



CITY OF WASHINGTON, ILLINOIS Public Works Committee Agenda Communication

Meeting Date: April 4, 2022

Prepared By: Jon Oliphant, AICP, Planning & Development Director
Dennis Carr, PE, City Engineer

Agenda Item: FY 25-26 STBG Traditional Program Application Consideration

Explanation: The Tri-County Regional Planning Commission (TCRPC) issued a call for projects on March 16 for the FY 25-26 federal Surface Transportation Block Grant (STBG) Traditional program. TCRPC programs the STBG funds that are allocated on an annual basis to the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) through IDOT. Eligible projects include construction and reconstruction (defined as more than 50% removal and replacement) of existing roadways. The roadways must have a Functional Classification of Minor Collector or above and be ready to construct by the programmed fiscal year. The Traditional program utilizes 80% of the STBG funds while the STBG Preservation Set-Aside program is allotted the remaining 20%. The Set-Aside program is intended for resurfacing projects. The call for projects for that program is anticipated later in 2022.

Approximately \$6.56M is projected to be available for the FY 25-26 Traditional program (\$3.28M per year). Applications must be submitted by April 29. A subcommittee will tentatively review the applications in June and assign Regional Significance scores (which accounts for 40% of the application scoring) with a recommendation on project awards to be made in July to the PPUATS Technical Committee. The TCRPC Commission would then tentatively approve projects in August.

The City received an STBG Traditional program award for the FY 23-24 cycle for the “middle” 2,500’ +/- of Freedom Parkway. Phase I and II engineering is nearing completion for that project in order to potentially make it shovel ready later this year pending IDOT review and approval. STBG projects require a 30% local match, which must be approved by resolution and submitted no later than May 18. Engineering, right-of-way acquisition, and utility relocation are not eligible for STBG assistance and cannot be used towards the required local match.

Fiscal Impact: TBD depending on if an STBG Traditional program application is submitted. Perhaps the project that would have the best chance of receiving an award is the Nofsinger Road realignment. That project is not budgeted and carries an estimated project cost of \$6.5M. Any consideration of a potential STBG Traditional program application should be based on its regional significance impact. This addresses whether the project serves as a primary route between two municipalities and/or connects major roads; its ability to improve the mobility of employees and/or shopping patrons; whether it serves as a primary route for freight, airports, and intermodal facilities; if it serves as a major connector to a school, medical center government facility, library, etc.; and if it is a supplementary phase of a project previously funded through STBG funds.

It is important to note that should there be interest in submitting an application for the Nofsinger realignment, PPUATS has traditionally split the available STBG funding equally into two years. Applications typically are phased to meet the yearly funding amount capped at not more than 70% of the total project cost. Nofsinger would be difficult to phase, so should there be interest in applying for that project, the City would be responsible for about \$3.22M as a local share.

Action Requested: Staff requests feedback on whether to apply for an STBG Traditional program project.