

**PEORIA-PEKIN URBANIZED AREA  
TRANSPORTATION STUDY**

# **Unified Planning Work Program (UPWP)**

**FISCAL YEAR 2021**

# **Unified Planning Work Program (UPWP)**

for the

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

**Fiscal Year 2021**

July 1, 2020 through June 30, 2021

Prepared by

**Tri-County Regional Planning Commission (TCRPC) Staff**

in cooperation with

**Illinois Department of Transportation (IDOT)**

**Federal Highway Administration (FHWA)**

**Federal Transit Administration (FTA)**

Approved by the PPUATS Policy Committee on June 3, 2020

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## **PPUATS MEMBERSHIP AND STAFF**

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Patrick Ulrich  
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Sharon McBride

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#### **Village of Morton**

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### **TCRPC Staff**

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Executive Director

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GIS Specialist III

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Planner III

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Planner II

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GIS Specialist II

#### **Debbie Ulrich**

Office Manager

#### **Debbie Stratton**

Accountant

## **INTRODUCTION**

The Unified Planning Work Program (UPWP) identifies the funds and activities to be conducted by the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) during Fiscal Year 2021, the period July 1, 2020 to June 30, 2021. The UPWP coordinates planning related to highways, transit, and other transportation modes. PPUATS staff develops the UPWP with direction from the PPUATS Policy Committee, the PPUATS Technical Committee, the Greater Peoria Mass Transit District (CityLink), and the Illinois Department of Transportation (IDOT).

### **The MPO**

The Tri-County Regional Planning Commission (TCRPC) provides staffing for 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.

### **MPO Organization and Duties**

PPUATS is made up of two committees, the Policy Committee and the Technical Committee.

The Policy Committee directs the transportation planning activities of the urbanized area. PPUATS Policy 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 Planning Work Program. It is composed of elected leaders and senior administrators of the urbanized area's major jurisdictions.

The Technical Committee provides technical expertise to the planning process under the direction of the Policy Committee. PPUATS Technical prepares, reviews, and recommends actions to the Policy Committee for their approval. The Technical Committee is composed of staff from the urbanized area's jurisdictions.

# **FUNDING AND WORK ELEMENTS**

PPUATS actively monitors both the development and the implementation of the UPWP. Annual development and periodic updates of the UPWP ensure that the planning work detailed inside (1) is in keeping with Federal and State requirements, (2) addresses the region's transportation needs, and (3) is performed in a cost-effective manner.

## **PL-FTA Funding**

The UPWP includes federal funding for transportation planning provided by FHWA Section 5305(d) and FTA Section 5305(e), along with the local match typically provided by the PPUATS member communities. Together FHWA funds and FTA funds make up PPUATS' PL-FTA funding for FY21. The total amount of funding available for FY21 is:

<b>Description</b>	<b>Total</b>
PL-FTA funding	\$681,421
Required match	\$170,355
<b>Total</b>	<b>\$851,776</b>

## **FY 2020 Accomplishments**

The primary accomplishments of the MPO in FY 2020 included:

- Completed development of FY 2020-2045 Long-Range Transportation Plan;
- Developed the FY 2021-2024 Transportation Improvement Program;
- Worked with municipalities, counties, and IDOT to process amendments to the FY2020-2023 TIP;
- Implemented the Public Participation Plan, updated in FY 2018;
- 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;
- Continued implementation of *BikeConnect HOI: Heart of Illinois Regional Bicycle Plan*;
- Continued to work with transit providers to provide service in parts of the urbanized area that do not have transit service;
- Oversaw special transportation planning studies, performed by consultants:
  - Woodford County Asset Management Program;
  - Morton Bicycle Plan;
  - City of Peoria Asset Management;
  - Greater Peoria Smart Mobility Plan, Phase II;
- Monitored and participated in efforts to acquire and railbank the Hanna City rail corridor;
- Oversaw data collection and map development for regional pavement management study;
- Monitored ground level ozone statistics and followed USEPA revisions to regulations;

- Performed asset management for Village of Peoria Heights, City of Chillicothe, and other communities as needed;
- Completed guardrail inventories for communities throughout the region;
- Researched and adopted Statewide performance measure targets;
- Authored transportation-related articles for local/regional publications;
- Updated Commission/MPO website;
- Submitted 2 applications for IDOT Statewide Planning and Research Funds;
- Applied for and received FTA Section 5310 funding to provide transit and paratransit services in the urbanized area;
- Administered IDOT Rural Transportation Planning funds; and
- Assisted the census bureau in updating information as needed.

### **Work Program**

In FY 2021, the MPO will undertake specific transportation planning tasks in 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.

<b>Planning Factor</b>	<b>Abbreviation</b>
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**

FTA established the Ladders of Opportunity program 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 program goals 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;
- Programmed FY17 & FY18 FTA 5310 funds based on the goals of the HSTP; and
- Provide planning and technical support to transit and para-transit providers.

### **State Metropolitan Planning Funds**

The UPWP also includes state funding for transportation planning provided by IDOT, known as State Metropolitan Planning Funds. These funds are meant to supplement the MPO's federal transportation funds, helping the MPO to fulfill its transportation planning obligations. State Metropolitan Planning funds require no local match, and they may be used as match for other grants. The total funding available for FY21 is **\$170,355**.

Recently PPUATS has utilized State Metropolitan Planning Funds to create regional plans, engage consultants for special studies, and match potential Federal/State transportation grants. These activities are recorded in the annual UPWP.

PPUATS members identified the financial strain on local governments in FY21 due to the COVID-19 pandemic. To provide some relief, PPUATS will use FY21 State Metropolitan Planning Funds as match for its FY21 PL-FTA grant. PPUATS members will pay no membership dues for FY21 as a result.

<b>Activity</b>	<b>Total</b>
Required match for PL-FTA funds FY 2021	\$170,355
<b>Total</b>	<b>\$170,355</b>

# **TASK 1: MANAGEMENT AND ADMINISTRATION**

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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; and
- Registered with GATA, completed the required questionnaire, and ensured compliance.

## **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 FY21 UPWP;
- Develop the FY22 Unified Planning 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.) 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 FY20 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**

<b>Description</b>	<b>Total</b>
PL-FTA Funding	\$156,233
State Metropolitan Planning Funding	\$39,058
<b>Total</b>	<b>\$195,292</b>

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 database 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 database development, information collection, and information dissemination. Maintaining and building an effective comprehensive planning database and network is the focus for this element of the UPWP.

### **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**
- 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 management tools **MO, RR**
- Coordinate with IDOT and other state agencies on statewide GIS development **MO**
- Ensure that the Urbanized Area boundary and Planning Boundary remain accurate **MO**
- Continue to use the Travel Demand Model to project future transportation volumes for proposed surface transportation improvements **MO, PE**
- Update the TDM with current ADT information and signal timing information **MO, SS, EE**
- Develop or acquire regional land use projections for TDM; **MO, PE**
- 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**
- Administer regional pavement management system for MPO members **SS, TS, MO, PE, RR**

### **Task 2 Budget**

<b>Description</b>	<b>Total</b>
PL-FTA Funding	\$154,341
State Metropolitan Planning Funding	\$38,585
<b>Total</b>	<b>\$192,926</b>

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 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**
- Monitor and update Performance Management targets and programming as required by MAP-21/FAST Act **SS, TS, MO, PE**
- Update Safety Performance Measures **SS, TS, MO, PE, RR**
- Update Road/Bridge Condition Performance Measures **SS, TS, MO, PE, RR**
- Update System Performance/Freight/CMAQ Measures **EV, AM, CI**
- Update Transit Asset Management Measures **MO**
- 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 seminars regarding the future of various transportation modes in the region **MO**
- 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**
- 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**

<b>Description</b>	<b>Total</b>
PL-FTA Funding	\$187,514
State Metropolitan Planning Funding	\$46,878
<b>Total</b>	<b>\$234,392</b>

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 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 FY2021-2024 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**
- Update the Congestion Management Process **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 STBG program of projects as needed **MO, PE**
- Program STBG and other federal transportation funds as available **MO, PE**
- Administer Transportation Alternatives (TA, formerly called TAP) funds **AM, CI**
- Promote alternative transportation modes such as transit, walking, and bicycling **AM, CI**
- Continue to monitor air quality issues as they relate to transportation planning (Note: As of March 2020, the region is in attainment) **EE**
- Develop a regional model Complete Streets policy **EV, SS, AM, EE, PE, RR, ET**
- Coordinate with IDOT to update of regional Intelligent Transportation System (ITS) Architecture **SS, TS, AM, MO**
- Coordinate regional safety asset management effort resulting in annual HSIP applications **SS, TS, MO, PE, RR**
- Oversee completion of FY20 Special Projects **AM, MO**
- Program and administer FY21 Special Transportation Planning Studies **EV, SS, TS, AM, EE, CI, MO, PE**
- Provide technical support to transit and paratransit providers **AM**

## **Task 4 Budget**

<b>Description</b>	<b>Total</b>
PL-FTA Funding	\$183,333
State Metropolitan Planning Funding	\$45,833
<b>Total</b>	<b>\$229,166</b>

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 FY21 PL-FTA Funds

<b>Task</b>	<b>UWP Category</b>	<b>Total costs</b>	<b>PL-FTA</b>	<b>State</b>
1	Management and Administration	<b>\$195,292</b>	\$156,233	\$39,058
2	Data Development and Maintenance	<b>\$192,926</b>	\$154,341	\$38,585
3	Long-Range Planning	<b>\$234,392</b>	\$187,514	\$46,878
4	Short-Range Planning	<b>\$229,166</b>	\$183,333	\$45,833
<b>Total</b>		<b>\$851,776</b>	<b>\$681,421</b>	<b>\$170,355</b>

## EXHIBIT II: LINE ITEM BUDGET

Program Year FY21 PL-FTA Funds

Item	Annual Salary	% Time	Total	Federal	State
<b>Personnel</b>					
<b>Salaries</b>					
<b>Full-Time</b>					
Executive Director	\$112,455	55%	\$61,850	\$49,480	\$12,370
Planning Program Manager	\$99,260	65%	\$64,519	\$51,615	\$12,904
Planner III	\$54,274	80%	\$43,419	\$34,735	\$8,684
Planner III	\$52,239	70%	\$36,567	\$29,254	\$7,313
Planner II	\$48,083	60%	\$28,850	\$23,080	\$5,770
Planner II	\$47,036	35%	\$16,462	\$13,170	\$3,292
Planner I	\$40,000	85%	\$34,000	\$27,200	\$6,800
GIS Specialist III	\$58,893	60%	\$35,336	\$28,269	\$7,067
GIS Specialist I	\$40,698	60%	\$24,419	\$19,535	\$4,884
Office Administrator	\$48,023	20%	\$9,605	\$7,684	\$1,921
<b>Subtotal Full-Time</b>			<b>\$355,027</b>	<b>\$284,022</b>	<b>\$71,005</b>
<b>Part-Time/Temporary</b>					
Interns	\$18,000	100%	\$18,000	\$14,400	\$3,600
<b>Subtotal Part-Time/Temporary</b>			<b>\$18,000</b>	<b>\$14,400</b>	<b>\$3,600</b>
<b>Subtotal Salaries</b>			<b>\$373,027</b>	<b>\$298,422</b>	<b>\$74,605</b>
Fringe Benefits		31.50%	\$111,834	\$89,467	\$22,367
Indirect Costs		36.05%	\$174,792	\$139,834	\$34,958
<b>Subtotal Personnel</b>			<b>\$659,653</b>	<b>\$527,722</b>	<b>\$131,931</b>
<b>Other Direct Costs</b>					
Travel, Training, and Conferences			\$20,000	\$16,000	\$4,000
APWA Conference			\$7,500	\$6,000	\$1,500
Equipment - Computer Hardware			\$5,000	\$4,000	\$1,000
Equipment - Software and Support			\$30,000	\$24,000	\$6,000
Contractual - Special Projects			\$105,000	\$84,000	\$21,000
Contractual - Audit			\$24,000	\$19,200	\$4,800
Miscellaneous			\$623	\$499	\$125
<b>Subtotal Other Direct Costs</b>			<b>\$192,123</b>	<b>\$153,699</b>	<b>\$38,425</b>
<b>Total</b>			<b>\$851,776</b>	<b>\$681,421</b>	<b>\$170,355</b>

### **EXHIBIT III: LABOR DISTRIBUTION**

Program Year FY21 PL-FTA Funds  
Number of Work Weeks Programmed

<b>Position</b>	<b>Management and Administration</b>	<b>Data Dev't and Maintenance</b>	<b>Long-Range Planning</b>	<b>Short-Range Planning</b>	<b>Total</b>
<b>Executive Director</b>	17.37	5.00	1.00	1.00	<b>24.3729</b>
<b>Planning Program Manager</b>	13.25	-	8.00	8.00	<b>29.2500</b>
<b>Planner III</b>	1.00	2.86	16.00	16.00	<b>35.8629</b>
<b>Planner III</b>	1.00	-	15.25	15.25	<b>31.5000</b>
<b>Planner II</b>	1.00	-	14.00	12.00	<b>27.0000</b>
<b>Planner II</b>	1.00	-	7.75	7.00	<b>15.7500</b>
<b>Planner I</b>	1.00	-	18.63	18.63	<b>38.2500</b>
<b>GIS Specialist III</b>	1.00	26.00	-	-	<b>27.0000</b>
<b>GIS Specialist I</b>	1.00	26.00	-	-	<b>27.0000</b>
<b>Office Administrator</b>	8.97	-	-	-	<b>8.9657</b>
<b>Intern</b>	-	8.17	8.17	8.17	<b>24.5000</b>
<b>Total</b>	<b>46.59</b>	<b>68.03</b>	<b>88.79</b>	<b>86.04</b>	<b>289.45</b>

## **EXHIBIT IV: ACCOUNTING NARRATIVE**

Program Year FY21

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 FY21 has been approved by IDOT.

## **EXHIBIT V: PL-FTA MATCH & MEMBERSHIP DUES**

Program Year FY21

<b>PPUATS Community</b>	<b>2019 MFT Allotment</b>	<b>%</b>	<b>FY2021 Dues</b>
Peoria County	\$2,433,072	22.19%	\$0
Tazewell County	\$1,903,433	17.36%	\$0
Woodford County	\$634,046	5.78%	\$0
City of Peoria	\$2,900,861	26.46%	\$0
City of Pekin	\$859,965	7.84%	\$0
City of East Peoria	\$590,277	5.38%	\$0
City of Washington	\$417,850	3.81%	\$0
Village of Bartonville	\$163,220	1.49%	\$0
Village of West Peoria	\$117,516	1.07%	\$0
Village of Morton	\$410,308	3.74%	\$0
Village of Peoria Heights	\$155,275	1.42%	\$0
Village of Creve Coeur	\$137,492	1.25%	\$0
City of Chillicothe	\$153,787	1.40%	\$0
Village of Germantown Hills	\$86,718	0.79%	\$0
CityLink	N/A	N/A	\$0
<b>Required PL-FTA Match</b>			<b>\$170,355</b>

**Note:** PPUATS will use FY21 State Metropolitan Planning Funds to match its FY21 PL-FTA grant, effectively waiving membership dues for this fiscal year.

## **EXHIBIT VI: BUDGET BY COST ITEM**

Program Year FY21

<b>Item</b>	<b>PL-FTA</b>	<b>State</b>	<b>Total</b>
Direct Costs			
Salaries & Wages	\$298,422	\$74,605	\$373,027
Fringe Benefits	\$89,467	\$22,367	\$111,834
<b>TOTAL COMPENSATION AND FRINGE</b>	<b>\$387,888</b>	<b>\$96,972</b>	<b>\$484,860</b>
Other Direct Costs			
Travel/Training/Conferences	\$16,000	\$4,000	\$20,000
APWA Conference	\$6,000	\$1,500	\$7,500
Equipment - Computer Hardware	\$4,000	\$1,000	\$5,000
Equipment - Software and Support	\$24,000	\$6,000	\$30,000
Contractual - Special Projects	\$84,000	\$21,000	\$105,000
Contractual - Audit	\$19,200	\$4,800	\$24,000
Miscellaneous			\$623
<b>TOTAL OTHER DIRECT COSTS</b>	<b>\$153,699</b>	<b>\$38,425</b>	<b>\$192,123</b>
<b>TOTAL DIRECT COSTS</b>	<b>\$541,587</b>	<b>\$135,397</b>	<b>\$676,984</b>
Indirect Costs	\$139,834	\$34,958	\$174,792
<b>TOTAL INDIRECT COSTS</b>	<b>\$139,834</b>	<b>\$34,958</b>	<b>\$174,792</b>
<b>TOTAL COSTS</b>	<b>\$681,421</b>	<b>\$170,355</b>	<b>\$851,776</b>