



**REGION 1 PLANNING COUNCIL
MPO POLICY COMMITTEE**

MPO RESOLUTION 2019-12

- RE: SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM PROJECT SELECTION CRITERIA AND PROGRAMMING PROCESS**
- WHEREAS** the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provide for an urban transportation planning process; and
- WHEREAS** the Fixing America’s Surface Transportation (FAST) Act currently authorizes funding to improve our nation’s transportation system for highways, highway safety, public transit, alternative non-motorized forms of transportation, and freight; and
- WHEREAS** the Fixing America’s Surface Transportation (FAST) Act and its predecessors, require a Long-Range Transportation Plan (LRTP) as well as a Transportation Improvement Program (TIP); and
- WHEREAS** the Region 1 Planning Council is the Metropolitan Planning Organization (MPO) for the Rockford Urban and Metropolitan Area, and the MPO Policy Committee has the specific responsibility to direct and administer the continuing urban transportation planning process; and
- WHEREAS** the Fixing America’s Surface Transportation (FAST) Act amended the Surface Transportation Program (STP) contained in 23 U.S.C 133, and changed the program name to the Surface Transportation Block Grant Program (STBG); and
- WHEREAS** under agreement with the State of Illinois Department of Transportation (IDOT) a portion of the funding authorized under the Surface Transportation Block Grant (STBG) of the FAST Act is annually allocated for use in the R1PC MPO metropolitan planning area, said funds hereafter referred to as STBG funds; and
- WHEREAS** it is the responsibility of MPO Policy Committee to determine the appropriate uses for STBG funds in accordance with applicable Federal and State guidelines; and
- WHEREAS** in the interest of identifying equitable and beneficial uses of STBG funds, it is desirable to establish a local process and set of criteria for the use of said funds; and
- WHEREAS** the MPO Policy Committee directed review and update of the “Project Selection Criteria and Programming Process for MPO STBG Funds” (version dated May 25, 2017) and development of an updated program of projects eligible for regionally allocated STBG funding; and
- WHEREAS** an STBG Ad-Hoc Committee, comprised of MPO Technical Committee members, was convened on July 12th, 2019 and August 20th, 2019 to discuss revisions to the programming and selection criteria for projects eligible for STBG funding previously adopted by the MPO Policy Committee via MPO Resolution 2017-5 (dated May 25, 2017) and STBG program of projects; and



WHEREAS the MPO Technical Committee and MPO Policy Committee were routinely updated on this process as the selection criteria, application, and program of projects was developed; and

WHEREAS in response to the above, the MPO has developed a document entitled, "Project Selection and Programming Process for MPO STBG Funds" (version dated August 29, 2019) and updated STBG program of projects (version dated August 29, 2019); and

WHEREAS the MPO Technical Committee and MPO Policy Committee have reviewed said document and found it reasonable, appropriate and consistent with the FAST Act; and

WHEREAS this document entitled, "Project Selection Criteria and Programming Process for MPO STBG Funds" (version dated August 29, 2019) supersedes MPO Resolution 2017-5 "Project Selection Criteria and Programming Process for MPO STBG Funds" (version dated May 25, 2017); and

WHEREAS the document entitled, "Project Selection Criteria and Programming Process for MPO STBG Funds" (version dated August 29, 2019) and STBG program of projects (version dated August 29, 2019) is provided in Attachment A of this resolution;

NOW, THEREFORE, BE IT RESOLVED THAT:

The MPO Policy Committee hereby adopts "Project Selection Criteria and Programming Process for MPO STBG Funds" (version dated August 29, 2019) as the process and criteria for the use of STBG funds allocated to the MPO metropolitan planning area and directs the RPC Executive Director to incorporate this as part of the annual Transportation Improvement Program and the overall transportation planning process.

BE IT FURTHER RESOLVED THAT:

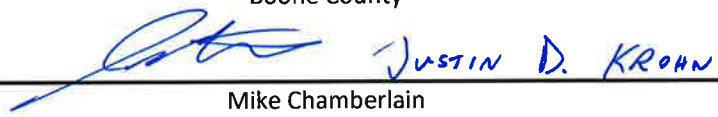
The MPO Policy Committee adopts the STBG program of projects (version dated August 29, 2019) for their consideration in the programming of regionally allocated STBG funds.

Dated this 29th day of August 2019.



Greg Jury, MPO Chairman
Mayor
City of Loves Park

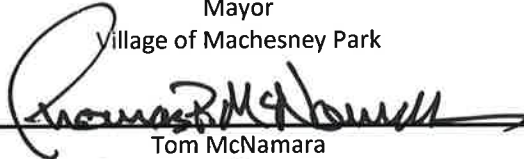
Karl Johnson, MPO Vice-Chair
Boone County Board Chairman
Boone County



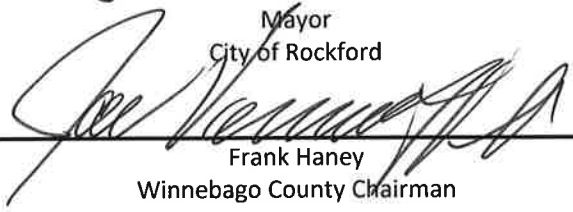
Mike Chamberlain
Mayor
City of Belvidere



Steve Johnson
Mayor
Village of Machesney Park



Tom McNamara
Mayor
City of Rockford



Frank Haney
Winnebago County Chairman
Winnebago County



Pastor Herbert Johnson, Board Chair
Rockford Mass Transit District



Masood Ahmad
Deputy Director
Illinois Department of Transportation, Region 2

Attachment A

- **Project Selection & Programming Process for STBG Funds**
- **STBG program of projects**



Project Selection & Programming Process for STBG Funds

Version: August 29, 2019

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Introduction

The Region 1 Planning Council (RPC), in its capacity as the Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Planning Area (MPA) is responsible for allocating and programming various federal and state funding programs. The RPC works with partners to deliver the Metropolitan Transportation Plan (MTP) for the Rockford region. The Surface Transportation Block Grant (STBG) is one of the primary federal funding programs for the region to implement transportation projects identified in the MTP.

STBG funding is authorized by the recently passed federal transportation bill Fixing America’s Surface Transportation (FAST) Act, signed into law on December 4, 2015. The FAST Act converts the Surface Transportation Program (STP) into the Surface Transportation Program Block Grant (STBG) Program under Section 133 of Title 23 of the United States Code. The STBG promotes flexibility in State and local transportation decisions and provides funding to best address State and local transportation needs. This program funding may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, pedestrian and bicycle infrastructure, transit capital, planning projects, and intercity passenger projects.

The goal of the Surface Transportation Block Grant Program funding is to support the implementation of the MTP, *Transportation for Tomorrow (2040): A Long Range Transportation Plan*, by enhancing the transportation system to provide mobility, social, and environmental improvements.

Background

Prior to the early 1990s, Rockford Area Transportation Study (RATS), the previous name of the Rockford Region MPO, developed and used a process for the selecting and assigning priorities to candidate projects for federal funding. The process allowed all RATS participants to submit candidate projects through the RATS Technical Committee. Merits for each of candidate were discussed and debated. The Technical Committee then proposed and voted on a recommendation to the Policy Committee. Subsequently, the Policy Committee reviewed the Technical Committee's recommendations, discussed and debated the merits of the project has required the approval of a super-majority of the total members of the Policy Committee.

Over the years, as part of the discussion/selection, a set of initial criteria evolved. These criteria were generally agreed upon by all agencies involved. However, outside of meeting minutes and letters or memoranda related to various projects, these criteria were never formally set forth. Similarly, the Federal Intermodal Surface Transportation Efficiency Act (ISTEA), passed in 1992, required that a procedure and criteria for the selection of federally-funded projects be formally developed and documented.

On June 3, 1993, the RATS Technical Committee met for the proposed of addressing this issue. The Committee discussed past projects and possible project selection procedures and criteria at length. The Committee concluded that RATS had done reasonably well in selecting projects that were important to the implementation of the RATS Transportation Plans and the regional transportation network. The selection procedures and criteria were formalized on January 24, 1994.

With the passage of the FAST Act in 2015, the MPO undertook an extensive update to its selection and priority process; substantial modifications have been made to the document, under the direction of the MPO Surface Transportation Program Ad-Hoc Committee. The MPO has developed as set of project selection criteria and were adopted by the MPO Policy Committee on May 25, 2017 via Resolution 2017-5. MPO Resolution 2019-12 updated these project selection criteria. These criteria set the parameters by which the MPO selects the projects submitted by member agencies to receive federal STBG funding.

Intent and Purpose

The purpose of this document is to establish procedure and criteria for the selection of projects to be funded with that portion of the Surface Transportation Block Grant Program funds (STBG program under the FAST Act / STP-Urban under prior Federal Transportation Laws) annually allocated to the Rockford Urbanized Area through the Illinois Department of Transportation and commonly referred to as STBG program funds.

It is the general intent of this document to direct the use of STBG program funds toward projects which have regional significance and which will have benefit to the entire region as a whole, as opposed and in contrast to projects which benefit only single communities or small parts of the urban area.

Also, it is recognized that the area's transportation needs are diverse, complex and vary widely depending on time and circumstances. Consequently, project priorities may change from year to year. The process and criteria set forth below should be construed to allow the Policy Committee the flexibility to adjust to unforeseen conditions or special needs.

Funding

STBG funding is apportioned directly to Rockford MPO by the Federal Highway Administration (FHWA) in accordance with the FAST Act. The funding is allocated by state and must be awarded to projects in the corresponding state. The MPO's apportionment is on average an estimated \$2.8 million per year. The funding apportionment for FY 2020 is \$3,023,500.

Match Ratio

STBG projects will be funded at a ratio of 80% federal funds and 20% local funds for eligible project activities. Utility relocation, construction engineering, and construction are eligible for funding at an 80/20 match. Costs for Preliminary Engineering (Phase I) should be funded locally or through other sources. In accordance with Federal Law, Phase II and Construction Engineering (CE) costs are eligible as a reimbursable expense, however, said engineering costs for a candidate project are encouraged to be funded by local sources and will be considered for STBG award on a case-by-case basis.

The past practice of requiring ROW (including relocation expenses) to be funded from local sources is encouraged but not recommended as mandatory. Requiring local ROW funding has the effect of increasing the local commitment to a project and spreading the limited federal funds over a larger number of projects. However, certain projects may have excessive ROW needs and federal assistance may need to be considered on a case by case basis. Also, ROW acquisition far in advance of projects or “opportunity purchases” of properties far in advance of complete project engineering may be advantageous in some instances if not in conflict with federal guidelines and procedures. Right-of-way acquisition are eligible for funding at a 50/50 match; i.e., 50% is STBG funding matched by 50% local funding.

Project sponsor organization must have the required STGB local match (minimum 20% of total project cost) committed from a verified funding source or if ROW acquisition costs are allowed, local match for said ROW is 50% total acquisition cost. As the STBG is a reimbursable program, the project sponsor must be able to front the costs of the project and then seek reimbursement for eligible STBG costs. The project applying for STBG funds should be at the time of project submittal identified in the sponsor organization’s Capital Improvement Program (CIP), the MPO’s Transportation Improvement Program (TIP) and / or the MPO’s Metropolitan Transportation Plan (MTP).

Funding Targets

In order to prioritize regionally significant corridor revitalization projects and to provide funding for other transportation projects identified in the Metropolitan Transportation Plan, funding targets amounts may be applied by the MPO Policy Committee to this program. These targets will be used as guidance when determining allocation of funding, and do not represent a required minimum or maximum amount for each project type.

Eligibility

Projects are eligible for STBG funding when they meet the criteria outlined in the section below, except where said criteria are explicitly waived or altered by the MPO Policy Committee. Generally, small projects are discouraged because of the high start-up cost associated with meeting the federal requirements and obtaining the numerous federal clearances. Also, STBG funding is generally restricted to eligible projects that are within the officially defined boundaries of the Rockford Adjusted Urbanized Area.

Highway-related Projects

Highway-related projects should meet most the following conditions to be considered eligible:

- A. Candidate projects are encouraged to have all preliminary engineering, engineering and, if possible, ROW and relocation expenses, funded from local or State sources (see *Match Ratio* section for more information);
- B. Be of regional significance and of obvious benefit to more than one community participating in the MPO transportation planning process, including but not limited to the City of Belvidere, the County of Boone, the Village of Machesney Park, the City of Loves Park, the City of Rockford, and the County of Winnebago;
- C. Have one or more of the above-defined communities committed as a local project sponsor (see *Match Ratio* section for more information);

- D. Address some weakness in a major link (arterial level or higher, road or bridge) as identified on the FHWA approved Functional Classification System map or correct for a missing link in said system¹;
- E. Be coordinated with other urban infrastructure improvements, such as public sewer and water, and development/redevelopment efforts²; and
- F. Have potential to relieve traffic congestion and increase the efficiency of urban goods movement as well as the mobility of commuters; and
- G. Have the potential to increase the efficiency of long-distance travel over the entire urbanized area (*particular emphasis is placed on roadways functionally classified as collector level or higher as defined in the MPO's Transportation for Tomorrow (2040): A Long Range Transportation Plan and any updates / amendments to the MTP*); and
- H. Complement one or more of the requirements of the FAST Act and succeeding Federal Transportation Law.

Additional technical data will be used to further evaluate candidate projects where said projects appear to be equal under the criteria specified above.

Public Transit-related Projects

Public Transit-related projects shall be considered eligible for STBG funds if they have obvious regional significance and if the capital needs of the area's public transit system cannot be adequately met from other more direct or traditional public transit funding sources as administered through the Federal Transit Administration (FTA)³. Capital needs for significant public transit service expansions which have good potential to reduce low-occupancy vehicular traffic and/or traffic congestion should also be considered eligible for STBG funding.

Transportation Alternatives Projects

Transportation Alternatives projects as defined under Federal Transportation Law shall be considered eligible for STBG funding when the funding normally reserved for such projects is insufficient and the projects can be demonstrated to be of significant regional benefit similar to a highway-related project.

Major links in the *Bicycle and Pedestrian Plan for the Rockford Metropolitan Area* (adopted September 27, 2017) as well as the *Greenways: A Green Infrastructure Plan for Boone and Winnebago Counties* may be considered eligible.

Additional Considerations for Projects

STBG projects submitted to the MPO may address further elements related to the local transportation network and economy. In addition to the criteria defined above, the following considerations are taken into account when evaluating prospective STBG projects.

- A. *Multimodal linkages and transportation system connectivity*: The overall goal of the transportation planning process is to promote and develop a safe and efficient transportation network for people and goods in the MPO metropolitan planning area. The intent is to provide a balanced multimodal transportation system. Projects submitted for STBG will be examined for their linkages to public transit services, bicycle / pedestrian network, complete streets, and other non-motorized alternative forms of transportation.

¹The system is defined as the "Functional Classification System" as defined, mapped and adopted as part of the *Transportation for Tomorrow (2040): A Long Range Transportation Plan*. Weaknesses will be identified by the use of the computerized traffic simulation models and other accepted means. The rehabilitation of bridges on arterial or higher level roadways is considered eligible. Proposed roadway projects must be assigned to a roadway defined as collector level or above.

² Projects which have the potential to greatly improve the economic development potential of lands within one or more of the defined communities should be given special consideration. The ability of a project to aid in implementing adopted development/redevelopment plans and/or land use plans of the communities is considered important.

³The age and condition of the fleet of RMTD is an ongoing concern. If vehicle replacement needs cannot be adequately met through FTA sources, these needs can be considered eligible for STBG funding. Additionally, STBG eligibilities are defined as capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.

- B. *Title VI and Environmental Justice*: All programs which receive funding from the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) are required to follow the U.S. Department of Transportation’s Title VI regulations of 49 CFR Part 21. As STBG projects are submitted, analysis will be undertaken by MPO staff to determine the relationship(s) that projects have to geographic concentrations of minority and low-income populations in the MPO planning area as further defined in the *Title VI and Environmental Justice Considerations for the Rockford Metropolitan Planning Organization* (adopted February 28, 2019).
- C. *Economic Vitality*: Transportation investments represent a significant catalyst for economic development. STBG projects submitted for consideration will be reviewed to determine influence on commuting patterns, congestion reduction, freight / commodity flows, and surrounding employment centers through the use of the MPO’s travel demand model and other economic planning tools.

Project Selection & Programming Process

During the development of the Transportation Improvement Plan (TIP), MPO staff will submit a memorandum to the Technical and Policy Committees documenting the status of projects currently being funded with STBG funds, fund balances available, and projected fund balances in light of ongoing or previously approved projects and projected authorizations and apportionments. Review of Selection Process and review of proposed changes to the STBG project selection process or criteria will take place on an as needed basis. Changes to the selection process or criteria will be reviewed and recommended for adoption by the MPO Technical Committee. Changes or revisions to the selection process or criteria will be adopted by the MPO Policy Committee.

For any transportation project located within Rockford Adjusted Urbanized Area, the MPO follows a process for the assignment of Federal Surface Transportation Block Grant funding. As part of this process, there is also an understanding that STBG funds are distributed equitably in the entire MPO planning area. On a biennial basis, the MPO follows a process for the purpose of determining how the area’s allocated Surface Transportation Block Grant (STBG) funds shall be used. The steps of this process are outlined below.

Step 1 – Solicitation of Projects: The official selection process starts with the Call for Projects and interested agencies completing the appropriate application to apply for the STBG program funding prior to the start of the annual TIP preparation procedure which typically begins in March of each year. To the extent possible, and for the purpose of easing the task of comparing projects that are competing for the same funds, an application form will need to be submitted. An example of the application can found in Appendix A. At that time, participants may also submit proposed changes in project funding priority.

Download the application here: <insert link>.

Step 2 - Staff Review & Scoring: MPO staff will review the proposed project applications for completeness and verify that the project is located within the Rockford Adjusted Urbanized Area. MPO staff will conduct an initial project selection to determine if the submitted project will proceed to the evaluation process. If the project does not clear the initial selection process the applicant will be notified and may be provided an opportunity to submit additional information to support approval of the project. The MPO will use the *eligibility criteria* detailed above as the initial selection process.

After the initial selection process, based on the project eligibility criteria, the MPO will collect the data for reviewers to evaluate and score applications using the MPO Project Evaluation Criteria (found in Appendix B). Nine evaluation criteria are used to score the projects based on evaluation process to select and prioritize projects to receive STBG funding. The total possible score that any project can receive is 100 points. Specifically, proposed projects will be evaluated on the following characteristics:

1. Safety Considerations and Improvements	Maximum	15	points
2. Regional Significance and Planning Document Consistency	Maximum	15	points
3. Project Collaboration	Maximum	5	points
4. Total Vehicular Traffic Served / Traffic Volume	Maximum	5	points
5. Roadway Functional Classification	Maximum	5	points
6. Local Match	Maximum	5	points
7. Project Readiness	Maximum	10	points
8. Transportation System Reliability	Maximum	15	points
9. Previous STP-U / STBG Awards	Maximum	10	points
10. Additional Considerations	Maximum	15	points
	Total	100	Points

After completion of the evaluation process, MPO staff will prepare a priority list with all of the projects evaluated based on the ranking system. Staff will then submit the priority list to the MPO Technical Committee for consideration.

Step 3 - Technical Committee Review & Allocate Funds: Once MPO staff has submitted the priority list to the MPO Technical Committee for review. The MPO Technical Committee will meet and discuss the proposed candidates, priority changes or other changes. Proposals will be reviewed and discussed in light of the Project Selection Criteria (above). Based on the feedback of the Technical Committee, MPO staff will allocate STBG funding to the scored projects by fiscal year. At which time, MPO staff will submit a draft STBG project program to Technical Committee for recommendation to the MPO Policy Committee.

If approved, the Technical Committee will make a recommendation to the MPO Policy Committee.

Step 4 - Policy Committee Review and Approval: The MPO Policy Committee will review the proposed candidates or changes and recommendations. The MPO Policy Committee will then take an official action based on staff and Technical Committee recommendations and render a decision.⁴

Step 5 – TIP Programming: The action of the MPO Policy Committee will be incorporated via an amendment to the current TIP and placed into the draft TIP for the coming fiscal year.

Biennial STBG Application and Review Schedule

Step 1 - Solicitation of Projects: August - September

- The MPO solicits project applications beginning in August.
- Project applications due by September 30.

Step 2 - Staff Review & Scoring: October

- MPO staff review application materials and collect additional data from sponsor organizations, if needed, for project evaluations.
- MPO staff apply the evaluation criteria to score projects submitted and produces draft project score(s).
- MPO staff creates a priority list with all of the projects evaluated based on the ranking system.
- MPO staff submits draft.

Step 3 - Technical Committee Review & Allocate Funds: November - December

- The MPO Technical Committee will meet and discuss the proposed candidates, priority changes or other changes.
- MPO staff will reevaluate projects based on feedback from Technical Committee.
- MPO staff allocates available STBG funding to scored projects by fiscal year.
- MPO submits draft STBG project program to Technical Committee for recommendation.

⁴ Policy Committee action on matters involving federal funds requires the approval of a super-majority of the total members of the Policy Committee (6 out of 8).

Technical and Policy Committee Review and Approval: January - February

- MPO Technical Committee will review STBG Program and make recommendation to MPO Policy Committee.
- The MPO Policy Committee will review the proposed candidates or changes and recommendations and render a decision.

TIP Programming: March - June

- MPO staff includes draft STBG funding program in Draft TIP.
- The MPO Technical and Policy Committees review and approval Final TIP.

Project Status Updates

If awarded the funds, the lead agency is required to update the MPO on the status of the project. A Project Status Form will be sent prior to the quarterly meetings for those jurisdictions that have STBG projects utilizing MPO STBG funds. The form is to be filled out regarding specific project status details. The form should identify the critical milestones accomplished to date, as well as, any delays or difficulties encountered. A meeting can be requested from the lead agency in place of the quarterly form. For your reference, a copy of the form has been included in Appendix C of this document.

Additionally, project sponsors will include MPO staff in their correspondence with the Illinois Department of Transportation (IDOT) at each stage in the development process according to the IDOT/local agency agreement. This will increase coordination and allow MPO staff to better serve its member governments.

Appendix A: Project Application

Received by: _____

Date: _____

Surface Transportation Block Grant

PROJECT APPLICATION

Region 1 Planning Council (RPC) is accepting funding applications for eligible Surface Transportation Block Grant (STBG) projects within the Rockford Metropolitan Planning Area. Completed applications must be submitted electronically to jpdipla@r1planning.org no later than 5:00 PM on TBD.

Date: _____

Project Name: _____

Lead Agency: _____

Contact Name: _____

Title: _____ Division/Office: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

Co-Sponsoring Agencies: _____

Project Information

Roadway Name: _____

Termini From: _____ To: _____

Location Map: *Please provide, as an attachment, a depiction of the location of the project and its vicinity on a base map such as a town road map, GIS map, aerial photo, or another base map suitable to clearly depict the projects overall location. Other photos, diagrams, maps, etc. are strongly encouraged.*

Description of the Project:

Will intersection improvements be a part of the project?

Yes

No

If yes, please describe improvements to be made?

Justification of the Project:

Average Daily Traffic Count: _____ Year & Source of Count: _____



Roadway Functional Classification: _____

Is Right-of-Way acquisition required?

Yes

No

Work Scope (Check all that apply):

- Bicycle Facilities/Equipment
- Turn Lanes
- Lighting (New or Improved)
- New Pavement Markings
- Storm Water/Sanitary Sewer Separation
- Other Traffic Control Devices

- Environmental Mitigation
- New or Improved Transit Facilities
- New Curbing, Sidewalks, or Drainage
- Signage
- Traffic Signals
- Utility Relocation

Work Plan & Proposed Timeline:

Project Status: *Provide the current status of the project. Identify the stage of work the project is in: Phase I Engineering, Design, Right-of-Way acquisition, Environmental Review, not started, in progress, completed.*

Project Funding

Estimated Cost of Project:

	Total	Local Match
Preliminary Engineering/Environmental:	\$ _____	\$ _____
Right-of-Way Acquisition/Utilities:	\$ _____	\$ _____
Construction & Engineering:	\$ _____	\$ _____
Total Cost:	\$ _____	\$ _____
STBG Funds Requested:	\$ _____	
STBG Local Match (required):	\$ _____	

Available Funding: *Indicate whether the non-federal match can reasonably be secured by the project sponsor for the project if STBG Program funds are awarded, including dedicated/secured funding sources, and the capacity to maintain the project in the future.*

Expected Benefits

Regional Significance: *Briefly describe how this project directly related to the region and community, including anticipated benefits and fit with the character of the area served.*

Economic Retention & Expansion: *Briefly describe how this project will have an economic impact locally and/or regionally. Is the project consistent with local, regional, or statewide economic development plans?*

Safety: *Briefly describe how this project will address known safety issues.*

Complete Streets Elements: *Briefly explain how pedestrians, bicyclists, and public transit users are currently accommodated in the project right-of-way and how will they be accommodated following the project completion.*

Appendix B: Project Evaluation Criteria

MPO staff will evaluate and score applications using the following selection criteria and relative weighting (maximum of 100 points):

Safety Considerations

Points are awarded to a project in each of the categories below. A project can earn a maximum score of 15 points in all three categories below.

Project addresses known safety issues and directly implements improvements that reduce the number of crashes.	5
Project demonstrates a correlation between the proposed projects and an improvement in pedestrian/bicyclist safety.	5
Project addresses an area with a high rate of severe and/or fatal crashes within the past 5 years.	5

Regional Significance & Planning Consistency

Points are awarded to a project in each of the categories below. A project can earn a maximum score of 15 points in all three categories below.

Project is consistent with current MTP (LRTP).	2
Project is consistent with Economic Development Plans.	2
Project is consistent with local comprehensive plans or capital improvement program (CIP).	2
Project serves a regionally significant employment center.	2
Project serves a regionally significant transportation facility.	2
Project is located within a high density employment area.	5

Project Collaboration

A project can only match **one** criteria and can earn a maximum score of five (5) points.

Project is sponsored by three or more MPO partner agencies	5
Project is sponsored by two MPO partner agencies	3
Project is sponsored by one MPO partner agency	1

Total Vehicular Traffic Served

A project can only match **one** criteria and can earn a maximum score of five (5) points.

30,000 +	5
20,000 to 30,000	4
10,000 to 20,000	3
5,000 to 10,000	2
Less than or equal to 5,000	1

Roadway Functional Classification

A project can only match **one** criteria and can earn a maximum score of five (5) points.

Other Principal Arterial	5
Minor Arterial	3
Collector	1
Local Road	Ineligible

Local Match

A project can only match **one** criteria and can earn a maximum score of five (5) points.

Project has verified local matching funds to be applied to the STBG funds (e.g. letter of support or board resolution).	5
-------------------------------------------------------------------------------------------------------------------------	---

Project Readiness

Points are awarded to a project in each of the categories below. A project can earn a maximum score of 10 points in the two categories below.

Phase II Engineering is complete.	5
Right-of-Way acquisition (if needed) is complete or not required for applicant's proposed project.	5

Transportation System Reliability

Points are awarded to a project in each of the categories below. A project can earn a maximum score of 15 points in all four categories below.

Project addresses known weakness in a major link (Arterial level road or bridge) as identified on the Functional Classification System map or corrects a missing link.	6
Project has the potential to relieve traffic congestion and increase efficiency of urban goods movement as well as the mobility of commuters.	2
Project Includes bridge or intersection improvements.	2
Project addresses a clear need for maintenance and/or preservation to maintain designed transportation facility service levels	5

Previous STP-U / STGB Awards

A project can match only one criteria and can earn a maximum score of 10 points.

Has not been previously awarded STBG funds	10
Previous 6 STBG funding cycles	8
Previous 5 STBG funding cycles	6
Previous 4 STBG funding cycles	4
Previous 3 STBG funding cycles	2
Previous 2 STBG funding cycles	1

Additional Considerations

A project can match more than one criteria and can earn a maximum score of 15 points.

Project Includes alternative transportation infrastructure elements.	4
Project includes other urban infrastructure improvements, such as public sewer and water.	4
Serves minority and / or low-income populations (Title VI & EJ considerations)	4
Project improves transit access and amenities on a current fixed transit route.	3

“Bonus” Consideration

A project can match only one criteria and can earn a maximum of three (3) “bonus” points.

Applicant agency will be contributing 35% or more in local match.	3
Applicant agency will be contributing 30% or more in local match.	2
Applicant agency will be contributing 25% or more in local match.	1

Appendix C: Quarterly Project Status Report

Received by: _____
Date: _____

Surface Transportation Block Grant

Quarterly Project Status Report

Region 1 Planning Council (RPC) is requesting this form to be completed quarterly by jurisdictions that have been awarded STBG funding through the MPO Policy Committee. A meeting can be requested from the lead agency in place of this quarterly form. To schedule a meeting be contact, Jon Paul Diipla at the email address below. *Completed reports must be delivered electronically to jdiipla@r1planning.org no later than 5:00 p.m. on the last day of the following months: January, April, July, and October.*

Project Name: _____

Lead Agency: _____

Project TIP #: _____

Scope of Work

PE Consultant Acquisition

- Not Applicable
- RFP Advertised
- Consultant Selected
- Pre-Award Audit Complete

Design

- Preparing Plans
- 50% Plans Submitted to IDOT for Review
- 100% Plans Submitted to IDOT for Review
- Bid Documents Submitted to IDOT for Review

Environmental

- Preparing NEPA Documents
- NEPA Document Approved

Right-Of-Way Acquisition

- Requested Authorization From IDOT
- ROW Acquisition Complete
- Utility Relocation Complete
- ROW Certification Received

Construction Authorization

- Requested Authorization from IDOT
- Authorization Received

Contractor Acquisition

- Project Advertised
- Recommended Award to IDOT
- Construction Contract Awarded

Construction

- Project Under Construction

Project Completed

- Project Completed

Provide a brief description of progress made since last report:

Explain any delays experienced and efforts made to correct:

Describe anticipated work efforts over the next three (3) months:

Completed By: _____

Title: _____

Department/Division: _____

SURFACE TRANSPORTATION BLOCK GRANT
MULTI-YEAR PROGRAM / PROGRAM OF PROJECTS -- DRAFT
 Version: 08/29/2019

MAX SCORE: 100

CORRIDOR REVITALIZATION/REALIGNMENT PROJECTS

PROJECT ID	PROJECT NAME	SAFETY	REGIONAL SIGNIFICANCE	PROJECT COLLABORATION	TRAFFIC SERVED	FUNCTIONAL CLASSIFICATION	PROJECT READINESS	VERIFIED MATCH	SYSTEM RELIABILITY	PREVIOUS AWARDS	ADDITIONAL CONSIDERATIONS	"BONUS"	TOTAL
02-01	Riverside Blvd. Reconstruction & Widening (Phase II & III)	10	11	5	4	5	0	0	15	1	11	1	62
02-02	Bell School Road	3	11	2	3	3	0	0	13	1	7	0	43
02-08	Perryville Road / Spring Creek Road	0	11	2	4	5	0	0	10	1	4	0	37
13-04	Woodstock Road Extension	0	2	2	1	2	0	5	4	10	4	0	30

OTHER CORRIDOR PROJECTS

PROJECT ID	PROJECT NAME	SAFETY	REGIONAL SIGNIFICANCE	PROJECT COLLABORATION	TRAFFIC SERVED	FUNCTIONAL CLASSIFICATION	PROJECT READINESS	VERIFIED MATCH	SYSTEM RELIABILITY	PREVIOUS AWARDS	ADDITIONAL CONSIDERATIONS	"BONUS"	TOTAL
03-02	15th Avenue Corridor Improvements	15	15	2	2	3	0	5	15	0	11	3	68
03-03	Harrison Avenue	15	9	2	2	5	0	5	15	0	15	3	68
03-01	9th Street Two-Way Conversion	15	15	2	3	3	0	5	10	0	11	3	64
04-02	River Lane	8	11	2	2	2	5	0	7	10	11	0	58
14-03	Newburg Road	8	11	2	2	3	5	0	13	10	4	0	58
14-01	Appleton Road	10	13	2	2	3	5	0	8	10	4	0	57
14-04	South State Street	8	11	2	1	2	5	0	13	10	4	0	56
05-01	Forest Hills Road & IL-251 Improvements	8	15	2	3	2	5	0	4	10	4	0	53
13-02	Intersection Improvement: Poplar Grove Rd/Lawranceville Rd	5	11	3	1	2	0	5	10	10	4	0	51
13-01	Riverside / Spring Creek Corridor Improvements	10	6	5	2	3	0	5	4	10	4	0	49
04-01	Orth Road	0	9	2	1	2	5	0	4	10	8	0	41
13-03	Orth Road	5	4	3	1	2	0	5	7	10	4	0	41
04-03	Intersection of E Riverside Blvd. & Argyle Rd	0	9	2	3	2	0	0	10	10	4	0	40
14-02	Irene Road	5	11	2	1	2	0	0	2	10	4	0	37
02-07	Owen Center Road	8	5	2	1	2	5	0	7	1	4	0	35
02-04	Cunningham Road	5	2	2	1	3	5	0	5	1	4	0	28