

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

Fiscal Years 2025-26

Tri-County Regional Planning Commission (TCRPC)

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Introduction

The Tri-County Regional Planning Commission (TCRPC) 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.

STBG funding is authorized by the Fixing America's Surface Transportation Act (FAST Act), which was signed into law on December 4, 2015, and reauthorized in the Infrastructure Investment and Jobs Act, (known as the Bipartisan Infrastructure Law or BIL) which was signed into law on November 15, 2021. The FAST Act rebranded the Surface Transportation Urban (STU) program, combining it with other transportation funding programs to form the STBG Program. Despite the rebranding, STBG functions similarly to STU and provides federal dollars for regionally significant transportation projects on Federal-Aid-eligible roadways. The BIL reauthorizes the STBG program and increases the funding levels by 15.2 percent roadways.

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

Purpose of this Document

TCRPC 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 \$1,640,000 total is available for Preservation projects in FYs 2025-2026. This amount represents twenty percent (20%) of the estimated total FYs 25-26 STBG funding.

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.

Project Requirements and Eligibility

The following rules and requirements govern all Preservation Set-Aside Program projects. Applicants with questions regarding these rules should contact TCRPC 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 TCRPC are eligible to apply for funding; other local jurisdictions within the 20-Year Metropolitan Planning Area must be sponsored by a TCRPC member.
6. The maximum amount that can be applied for any one project is **\$820,000**.
7. A jurisdiction that received funding from the FYs 2025-2026 Traditional Program is not eligible to receive funding from the FYs 2025-2026 Preservation Set-Aside Program.
8. Applications must be submitted online.

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 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.
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

TCRPC will use the following procedure to solicit project submissions, prioritize those submissions, and ultimately decide where the region's FYs 2025-2026 STBG funds should be used.

1. Staff issues a Call for Projects for Fiscal Years 2025-26.
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 TCRPC Technical Committee meeting. TCRPC Commissioners are encouraged to attend.
4. TCRPC establishes a Review Subcommittee to assign Regional Significance points, composed of Technical and Commissioners. They name a Chair, who serves as a spokesperson for the subcommittee at Technical and Commission 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 Commission. Members of the public receive the opportunity to comment. The Commission considers Technical's recommendation and makes a final decision for STBG funding.
8. TCRPC adopts their final project selection(s) into the Transportation Improvement Program (TIP) for the appropriate fiscal year(s).

Schedule

Aug. 17, 2022	Staff issues Call for Projects
Sep. 30, 2022	Applications due to staff, staff reviews project submissions
Oct. 19, 2022	Match resolutions due to staff
Oct. 19, 2022	Presentations to Technical Committee; Subcommittee established
Oct./Nov. 2022	Subcommittee assigns Regional Significance scores; staff assigns project Tiers
Nov. 16, 2022	Subcommittee makes recommendation to Technical Committee; Technical develops recommendation to Commission
Dec. 7, 2022	Commission makes final decision

Questions

Potential applicants may contact stgb@tricountyrpc.org with any questions regarding STBG Preservation Set-Aside Program or the application process.

Project Prioritization and Selection Criteria

The following scoring criteria are guides which will aid TCRPC 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 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 TCRPC 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