



# TRI-COUNTY REGIONAL PLANNING COMMISSION

EST. 1958

## AGENDA

### Metropolitan Planning Organization (MPO) Technical Committee

Wednesday, April 20, 2022, at 9:00am CDT

456 Fulton St, Suite 420

Peoria, IL 61602

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#### Connect via computer or smartphone:

<https://gotomeet.me/TCRPC/ppuats>

#### Or call in with any telephone:

+1 (408) 650-3123

Access code: 291-023-189

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1. Call to Order
  2. Roll Call
  3. Public Comment
  4. Approval of Minutes, March 16, 2022, Meeting
  5. Discussion and Recommendations of FY 2022 Special Studies Funding \$30,000
  6. FYs 2025-26 Surface Transportation Block Grant (STBG) Traditional Program
  7. Updates
    - a. Transportation Improvement Program FYs 2023-26
    - b. HSTP and 5310
    - c. Strategic Planning Session
    - d. IDOT Statewide Planning and Research (SPR) program
    - e. Hanna City Trail
    - f. Passenger Rail Open House
    - g. Funding Announcements
      - CPF • RURAL • INFRA • MEGA • FY 2024 HSIP
    - h. IDOT
      - Local Roads
      - Central Office
    - i. FHWA
    - j. APWA Illinois Chapter Conference
    - k. APA Illinois State Section – Sankoty Lakes Tour
  8. Other
    - a. Next meeting scheduled for May 18, 2022
  9. Adjournment
- 

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# TRI-COUNTY REGIONAL PLANNING COMMISSION

EST. 1958

## MINUTES

### Metropolitan Planning Organization (MPO) Technical Committee

Wednesday, March 16, 2022, at 9:00am CDT

456 Fulton St, Suite 420

Peoria, IL 61602

#### 1. Call to Order

Chairperson Kinga Krider called the meeting to order at 9:00 a.m.

#### 2. Roll Call

Member	Present	Absent	Member	Present	Absent
<b>Amy McLaren,</b> Peoria County	x		<b>Dustin Sutton*</b> Peoria Heights		x
<b>Jeff Gilles,</b> Peoria County		x	<b>Dennis Carr,</b> City of Washington	x	
<b>Mark Gilles, *</b> Peoria County		x	<b>Jon Oliphant,</b> City of Washington*	x	
<b>Vacant,</b> Tazewell County			<b>Patrick Meyer,</b> Village of Bartonville		x
<b>Dan Parr,</b> Tazewell County		x	<b>Terrisa Worsfold,</b> IDOT	x	
<b>Conrad Moore,</b> Woodford County	x		<b>Karen Dvorsky*</b> IDOT		x
<b>Alyssa McCain,</b> City of Peoria	x		<b>Kinga Krider,</b> City of West Peoria	x	
<b>VACANT,</b> City of Peoria			<b>Charles Hess,</b> City of West Peoria*		x
<b>Andrea Klopfenstein</b> City of Peoria	x		<b>Craig Loudermilk,</b> Village of Morton	x	
<b>Sie Maroon*</b> City of Peoria	x		<b>Frank Sturm,</b> Village of Morton*		x
<b>Cindy Loos*</b> City of Peoria	x		<b>Kenneth Coulter,</b> City of Chillicothe	x	
<b>VACANT</b> City of Peoria			<b>Terry Koegel,</b> Village of Creve Coeur		x
<b>Josie Esker,*</b> City of Pekin	x		<b>Nick Standefer,</b> Citylink		x
<b>Justin Reiese,</b> City of Pekin	x		<b>Doug Roelfs*,</b> Citylink		x
<b>Rick Semonski,</b> City of East Peoria	x		<b>Gene Olson,</b> MAAP		x
<b>Ty Livingston,</b> City of East Peoria	x		<b>Eric Miller,</b> TCRPC	x	
<b>Chris Chandler,</b> Village of Peoria Heights	x		<b>Rich Brecklin,</b> Village of Germantown Hills	x	

**Staff:** Debbie Ulrich, Gabriel Guevara, Logan Chapman, Reema Abi-Akar, Ray Lees, and Michael Bruner. **IDOT-** Brandon Geber **Virtual Staff:** Britney West **Also, in attendance virtually:** Al-Barrae-Shebib- IDOT, Michael Huddleson, Hannah Martin and Betsy Tracey- FHWA

3. Public Comment-none
4. Approval of Minutes, February 16, 2022 Meeting  
Amy McLaren moved to approve the February 16, 2022 meeting minutes and Conrad Moore seconded. Motion carried.
5. Recommend to Commission FY 2023 Unified Planning Work Program (UPWP)  
Rick Semonski moved to recommend to Commission FY2023 Unified Planning Work Program (UPWP), and Amy McLaren seconded.
  - Michel Bruner updated that the UPWP is to be adopted annually for the work plans for the fiscal year. They need to submit a draft to IDOT by April 1.Motion carried.
6. Approval of Technical Vice-Chair Nomination  
Amy McLaren updated that Conrad Moore from Woodford County will be Vice Chair for Technical.  
Rick Semonski moved to appoint Conrad Moore for vice chair of Technical and Eric Miller seconded. Motion carried.
7. Call for Projects FYs 2025-26 Surface Transportation Block Group (STBG) Traditional Program
  - Michael Bruner updated the FY 2025-26 STBG Traditional Program. This is a call for projects which include leftover funds that will go to underfunded projects. The call for projects amounts for FY25-26 is \$6.5M by mid-August and another \$1.6M which is due April 29 which has a 30% match per jurisdiction. Michael Bruner then went thru the months and dates these need to be to staff and then will present to Technical and subcommittees will be assigned, and staff assigned will review Tiers, then subcommittee will make recommendations to Technical and Technical will recommend to Commission in August of 2022. Commission will make final decision.
  - Eric Miller then explained the carryover procedure which went thru Commission and passed.
8. Discussion of IDOT Statewide Planning and Research (SPR) program
  - Eric Miller opened discussion for IDOT Statewide Planning and Research (SPR) program.
  - Brandon Geber-IDOT expressed this is for federal funds for planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carryout transportation

research activities throughout the State. The funding available for the program in FY2023 is about \$10Million. A 20% non-federal match is required for these federal funds, except in certain circumstances. All projects should be related to studying or implementing a goal, strategy, objective within the state's Long Range Transportation Plan (LRTP), or one of its associated plans, implementing performance-based program development implementing asset management, or benefiting a disadvantaged community. IDOT will evaluate proposed projects based on those criteria.

- Amy McClaren asked, "What is rating system?" and Brandon Geber replied 1 thru 10 regional rates. He will forward more information.
- Terrisa Worsfold added this is for District 4 also and will be collecting for this year also.
- Brandon Geber said to submit your projects.
- Eric Miller updated on the rail study which is to be completed in June or July and the corridor study to Chicago in March.
- Michael Bruner said there is a webinar for SPR grants today after technical meeting.

## 9. Updates

### a. Federal MPO Certification Review

- Eric Miller said TCRPC met with FTA and FHWA for MPPO review.
- Betsy Tracy mentioned she appreciated all the participation, and a summary of recommendations will follow shortly.

### b. Strategic Planning

Eric Miller updated on the Strategic Meeting scheduled for April 28. You should have all gotten a Save the Date in your email.

### c. Transportation Improvement Program FYs 2023-26

Michael Bruner updated this is a very important document for MPO's and is updated every fiscal year and will integrate GIS and where your projects are for STBG. ➡ Kinga Krider asked the timeframe and Michael Bruner replied early April.

### d. APWA

Amy McLaren discussed the PPUATS sponsorship and the Circular Letter that went out for the meeting on May 2.

### e. IDOT

#### → Local Roads

Al- Barrae-Shebib reported on the Circular Letter by March 10 benchmarked, SPR by September 30 and RBI- 5<sup>th</sup> installment, MFT0? February and March.

#### → Central Office

Brandon Geber said first letter for TMA is out.

### f. FHWA

Betsy Tracy had nothing to add.

## 10. Other

- ### a. Next meeting scheduled for April 20, 2022- ok

11. Adjournment

Amy McLaren moved to adjourn at 9:46 a.m. and Sir Maroon seconded. Motion carried.

Submitted by:

Eric Miller, Executive Director

Transcribed by:

Debbie Ulrich, Office Manager



## MEMORANDUM

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**TO:** Technical Committee

**FROM:** Staff

**SUBJECT:** FY 2022 Special Studies Funding: \$30,000

**DATE:** April 20, 2022

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### **Action needed by Technical Committee**

Recommend to Commission reprogramming \$30,000 for a consultant study or direct staff to issue a call for projects.

### **Special Studies Background**

Beginning in fiscal year 2016 (FY16), Tri-County has annually set aside approximately \$90,000 in funds for consultant-led special transportation planning studies. TCRPC receives funding requests during an annual call for projects, scores them based on set evaluation criteria, prioritizes them with a review committee, and ultimately approves them for funding. For FY22, TCRPC made \$80,000 available for funding such Special Studies.

### **Tri-County's Call for Projects**

Tri-County opened a call for projects at the October 20, 2021, Technical Committee meeting. The projects were due to staff on Monday, November 8, 2021. Tri-County received three applications, totaling \$150,000. Summaries of the submitting applications are as follows:

#### City of East Peoria Stormwater Planning Management

The City of East Peoria requested \$80,000 in funding for inventorying all stormwater runoffs, outfalls, pipes, and inlets. Televising pipes to narrow down pipe types among concrete, PVC, and metal will help identify and mitigate any problems before they occur. The funds will be used to secure a GIS system and tools to complete the inventory.

#### Peoria Passenger Rail Planning Study

The City of Peoria requested \$50,000 in funding to supplement IDOT's feasibility study for Peoria passenger rail service, to provide local support for the project. The study would aid in the site selection for a transportation center in the greater downtown area that would accommodate multimodal uses, such as passenger rail, a transit transfer station, and an intercity passenger bus terminal.

#### Peoria County Hanna City Trail Connection Study

Peoria County requested \$20,000 in funding to investigate and identify the best connections to the Hanna City Trail from the Rock Island Greenway and proposed

pedestrian improvements over the Bob Michel Bridge in downtown Peoria, and Wildlife Prairie Park.

### **Tri-County's Special Studies Selection and Award**

Tri-County staff established a Selection Committee to review and evaluate each application and establish a recommendation based on the accompanying evaluation criteria, available funds, and regional priority. The selection committee was comprised of Tri-County staff, Conrad Moore, Jon Oliphant, and Hannah Martin.

A Selection Committee met on November 16, 2021, to discuss the three projects submitted, listed above. The Selection Committee examined the applications submitted and prioritized the projects based on consistency with goals of the FAST Act and LRTP, regional significance, local match, partnership with other jurisdictions, and ability to complete by December 31, 2022. The Selection Committee allocated special project funds based on the above aspects.

The Selection Committee listed the City of Peoria Passenger Rail Planning Study as a top priority and recommended providing the full request of \$50,000 of special transportation project funds. They determined that the project would provide regional significance and complement the goals of FAST Act and Long-Range Transportation Plan.

The Selection Committee also listed the Peoria County Hanna City Trail Connection Study as a top priority and worthy of receiving the full \$20,000 requested plus the remaining \$10,000 budget. The Committee determined that the project met many goals listed in the FAST Act and LRTP. They also noted the regional significance of the project to connect regional trails.

Staff presented this proposal to the Technical Committee on November 17, 2021, which recommended the Steering Committee's recommendation to the Commission. The Commission reviewed and approved Technical's recommendation on December 1, 2021.

### **FY 2022 Special Studies Funding Returned**

Due to unforeseen circumstances with the purchase of the Hanna City Trail Corridor, Peoria County has returned their \$30,000 in funding to Tri-County. Therefore, this funding is now unobligated and requires direction from the Technical Committee. As a result of this, Tri-County staff recommend to either reprogram \$30,000 for a consultant study or direct staff to issue a call for projects.

# Surface Transportation Block Grant (STBG) New Roadways and Existing Roadways Application Instructions & Selection Criteria

Fiscal Years 2025-26

Tri-County Regional Planning Commission (TCRPC)



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## Introduction

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.

## 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 \$6.56M total is available for New Roadway and Existing Roadway projects in FYs 25-26.

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.

## Preservation Set-Aside Program

For the FYs 2021-22 Funding Years, the MPO established a Pilot Program to set aside 20% of the region's STBG funds for resurfacing projects. The MPO established the program in response to the lack of state and local funds for road maintenance. Three (3) resurfacing projects received STBG funds through the FYs 21-22 Resurfacing Pilot Program. The MPO formalized this program during the FYs 2023-24 STBG program. Approximately \$1.64M will be available for resurfacing projects. Preservation set-aside projects will be called for later in Calendar Year 2022.

## Project Requirements and Eligibility

The following rules and requirements govern all New Roadway and Existing Roadway projects. Applicants with questions regarding these rules should contact TCRPC staff.

### General Requirements

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

1. Projects must be in the 20-Year Metropolitan Planning Area.
2. Roadways must have a Functional Classification of Minor Collector or above.
3. Projects must be listed in the *Long Range Transportation Plan*.
4. Projects must be ready to implement/construct by the programmed fiscal year.
5. Applicant must commit via resolution to provide a 30% local match at the time of application.
6. Only dues-paying members of TCRPC are eligible to apply for funding. Other local jurisdictions within the 20-Year Planning Boundary must be sponsored by a TCRPC member.
7. Applications must be submitted online.

### Eligible Activities

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

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

### Ineligible Activities

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

1. Engineering
2. Right-Of-Way Acquisition
3. Utility Relocation
4. All other activities otherwise eligible under 23 USC 133 Surface Transportation Block Grant Program

## Submission Procedure

TCRPC will use the following procedure to solicit projects submissions, prioritize those submissions, and ultimately decide where the region's FYs 2025-26 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 MPO Technical Committee meeting. TCRPC Commissioners are encouraged to attend.
4. TCRPC 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 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

<b>March 16, 2022</b>	Staff issues Call for Projects
<b>April 29, 2022</b>	Applications due to staff, staff reviews project submissions
<b>May 18, 2022</b>	Match resolutions due to staff
<b>May 18, 2022</b>	Presentations to Technical Committee
<b>June 2022</b>	Subcommittee assigns Regional Significance scores; staff assigns project Tiers
<b>July 2022</b>	Subcommittee makes recommendation to Technical Committee, Technical develops recommendation to Commission
<b>August 3, 2022</b>	Commission makes final decision

## Questions

Potential applicants may contact staff at [stbg@tricountyrpc.org](mailto:stbg@tricountyrpc.org) with any questions regarding STBG or the application process.

## Project Prioritization

The over-arching goal of TCRPC is to direct the use of STBG funds toward projects which are regionally significant. A regionally significant project is one that will benefit the entire region, instead of a single community or a small part of the urbanized area.

### Priorities

Over the years, TCRPC has utilized several resources and spent countless hours to develop an objective project selection process. One essential resource remains the *FAST Act*, the Federal highway bill that enables the STBG program. The goals of the *FAST Act*, listed below, are the foundation upon which the MPO has built its STBG selection process.

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** – To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** – To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

## Selection Criteria

The following scoring criteria are guides which will aid TCRPC with project prioritization for Existing Roadway and New Roadway project submissions, respectively. 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. Another example of an objective measure is Permeable Pavement; a project either includes permeable pavement or it does not.

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.

### Existing Roadway Projects

Criterion	Points
<b>Safety</b>	
Crash Rate	10
Crash Severity	10
<b>Subtotal Safety</b>	<b>20</b>
<b>Existing Conditions</b>	
Average Daily Traffic	8
Volume/Capacity Ratio	7
<b>Subtotal Existing Conditions</b>	<b>15</b>
<b>Multi-Modal</b>	
Pedestrian	5
Bicycle	5
Transit	5
Freight	5
<b>Subtotal Multi-Modal</b>	<b>20</b>
<b>Sustainability</b>	
Roundabout or Road Diet	3
Permeable Pavement or Bioswales	2
<b>Subtotal Sustainability</b>	<b>5</b>
<b>Regional Significance<sup>1</sup></b>	
Regional Connector	8
Employment Center	8
Transportation Facility	8
Public Facility	8
Project Phasing Continuity	8
<b>Subtotal Regional Significance</b>	<b>40</b>
<b>Total Available Points</b>	<b>100</b>

### New Roadway Projects

Criterion	Points
<b>Local Priority</b>	
Joint Project Bonus	15
Local Comprehensive Plan	15
<b>Subtotal Local Priority</b>	<b>30</b>
<b>Multi-Modal</b>	
Pedestrian Accommodations	5
Bicycle Accommodations	5
Transit	5
Freight Accommodations	5
<b>Subtotal Multi-Modal</b>	<b>20</b>
<b>Sustainability</b>	
Permeable Pavement	3
Bioswales	3
Roundabout	4
<b>Subtotal Sustainability</b>	<b>10</b>
<b>Regional Significance<sup>1</sup></b>	
Regional Connector	8
Employment Center	8
Transportation Facility	8
Public Facility	8
Project Phasing Continuity	8
<b>Subtotal Regional Significance</b>	<b>40</b>
<b>Total Available Points</b>	<b>100</b>

**<sup>1</sup> Regional Significance Criteria Definitions**

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.



**Congress of the United States**  
**House of Representatives**

March 28, 2022

**Congressman Darin LaHood (IL-18)**  
**Community Project Funding – Application Submission Instructions**

Thank you for your interest in submitting a Community Project Funding application for the 18<sup>th</sup> District of Illinois.

For Fiscal Year 2023, the U.S. House of Representatives Appropriations Committee will accept Community Project Funding requests from Congressional offices. Community Project Funding is a specific funding request of discretionary federal funds targeted to a specific project or entity.

The Appropriations Committee is comprised of 12 subcommittees. Each Congressional office is limited to submitting only 15 Community Project Funding requests across all 12 subcommittees. **As such, submitting an application to our office does not guarantee submission to the Appropriations Committee or guarantee funding.**

Below you will find information on project eligibility categorized by Appropriations Committee subcommittees. Please review the linked documents for each subcommittee before submission to ensure your project qualifies and your application includes all required information.

In order for your application to be considered, you must submit your application, with all required materials, to [LaHood.CommunityProjectSubmission@mail.house.gov](mailto:LaHood.CommunityProjectSubmission@mail.house.gov) by **Noon EST on Wednesday, April 20, 2022.**

**Agriculture, Rural Development, Food and Drug Administration, and Related Agencies**

*Additional information can be found [here](#)*

**Eligible Accounts:**

- Department of Agriculture - Community Facilities Grants
- Department of Agriculture - ReConnect Program
- Department of Agriculture - Agricultural Research Service, Buildings, Facilities
- Department of Agriculture - Distance Learning and Telemedicine Grants
- Department of Agriculture - Natural Resources Conservation Service, Conservation Operations

**Commerce, Justice Science, and Related Agencies**

*Additional information can be found [here](#)*

**Eligible Accounts:**

- Department of Justice -State and Local Law Enforcement Assistance; Byrne Jag Assistance Grants
- Department of Justice - COPS Technology and Equipment
- Department of Commerce - NIST Scientific and Technical Research and Services
- Department of Commerce – NIST Construction of Research Facilities
- Department of Commerce – NOAA Operations, Research, and Facilities
- NASA - Safety, Security, and Mission Services



### **Defense**

*Additional information can be found [here](#)*

#### **Eligible Accounts:**

- Research, Development, Test and Evaluation – Army
- Research, Development, Test and Evaluation – Navy
- Research, Development, Test and Evaluation – Air Force
- Research, Development, Test and Evaluation – Space Force
- Research, Development, Test and Evaluation – Defense-Wide

### **Energy and Water Development, and Related Agencies**

*Additional information can be found [here](#)*

#### **Eligible Accounts:**

- U.S. Army Corps of Engineers – Investigations
- U.S. Army Corps of Engineers – Construction
- U.S. Army Corps of Engineers – Mississippi River and Tributaries
- U.S. Army Corps of Engineers – Operation and Maintenance
- Bureau of Reclamation – Water and Related Resources
- Department of Energy (topics)
  - Energy efficiency, renewable energy, sustainable transportation
  - Cybersecurity, energy security, emergency response
  - Electricity, energy storage
  - Nuclear energy o fossil energy, carbon management, critical minerals

### **Financial Services and General Government**

*Additional information can be found [here](#)*

#### **Eligible Accounts:**

- Small Business Administration - Small Business Initiatives
- General Services Administration - Federal Buildings Fund
- National Archives and Records Administration - National Historical Publications and Records Commission

### **Homeland Security**

*Additional information can be found [here](#)*

#### **Eligible Accounts:**

- Pre-Disaster Mitigation Grants
- Emergency Operations Center Grants

### **Interior, Environment, and Related Agencies**

*Additional information can be found [here](#)*

#### **Eligible Accounts:**

- Department of Interior – Land and Water Conservation Fund
- Department of Interior – Save America’s Treasures (NPS)
- Environmental Protection Agency – State and Tribal Assistance Grants
- U.S. Forest Service – State and Private Forestry

**Labor, Health and Human Services, Education, and Related Agencies**

*Additional information can be found [here](#)*

**Eligible Accounts:**

- Department of Labor – Employment and Training Administration
- Department of Health and Human Services – Health Resources and Services Administration
- Department of Health and Human Services – Substance Abuse and Mental Health Services Administration
- Department of Health and Human Services – Administration for Children and Families
- Department of Health and Human Services – Administration for Community Living
- Department of Education – Elementary and Secondary Education
- Department of Education – Postsecondary Education

**Military Construction, Veterans Affairs, and Related Agencies**

*Additional information can be found [here](#)*

**Eligible Accounts:**

- Department of Defense – Military Construction Accounts
  - Construction and Unspecified Minor Construction– Active Components
  - Construction and Unspecified Minor Construction– Reserve Components
  - Planning and Design

**Transportation, and Housing and Urban Development, and Related Agencies**

*Additional information can be found [here](#)*

**Eligible Accounts:**

- Department of Transportation – [Transit Infrastructure Projects](#)
- Department of Transportation – [Highway Infrastructure Projects](#)
- Department of Transportation - [Airport Improvement Program](#)
- Department of Housing and Urban Development – [Economic Development Initiative](#)



# Illinois Department of Transportation

Office of Highways Project Implementation / Bureau of Local Roads & Streets  
2300 South Dirksen Parkway / Room 205 / Springfield, Illinois / 62764

March 25, 2022

## CIRCULAR LETTER 2022-08

**FISCAL YEAR 2022 (FY2022) FEDERAL NOTICE OF FUNDING OPPORTUNITY (NOFO)  
MULTIMODAL PROJECT DISCRETIONARY GRANT OPPORTUNITY (MPDG),  
CONTAINING THE 3 (THREE) FOLLOWING PROGRAMS:**

- ❖ ***RURAL SURFACE TRANSPORTATION GRANT PROGRAM (RURAL)***
- ❖ ***NATIONALLY SIGNIFICANT MULTIMODAL FREIGHT AND HIGHWAYS PROGRAM (INFRA)***
- ❖ ***NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE GRANTS PROGRAM (MEGA)***

COUNTY ENGINEERS / SUPERINTENDENTS OF HIGHWAYS MUNICIPAL ENGINEERS  
/ DIRECTORS OF PUBLIC WORKS / MAYORS / METROPOLITAN PLANNING  
ORGANIZATIONS / TOWNSHIP HIGHWAY COMMISSIONERS / CONSULTING  
ENGINEERS

### **PURPOSE & INTRODUCTION:**

The United States Department of Transportation (USDOT) has recently announced through the Federal Register they are soliciting project applications for 3 (three) separate and unique funding opportunities under the banner/title of the Multimodal Project Discretionary Grants Program (MPDG). The 3 Programs are as follows:

1. *The new Rural Surface Transportation Grant Program (RURAL)*
2. *The previously established Nationally Significant Multimodal Freight and Highways Program (INFRA)*
3. *The new National Infrastructure Project Assistance Grants Program (MEGA)*

Importantly, applicants possess the ability to select to apply for all, two, or only one of these grant programs, by submitting only one application. Please note that *“A project will be evaluated for consideration for all three programs, unless the applicant wishes to opt-out of being evaluated for one or more of the grant programs”*. The purpose of this new application process is to ease the application process, save valuable application preparation time, to proactively assist the USDOT in matching projects with the most applicable and appropriate grant program, and to facilitate individual projects in potentially receiving funding from multiple grant programs.

The Federal Register Announcement is attached to this Circular Letter for availability and convenience. In addition, the NOFO for the overall MPDG Program is available here: [MPDG-NOFO](#). Applicants should thoroughly read this notice in its entirety to fully understand all the application requirements and information required to submit eligible and competitive applications.

March 25, 2022

**MPDG BASE INFORMATION:**

Grants under these three Programs for FY 2022 (both new and previously established) will be awarded on a competitive basis to projects that meet the eligibility requirements, and illustrate significant improvements to rural, local, regional, state, and national impacts.

Funding for the RURAL, INFRA and MEGA Programs include project elements that include highways and bridges, intercity passenger rail, railway/highway grade crossings or separations, wildlife crossings, public transportation, marine highways, freight projects, or groups and combinations of the above.

**SPECIFIC PROGRAM SUMMARIES AND INFORMATION:**

Applicants will find detailed program information, eligibility requirements, and other key provisions in the attached [MPDG-NOFO](#), and the following summaries are provided herewith only as an overview:

**RURAL SURFACE TRANSPORTATION GRANT PROGRAM (RURAL):**

<b>Purpose:</b>	Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
<b>Eligible Entities:</b>	<ul style="list-style-type: none"> <li>• State</li> <li>• Regional Transportation Planning Organizations (RTPO)</li> <li>• Local governmental agencies</li> <li>• Tribal governments</li> </ul>
<b>Eligible Projects:</b>	<ul style="list-style-type: none"> <li>• Highway, bridge, or tunnel projects eligible under National Highway Performance Program, Surface Transportation Block Grant, or the Tribal Transportation Program</li> <li>• Highway freight project eligible under National Highway Freight Program</li> <li>• Highway safety improvement project</li> <li>• Project on a publicly owned highway or bridge improving access to certain facilities that support the economy of a rural area</li> <li>• Integrated mobility management system, transportation demand management system, or on-demand mobility services</li> </ul>
<b>Key Provisions:</b>	<ul style="list-style-type: none"> <li>• Up to 10% available for grants to small projects (&lt; \$25 Million)</li> <li>• 25% available for designated routes of the Appalachian Development Highway System</li> <li>• 15% available for projects in States with higher-than-average rural roadway lane departure fatalities</li> </ul>
<b>FY 2022 Funding:</b>	\$300 Million for FY 2022 (nationally)

**NATIONALLY SIGNIFICANT MULTIMODAL FREIGHT AND HIGHWAYS PROGRAM (INFRA):**

<b>Purpose:</b>	Improvements to multimodal freight and highway projects of national or regional significance.
<b>Eligible Entities:</b>	<ul style="list-style-type: none"> <li>• State</li> <li>• Multistate corridor organizations</li> <li>• Metropolitan Planning Organizations (MPO)</li> <li>• Units or groups of Local governmental agencies</li> <li>• Tribal governments</li> </ul>
<b>Eligible Projects:</b>	<ul style="list-style-type: none"> <li>• Highway or bridge on the National Highway System</li> <li>• Highway freight project on the National Freight Network</li> <li>• Freight intermodal, rail or project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility</li> <li>• Highway/railway grade crossing or grade separation</li> <li>• Wildlife crossing</li> <li>• Project for a marine highway corridor that is connected to the National Highway Freight Network</li> </ul>
<b>Key Provisions:</b>	<ul style="list-style-type: none"> <li>• FY2022 increases flexibility (up to 30%) per FY) on non-highway freight</li> <li>• Increase of grants for small projects from 10% to no more than 15%</li> <li>• Establishes an amount no greater than 30% for projects in rural areas</li> </ul>
<b>FY 2022 Funding:</b>	<ul style="list-style-type: none"> <li>• \$1.55 Billion for FY 2022 (nationally)</li> <li>• Illinois "One-State" minimum of \$100 Million</li> </ul>

**NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE GRANTS PROGRAM (MEGA):**

<b>Purpose:</b>	Providing funding through single-year or multi-year grant agreements for eligible transportation projects
<b>Eligible Entities:</b>	<ul style="list-style-type: none"> <li>• State</li> <li>• Metropolitan Planning Organizations (MPO)</li> <li>• Local governmental agencies</li> <li>• Special purpose districts or public authorities providing a transportation function</li> <li>• Tribal governments</li> <li>• Partnerships with AMTRAK, and or more other eligible entities</li> </ul>
<b>Eligible Projects:</b>	<ul style="list-style-type: none"> <li>• Highway and bridge projects on the National Multimodal Freight Network, National Highway Freight Network, or National Highway System</li> <li>• Freight intermodal or freight rail projects that provide a public benefit</li> <li>• Railway/highway grade separation or elimination projects</li> <li>• Intercity passenger rail projects</li> <li>• Certain public transportation projects</li> </ul>
<b>Key Provisions:</b>	<ul style="list-style-type: none"> <li>• Establishes that 50% of FY 2022 Funding allocated to projects costing between \$100 Million and \$500 Million</li> <li>• Establishes remaining 50% of FY 2022 Funding allocated to projects costing \$500 Million or more</li> </ul>
<b>FY 2022 Funding:</b>	\$1 Billion for FY 2022 (nationally)

March 25, 2022

**DEADLINES:**

Applications must submit their applications at [www.Grants.gov](http://www.Grants.gov), and the "Apply" function will be open by March 25, 2022.

**Importantly, applications from eligible entities must be submitted by 11:59 PM EDT on May 23, 2022.**

**ADDITIONAL RESOURCES, INFORMATION & COURTESY COORDINATION:**

For further information regarding this notice, please contact the USDOT Office of the Secretary via email at [MPDGrants@dot.gov](mailto:MPDGrants@dot.gov), or call Paul Baumer at (202) 366-1092. A TTD is available at (202)-366-3993.

In addition, the U.S. Department of Transportation will post answers and responses to common inquiries and requests for clarifications at the USDOT website at <https://www.transportation.gov/grants/mpdg-frequently-asked-questions>

If you have any questions on the Circular Letter; and as a courtesy to foster good communication, as well as enable the Department to be able to provide administrative support if selected, please contact Stephane B. Seck-Birhame, Local Program Development Engineer at (217) 782-3972 or [Babilible.Seck@illinois.gov](mailto:Babilible.Seck@illinois.gov), of your inquiries and application.

Sincerely,



George A. Tapas, P.E., S.E  
Engineer of Local Roads and Streets

cc: Arlene Kocher, FHWA Illinois Division Administrator  
David Snyder, FHWA Illinois Deputy Division Administrator  
Jon-Paul Kohler, FHWA Illinois Division  
Steven Travia, IDOT, Director, Office of Highway Project Implementation  
Holly Bieneman, IDOT, Director, Office of Planning & Programing  
Matt McAnarney, IDOT, Director, Office of Legislative Affairs  
Tracy Sisk, IDOT, Bureau Chief, Bureau of Programing  
Rick Johnson, Illinois Association of County Engineers  
Brad Cole, Illinois Municipal League  
Jerry Crabtree, Township Officials of Illinois  
Donald Goad, Township Highway Commissioners of Illinois

Attachment: MPDG NOFO



# Illinois Department of Transportation

Office of Highways Project Implementation / Bureau of Local Roads & Streets  
2300 South Dirksen Parkway / Room 205 / Springfield, Illinois / 62764

April 12, 2022

## **CIRCULAR LETTER 2022-11**

### **FY 2024 LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) CALL FOR CANDIDATE PROJECTS**

COUNTY ENGINEERS / SUPERINTENDENTS OF HIGHWAYS  
MUNICIPAL ENGINEERS / PUBLIC WORKS DIRECTORS / MAYORS  
METROPOLITAN PLANNING ORGANIZATIONS – DIRECTORS  
TOWNSHIP HIGHWAY COMMISSIONERS  
CONSULTING ENGINEERS

#### **CALL FOR CANDIDATE PROJECTS (HSIP):**

The Illinois Department of Transportation (IDOT or Department) is requesting candidate projects for the Highway Safety Improvement Program (HSIP) that will be initiated in FY 2024. Applications for this funding program will be received through **Friday, June 17, 2022, at 5:00 PM CT**, and the announcement of the selected projects for funding will be made during the week of September 5<sup>th</sup>, 2022.

IDOT provided a Notice of Funding Opportunity ([NOFO](#)) on April 12, 2022. This Funding Opportunity Number is 24-1004-01 and the program is listed in the Catalog of State Financial Assistance (CSFA) as 494-00-1004.

In addition to the information contained within this Circular Letter, Applicants are directed to visit and explore the [HSIP website](#) which contains additional information on the IDOT HSIP policy, and analysis tools which may be used to guide the Applicant through the application process. We also encourage Applicants with projects on two-lane rural roads with run off the road crashes to utilize the Run Off the Road Initiative (RORI) tool. Please send an email to [Katherine.Beckett@Illinois.gov](mailto:Katherine.Beckett@Illinois.gov) to access the tool. This tool assists with the selection of the proper safety treatment needed to improve the hazardous location.

#### **PROGRAM PURPOSE AND DETAILS OF HSIP:**

With the passage of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), the Highway Safety Improvement Program's eligibility has been expanded to address the growth in fatalities and meet the "moving toward zero" goal.



To that effect, the FHWA supports the vision of “zero deaths” which is the only acceptable number and recognizes that a safe system approach for all roadway users is the best way to achieve this goal.

Achieving a significant reduction in traffic fatalities and serious injuries is paramount to IDOT. Recognizing that 50% of the fatal and serious crashes occur on the local highway system, and the critical role that funding plays in meeting those safety goals, IDOT intends to commit \$30.6 million for the FY 2024 cycle. This increase in local HSIP marks provides another strategic step in providing funding to significantly tackle safety on the local highway system.

IDOT will continue to prioritize the selection of projects that address the 2017 Illinois Strategic Highway Safety Plan emphasis areas such as roadway departures, hazardous intersections, and pedestrians’ conflicts. In order to meet the legislative intent of the broaden eligibility requirements under BIL/ IJA, IDOT will again consider system-wide, systemic, safety improvements, including guardrail improvement projects, for the FY24 Local HSIP. Other proposed improvements may include items such as signage, high friction surface treatment, pavement markings and projects to maintain minimum level retro reflectivity, rumble strips, chevrons, guardrail improvements / upgrades, guardrail end terminal upgrades, etc.

IDOT will also prioritize projects that protect the Vulnerable Road Users (VRU) such as pedestrians and bicyclists. The FHWA also provides guidance on systemic approaches, which can be found [here](#). The funding limitation on guardrail improvements / upgrades and guardrail end treatments will be a maximum of \$1,000,000 of federal HSIP funds (plus the ten (10) percent local match) per local public agency per fiscal year.

HSIP funds may be used for a total reconstruction or also to address safety issues without completely reconstructing entire roadway segments or intersections to the latest policies and standards.

The federal funding level per project remains at a maximum 90 percent of the total eligible improvement cost for the project with the local public agency responsible for the ten (10) percent matching funds and any non-participating items. All phases of a safety improvement project are eligible for this program, including preliminary engineering, design, construction, and construction engineering. Right-of-way costs are typically not eligible to be covered by this funding program. Local Public Agencies shall obligate these funds within two (2) years of the fiscal year for which they are announced, or funds will be rescinded.

**IMPORTANT CRITERIA:**

With each application, a strong consideration must be articulated that should focus upon specific safety strategies that offer significant benefit to the reduction of fatal and serious injury crashes. A principal component HSIP is to identify the issue(s) contributing to the fatal and serious injury crashes, and how the safety strategy will address and resolve these issues. Please note if the roadway to be improved is a rural major collector, rural minor collector, or rural local roads, they will potentially qualify as a High Risk Rural Road (HRRR) project and are encouraged to be submitted. Please contact your applicable IDOT District Local Roads and Streets office for further assistance and to coordinate HSIP application.

**SUBMISSION REQUIREMENTS & RESOURCES:**

The local HSIP application form is attached along with the benefit to cost ratio spreadsheet. Each candidate project must have a completed application form, benefit to cost ratio form, raw crash data in an Excel spreadsheet, project location map, photographs of the project location, estimated project cost breakdown (including contingencies and non-participating items), estimated project timeline, and a project narrative describing the details of the project.

The project narrative should be a brief one to two pages summary of the project history, crash locations, and desired safety improvements. The project narrative should not include information on every aspect of every crash on the project, every aspect of the desired improvement, or letters of support from other entities concerned about the project.

The application form should be completed with as much information as possible about the subject project. The crash table should be complete and provide all requested fields, including crash totals or zeros if no crash types were present. The estimated project cost should be the total cost for the completed project. If a lesser amount should be used to calculate the HSIP funding (due to contingencies and non-participating items), please indicate this reduced amount on the application form.

The project location map should include information as to where all crashes occurred within the project limits during the crash evaluation period. The estimated project timeline should include information on time requirements for Phase I engineering, Phase II design, a target letting date, and an estimated construction completion date.

In addition, under the Grant Accountability and Transparency Act (GATA), each candidate project must also complete the Uniform Application for State Grant Assistance, a Uniform Grant Budget Template, a Programmatic Risk Assessment Questionnaire, and a Conflict of Interest Form.

Several resources have been developed to aid local public agencies in identifying locations and emphasis areas. These resources include county emphasis area tables, heat maps, data trees, pedestrian corridors, top 50 curves, and the 2017 Local Safety Tier List. These resources are available to be used to develop your HSIP application. The Safety Tiers are broken out in different categories such as Critical/5%, High, Medium, Low and Minimal for both intersection and segment locations. Safety Tiers allow transportation officials to understand relative performance of a location compared to similar types of roadways or intersections. For example, a rural 2-lane roadway segment would be compared to other similar types of rural 2-lane roadways statewide and would not be compared to an urban multi-lane facility. The Safety Tiers allow more locations to be identified and analyzed for similar roadway features and potential crash trends. Attached is the memorandum entitled *"Guidelines for Local Agencies in Using the 2017 Local System Safety Tier Analysis Results."*

To aid in the application process, an example of a concise, successfully completed application is attached. Please refer to this example as you complete the paperwork required for the FY 2024 HSIP application. ***Also note that the Bureau of Local Roads and Streets and the Bureau of Safety Programs & Engineering will be providing a webinar on May 6<sup>th</sup>, 2022, from 10:00AM to 11:30AM, to discuss how to submit a good quality application. Information on how to join the live webinar is available in the NOFO.***

In summary, each candidate application submittal should contain the following information:

1. Cover Letter
2. BSPE HS1 – Application form
3. Benefit to Cost Ratio form
4. Raw crash data in Excel spreadsheet
5. Project location map
6. Project photographs
7. Estimated project cost breakdown
8. Project timeline
9. Project narrative
10. Uniform Application for State Grant Assistance
11. Uniform Grant Budget Template
12. Programmatic Risk Assessment Questionnaire
13. Conflict of Interest Form

April 12, 2022

**For emphasis, completed applications must be sent electronically to the appropriate District Local Roads and Streets Engineer no later than 5:00 CT on Friday June 17, 2022.**

Questions concerning the Local HSIP may be directed to Mr. Stephane B. Seck-Birhame, Local Program Development Engineer, by telephone at (217) 782-3972 or by email at [Bablibile.Seck@illinois.gov](mailto:Bablibile.Seck@illinois.gov)

Sincerely,

A handwritten signature in blue ink, appearing to read 'G. Tapas', with a stylized flourish at the end.

George A. Tapas, P.E., S.E.  
Engineer of Local Roads and Streets

Attachments

cc: Alan Ho, FHWA – Illinois Division  
Cindy Watters, IDOT Bureau of Safety Programs and Engineering  
Rick Johnson, Illinois Association of County Engineers  
Brad Cole, Illinois Municipal League  
Bryan Smith, Township Officials of Illinois  
Donald Goad, Township Highway Commissioners of Illinois

<b>Total SPR Grant Request</b>	<b>\$1,195,071</b>
Heart of Illinois Regional Port District Master Plan	\$ 465,500
Aerial Photography For Logan, Peoria, Tazewell, and Woodford counties	\$ 321,088
Comprehensive Plans for 6 communities	\$ 240,083
Regional Pavement Management	\$ 168,400

## Statewide Planning & Research (SPR) Grant Submission



## **FOR IMMEDIATE RELEASE**

Contact: Stacy Peterson, Strategic Communications Manager, City of Peoria

Phone: 309-494-8560

Email: [speterson@peoriagov.org](mailto:speterson@peoriagov.org)

### **Open House for Peoria Passenger Rail Station Study Scheduled for April 21**

*Staff and Consultants Will Present Three Potential Station Locations*

April 13, 2022 (Peoria, IL) On Thursday, April 21<sup>st</sup> from 4:00 pm - 6:00 pm, Tri-County Regional Planning Commission and the city of Peoria, with their consultants on the passenger rail study, will host an open house at the Gateway Building, 200 Northeast Water Street. The focus of the open house will be to discuss the three locations identified as potential passenger rail station sites.

From the feasibility study underway by the state of Illinois, the recommended location for a new passenger rail line between Peoria and Chicago is along the former Rock Island Rocket line that runs along Peoria's riverfront. The following areas, not necessarily the existing buildings, will be discussed:

- The area around the **Gateway Building, 200 NE Water Street**
- The area around the **Rock Island Depot (River Station), 212 SW Water Street**
- The area around the **United States Postal Office, 95 State Street**

Exhibits on the preliminary evaluation will be on display and members of the planning team will be present to discuss study efforts to date, solicit feedback from the public, and answer questions. This preliminary planning study to evaluate locations for a Peoria passenger rail station is funded by the US Department of Transportation through the Tri-County Regional Planning Commission and is being done in concert with the wider Illinois Department of Transportation (IDOT) Chicago-Peoria Passenger Rail Feasibility Study currently underway.

Mayor Rita Ali stated, "We know from the data that the community interest in passenger rail is high, and we look forward to hearing more about train station locations. Not only are accessibility and parking key considerations, but also the surrounding area. If you look at communities that already have passenger rail, you will see retail and restaurants thriving in the immediate vicinity further enhancing their towns and creating a valuable revenue stream."

Led by Mayor Rita Ali and former United States Secretary of Transportation Ray LaHood, the city of Peoria formed a coalition in August 2021 to make a case to bring passenger rail to Peoria. The coalition is made up of State and Federal representatives, Peoria Area Chamber of Commerce, Peoria Convention and Visitors Bureau/Discover Peoria, Tri-County Regional Planning Commission, Bradley University, and Illinois Department of Transportation (IDOT). The Greater Peoria Region is the second-largest metropolitan region in the State of Illinois and Peoria is the largest city in Illinois without a commitment for passenger rail service.

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