



**PPUATS**

PEORIA-PEKIN URBANIZED AREA  
TRANSPORTATION STUDY

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# Transportation Alternatives Program

**Funding Application Packet for Federal Fiscal Years 2015 & 2016**

## CALL FOR PROJECTS TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FY2015 & 2016

### INTRODUCTION

The Peoria-Pekin Urbanized Area Transportation Study (PPUATS), the metropolitan planning organization (MPO) within the counties of Peoria, Tazewell and Woodford in central Illinois, announces the availability of funding for transportation projects through the Transportation Alternatives Program (TAP) (<http://www.tricountyrpc.org/transportation-documents#TAP>). The program is funded through the Federal Highway Administration (FHWA) and administered through the Illinois Department of Transportation (IDOT). As an MPO with an urbanized area population over 200,000, PPUATS receives an allotment of TAP funds to program. The allotment for fiscal year 2015 is \$282,987 and an estimated \$282,987 in fiscal year 2016 is available for programming.

The TAP program is designed to fund non-motorized transportation projects, which will be described in further detail below.

### DEADLINES AND HOW TO APPLY

The call for projects begins immediately and ends at 4:30 PM on **Monday, January 4, 2016**. Applications received after this date will be considered ineligible for TAP funding.

Applications and all relevant materials will be posted at <http://www.tricountyrpc.org/transportation-documents#TAP>. To apply, submit the project application materials to [dsmesrud@tricountyrpc.org](mailto:dsmesrud@tricountyrpc.org) with any relevant attachments 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 fifteen eligible PPUATS member entities. Other governmental entities within the MPO planning area are eligible only with co-sponsorship by one of the PPUATS member entities listed at the bottom of the cover page. A map of the MPO planning area can be found on Page 13.

Examples of Non-PPUATS eligible project co-sponsors:

- 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 ACTIVITIES AND PROJECTS**

In order to be eligible for TAP funding, a project must demonstrate a relationship to surface transportation. 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 MAP-21 goals and the goals and strategies found in the MPO Long Range Transportation Plan – Envision HOI. These and the MAP-21 goals can be found on Pages 8 - 12. It is also beneficial for applicants if projects are included in a local, regional or statewide plan (bikeway, trail or greenways). 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-striping 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: <http://www.fhwa.dot.gov/map21/guidance/guidetap.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>. They have produced a guidelines manual that is available at both the aforementioned website or at the Tri-County Regional Planning Commission website.

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. See link:  
[http://www.fhwa.dot.gov/environment/safe\\_routes\\_to\\_school/overview/legislation.cfm](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. Noninfrastructure-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.

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:

- 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.
- 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.
- 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.

**TAP SCORING AND EVALUATION CRITERIA**

The scoring and evaluation criteria included in the TAP application are divided into two categories and are included below:

<b>GENERAL SCORES</b>	
<b>CRITERIA</b>	<b>MAXIMUM POINTS AVAILABLE</b>
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
<b>TOTAL</b>	<b>60</b>

<b>PROJECT SCORES</b>	
<b>CRITERIA</b>	<b>MAXIMUM POINTS AVAILABLE</b>
Infrastructure and Facilities	10
Safety Factors	15
Public Benefits – Usage*	10
Public Benefits – Public Value*	5
*Determined by Sub-Committee <b>TOTAL</b>	<b>40</b>

## TAP 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 2015 TAP funds must be obligated by September 30, 2018. Staff may request to have discussions with sponsors to verify project details and assess complications that might affect project readiness.

A TAP Sub-Committee 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 Sub-Committee is allowed to recommend funding a lower scoring project over a higher scoring project. It is at the discretion of the Sub-Committee to determine their reasoning for a particular 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.

## TAP PROGRAMMING SCHEDULE

PROPOSED TAP PROJECT SELECTION PROCESS SCHEDULE For Programming FY 2015 & 2016 TAP Funds	
November 4, 2015	Policy approves process and schedule for programming TAP funds
November 6, 2015	Issue call for projects, send applications to jurisdictions
November 18, 2015	Hold application informational session during Technical meeting
January 4, 2016	TAP applications due to TCRPC staff by 4:30 PM
Week of January 4 <sup>th</sup>	Staff reviews applications, ensuring completeness and validity
January 20, 2016	Project proposals presented during Technical meeting.
January 20, 2016	Establish Sub-Committee during Technical meeting.
January 27, 2016 (est.)	Sub-Committee convenes, reviews applications, assigns scores to ‘Public Benefits’ section and makes recommendation to Technical.
February 17, 2016	Technical considers sub-committee recommendation.
March 2, 2016	Policy considers Technical recommendation.
May 4, 2016	In case any of above takes longer than anticipated – Technical recommended Policy make a programming decision by this date.

## MAP-21 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 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.

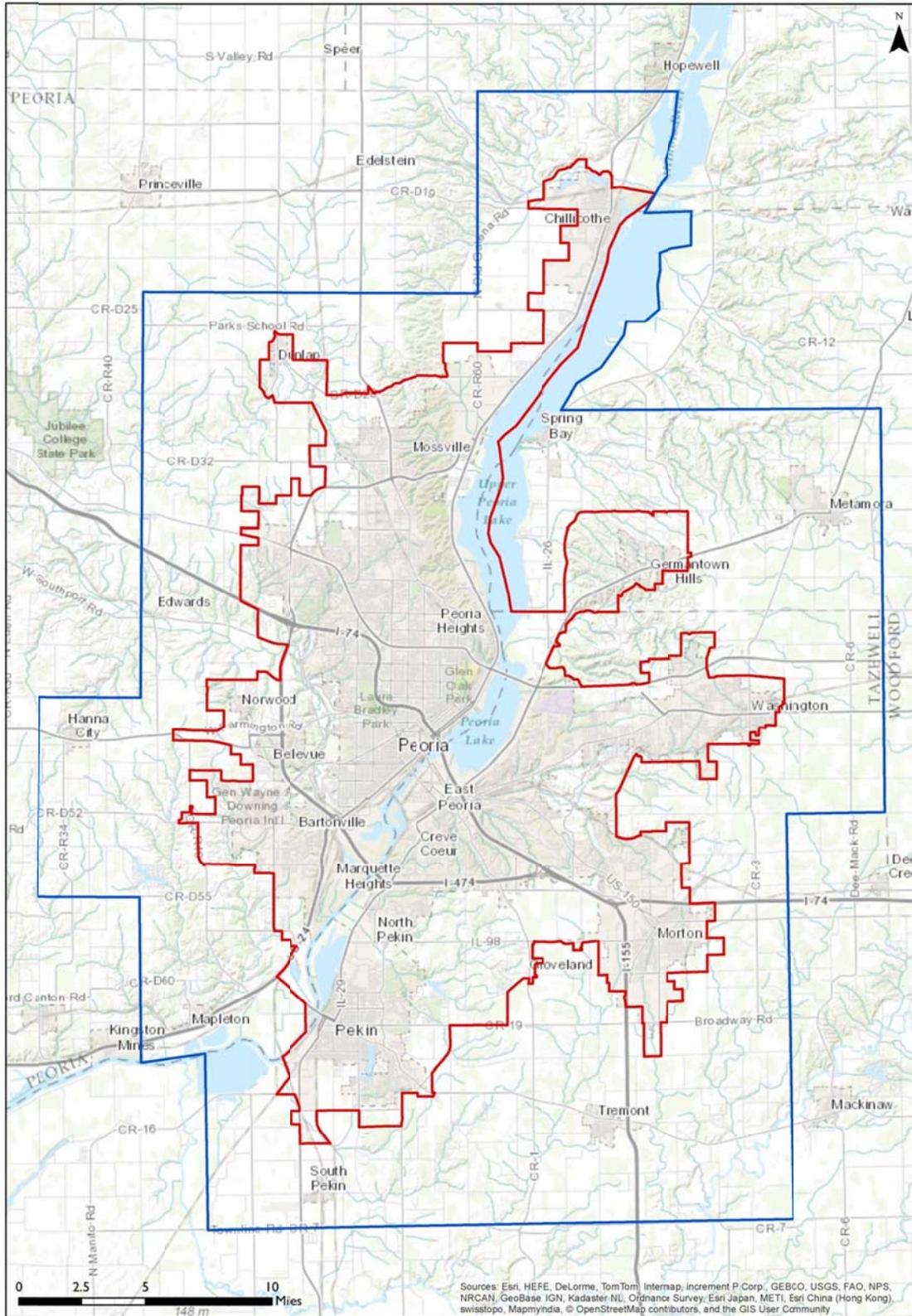
- Use timers or occupancy sensors to reduce the need to light parking lots in low to no-traffic hours.
- Construct noise barriers where appropriate to prevent noise pollution in neighborhoods.
- REDUCE VEHICLE MILES TRAVLED
  - Support and promote public transportation.
  - Introduce ridesharing and/or 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 ridesharing.

### 2010 PPUATS Urbanized Area and 20-Year Planning Boundary

Approved by PPUATS Policy Committee May 7, 2014



PPUATS Urbanized Area  PPUATS 20-Year Planning Boundary



**GENERAL CONSIDERATIONS FOR FEDERAL FUNDING**

PPUATS 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. By applying to receive these funds the applicant is acknowledging that they understand and adhere to the principles of Title VI when performing activities related to the funding they receive from PPUATS.

Projects carried out using TAP funds must comply with applicable provisions in Title 23 of the United States Code dealing with Federal-aid highways, such as project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon), Buy America, competitive bidding, and other contracting requirements, regardless of whether the projects are located within the right-of-way of a Federal-aid highway. Applicants are urged to familiarize themselves with title 23 requirements.

Federal aid, including TAP funding, is generally most efficiently used for substantial facility improvements. The administrative burden of a federal-aid project can be substantial. Thus, a small project is often best accomplished with local funds to avoid this burden. For help understanding the federal-aid process, IDOT has developed the *Mechanics of Project Management: FHWA Process for Project Implementation*, which is available at <http://tinyurl.com/poa45h5>.

One of the federal requirements for project implementation is that the project has logical termini. The cost estimates and project application forms should reflect this requirement. This may require extensive cooperation among governments. For example, a trail may logically extend beyond the borders of the sponsoring municipality. For more information on logical termini, contact IDOT District 4 at 309-671 3333.

**USE THE ATTACHED APPLICATION FORM TO SUBMIT YOUR PROJECT**