

# **Call for Projects**

**April 17, 2024**

## **Combined Program Application Instructions and Selection Criteria**

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## **For Commission-allocated Federal Funds**

**Carbon Reduction Program**

**Section 5310**

**Surface Transportation Block Grant**

**Transportation Alternative Set-Aside**

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## Introduction

Tri-County Regional Planning Commission (Tri-County or TCRPC) is the Metropolitan Planning Organization (MPO) for the Peoria-Pekin urbanized area. One of the responsibilities of the MPO is to program federal funds allocated to TCRPC. These federal funds are allocated on an annual basis to the MPO and include the Carbon Reduction Program (CRP), Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Surface Transportation Block Grant (STBG), and Transportation Alternative (TA) Set-Aside. Tri-County announced the availability of the above-mentioned funding programs for transportation projects.

The CRP is a new federal program that was established in the 2021 Bipartisan Infrastructure Law to reduce transportation emissions nationwide. This program provides 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.

Section 5310 is a federal program administered by the Federal Transit Administration (FTA). As an MPO, TCRPC is a Co-Designated Recipient of Section 5310 funding, along with the Illinois Department of Transportation (IDOT), for the MPO. Of the funding allocated to the MPO, fifty-five percent of the funding is allotted to IDOT for its statewide Consolidated Vehicle Procurement (CVP) program. The remaining 45 percent of funding is allocated to TCRPC to be programmed for capital and operational expenses to help improve mobility for seniors and individuals with disabilities.

The Surface Transportation Block Grant (STBG, formerly referred to as STU) is federal funds allocated annually to the MPO to fund regionally significant roadway projects. Within the TCRPC STBG Program, there is the Traditional and Preservation Set-Aside Program. The Traditional Program encompasses (1) new road projects, and (2) road reconstruction projects. The Preservation Set-Aside Program only encompasses road preservation projects. This program provides federal dollars for regionally significant transportation projects on Federal-Aid-eligible roadways.

Transportation Alternatives (TA, formerly referred to as TAP) are federal funds allocated annually to the MPO to fund small-scale transportation projects that provide facilities for active transportation users, such as walkers and bicyclists. Additionally, the program funds historic preservation,

vegetation management, and environmental mitigation transportation projects.

### Document Purpose

This application booklet provides details on how to apply for Commission-allocated federal funding, eligibility, and project evaluation, selection, and programming processes.

Tri-County intends to direct the use of Commission-allocated federal funding toward projects that benefit the entire region, rather than projects that solely benefit a single community or small subsection or the urbanized area.

This document explains the procedures for applying for funding and establishes the evaluation criteria TCRPC will use to guide project selection. It is important to note that the evaluation criteria are a guide to aid members with the selection process. Selection criteria and project scores are not meant to be the sole determinant in project selection. TCRPC may choose a lower-scoring project based on funding availability, significant regional priority, severe safety concerns, or other non-quantitative factors.

### Application Deadlines and Procedures

The Combined Call for Projects begins on **Wednesday, April 17, 2024**, and ends on **Friday, June 28, 2024**. Applications are to be submitted electronically through the email address [funding@tricountyrpc.org](mailto:funding@tricountyrpc.org). This document will guide applicants in submitting projects with all the relevant materials posted on Tri-County's website and detailed within this document. This includes the required resolution that commits the required non-federal match.

## **Funding Information**

This section details each program's funding sources and estimates available funds. Other than Section 5310, these funds come from the Federal Highway Administration (FHWA), and IDOT serves as the administrator. For Section 5310, the funds come from the Federal Transit Administration, and TCRPC serves as the administrator.

### **Carbon Reduction Program**

The CRP is a new federal program that is authorized by the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law or BIL, which was signed into law on November 15, 2021, by President Biden. Tri-County's suballocation for FY 2024 is \$594,496; therefore, utilizing the same allocation for FY 2025, TCRPC is estimating the available CRP funds for FY 2024 and 2025 are \$1,188,992.

### **Section 5310**

The Surface Transportation Assistance Act of 1982 authorized Section 5310 Enhanced Mobility for Seniors and People with Disabilities as a formula program based on the population of older adults and people with disabilities. The FTA currently only has a partial apportionment for FY 2024 available; therefore, TCRPC used its FY 2023 apportionments for FY 2024 budgeting. In FY 2023, Tri-County received \$165,242 in funding. This number is being used for TCRPC's FY 2024 estimates. Additionally, TCRPC is adding \$9,798 of the remaining FY 2023 unobligated funds to the available pot of FY 2024 funding. This results in \$175,040 being available for FY 2023 and 2024 funding.

### **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. 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 Circular Letter 2023-02 from IDOT shows the Peoria-Pekin urbanized area federal funding allotment as \$4,385,697. This allotment was used for estimating the available funding for FY 2027 and 2028. This resulted in a total STBG

funding pot of \$8,771,394, with \$7,017,115 in the Traditional Program and \$1,754,279 in the Preservation Set-Aside Program.

### Transportation Alternatives Set-Aside

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) of 2012 established the Transportation Alternative Program. The Fixing America’s Surface Transportation (FAST) Act of 2015 replaced TAP with a set aside of the STBG program for Transportation Alternatives, known as the Transportation Alternative (TA) Set-Aside. Tri-County’s suballocation for FY 2024 is \$585,160; therefore, utilizing the same allocation for FY 2025, TCRPC is estimating the available TA funds for FY 2024 and 2025 are \$1,170,320.

### Combined Program Funding Summary

Below is a table outlining the available funding for each program by fiscal year. A total of \$11,305,746 is available from all the funding programs.

FY	CRP	Section 5310	STBG - Traditional	STBG - Preservation	TA
2023		\$ 9,798.00			
2024	\$ 594,496.00	\$ 165,242.00			\$ 585,160.00
2025	\$ 594,496.00				\$ 585,160.00
2026					
2027			\$3,508,557.60	\$ 877,139.40	
2028			\$3,508,557.60	\$ 877,139.40	
<b>Total</b>	\$1,188,992.00	\$ 175,040.00	\$7,017,115.20	\$1,754,278.80	\$1,170,320.00

### Federal Share and Matching Funds

These funding programs are reimbursable. The federal share by funding source and project type is as follows:

#### Carbon Reduction Program

- Funded at 80/20 federal to local match (requires 20% match).

#### Section 5310

- Capital and Mobility Management – Funded at 80/20 match.
- Operating Costs – Funded at 50/50 match.

### Surface Transportation Block Grant

- Traditional Program – Funded at 70/30 match.
  - New Construction (STBG-NC)
  - Reconstruction (STBG-R)
- Preservation Set-Aside Program – Funded at 80/20 match.
  - Pavement Preservation (STBG-PP)

### Transportation Alternative Set-Aside

- Preliminary engineering, utility relocations, construction engineering, and construction are funded at 80/20 federal to local match.
- Acquisition of right-of-way and easements are funded at 50/50 federal to local match.
- Streetlights, unless in a designated historical area, are funded at 50/50 federal to local match.



## Eligibility Information

An entity may not apply for a grant until the entity has registered and pre-qualified through the Grant Accountability and Transparency Act (GATA) Grantee Portal, <https://gata.illinois.gov/>. Each entity should check with their county's or municipality's highest-level personnel (such as the treasurer, clerk, etc.) to see how they are currently registered in the GATA portal. Registration and pre-qualification are required annually. During pre-qualification, verifications are performed including a check of federal SAM.gov Exclusion List and status on the Illinois Stop Payment List. The Grantee Portal alerts the entity of "qualified" status or informs them how to remediate a negative verification (e.g., inactive UEI, not in good standing with the Secretary of State). Inclusion on the SAM.gov Exclusion List cannot be remediated.

## Eligible Applicants

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

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

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

Please note that for Section 5310 funding, private non-profit organizations and operators of public transportation services that provide transportation services within the MPO planning area are also eligible.

Sponsors assume responsibility and accountability for the use and expenditure of program funds. Applicants and/or implementing agencies must be able to comply with all the federal and state laws, regulations, policies, and procedures required to enter into project agreements.

## General Requirements

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

- Projects must be in the 20-Year Metropolitan Planning Area.
- Roadways must have or will have a Functional Classification of Minor Collector or above.
- Projects must be listed in the Long-Range Transportation Plan.
- 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.
- Only dues-paying members of TCRPC are eligible to apply for funding. Other jurisdictions within the 20-Year Metropolitan Planning Area must be sponsored by a TCRPC member.
- Applicants must be submitted online.

## Eligible Activities

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.

### 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 BIL 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,3 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 (as described in the Carbon Reduction Strategies section above);
- A project or 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; and
  - 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 CMAQ program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- 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.

## 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
- 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 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

## 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.

#### 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.

- 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.
- The following activities are eligible when done in conjunction with a resurfacing project:
  - Milling
  - Base repair, if the cost is 6% or less of the project
  - Crack filling/sealing
  - Manhole/valve adjustments
  - Striping

#### 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 – if your project involves sidewalk work, you most likely will be required to update the facility to meet current ADA Accessibility Standards. That would include, but not be limited to, curb cuts and handicapped ramps at intersections and corrective measures to fix cross slopes that exceed the ADA standards.

The following activities are listed as eligible under Title 23 United States Code §133(h)(3)(A):

- Projects or Activities described in 23 U.S.C. 101(a)(29) or 23 U.S.C. 213, as those provisions were in effect on the day before the date of enactment of the Fact Act (Public Law 114-94; 129 Stat. 1312)
- Under 23 U.S.C. 213(b), eligible activities under the TA program consist of:
  - Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 §1103):

- **§ 101(a)(29): TRANSPORTATION ALTERNATIVES.**—The term “transportation alternatives” means any of the following activities when carried out as part of any program or project authorized or funded under this title, or as an independent program or project related to surface transportation:
  - A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
  - B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
  - C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
  - D. Construction of turnouts, overlooks, and viewing areas.
  - E. Community improvement activities, including—
    - i. inventory, control, or removal of outdoor advertising;
    - ii. historic preservation and rehabilitation of historic transportation facilities;
    - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
    - iv. archaeological activities relating to impacts from implementation of a transportation project eligible under this title.

- F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
  - i. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or
  - ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The recreational trails program under section 206 of title 23.
- The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: [http://www.fhwa.dot.gov/environment/safe\\_routes\\_to\\_school/overview/legislation.cfm](http://www.fhwa.dot.gov/environment/safe_routes_to_school/overview/legislation.cfm)

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

- **§ 101(a)(29):** Eligible Projects and Activities

- A. Infrastructure-related projects.

- i. In general, amounts apportioned to a State under this section may be used for the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
    - ii. Location of projects, Infrastructure-related projects under subparagraph (A) may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools.

**B. Non-infrastructure-related activities.**

- i. In general, in addition to projects described in paragraph (1), amounts apportioned to a State under this section may be used for noninfrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
- ii. Allocation, not less than 10 percent and not more than 30 percent of the amount apportioned to a State under this section for a fiscal year shall be used for noninfrastructure-related activities under this subparagraph.

**C. Safe Routes to School coordinator, Each State receiving an apportionment under this section for a fiscal year shall use a sufficient amount of the apportionment to fund a full-time position of coordinator of the State's safe routes to school program.**

- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Additional eligibility is further detailed in FHWA's Memorandum titled "Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act" and dated March 30, 2022.

[https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/ta\\_guidance\\_2022.pdf?\\_gl=1\\*12ew07k\\*\\_ga\\*MzQzODA0NDExLjE2NzcwNzc3MDQ.\\*\\_ga\\_VW1SFWJKBB\\*MTcxMDI2NjYwNi42Mi4wLjE3MTAyNjY2MTAuMC4wLjA](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf?_gl=1*12ew07k*_ga*MzQzODA0NDExLjE2NzcwNzc3MDQ.*_ga_VW1SFWJKBB*MTcxMDI2NjYwNi42Mi4wLjE3MTAyNjY2MTAuMC4wLjA).



## Ineligible Activities

The following activities are not eligible for their corresponding funding source and cannot be counted toward the required non-federal cost share.

### Section 5310

Section 5310 funds cannot be used for the following activities:

- Please note that the purchase of vehicles is not eligible for this program.

### 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 otherwise eligible under 23 USC 133 Surface Transportation Block Grant Program

### 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.

### 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.

## Application Information

Information regarding this funding opportunity is available on Tri-County's website under Funding Programs. The application has three elements:

- Application Questions (Google Form),
- Budget (Excel Workbook), and
- Supporting Documents (PDF).

The budget and supporting documents shall be emailed to Tri-County staff at [funding@tricountyrpc.org](mailto:funding@tricountyrpc.org).

### Application Questions

The application questionnaire is formatted in a Google Form. The Google Form includes applications for the six different funding streams, combined: the Carbon Reduction Program (CRP), Section 5310, Surface Transportation Block Grant New Construction (STBG-NC), STBG Pavement Preservation (STBG-PP), STBG Reconstruction (STBG-R), and Transportation Alternatives (TA).

You will be able to fill out the application for one or more of these programs in this one Google Form. The questions will guide you to the correct funding program(s). The form will first request the applicant to answer general questions. From there it will ask the applicant to either select a Section 5310 project or an Enhancement/ New Construction/ Pavement Preservation/ Reconstruction as the primary project type.

If Section 5310 is selected, the form will guide the applicant through the specific Section 5310 questions. At the end of the questionnaire, applicants will be asked if they would like to include a request for additional funding from the other available funding sources.

If the Enhancement/ New Construction/ Pavement Preservation/ Reconstruction option is selected, additional general questions are asked to guide you to the correct project type.

For this application, "Enhancement" refers to bike/ped elements, trails, environmental projects, and or carbon reduction features (both Transportation Alternatives and the Carbon Reduction Program). Therefore, applicants should select Enhancement (Enhc.) for applying for CRP or TA funding.

### Emission Calculations

For Enhancement applications, all applicants are required to calculate emissions for their projects and upload the results and explanation of inputs. The Federal Highway Administration (FHWA) has made available [helpful tools for estimating emission calculations](#) for the Congestion Mitigation and Air Quality (CMAQ) program, which has similarities in eligible project types as the CRP. These tools include a calculator, user guide, emissions data documentation, and training webinar for the following project types:

- Adaptive Traffic Control Systems
- Alternative Fuel Vehicles and Infrastructure
- Bicycle and Pedestrian Improvements
- Carpooling and Vanpooling
- Congestion Reduction and Traffic Flow Improvements
- Diesel Truck and Engine Retrofit & Replacement
- Electric Vehicles and EV Charging Infrastructure
- Freight Modal Shift
- Transit Bus Upgrades & System Improvements
- Transit Bus Service and Fleet Expansion

### Budget

The project budget is separate from the Google Form. The budget is available on Tri-County's website under Funding Programs. The budget is in an Excel Workbook format. The budget shall be submitted via email to [funding@tricountyrpc.org](mailto:funding@tricountyrpc.org) by the application deadline.

### Supporting Documents

The Google Form will guide the applicant in determining the required supporting documents to be submitted in PDF format along with the project budget via email to [funding@tricountyrpc.org](mailto:funding@tricountyrpc.org) by the application deadline.

### Pre-Application Webinar

Tri-County will host a webinar for prospective applicants that will cover all aspects of the Combined Program Call for Projects and allow participants to ask questions. Webinar attendance is not required for applicants to participate in this Call for Projects.

**When:** Thursday, May 2, 2024, from 10:00 to 11:00 a.m.

**Where:** Online: <https://meet.goto.com/196780981> or

Phone: [+1 \(571\) 317-3122](tel:+15713173122), Access Code: 196-780-981

## Application Review Information

All Commission-allocated project applications submitted by the deadline will be evaluated for funding using the project scoring and evaluation criteria, selection process, and anticipated schedule reviews in this section of the Call for Projects.

### Project Scoring and Evaluation Criteria

The scoring and evaluation criteria included in the application are below.

Section	Possible Points					
	CRP	Sec. 5310	STBG – New const.	STBG – Preserv.	STBG – Reconst.	TA
Request	10	20	10	10	5	10
Applicant	0	20	0	0	0	0
Proposed	10	45	5	5	5	10
Regional PL Docs	10	15	10	0	5	10
Public Involvement	10	0	10	20	5	10
Existing Conditions	0	0	15	40	40	0
Multi-Modal	20	0	20	0	10	20
Sustainability	15	0	5	0	5	15
Regional Significance	25	0	25	25	25	25
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

Carbon Reduction Program

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
<b>Request</b>					<b>10</b>
	<b>Co-Sponsorship</b>			<b>5</b>	
		Involves more than one other jurisdiction	5		
		Involves one other jurisdiction	3		
		Does not involve any other jurisdiction	0		
	<b>Project Readiness</b>			<b>5</b>	
		Scheduled for engineering, construction, and project completion	3		
		Planning and/or PE is complete	2		
		No schedule and no preliminary work is complete	0		
<b>Proposed</b>					<b>10</b>
	<b>Proposed Project and Safety</b>			<b>5</b>	
		Identifies and corrects a public safety problem/situation at a specific location	2		
		<a href="#">Utilizes one of FHWA's proven safety countermeasures</a>	2		
		Connects to locations previously inaccessible to bicycles, pedestrians, or transit	1		
		Project does not address any of the above safety factors	0		
	<b>Anticipated Usage</b>			<b>5</b>	
		Estimated usage is 100 or more with a realistic methodology	5		
		Estimated usage is 70 to 99 with a realistic methodology	4		
		Estimated usage is 40 to 69 with a realistic methodology	3		
		Estimated usage is 20 to 39 with a realistic methodology	2		
		Estimated usage is 1 to 19 with a realistic methodology	1		
		No estimated usage	0		

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
<b>Regional PL Docs</b>					<b>10</b>
	<b>L RTP Goals</b>			<b>5</b>	
		Project is consistent with goals/objectives outlined in the current LRTP.	3		
		Project is consistent with goals/objectives outlined in the current BikeConnect.	2		
		Project is NOT consistent with the goals/objectives outlined in either plan.	0		
	<b>Comp Plan Goals</b>			<b>5</b>	
		Project is specifically listed in the jurisdictions Comp Plan	3		
		Project is consistent with goals/objectives outlined in jurisdictions Comp Plan.	2		
		Project is NOT consistent with the goals/objectives outlined in the Comp Plan.	0		
<b>Public Involvement</b>					<b>10</b>
	<b>Public Involvement</b>			<b>5</b>	
		Project was discussed at an advertised public hearing, forum, or other outreach session	5		
		Project was discussed at an open city, county, or other board meeting	3		
		Project has no documented public involvement.	0		
	<b>Letters of Support</b>			<b>5</b>	
		Project has five or more letters of support	5		
		Project has four letters of support	4		
		Project has three letters of support	3		
		Project has two letters of support	2		
		Project has one letter of support	1		
		Project has no letters of support	0		

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
Multi-Modal					20
	Alternative Modes			10	
	Project connects to an existing bicycle, pedestrian, trail, or transit network		5		
	Project connects to a future bicycle, pedestrian, trail, or transit network		3		
	Project includes any one of the following: trailhead parking, restrooms, lighting, crosswalks, bike racks, bike lockers, signs, landscaping, transit shelters		2		
	Project will not include any additional enhancements or facilities		0		
	Bike Accommodations			3	
	Multi-use path or on-road bicycle lane		1		
	Connects to existing bicycle infrastructure		1		
	Bicycle signage installation		1		
	Ped Accommodations			3	
	Pedestrian amenities, e.g. benches, bump-outs, pedestrian refuges		1		
	Pedestrian-activated signals and crosswalks		1		
	New sidewalks or upgraded ADA compliance to existing beyond FHWA requirements		1		
	Transit Accommodations			3	
	Provides modal choices for the disabled, aging, and/or low-income population		1		
	Project includes existing or planned transit services		1		
	Project includes transit infrastructure such as shelters, benches, or signage		1		
	Freight Accommodations			1	
	Roadway serves an intermodal freight facility within one quarter mile		1		



Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
Greenhouse Gas					15
	Reduces Single-Occupancy Vehicle trips			5	
	Project promotes improved travel choices		3		
	Project promotes connectivity of modes		2		
	Project does not promote travel choices beyond driving		0		
	Reduces transportation-related GHG & Emission Calculator results			10	
	Projects are scored based on emissions reduced supported in analysis				
Regional Significance					25
	Regional Connector			5	
	To be considered a municipal connector, the project must serve as a primary route between two municipalities. To be considered a major road connector, the project must serve as one of the primary links between major roads which may include state or US routes (arterial routes).				
	Employment Connector			5	
	If a major employment or shopping center is present within the project limits, or if the project serves as a major connector to an employment or shopping center, points will be awarded. Employment centers include major commercial retail areas, shopping malls, office parks, factories, and industrial areas.				
	Transportation Facilities			5	
	If the project serves as a primary route for heavy vehicles or other freight, points are awarded. Points are also awarded if the project limits contain major transportation facilities such as trucking companies, transit centers, airports, intermodal terminals, bus yards, and so on.				

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
	<b>Public Facilities</b>			5	
	If public facilities are present within the project limits, or if the project serves as a major connector to a public facility, points are awarded. Facilities may include schools, medical centers, parks, nursing homes, churches, libraries, and so on.				
	<b>Project Phase Continuity</b>			5	
	If the project is a supplementary phase of a project previously funded through STU/STBG or other State or Federal funds, points are awarded.				
<b>Total</b>					<b>100</b>

Section 5310

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
<b>Request</b>					<b>20</b>
	<b>Local Match</b>			<b>10</b>	
		Strong evidence of local match	10		
		Some evidence of local match	5		
		No evidence of a local match	0		
	<b>Project Schedule</b>			<b>10</b>	
		Project is operational within 6 months	10		
		Project is operational within 6-12 months	5		
		Project is operational over 12 months	0		
<b>Applicant</b>					<b>20</b>
	<b>Participate in the local coordination process (HSTP)</b>			<b>20</b>	
		Leadership participant/evidence of extra effort	20		
		Active participant/evidence of some effort	15		
		Participant/evidence of minimal effort	10		
		Does not participate/little or no effort	0		
<b>Proposed</b>					<b>45</b>
	<b>Increase Mobility</b>			<b>20</b>	
		Project increases service levels (hours) or provides a new service to meet a need	5		
		Adds/Improves accessibility features for target populations (lifts, signage, bus stops)	5		
		Introduces mobility management techniques	5		
		Continuing service to targeted populations	5		

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
	Estimate number of new customers			25	
	Estimated 20+ new customers with a realistic methodology		25		
	Estimated 10 to 20 new customers with realistic methodology		10		
	Estimated 10 to 20 new customers with realistic methodology		5		
Regional PL Docs					15
	HSTP Goals			15	
	Project is consistent with goals/objectives outlined in the current HSTP.		15		
	Project is NOT consistent with the goals/objectives outlined in the current HSTP.		0		
<hr/>					
Total					100

Surface Transportation Block Grant – New Construction

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
<b>Request</b>					<b>10</b>
	<b>Co-Sponsorship</b>			<b>5</b>	
		Involves more than one other jurisdiction	5		
		Involves one other jurisdiction	3		
		Does not involve any other jurisdiction	0		
	<b>Project Readiness</b>			<b>5</b>	
		Scheduled for engineering, construction, and project completion	3		
		Planning and/or PE is complete	2		
		No schedule and no preliminary work is complete	0		
<b>Proposed</b>					<b>5</b>
	<b>Proposed project and Safety</b>			<b>5</b>	
		Identifies and corrects a public safety problem/situation at a specific location	2		
		<a href="#">Utilizes one of FHWA's proven safety countermeasures</a>	2		
		Connects to locations previously inaccessible to bicycles, pedestrians, or transit	1		
		Project does not address any of the above safety factors	0		
<b>Regional PL Docs</b>					<b>10</b>
	<b>L RTP Goals</b>			<b>5</b>	
		Project is consistent with goals/objectives outlined in the current LRTP.	3		
		Project is consistent with goals/objectives outlined in the current BikeConnect.	2		
		Project is NOT consistent with the goals/objectives outlined in either plan.	0		

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
	<b>Comp Plan Goals</b>			5	
	Project is specifically listed in the jurisdiction's Comp Plan		3		
	Project is consistent with the goals/objectives outlined in the jurisdictions Comp Plan.		2		
	Project is NOT consistent with the goals/objectives outlined in the Comp Plan.		0		
<b>Public Involvement</b>					10
	<b>Public Involvement</b>			5	
	Project was discussed at an advertised public hearing, forum, or other outreach session		5		
	Project was discussed at an open city, county, or other board meeting		3		
	Project has no documented public involvement.		0		
	<b>Letters of Support</b>			5	
	Project has five or more letters of support		5		
	Project has four letters of support		4		
	Project has three letters of support		3		
	Project has two letters of support		2		
	Project has one letter of support		1		
	Project has no letters of support		0		
<b>Existing Conditions</b>					15
	<b>Pavement Condition</b>			15	
	Excellent - PCI 100-81		0		
	Good - PCI 80-61		15		
	Fair* - PCI 60-41		15		
	Poor - PCI 40-21		0		
	Very Poor - PCI 20-0		0		
	<i>*If pavement condition is "Fair," please include analysis from a third-party firm confirming that resurfacing is an appropriate treatment for the road.</i>				

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
Multi-Modal					20
	Alternative Modes			10	
	Project connects to an existing bicycle, pedestrian, trail, or transit network		5		
	Project connects to a future bicycle, pedestrian, trail, or transit network		3		
	Project includes any one of the following: trailhead parking, restrooms, lighting, crosswalks, bike racks, bike lockers, signs, landscaping, transit shelters		2		
	Project will not include any additional enhancements or facilities		0		
	Bike Accommodations			3	
	Multi-use path or on-road bicycle lane		1		
	Connects to existing bicycle infrastructure		1		
	Bicycle signage installation		1		
	Ped Accommodations			3	
	Pedestrian amenities, e.g. benches, bump-outs, pedestrian refuges		1		
	Pedestrian-activated signals and crosswalks		1		
	New sidewalks or upgraded ADA compliance to existing beyond FHWA requirements		1		
	Transit Accommodations			3	
	Provides modal choices for the disabled, aging, and/or low-income population		1		
	Project includes existing or planned transit services		1		
	Project includes transit infrastructure such as shelters, benches, or signage		1		
	Freight Accommodations			1	
	Roadway serves an intermodal freight facility within a one quarter mile		1		

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
<b>Sustainability</b>					<b>5</b>
	<b>Stormwater Management</b>			<b>2</b>	
		Project includes permeable paving	1		
		Project includes bioswales	1		
	<b>Traffic Calming</b>			<b>3</b>	
		Project includes roundabouts	1		
		Project includes road diets	2		
<b>Regional Significance</b>					<b>25</b>
	<b>Regional Connector</b>			<b>5</b>	
		To be considered a municipal connector, the project must serve as a primary route between two municipalities. To be considered a major road connector, the project must serve as one of the primary links between major roads which may include state or US routes (arterial routes).			
	<b>Employment Connector</b>			<b>5</b>	
		If a major employment or shopping center is present within the project limits, or if the project serves as a major connector to an employment or shopping center, points will be awarded. Employment centers include major commercial retail areas, shopping malls, office parks, factories, and industrial areas.			
	<b>Transportation Facilities</b>			<b>5</b>	
		If the project serves as a primary route for heavy vehicles or other freight, points are awarded. Points are also awarded if the project limits contain major transportation facilities such as trucking companies, transit centers, airports, intermodal terminals, bus yards, and so on.			



Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
	<b>Public Facilities</b>			5	
	If public facilities are present within the project limits, or if the project serves as a major connector to a public facility, points are awarded. Facilities may include schools, medical centers, parks, nursing homes, churches, libraries, and so on.				
	<b>Project Phase Continuity</b>			5	
	If the project is a supplementary phase of a project previously funded through STU/STBG or other State or Federal funds, points are awarded.				
<b>Total</b>					<b>100</b>

Surface Transportation Block Grant – Pavement Preservation

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
<b>Request</b>					<b>20</b>
	<b>Project Readiness</b>			<b>20</b>	
		Scheduled for engineering, construction, and project completion	10		
		Planning and/or PE is complete	10		
		No schedule and no preliminary work is complete	0		
<b>Proposed</b>					<b>5</b>
	<b>Proposed project and Safety</b>			<b>5</b>	
		Identifies and corrects a public safety problem/situation at a specific location	2		
		<u>Utilizes one of FHWA's proven safety countermeasures</u>	2		
		Connects to locations previously inaccessible to bicycles, pedestrians, or transit	1		
		Project does not address any of the above safety factors	0		
<b>Existing Conditions</b>					<b>50</b>
	<b>Pavement Condition</b>			<b>20</b>	
		Excellent - PCI 100-81			
		Good - PCI 80-61			
		Fair* - PCI 60-41			
		Poor - PCI 40-21			
		Very Poor - PCI 20-0			
		<i>*If pavement condition is "Fair," please include analysis from a third-party firm confirming that resurfacing is an appropriate treatment for the road.</i>			

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
	<b>3-Year Average Total ADT</b>			<b>10</b>	
		>= 10,000	10		
		8,000 - 9,999	8		
		6,000 - 7,999	6		
		4,000 - 5,999	4		
		2,000 - 3,999	2		
		<= 1,999	0		
	<b>V/C Ratio</b>			<b>10</b>	
		V/C Ratio > 1	10		
		0.75 <= V/C Ratio <= 1	7		
		0.5 <= V/C Ratio < 0.75	5		
		V/C Ratio < 0.5	0		
	<b>Sub-Regional Significance</b>			<b>10</b>	
		>= 20%	10		
		10% - 19%	7		
		5% - 9%	5		
		<= 4%	0		
<b>Regional Significance</b>					<b>25</b>
	<b>Regional Connector</b>			<b>5</b>	
	To be considered a municipal connector, the project must serve as a primary route between two municipalities. To be considered a major road connector, the project must serve as one of the primary links between major roads which may include state or US routes (arterial routes).				

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
	<b>Employment Connector</b>			5	
	<p>If a major employment or shopping center is present within the project limits, or if the project serves as a major connector to an employment or shopping center, points will be awarded. Employment centers include major commercial retail areas, shopping malls, office parks, factories, and industrial areas.</p>				
	<b>Transportation Facilities</b>			5	
	<p>If the project serves as a primary route for heavy vehicles or other freight, points are awarded. Points are also awarded if the project limits contain major transportation facilities such as trucking companies, transit centers, airports, intermodal terminals, bus yards, and so on.</p>				
	<b>Public Facilities</b>			5	
	<p>If public facilities are present within the project limits, or if the project serves as a major connector to a public facility, points are awarded. Facilities may include schools, medical centers, parks, nursing homes, churches, libraries, and so on.</p>				
	<b>Project Phase Continuity</b>			5	
	<p>If the project is a supplementary phase of a project previously funded through STU/STBG or other State or Federal funds, points are awarded.</p>				
<b>Total</b>					<b>100</b>

Surface Transportation Block Grant – Reconstruction

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
<b>Request</b>					<b>5</b>
	<b>Project Readiness</b>			<b>5</b>	
		Scheduled for engineering, construction, and project completion	3		
		Planning and/or PE is complete	2		
		No schedule and no preliminary work is complete	0		
<b>Proposed Project</b>					<b>5</b>
	<b>Proposed project and Safety</b>			<b>5</b>	
		Identifies and corrects a public safety problem/situation at a specific location	2		
		<a href="#">Utilizes one of FHWA's proven safety countermeasures</a>	2		
		Connects to locations previously inaccessible to bicycles, pedestrians, or transit	1		
		Project does not address any of the above safety factors	0		
<b>Regional PL Docs</b>					<b>5</b>
	<b>L RTP Goals</b>			<b>3</b>	
		Project is consistent with the goals/objectives outlined in the current LRTP.	2		
		Project is consistent with the goals/objectives outlined in the current BikeConnect.	1		
		Project is NOT consistent with the goals/objectives outlined in either plan.	0		
	<b>Comp Plan Goals</b>			<b>2</b>	
		Project is specifically listed in the jurisdiction's Comp Plan	1		
		Project is consistent with the goals/objectives outlined in the jurisdictions Comp Plan.	1		
		Project is NOT consistent with the goals/objectives outlined in the Comp Plan.	0		

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
<b>Public Involvement</b>					<b>5</b>
	<b>Public Involvement</b>			<b>2</b>	
		Project was discussed at an advertised public hearing, forum, or other outreach session	2		
		Project was discussed at an open city, county, or other board meeting	1		
		Project has no documented public involvement.	0		
	<b>Letters of Support</b>			<b>3</b>	
		Project has five or more letters of support	3		
		Project has four letters of support	3		
		Project has three letters of support	3		
		Project has two letters of support	2		
		Project has one letter of support	1		
		Project has no letters of support	0		
<b>Existing Conditions</b>					<b>20</b>
	<b>3-Year Average Total ADT</b>			<b>10</b>	
		>= 10,000	10		
		8,000 - 9,999	8		
		6,000 - 7,999	6		
		4,000 - 5,999	4		
		2,000 - 3,999	2		
		<= 1,999	0		
	<b>V/C Ratio</b>			<b>5</b>	
		V/C Ratio > 1	5		
		0.75 <= V/C Ratio >= 1	3		
		0.5 <= V/C Ratio < 0.75	2		
		V/C Ratio < 0.5	0		

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
	Sub-Regional Significance			5	
		>= 20%	5		
		10% - 19%	3		
		5% - 9%	1		
		<= 4%	0		
Safety					15
	Crash Rate			10	
	<i>See the table titled Crash Rate on page 41.</i>				
	Crash Severity			5	
		$K(10)+A \geq 20$	5		
		$10 \leq k(10)+A < 20$	3		
		$1 \leq K(10)+A < 10$	2		
		$K(10)+A < 1$	0		
Multi-Modal					15
	Alternative Modes			5	
		Project connects to an existing bicycle, pedestrian, trail, or transit network	3		
		Project connects to an future bicycle, pedestrian, trail, or transit network	1		
		Project includes any one of the following: trailhead parking, restrooms, lighting, crosswalks, bike racks, bike lockers, signs, landscaping, transit shelters	1		
		Project will not include any additional enhancements or facilities	0		
	Bike Accommodations			3	
		Multi-use path or on-road bicycle lane	1		
		Connects to existing bicycle infrastructure	1		
		Bicycle signage installation	1		

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
	<b>Ped Accommodations</b>			<b>3</b>	
	Pedestrian amenities, e.g. benches, bump-outs, pedestrian refuges		1		
	Pedestrian-activated signals and crosswalks		1		
	New sidewalks or upgraded ADA compliance to existing beyond FHWA requirements		1		
	<b>Transit Accommodations</b>			<b>3</b>	
	Provides modal choices for the disabled, aging, and/or low-income population		1		
	Project includes existing or planned transit services		1		
	Project includes transit infrastructure such as shelters, benches, or signage		1		
	<b>Freight Accommodations</b>			<b>1</b>	
	Roadway serves an intermodal freight facility within a one quarter mile		1		
<b>Environment</b>					<b>5</b>
	<b>Stormwater Management</b>			<b>2</b>	
	Project includes permeable paving		1		
	Project includes bioswales		1		
	<b>Traffic Calming</b>			<b>3</b>	
	Project includes roundabouts		1		
	Project includes road diets		2		
<b>Regional Significance</b>					<b>25</b>
	<b>Regional Connector</b>			<b>5</b>	
	To be considered a municipal connector, the project must serve as a primary route between two municipalities. To be considered a major road connector, the project must serve as one of the primary links between major roads which may include state or US routes (arterial routes).				



Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
	Employment Connector			5	
	<p>If a major employment or shopping center is present within the project limits, or if the project serves as a major connector to an employment or shopping center, points will be awarded. Employment centers include major commercial retail areas, shopping malls, office parks, factories, and industrial areas.</p>				
	Transportation Facilities			5	
	<p>If the project serves as a primary route for heavy vehicles or other freight, points are awarded. Points are also awarded if the project limits contain major transportation facilities such as trucking companies, transit centers, airports, intermodal terminals, bus yards, and so on.</p>				
	Public Facilities			5	
	<p>Points are awarded if public facilities are present within the project limits, or if the project serves as a major connector to a public facility. Facilities may include schools, medical centers, parks, nursing homes, churches, libraries, and so on.</p>				
	Project Phase Continuity			5	
	<p>If the project is a supplementary phase of a project previously funded through STU/STBG or other State or Federal funds, points are awarded.</p>				
Total					100

Use the below table to determine your score for Crash Rate under the Safety section.

AADT		Crash Rate					
20,000+	< 2.0	2.00-3.99	4.00-5.99	6.00-7.99	8.00-9.99	10.0-12.0	>12.0
10,000 – 19,999	< 1.00	1.00-1.99	2.00-2.99	3.00-3.99	4.00-4.99	5.00-5.99	>6.00
5,000 – 9,999	< 0.50	0.50-0.99	1.00-1.49	1.50-1.99	2.00-2.49	2.50-3.00	>3.00
4,999 or less	< 0.25	0.25-0.74	0.75-1.24	1.25-1.74	1.75-2.24	2.25-2.75	>2.75
Score	0	1	2	4	6	8	10

Transportation Alternatives

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
<b>Request</b>					<b>10</b>
	<b>Co-Sponsorship</b>			<b>5</b>	
		Involves more than one other jurisdiction	5		
		Involves one other jurisdiction	3		
		Does not involve any other jurisdiction	0		
	<b>Project Readiness</b>			<b>5</b>	
		Scheduled for engineering, construction, and project completion	3		
		Planning and/or PE is complete	2		
		No schedule and no preliminary work is complete	0		
<b>Proposed</b>					<b>10</b>
	<b>Proposed Project and Safety</b>			<b>5</b>	
		Identifies and corrects a public safety problem/situation at a specific location	2		
		<a href="#">Utilizes one of FHWA's proven safety countermeasures</a>	2		
		Connects to locations previously inaccessible to bicycles, pedestrians, or transit	1		
		Project does not address any of the above safety factors	0		
	<b>Anticipated Usage</b>			<b>5</b>	
		Estimated usage is 100 or more with a realistic methodology	5		
		Estimated usage is 70 to 99 with a realistic methodology	4		
		Estimated usage is 40 to 69 with a realistic methodology	3		
		Estimated usage is 20 to 39 with a realistic methodology	2		
		Estimated usage is 1 to 19 with a realistic methodology	1		
		No estimated usage	0		

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
<b>Regional PL Docs</b>					<b>10</b>
	<b>L RTP Goals</b>			<b>5</b>	
		Project is consistent with goals/objectives outlined in the current LRTP.	3		
		Project is consistent with goals/objectives outlined in the current BikeConnect.	2		
		Project is NOT consistent with the goals/objectives outlined in either plan.	0		
	<b>Comp Plan Goals</b>			<b>5</b>	
		Project is specifically listed in the jurisdictions Comp Plan	3		
		Project is consistent with goals/objectives outlined in jurisdictions Comp Plan.	2		
		Project is NOT consistent with the goals/objectives outlined in the Comp Plan.	0		
<b>Public Involvement</b>					<b>10</b>
	<b>Public Involvement</b>			<b>5</b>	
		Project was discussed at an advertised public hearing, forum, or other outreach session	5		
		Project was discussed at an open city, county, or other board meeting	3		
		Project has no documented public involvement.	0		
	<b>Letters of Support</b>			<b>5</b>	
		Project has five or more letters of support	5		
		Project has four letters of support	4		
		Project has three letters of support	3		
		Project has two letters of support	2		
		Project has one letter of support	1		
		Project has no letters of support	0		

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
Multi-Modal					20
	Alternative Modes			10	
	Project connects to an existing bicycle, pedestrian, trail, or transit network		5		
	Project connects to a future bicycle, pedestrian, trail, or transit network		3		
	Project includes any one of the following: trailhead parking, restrooms, lighting, crosswalks, bike racks, bike lockers, signs, landscaping, transit shelters		2		
	Project will not include any additional enhancements or facilities		0		
	Bike Accommodations			3	
	Multi-use path or on-road bicycle lane		1		
	Connects to existing bicycle infrastructure		1		
	Bicycle signage installation		1		
	Ped Accommodations			3	
	Pedestrian amenities, e.g. benches, bump-outs, pedestrian refuges		1		
	Pedestrian-activated signals and crosswalks		1		
	New sidewalks or upgraded ADA compliance to existing beyond FHWA requirements		1		
	Transit Accommodations			3	
	Provides modal choices for the disabled, aging, and/or low-income population		1		
	Project includes existing or planned transit services		1		
	Project includes transit infrastructure such as shelters, benches, or signage		1		
	Freight Accommodations			1	
	Roadway serves an intermodal freight facility within one quarter mile		1		

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
Greenhouse Gas					15
	Reduces Single-Occupancy Vehicle trips			5	
	Project promotes improved travel choices		3		
	Project promotes connectivity of modes		2		
	Project does not promote travel choices beyond driving		0		
	Reduces transportation-related GHG & Emission Calculator results			10	
	Projects are scored based on emissions reduced supported in analysis				
Regional Significance					25
	Regional Connector			5	
	To be considered a municipal connector, the project must serve as a primary route between two municipalities. To be considered a major road connector, the project must serve as one of the primary links between major roads which may include state or US routes (arterial routes).				
	Employment Connector			5	
	If a major employment or shopping center is present within the project limits, or if the project serves as a major connector to an employment or shopping center, points will be awarded. Employment centers include major commercial retail areas, shopping malls, office parks, factories, and industrial areas.				
	Transportation Facilities			5	
	If the project serves as a primary route for heavy vehicles or other freight, points are awarded. Points are also awarded if the project limits contain major transportation facilities such as trucking companies, transit centers, airports, intermodal terminals, bus yards, and so on.				

Section	Criteria	Criteria Point Range	Range Points	Criteria Points	Section Points
	<b>Public Facilities</b>			5	
	If public facilities are present within the project limits, or if the project serves as a major connector to a public facility, points are awarded. Facilities may include schools, medical centers, parks, nursing homes, churches, libraries, and so on.				
	<b>Project Phase Continuity</b>			5	
	If the project is a supplementary phase of a project previously funded through STU/STBG or other State or Federal funds, points are awarded.				
<b>Total</b>					<b>100</b>

## Project Review and Selection Process

Tri-County staff will review all project application submittals to ensure project eligibility and application completeness and accuracy. Staff will verify all relevant documentation, such as the LRTP or local comprehensive plans. When developing the proposed program, timely implementation will be considered as a major factor in project selection, as federal funds lapse within three years. For example, the FY 2024 funds must be obligated by September 30, 2027. Staff may request to have discussions with sponsors to verify project details and assess complications that might affect project readiness.

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

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



## Anticipated Schedule and Programming Data

Date	Action
<b>April 17, 2024</b>	Call for Projects issued, and application released
<b>June 28, 2024</b>	Applications are due to TCRPC staff by 3:30 p.m.
<b>July 2024</b>	Staff reviews applications, ensuring completeness and validity
<b>August 21, 2024</b>	Project proposals presented during the Technical Committee meeting
<b>August 21, 2024</b>	Establish a Project Review Subcommittee during the Technical Committee meeting
<b>September 18, 2024</b>	Project Review Subcommittee convenes, reviews applications, assigns scores, and makes recommendations to the Technical Committee
<b>October 16, 2024</b>	Technical Committee considers Project Review Subcommittee recommendation
<b>November 6, 2024</b>	Commission considers Technical Committee recommendation and programs TAP funding

## **Award Administration Information**

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 Project Review Subcommittee's scoring results and recommendations are presented to the Technical Committee for the members to review and recommend to the Commission. The Commission members will in turn review and program the funding allotments.

### **Awarding Agency Contact**

Tri-County Regional Planning Commission  
456 Fulton Street | Suite 401 | Peoria, IL 61602  
Phone: (309) 673-9330 | Email: [funding@tricityrpc.org](mailto:funding@tricityrpc.org)

### **Award Notices**

Following program approval, all applicants are notified, and successful sponsor(s) are requested to work with IDOT District 4 Local Roads and TCRPC staff to initiate the awarded projects.

### **Administrative and National Policy Requirements**

Federal: 23 USC 133(h), IIJA 1109; State: 20 ILCS 2701/615

### **Reporting**

The Uniform Periodic Performance Report (PPR) and the Uniform Periodic Financial Report (PFR) 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.

Additionally, Tri-County manages the Transportation Improvement Program (TIP) for the region and maintains a balance of its federally funded programs. To maintain these tasks, Project updates are required.

## 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)).