



CITY OF WASHINGTON, ILLINOIS

City Council Agenda Communication

Meeting Date: June 3, 2024

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

Agenda Item: Resolutions – STBG Traditional and Preservation Set-Aside Programs Local Cost Share Commitments

Explanation: The Tri-County Regional Planning Commission (TCRPC) announced 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. Following discussion at the April 8 Committee of the Whole meeting, the consensus was to proceed with four STBG applications, which must be submitted to TCRPC staff by June 28. Resolutions must be approved prior to the applications submittal that attests to a local match commitment.

The STBG 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. Peoria-Pekin Urbanized Area Transportation Study (PPUATS) members 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 a single project and any members cannot receive a Traditional and Preservation Set-Aside award in the same funding cycle.

Fiscal Impact: A summary of the four projects is as follows:

- **Lakeshore Drive Extension (Traditional):** This would construct a new road, associated storm water infrastructure, traffic signal, and pedestrian accommodations (10' wide shared use path) from Freedom Parkway to Business Route 24. Phase 1 of this project from the BR 24 intersection to the north edge of the Cherry Tree Shopping Center/Runnings property was included in a 2019 Traditional application with Freedom but was not awarded funding. 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 BR 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. The STBG-eligible portion of the project (road/drainage/signal/pedestrian accommodations) has an estimated cost of \$4,150,478. Additional engineering and utility relocation, which is not eligible for funding, is estimated at \$880,095. The City's 30% STBG local match of the STBG-eligible cost plus remaining engineering costs and utility relocation is **\$2,125,239**. Please note that this does NOT include the extension of water and sanitary sewer along the corridor. While that can be done separately from the road construction project—and is not eligible for STBG funding—it carries an additional estimated cost of \$1,551,312 and should there be interest in constructing water and sanitary sewer as part of a single project, the City's total estimated cost is \$3,676,551. The combined call for projects allows for this project to also be submitted within the CRP and TA programs because it includes pedestrian accommodations. As a result, that increases the application's chances of funding by placing it in three funding pools.

- **Dallas Road Reconstruction Phase 2 (Traditional)**: This would reconstruct Dallas from W. Cruger Road to Westminster Drive along with associated storm water infrastructure and pedestrian accommodations (10' wide shared use path). 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 score slightly higher because it would be a supplementary phase of a previously funded STBG project and would also involve another jurisdictional authority. The STBG-eligible portion of the project has an estimated cost of \$1,552,302. Additional engineering is estimated at \$465,691. The City's 30% STBG local match of the STBG-eligible cost plus all engineering is **\$776,151**. As with the Lakeshore application, this can also be submitted within the CRP and TA programs because it includes pedestrian accommodations.
- **N. Main Street Mill and Overlay (Preservation Set-Aside)**: This would be a resurfacing project between the 900 block of N. Main and the TP&W Railroad tracks. 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 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 STBG-eligible portion of the project has an estimated cost of \$292,607. The City's 20% STBG local match of the STBG-eligible cost is **\$58,522**.
- **S. Main Street Mill and Overlay (Preservation Set-Aside)**: This would be a resurfacing project between the south side of the Square and Guth Road. The average PCI for this section of S. Main is 55. The STBG-eligible portion of the project has an estimated cost of \$534,746. The City's 20% STBG local match of the STBG-eligible cost is **\$106,950**.

Action Requested: Approval of the attached resolutions signifying the City's 20 or 30% local match at the June 3 City Council meeting prior to the June 28 application 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 be awarded an STBG project. Funds do not need to be budgeted now but the resolutions attest to having the local match in place prior to the start of a project by either 2027 or 2028.

RESOLUTION NO. _____

(Synopsis: Approval of this resolution would pledge the City’s commitment for a 30% local cost share and support a Surface Transportation Block Grant request to reconstruct Dallas Road between W. Cruger Road and Westminster Drive.)

A RESOLUTION SUPPORTING A SURFACE TRANSPORTATION BLOCK GRANT REQUEST TO RECONSTRUCT THE SECOND PHASE OF DALLAS ROAD

WHEREAS, the City of Washington proposes to apply for Surface Transportation Block Grant (STBG) assistance from the Peoria-Pekin Urbanized Area Transportation Study’s (PPUATS) Preservation Set-Aside Program through the Federal Highway Administration for the purpose of reconstructing Dallas Road from W. Cruger Road to Westminster Drive, which amounts to approximately 1,200 lineal feet; and

WHEREAS, the City of Washington has the funds and pledges to pay \$776,151, which is the minimum required 30% local construction cost match, and all of the remaining engineering, utility relocations, and right-of-way acquisition, for the project in 2027 or 2028; and

WHEREAS, the City of Washington has the financial capability to operate, maintain, and manage the completed project in a safe and attractive manner for the public’s use; and

WHEREAS, the City of Washington desires to provide a safe transportation system for vehicular, pedestrian, and bicycling; and

WHEREAS, the health and safety of the City’s residents and visitors is of the highest concern; and

WHEREAS, the City of Washington, is a long-standing dues-paying member of PPUATS and is eligible to apply for this funding; and

WHEREAS, the reconstruction of Dallas Road would be the second phase of a project that previously received funding through the Surface Transportation Urban program; and

WHEREAS, all of the anticipated right-of-way will be dedicated to complete this project; and

WHEREAS, the City of Washington has determined that the pursuit of an STBG will help meet these objectives.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WASHINGTON, TAZEWELL COUNTY, ILLINOIS, as follows:

That the City supports the grant request to reconstruct approximately 1,200 lineal feet of Dallas Road from W. Cruger Road to Westminster Drive.

PASSED AND APPROVED THIS _____ day of _____, 2024.

AYES _____

NAYS _____

Mayor

ATTEST:

City Clerk