

Program Management Plan

Management of MPO-Suballocated Federal Transportation Funds

April 2026

Carbon Reduction Program | Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities | Surface Transportation Block Grant | Transportation Alternative Set-Aside



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Management of MPO-Suballocated Federal Transportation Funds

Tri-County Regional Planning Commission

Recognized as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urban Area in Peoria, Tazewell, and Woodford counties in Central Illinois

The Tri-County Regional Planning Commission is dedicated to providing access to the transportation planning process and associated planning documents to all people regardless of race, color, national origin, sex, socioeconomic status, English proficiency, or disability. This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the US Department of Transportation through the Illinois Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and do not necessarily represent the US Department of Transportation and Illinois Department of Transportation.

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Executive Summary

The Tri-County Regional Planning Commission, serving as the Metropolitan Planning Organization (MPO) for the Peoria–Pekin Urbanized Area, administers multiple federal transportation funding programs suballocated to the region. These include the Carbon Reduction Program, Surface Transportation Block Grant Program, Transportation Alternatives Set-Aside, and Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities.

This Program Management Plan documents the unified policies, procedures, and oversight framework used by the Tri-County Regional Planning Commission to program and administer federal transportation funds. This document fulfills the Federal Transit Administration Program Management Plan requirement for the Section 5310 Program, while also serving as a consolidated program management and application guide for all federal transportation funding programs programmed by the Tri-County Regional Planning Commission. Consolidation applies to administrative and competitive project selection procedures only; statutory eligibility, cost share requirements, and program-specific federal regulations remain distinct and are fully preserved.

The Program Management Plan establishes a transparent, competitive, and performance-based process for soliciting, evaluating, selecting, and overseeing projects. All projects are selected through a biennial Combined Call for Projects and evaluated using a two-tier process consisting of eligibility/compliance screening and standardized competitive scoring aligned with federal planning factors, civil rights requirements, and adopted regional policy documents.

The Tri-County Regional Planning Commission administers Section 5310 funds as a Co-Designated Recipient and coordinates closely with the Illinois Department of Transportation and the Federal Highway Administration for programs administered by the Illinois Department of Transportation. This Program Management Plan supports federal and state oversight by clearly documenting roles, responsibilities, financial management, subrecipient monitoring, procurement oversight, reporting, and closeout procedures.

Acronyms, Abbreviations, and Definitions

3C	Continuing, comprehensive, and cooperative
ADA	Americans with Disabilities Act of 1990
BABA	Build America, Buy America Act
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
CRP	Carbon Reduction Program
CSAP	Comprehensive Safety Action Plan
CVP	Consolidated Vehicle Procurement program administered by the Illinois Department of Transportation
DBE	Disadvantaged Business Enterprise
DOT	United States Department of Transportation
FAST Act	Fixing America’s Surface Transportation Act (2015)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTA Circular 9070.1G	Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions
Full Commission	Tri-County Regional Planning Commission’s full board, which acts as the MPO’s Policy Committee
GHG	Greenhouse Gas
GPMTD	Greater Peoria Mass Transit District
HSTP	Human Services Transportation Plan; this document represents Region 5 in the State of Illinois
ICT	Illinois Center for Transportation
IDOT	Illinois Department of Transportation
IIJA/BIL	Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, or BIL (2021)

i-PEACE	Pavement Engineering Analytics for Cost and Environment
LCA	Life-cycle assessment
LPA	Local Public Agency
L RTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act (2012)
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization (Tri-County is the recognized MPO for the Peoria-Pekin Urban Area)
Other Section 5310 Projects	Public transportation projects that provide service improvements, environmental infrastructure improvements, and increased ridership
PL / Section 5303	Metropolitan Planning funds
PMP	Program Management Plan
Region	The Peoria-Pekin Urbanized Area, located in Peoria, Tazewell, and Woodford counties in Central Illinois
RTP	Recreational Trails Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Pub. L. 109-59 (2005)
SAM	System for Award Management
Section 5310 Program	Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
STS	Special Transportation Studies
TA	Transportation Alternative Set-Aside Program
TAP	Transportation Alternative Program

TCRPC/Tri-County	Tri-County Regional Planning Commission
TDC	Transportation Development Credits
TIP	Transportation Improvement Program
Traditional Section 5310 Projects	public transportation capital projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable
UEI	Unique Entity Identifier
U.S.C.	United States Code
USDOT	United States Department of Transportation
UZA	Urbanized Area

1. Introduction

The Tri-County Regional Planning Commission (Tri-County or TCRPC) serves as the Metropolitan Planning Organization (MPO) for the Peoria–Pekin Urbanized Area, encompassing Peoria, Tazewell, and Woodford counties in Central Illinois. In this role, TCRPC is responsible for carrying out the federally required metropolitan transportation planning process and for programming certain federal transportation funds suballocated to the region.

This Program Management Plan (PMP) establishes the policies, procedures, and oversight framework used by TCRPC to administer MPO-allocated federal transportation funds in a manner consistent with applicable federal and state laws, regulations, and guidance. The PMP is intended to promote transparency, accountability, consistency, and equitable competition in the use of federal transportation resources.

1.1 Tri-County Regional Planning Commission and MPO Role

Tri-County functions in two primary capacities for the region. First, it serves as the Regional Planning Commission or Council of Governments for Peoria, Tazewell, and Woodford counties, supporting planning and coordination activities across a variety of program areas. Second, TCRPC is recognized as the MPO for the Peoria-Pekin Urbanized Area, as required under federal law for urbanized areas (UZAs) with populations of 50,000 or more.

As the MPO, TCRPC is responsible for developing and maintaining core transportation planning documents, including the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), and for ensuring that federal transportation investments are planned and programmed through a continuing, comprehensive, and cooperative (3C) process in accordance with federal metropolitan planning regulations.

1.2 Purpose of the Program Management Plan

The purpose of this PMP is to document how TCRPC administers MPO-suballocated federal transportation funds from solicitation and project selection through award administration, oversight, and closeout. Administration of MPO-suballocated federal transportation funds is governed by federal statutes and regulations summarized in *Appendix A*. This document is designed to:

- Describe program eligibility, funding availability, and cost share requirements
- Establish a transparent and competitive project selection process
- Define roles and responsibilities of federal, state, regional, and local partners
- Document compliance, monitoring, and procurement oversight procedures

- Serve as a reference guide for applicants, subrecipients, and oversight agencies

This PMP fulfills the Federal Transit Administration's (FTA) Program Management Plan requirement for the Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). In addition, it serves as a consolidated program management guide for other MPO-allocated federal transportation funding programs administered by or programmed through TCRPC.

1.3 Federal Programs Covered by this PMP

This PMP applies to federal transportation funding programs suballocated to the MPO and programmed through the Peoria-Pekin Urbanized Area, including:

- Carbon Reduction Program (CRP)
- Metropolitan Planning funds (PL / Section 5303)
- Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)
- Surface Transportation Block Grant Program (STBG), which is broken into two programs locally: (1) STBG Traditional (Reconstruction and New Construction), and (2) STBG Pavement Preservation Set-Aside
- Transportation Alternatives (TA) Set-Aside

While this PMP documents a consolidated administrative and competitive framework, each funding program retains its own statutory eligibility requirements, cost share provisions, and federal oversight authorities. Consolidation applies only to procedures that are permitted under federal law and does not supersede program-specific requirements.

1.4 Relationship to Regional Planning Documents

Administration of MPO-allocated federal transportation funds is guided by TCRPC's adopted regional planning documents, including the LRTP, Human Services Transportation Plan (HSTP), Congestion Management Process (CMP), and Comprehensive Safety Action Plan (CSAP). These plans establish regional goals, identify transportation needs and priorities, and inform the evaluation and selection of projects.

Projects considered for funding through the processes described in this PMP must demonstrate consistency with applicable regional plans and policies. Use of these documents ensures that funding decisions support long-term regional objectives and federal performance-based planning requirements. The regional planning documents that guide program administration and project selection under this PMP are summarized in *Appendix B*.

1.5 How to Read this Document

This PMP is written to serve multiple audiences, including project applicants, local jurisdictions, transit and human service providers, TCRPC staff, and federal and state oversight agencies. The document is structured to provide both policy guidance and practical instruction for the administration and application of MPO-suballocated federal transportation funds.

Not all sections apply equally to every reader, and users of this document are encouraged to reference the sections most relevant to their role.

- Grant Applicants and Project Sponsors
 - *Section 1: Introduction*
 - *Section 2: Program Overview*
 - *Section 3: Eligibility*
 - *Section 4: Funding Information*
 - *Section 9: Project Evaluation and Selection*
 - *Section 10: Application Cycle and Guidance*
- Tri-County Program Administrators
 - *Section 5: Program Management*
 - *Section 7: Compliance, Oversight, and Monitoring*
 - *Section 8: Procurement Oversight and Compliance*
 - *Section 9: Project Evaluation and Selection*
 - *Section 11: Award Administration Information*
 - *Section 12: Section 5310 Program Oversight*
- For Federal and State Oversight Agencies
 - *Section 1: Introduction*
 - *Section 2: Program Overview*
 - *Section 3: Eligibility*
 - *Section 5: Program Management*
 - *Section 6: Coordinated Planning and HSTP Requirements*
 - *Section 7: Compliance, Oversight, and Monitoring*
 - *Section 8: Procurement Oversight and Compliance*
 - *Section 11: Award Administration Information*
 - *Section 12: Section 5310 Program Oversight*
 - *Section 13: Certifications and Assurances*

Not all sections apply equally to every funding program. Program-specific requirements are maintained throughout the document, while consolidated procurements improve efficiency and consistency across MPO-suballocated funds.

2. Program Overview

The federal transportation programs administered or programmed through the TCRPC collectively support a coordinated, multimodal transportation system within the Peoria-Pekin UZA. These programs are authorized through federal surface transportation and transit legislation and are implemented in partnership with the Illinois Department of Transportation (IDOT), and the US Department of Transportation's (USDOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Funding for these programs is apportioned to states through statutory formulas established in federal law and subsequently suballocated or distributed to MPOs based on population and other criteria. As the MPO, TCRPC plays a central role in soliciting, evaluating, selecting, and programming projects that utilize MPO-suballocated federal transportation funds in accordance with applicable federal requirements (see *Appendix A*).

2.1 Consolidated Administration Process

Tri-County administers and programs multiple federal transportation funding programs through a consolidated framework designed to improve efficiency, consistency, and transparency while maintaining compliance with program-specific statutory and regulatory requirements. The consolidated approach allows applicants to engage in a single, coordinated Call for Projects process and enables the MPO to evaluate projects using a consistent competitive framework aligned with regional planning goals.

While administrative and competitive procedures are consolidated where permitted, each federal funding program retains its individual eligibility criteria, cost share requirements, allowable activities, and federal oversight responsibilities. Compliance with these program-specific requirements is addressed throughout this PMP.

2.2 Federal and State Oversight

Federal oversight responsibility varies by funding programs. The FHWA provides federal oversight for highway-funded programs, including the Carbon Reduction Program (CRP), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives (TA) Set-Aside. The FTA provides federal oversight for transit-funded programs, including Section 5310. For the Metropolitan Planning Program (PL / Section 5303), the FHWA and FTA jointly provide oversight.

For FHWA-funded programs, IDOT serves as the direct recipient and administrator in Illinois and works in partnership with TCRPC in the programming and implementation of MPO-allocated funds. For Section 5310, TCRPC serves as a Co-Designated Recipient for the Peoria-Pekin Urbanized Area and is responsible for administering a portion of the regional allocation in coordination with IDOT.

2.3 MPO's Role in Program Implementation

As the MPO, TCRPC is responsible for ensuring that projects selected for funding are consistent with federally required planning processes and adopted regional plans, including the LRTP, TIP, HSTP, CMP, and CSAP.

Through the processes described in this PMP, TCRPC ensures that MPO-allocated federal transportation funds are invested in projects that address documented needs, advance regional goals, and comply with applicable federal and state requirements. Subsequent sections of this PMP provide program-specific overviews, eligibility criteria, funding information, and detailed procedures for project selection and administration.

2.4 MPO-Suballocated Federal Programs

Tri-County administers MPO-suballocated federal transportation funds through a consolidated, performance-based process consistent with federal statutes, regulations, and guidance. This PMP applies to federal transportation funding programs suballocated to the MPO and programmed through the Peoria–Pekin Urbanized Area, including CRP, Metropolitan Planning Program, Section 5310, STBG, and TA.

2.4.1 Carbon Reduction Program

The CRP is a formula funding program created under the 2021 Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure Law) under Title 23 to provide federal funds focused on reducing transportation-related emissions.

Administered by the Federal Highway Administration (FHWA), the program supports projects that reduce carbon dioxide emissions from on-road highway sources and advance state and regional carbon reduction strategies in consultation with MPOs.

Eligible activities span a wide range of strategies that reduce vehicle trips or emissions, including multimodal transportation improvements, traffic management, alternative fuel infrastructure, public transit enhancements, and active transportation projects, provided they demonstrate that they reduce emissions consistent with program goals.

States receive formula apportionments that are further suballocated to urban areas based on population, and MPOs play a key role in soliciting, selecting, and programming projects that align with regional carbon reduction priorities. The program supports transportation emission reduction nationwide by providing an opportunity to use federal funding for implementing low-cost, high-impact projects that reduce transportation emissions while increasing the quality of life in the region.

2.4.2 Metropolitan Planning

The Metropolitan Planning Program is funded through a combination of FHWA Planning (PL) funds authorized under 23 U.S.C. § 134 and FTA Metropolitan Planning (Section

5303) funds authorized under 49 U.S.C. § 5303. These funds have originated and evolved through successive federal transportation authorization statutes, reflecting an expanding role for regional planning in linking transportation investments to outcomes and federal objectives, with the 1991 Intermodal Surface Transportation Efficiency Act laying the foundation in establishing the modern MPO planning framework requiring multimodal, continuous, and cooperative planning.

PL/Section 5303 funds provide federal financial support for the continuing, comprehensive, and cooperative (3C) transportation planning process required of designated MPOs in metropolitan areas as outlined in Title 23 CFR Part 450 Subpart C. These funds enable MPOs to carry out the regional planning activities necessary to identify regional needs, set investment priorities, and guide the programming and implementation of federal transportation dollars across multiple modes. The program is jointly administered by the FHWA and FTA to support multimodal planning activities in urbanized areas.

Funding is apportioned to each state based on statutory formulas and then suballocated by states to MPOs, typically using population-based formulas, ensuring MPOs receive planning support proportional to their size and needs. The federal share of eligible planning costs generally covers up to 80 percent of the total, with the 20 percent non-federal match typically provided by IDOT's State Planning Funds.

Since 2016, Tri-County has typically utilized a portion of its PL/Section 5303 funds to support local communities in planning transportation improvements through its Special Transportation Studies (STS) program. This program has supported both consultant-led and staff-led projects that align local projects with regional and federal transportation priorities, helping communities plan improvements that contribute to safer streets and better mobility.

2.4.3 Section 5310

The Section 5310 Program (Enhanced Mobility of Seniors and Individuals with Disabilities) is a formula funding program under 49 U.S.C. §5310, which has evolved over serial authorizations of federal transit and surface transportation law. Administered by the FTA, the program supports projects that improve transportation options for older adults and people with disabilities, especially where public transportation is insufficient, unavailable, or inappropriate.

Originally, federal support for specialized transportation for seniors and individuals with disabilities grew out of public transit authorization acts and subsequent reauthorizations. Under the 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21), significant changes to the Section 5310 Program that existed under the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) were made. These changes included the consolidation and restructuring to incorporate activities from

the previous Section 5317 New Freedom Program into a single Section 5310 program with broader eligibility. The revised program authorizes a wider range of activities, including projects that go beyond ADA complementary paratransit and improve access to fixed-route service while also enhancing coordination with other human services transportation funding.

The program's primary purpose is to remove barriers to transportation service and expand mobility options through both traditional capital investments (such as accessible vehicles and transit equipment) and non-traditional operating and mobility management activities that go beyond ADA paratransit requirements. Recipients administer competitive subrecipient selection processes and may support a range of eligible activities that improve access, coordinate services, and enhance transportation for target populations.

Funding is apportioned nationally based on the relative population of seniors and individuals with disabilities and distributed to designated recipients, often states or local agencies, in large urbanized, small urbanized, and rural areas. These designated recipients have flexibility in how they select subrecipient projects for funding. The process these recipients follow must be outlined in a PMP. This process can utilize a formula-based, competitive, or discretionary grant process. Eligible subrecipients are state and local jurisdictions, non-profit organizations, and operators of public transportation.

2.4.4 Surface Transportation Block Grant

Authorizing legislation that laid the foundation for the Federal-Aid Highway Program as it exists today began with the Federal-Aid Road Act of 1916 and the Federal Highway Act of 1921. The STBG Program, formerly known as the Surface Transportation Program (STP), is a formula funding program under Title 23 and one of the most flexible federal-aid highway programs administered by the FHWA under 23 U.S.C. 133. The program provides federal funds that states and suballocated areas, including MPO regions, can use to support a broad spectrum of transportation projects that address local and regional transportation needs and priorities.

The program's name change and statutory refinement occurred with the FAST Act, which formally renamed STP to STBG and updated program guidance and eligibilities. STBG retains flexibility for MPOs and states to program funds toward transportation investments that improve mobility, access, safety, and system performance. Under IIJA, STBG continues with updated apportionments and guidance but without fundamental structural change to its broad eligible uses.

Eligible uses of STBG funds include roadway improvements, bridge projects, transit elements, multimodal facilities, bicycle and pedestrian infrastructure, safety enhancements, and other surface transportation improvements that enhance mobility, connectivity, and system performance. The flexibility of STBG enables MPOs to tailor investments to regional goals and performance objectives while meeting federal requirements.

Tri-County divides its STBG program into two categories: Traditional Program and Preservation Set-Aside Program. The Traditional Program receives 80 percent of the available funding and encompasses (1) new road projects, and (2) road reconstruction projects. The Preservation Set-Aside Program receives 20 percent of the available funding and only encompasses road preservation projects.

2.4.5 Transportation Alternative Set-Aside

The TA Set-Aside Program, formerly known as the Transportation Alternatives Program or TAP, is a formula funding program under Title 23 administered by FHWA that was initially authorized under MAP-21 which reorganized and consolidated several formerly separate programs (Transportation Enhancements, Recreational Trails, and Safe Routes to School) into a unified TAP. Under the FAST Act, TAP was replaced with a set-aside of STBG funds dedicated to transportation alternatives, preserving the eligible activities and funding level structure. The IIJA continues the TA set-aside within STBG and includes updates to eligible activities and funding levels through FY 2026.

The program funds smaller-scale, community-oriented, non-traditional transportation projects that provide transportation alternatives to traditional highway construction. These include pedestrian and bicycle facilities, multiuse paths, safe routes to school infrastructure, environmental mitigation related to stormwater and habitat connectivity, streetscape improvements, and community enhancements.

Under current federal law, a specified portion of STBG funds is reserved for TA activities, and MPOs classified as Transportation Management Areas (urbanized areas with populations over 200,000) typically administer a competitive process for allocating these funds to eligible projects that support non-motorized mobility and active transportation goals.

2.5 Section 5310 Co-Designated Recipients

Pursuant to MAP-21, the governor of each state or an official designee must designate a public entity to be the recipient for Section 5310 funds. In July 2014, the Governor of Illinois named TCRPC a Co-Designated Recipient, along with IDOT, for the Section 5310 Program in the Peoria-Pekin UZA. As a Co-Designated Recipient, TCRPC is tasked with programming not more than 45% of each year's allocation of Section 5310 funds for capital and operational expenses to help improve mobility for seniors and individuals with disabilities, and IDOT programs the remaining portion (at least 55%) for capital expenditures through the Consolidated Vehicle Procurement (CVP) program.

3. Eligibility

Eligibility requirements establish the baseline conditions that must be met for a project or applicant to be considered for MPO-suballocated federal transportation funding. This section describes general eligibility standards applicable across programs, as well as program-specific eligibility requirements where required by federal law or regulation.

Eligibility determinations are conducted as part of the Tier I – Eligibility and Compliance Screening process described later in this PMP. Projects that do not meet applicable eligibility requirements will not advance to competitive scoring or consideration for funding.

While this PMP documents a consolidated application and project selection framework, eligibility requirements are governed by the individual federal funding programs and corresponding statutes, regulations, and guidance. Applicants are responsible for ensuring that both the sponsoring entity and proposed activities are eligible under the funding program(s) requested.

3.1 Eligible Applicants

Eligible applicants for MPO-suballocated federal transportation funds vary by funding program but generally include public agencies and other eligible entities operating within the Metropolitan Planning Area (MPA). As the MPO, TCRPC prioritizes projects sponsored by its member jurisdictions and partner agencies to ensure accountability, fiscal responsibility, and consistency with regional transportation planning.

3.1.1 General Eligible Applicants

For most MPO-Suballocated federal transportation funding programs, eligible applicants include:

- Municipalities, counties, and other local units of government within the MPA
- Public transit agencies and transportation providers
- Other public agencies with responsibility for transportation facilities or services
- MPO member jurisdictions acting individually or in partnership with other eligible entities

Only jurisdictions and agencies that are members in good standing of the Tri-County Regional Planning Commission are eligible to apply directly for most MPO-suballocated funding programs. Non-member entities within the Metropolitan Planning Area may participate only if formally co-sponsored by a TCRPC member jurisdiction, which assumes primary responsibility for project delivery and compliance.

3.1.2 Section 5310 Eligible Applicants

Eligibility requirements for the Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program are established by federal transit law and differ from other MPO-allocated programs.

Eligible applicants for Section 5310 funding administered by TCRPC include:

- Private non-profit organizations
- Local public agencies
- Public transportation providers

To be eligible, applicants must provide or coordinate transportation services that benefit seniors and individuals with disabilities within the Peoria–Pekin Urbanized Area.

Eligibility of Section 5310 applicants is verified by TCRPC during the application process in accordance with Federal Transit Administration requirements.

3.1.3 Sponsorship and Responsibility

All applicants and sponsors assume full responsibility for project development, implementation, and compliance with applicable federal and state requirements. Sponsoring agencies must demonstrate the legal, financial, and managerial capacity to carry out the proposed project, including the ability to provide required non-federal match and comply with reporting, monitoring, and oversight requirements.

For projects involving multiple partners, a single lead sponsor must be identified. The lead sponsor is responsible for submitting the application, executing agreements, coordinating with TCRPC and IDOT (as applicable), and ensuring compliance on behalf of all participating entities.

3.2 General Project Requirements

All projects must meet these general requirements to be considered for funding.

- Projects must be in the MPA.
- Roadways must currently have or will plan to have a Functional Classification of Minor Collector or above, except for TA and Section 5310 funded projects.
- Projects must be listed in a locally developed, coordinated plan, such as the LRTP or HSTP, except for Section 5310 funded projects.
- Projects must be ready to implement/construct by the programmed fiscal year.
- Applicant must commit via resolution to provide the required non-federal match at the time of application.

- Section 5310 applicants must be a local public agency, nonprofit, or public transit provider that provides transportation services within the MPA.
- Only dues-paying members of TCRPC are eligible to apply for CRP, STBG, TA, and STS funding. Other jurisdictions within the MPA must be sponsored by a TCRPC member.

3.3 System for Award Management

All applicants must be registered with System for Award Management (SAM) and acquire a Unique Entity Identifier (UEI) number. If a Local Public Agency (LPA) is not registered with SAM, please register at: <https://sam.gov/entity-registration>.

- UEI on SAM – Each applicant (unless the applicant is an individual or Federal or State awarding agency that is exempt from the requirements under 2 CFR §25.110(b) or (c), or has an exception approved by the Federal or State awarding agency under 2 CFR § 25.110 (d)) is required to:
 - Be registered in SAM before submitting its application. As of June 11, 2018, entities registering in SAM must submit a notarized letter appointing their authorized Entity Administrator. Use the updated FAQ sheet from <https://sam.gov/> to learn more.
 - Have a valid UEI number.
 - Continue to maintain an active SAM registration with current information at all times during which the LPA has an active Federal, Federal pass-through or State award or an application, or plan under consideration by a Federal or State awarding agency. It also must state that the State awarding agency may not make a Federal pass-through or State award to an applicant until the applicant has complied with all applicable UEI and SAM requirements and, if an applicant has not fully complied with the requirements by the time the State awarding agency is ready to make a Federal pass-through or State award, the State awarding agency may determine that the applicant is not qualified to receive a Federal pass-through or State award and use that determination as a basis for making a Federal pass-through or State award to another applicant.

3.4 Eligible Activities by Program

All projects applying for funding must demonstrate a relationship to surface transportation and meet at least one of the following activities listed below to be eligible for Commission-allocated Federal transportation funds.

3.4.1 Carbon Reduction Program

The following activities are listed as eligible under Title 23 United States Code §175. Carbon reduction program (c) Eligible Projects:

- A project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems
- A public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in IIJA Section 11130 (23 U.S.C. 142(a)(3))
- A transportation alternatives project as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act, including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- A project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies
- A project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology
- A project to replace street lighting and traffic control devices with energy-efficient alternatives
- Development of a carbon reduction strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs
- Efforts to reduce the environmental and community impacts of freight movement
- A project to support deployment of alternative fuel vehicles, including:

- The acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure
- The purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities
- A project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit
- Certain types of projects to improve traffic flow that are eligible under the Congestion Mitigation and Air Quality Improvement (CMAQ) program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L))
- A project that reduces transportation emissions at port facilities, including through the advancement of port electrification

Projects not listed above may be eligible for CRP funding if the grantee can demonstrate a reduction in transportation emissions over the project's lifecycle.

3.4.2 Metropolitan Planning Program

The Metropolitan Planning Program, or PL / Section 5303, funds support a broad array of activities including, but not limited to:

- Development and maintenance of LRTPs and short-range TIPs
- Travel demand modeling and performance analysis
- Public participation, outreach, and interagency coordination
- Studies addressing mobility, freight, transit, active transportation, environmental justice, and regional priorities
- Technical support for air quality conformity, performance tracking, and scenario planning

3.4.3 Section 5310

Section 5310 program funds are available for capital and operating expenses that support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. Examples of eligible activities include:

- Vehicle rehabilitation
- Preventive maintenance
- Radios and communication equipment

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- Vehicle wheelchair lifts, ramps, and securement devices
- Purchase and installation of benches, shelters, and other passenger amenities
- Computer hardware and software
- Intelligent Transportation Systems (ITS)
- Dispatch systems
- Fare collection systems
- Coordinating individualized travel training and trip planning activities for customers
- Developing a one-stop transportation traveler call center
- Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA
- Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services
- Providing escorts or assisting riders through the door of their destination
- Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, and accessible pedestrian signals
- Improving transit signage or wayfinding technology
- Supporting administration and expenses related to voucher programs for transportation services offered by human service providers
- Supporting volunteer driver and aide programs

3.4.4 Surface Transportation Block Grant – Traditional Program

The following activities (1) are eligible for STBG funding, and (2) may be counted toward a project's local match requirement:

- Construction, reconstruction (defined as more than 50% removal and replacement), rehabilitation, or operational improvements of roadways
- Projects relating to intersections that have high accident rates and/or high levels of congestion
- Capital costs for transit projects eligible for assistance under Chapter 53 of Title 49
- Transportation alternatives, including recreational trails

3.4.5 Surface Transportation Block Grant – Preservation Set-Aside

The following activities (1) are eligible for STBG preservation funding, and (2) may be counted toward a project's local match requirement:

- Pavement Preservation is defined as low-cost, minimally invasive treatments aimed at extending pavement service life and delaying costly rehabilitation or reconstruction rather than increasing structure capacity or adding lanes. Eligible preservation projects are as follows:
 - Resurfacing is defined as adding a new layer of asphalt over existing pavement on driving lanes, parking lanes, turn lanes, and/or shoulders in order to extend the life of the roadway.
 - Partial-depth repairs are defined as removal of small, shallow (upper one-third to one-half of the slab) areas of deteriorated concrete and subsequent replacement with repair material to extend the life of the roadway.
 - Full-depth repairs are defined as concrete repairs that extend through the full thickness of the existing slab, requiring full-depth removal and replacement of the full- or partial-lane width area.
 - Dowel bar retrofits are defined as placement of dowel bars across joints or cracks in an existing concrete pavement to restore load transfer.
- The following activities are eligible when done in conjunction with a preservation project:
 - Milling
 - Base repair, if the cost is 6% or less of the project
 - Crack filling/sealing
 - Manhole/valve adjustments
 - Striping

3.4.6 Transportation Alternatives Set-Aside

Projects funded with TA Set-Aside 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. Please be advised – any project that involves sidewalk work will be required to update the facility to meet current ADA Accessibility Standards. That would include, but not be limited to, curb cuts and accessibility ramps at intersections and corrective measures to fix cross slopes that exceed the ADA standards.

Transportation Alternatives include the following activities when carried out as part of any program or project authorized under Title 23 or as an independent surface transportation project:

- Pedestrian and Bicycle Facilities
 - Planning, design, and construction of on-road and off-road facilities for pedestrians, bicyclists, and other nonmotorized users
 - Sidewalks, shared-use paths, bicycle lanes, and separated bicycle facilities
 - Pedestrian and bicycle traffic signals and crossing improvements
 - Traffic calming and speed management features
 - Lighting and safety-related infrastructure
 - Transportation projects that improve compliance with the Americans with Disabilities Act (ADA)
- Safe Routes for Non-Drivers
 - Transportation infrastructure that provides safe and accessible routes for non-drivers, including:
 - Children
 - Older adults
 - Individuals with disabilities
 - Projects that improve access to schools, employment centers, healthcare, transit services, and other daily destinations
- Scenic Turnouts and Viewing Areas
 - Construction of turnouts, overlooks, and viewing areas that enhance the safety and usability of scenic transportation corridors
- Community Improvement Activities Related to Transportation
 - Inventory, control, or removal of outdoor advertising

- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management within transportation rights-of-way to:
 - Improve roadway safety
 - Control or prevent invasive species
 - Provide erosion control
- Archaeological activities related to impacts from eligible transportation projects
- Environmental Mitigation Related to Transportation
 - Stormwater management and water pollution prevention or abatement associated with highway runoff or construction
 - Measures to reduce wildlife-vehicle conflicts
 - Projects that restore or maintain terrestrial or aquatic habitat connectivity
- Eligible project activities under the following programs:
 - Recreational Trails Program (RTP)
 - Safe Routes to School (SRTS)

3.5 Ineligible Activities by Program

The following activities are not eligible for their corresponding funding source and cannot be counted toward the required non-federal cost share. Please note for all MPO-Suballocated federal funds, indirect costs are not eligible.

3.5.1 Section 5310

Tri-County's Section 5310 funds cannot be used for the following activities:

- Please note that the purchase of vehicles is not eligible for this program. Interested applicants of Section 5310 Rolling Stock Capital Projects (i.e., paratransit vehicle acquisition) are encouraged to seek funding from IDOT's CVP (Rolling Stock) Program.

3.5.2 Metropolitan Planning Program

The Metropolitan Planning Program, or PL / Section 5303, funds cannot be used for engineering or construction.

3.5.3 Surface Transportation Block Grant – Traditional Program

STBG Traditional Program funds cannot be used for the following activities:

- Engineering
- Right-Of-Way Acquisition
- Utility Relocation
- All other activities are otherwise eligible under 23 U.S.C. 133 Surface Transportation Block Grant Program

3.5.4 Surface Transportation Block Grant – Preservation Set-Aside

STBG Preservation Set-Aside funds cannot be used for following activities:

- Hot-in-place resurfacing, slurry seal, chip seal, asphalt reclamation, fog seal
- Base repair not performed in conjunction with a resurfacing project
- Base repair, if the cost is more than 6% of the project
- Repair or construction of sidewalks, curbs, ramps, traffic signals, regulatory signage (e.g. stop signs), whether or not required by the Americans with Disabilities Act
- Manhole reconstruction
- Engineering
- Right-Of-Way Acquisition
- Utility Relocation

Please note that a jurisdiction that receives funding for the STBG Traditional Program is not eligible to also receive funding for the STBG Preservation Set-Aside Program.

3.5.5 Transportation Alternative Set-Aside

TA Set-Aside funds cannot be used for the following activities:

- MPO administrative purposes
- Promotional activities, except as permitted under the SRTS (2 CFR 200.421(e)(3))
- Routine maintenance and operations, except trail maintenance and restoration as permitted under the RTP
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas, pavilions, or other facilities that do not serve an eligible TA Set-Aside, RTP, or SRTS purpose

4. Funding Information

This section describes the federal transportation funding programs covered by this PMP and provides general information regarding the availability of funds, methods of distribution, and cost share requirements. The programs described in this section represent federal transportation funds that are suballocated to the MPO and programmed within the Peoria–Pekin Urbanized Area in coordination with federal and state partners.

Funding amounts vary by program and federal fiscal year and are subject to federal authorization levels, statutory formulas, obligation limitations, and state administration procedures. All funding described in this section is awarded on a competitive basis unless otherwise specified and is contingent upon federal and state approval.

All projects selected for funding under the programs described in this section must be programmed in the region’s TIP and included in the Statewide Transportation Improvement Program (STIP) prior to obligation of federal funds. Inclusion in the TIP and STIP is required to ensure fiscal constraint, consistency with the metropolitan planning process, and federal approval.

4.1 Available Funding by Program

The following subsections provide an overview of funding availability by program. Estimated funding amounts are provided for planning and application purposes and may change based on federal apportionments, carryover balances, project delivery timing, or other factors.

4.1.1 Carbon Reduction Program

For CRP, Tri-County underestimated the FY 2025 Program during the 2024 Combined Call for Projects by \$11,891. For FY 2026, TCRPC’s suballocation is \$618,514; therefore, TCRPC is estimating the available CRP funds for the 2026 Combined Call for Projects to be \$630,405.

4.1.2 Section 5310

The region’s carryover balance of Section 5310 funds is \$17,039. The region’s apportionment for FY 2025 is \$169,535, and for FY 2026 is \$178,712; therefore, TCRPC is estimating the available Section 5310 funds for the 2026 Combined Call for Projects is \$365,286. Please note that these funding amounts are Tri-County’s 45% portions of the Section 5310 funding allotments for the Peoria-Pekin UZA.

4.1.3 Surface Transportation Block Grant

As of the 2024 Combined Call for Projects, STBG funds have already been programmed through Fiscal Year 2028. The current federal transportation funding bill, the IIJA, is set to expire in September 2026. Because of this, it is unknown whether the IIJA will be reauthorized, a new bill will be introduced with similar funding levels, or a third option

will occur. As a result, TCRPC staff and governing boards decided to pause the programming of funding beyond the current federal transportation authorization.

From the years of conservatively estimating STBG allotments and projects coming in under budget, the Commission’s STBG balance of unprogrammed funds has grown. Tri-County divides its STBG program into two categories: Traditional Program and Preservation Set-Aside Program. The Traditional Program receives 80 percent of the available funding and encompasses (1) new road projects, and (2) road reconstruction projects. The Preservation Set-Aside Program receives 20 percent of the available funding and only encompasses road preservation projects.

The estimated STBG carryover funding is \$4,058,347, with \$3,246,678 in the STBG Traditional Program and \$811,669 in the Preservation Set-Aside Program.

4.1.4 Transportation Alternatives Set-Aside

For TA, Tri-County has an estimated carryover balance of \$264,426. For FY 2026, the region’s apportionment is \$609,537; therefore, TCRPC is estimating the available TA funds for the 2026 Combined Call for Projects is \$873,963.

4.1.5 Combined Program Funding Summary

The following table outlines the estimated funding available for each program by fiscal year. A total of \$5,928,001 is available from all the funding programs.

FY	CRP	Section 5310	STBG - Traditional	STBG - Preservation	TA
Carryover	\$11,891	\$17,039	\$3,246,678	\$811,669	\$264,426
FY 2025		\$169,535			
FY 2026	\$618,514	\$178,712			\$609,537
Total	\$630,405	\$365,286	\$3,246,678	\$811,669	\$873,963

4.2 Method of Distributing Funds

Tri-County utilizes a consolidated, competitive Call for Projects process to allocate MPO-programmed federal transportation funds. Funding decisions are guided by statutory eligibility, regional priorities, adopted planning documents, and the competitive evaluation framework described in Section 9 of this PMP.

For programs administered by IDOT, final funding approval, obligation, and project implementation occur in accordance with state and federal procedures.

For the Section 5310 Program, funds are allocated between the Co-Designated Recipient as described in Section 2.5. Tri-County is responsible for programming not

more than 45% of each year's allocation of Section 5310 funds for capital and operational expenses to help improve mobility for seniors and individuals with disabilities, and IDOT programs the remaining 55% for capital expenditures through the CVP program. For Section 5310 projects administered by TCRPC, funding is awarded through subrecipient agreements following FTA approval.

Separate methods of distribution may apply for specific programs where required by federal or state policy.

4.3 Cost Share Requirements

Federal transportation funding programs require a non-federal cost share, commonly referred to as local match. Cost share requirements vary by program and by type of activity and are established by federal statute and regulation.

Unless otherwise specified, applicants are responsible for identifying and securing the required non-federal share at the time of application. Projects that do not demonstrate the ability to meet cost share requirements are not eligible for funding.

General cost share requirements include, but are not limited to:

- **CRP:** Typically funded at 80% federal / 20% non-federal share
- **Section 5310:**
 - Capital and Mobility Management: Typically funded at 80% federal / 20% non-federal share
 - Operations: Typically funded at 50% federal / 50% non-federal share
- **STBG:**
 - Traditional Program: Typically funded at 70% federal / 30% non-federal share
 - Preservation Set-Aside Program: Typically funded at 80% federal / 20% non-federal share
- **TA:** Varies by activity type and phase of project delivery
 - Acquisition of Right-of-Way and Easements: Typically funded at 50% federal / 50% non-federal share
 - Engineering, Utility Relocation, & Construction: Typically funded at 80% federal / 20% non-federal share
 - Streetlights, unless in a designated historical area: Typically funded at 50% federal / 50% non-federal share

4.4 Non-Federal Match Requirements

Non-federal matching funds must be derived from eligible sources and may not originate from other federal funds unless expressly permitted by law. All sources of local match must be identified in the application and certified by the sponsoring agency.

Eligible sources of non-federal match may include, but are not limited to:

- State or local appropriations
- Dedicated local tax revenues
- Private funds or donations
- In-kind contributions, where allowable
- Transportation development credits (TDCs)*

*TDCs are governed under Title 23 U.S.C. Section 120(j), and under this provision, a state is permitted to use certain toll revenue capital expenditures as a credit toward the non-federal matching share of highway programs authorized by Title 23 and the non-federal matching share (soft match) of transit projects eligible under/authorized by Title 49. The use of TDCs is subject to approval by IDOT.

For Section 5310 projects, eligibility of in-kind contributions as local match is governed by federal transit regulations and must be documented and verifiable. Fare revenue may not be used as local match for Section 5310 operating assistance.

Tri-County does not provide local match for MPO-suballocated federal transportation projects.

5. Program Management

Tri-County administers MPO-suballocated federal transportation funds through a consolidated, performance-based program management framework designed to ensure transparency, consistency, and compliance with applicable federal and state requirements. This framework governs the solicitation, evaluation, selection, programming, and oversight of projects funded through the programs described in this PMP.

Program management procedures are structured to balance administrative efficiency with program-specific statutory requirements. While certain administrative and competitive processes are consolidated, each federal funding program retains its own eligibility criteria, cost share requirements, allowable activities, and federal oversight authority in accordance with applicable federal requirements (see *Appendix A*).

5.1 Consolidated Call for Projects Framework

Tri-County utilizes a consolidated Call for Projects process to solicit applications for multiple MPO-suballocated federal transportation funding programs. The consolidated Call for Projects allows applicants to submit project proposals through a single, coordinated process and enables the MPO to evaluate projects consistently using a standardized competitive framework aligned with regional goals.

The consolidated approach applies only to procedures permitted under federal law, including application intake, eligibility screening, competitive evaluation, and project prioritization. Projects requesting funding under multiple programs must independently satisfy the statutory and regulatory requirements of each funding source.

The MPO typically conducts a Combined Call for Projects on a biennial basis. However, TCRPC may conduct program-specific or supplemental Calls for Projects as needed based on funding availability, obligation deadlines, or program-specific requirements.

5.2 Program Goals and Objectives

Project selection and programming decisions are guided by goals and objectives established in TCRPC's adopted regional planning documents and federal performance requirements, summarized in *Appendix B*. These documents include the [Long-Range Transportation Plan \(LRTP\)](#), [Human Services Transportation Plan \(HSTP\)](#), [Congestion Management Process \(CMP\)](#), [Comprehensive Safety Action Plan \(CSAP\)](#), and [applicable federal performance management statutes](#).

The list includes hyperlinks to the appropriate plan page within Tri-County's website and United State Code (U.S.C.) on the GovInfo website. Use of these documents ensures that MPO-suballocated federal transportation funds are invested in projects that address documented needs, support regional priorities, and advance federal transportation

planning goals related to safety, system performance, accessibility, sustainability, and equity.

5.3 Roles and Responsibilities

Tri-County administers MPO-suballocated federal transportation funds, where effective program management depends on clearly defined roles and responsibilities among federal, state, and local partners. Projects funded with these federal transportation funds generally include a range of project types, such as engineering, infrastructure, non-infrastructure, and operational projects. Each administering agency and partner has defined roles and responsibilities as they relate to project development, selection, and oversight. A brief description of these roles and responsibilities is provided below.

5.3.1 U.S. Department of Transportation

The USDOT, through FHWA and FTA, provides federal oversight for the programs described in this PMP. Federal responsibilities include establishing program requirements, reviewing and approving grant applications and plans, and conducting oversight reviews to ensure compliance with federal law.

FHWA provides oversight for highway-funded programs, including CRP, the STBG program, and TA. FTA provides oversight for transit-funded programs, including Section 5310. For the Metropolitan Planning Program (PL / Section 5303), the FHWA and FTA jointly provide oversight.

5.3.2 Illinois Department of Transportation

For FHWA-funded programs, IDOT serves as the direct recipient and administrator in Illinois and coordinates with TCRPC on programming and project implementation of MPO-allocated funds and statewide or district-led calls for projects (as applicable), execute agreements, and implement approved projects.

For Section 5310, IDOT serves as a Co-Designated Recipient for the Peoria-Pekin UZA and is responsible for a minimum of 55% of the program, primarily related to rolling stock capital projects, as well as vehicle oversight and disposition.

5.3.3 Tri-County Regional Planning Commission

As the MPO, TCRPC is responsible for administering the metropolitan transportation planning process and for managing the regional programming of MPO-suballocated federal transportation funds. Key responsibilities include:

- Developing and implementing the consolidated Call for Projects process
- Conducting eligibility screening and competitive project evaluation
- Maintaining the regional TIP

- Coordinating with IDOT and federal partners on project programming and approval
- Administering a maximum of 45% of Section 5310 funds as a Co-Designated Recipient
- Conducting subrecipient monitoring and compliance oversight

5.3.4 Region 5 Human Service Transportation Plan Committee

The Region 5 Human Services Transportation Plan (HSTP) Committee serves as an advisory body supporting development, update, and implementation of the HSTP. The Committee is comprised of two subcommittees: Urban Subcommittee and Rural Subcommittee. The Urban Subcommittee provides input on regional mobility needs in the Peoria-Pekin UZA and assists in reviewing and recommending projects proposed for Section 5310 funding administered by TCRPC.

5.3.5 MPO Technical Committee

The MPO Technical Committee serves as the technical advisory board and prepares, reviews, and recommends action to the Full Commission for their approval. This includes the development and maintenance of regional planning documents, such as the LRTP and TIP. The Committee reviews project evaluation results and funding recommendations developed through the consolidated Call for Projects process for their technical soundness, consistency with regional plans, and compliance with program requirements before forwarding recommendations to the Full Commission.

5.3.6 TCRPC Full Commission

The TCRPC Full Commission serves as the MPO policy body and is responsible for final approval of regional plans and project selection and programming of MPO-suballocated federal transportation funds. The Full Commission adopts resolutions to adopt regional plans, program funds, and amend the TIP as necessary.

5.4 Integration with the Transportation Improvement Program

All projects selected for funding through the processes described in this section must be included in the region's TIP. TIP inclusion ensures fiscal constraint, consistency with the metropolitan planning process, and eligibility for federal approval and obligation.

Projects are programmed in the TIP following Commission approval and are subsequently incorporated into the STIP through coordination with IDOT and federal partners.

6. Coordinated Planning and HSTP Requirements (Section 5310)

Federal law requires that projects funded under the Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program be derived from a locally developed, coordinated public transit–human services transportation plan. Coordinated planning ensures that transportation investments address documented needs, promote efficient use of limited resources, and support collaboration among transportation providers, human service agencies, and other stakeholders serving seniors, individuals with disabilities, and other transportation-disadvantaged populations.

As the MPO for the Peoria–Pekin Urbanized Area and a Co-Designated Recipient of Section 5310 funds, TCRPC is responsible for ensuring that all Section 5310 projects selected through its competitive process comply with federal coordinated planning requirements. Tri-County fulfills this responsibility through development and maintenance of the Region 5 HSTP document and through ongoing coordination with public, private, and non-profit transportation and human service providers.

While the coordinated planning requirement is specific to the Section 5310 Program, coordination principles established through HSTP also support broader MPO planning and programming goals. These principles promote alignment between transit services, infrastructure investments, and human service needs, and are reflected in project evaluation criteria and regional transportation decision-making where appropriate.

Sections 6.1 and 6.2 describe the Human Services Transportation Plan and the coordination and stakeholder engagement processes used by TCRPC to meet federal requirements and support effective administration of the Section 5310 Program.

6.1 Human Services Transportation Plan

The HSTP serves as the foundational coordinated planning document for projects funded under the Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program within the Peoria–Pekin Urbanized Area. The HSTP is developed, maintained, and adopted by the TCRPC in coordination with regional stakeholders and is intended to identify transportation needs, service gaps, and strategies that improve mobility for older adults, individuals with disabilities, and other transportation-disadvantaged populations.

Federal law requires that projects selected for Section 5310 funding be derived from a locally developed, coordinated public transit–human services transportation plan. The Region 5 HSTP satisfies this requirement and provides the policy framework through which Section 5310 projects are evaluated, prioritized, and selected.

6.1.1 Purpose and Scope

The HSTP documents existing transportation conditions, identifies unmet needs, and establishes strategies to improve coordination and access to transportation services. The plan emphasizes efficient use of resources, reduction of service duplication, and improved coordination among public transit providers, human service agencies, and other stakeholders involved in transportation service delivery.

While the coordinated planning requirement is specific to Section 5310, the strategies and needs identified in the HSTP also inform broader MPO planning and programming efforts, supporting alignment across transit, roadway, and multimodal investments where appropriate.

6.1.2 Development and Updates

Tri-County develops and updates the HSTP through a collaborative planning process that includes participation from public transit providers, human service agencies, non-profit organizations, local governments, advocacy groups, and public transit users. The planning process incorporates a combination of qualitative and quantitative data, including demographic analysis, service inventories, stakeholder input, surveys, and public engagement activities.

The HSTP is updated periodically to reflect changing conditions, emerging needs, and evolving service delivery models. The most recent HSTP was adopted in May 2025. Future updates will continue to follow a coordinated and inclusive planning process consistent with federal requirements.

6.1.3 Section 5310 Project Selection and the HSTP

Projects considered for Section 5310 funding through TCRPC's competitive process must be consistent with the adopted HSTP. Applicants are required to demonstrate how proposed projects address identified needs, goals, or strategies documented in the HSTP.

During the project evaluation process, consistency with the HSTP is assessed as part of eligibility screening and competitive scoring. Projects that clearly respond to documented needs and advance coordinated strategies identified in the HSTP are prioritized for funding consideration.

6.2 Coordination and Stakeholder Engagement

Tri-County emphasizes the coordination and stakeholder engagement as a core element of its administration of MPO-allocated federal transportation funds, with specific requirements applicable to projects funded under the Section 5310 Program. Coordination principles established through the HSTP inform project development,

evaluation, and implementation, ensuring that funded projects address documented needs and promote effective use of transportation resources.

For purposes of Section 5310 compliance, coordination refers to the ongoing and systematic involvement of public transportation providers, human service agencies, non-profit organizations, local governments, and members of the public, particularly seniors, individuals with disabilities, and other transportation-disadvantaged populations, in identifying needs, setting priorities, and evaluating proposed projects.

6.2.1 Stakeholder Participation in Planning and Program Development

TCRPC develops and maintains the Region 5 Human Services Transportation Plan through a collaborative process that includes representation from a broad range of stakeholders within the Peoria–Pekin Urbanized Area. Stakeholders include, but are not limited to:

- Public transit providers and paratransit operators
- Human service agencies serving seniors, individuals with disabilities, and low-income populations
- Local governmental units and MPO member jurisdictions
- Healthcare, employment, and social service providers
- Advocacy organizations and public transit users

Stakeholder engagement occurs through structured committee meetings, targeted outreach, public involvement activities, surveys, and coordination with existing regional events and forums. Input gathered from stakeholders is used to identify transportation needs, service gaps, and priority strategies reflected in the HSTP.

6.2.2 Coordination Requirements for Section 5310 Projects

In accordance with federal requirements, projects selected for funding under the Section 5310 Program must be derived from and consistent with the adopted HSTP document. As part of the application process, Section 5310 applicants are required to:

- Describe how the proposed project addresses an identified need or strategy in the HSTP
- Demonstrate coordination with existing transportation providers and relevant human service agencies
- Identify opportunities for shared services, service integration, or avoidance of duplication of transportation services

The extent and quality of coordination are considered during the competitive evaluation process and may influence project prioritization.

6.2.3 Ongoing Coordination During Project Implementation

Coordination is not limited to the planning or application phase. Tri-County encourages and supports continued coordination among subrecipients, transit providers, and partner agencies during project implementation. Subrecipients may be required to report on coordination activities as part of periodic performance reporting, particularly for mobility management, operating, and service-oriented projects.

Through ongoing engagement with subrecipients and regional stakeholders, TCRPC seeks to promote efficient service delivery, improved access to transportation, and alignment with regional mobility goals.

7. Compliance, Oversight, and Monitoring

Tri-County maintains a comprehensive compliance, oversight, and monitoring framework to ensure that MPO-allocated federal transportation funds are administered in accordance with applicable federal and state laws, regulations, grant agreements, and program guidance. This framework applies to all federal transportation programs covered by this PMP, with additional requirements applicable to programs administered directly by TCRPC, including Section 5310.

Oversight activities are designed to promote accountability, ensure proper use of federal funds, support successful project delivery, and reduce the risk of noncompliance through proactive monitoring and technical assistance.

7.1 Federal and State Compliance Framework

Administration of MPO-suballocated federal transportation funds is subject to a range of federal and state requirements, including but not limited to:

- Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200)
- Federal civil rights statutes and regulations, including Title VI of the Civil Rights Act, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act
- Buy America and Build America, Buy America (BABA) requirements, where applicable
- Program-specific statutory and regulatory requirements administered by the FHWA and the FTA
- Applicable State of Illinois requirements and IDOT administrative procedures

For FHWA-funded programs (CRP, STBG, and TA), IDOT serves as the administering agency and conducts primary oversight in coordination with federal partners. For Section 5310, TCRPC serves as a Co-Designated Recipient and is responsible for subrecipient oversight consistent with FTA requirements.

7.2 Subrecipient Risk Assessment

Tri-County employs a risk-based approach to subrecipient monitoring to allocate oversight resources effectively and focus attention where compliance risk is greatest. Risk assessments are conducted prior to project execution and periodically throughout the period of performance.

Factors considered in assessing subrecipient risk may include:

- Amount of federal funding awarded
- Type and complexity of the project (capital, operating, or mobility management)
- Subrecipient's experience with federal grants
- Prior audit findings, monitoring results, or corrective actions
- Financial management and internal control practices

The results of these assessments are used to determine the frequency, scope, and method of monitoring activities. Please see *Appendix C* for a copy of the Subrecipient Risk Assessment.

7.3 Subrecipient Monitoring Activities

Tri-County conducts ongoing monitoring of subrecipients to verify compliance with grant requirements and to provide technical assistance as needed. Monitoring activities may include the following, depending on program, project type, and risk level:

7.3.1 Desk Reviews

Desk reviews are conducted at least annually for active projects and may include the review of:

- Financial and performance reports
- Reimbursement requests and supporting documentation
- Local match documentation
- Disadvantaged Business Enterprise (DBE) reporting, where applicable
- Project progress schedules and deliverables

7.3.2 On-Site Reviews

On-site or virtual monitoring reviews may be conducted based on risk, project type, or funding level. Reviews may include:

- Examination of financial management systems and internal controls
- Review of procurement files and contract documentation
- Verification of capital assets and inventory, if applicable
- Review of service delivery and performance outcomes
- Verification of compliance with ADA, Title VI, and other civil rights requirements

Tri-County may coordinate or rely on monitoring conducted by IDOT or federal partners where appropriate.

7.4 Corrective Actions and Escalation

When monitoring activities identify deficiencies or noncompliance, TCRPC will issue written findings and require the subrecipient to develop and implement a corrective action plan within a specified timeframe. Corrective action plans must address the identified issue, describe the steps to be taken, and establish a timeline for resolution.

Tri-County will track corrective actions through completion and may increase monitoring frequency or impose additional conditions if deficiencies persist. Failure to resolve material noncompliance may result in escalation to IDOT or the appropriate federal oversight agency and, where necessary, may lead to suspension of reimbursements or other remedies permitted under federal and state regulations.

8. Procurement Oversight and Compliance

Tri-County provides procurement oversight for MPO-suballocated federal transportation funds to ensure that procurements conducted by subrecipients comply with applicable federal and state requirements and the terms and conditions of grant agreements. Procurement oversight is coordinated with the compliance, oversight, and monitoring framework described in *Section 7* and is informed by the post-award Subrecipient Risk Assessment.

Procurement responsibilities remain with subrecipients. Tri-County's role is to provide oversight, technical assistance, and monitoring commensurate with program requirements and identified risk, while avoiding unnecessary administrative burden.

8.1 Applicable Procurement Requirements

Subrecipients must conduct all procurements associated with federally funded projects in accordance with applicable laws, regulations, and guidance, including:

- Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200)
- Program-specific procurement requirements administered by the FHWA or the FTA, as applicable
- DBE requirements, where applicable
- Buy America and BABA requirements, where applicable
- State of Illinois requirements and IDOT procedures for FHWA-funded projects
- The terms and conditions of executed grant or subrecipient agreements

For FHWA-funded programs (CRP, STBG, and TA), IDOT serves as the administering agency and provides primary procurement guidance and approvals. For Section 5310 projects administered by TCRPC, procurement compliance is overseen by TCRPC consistent with FTA requirements.

8.2 Subrecipient Procurement Responsibilities

Subrecipients are responsible for:

- Conducting procurements using appropriate methods allowed under federal and state regulations
- Ensuring full and open competition to the maximum extent practicable
- Performing and documenting cost or price analysis, as required

- Including required federal contract provisions in procurement documents and contracts
- Complying with DBE and Buy America/BABA requirements, where applicable
- Maintaining complete procurement files sufficient to demonstrate compliance

Subrecipients are not required to routinely submit copies of their written procurement policies to TCRPC unless specifically requested as part of targeted monitoring or corrective action. Subrecipients must, however, certify through the post-award Subrecipient Risk Assessment and grant agreement that they maintain procurement procedures compliant with applicable federal requirements.

8.3 Disadvantaged Business Enterprise Compliance

Where applicable, subrecipients must comply with DBE requirements established by the USDOT and administered by IDOT or FTA, depending on the funding source.

Subrecipients are responsible for:

- Taking necessary and reasonable steps to ensure nondiscrimination in procurement and contracting
- Making good-faith efforts to involve certified DBE firms where required
- Including required DBE contract provisions and assurances in procurement documents
- Maintaining documentation of DBE outreach and participation efforts

DBE compliance may be reviewed by TCRPC as part of risk-based monitoring activities or through coordination with IDOT. Subrecipients may be required to submit DBE participation reports or certifications as a condition of reimbursement or monitoring.

8.4 Buy America and Build America, Buy America Requirements

Subrecipients must comply with applicable Buy America and BABA requirements for federally funded procurements involving iron, steel, manufactured products, and construction materials, as required by federal law and program guidance. Subrecipients are responsible for:

- Determining whether Buy America or BABA requirements apply to the project or specific procurement
- Ensuring required domestic content provisions are included in contracts
- Obtaining and retaining required certifications or waivers

- Coordinating with TCRPC, IDOT, or federal partners when guidance or approvals are needed

Buy America/BABA compliance may be reviewed by TCRPC through documentation review, monitoring activities, or coordination with administering agencies.

8.5 Risk-Based Procurement Oversight

Tri-County employs a risk-based approach to procurement oversight, consistent with *Section 7* of this PMP. Information obtained through the post-award Subrecipient Risk Assessment, including prior federal experience, audit results, project type, and procurement activity, is used to determine the appropriate level of procurement oversight. Procurement oversight activities may include:

- Review of procurement approach and anticipated procurements during project start-up
- Review of procurement documentation at the time of reimbursement requests
- Targeted desk reviews or on-site monitoring for higher-risk projects or subrecipients
- Coordination with IDOT or federal partners where procurement approvals occur through state-administered processes

This approach allows TCRPC to focus oversight resources where risk is greatest while minimizing administrative burden for lower-risk subrecipients.

8.6 Documentation and Record Retention

Subrecipients must maintain procurement documentation in accordance with federal record retention requirements. Documentation must be sufficient to substantiate compliance and may include, as applicable:

- Solicitation documents and notices
- Responses, bids, or proposals received
- Evaluation criteria and scoring documentation
- Cost or price analysis
- Executed contracts and amendments
- Documentation of contract administration and payments
- Certifications related to DBE and Buy America/BABA compliance

Procurement records must be made available to TCRPC, IDOT, or federal oversight agencies upon request for monitoring, audit, or review purposes.

8.7 Procurement Issues and Corrective Actions

If procurement deficiencies are identified through monitoring, desk reviews, audits, or other oversight activities, TCRPC will address the issue in accordance with the corrective action procedures described in *Section 7.4*.

Corrective actions may include technical assistance, additional documentation requests, enhanced monitoring, or other remedies permitted under applicable regulations and grant agreements. Persistent or material noncompliance may be escalated to IDOT or the appropriate federal oversight agency, as applicable.

9. Project Evaluation and Selection

Tri-County administers a transparent, competitive, and performance-based evaluation and selection process for MPO-suballocated federal transportation funds. The process is designed to ensure that funded projects comply with applicable statutory and regulatory requirements, advance regional transportation goals, and make effective use of federal resources.

Project evaluation and selection occur through a consolidated Call for Projects framework and apply to all funding programs administered or programmed through the MPO, including CRP, STBG, TA Set-Aside, and Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities. While evaluation procedures are consolidated, all statutory eligibility requirements and program-specific constraints remain applicable.

9.1 Two-Tier Project Evaluation Process

Tri-County utilizes a two-tier project evaluation process consisting of (1) eligibility and compliance screening, and (2) competitive scoring. This approach ensures that only eligible and feasible projects advance to merit-based evaluation while maintaining consistency and fairness across programs. Project evaluation criteria are designed to implement federal planning and program requirements summarized in *Appendix A*, and the goals and strategies identified in TCRPC's adopted regional planning documents summarized in *Appendix B*.

9.1.1 Tier I – Eligibility and Compliance Screening

Prior to scoring, submitted applications are reviewed by TCRPC staff as part of an initial Tier I screening. This is a pass/fail review intended to verify that each project:

- Meets statutory eligibility requirements for the funding program(s) requested
- Is sponsored by an eligible applicant or co-sponsor
- It is consistent with applicable regional planning documents, including the LRTP, HSTP, CMP, and CSAP, as appropriate
- Demonstrates financial feasibility, including identification of required non-federal match
- Is sufficiently defined to allow meaningful evaluation

Projects that do not meet Tier I requirements are deemed ineligible and do not advance to competitive scoring. Applicants may be notified of deficiencies where appropriate.

9.1.2 Tier II – Consolidated Competitive Scoring

Projects passing Tier I screening advance to Tier II evaluation. Tier II consists of a standardized, weighted scoring process designed to assess project merit, regional benefit, and alignment with adopted policies and federal priorities.

Competitive scoring is conducted by a Project Review Subcommittee composed of representatives from the MPO Technical Committee and, where applicable, the Region 5 Human Services Transportation Plan Committee. Committee composition and procedures are structured to avoid conflicts of interest and ensure fair and impartial evaluation.

Scoring results are used to inform funding recommendations but do not constitute automatic funding decisions.

9.2 Scoring Criteria and Weighting

Projects are evaluated using a standardized 100-point scoring framework approved by the MPO Technical Committee on March 18, 2026, and the TCRPC Full Commission on April 1, 2026. The scoring framework integrates federal planning factors, regional priorities, and civil rights requirements into a consistent evaluation structure. The scoring criteria include:

Criterion	Maximum Points
Regional Significance	20
Safety	20
Multimodal Connectivity	15
Purpose and Need	15
Environmental Sustainability & Stewardship	10
Local Priority & Project Readiness	10
Nondiscrimination and Accessibility	10
Total Possible Points	100

Each criterion is assigned a maximum point value and includes defined subfactors and scoring thresholds. Detailed descriptions of criteria and subfactors are provided in the subsections that follow. See *Appendix D* for an abbreviated overview of the Criteria and subfactors.

The scoring framework is designed to be flexible enough to accommodate a range of project types while maintaining comparability across funding programs.

9.2.1 Regional Significance

This criterion has been allocated 20 points. Projects shall be evaluated based on their measurable contribution to the regional transportation system, including mobility, accessibility, economic vitality, environmental performance, and system connectivity.

Consideration shall include, as applicable:

- Function as a regional connector, critical system link, or corridor identified in the LRTP, CMP, or CSAP
- Access to major employment centers, educational institutions, healthcare facilities, or essential services
- Support of regionally significant transportation facilities (e.g., freight corridors, logistics centers, transit hubs, airports, intermodal terminals)
- Demonstrated regional benefit across jurisdictional boundaries
- Closure of a critical network gap or improvement to regional multimodal continuity
- Contribution to regional emission reduction, system efficiency, or mobility for vulnerable populations
- Consistency with adopted land use, redevelopment, or economic development strategies

Projects that demonstrate measurable regional mobility, economic vitality, system continuity, or accessibility benefits beyond a single jurisdiction or neighborhood shall receive priority consideration.

This criterion advances metropolitan planning requirements under 23 U.S.C. §134, including development of an integrated, multimodal transportation system that increases accessibility and mobility of people and freight, and supports the investment priorities of the 2050 Long-Range Transportation Plan.

Regional significance is scored using four subfactors (0 to 5 points each), amounting to a maximum score of 20 points. To aid with scoring, numeric thresholds are supplied for each of the four subfactors.

Regional System Impact

Score	Definition
0	Localized benefit only; no identifiable regional impact
2	Improves subregional mobility, accessibility, or connectivity
3	Improves an identified LRTP, CMP, or CSAP corridor or system
5	Demonstrates measurable system-level impact (mobility, safety, emissions, or access) across multiple jurisdictions or user groups

Mobility & Accessibility Benefit

Score	Definition
0	Minimal change to mobility or access
2	Improves access for a single mode or user group
3	Improves multimodal access or access to essential services
5	Significantly enhances regional mobility, multimodal continuity, or access to employment, education, healthcare, or transit

Economic & Community Impact

Score	Definition
0	No documented economic or community benefit
2	Supports local economic or community facility access
3	Supports identified employment center or redevelopment area
5	Supports regionally significant economic driver, freight movement, workforce access, or coordinated growth strategy

Network Continuity & Integration

Score	Definition
0	No improvement to system integration
2	Minor network connection improvement
3	Closes identified gap in transportation network
5	Eliminates critical gap, enhances multimodal integration, or strengthens system redundancy/resilience

9.2.2 Safety

This criterion has been allocated 20 points. Projects shall be evaluated based on demonstrated safety need and anticipated safety benefit.

Consideration shall include:

- Documented crash frequency and/or crash rate
- Severity of crashes (fatal and serious injury emphasis)
- Inclusion within a High Injury Network or CSAP priority corridor
- Alignment with the Tri-County CSAP
- Incorporation of evidence-based or systemic safety countermeasures

Projects addressing fatal and serious injury trends shall receive priority consideration.

This criterion advances federal safety performance management requirements under 23 U.S.C. §150(c)(4) and 23 CFR Part 490, supports Goal 18 of the 2050 LRTP, aligns with the Safety Goal in the CMP Update, and implements priorities identified in the CSAP.

Safety is scored using four subfactors (0 to 5 points each), amounting to a maximum score of 20 points. To aid with scoring, numeric thresholds are supplied for each of the four subfactors.

Documented Safety Need

Score	Definition
0	No documented crash history or safety concern
2	Documented crash history below regional average or limited to property damage only
3	Demonstrated pattern of injury crashes or above-average crash rate
4	Documented serious injury crashes (K/A level) within past 5 years
5	High-crash location or corridor with fatal and/or multiple serious injury crashes; identified in HSIP, HSP, or local safety plan

Anticipated Safety Effectiveness

Score	Definition
0	No demonstrated safety countermeasure component
2	General safety improvement with limited evidence base
3	Includes FHWA-recognized safety countermeasure
4	Includes multiple proven countermeasures with documented crash reduction factors (CMFs)
5	Demonstrates quantifiable crash reduction estimate or aligns with Proven Safety Countermeasures / Safe System Approach

Systemic Risk Reduction

Score	Definition
0	Location-specific improvement only
2	Addresses a localized risk condition
3	Addresses corridor-level risk factors
4	Addresses system-wide risk pattern (e.g., pedestrian crossings, rural curves, transit access points)
5	Implements systemic safety treatment across multiple locations or user groups

Protection of Vulnerable Road Users and Accessibility

Score	Definition
0	No identifiable safety or accessibility benefit for vulnerable road users
2	Includes minor improvements for pedestrians, bicyclists, transit users, seniors, or individuals with mobility limitations
3	Addresses documented crash patterns or risk exposure involving pedestrians, bicyclists, seniors, individuals with disabilities, or transit-dependent users
4	Located in an area with demonstrated elevated crash rates involving vulnerable road users or improves safe access to essential destinations (schools, medical facilities, employment centers, transit stops)
5	Demonstrates measurable reduction in exposure risk for vulnerable road users and/or significantly improves safe and accessible travel consistent with the Safe System Approach and ADA accessibility standards

9.2.3 Multimodal Connectivity

This criterion has been allocated 15 points. Projects shall be evaluated based on improvements benefiting all transportation system users.

Consideration shall include:

- Bicycle and pedestrian connectivity
- Transit integration and stop accessibility improvements
- Freight system support and goods movement efficiency
- Closure of identified network gaps
- Traffic calming and context-sensitive design elements

Priority shall be given to projects that improve safe access across multiple modes and enhance system integration.

This criterion advances multimodal planning requirements under 23 U.S.C. §134(c) and supports Goals 1–9, 14–17, 20–21, and 23–24 of the 2050 LRTP, the Multimodal Goals of the CMP Update, and implementation of CSAP strategies.

Multimodal connectivity is scored using three subfactors (0 to 5 points each), amounting to a maximum total of 15 points. To aid with scoring, numeric thresholds are supplied for each of the four subfactors.

Bicycle / Pedestrian Connectivity

Score	Definition
0	No multimodal component
3	Improves connectivity or fills minor gap
5	Closes critical gap or improves system-level safety

Transit / Freight Integration

Score	Definition
0	No transit / freight relevance
3	Improves access to transit stop or freight route
5	Enhances transit corridor/hub, freight corridor, or intermodal facility

Traffic Calming and Corridor Compatibility

Score	Definition
0	No user safety design features
3	Includes traffic calming or context-sensitive design
5	Incorporates comprehensive complete streets design

9.2.4 Purpose and Need

This criterion has been allocated 15 points. Projects shall be evaluated based on demonstrated need and contribution to system preservation, operational efficiency, or congestion mitigation.

As applicable, consideration shall include:

- Average daily traffic (ADT)
- Volume-to-capacity ratio
- Bottleneck reduction
- Inclusion within CMP-identified corridors
- ITS deployment or operational improvements
- Pavement or bridge condition data
- Transit asset condition
- Use of preservation or lifecycle cost strategies
- Estimated community use or public benefit

Projects demonstrating documented performance deficiencies or state of good repair needs shall receive higher scores.

This criterion supports federal asset management and congestion management requirements under 23 CFR Part 490 and 23 CFR §450.322, as well as Goals 22 and 25 of the 2050 LRTP and the Operations Goal of the CMP Update.

Purpose and need are scored using four subfactors with varying maximum points, amounting to a maximum score of 15 points. To aid with scoring, numeric thresholds are supplied for each of the four subfactors.

Documented Transportation Deficiency

Score	Definition
0	No documented deficiency
2	General narrative need only
3	Data-supported need (ADT, V/C, asset condition, delay, service gap)
5	Quantified performance deficiency documented using CMP, asset data, or system analysis

Applicable data examples are ADT, V/C ratio, pavement and bridge condition, transit asset condition, CMP-identified bottleneck, travel time reliability, etc.

Operational or Asset Condition Benefit

Score	Definition
0	No measurable improvement
2	Improvement anticipated but not quantified
4	Quantified improvement to capacity, condition, reliability, or service life

Examples of quantified improvements are pavement life extension, reduced delay, improved reliability, etc.

Congestion or Reliability Improvements

Score	Definition
0	No impact
1	Minor localized benefit
3	Measurable corridor or system reliability improvement

System Performance Improvements

Score	Definition
0	No measurable performance improvement
1	Minor localized improvement
2	Corridor-level improvement
3	Demonstrated system-level performance improvement supported by data

Examples of performance improvements are travel time reliability improvements, freight movement efficiency, improved redundancy in network, ITS deployment improving operations, etc.

9.2.5 Environmental Sustainability & Stewardship

This criterion has been allocated 10 points. Projects shall be evaluated based on the extent to which a project reduces environmental impacts, improves energy performance, enhances system resilience, and advances responsible long-term infrastructure stewardship consistent with federal performance management and asset management principles.

Consideration shall include:

- Estimated reductions in greenhouse gas (GHG) emissions and energy use
- Reducing vehicle miles traveled through increased shared mobility
- Optimizing operational efficiency through congestion mitigation, reduced vehicle idling and route planning (e.g., roundabouts, signal optimization, fuel savings)
- Lifecycle benefits of pavement preservation (extended pavement life, reduced materials and maintenance needs)
- Incorporation of green infrastructure (bioswales, permeable pavement, rain gardens)
- Stormwater runoff reduction and water quality improvements
- Erosion control and slope stabilization
- Planting of native trees and vegetative buffers
- Other measures supporting long-term resilience and ecosystem protection (e.g. flood mitigation, enhanced infrastructure durability)

Priority shall be given to projects demonstrating measurable environmental performance improvements or clearly defined emission or energy reductions supported by accepted methodology.

This criterion advances objectives of the Carbon Reduction Program under 23 U.S.C. §175, aligns with Asset Management requirements under 23 CFR Part 490, supports performance-based planning under 23 U.S.C. §134, and advances Goals 10–13, 19, and 22 of the 2050 Long Range Transportation Plan.

Environmental sustainability & stewardship is scored using four subfactors with varying maximum points, amounting to a maximum score of 10 points. To aid with scoring, numeric thresholds are supplied for each of the four subfactors.

Pavement preservation projects are eligible to receive points under all subfactors when applicants document measurable lifecycle efficiency, improved system performance, reduced material extraction, improved pavement smoothness contributing to fuel efficiency, drainage corrections, or other demonstrated stewardship benefits. Points shall not be awarded solely based on project classification. Included in *Appendix E* is a FHWA Factsheet on “Measuring Decarbonization in the Pavement Lifecycle.” The Factsheet outlines how to assess life-cycle emissions and how preservation timing and strategies contribute to reduced carbon footprints by optimizing maintenance schedules. Several pavement lifecycle tools are available, such as the FHWA’s Life-cycle assessment (LCA) Pave and Illinois Center for Transportation (ICT) i-PEACE (Pavement Engineering Analytics for Cost and Environment).

For projects that do not involve physical infrastructure improvements (e.g., transit operation projects or bus equipment upgrades), the Stormwater & Water Quality, Natural Resource Protection, and Resiliency subfactors are not applicable. In such cases, the full 10 points under this criterion shall be allocated to the Emissions or Energy Reduction subfactor, with proportionally adjusted scoring thresholds.

Emissions or Energy Reduction*

Score	Definition
0	No impact
2	Qualitative reduction anticipated**
4	Quantified GHG, fuel, or idling reduction***

*Note that the subfactors following Emissions or Energy Reduction in the Environmental Sustainability & Stewardship category may not be applicable to projects that do not involve infrastructure. Therefore, for non-infrastructure projects, all 10 points will be allocated to the Emissions or Energy Reduction subfactor, with respective point values of 0, 5, and 10 rather than 0, 2, and 4.

**A qualitative reduction means the project logically reduces emissions or fuel consumption based on design or function, but the reduction is not supported by a quantified estimate, such as modeling, emission calculator, etc. Project examples are installation of a roundabout expecting to reduce idling time or adding sidewalks expected to encourage walking. Example data inputs for pavement preservation are lifecycle extensions based on typical service-life tables, reduced materials used, references improved fuel efficiency based on smoother pavement, and requires less construction machinery.

***A quantified reduction means the applicant provides a measurable estimate of emissions or fuel savings using accepted methodology, such as modeling results, [FHWA CMAQ emissions calculator results](#), etc. Example data inputs for pavement preservation are [FHWA’s LCA Pave Tool](#), [ICT i-PEACE](#), [FHWA’s Infrastructure Carbon Estimator](#), and [Minnesota Carbon-Emissions Tool](#).

Stormwater and Water Quality

Score	Definition
0	No improvements
1	Standard compliance measures
2	Enhanced green infrastructure (bioswales, permeable pavement, runoff reduction)

Examples for pavement preservation are shoulder reconstruction with improved drainage, correction of cross slope to reduce ponding, culvert cleaning or replacement, and ditch reshaping and improvements.

Natural Resource Protection

Score	Definition
0	No benefit
1	Limited site-specific benefit
2	Demonstrated measurable protection or restoration benefit

Examples of natural resource protection are erosion control, habitat connectivity, native vegetation improvements, etc. Pavement preservation supports natural resource protection by limiting construction impacts by preserving soils, reduces need for new material extraction, uses recycled asphalt pavement, and uses low carbon materials.

Resiliency and Long-Term Sustainability

Score	Definition
0	No resilience considerations
1	Basic resilience incorporated/ Extends service life less than 10 years
2	Demonstrated resilience benefit (flood mitigation, tree canopy, slope stabilization, etc.)/ Extends service life by more than 10 years

Pavement preservation enhances infrastructure durability, reliability, condition, and lifecycle resiliency.

9.2.6 Local Priority & Project Readiness

This criterion has been allocated 10 points. Projects shall be evaluated based on demonstrated local commitment and readiness for implementation.

Consideration shall include:

- Documented public involvement efforts
- Inclusion in the jurisdiction’s adopted comprehensive or long-range plan
- Status of Phase I and Phase II engineering
- Right-of-way acquisition status
- Verified local match commitment
- Realistic project schedule and ability to obligate funds within required timeframes

Projects demonstrating advanced design completion and secured match commitments shall receive priority.

This criterion supports fiscal constraint and obligation requirements under federal-aid program administration and reflects established MPO selection practices.

Local priority and project readiness is scored using five subfactors (0 to 2 points each), amounting to a maximum score of 10 points. To aid with scoring, numeric thresholds are supplied for each of the four subfactors.

Subfactor	0 Points	1 Point	2 Points
Public Involvement	None	Limited	Documented
Plan Consistency	Not included	Referenced	Adopted in plan
Engineering Status*	Conceptual	PE I completed	PE II Completed
ROW Status*	Unknown	Partial	Secured
Match Commitment	Not verified	Pending	Verified

*Note that the subfactors following Engineering Status and ROW Status in the Local Priority & Project Readiness category may not be applicable to projects that do not involve infrastructure. Therefore, for non-infrastructure projects, Public Involvement and Plan Consistency are worth 4 points instead of 2 points.

9.2.7 Nondiscrimination and Accessibility

This criterion has been allocated 10 points. Projects shall be evaluated based on anticipated benefits to disproportionately impacted communities and improvements in accessibility.

Consideration shall include:

- ADA compliance improvements
- Above-and-beyond accessibility enhancements
- Removal of barriers along pedestrian accommodations
- Improved access to essential services, employment, and education
- Benefits to seniors and individuals with disabilities
- Benefits to under-resourced and disadvantaged populations

Projects shall demonstrate consistency with:

- 23 U.S.C. §134 planning factors
- Title VI of the Civil Rights Act (42 U.S.C. §2000d)
- Section 504 of the Rehabilitation Act (29 U.S.C. §794)
- Americans with Disabilities Act (42 U.S.C. §12101 et seq.)
- 49 CFR Parts 21, 27, 37, and 38

Projects may demonstrate benefits through either new accessibility improvements or preservation of existing transportation facilities that provide essential mobility and access to community services.

Pavement preservation projects may receive points under this criterion when the project maintains reliable access to essential services, transit routes, or community destinations used by a broad range of users. Preservation of existing accessible routes and transportation corridors shall be considered a benefit under this criterion when documented by the applicant.

This criterion supports Goals 1, 2, 3, 7, 9, 18, 20, 21, and 23 of the 2050 LRTP, the Multimodal Goals of the CMP Update, and implementation of CSAP priorities.

Nondiscrimination and accessibility are scored using four subfactors with varying maximum points, amounting to a maximum score of 10 points. To aid with scoring, numeric thresholds are supplied for each of the four subfactors.

ADA Compliance and Accessibility Improvements

Score	Definition
0	No ADA or accessibility improvement
1	Maintains accessible routes or includes minor accessibility improvements
3	ADA plus enhanced accessibility beyond minimum requirements

Examples include curb ramp improvements, accessible pedestrian signals, sidewalk reconstruction, removal of physical barriers, and enhanced pedestrian crossings.

Access to Essential Services and Employment

Score	Definition
0	No accessibility improvement
1	Limited localized access
3	Significant improvement to essential destinations

Benefits to Seniors and Individuals with Disabilities

Score	Definition
0	No direct benefit
1	Indirect benefit
2	Direct, demonstrable mobility improvement

Community Connectivity & Access

Score	Definition
0	No connectivity or access benefit
1	Maintain or improve connectivity and access within a localized area
2	Maintain or improve connectivity and access to essential community destinations or regional facilities.

Preservation projects may receive points under this subfactor when the project maintains reliable access along corridors serving transit routes, essential services, or important community destinations.

9.3 Consideration of Program-Specific Requirements

While the competitive scoring framework is consolidated, program-specific factors are considered during evaluation to ensure compliance with federal requirements. Examples include:

- Consideration of emissions reduction outcomes for CRP projects
- Consideration of coordinated planning and mobility needs for Section 5310 projects
- Consideration of preservation objectives for Pavement Preservation Set-Aside Projects
- Consideration of active transportation and accessibility outcomes for TA projects

Projects requesting multiple funding sources must satisfy all applicable program requirements.

9.4 Project Selection Process

The project selection process is transparent at the MPO level. Project presentations and the formation of a Project Review Subcommittee occur at the Technical Committee meeting following the application due date.

The time between the application due date and the next MPO Technical Committee, staff completes the initial Teir I review involving the projects eligibility and compliance screening.

The appointed Project Review Subcommittee consisting of both Technical Committee and HSTP Urban Subcommittee members will handle the Teir II review involving the evaluation of each application and assign scores based on the Selection Criteria reviewed in *Section 9.2*. Please note that it is the Commission's practice that the Project Review Subcommittee be comprised of the HSTP Urban Subcommittee for reviewing all transit projects and MPO member jurisdictions that did not participate in the Call for Projects or submit a project for the specific funding program.

The Project Review Subcommittee is divided into Review Panels that focus on project types, which are typically the following four subcommittees: (1) Enhancements (CRP & TA), (2) Transit (Section 5310), (3) Pavement Preservation, and (4) Reconstruction and New Construction. Each of the Review Panels should be comprised of at least two members, typically two to three.

Review Panels will be asked to review and grade the applications in their assigned project type individually and then have each Review Panel come together to compile, average, and discuss each project, with the goal of developing a funding recommendation based on the average score and group discussion that will ultimately be presented to the full Project Review Subcommittee.

Once all Review Panels have met and provided funding recommendations, the full Project Review Subcommittee will come together to review the results from each of the Review Panels and make a formal recommendation to be presented to the Technical Committee.

9.5 Role of Committees and Decision-Making Bodies

Funding recommendations are developed through a multi-step process involving advisory review and policy approval:

- Project Review Subcommittee evaluates and scores eligible projects and develops funding recommendations to be presented to the MPO Technical Committee.
- MPO Technical Committee reviews scoring results, technical considerations, and funding recommendations and votes on a final recommendation to be forwarded to the Full Commission.
- TCRPC Full Commission reviews recommendations and takes final action to approve project selections and program funding within the TIP.

This structure ensures technical rigor, transparency, and accountability in funding decisions.

9.6 Use of Scores and Funding Recommendations

Project scores serve as the primary basis for funding recommendations; however, scoring results are not the sole determinant of funding decisions. The Project Review Subcommittee and Technical Committee may consider additional factors, including:

- Availability of funds by program and fiscal year
- Project readiness and ability to obligate funds within required timeframes
- Geographic balance within the region
- Consistency with federal obligations and delivery requirements

Any recommendation to fund a lower-scoring project ahead of a higher-scoring project must be clearly documented, pass the review of the three review bodies outlined in *Section 9.5*, and be justified in meeting materials and recommendations.

9.7 Transparency and Public Accountability

The project evaluation and selection process is conducted in a transparent manner consistent with the MPO's adopted public participation procedures. Information on Calls for Projects, evaluation criteria, and funding decisions is made publicly available through TCRPC's website and MPO committee meetings.

Funding decisions and project selections are documented through adopted resolutions and incorporated into the TIP for federal approval.

9.8 Management of Unprogrammed or Remaining Funds

In some funding cycles, the competitive project selection process may result in remaining or unprogrammed funds due to project scopes, cost differences, partial awards, project withdrawals, or other factors. Tri-County manages any remaining available funds in a manner consistent with federal requirements, regional priorities, and fiscal stewardship.

When residual funding remains following project selection, TCRPC may take one or more of the following actions:

- **Augment Existing Awards:** Allocate additional funding to projects that received less than their original requested amount, provided the projects remain eligible, were evaluated through the competitive process, and can utilize additional funding within required obligation timeframes.
- **Rollover to a Future Funding Cycle:** Carry forward remaining funds for inclusion in a subsequent Call for Projects.

For Section 5310, TCRPC has additional tools available consistent with federal guidance. When funds remain unprogrammed or are at risk of lapsing, TCRPC may do one or more of the following:

- Work with regional stakeholders to identify additional transportation needs on a noncompetitive basis, utilizing adopted regional plans such as the HSTP, LRTP, or other MPO planning documents
- Carry forward remaining funds to a future funding cycle
- Transfer eligible funds to IDOT's CVP program to prevent lapse of federal funds

Program Management Plan: Management of MPO-Suballocated Federal Transportation Funds

Any use of unprogrammed or remaining funds will be documented, presented to the MPO Technical Committee as appropriate, and approved by the Full Commission.

10. Application Cycle and Guidance

Tri-County administers MPO-allocated federal transportation funding through a structured application cycle designed to promote transparency, equitable access, and alignment with regional and federal transportation priorities. This section describes the application timeline, required materials, and guidance for applicants seeking funding through the programs covered by this PMP.

The application cycle supports the consolidated Call for Projects framework described in *Section 5* and the evaluation and selection process described in *Section 9*.

10.1 Call for Projects Schedule

It is the practice of TCRPC to hold a consolidated Call for Projects on a biennial basis for MPO-suballocated federal transportation funds, subject to funding availability, federal authorization timelines, and obligation requirements. Calls for Projects are generally released during the Spring timeline but may be adjusted as needed.

Notice of a Call for Projects is disseminated through multiple channels, including:

- Direct notification to MPO member jurisdictions and partner agencies
- Announcements to the MPO Technical Committee and Full Commission
- Outreach to the Region 5 HSTP Urban Subcommittee for Section 5310 programs
- Publication on the TCRPC website

Supplemental or program-specific Calls for Projects may be conducted by TCRPC if necessary to address funding lapses, obligation deadlines, or unique program requirements.

10.2 Application Materials and Submission Requirements

Information regarding current funding opportunities is available on Tri-County's website under Funding Programs: <https://tricityrpc.org/funding-programs/call-for-projects/>. All application materials are available for download at the above link.

All applications must be submitted using the forms and templates provided by TCRPC for the specific Call for Projects. At a minimum, application packages typically include:

- An electronic application questionnaire
- A project budget workbook identifying federal and non-federal fund sources by project phases
- Required and/or supplemental supporting documentation, such as authorizing resolutions, letters of support, project specifications, or certifications

A link to an application questionnaire for open funding opportunities can be found on Tri-County's website at the above link. Additionally, the project budget workbook is available for download at the same above link to Tri-County's website. All required supporting documents shall be gathered and formatted in a PDF. Applications must be submitted electronically or emailed to funding@tricountyrpc.org by the published deadline. Incomplete or late applications may be deemed ineligible for consideration.

If needed, TCRPC will offer a non-mandatory preapplication workshop for all project proposers to explain program requirements, the application process, and project selection and give proposers an opportunity to ask questions about the application and the process. Throughout the process, Tri-County staff are available to answer questions should subrecipients require assistance.

10.3 Application Checklist

Applicants seeking MPO-suballocated federal transportation funding should follow the general steps outlined below:

✓ **Confirm Eligibility**

Verify that the sponsoring entity and proposed activities are eligible under the applicable funding program(s).

✓ **Identify Applicable Funding Program(s)**

Determine which federal program or programs best align with the proposed project and ensure program-specific requirements can be met.

✓ **Review Evaluation Criteria**

Review the scoring criteria and weighting described in Section 9 to understand how projects are evaluated.

✓ **Develop Project Scope, Schedule, and Budget**

Prepare a clearly defined project scope supported by a realistic schedule and detailed budget.

Please note that applicants should consider timely implementation when developing projects, as federal funds lapse within three years. For example, the FY 2025 funds must be obligated by September 30, 2028. During the review process, staff may request to have discussions with applicants to verify project details and assess complications that might affect project readiness.

✓ **Secure Local Match and Authorization**

Identify and commit required non-federal matching funds and obtain authorizing resolutions as required.

✓ **Submit a Complete Application Package**

Ensure all required forms and supporting documentation are submitted by the deadline.

✓ **Participate in the Review Process**

Applicants may be contacted by TCRPC staff for clarification during eligibility or scoring review.

✓ **Commission Action and TIP Programming**

Projects selected for funding are approved by the MPO committees and programmed into the TIP.

10.4 What Makes a Competitive Application

While all eligible projects are considered, competitive applications typically demonstrate the following characteristics:

- Clear, demonstrated consistency with one or more adopted regional planning documents, as summarized in *Appendix B*
- Use of data and documented need to support the proposed project
- Demonstrated project readiness and ability to meet implementation timelines
- Regional or multi-jurisdictional benefits
- Coordination with relevant agencies or service providers
- Clear articulation of anticipated outcomes related to safety, mobility, accessibility, sustainability, or equity

Applications that provide clear, well-documented information are more likely to score favorably during competitive evaluation.

10.5 Post-Selection Expectations

Selection of a project does not guarantee full funding of the amount requested. Management of any remaining available funds is described in *Section 9.8*.

In addition, selection for funding does not constitute authorization to begin work or incur costs. Following project selection, sponsors must complete all required pre-award activities, including execution of grant agreements, completion of required reviews, and inclusion of the project in the TIP and STIP.

All projects remain subject to the compliance, oversight, procurement, and reporting requirements described in *Sections 7 and 8* of this PMP throughout the period of performance.

11. Award Administration Information

Following project selection and approval, TCRPC oversees awards administration activities to ensure that MPO-suballocated federal transportation funds are implemented in compliance with applicable federal and state requirements. Award administration responsibilities vary by funding program and administering agency and are carried out in coordination with project sponsors, IDOT, and federal partners.

This section describes the administrative steps required after project selection, including integration into the TIP, execution of grant agreements, reporting requirements, and ongoing coordination during project implementation.

11.1 Transportation Improvement Program Integration

All projects selected for funding through the MPO's competitive process must be included in the region's TIP prior to obligation of federal funds. Inclusion in the TIP ensures consistency with the metropolitan transportation planning process, fiscal constraint, and federal programming requirements.

Following approval by the TCRPC Full Commission, staff prepares the necessary TIP amendments to program selected projects. Approved amendments are transmitted to IDOT for incorporation into the STIP and for review and approval by the FHWA and/or FTA, as applicable.

Selection of a project does not authorize expenditure of funds until all TIP/STIP approvals have been obtained.

11.2 IDOT Program Administration

For programs funded under Title 23 of the United States Code, including the CRP, STBG, and TA, IDOT serves as the administering agency.

Following TIP/STIP approval, IDOT works directly with project sponsors to execute required agreements, establish project authorizations, and guide implementation in accordance with state and federal requirements. IDOT District 4 Local Roads staff provide oversight of project development, letting, construction, reimbursement, and closeout activities. For more information, visit IDOT's [Local Public Agency \(LPA\) Project Development and Implementation website](#).

TCRPC coordinates with IDOT throughout the implementation process to track project status, maintain TIP accuracy, and support resolution of issues affecting project delivery.

11.2.1 Reporting Requirements

The Uniform Periodic Performance Report and the Uniform Periodic Financial Report have been combined into IDOT's BoBS 2832 Reporting Form. Quarterly reporting will be

required unless more frequent reporting is required pursuant to specific award conditions.

These reports will describe the expenditure(s) of the funds and performance measures related thereto. The first BoBS 2832 report shall cover the first three months after the award begins. Quarterly reports must be submitted no later than thirty (30) calendar days following the three-month period covered by the report. Failure to submit the required BoBS 2832 report may cause a delay or suspension of funding.

11.3 Tri-County Program Administration

For Section 5310 projects administered by TCRPC as a Co-Designated Recipient, TCRPC is responsible for managing post-selection award administration activities in coordination with the FTA and project subrecipient.

Following notification of selected projects and completion of required MPO approvals, including inclusion of projects in the TIP and STIP, TCRPC initiates the process to apply for Section 5310 grant funding with the FTA. Concurrently, TCRPC works with selected subrecipients to complete all applicable pre-award requirements, including environmental review under the National Environmental Policy Act, as required.

Public transit agencies, such as the Greater Peoria Mass Transit District (GPMTD), that receive funding under other FTA programs may participate in Section 5310 projects only as subrecipients and in accordance with the administrative structure described in *Section 12*.

11.3.1 Grant Agreement and Reimbursement

Upon approval of the FTA grant, TCRPC executes grant agreements with Section 5310 subrecipients. Grant agreements establish the approved scope of work, funding amounts, period of performance, reporting requirements, and applicable federal and state terms and conditions.

TCRPC is responsible for ongoing coordination with FTA throughout project implementation, collection and reporting of required project and financial data, and administration of subrecipient oversight activities consistent with the compliance, monitoring, and procurement requirements described in *Sections 7 and 8* of this PMP.

Section 5310 funds administered by TCRPC are provided to subrecipients on a reimbursement basis. Grant agreements specify the effective date of the agreement, the approved scope of work, and the allowable costs eligible for reimbursement.

Subrecipients may request reimbursement only for costs that are:

- Incurred on or after the effective date of the fully executed grant agreement

- Consistent with the approved project scope and budget
- Allowable under applicable federal requirements, including 2 CFR Part 200
- Supported by appropriate documentation, including proof of expenditure and documentation of local matching funds

Costs incurred prior to execution of the grant agreement, or outside the approved scope of work, are the responsibility of the subrecipient and are not eligible for reimbursement. TCRPC is not obligated to reimburse expenditures if a grant agreement is not executed, the project is cancelled, or the underlying federal funding is unavailable or not approved by FTA.

All Section 5310 projects administered by TCRPC are subject to the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200), as well as other applicable federal statutes, regulations, and guidance.

11.3.2 Reporting Requirements

To support federal oversight and ensure accountability, Section 5310 subrecipients are required to submit periodic programmatic and financial reports throughout the period of performance, generally on a quarterly basis, unless otherwise specified in the grant agreement.

Reports may include, but are not limited to:

- Narrative reports describing project progress, activities, and outcomes
- Financial reports and reimbursement documentation
- Performance data related to service delivery, mobility outcomes, or project objectives
- DBE or other certifications or documentation related to compliance requirements, where applicable

Information submitted by subrecipients is reviewed by TCRPC as part of ongoing monitoring activities and is used to track project implementation, support compliance oversight, and fulfill federal reporting obligations.

Tri-County is responsible for compiling required project and program information and submitting annual program status reports to FTA covering the federal fiscal year. These reports summarize project activity, expenditures, and progress toward program objectives across all active Section 5310 grants administered by TCRPC.

11.4 Section 5310 Program of Projects Development

In coordination with the FTA and IDOT as the other Co-Designated Recipient, TCRPC ensures that all Section 5310 projects selected within the Peoria–Pekin UZA are included in the applicable Program of Projects and reflected in the regional TIP and STIP.

This coordination supports transparency, consistency in program administration, and compliance with federal requirements governing designated and co-designated recipients.

11.5 Administration, Planning, and Technical Assistance

Consistent with federal guidance, a portion of Section 5310 funds may be used to support administration, planning, and technical assistance activities associated with program oversight. These activities may include program management, coordination, monitoring, and reporting and may be funded at up to 100% federal share, subject to applicable limits.

Use of these funds supports effective program delivery and implementation of oversight responsibilities described in *Sections 7 and 8* of this PMP.

11.6 Transfer of Funds

Where permitted by federal and state policy, TCRPC may transfer funds between programs or administering agencies to prevent lapse of federal funds or to better address regional needs. For Section 5310, this may include transfer of funds to IDOT’s CVP program in accordance with applicable guidance.

Any transfer of funds is subject to required approvals and documentation.

11.7 Private Sector Participation

Tri-County provides opportunities for involvement of private and non-profit entities in the administration and implementation of MPO-suballocated federal transportation programs consistent with its adopted Public Participation Plan.

For Section 5310 specifically, private non-profit organizations and public transportation providers are eligible to apply for funding and participate as subrecipients. Tri-County ensures equitable access to funding opportunities through outreach, stakeholder engagement, and transparent application and selection processes.

Additionally, the HSTP Committee includes public, private, non-profit, and advocates of public transit and human service representation. The HSTP Committee identified and recommended strategies that enhance mobility for the region’s older adults and people with disabilities and developed the framework for selecting Section 5310 projects.

12. Section 5310 Program Oversight

Tri-County serves as a Co-Designated Recipient of Section 5310 funds for the Peoria-Pekin Urbanized Area. The other Co-Designated Recipient of Section 5310 funds for the region is IDOT. No other regional entities receive Section 5310 funds directly from the FTA.

This section describes TCRPC's oversight responsibilities specific to the Section 5310 Program and supplements the broader compliance, monitoring, and procurement frameworks described in *Sections 7 and 8* of this PMP.

12.1 Role of Public Transit Agencies

Within the Peoria-Pekin UZA, GPMTD is the local public transit agency that operates the fixed-route system branded as CityLink and the complementary paratransit service branded as CityLift. GPMTD is a direct recipient of other FTA programs such as Sections 5307 (Urbanized Area Formula Program) and 5339 (Bus and Bus Facilities Program), and it does not receive Section 5310 funds directly from the FTA.

Such agencies may participate in the Section 5310 Program only as subrecipients, subject to meeting federal eligibility requirements and selection through the MPO's competitive project selection process outlined in this PMP. Receipt of funds under Sections 5307, 5339, or any other FTA program does not confer recipient status or administrative authority under the Section 5310 Program.

12.2 Oversight Responsibilities of the Co-Designated Recipient

As a Co-Designated Recipient, TCRPC is responsible for administering its allocated share of Section 5310 funds within the Peoria-Pekin Urbanized Area. Oversight responsibilities include:

- Conducting a competitive project selection process consistent with federal requirements and the adopted HSTP document
- Executing and managing grant agreements with selected Section 5310 subrecipients
- Ensuring compliance with applicable federal statutes, regulations, and FTA guidance
- Monitoring subrecipient activities, expenditures, and performance
- Collecting and reporting required program and performance data to FTA
- Coordinating administration of the program with IDOT as the other Co-Designated Recipient

12.3 Subrecipient Oversight and Monitoring

Oversight of Section 5310 subrecipients is conducted using the risk-based approach described in *Section 7*. Subrecipients may include local public agencies, private non-profit organizations, and public transportation providers that meet federal eligibility requirements for Section 5310.

Monitoring activities may include:

- Review of reimbursement requests and supporting documentation
- Review of required programmatic and financial reports
- Risk-based desk reviews or on-site monitoring
- Review of procurement, DBE, and Buy America/BABA compliance, where applicable

The frequency and scope of monitoring are informed by the post-award Subrecipient Risk Assessment, project complexity, and subrecipient experience.

12.4 Financial Management and Internal Controls

Tri-County maintains financial management systems sufficient to track Section 5310 funds, including obligations, expenditures, local matching funds, and subrecipient reimbursements. Financial systems are managed in accordance with generally accepted accounting principles and applicable federal requirements.

Subrecipients are required to maintain adequate financial records and internal controls to support reimbursement requests, audits, and monitoring reviews consistent with 2 CFR Part 200.

12.5 Procurement, DBE, Buy America, BABA Compliance

All Section 5310 projects administered by TCRPC are subject to the procurement oversight framework described in *Section 8* of this PMP. Subrecipients are responsible for complying with applicable procurement standards, DBE requirements, and Buy America or BABA requirements, where applicable.

TCRPC provides oversight and technical assistance and may review procurement documentation as part of risk-based monitoring activities.

12.6 Reporting, Record Retention, and Audit Requirements

Tri-County is responsible for compiling and submitting required Section 5310 program status and performance reports to FTA in accordance with federal reporting schedules.

Section 5310 subrecipients are required to:

- Submit periodic programmatic and financial reports as specified in grant agreements
- Retain project and financial records in accordance with federal record retention requirements
- Make records available for monitoring, audit, or federal oversight reviews

Subrecipients that meet applicable thresholds are subject to Single Audit requirements under 2 CFR Part 200.

12.7 Coordination with IDOT

Tri-County coordinates closely with IDOT, the sole other Co-Designated Recipient of Section 5310 funds in the Peoria–Pekin UZA, to ensure consistent program administration. Coordination may include alignment on project selection, inclusion of projects in required planning documents, and transfer or reprogramming of funds where permitted to prevent lapse of federal funds and address regional needs.

13. Certifications and Assurances

Administration of MPO-suballocated federal transportation funds requires compliance with a range of federal and state laws, regulations, and policies. As part of the funding process, applicants, sponsors, and subrecipients are required to certify compliance with applicable requirements and to provide assurances as a condition of receiving federal financial assistance.

This section describes the general certification and assurance requirements applicable to programs covered by this PMP. Execution of program-specific certifications and assurances occurs through grant agreements, intergovernmental agreements, or other required documentation and is not superseded by this PMP.

A list of standard federal and state certifications and assurances applicable to MPO-suballocated funds is provided in *Appendix F* for reference.

13.1 General Certification Requirements

Applicants and subrecipients receiving MPO-allocated federal transportation funds must certify compliance with all applicable federal and state requirements associated with the funding program(s) under which assistance is provided. These certifications may include, but are not limited to, assurances related to:

- Compliance with federal civil rights laws, including Title VI of the Civil Rights Act, the Americans with Disabilities Act, and Section 504 of the Rehabilitation Act
- Compliance with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200)
- Nondiscrimination in employment and contracting
- Restrictions on lobbying and political activities
- Drug-free workplace requirements
- Prohibitions against debarment and suspension

Required certifications are typically executed at the time of application, award acceptance, or contract execution, as applicable.

13.2 Program-Specific Certifications and Assurances

In addition to general certifications, certain programs administered through the MPO may require completion of program-specific certifications and assurances. Examples include:

- **Section 5310:** Subrecipients must comply with certifications and assurances required by the Federal Transit Administration, including those related to

procurement, Buy America/BABA, DBE, asset management (as applicable), and service delivery requirements.

- **FHWA-Funded Programs (CRP, STBG, TA):** Project sponsors must comply with certifications and assurances required by IDOT and FHWA, including those related to contracting, labor standards, environmental compliance, and civil rights.

Specific certification requirements are identified in application materials, grant agreements, or other program guidance provided at the time of award.

13.3 Role of the MPO in Certifications and Assurances

Tri-County is responsible for ensuring that required certifications and assurances are obtained and maintained for MPO-suballocated federal transportation funds, consistent with its role as the MPO and, where applicable, as a Co-Designated Recipient.

Tri-County does not create independent certification requirements beyond those mandated by federal or state law. Instead, TCRPC facilitates compliance by:

- Communicating applicable certification requirements to applicants and subrecipients
- Incorporating certification and assurance requirements into grant agreements and other award documents
- Verifying completion of required certifications prior to obligation or reimbursement of funds
- Coordinating with IDOT and federal partners to support compliance

13.4 Ongoing Compliance with Assurances

Certifications and assurances executed as part of the award process apply throughout the project lifecycle. Subrecipients and sponsors are required to maintain ongoing compliance with all applicable assurances for the duration of the project and through closeout.

Failure to comply with required certifications and assurances may result in corrective action, suspension of reimbursements, or other remedies permitted under applicable federal and state regulations, consistent with the compliance and oversight framework described in *Sections 7 and 8* of this PMP.

Appendix A: Federal Statutory and Regulatory References

Federal Statutory and Regulatory References

This appendix provides a consolidated reference to the primary federal statutes, regulations, and guidance governing the administration of MPO-suballocated federal transportation funds described in this PMP. These authorities establish the legal framework for program eligibility, planning, project selection, grant administration, civil rights, procurement, financial management, and oversight.

The references listed in this appendix are intended to support and inform the policies and procedures described throughout the PMP. Inclusion of a statute or regulation does not imply that all provisions apply equally to every funding program; applicability varies by program and project type. Program-specific requirements are addressed in the relevant sections of the PMP. The statutes and regulations listed below are subject to amendment through federal authorization acts, rulemaking, and agency guidance. The most current versions of applicable statutes and regulations apply unless otherwise specified.

Metropolitan Planning and MPO Authority

- 23 U.S.C. § 134 – Metropolitan Transportation Planning
- 49 U.S.C. § 5303 – Metropolitan Transportation Planning (Transit)
- 23 CFR Part 450 – Metropolitan and Statewide Transportation Planning

These authorities establish the continuing, comprehensive, and cooperative metropolitan planning process and the role of MPO in programming federal transportation funds.

Federal Highway Administration Programs

- 23 U.S.C. § 133 – Surface Transportation Block Grant Program (STBG)
- 23 U.S.C. § 133(h) – Transportation Alternatives Set-Aside
- 23 U.S.C. § 175 – Carbon Reduction Program (CRP)
- 23 U.S.C. § 150 – National Performance Management Measures

These statutes govern FHWA-funded programs that are suballocated to MPOs and administered in coordination with state departments of transportation.

Federal Transit Administration (FTA) Programs

- 49 U.S.C. § 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities
- 49 U.S.C. Chapter 53 – Public Transportation
- FTA Circulars and Program Guidance, as applicable

These provisions establish eligibility, designated recipient responsibilities, and allowable activities for transit-related programs administered or programmed through the MPO.

Uniform Administrative and Financial Requirements

- 2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

These regulations apply to all federal financial assistance and govern financial management systems, cost allowability, procurement, audit requirements, and record retention.

Procurement, DBE, and Buy America / BABA Requirements

- USDOT Disadvantaged Business Enterprise Regulations – 49 CFR Part 26
- Buy America / Build America, Buy America provisions, as applicable
- Federal Acquisition and Assistance requirements incorporated through program guidance

These authorities establish requirements for nondiscrimination in contracting, promotion of DBE participation, and domestic content compliance for federally funded procurements.

Environmental Requirements

- National Environmental Policy Act – 42 U.S.C. § 4321 et seq.
- Related federal environmental statutes, as applicable to project type

Environmental requirements apply to federally funded projects prior to obligation and implementation.

Civil Rights and Nondiscrimination

- Title VI of the Civil Rights Act of 1964 – 42 U.S.C. § 2000d
- Americans with Disabilities Act – 42 U.S.C. § 12101 et seq.
- Section 504 of the Rehabilitation Act of 1973 – 29 U.S.C. § 794

These authorities prohibit discrimination based on race, color, national origin, disability, age, and other protected characteristics and apply across all programs covered by this PMP.

Audit and Oversight

- Single Audit Act Amendments – 31 U.S.C. §§ 7501-7507
- 2 CFR Part 200, Subpart F – Audit Requirements

These provisions establish audit thresholds and oversight responsibilities for recipients and subrecipients of federal funding.

Appendix B: Regional Planning Goals and Program Geography

Appendix B.1: Regional Planning Goals, Policies, and Strategies

This appendix summarizes the core regional planning documents that guide the TCRPC's administration of MPO-suballocated federal transportation funds. The goals, policies, and strategies contained in these documents provide the policy foundation for funding eligibility, project evaluation, and competitive selection processes described in this PMP.

While not all projects must be consistent with every plan, applicants are expected to demonstrate how proposed projects align with relevant adopted policies and strategies appropriate to the funding program and project type. Projects considered for funding must demonstrate consistency with one or more of the planning documents referenced in this appendix, as applicable to the program and project type. Links to the full, adopted documents are provided for reference.

Long-Range Transportation Plan

Document Link: <https://tricountyrpc.org/transportation/lrtp/>

The LRTP establishes the region's long-term transportation vision and investment priorities over a 25-year planning horizon. The LRTP identifies needs, goals, and strategies across all modes of transportation and serves as the primary policy document guiding future transportation investments within the MPO planning area.

The LRTP informs the PMP by:

- Establishing regional transportation goals related to safety, mobility, accessibility, economic vitality, system preservation, and sustainability
- Identifying regionally significant transportation corridors and infrastructure priorities
- Providing the policy basis for programming federal transportation funds through the TIP

Consistency with the LRTP is a baseline consideration for project eligibility and evaluation under MPO-suballocated funding programs.

Human Services Transportation Plan

Document Link: <https://tricountyrpc.org/transportation/transit/>

The HSTP is the federally required coordinated public transit-human services transportation plan for the region. The HSTP identifies transportation needs, service gaps, and coordination strategies that improve mobility for seniors, individuals with disabilities, and other transportation-disadvantaged populations.

The HSTP:

- Serves as the policy foundation for the Section 5310 Program
- Documents stakeholder-identified needs and priority strategies for improved coordination and service delivery
- Informs eligibility and evaluation of Section 5310 projects administered by TCRPC

Projects funded under Section 5310 must be derived from and consistent with the adopted HSTP.

Congestion Management Process

Document Link: <https://tricountyrpc.org/transportation/cmp/>

The CMP identifies congestion-related transportation issues within the region and evaluates strategies for managing and mitigating congestion in a performance-based framework. The CMP supports data-driven decision-making related to system efficiency, reliability, and multimodal performance.

The CMP informs the PMP by:

- Identifying congested corridors and operational challenges
- Supporting evaluation of projects that address congestion, system operations, and reliability
- Providing data inputs for project evaluation related to performance outcomes and system efficiency

Comprehensive Safety Action Plan

Document Link: <https://tricountyrpc.org/transportation/safety/>

The CSAP establishes regional safety goals and priorities aligned with the Safe System Approach and federal safety planning requirements. The CSAP identifies high-injury networks, priority corridors, and strategies aimed at reducing fatal and serious injury crashes.

The CSAP:

- Guides safety-related scoring criteria in the project evaluation process
- Informs prioritization of projects addressing documented safety risks
- Supports regional coordination of safety investments across modes and jurisdictions

Safety considerations derived from the CSAP are integrated into competitive evaluation of MPO-allocated funds.

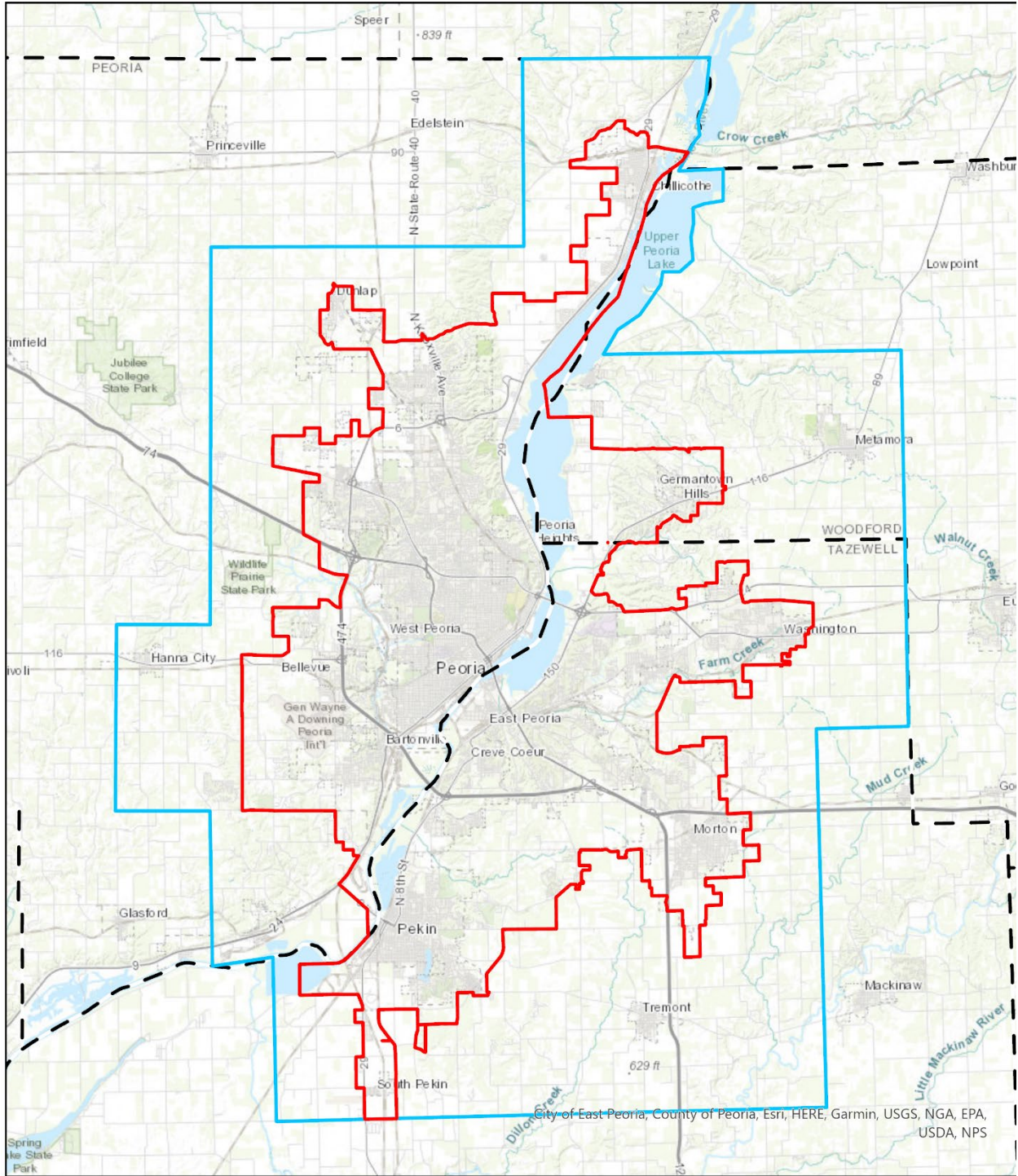
Appendix B.2: MPO and Program Area Map

The map provided on the following page illustrates the geographic areas relevant to administration of MPO-suballocated federal transportation funds and the Section 5310 Program. This map is provided as a reference to support applicant eligibility determinations, project evaluation, and compliance with federal metropolitan planning requirements.

On the Tri-County Metropolitan Planning Organization map, the red boundary depicts the Peoria-Pekin Urbanized Area, while the blue boundary represents the Metropolitan Planning Area. The Urbanized Area is used for transit program eligibility and funding apportionment, and the Metropolitan Planning Area defines the boundary within which MPO-suballocated federal transportation funds may be programmed.

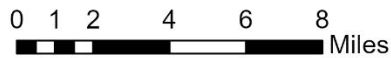
Eligibility for funding is determined based on statutory and program requirements described in the body of this PMP. The map included in this appendix is intended to provide geographic context only and does not modify, expand, or supersede program

eligibility requirements.



Tri-County Metropolitan Planning Organization

- Urban Area
- Metropolitan Planning Area
- Counties



Appendix C: Subrecipient Risk Assessment

Tri-County Regional Planning Commission
Subrecipient Risk Assessment

This risk assessment is to be completed by all grant subrecipients after award of a TCRPC administered grant program and prior to contract execution. Tri-County uses this risk assessment to evaluate subrecipient capacity and compliance risk in accordance with 2 CFR Part 200, applicable federal requirements, and the compliance and procurement oversight framework described in Section 7 and 8 of the Program Management Plan.

Information provided will be used to determine the appropriate level of monitoring and technical assistance. This assessment is not used for determining grant awards; however, its completion and submission of the most recent audit are required prior to execution of a grant agreement.

Section A: General Information

Organization Name: _____

Project Title: _____

Funding Program: _____

Project Type: Capital Operating Mobility Management Planning

Award Amount: _____

Primary Contact: _____

Title: _____

Address: _____

Phone Number: _____

Email Address: _____

Section B: Organizational Experience & Capacity

- 1 Has your organization previously received federal transportation funding?
 Yes No

- 2 If yes, please list the grant type: _____

- 3 Approximately how many federal grants has your organization managed in the past five (5) years?
 0 1-2 3-5 5+

- 4 Does your organization have written financial management procedures?
 Yes No

Section C: Financial Management & Audit

- 5 Does your organization expend \$750,000 or more in federal funds annually?
 Yes No

- 6 If yes, has your organization completed a Single Audit for the most recent fiscal year?
 Yes No Not Applicable

- 7 Were any findings reported in the most recent audit related to federal awards?
 No findings
 Findings reported (please explain briefly):
Click or tap here to enter text.

- 8 Audit Submission Requirement – Please attach the most recent audit or financial statements, as applicable:
 Single Audit (if required), **or**
 Organization-wide audited financial statements, **or**
 Board-approved financial statements (if audit not required)

Section D: Procurement

- 9 Does your project include procurement of goods or services?
 Yes No (Skip to Section E)
- 10 Does your organization have a written procurement policy?
 Yes No
- 11 Does the policy address federal procurement standards (2 CFR 200)?
 Yes No
- 12 Have you previously conducted procurement using federal funds?
 Yes No
- 13 Does your organization understand and comply with applicable Disadvantaged Business Enterprise (DBE) requirements, including nondiscrimination and good-faith efforts, where required?
 Yes No
- 14 Has your organization previously reported DBE participation on federally funded projects?
 Yes No
- 15 Does your organization understand its responsibilities to comply with Buy America and/or Build America, Buy America (BABA), where applicable?
 Yes No
- 16 Has your organization previously addressed Buy America/BABA requirements on a federally funded project?
 Yes No

Section E: Internal Controls and Oversight

17 Does your organization have separation of duties for financial transactions (e.g. different staff for authorization, processing, and review)?

Yes No Limited capacity (Please explain)

Click or tap here to enter text.

18 Does your organization maintain written policies for record retention and reimbursement documentation?

Yes No

19 Has your organization had any monitoring findings or compliance issues with a federal or state agency in the past three (3) years?

No findings Findings reported (please explain briefly)

Click or tap here to enter text.

Section F: Certification

I certify that the information provided in this risk assessment is accurate to the best of my knowledge and that supporting documentation has been submitted as required.

Authorized Representative

Name: _____

Title: _____

Signature: _____

Date: _____

Appendix D: Consolidated Call for Projects Selection Criteria

Program Management Plan: Management of MPO-Suballocated Federal Transportation Funds

Criterion	Maximum Points	Subfactors	Score	Definition
Regional Significance	20	Regional System Impact	0	Localized benefit only; no identifiable regional impact
			2	Improves subregional mobility, accessibility, or connectivity
			3	Improves an identified LRTP, CMP, or CSAP corridor or system
			5	Demonstrates measurable system-level impact (mobility, safety, emissions, or access) across multiple jurisdictions or user groups
		Mobility & Accessibility Benefit	0	Minimal change to mobility or access
			2	Improves access for a single mode or user group
			3	Improves multimodal access or access to essential services
			5	Significantly enhances regional mobility, multimodal continuity, or access to employment, education, healthcare, or transit
		Economic & Community Impact	0	No documented economic or community benefit
			2	Supports local economic or community facility access
			3	Supports identified employment center or redevelopment area
			5	Supports regionally significant economic driver, freight movement, workforce access, or coordinated growth strategy
		Network Continuity & Integration	0	No improvement to system integration
			2	Minor network connection improvement
			3	Closes identified gap in transportation network
			5	Eliminates critical gap, enhances multimodal integration, or strengthens system redundancy/resilience

Program Management Plan: Management of MPO-Suballocated Federal Transportation Funds

Criterion	Maximum Points	Subfactors	Score	Definition
Safety	20	Documented Safety Need	0	No documented crash history or safety concern
			2	Documented crash history below regional average or limited to property damage only
			3	Demonstrated pattern of injury crashes or above-average crash rate
			4	Documented serious injury crashes (K/A level) within past 5 years
			5	High-crash location or corridor with fatal and/or multiple serious injury crashes; identified in HSIP, HSP, or local safety plan
		Anticipated Safety Effectiveness	0	No demonstrated safety countermeasure component
			2	General safety improvement with limited evidence base
			3	Includes FHWA-recognized safety countermeasure
			4	Includes multiple proven countermeasures with documented crash reduction factors (CMFs)
			5	Quantifiable crash-reductions or aligns with proven safety measures / Safe System Approach
		Systemic Risk Reduction	0	Location-specific improvement only
			2	Addresses a localized risk condition
			3	Addresses corridor-level risk factors
			4	Addresses system-wide risk pattern (e.g., pedestrian crossings, rural curves, transit access)
			5	Implements systemic safety treatment across multiple locations or user groups
		Protection of Vulnerable Road Users (VRU) & Accessibility	0	No identifiable safety or accessibility benefit for vulnerable road users
			2	Minor improvements for people walking, biking, using transit, or with limited mobility
			3	Addresses documented crash patterns or risk exposure involving pedestrians, bicyclists, seniors, individuals with disabilities, or transit-dependent users
			4	Located in area with demonstrated elevated crash rates involving VRU or improves safe access to essential destinations (schools, healthcare, employment centers, transit stops)
			5	Demonstrates reduced exposure risk for vulnerable road users and/or improves safe, accessible travel consistent with Safe System and ADA standards

Program Management Plan: Management of MPO-Suballocated Federal Transportation Funds

Criterion	Maximum Points	Subfactors	Score	Definition
Multimodal Connectivity	15	Bicycle / Pedestrian Connectivity	0	No multimodal component
			3	Improves connectivity or fills minor gap
			5	Closes critical gap or improves system-level safety
		Transit / Freight Integration	0	No transit / freight relevance
			3	Improves access to transit stop or freight route
			5	Enhances transit corridor/hub, freight corridor, or intermodal facility
		Traffic Calming & Corridor Compatibility	0	No user safety design features
			3	Includes traffic calming or context-sensitive design
			5	Incorporates comprehensive complete streets design
Purpose and Need	15	Documented Transportation Deficiency	0	No documented deficiency
			2	General narrative need only
			3	Data-supported need (ADT, V/C, asset condition, delay, service gap)
			5	Quantified performance deficiency documented using CMP, asset data, or system analysis
		Operational or Asset Condition Benefit	0	No measurable improvement
			2	Improvement anticipated but not quantified
			4	Quantified improvement to capacity, condition, reliability, or service life
		Congestion or Reliability Improvement	0	No impact
			1	Minor localized benefit
			3	Measurable corridor or system reliability improvement
		System Performance Improvement	0	No measurable performance improvement
			1	Minor localized improvement
			2	Corridor-level improvement
			3	Demonstrated system-level performance improvement supported by data

Program Management Plan: Management of MPO-Suballocated Federal Transportation Funds

Criterion	Maximum Points	Subfactors	Score	Definition
Environmental Sustainability & Stewardship	10	Emissions or Energy Reduction	0	No impact
			2	Qualitative reduction anticipated
			4	Quantified GHG, fuel, or idling reduction
		Stormwater & Water Quality	0	No improvements
			1	Standard compliance measures
			2	Enhanced green infrastructure (bioswales, permeable pavement, runoff reduction)
		Natural Resource Protection	0	No benefit
			1	Limited site-specific benefit
			2	Demonstrated measurable protection or restoration benefit
		Resiliency & Long-Term Sustainability	0	No resilience considerations
			1	Basic resilience incorporated/ Extends service life less than 10 years
			2	Demonstrated resilience benefit (flood mitigation, tree canopy, slope stabilization, etc.)/ Extends service life by more than 10 years
Local Priority & Project Readiness	10	Public Involvement	0	None
			1	Limited
			2	Documented
		Plan Consistency	0	Not included
			1	Aligns with goals and objectives
			2	Referenced in plan
		Engineering Status	0	Conceptual
			1	PE I completed
			2	PE II completed
		ROW Status	0	Unknown
			1	Partial
			2	Secured
Match Commitment	0	Not verified		
	1	Pending		
	2	Verified		

Program Management Plan: Management of MPO-Suballocated Federal Transportation Funds

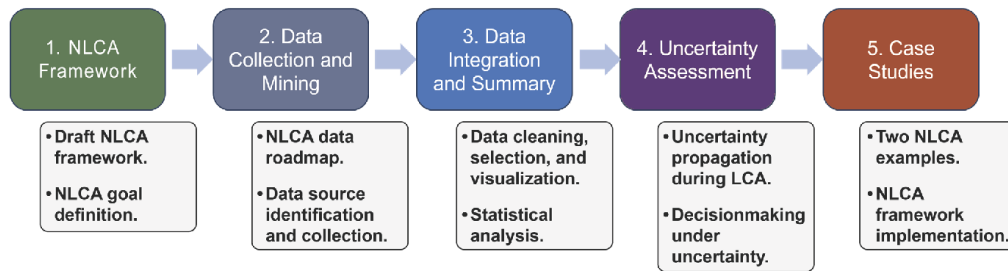
Criterion	Maximum Points	Subfactors	Score	Definition
Non-discrimination and Accessibility	10	ADA Compliance & Accessibility	0	No ADA or accessibility improvement
			1	Maintains accessible routes or includes minor accessibility improvements
			3	ADA plus enhanced accessibility beyond minimum requirements
		Access to Services & Employment	0	No accessibility improvement
			1	Limited localized access
			3	Significant improvement to essential destinations
		Benefits to Seniors & Disabled	0	No direct benefit
			1	Indirect benefit
			2	Direct, demonstrable mobility improvement
		Community Connectivity & Access	0	No connectivity or access benefit
			1	Maintain or improve connectivity and access within a localized area
			2	Maintain or improve connectivity and access to essential community destinations or regional facilities

Total Points 100

**Appendix E: FHWA Factsheet on “Measuring
Decarbonization in the Pavement Lifecycle”**



As part of their commitment to protecting the environment and addressing climate change, State departments of transportation (DOTs) have acknowledged the importance of factoring in the reduction of embodied emissions associated with construction materials.⁽¹⁾ Given that construction materials constitute a significant expenditure for these agencies, they recognize their direct influence over decisions in this realm. Pavement management can be a suitable phase for considering and introducing environmental improvements to optimize pavement preservation and maintenance treatment timing, location, and type (when, where, and what) because of the phase's focus on system-level resource optimization.



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LCA = lifecycle assessment; NLCA = network-level LCA.

An infographic illustrating the five-step network-level lifecycle assessment (NLCA) process.

FACT SHEET

Lifecycle planning and lifecycle cost analysis are already integral parts of this process. Lifecycle assessment (LCA), a similar analysis focused on environmental impacts, can also be considered. To accomplish this goal, it is essential to investigate the details of pavement management methodological protocols and examine potential strategies for integrating LCA for tracking and quantifying environmental emissions, such as carbon, as part of the pavement process.

The University of Massachusetts Amherst, in collaboration with an engineering firm, is leading a project titled Stochastic NLCA for Flexible Pavement Preservation and Maintenance Schedules. The project leverages existing technical developments concerning pavement materials and pavement-vehicle interaction to develop metrics for supporting NLCA decisionmaking. Specifically, this project focuses on flexible pavements and the maintenance and pavement treatments related to them. Ultimately, this project will bring network-level

pavement LCA closer to real-world application. The Federal Highway Administration's (FHWA) Exploratory Advanced Research (EAR) Program provided funding for this project.

METHODOLOGY

The research team's proposed approach will closely follow the FHWA Sustainable Pavements Program (SPP) hierarchy of LCA needs. This approach starts from the LCA framework; data definitions in the decisionmaking context; and data development, collection, and organization. Then the stochastic (i.e., involving a random variable) NLCA modeling framework for flexible pavement systems is developed.⁽²⁾ While significant advances have been made over the years regarding project-level LCA, a gap for how to conduct NLCA still exists. The method will follow the existing project-level LCA studies and integrate state-of-the-art methodology into a framework geared toward simple and convenient implementation.

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The approach will use the following step-by-step process:

1. Develop a framework for LCA methodology for network-level applications.
2. Assemble, develop, and assess data and models.
3. Quantify the uncertainty propagation (i.e., the process of quantifying how uncertainties in input variables affect uncertainties in output variables within a model or system) of existing data variability and model errors into NLCA.
4. Demonstrate application through two case studies.

The research team's analysis will consider both the embodied emissions from flexible pavement treatment applications and the operational emissions that come from the consumption of excess fuel due to pavement-vehicle interaction to inform network-level pavement preservation and maintenance. Ultimately, this research project will give the transportation community a framework for network-level tracking and quantifying carbon emissions as part of the pavement management process.

RESULTS

The research team anticipates the project will provide FHWA with the following:

- NLCA framework.
- Data roadmap.
- Methods to integrate bottom-up, project-level data into metrics for informing network-level decisionmaking.
- Documented methods for integrating uncertainty and enabling stochastic analysis.
- Two case studies.

The project's outcomes could assist State DOTs' efforts to reduce greenhouse gas emissions from highway construction and maintenance operations.

Recommended citation: Federal Highway Administration, *Measuring Decarbonization in the Pavement Lifecycle* (Washington, DC: 2024) <https://doi.org/10.21949/1521490>

What Is the EAR Program?

The EAR Program supports longer term, higher risk research with the potential for transformative improvements to the U.S. transportation system. The EAR Program seeks to leverage promising expertise and advances in science and engineering to create breakthrough solutions to highway transportation issues.

REFERENCES

¹Environmental Protection Agency. 2024. "Reducing Embodied Carbon of Construction Materials through the Inflation Reduction Act" (web page). <https://www.epa.gov/greenerproducts/reducing-embodied-carbon-construction-materials-through-inflation-reduction-act>, last accessed March 25, 2024.

²Ram, P., J. Harvey, S. Muench, I. Al-Qadi, G. Flintsch, J. Meijer, H. Ozer, et al. 2017. *Sustainable Pavements Program Road Map*. Report No. FHWA-HIF-17-029. Washington, DC: Federal Highway Administration. <https://www.fhwa.dot.gov/pavement/sustainability/hif17029.pdf>, last accessed March 25, 2024.

CONTACT

For more information about this EAR Program project, please contact Nadarajah Sivaneswaran, FHWA Office of Infrastructure Research and Development, at 202-493-3147 (email: nadarajah.sivaneswaran@dot.gov).

LEARN MORE

To learn more about the EAR Program, visit <https://highways.dot.gov/research/exploratory-advanced-research>. The website features information on research solicitations, updates on ongoing research, links to published materials, summaries of past EAR Program events, and details on upcoming events.

FHWA-HRT-24-056
HRTM-30/07-24(WEB)E

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U.S. Department of Transportation
Federal Highway Administration

Appendix F: Certifications and Assurances

Certifications

1. **Bribery:** Applicant certifies that it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois, nor made an admission of guilt of such conduct which is a matter of record (30 ILCS 500/50-5).
2. **Bid Rigging:** Applicant certifies that it has not been barred from contracting with a unit of State or local government as a result of a violation of Paragraph 33E-3 or 33E-4 of the Criminal Code of 1961 (720 ILCS 5/33E-3 or 720 ILCS 5/33E-4, respectively).
3. **Debt to State:** Applicant certifies that neither it, nor its affiliate(s), is/are barred from receiving an Award because Applicant, or its affiliate(s), is/are delinquent in the payment of any debt to the State, unless Applicant, or its affiliate(s), has/have entered into a deferred payment plan to pay off the debt, and Applicant acknowledges Grantor may declare the Agreement void if the certification is false (30 ILCS 500/50-11).
4. **Internal Revenue Code Compliance:** Applicant certifies that it does and will comply with all provisions of the Federal Internal Revenue Code (26 USC 1), the Illinois Revenue Act (35 ILCS 5), and all rules promulgated thereunder, including withholding provisions and timely deposits of employee taxes and unemployment insurance taxes.
5. **Lobbying:** Applicant certifies that it has not paid prior grant funds, or upon receiving an Award and Grant Agreement, will not be paying Grant Funds by or on behalf of Applicant to any person for influencing or attempting to influence an officer or employee of any government agency, a member of Congress or Illinois General Assembly, an officer or employee of Congress or Illinois General Assembly, or an employee of a member of Congress or Illinois General Assembly in connection with the awarding of any agreement, the making of any grant, the making of any loan, the entering into of any cooperative or intergovernmental agreement, or the extension, continuation, renewal, amendment or modification of any agreement, grant, loan or cooperative or intergovernmental agreement. 31 USC 1352. Additionally, Applicant certifies that it has filed the required certification under the Byrd Anti-Lobbying Amendment (31 USC 1352), if applicable.
 - i. **Federal Form LLL:** If any funds, other than Federally-appropriated funds, were paid or will be paid to any person for influencing or attempting to influence any of the above persons in connection with a Uniform Application for State Grant Assistance and subsequent Award and

Agreement, the undersigned must also complete and submit Federal Form LLL, Disclosure of Lobbying Activities Form, in accordance with its instructions.

- ii. **Lobbying Costs:** Applicant certifies that it is in compliance with the restrictions on lobbying set forth in 2 CFR Part 200.450. For any Indirect Costs associated with a Grant Agreement pursuant to an Award, total lobbying costs shall be separately identified in the Program Budget, and thereafter treated as other Unallowable Costs.
 - iii. **Procurement Lobbying:** Applicant warrants and certifies that it and, to the best of its knowledge, its subgrantees, if Applicant intends to use sub-grantees upon issuance of an Award and subsequent Grant Agreement, have complied and will comply with Executive Order No. 1 (2007) (EO 1-2007). EO 1-2007 generally prohibits Grantees and subcontractors from hiring the then-serving Governor's family members to lobby procurement activities of the State, or any other unit of government in Illinois including local governments, if that procurement may result in a contract valued at over \$25,000. This prohibition also applies to hiring for that same purpose any former State employee who had procurement authority at any time during the one-year period preceding the procurement lobbying activity.
 - iv. **Sub-awards:** If Applicant is issued an Award and subsequent, Grant Agreement, and intends to utilize sub-Grantees, Applicant certifies it will include the language of this certification in the award documents for any sub-awards made pursuant to this Award at all tiers. All sub-awardees are also subject to certification and disclosure. Pursuant to Appendix II(I) to 2 CFR Part 200, Applicant shall forward all disclosures by contractors regarding this certification to Grantor.
6. **Educational Loan:** Applicant certifies that it is not barred from receiving State awards or agreements as a result of default on an educational loan (5 ILCS 385/1 et seq.).
7. **International Boycott:** Applicant certifies that neither it nor any substantially owned affiliated company is participating or shall participate in an international boycott in violation of the provision of the U.S. Export Administration Act of 1979 (50 USC Appendix 2401 et seq. or the regulations of the U.S. Department of Commerce promulgated under that Act (15 CFR Parts 730 through 774).
8. **Dues and Fees to a Discriminatory Club:** Applicant certifies that it is not prohibited from receiving an Award because it pays dues or fees on behalf of its employees or agents, or subsidizes or otherwise reimburses them for payment of

- their dues or fees to any club which unlawfully discriminates (775 ILCS 25/1 et seq.).
9. **Pro-Children Act:** Applicant certifies that it is in compliance with the Pro-Children Act of 2001 in that it prohibits smoking in any portion of its facility used for the provision of health, day care, early childhood development services, education or library services to children under the age of eighteen (18), which services are supported by Federal or State government assistance (except such portions of the facilities which are used for inpatient substance abuse treatment) (20 USC 7181-7184).
 10. **Drug-Free Work Place:** If Applicant is not an individual, Applicant certifies it will provide a drug free workplace pursuant to the Drug Free Workplace Act. 30 ILCS 580/3. If Applicant is an individual and the Award applied for is valued at more than \$5,000, Applicant certifies it shall not engage in the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance during the performance of the Agreement. 30 ILCS 580/4. Applicant further certifies that it is in compliance with the government-wide requirements for a drug-free workplace as set forth in 41 USC 8102.
 11. **Motor Voter Law:** Applicant certifies that it is in full compliance with the terms and provisions of the National Voter Registration Act of 1993 (52 USC 20501 et seq.).
 12. **Clean Air Act and Clean Water Act:** Applicant certifies that it is in compliance with all applicable standards, order or regulations issued pursuant to the Clean Air Act (42 USC §7401 et seq.) and the Federal Water Pollution Control Act, as amended (33 USC §1251 et seq.).
 13. **Debarment:** Applicant certifies that it is not debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this Agreement by any Federal department or agency (45 CFR Part 76), or by the State (See 30 ILCS 708/25(6)(G)).
 14. **Non-procurement Debarment and Suspension:** Applicant certifies that it is in compliance with Subpart C of 2 CFR Part 180 as supplemented by 2 CFR Part 376, Subpart C.
 15. **Grant for the Construction of Fixed Works:** Applicant certifies that all Programs for the construction of fixed works which are financed in whole or in part with funds provided by this Notice of Funding Opportunity shall be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.) unless the provisions of that Act exempt its application. In the construction of the Program, Applicant shall

comply with the requirements of the Prevailing Wage Act including, but not limited to, inserting into all contracts for such construction a stipulation to the effect that not less than the prevailing rate of wages as applicable to the Program shall be paid to all laborers, workers, and mechanics performing work under the Award and requiring all bonds of contractors to include a provision as will guarantee the faithful performance of such prevailing wage clause as provided by contract.

16. **Health Insurance Portability and Accountability Act:** Applicant certifies that it is in compliance with the Health Insurance Portability and Accountability Act of 1996 (HIPAA), Public Law No. 104-191, 45 CFR Parts 160, 162 and 164, and the Social Security Act, 42 USC 1320d-2 through 1320d-7, in that it may not use or disclose protected health information other than as permitted or required by law and agrees to use appropriate safeguards to prevent use or disclosure of the protected health information. Applicant shall maintain, for a minimum of six (6) years, all protected health information.
17. **Criminal Convictions:** Applicant certifies that neither it nor any officer, director, partner, or other managerial agent of Applicant has been convicted of a felony under the Sarbanes-Oxley Act of 2002, nor a Class 3 or Class 2 felony under Illinois Securities Law of 1953, or that at least five (5) years have passed since the date of the conviction. Applicant further certifies that it is not barred from receiving an Award under 30 ILCS 500/50-10.5, and acknowledges that Grantor shall declare the Award and subsequent Grant Agreement void if this certification is false (30 ILCS 500/50-10.5).
18. **Forced Labor Act:** Applicant certifies that it complies with the State Prohibition of Goods from Forced Labor Act, and certifies that, if it receives an Award and subsequent Grant Agreement, no foreign-made equipment, materials, or supplies furnished to the State under the Agreement have been or will be produced in whole or in part by forced labor, convict labor, or indentured labor under penal sanction (30 ILCS 583).
19. **Illinois Use Tax:** Applicant certifies in accordance with 30 ILCS 500/50-12 that it is not barred from receiving an Award under this Paragraph. Applicant acknowledges that the Award and subsequent Grant Agreement may be declared void if this certification is false.
20. **Environmental Protection Act Violations:** Applicant certifies in accordance with 30 ILCS 500/50-14 that it is not barred from receiving an Award. Grantee acknowledges that the Award and subsequent Grant Agreement may be declared void if this certification is false.

21. **Goods from Child Labor Act:** Applicant certifies that no foreign-made equipment, materials, or supplies furnished to the State under a Grant Agreement executed pursuant to an Award have been or will be produced in whole or in part by the labor of any child under the age of twelve (12) (30 ILCS 584).
22. **Federal Funding Accountability and Transparency Act of 2006:** Applicant certifies that it is in compliance with the terms and requirements of 31 USC 6101. Applicant further certifies it does and will comply with the reporting requirements of the Federal Funding Accountability and Transparency Act of 2006 (P.L. 109-282) (FFATA) with respect to Federal Awards greater than or equal to \$25,000. A FFATA sub-award report must be filed by the end of the month following the month in which the award was made.
23. **Compliance with Uniform Grant Rules (2 CFR Part 200):** Applicant certifies that it shall adhere to the applicable Uniform Administrative Requirements, Cost Principles, and Audit Requirements, which are published in Title 2, Part 200 of the Code of Federal Regulations, and are incorporated herein by reference. See 44 Ill. Admin. Code 7000.30(b)(1)(A).
24. **Compliance with Non-Discrimination Laws:** Applicant, its employees and subcontractors under subcontract made pursuant to an Award and subsequent Grant Agreement, certifies that it shall comply with all applicable provisions of State and Federal laws and regulations pertaining to nondiscrimination, sexual harassment and equal employment opportunity including, but not limited to, the following laws and regulations and all subsequent amendments thereto:
 - i. The Illinois Human Rights Act (775 ILCS 5/1-101 *et seq.*), including, without limitation, 44 Illinois Administrative Code Part 750, which is incorporated herein;
 - ii. The Public Works Employment Discrimination Act (775 ILCS 10/1 *et seq.*);
 - iii. The United States Civil Rights Act of 1964 (as amended) (42 USC 2000a- and 2000h-6). (See *also* guidelines to Federal Financial Assistance Recipients Regarding Title VI Prohibition Against National Origin Discrimination Affecting Limited English Proficient Persons [Federal Register: February 18, 2002 (Volume 67, Number 13, Pages 2671-2685)]);
 - iv. Section 504 of the Rehabilitation Act of 1973 (29 USC 794);
 - v. The Americans with Disabilities Act of 1990 (42 USC 12101 *et seq.*); and
 - vi. The Age Discrimination Act (42 USC 6101 *et seq.*).

Assurances

1. **Applicant Standing and Authority:** Applicant assures it is duly organized, validly existing and in good standing under the laws of the State in which it was incorporated or organized and that it has the requisite power and authority to:
 - i. Execute and deliver the Uniform Application for State Grant Assistance on behalf of the Applicant;
 - ii. Execute and file the required certifications, assurances, Intergovernmental Agreements and Grant Agreements on behalf of the Applicant binding the Applicant;
 - iii. Execute Grant Agreements, Intergovernmental Agreements, and all other documents to be executed by Applicant in connection with the Award and subsequent Agreement with Grantor on behalf of the Applicant.
 - iv. Upon receiving an award and subsequent Intergovernmental Agreement or Grant Agreement, perform its obligations hereunder and to consummate the transactions contemplated within the Agreement.
 - v. If Applicant is organized under the laws of another jurisdiction, Applicant warrants that it is also duly qualified to do business in Illinois and, if applicable, is in good standing with the Illinois Secretary of State.
2. **General Assurances:**
 - i. Applicant assures it will comply with all applicable State, Federal and local laws, and State administrative regulations in carrying out any project supported by a State of Illinois Grant Agreement or Intergovernmental Agreement, and any and all license requirements or professional certification provisions.
 - ii. Applicant agrees that it is under a continuing obligation to comply with the terms and conditions of the Grant Agreement or Intergovernmental Agreement with Grantor issued for its project.
 - iii. Where applicable, Applicant assures it will comply with applicable State and Federal statutes, Federal regulations and Grantor administrative rules regarding confidential records or other information obtained by Applicant concerning persons served under an Intergovernmental Agreement or Grant Agreement. The records and information shall be protected by Applicant from unauthorized disclosure.

- iv. Applicant recognizes that Federal and State laws and regulations may be modified from time to time, and those modifications may affect project implementation.
- v. The Applicant understands that Presidential executive orders, executive orders from the Office of the Governor, Federal and State directives, including policies and program guidance may be issued concerning matters affecting the Applicant or the project. The Applicant agrees that the most recent Federal and State laws, regulations, and directives will apply to the project, unless Grantor issues a written determination otherwise.

3. **Registration Assurance:** Applicant assures it and any sub-grantees it might intend to utilize shall:

- i. be registered with the Federal SAM;
- ii. be in good standing with the Illinois Secretary of State, if applicable; and
- iii. have a valid UEI number.

The Applicant understands its responsibility to remain current with these registrations and requirements. If the Applicant's status with regard to any of these requirements changes, or the certifications made in and information provided in the Uniform Application for State Grant Assistance changes, the Applicant must notify the Grantor.

4. **Gift Ban Assurance:** Applicant understands it is prohibited from giving gifts to State employees and assures it will not give any gifts pursuant to Officials and Employees Ethics Act (5 ILCS 430/10-10) and Executive Order 15-09.

5. **Freedom of Information Act (FOIA) Assurance:** Applicant assures that upon request, Applicant shall make available to Grantor all documents in its possession that Grantor deems necessary to comply with requests made under the Freedom of Information Act. (5 ILCS 140/7(2)).