



## CITY OF WASHINGTON, ILLINOIS Committee of the Whole Agenda Communication

**Meeting Date:** April 8, 2024

**Prepared By:** Jon Oliphant, AICP, Planning & Development Director

**Agenda Item:** TCRPC Transportation Grants Application Consideration

**Explanation:** The Tri-County Regional Planning Commission (TCRPC) will be announcing a combined call for projects on April 17 for four federal transportation financial sources: Carbon Reduction Program (CRP), Section 5310, Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) Set-Aside. While the CRP is a new program that was established as part of the 2021 Bipartisan Infrastructure Law, the other three are long-standing and have traditionally had separate application windows. Here is a brief summary of each program:

**CRP:** Eligible projects include establishing or operating a traffic monitoring, management, and control facility; public transportation such as the construction of a bus rapid transit corridor or dedicated bus lanes; transportation alternatives such as the construction, planning, and design of on-road and off-road trail facilities for pedestrians; advanced transportation and congestion management technologies; and replacing street lighting and traffic control devices with energy-efficient alternatives. The program requires a 20% local match. The program has an approximate total of \$1.189 million available for FY 2024 and 2025.

**Section 5310:** The program provides funding assistance for capital and operations for transit projects. Eligible projects include vehicle rehabilitation; preventative maintenance; vehicle wheelchair lifts, ramps, and securement devices; dispatch systems, and coordinating individualized travel training and trip planning activities for customers. Capital expenses require a 20% local match while operating costs require a 50% local match. The program has approximately \$175,000 available for FY 2024.

**STBG:** The program is broken into two categories: Traditional and Preservation Set-Aside. The Traditional program receives 80% of the available federal funding and encompasses new road projects and reconstruction projects. The Preservation Set-Aside receives 20% of the available federal funding and can be used for road preservation projects. It can only be used for the resurfacing of existing roadways, which is defined as adding a new layer of asphalt over the pavement on driving lanes, parking lanes, turn lanes, and/or shoulders in order to extend the life of the roadway. The Traditional program requires a 30% local match while the Preservation Set-Aside program carries a 20% local match. Approximately \$7.017 million is available in FY 2027 and 2028 for the Preservation program while \$1.754 million figures to be available in the Preservation Set-Aside program.

**TA:** The program provides funding for the enhancement of the transportation system either by serving a transportation need or providing a transportation use or benefit and not solely for recreation use. Eligible projects include the construction of on-road and off-road trail facilities; the conversion of abandoned railroad corridors into trails; and environmental mitigation activity to address stormwater management or to reduce vehicle-caused wildlife mortality. TA funds cannot be used for routine maintenance and operations. Preliminary engineering, utility relocations, construction engineering, and construction require a 20% local match while acquisition of right-of-way and easements carries a 50% local match. Approximately \$1.17 million is estimated to be available for FY 2024 and 2025.

Roadways must have or will have a Functional Classification of Minor Collector or above in order to apply. Projects must be listed in TCRPC's Long-Range Transportation Plan and be ready to implement/construct by the programmed fiscal year. A resolution must be approved prior to the application submittal that attests to the local match commitment. Applications must be submitted online to TCRPC staff by June 28. It is anticipated that a project review subcommittee will make recommendations on project awards in September followed by a PPUATS Technical Committee recommendation in October. Finally, the TCRPC Board

figures to make a decision on project awards in November. Any eligible PPUATS members (such as the City) can apply for any or all of the individual funding streams or a combination of them, though the two STBG programs cannot be sought for the same project.

The City has previously received STBG Traditional funding for several projects, most recently for the reconstruction of three phases of Cruger Road, the reconstruction of Phase 1 of Dallas Road, and the construction of Freedom Parkway. The STBG Preservation Set-Aside program was first introduced in FY 2020-22 and the City has not previously received funding. The City was awarded a TA grant in 2019 to construct a shared use path on the north side of Business Route 24 from Gillman Avenue to Eagle Avenue. However, following an announcement by Governor Pritzker of the future BR 24 reconstruction and at the recommendation of IDOT, the City paused the TA project given that bike/pedestrian accommodations will be part of that future reconstruction project. Two prior TA grants assisted with the construction of a shared use path on Cruger from N. Cummings Lane to N. Main Street.

**Fiscal Impact:** Staff feels that an application(s) for one or both of the STBG pots may be the best opportunity to secure funding. Perhaps the best fits for a Preservation Set-Aside project would be for a mill and overlay of N. Main between the 900 block of N. Main and the TP&W Railroad tracks or for S. Main Street between the Square and Guth Road. Please note that N. Main is in Tazewell County's jurisdiction to the north of the 900 block. N. Main has an average current Pavement Condition Inventory (PCI) rating of 44.5. Projects must have a PCI between either 61-80 (Good) or 41-60 (Fair) to be eligible for a resurfacing. Those roads with a Fair rating must include an analysis from a third-party engineering firm confirming that the resurfacing is an appropriate treatment for the road. The 2027 cost estimate for N. Main is \$375,000, with the City responsible for \$75,000. The average PCI for S. Main from the south side of the Square to Guth is 55. The 2027 cost estimate for S. Main is \$650,000, with the City responsible for \$130,000.

Perhaps the best candidate for an STBG Traditional project would be the reconstruction of Dallas Road from Cruger to Westminster Drive. Any Traditional project must be one that would score high enough based on its regional significance and should incorporate bike/pedestrian accommodations and alternative stormwater management such as permeable paving and bioswales, where feasible. As noted above, Phase 1 of this project previously received funding for its reconstruction from Westminster to Newcastle Road. Much of the Phase 2 section of Dallas is unincorporated and falls under Washington Township's jurisdiction. However, it is anticipated that this road section will eventually become the City's, particularly as more properties annex. A Dallas Phase 2 project would connect the City's 223 property and the realigned Nofsinger Road to the north with other primary institutional uses to the south. This project would also score slightly higher because it would be a supplementary phase of a previously funded STBG project. It would also involve another jurisdictional authority. The 2027 cost estimate is \$1.5 million, with the City responsible for \$450,000.

Phase 1 of Lakeshore Drive could be another candidate for an STBG Traditional project. The estimated cost to extend Lakeshore from Business 24 to the north edge of the Cherry Tree Shopping Center/Runnings property is \$3 million, with the City's share at \$900,000. It was included in a 2019 Traditional application with Freedom, which was not awarded funding. An application was submitted in the next STBG cycle that solely included Freedom and it did receive an award. Phase 1 engineering has previously been completed and approved for this project. Construction figures to begin this year on the first phase of a development at the southeast intersection of Lakeshore and Business Route 24. There continues to be interest in developing the property at the northwest corner of this intersection pending infrastructure improvements, including the extension of water and sanitary sewer. While Lakeshore would likely positively impact nearby economic development, it may not score as high as Dallas or other projects in the region that are adjacent to larger employment centers and primary transportation facilities.

**Action Requested:** Direction at the April 8 Committee of the Whole meeting on a possible application(s) as part of the upcoming call for projects for the four programs. If the consensus is to apply for any of them, the Council will need to approve a resolution of financial commitment prior to the submittal deadline. Because the STBG program is programmed for FY 2027-28, adequate funds would be budgeted for the City's match to align with those years should the City apply for and be awarded an STBG project. Funds do not need to be budgeted now but the resolution would attest to having the local match in place prior to the start of a project in either 2027 or 2028.