

AGENDA

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

Wednesday, July 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, May 16, 2018 Meeting
 5. Presentation of June Financial Report and Performance Report – *Memo*
 6. Recommend to Policy TIP Amendments – PEK-18-01/PEK-20-01 Pekin Front Street – *Attachment*
 7. Presentation of Draft FY 2019-2022 Transportation Improvement Program – *Handout*
 8. Call for Projects – Transportation Alternatives (TAP) FY 2018-2020 Funds – *Attachment*
 9. Call for Projects – FY 2019 Special Transportation Planning Studies – *Attachment*
 10. Updates
 - a. Nominations Committee
 - b. IDOT Special Planning and Research Grant Applications
 - Tri-Counties Community Roadway Asset Management
 - Central Illinois Digital Orthophotography
 - c. FY18 Special Projects and Metropolitan Planning Funds
 - d. IDOT Local Roads
 11. Other
 - a. Next meeting scheduled for August 15, 2018
 12. Adjournment

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI complaint form, call 309-673-9330.

Tri-County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 309-673-9330 to request special accommodations at least two business days in advance.

MINUTES

Peoria-Pekin Urbanized Area Transportation Study (PPUATS)

Technical Committee

Wednesday, May 16, 2018 at 9:00 am

456 Fulton St, Suite 420

Peoria, IL 61602

1. Call to Order

Chairman Smith called the meeting to order at 9:05 a.m.

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
Conrad Moore, Woodford County	x		James Dillon, 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
, * City of Pekin			Joe Alexander, * City Link	x	
Rick Semonski, City of East Peoria	x		Gene Olson, MAAP		x
Ty Livingston, City of East Peoria	x		Eric Miller, TCRPC	x	

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Kyle Smith, Peoria Heights	x		Rich Brecklin, Village of Germantown Hills	x	
,* Peoria Heights					

- Alternate. Staff: Lees, Hendon, Bruner, and Abi-Akar

- Public Comment- Miller updated on new validation system for parking
- Approval of Minutes, April 18, 2018 Meeting – *Handout*
Gilles moved to approve the April 18, 2018 meeting minutes and Semonski seconded. Motion carried.
- Presentation of April Financial Report and Performance Report – *Memo*
Harms noted that the Policy committee approved the UWP at last month’s meeting. The total budget for FY18 is \$1,018,148 which includes the FY18 budget of \$787,861 plus the carryover of \$230,287. As of the end of April 2018, PPUATS has used 69% of its budget.
- Recommend to Policy Committee Joint Funding Agreement – *Attachment*
Alexander moved to recommend to Policy Committee the Joint Funding Agreement and Fink seconded. Motion carried.
Harms explained the draft table of local match on the resolution.
- Presentation FY 2019-2022 Transportation Improvement Program – *Handout*
Harms reported the TIP has been pushed back while waiting for IDOT information. Worsfold said it may be done by next week.
- Recap of Spring Symposium “Productive Streets: The Driving Force for a Stronger Region”
 - Lees updated the committee on the symposium, saying there was a good turnout. Everyone will receive a survey of the symposium. Staff is taking topic suggestions for next year. Staff would especially appreciate feedback regarding how you were made aware of symposium to determine most effective strategies for this kind of event. The Productive Streets was a great subject and the panel had balanced discussion.
 - Livingston asked how can we follow up? Lees said we can have him return if there’s compelling consensus to do so.
 - Fink asked what organization he was from and Lees responded, Strong Towns.
 - Lees said if there are any questions please ask himself or Hannah.
- Updates
 - IDOT Special Planning and Research Grant Applications
Harms reminded the committee that Michael Vanderhoof had announced grants Statewide Planning and Research activities. This will assist the state in programming its funding for statewide planning and research work. Applications are due today at 11:59 p.m. TCRPC is submitting three separate projects: pavement/asset management funding

(top build on existing project with STU roads), an update of regional aerial orthophotography, and a feasibility study for the beneficial use of dredge material (to be used in road construction work).

b. FY18 Special Projects and Metropolitan Planning Funds

Harms reported that all special studies are on track to be done by June 30th

- Peoria Downtown Wayfinding study- Stoffer said it guides strategic signage placement and branding in the riverfront, warehouse, and central business districts.
- East Peoria Sidewalk & ADA Compliance Plans- Livingston said they should have something by the end of month.

c. IDOT Local Roads

2018 ITEP grants have been awarded to Germantown Hills, Washington, and Peoria.

10. Other

- a. Next meeting scheduled for July 18, 2018

11. Adjournment

Stoffer moved to adjourn at 9:30 a.m. and Meyer seconded. Motion carried.

Submitted by:

Eric W. Miller

Executive Director

Recorded and transcribed by: Debbie Ulrich



MEMORANDUM

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

Action needed by Technical Committee:

Receive and file the June 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 June 2018, PPUATS expended approximately 88% of its budget.

FY18 + Carryover PL/FTA Budget – April 2018

	FY18 + CARRYOVER	Sep-17	YTD	% USED YTD	REMAINING
Salaries	\$356,333	\$28,022	\$342,508	96%	\$13,825
Fringe Benefits	\$92,132	\$7,605	\$90,888	99%	\$1,244
TOTAL SALARIES	\$448,465	\$35,627	\$433,396	97%	\$15,069
INDIRECT COSTS	\$250,647	\$19,880	\$241,835	96%	\$8,812
Direct Costs					
Travel/Training/Conferences	\$18,231	\$2,247	\$10,786	59%	\$7,445
APWA Conference	\$7,500		\$7,500	100%	\$0
Computer Hardware & Software	\$39,408	\$1,210	\$34,004	86%	\$5,404
Contractual - Engineering	\$24,092		\$0	0%	\$24,092
Contractual - Special Projects	\$190,305	\$42,177	\$145,957	77%	\$44,348
Audit	\$36,000		\$23,745	66%	\$12,255
Misc (Legal Notices, Printing)	\$3,500		\$2,818	81%	\$682
Retroactive Pay	\$0		\$0	0%	\$0
TOTAL DIRECT COSTS	\$319,036	\$45,634	\$224,811	70%	\$94,225
TOTAL	\$1,018,148	\$101,141	\$900,041	88%	\$118,107

PPUATS MONTHLY PERFORMANCE REPORT

June 2018

Management and Administration

- Hosted meeting of PPUATS 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
- 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
- Continued preparations for FY18-20 Transportation Alternatives (TAP) funding round

Short Range Planning

- Prepared call for FY19 Special Projects
- Prepared call for projects for FY18-20 Transportation Alternatives (TAP)
- 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 (PPUATS)
FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FORM**

TIP Adopted July 17, 2017, as amended

Cells colored in gray are automatically calculated in Excel (see Note 3 below)

DATE	AMENDING TIP DOCUMENT		AGENCY REQUESTING AMENDMENT(S)
7/18/2018	From 2018	To 2021	City of Pekin

PROJECT INFORMATION

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
Pekin Front Street	PEK-18-01		D-94-001-19	18-00188-00-RP	Front Street from Fayette St to Distillery Rd in Pekin	Preliminary Engineering, Phase II	NHFP	80%	\$ 469,000
							State		
							Local	20%	\$ 117,250
Total									\$ 586,250

Reason for Amendment: Pekin awarded funding from Illinois Competitive Freight Program

Pekin Front Street	PEK-20-01		C-94-001-19	18-00188-00-RP	Front Street from Fayette St to Distillery Rd in Pekin	Reconstruct roadway	NHFP	80%	\$ 4,664,000
							State		
							Local	20%	\$ 1,166,000
Total									\$ 5,830,000

Reason for Amendment: Pekin awarded funding from Illinois Competitive Freight Program

							State		
							Local		
Total									\$ -

Reason for Amendment:

							State		
							Local		
Total									\$ -

Reason for Amendment:

Technical	
Policy	

IDOT District 4 Local Roads	
IDOT District 4 Programming	
FHWA	

- NOTES:**
- The projects in the state portion of the TIP are the Illinois Department of Transportation's estimate for fiscal year project scheduling and represent an intent to proceed. Impacts on individual project readiness include funding availability, unforeseen events (environmental problems, engineering, land acquisition) and the department's need to retain programmatic flexibility to address changing conditions and priorities on the state highway system.
 - Projects can be moved from Year 2 or 3 of the TIP into Year 1 with the approval of the implementing agency and the PPUATS POLICY COMMITTEE. The implementing agency may elect to change fund type with notification to the PPUATS POLICY COMMITTEE.
 - The Excel document for this form uses formulas to calculate Funding Share % and Total Project Cost. These cells cannot be edited by default, to prevent accidental overwriting of these formulas. To override this protection in Excel 2010 and above, click on the "Review" tab and then click on "Unprotect Sheet."

Call for Projects

Fiscal Years 2018-2020 Transportation Alternatives (TAP) Funding

Introduction

The Peoria-Pekin Urbanized Area Transportation Study (PPUATS)—the metropolitan planning organization (MPO) for the Peoria-Pekin Urbanized Area—announces the availability of Transportation Alternatives (TAP) funding for transportation projects. These funds come from the Federal Highway Administration (FHWA) and are administered through the Illinois Department of Transportation (IDOT). As an MPO with an urbanized population over 200,000, PPUATS receives an annual allotment of TAP funds to program. PPUATS' FY18 allotment is \$288,987, FY19 is estimated to be \$290,000, and FY20 is estimated to be \$290,000.

TAP funds projects that expand transportation options for non-drivers and that improve quality of life by enhancing the cultural, historic, and environmental aspects of existing transportation infrastructure.

Background

The Fixing America's Surface Transportation (FAST) Act replaced the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program (STBG). For reduce confusion, PPUATS will refer to the set-aside as TAP funds. TAP authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

How to Apply

The call for projects begins July 18, 2018 and ends at 4:30pm on Friday, September 21, 2018. Applications received after this date will be considered ineligible for TAP funding.

The application and all relevant materials will be posted at <https://tricityrpc.org/funding-programs/tap>. To apply, one must complete the application and submit it along with all relevant materials to rharms@tricityrpc.org in PDF format. Applications are also accepted by mail. The mailing address is: 456 Fulton Street, Suite 401, Peoria, IL 61602.

Eligible Applicants

All projects applying for TAP funding must be sponsored by one or more of the PPUATS member entities. Other governmental entities within the MPO planning area are eligible only with co-sponsorship by one of the PPUATS member entities. A map of the MPO planning area may be found at the end of this document.

Examples of Non-PPUATS eligible project co-sponsors include:

- Local governments;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails.

Eligible Projects

A project must demonstrate a relationship to surface transportation to be eligible for TAP funding. TAP projects must enhance the transportation system either by serving a transportation need or providing a transportation use or benefit and not be solely for recreational use. Projects must be consistent with the goals of PPUATS' Long-Range Transportation Plan, the FAST Act, and *BikeConnect HOI* Regional Bicycle Plan. In addition, projects need to be constructed in reasonable, useable segments and provide logical termini.

Activities are not eligible if they are routine maintenance projects such as re-stripping a trail, cleaning up debris or repairing a broken curb. Please be advised if your project involves sidewalk work you most likely will be required to update the facility to meet current ADA Accessibility Standards. That would include, but not be limited to, curb cuts and handicapped ramps at intersections and corrective measures to fix cross slopes that exceed the ADA standards.

The MPO follows guidance from the Federal Highway Administration (FHWA). The FHWA has prepared a document, *Transportation Alternatives Guidance*, which may be publicly accessed at the website:

https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm. Included in this website are all the eligible activities. IDOT also offers TAP guidance on their website at <http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP>.

Under 23 U.S.C. 213(b), eligible activities under the TAP program consists of:

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 §1103):
 - A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).
 - B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
 - D. Construction of turnouts, overlooks, and viewing areas.
 - E. Community improvement activities, which include but are not limited to:
 - i. inventory, control, or removal of outdoor advertising;
 - ii. historic preservation and rehabilitation of historic transportation facilities;
 - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - iv. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
 - F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - i. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
2. The recreational trails program under section 206 of title 23.
3. The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
http://www.fhwa.dot.gov/environment/safe_routes_to_school/overview/legislation.cfm

Safe Routes to School was formerly a stand-alone program, but is now one of the eligible activities under TAP:

- A. Infrastructure-related projects.
 - B. Non-infrastructure-related activities.
 - C. Safe Routes to School coordinator.
4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
 5. An urbanized area with a population of more than 200,000 to use up to 50% of its suballocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects); and [23 U.S.C. 133(h)(6)(B)]

TAP funds cannot be used for:

- Promotional activities, except as permitted under the SRTS.
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.
- Routine maintenance and operations.

Eligible Project Phases and Costs

The sponsor must prepare (or have prepared by an engineering or architectural firm) an accurate cost estimate for all types of work involved with the TAP project. Agencies or their consultants should be knowledgeable about estimating these types of project costs and the requirements of utilizing Federal funds.

- The costs eligible for reimbursement are:
- Preliminary engineering
- Utility relocations
- Right-of-way and easements
- Construction engineering
- Construction

Preliminary engineering is divided into two phases. The Phase I Engineering (PE I) is the design and environmental study that determines the best overall approach to and the location of a project, addresses environmental concerns, prepares an estimate of cost and defines the scope of work. The Phase II Engineering (PE II) consists of preparation of final construction plans, summary of quantities, specifications and final cost estimate.

Utility relocations include any costs not covered in an existing utility agreement for relocation of power lines, telephone lines, gas lines and other utilities affected by the TAP project. Right-of-way (ROW) or easements include acquiring land or rights necessary for the construction of the project. Buildings cannot be purchased with enhancement funds. Construction Engineering (CE) involves the supervision of construction. Construction includes all materials and labor costs necessary to complete the construction of the project.

Any costs associated with the project that are necessary for implementing the TAP project are eligible. For example, costs for environmental mitigation required for the project would be eligible costs of a project.

Feasibility and planning studies are not project specific and therefore are ineligible costs. Projects can have enhancement eligible items and ineligible items implemented in the same project as long as the project elements are similar in construction procedures. The eligible and ineligible project elements must be separated in the local or interagency agreements, summary of quantities, plans and contract.

The project sponsor is responsible for 100 percent of any ineligible costs.

Federal Share and Matching Funds

TAP is a reimbursable program. The Federal share for TAP projects is as follows:

- Preliminary engineering, utility relocations, construction engineering and construction are eligible for funding at an 80/20 match; i.e., 80 percent is TAP matched by 20 percent sponsor share.
- Acquisition of right-of-way and easements are eligible for funding at a 50/50 match; i.e., 50 percent is TAP funding matched by 50 percent sponsor share.
- Street lighting, unless in a designated historical area, also requires a 50 percent local match. In a designated historic area, street lighting may qualify for 80 percent TAP with a 20 percent local match.
- Local match is a minimum of 20 percent of the total funds being requested. The local match does not necessarily have to be provided directly by the sponsor, but it must be a non-federal source to qualify as match. Submission of an application commits the applicant to the required match.

Project Scoring and Evaluation Criteria

The scoring and evaluation criteria included in the TAP application are included below:

Criterion	Maximum Points Available
<i>Self-Scored on Application</i>	
Consistency with Envision HOI: Heart of Illinois Long Range Transportation Plan	10
Jurisdiction's Long Range or Comprehensive Plan	10
Co-Sponsorship	10
Documented Public Involvement	10
Documented Community Support	10
Intermodal Connections	10
Infrastructure and Facilities	10
Safety Factors	10
Project Schedule and Readiness	5
<i>Determined by Subcommittee</i>	
Public Benefits - Usage	10
Public Benefits - Value	5
TOTAL	100

Programming Process

All TAP project applications submitted by the deadline will be evaluated for funding. All project submittals will be reviewed by staff to ensure project eligibility and application completeness and accuracy. Staff will verify all documentation for points, such as the LRTP or local comprehensive plans. When developing the proposed program, timely implementation will be considered as a major factor in project selection as TAP funds do lapse within three years. For example, the FY 2018 TAP funds must be obligated by September 30, 2021. Staff may request to have discussions with sponsors to verify project details and assess complications that might affect project readiness.

A TAP subcommittee consisting of selected Technical Committee members will evaluate each application and assigns scores to the "Public Benefits" section of the application, for a maximum of 15 points total. **IMPORTANT: The total point scores are a guide for programming decisions.** The subcommittee may recommend funding a lower-scoring project over a higher-scoring project. It is at the discretion of the subcommittee to determine their reasoning for a recommendation, if not solely relying on point totals. However, any reasoning must be clearly documented and articulated in the final recommendation to the Technical Committee.

Following program approval by the PPUATS Technical and Policy Committees, the sponsor(s) will then be requested to work with IDOT and PPUATS staff to initiate the projects.

Additional TAP funds will not be available beyond the initial programmed amounts without approval of the Policy Committee; any increases in project costs will be the responsibility of the sponsors. Likewise, if a jurisdiction changes the scope of a project, after the funds are awarded, the project must be reviewed again and approved by the Policy Committee before previously awarded funds are used for activities not included in the original scope of work.

Programming Schedule

Date	Action
July 18, 2018	Issue call for projects and send applications to jurisdictions
August 15, 2018	Hold application informational session during Technical meeting
September 21, 2018	TAP applications due to TCRPC staff by 4:30pm
Week of Sept 24, 2018	Staff reviews applications, ensuring completeness and validity
October 17, 2018	Project proposals presented during Technical meeting
October 17, 2018	Establish subcommittee during Technical meeting
October 24, 2018 (est.)	Subcommittee convenes, reviews applications, assigns scores to 'Public Benefits' section and makes recommendation to Technical
November 21, 2018	Technical considers subcommittee recommendation
December 5, 2018	Policy considers Technical recommendation



Call for Projects

FY 2019 Special Transportation Projects

INTRODUCTION

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

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

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

ELIGIBLE PROJECTS

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

Examples of eligible projects include:

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

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

USE OF FUNDS

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

PROJECT REQUIREMENTS

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

SPECIAL PROJECTS SCHEDULE

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

APPLICATION PROCEDURE

Applications must include:

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

There is not a prescribed application form. Submit application as a .pdf document via email to rharms@tricityrpc.org.

APPLICATION DEADLINE

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

EVALUATION OF PROJECTS

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

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

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



MEMORANDUM

TO: PPUATS Technical Committee
FROM: Staff
SUBJECT: Statewide Planning and Research Grant Awards
DATE: July 18, 2018

Background

This past spring, IDOT announced 20 million dollars available for planning and research activities that implement the Long Range Transportation Plan (LRTP), or one of the State's modal plans (Freight, Rail, Transit, Bike Transportation, Asset Management, etc). This funding opportunity was open to counties, municipalities, and MPOs with a 20% local match requirement. Awarded funds may be spent through the end of State Fiscal Year 2020.

Staff submitted applications for three projects: Beneficial Use of Dredge Material, Central Illinois Digital Aerial Photography Project, and Tri-County Communities Roadway Asset Management. The latter two applications received Award Letters from IDOT in early July.

Central Illinois Digital Aerial Photography Project - \$242,415 (\$192,932/\$49,483)

GIS Staff will be leading a joint procurement for digital orthophotography beginning in the spring of 2019. This collaborative effort will provide new aerials for local government GIS partners: City of Peoria, Logan County, Peoria County, Tazewell County, Woodford County, and the Greater Peoria Sanitary District. The project will result in a deliverable of color digital ortho-rectified images with a ground pixel resolution of .5 feet (1"=100' scale) covering approximately 2,450 square miles (Logan, Peoria, Tazewell and Woodford Counties).

Tri-County Communities Roadway Asset Management - \$235,000 (\$188,000/\$47,000)

Staff and a sub-committee for Pavement Management have already selected a consultant for the development of a pavement management system for STU-eligible roads. The scope of this project will provide for the collection and processing of pavement condition data on the *non-STU-eligible roads* in a community, and/or Right-of-Way assets. Data collected in this project will be integrated into the regional pavement management system and be made available to each participating community. Final Deliverables of this project include the uploading of data into GIS and Micropaver software, software training, GIS shapefiles, excel spreadsheets, and a final report by the consultant. Consultant will also present this report to Policy and Technical Committees.