match

Program Year FY19 **Estimated based on 2016 MFT

PPUATS Community	2016 MFT Allotment	2016 %	FY2018 Match
Peoria County	\$2,463,054	22.31%	\$36,472
Tazewell County	\$1,958,164	17.74%	\$28,996
Woodford County	\$632,791	5.73%	\$9,370
City of Peoria	\$2,914,882	26.40%	\$43,163
City of Pekin	\$864,121	7.83%	\$12,796
City of East Peoria	\$593,130	5.37%	\$8,783
City of Washington	\$383,575	3.47%	\$5,680
Village of Bartonville	\$164,009	1.49%	\$2,429
Village of West Peoria	\$118,084	1.07%	\$1,749
Village of Morton	\$412,291	3.73%	\$6,105
Village of Peoria Heights	\$156,025	1.41%	\$2,310
Village of Creve Coeur	\$138,157	1.25%	\$2,046
City of Chillicothe	\$154,530	1.40%	\$2,288
Village of Germantown Hills	\$87,523	0.79%	\$1,296
<i>Subtotal</i>	<i>\$11,040,335</i>	<i>100.00%</i>	<i>\$163,483</i>
Greater Peoria Mass Transit			\$3,800
TOTAL MATCH			\$167,283

**Exhibit VII: Budget by Cost Item
Program Year FY19**

	PL/FTA	Local Funds	Total
Direct Costs			
Salaries & Wages	\$261,652	\$65,413	\$327,065
Fringe Benefits	\$66,932	\$16,733	\$83,665
TOTAL COMPENSATION AND FRINGE	\$328,584	\$82,146	\$410,730
Other Direct Costs			
Travel/Training/Conferences	\$12,000	\$3,000	\$15,000
APWA Conference	\$6,000	\$1,500	\$7,500
Equipment - Hardware & Software	\$20,000	\$5,000	\$25,000
Contractual - Special Projects	\$80,505	\$20,126	\$100,631
Contractual - Audit	\$19,200	\$4,800	\$24,000
Miscellaneous	\$4,000	\$1,000	\$5,000
TOTAL OTHER DIRECT COSTS	\$141,705	\$35,426	\$177,131
TOTAL DIRECT COSTS	\$470,288	\$117,572	\$587,860
Indirect Costs	\$183,645	\$45,911	\$229,557
TOTAL INDIRECT COSTS	\$183,645	\$45,911	\$229,557
TOTAL COSTS	\$653,934	\$163,483	\$817,417

**Intergovernmental Agreement Between
Illinois Department of Transportation,
Peoria-Pekin Urbanized Area Transportation Study and Greater Peoria Mass
Transit District**

This Intergovernmental Agreement (the "Agreement") is entered into this Twenty-Seventh day of May, 2018 (the "Effective Date"), by and between Illinois Department of Transportation ("IDOT"), Peoria-Pekin Urbanized Area Transportation Study, hereinafter referred to as "PPUATS", and Greater Peoria Mass Transit District hereinafter referred to as GPMTD, (collectively, referred to as the "Parties" and individually, referred to as a "Party").

RECITALS

WHEREAS, IDOT is the State transportation agency responsible for carrying out Federal-aid transportation planning process pursuant to 23 CFR 450 Subpart B and is authorized to take such actions on behalf of the State of Illinois as necessary to comply with Federal law;

WHEREAS, PPUATS, the Metropolitan Planning Organization ("MPO"), is the policy organization responsible for carrying out the metropolitan transportation planning process pursuant to 23 CFR 450 Subpart C and is authorized to take such actions on behalf of the State as necessary to comply with Federal law for the transportation planning process;

WHEREAS, GPMTD, the Transit Provider, is the entity that provides, either by contract or agreement, public transportation services for Federal or State cooperating agencies, including to the State of Illinois;

WHEREAS, Article VII, Section 10 of the 1970 Constitution of the State of Illinois authorizes units of government to contract among themselves to obtain or share services and to exercise, combine or transfer any power or function, in any manner not prohibited by law or by ordinance;

WHEREAS, the Illinois Intergovernmental Cooperation Act, 5 ILCS 220/1, *et seq.*, provides additional powers to units of government that work together;

WHEREAS, on May 27, 2016, the Federal Transit Administration and the Federal Highway Administration published a final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning based on the Fixing America's Surface Transportation ("FAST Act");

WHEREAS, the final rule of May 27, 2016 was codified in 23 CFR 450 and established new requirements for State Departments of Transportation ("DOTs"), MPOs and Transit Providers to coordinate and develop a performance-based approach to planning;

WHEREAS, 23 CFR 450.314(h) provides that MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see

§450.306(d)), and the collection of data for the State asset management plan for the National Highway System (“NHS”);

WHEREAS, in order to fulfill each Party’s responsibilities, the Parties wish to enter into this Intergovernmental Agreement to document the responsibilities of each Party and agree to implement all applicable performance management rules, measures, targets, tracking and reporting requirements, and compliance deadlines;

WHEREAS, the Parties recognize that additional procedures and processes may need to be developed to fulfill each Party’s responsibilities. Therefore, the Parties agree to pledge their continued communication, cooperation, and support and agree to amend this IGA, or enter into additional IGAs, as necessary to address new issues as they arise; and

NOW, THEREFORE, in consideration of the mutual covenants, terms and conditions contained herein, the Parties understand and agree to the following:

ARTICLE I
RIGHTS AND OBLIGATIONS OF THE PARTIES: COOPERATIVELY DEVELOPING AND SHARING INFORMATION RELATED TO TRANSPORTATION PERFORMANCE MANAGEMENT DATA – SAFETY DATA

1.01 Pursuant to 23 CFR 490, subparts A and B, IDOT will track and collect data relating to (a) the number of fatalities, (b) the number of serious injuries, (c) the rate of fatalities per 100 million vehicles miles traveled, (d) the rate of serious injuries per 100 million vehicle miles traveled, and (f) number of non-motorized fatalities and non-motorized serious injuries.

1.02 Pursuant to 23 CFR 490, subparts A and B, IDOT will share the safety data as referenced in paragraph 1.01 with PPUATS on or before July 1 (18 months after end of subject calendar year) by way of the IDOT safety data portal at: http://www.idot.illinois.gov/assets/uploads/files/transportation-system/manuals-guides-&-handbooks/safety/idot_safety_portal_getting_started_overview_guide.pdf. As a public resource, the PPUATS will have ongoing access to the <https://webapps.dot.illinois.gov/SafetyPortal/>.

1.03 IDOT shall also provide a statewide summary and a summary of the data set referenced in paragraph 1.01 to PPUATS as particularized for the subject Metropolitan Planning Area (MPA) on or before July 1 (18 months after end of subject calendar year).

1.04 IDOT will also provide to PPUATS the tabular data that was used for calculations related to segments in the Cities and Counties that are included in the MPA boundary on or before July 1 (18 months after end of subject calendar year).

1.05 Pursuant to 23 CFR 490.209, performance targets must be established.

1.06 IDOT will provide, to PPUATS, its targets two weeks prior to the State target setting deadline, outlined in Paragraph 1.08, for initial input.

1.07 IDOT will set targets annually on August 31 in its Highway Safety Improvement Program Annual Report.

1.08 PPUATS will indicate whether it accepts IDOT's targets or set its own targets annually 180 days after August 31 by official action of the Policy Committee of the MPO, unless authority has been delegated to a lesser committee.

1.09 The relevant county engineers may sponsor MPO access to the data on IDOT's safety portal subsequent to approval of such access by IDOT's Office of Chief Counsel.

1.10 If PPUATS determines that it will develop its own targets, it will provide IDOT with those targets and the supplemental data that it will use to develop its own targets. This supplemental data will be provided when target is communicated to IDOT.

ARTICLE II
RIGHTS AND OBLIGATIONS OF THE PARTIES: COOPERATIVELY DEVELOPING AND SHARING INFORMATION RELATED TO TRANSPORTATION PERFORMANCE MANAGEMENT DATA – PAVEMENT AND BRIDGES

2.01 Pursuant to 23 CFR Part 490, subparts A, C, and D, IDOT will track and collect data related to (a) the percentage of Interstate pavement in good condition, (b) the percentage of Interstate pavement in poor condition, (c) the percentage of non-Interstate National Highway System (NHS) pavement in good condition, (d) the percentage of non-interstate NHS pavement in poor condition, (e) the percentage of NHS bridge deck (sq. ft.) in good condition, and (f) the percentage of NHS bridge deck (sq. ft.) in poor condition. The pavement measures and the calculation of the performance management measures will be in accordance with 23 CFR Parts 490.307 and 490.313.

2.02 Pursuant to 23 CFR Part 490, subparts A, C, and D, IDOT will share the Interstate pavement and bridges data referenced in paragraph 2.01 with the PPUATS on or before May 1st of each year through <http://www.idot.illinois.gov/transportation-system/Network-Overview/highway-system/index>, the GIS download site. The data will include a shapefile depicting the physical location and condition of Interstate, NHS roadways and NHS bridges.

2.03 Pursuant to 23 CFR 490.105, performance targets must be established.

2.04 If PPUATS determines that it will develop its own targets, it will provide IDOT with the supplemental data that it will use.

2.05 IDOT will provide, to PPUATS, its targets two weeks prior to the State target setting deadline, outlined in Paragraph 2.06, for initial input.

2.06 IDOT will set targets for two years (initial year is 2020 and every two years after) and four years (initial year is 2024 and every two years after) by May 20, 2018.

2.07 PPUATS will either indicate if it accepts IDOT's target or set its own target 180 days after IDOT sets their targets by official Policy Committee action, unless the Policy Committee has delegated authority to a lesser committee.

ARTICLE III
RIGHTS AND OBLIGATIONS OF THE PARTIES: COOPERATIVELY DEVELOPING AND SHARING INFORMATION RELATED TO TRANSPORTATION PERFORMANCE MANAGEMENT DATA – SYSTEM PERFORMANCE

3.01 Pursuant to 23 CFR Part 490, subparts A, E, F, G, and H, PPUATS will obtain data related to (a) the percentage of person-miles traveled on the Interstate that are reliable, (b) the percentage of person-miles traveled on the non-Interstate NHS that are reliable, (c) Truck Travel Time Reliability Index, (d) annual hours of peak hour excessive delay per capita, (e) the percentage of non-single occupancy vehicle travel, and (f) the total emission reductions. Data related to (d), (e) and (f) of this section applies only to non-attainment areas. Data is being used to allow the MPO to conduct analyses to support transportation investments.

3.02 Pursuant to 23 CFR 490.105, performance targets must be established.

3.03 IDOT will provide regular access to a technological tool that will provide PPUATS the ability to obtain and analyze data as set forth in Section 3.01(a) – (c) and the ability to confirm IDOT's target or set its own target.

3.04 If PPUATS determines that it will develop its own targets, it will provide IDOT with the supplemental data that it will use.

3.05 IDOT will provide, to PPUATS, its targets two weeks prior to the State target setting deadline, outlined in paragraph 3.06, for initial input.

3.06 IDOT will set targets for two years (initial year is 2020 and every two years after) and four years (initial year is 2024 and every two years after) by May 20, 2018.

3.07 PPUATS will either indicate if it accepts IDOT's target or set its own target 180 days after IDOT sets their targets by official Policy Committee action, unless the Policy Committee has delegated authority to a lesser committee.

ARTICLE IV TRANSIT ASSET MANAGEMENT

4.01 Pursuant to 49 CFR Part 625, subpart C, and D, IDOT will act as a Tier 2 Group Plan Sponsor and track and collect performance measure data through its capital needs assessment process related to (a) the percentage of revenue vehicles (by type) that exceed the Useful Life Benchmark (ULB), (b) the percentage of non-revenue service vehicles (by type) that exceed the ULB, and (c) the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale. The performance measures will be in accordance with 49 CFR Part 625.43.

4.02 Pursuant to 49 CFR Part 625, subpart C, IDOT will collect the data annually, approximately in the month of April. IDOT will share the transit data referenced in paragraph 4.01 with GPMTD approximately two months after collection via e-mail to GPMTD.

4.03 Upon request by PPUATS, GPMTD will share its transit data with PPUATS throughout the year, including data provided under paragraph 4.02, so that PPUATS may conduct performance based planning and programming within the metropolitan planning area.

4.04 Pursuant to 49 CFR 625.45, Tier 2 Group Plan performance targets must be established.

4.05 IDOT will set Tier 2 Group Plan performance targets and report on asset conditions annually by October 31 of each year in the National Transit Database.

4.06 IDOT will provide, to GPMTD, its Tier 2 Group Plan performance targets annually by October 31 of each year for initial input. Upon request by PPUATS, GPMTD will share the Tier 2 Group Plan performance targets.

4.07 PPUATS will provide notice in accordance with Article X as to whether it will adopt the Tier 2 Group Plan performance targets or set its own targets. Such notice shall occur within 180 days after October 31. PPUATS shall set its targets by official MPO Policy Committee action, unless the Policy Committee has delegated authority to a lesser committee.

4.08 If PPUATS determines that it will develop its own targets, it will provide IDOT and the transit provider(s) with the supplemental data that it will use to develop its own targets.

ARTICLE V PERFORMANCE TARGET SETTING

5.01 After receipt of the draft statewide performance targets from IDOT, PPUATS will have two (2) weeks to review the draft statewide performance targets and will provide comments on statewide targets.

5.02 PPUATS will collaborate with IDOT for purposes of agreeing upon the draft statewide performance targets and will either adopt IDOT's targets or set its own targets within 180 days subsequent to IDOT's issuance of the draft statewide performance targets.

ARTICLE VI REPORTING OF PERFORMANCE TARGETS

6.01 IDOT will report final statewide targets for Transit Asset Management on October 1 of each year in the National Transit Database.

6.02 IDOT will report final statewide targets for transportation systems performance data related to safety by August 31 of each year in the Highway Safety Improvement Program ("HSIP") Annual Report.

6.03 IDOT will report final statewide targets for transportation performance management data related to pavement and bridges by October 1 every two years in the State Performance Report, 23 CFR 450.216(f).

6.04 IDOT will report final statewide targets for transportation performance management data related to system performance by October 1 every two years in the State Performance Report, 23 CFR 450.216(f).

6.05 Should PPUATS set a quantifiable target for the PPUATS planning area, PPUATS will provide to IDOT any supplemental data used in determining said target.

6.06 PPUATS will also provide documentation related either to its own target or to its support of the statewide target. Such documentation shall be provided in the form of a resolution or meeting minutes and must have been approved by the PPUATS Policy Committee unless

delegation of authority to accept or set different targets to a lower committee or staff is documented.

6.07 IDOT will submit statewide targets and PPUATS targets to the FHWA portal at: <https://www.fhwa.dot.gov/tpm/>.

**ARTICLE VII
REPORTING PERFORMANCE TARGETS USED IN TRACKING PROGRESS TOWARD
ATTAINMENT OF CRITICAL OUTCOMES FOR THE MPO REGION**

7.01 The Parties will work collaboratively to report on the efficacy of the performance targets within the State's Statewide Transportation Improvement Program (STIP) and Long-Range Transportation Plan (LRTP) as well as PPUATS' Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP).

7.02 IDOT will develop, with input from PPUATS a system performance report (with subsequent updates) evaluating the condition and functioning of the transportation system, including the progress achieved by PPUATS in meeting the performance targets adopted after May 27, 2018, pursuant to 23 CFR 450.216(f).

7.03 PPUATS will also provide a report on performance (with subsequent updates) that will include an evaluation of the condition and performance of the transportation system and the progress achieved by PPUATS in meeting the performance targets.

7.04 PPUATS will provide, in its metropolitan transportation plan, a comparison to baseline data of any previous metropolitan transportation plan. If PPUATS developed multiple scenarios, it will provide a discussion on whether the preferred scenario improved the conditions and performance of the transportation system and how changes in local policies and investments may have impacted the costs necessary to achieve the identified performance targets in any metropolitan transportation plan, amended or adopted after May 27, 2018, (23 CFR 450.324 (g)(4)).

7.05 PPUATS will include, in its transportation improvement program, an analysis of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets for any TIP amended or adopted after May 27, 2018, (23 CFR 450.326(d)).

7.06 IDOT and PPUATS will report on the targets and performance of those targets as consistent with the requirements established by the FHWA and FTA on National Performance Management Measures (23 CFR 490) and Transit Asset Management (49 CFR 625; 49 CFR 673).

**ARTICLE VIII
ENFORCEABILITY, ASSIGNMENT, AND THIRD-PARTY RIGHTS**

8.01 The covenants and agreements contained herein shall be binding upon and inure to the sole benefit of the Parties and their successors and assigns. No transfer or assignment of this Agreement, or any part thereof or interest therein, directly or indirectly, voluntarily or involuntarily, shall be made unless such transfer or assignment is approved in writing by all Parties. Nothing herein, express or implied is intended to or shall confer upon any other person,

entity, company, or organization, any legal or equitable right, benefit or remedy of any nature whatsoever under or by reason of this Agreement.

**ARTICLE IX
ENTIRE AGREEMENT**

9.01 This Agreement represents the entire agreement and understandings of the Parties. No oral or other written provisions shall have any force or effect except those contained in a written amendment to this Agreement, executed by the Parties.

**ARTICLE X
NOTICES**

10.01 Any notice required by this Agreement shall be deemed properly given to the Party to be notified at the time it is personally delivered or mailed by certified mail, return receipt requested, to the Party's address. The address of each Party is below, and any Party may change its address for receiving notices pursuant to this Agreement by providing notice in accordance with this Section ---.

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**
Bureau Chief, Planning
Office of Planning and Programming
2300 S. Dirksen Parkway
Springfield, Illinois 62764

**PEORIA-PEKIN URBANIZED
AREA TRANSPORTATION STUDY**
Executive Director
456 Fulton St., Ste. 401
Peoria, IL 61602

**GREATER PEORIA MASS
TRANSIT DISTRICT**
General Manager
2105 N.E. Jefferson St.
Peoria, IL 61603

**ARTICLE XI
GOVERNING LAW**

11.01 This Agreement will be governed by State and Federal laws, regulations, and policies. Pursuant to the Anti-Deficiency Act, 31 U.S.C. Section 1341(a)(1) (1994), nothing in this Agreement shall be construed as binding on the United States to expend any sum in excess of appropriations made by Congress for the purposes of this Agreement, or as involving the United States in any contract or other obligation for the further expenditure of money in excess of such appropriations.

**ARTICLE XII
WAIVER**

12.01 Neither the failure of any Party to exercise any power given to it hereunder or to insist upon strict compliance by the other Party with its obligations hereunder, and no custom or practice of the Parties at variance with the terms hereof, shall constitute a waiver of any Party's right to demand exact compliance with the terms hereof.

**ARTICLE XIII
MODIFICATIONS**

13.01 No modification to this Agreement shall be effective until approved by the Parties in writing.

**ARTICLE XIV
COUNTERPARTS**

14.01 This Agreement may be signed in multiple counterparts, each of which shall be treated as an original but which, when taken together, shall constitute one and the same instrument.

**ARTICLE XV
TERM**

15.01 This Agreement is effective on the Effective Date until as long as is necessary to comply with Federal Law.

IN WITNESS THEREOF, the Parties have passed and approved this Agreement on the day and date appearing before their respective signatures.

Dated: _____

Dated: _____

**PEORIA-PEKIN URBANIZED AREA
TRANSPORTATION STUDY**

**ILLINOIS DEPARTMENT OF
TRANSPORTATION**

By: _____
Stephen Morris, Chairman
PPUATS Policy Committee

By: _____
Erin Aleman, Director
Office of Planning and Programming

Attest: _____
Eric Miller, Executive Director
Tri-County Regional Planning Commission

Attest: _____
Name: _____
Title: _____

Dated: _____

Dated: _____

GREATER PEORIA MASS TRANSIT DISTRICT

By: _____
Doug Roelfs, General Manager
Greater Peoria Mass Transit District

Attest: _____
Name: _____
Title: _____