



CITY COUNCIL AGENDA ITEMS

To: Mayor Graham and City Council

From: Mary Jeanne Hutchison, Director of Parks and Recreation
Dennis Sullivan, Director of Engineering & Public Works
Walter Denton, City Administrator

Date: April 21, 2008

Subject: RESOLUTION – Support of ITEP and IGSP Grant Submittals, Interchange Exits #14 and #16 Improvements

List of committees that have reviewed: Parks & Environment

Background: On December 3, 2007, Council passed a resolution for Rhutasel and Associates to prepare Illinois Transportation Enhancement Program (ITEP) and Illinois Green Streets Program (IGSP) grant submittals in conjunction with an I-64 Interchange Aesthetics Master Plan. Rhutasel and Associates, Professional Design Studio (PDS), and staff have worked together to prepare a preliminary master plan and supporting info for the grant submittals. The submittals are being prepared. As part of the submittal, a Council passed supporting resolution is needed to allow the Mayor and City Clerk to sign the required IDOT support documentation.

At the recent Parks & Environment Committee Meeting, staff presented a preliminary master plan for improvements to Exits #14 and #16 of I-64, portals to the City of O'Fallon. The master plan is the combined effort of Professional Design Studio, Rhutasel and Associates, Parks, and Public Works; and contains elements of both ITEP and IGSP (see below). Considering the last statewide ITEP grant submittal round in 2005, improvements to interchanges received better than an average rate of success in garnering funding compared to requests for museums, transfer stations, bike trails and other transportation enhancement initiatives. Staff's Power Point presentation is quite in depth, showing the options available for improvement to bridge, roadway shoulders and infield areas of the interchange exits. Staff suggested that the ITEP grant submittal for Exit #14 be \$1,000,000, and this initial grant application concentrate on the northwest and southeast quadrants of the interchange. Earth shaping, pavement edge improvements, street tree planting, landscaping of undesirable views, and signage should be the items funded. Staff suggested that the ITEP grant submittal for Exit #16

be \$1,500,000, and this initial grant application concentrate on the southwest and southeast quadrants of the interchange. Again like Exit #14, at Exit #16, earth shaping, pavement edge improvements, street tree planting, landscaping of undesirable views, and signage should be some of the items funded in this first phase of interchange improvement. At Exit #16, the Village of Shiloh has expressed a desire to be involved in the improvement and fund their quadrants work. ITEP is an 80/20 grant program. Federal money pays for 80% of the improvements with the local match being 20%. MFT funding may be used to fund the local portion.

Included in the preliminary master plan for improvements to Exits #14 and #16 of I-64 discussed in the paragraph above referring to the Committee meeting was the information on IGSP grant suggested improvements. IGSP is a new initiative sponsored by the Governor is to promote the use of native grasses, shrubberies, and trees along public roadways. The presentation by staff to the Parks & Environment Committee referred to above showed some of the options available for greenery improvements and how those could be used in conjunction with the ITEP hardscaping and landscaping. Staff suggested that the IGSP grant submittal for Exit #14 be \$100,000, and this initial grant application concentrate on the northwest and southeast quadrants of the interchange. Staff suggested that the IGSP grant submittal for Exit #16 be \$125,000, and this initial grant application concentrate on the southwest and southeast quadrants of the interchange. At Exit #16, the Village of Shiloh has expressed a desire to be involved in the improvement. ITGSP is an 80/20 grant program. Federal money pays for 80% of the improvements with the local match being 20%.

Legal Considerations, if any: None, beyond normal consideration when applying for grants.

Budget Impact: The design and construction resulting from approval of the grant submissions by IDOT will be funded by future MFT funds. As the approval of the work is in the future it is difficult to say what the exact impact would be based on the matching funds needed. If all the grants were approved, it is anticipated that MFT collections would cover the local match amount.

Staff recommendation: Staff recommends approval of the supporting resolution, so the O'Fallon grant submittals can compete with other communities and counties for the federal and state enhancement funding.