

Surface Transportation Block Grant (STBG) Preservation Set-Aside Pilot Program Application Instructions & Selection Criteria

Fiscal Years 2023-24

Peoria-Pekin Urbanized Area Transportation Study (PPUATS)

Approved by the PPUATS Policy Committee **February 5, 2020** as updated **August 19, 2020**

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Introduction

The Peoria-Pekin Urbanized Area Transportation Study (PPUATS) is the Metropolitan Planning Organization (MPO) for the Peoria-Pekin urbanized area. One of the responsibilities of the MPO is to program federal Surface Transportation Block Grant (STBG) funds allocated on an annual basis to the urbanized area through the Illinois Department of Transportation.

Congress passed the United States' most recent transportation funding bill, the *FAST Act*, in 2015. The *FAST Act* rebranded the Surface Transportation—Urban (STU) program, combining it with other transportation funding programs to form the Surface Transportation Block Grant (STBG). Despite the rebranding, STBG functions similarly to STU and provides federal dollars for regionally significant transportation projects on Federal-Aid-eligible roadways.

Beginning in the FYs 2021-2022 Funding Years, PPUATS Policy established a Pilot Program to set aside 20% of the region's STBG funds for preservation (resurfacing) projects. PPUATS Policy established the program in response to the lack of state and local funds for road preservation. Three (3) preservation projects received PPUATS STBG funds through the FYs 21-22 Preservation Pilot Program.

As of the writing of these Instructions and Criteria, no preservation projects have been funded through the Pilot Program have received funding. As such, PPUATS Policy has had no opportunity to evaluate the effectiveness of the Pilot Program.

Purpose of this Document

PPUATS intends to direct the use of STBG funds toward projects which will benefit the entire region, rather than projects which benefit only single communities or small parts of the urbanized area. Approximately \$1.72M total is available for Preservation projects in FYs 2023-2024. This amount represents twenty percent (20%) of the estimated total FYs 23-24 STBG funding.

This document explains the procedures for applying for funding and establishes the evaluation criteria PPUATS 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. PPUATS may choose a lower scoring project based on funding availability, significant regional priority, severe safety concerns, or other non-quantitative factors.

Project Requirements and Eligibility

The following rules and requirements govern all Preservation Set-Aside Pilot Program projects. Applicants with questions regarding these rules should contact PPUATS staff.

General Requirements

All projects must meet these general requirements to be considered for Preservation Set-Aside funding.

1. Projects must be located in the 20-Year Metropolitan Planning Area.
2. Roadways must have a Functional Classification of Minor Collector or above.
3. Projects must be ready to implement/construct by the programmed fiscal year.
4. Applicant must commit via resolution to provide at least 20% local match at the time of application.
5. Only dues-paying members of PPUATS are eligible to apply for funding; other local jurisdictions within the 20-Year Planning Boundary must be sponsored by a PPUATS member.
6. The maximum amount that can be applied for any one project is \$720,000.
7. A jurisdiction that received funding from the FYs 2023-2024 Traditional Program is not eligible to receive funding from the FYs 2023-2024 Preservation Pilot Program.
8. A jurisdiction that received funding from the FYs 2021-2022 Preservation Pilot Program is not eligible to receive funding from the FYs 2023-2024 Preservation Pilot Program.
9. Applications must be submitted on-line.

Eligible Activities

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

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

Ineligible Activities

The following activities (1) are **not** eligible for STBG preservation funding and (2) **cannot** be counted toward a project's local match requirement.

1. Hot-in-place resurfacing, slurry seal, chip seal, asphalt reclamation, fog seal
2. Base repair not performed in conjunction with a resurfacing project
3. Base repair, if the cost is more than 6% of the project
4. 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
5. Manhole reconstruction
6. Engineering
7. Right-Of-Way Acquisition
8. Utility Relocation

Submission Procedure

PPUATS will use the following procedure to solicit projects submissions, prioritize those submissions, and ultimately decide where the region's FYs 2023-2024 STBG funds should be used.

1. Staff issues a Call for Projects for Fiscal Years 2023-24.
2. Staff reviews all received applications:
 - a. Evaluating them for eligibility (see Project Requirements and Eligibility);
 - b. To determine if all required information has been submitted; and
 - c. To verify the reasonableness of the points assigned under the Quantitative Criteria.
3. Each applicant makes a brief presentation at a PPUATS Technical Committee meeting. PPUATS Policy Committee members are encouraged to attend.
4. PPUATS establishes a Review Subcommittee to assign Regional Significance points, composed of Technical and Policy Committee members. They name a Chair, who serves as spokesperson for the subcommittee at Technical and Policy meetings. Staff keeps minutes of all meetings.
5. Staff tallies Quantitative and Regional Significance scores into final scores for each submitted project. Staff finds natural breaks in project scores to establish project "Tiers" (i.e. Tier 1, Tier 2).
6. Staff presents the final scores and tiers to the subcommittee. The subcommittee considers project scoring, available funding, and any other relevant information and recommends projects to the Technical Committee.
7. The Technical Committee considers the subcommittee's recommendation and makes their own recommendation to the Policy Committee at a joint meeting of the two committees. Members of the public receive the opportunity to comment. The Policy Committee considers Technical's recommendation and makes a final decision for STBG funding.
8. PPUATS adopts their final project selection(s) into the Transportation Improvement Program (TIP) for the appropriate fiscal year(s).

Schedule

September 16, 2020	Staff issues Call for Projects
October 23, 2020	Applications due to staff, staff reviews project submissions
October- November, 2020	Subcommittee assigns Regional Significance scores, assigns project Tiers, and makes recommendation to Technical Committee
November 18, 2020	Technical develops recommendation to Policy Committee
December 2, 2020	Policy Committee makes final decision

Questions

Potential applicants may contact Ryan Harms at rharms@tricityrpc.org with any questions regarding STBG Preservation Set-Aside Pilot Program or the application process.

Project Prioritization and Selection Criteria

The following scoring criteria are guides which will aid PPUATS with prioritization for preservation projects. The criteria are organized by category. Criteria in most categories are scored objectively, meaning that they are scored by matters-of-fact in the project application. For example, Average Daily Traffic is an objective criterion because we can measure it the exact same way for every project.

Regional Significance criteria are the only ones scored differently. Regional Significance criteria are scored subjectively by the Review Subcommittee. The subcommittee will assign points for Regional Significance criteria based on narratives supplied by the applicants. These criteria address topics which are more difficult to measure, such as impacts on employment or proximity to important facilities. Definitions of all Regional Significance criteria may be found on the following page.

Preservation Set-Aside Pilot Program

Criterion	Points
Pavement Condition¹	
Excellent	0
Good	40
Fair (with justification)	40
Poor	0
Very Poor	0
Subtotal Pavement Condition	40
Average Daily Traffic (ADT)	
>10,000	20
6,000 - 9,999	14
3,000 - 5,999	8
<3,000	2
Subtotal ADT	20
Sub-Regional Significance²	
Calculated based on square feet of project area	20
Subtotal Sub-Regional Significance	20
Regional Significance³	
Regional Connector	4
Employment Center	4
Transportation Facility	4
Public Facility	4
Project Phasing Continuity	4
Subtotal Regional Significance	20
Total Available Points	100

¹ Pavement Condition	Pavement Condition Index (PCI)
Excellent	81-100
Good	61-80
Fair	41-60
Poor	21-40
Very Poor	0-20

² Sub-Regional Significance

The Sub-Regional Impact score is based on a project’s impact on a community’s STBG-eligible road system. It compares the square footage of road affected by the project to a community’s total square footage of roadways eligible for PPUATS STBG funds.

The proportion of project square-feet to total eligible square feet is multiplied by 100 to produce the Sub-Regional Impact score, with a maximum of 20 points for 20% and above. Examples are below.

- A project that covered 3% of a community’s STBG-eligible roads would receive 3 points.
- A project that covered 15% of a community’s STBG-eligible roads would receive 15 points.
- A project that covered 20% of a community’s STBG-eligible roads would receive 20 points.
- A project that covered 38% of a community’s STBG-eligible roads would receive 20 points.

³ Definition of Regional Significance

Regional Connector

Connects municipalities – the proposed project serves as a primary route between two municipalities, and/or Connects major roads – the proposed project serves as a primary link between arterials

Employment Center

Improves movement of employees and/or shopping patrons

Freight Transportation Facilities

The proposed project serves as a primary route for freight, such as manufacturing or warehouse facilities, airports, intermodal terminals, etc.

Public Facility

The proposed project serves as a major connector to a school, medical center, government facility, library, etc.

Project Phasing Continuity

The proposed project is a supplementary phase of a project previously funding through STBG funds