

CITY OF WASHINGTON

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MEMORANDUM

TO: Mayor Manier and Committee of the Whole
FROM: Jon R. Oliphant, AICP, Planning & Development Director
SUBJECT: Federal Roadway Projects Grant Consideration
DATE: January 9, 2019

The latest Surface Transportation Program – Urban (STU) call for projects is anticipated through the Tri-County Regional Planning Commission (TCRPC) in the early part of 2019. These are federal funds that can only be spent within the planning area of urbanized areas with a population of more than 200,000. TCRPC receives a federal Highway Trust Fund allocation to be spent within the metro area. Funds are typically allocated during 2-3-year cycles and the next cycle will be for projects in 2023-24. These funds must be used on Federal Aid Urban routes. Washington was last awarded an STU project in 2006 for Dallas Road Phase 1, which was constructed in 2011.

The STU program is very competitive due to the general lack of funding at the federal and state levels for new roadway construction and rehabilitation projects. Separate applications are available for new and existing roadway projects. STU scoring consists of two components: 1) The existing and proposed conditions, safety, and multi-modal considerations; and 2) The regional significance of the project, which is evaluated independently by a Peoria Pekin Urbanized Area Transportation Study sub-committee. The City has previously submitted for the construction of Freedom Parkway and Lake Shore Drive but has not received STU funds.

There has generally been about \$2.8 million available for each year and the local match has historically been 30%. Staff estimates a cost of about \$3.5 million to construct the remainder of Freedom and to stub Lake Shore further north to near the north property line of Big R. All of the right-of-way is dedicated for Freedom and water and sewer have been installed. Signals would likely be warranted at the Walmart/Menard's frontage road as well as N. Cummings Lane. A stoplight would be installed at the BR 24/Lake Shore intersection, which would then provide better ingress-egress for Big R and Cherry Tree customers from the west. While the ROW is not dedicated for Lake Shore, Big R has previously verbally consented to its donation and the company is a significant advocate for this project. Completion of this project would open more than 100 acres for development.

Staff feels that a Freedom/Lake Shore application would rank high and recommends proceeding with an STU application for the completion of engineering and construction within the project boundaries. This would allow staff to adequately plan for the project as part of the FY 19-20 budget. There is also a strong likelihood that if this project is selected in 2019 for future STU funding, it would be able to commence much earlier. There are typically other projects around the state that do not progress, which establishes surplus funds that can then be used for other projects that have financial commitments in place.

The Public Works Committee discussed this at their meeting on January 7 and recommended that a Freedom/Lake Shore application be submitted. Staff looks to receive feedback on a potential project application at the January 14 Committee of the Whole meeting.