# Siouxland Interstate Metropolitan Planning Council

# Metropolitan Planning Organization

**FY 2021**

**Surface Transportation Block Grant Program**

**Request for Proposals**

**This Packet Includes:**

* + - Surface Transportation Block Grant Qualifying Criteria
		- Surface Transportation Block Grants Priority Criteria
		- Surface Transportation Block Grants Proposal

#### Due Date: February 10, 2017

Return To:

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Please note that it is not the intention of SIMPCO to complete this Request for Proposals for the applicant agency(ies). **This selection process is not an exercise in grantsmanship**, but rather a comparison of project facts.

All Surface Transportation Block Grant Program Projects proposed must be consistent with the *SIMPCO MPO 2040 Long Range Transportation Plan*.

MPO staff will be available to answer any questions about the Request for Proposals and offer input to assist you. If you desire additional information or would like to discuss the application, please contact:

Jake Heil, Regional Planner, at 712.279.6286

# F:\users\shared\SIMPCO ALL\Marketing Materials\Logos\SIMPCO Logo\8567_SIMPCO_LOGO_BLUE.jpgQualifying Criteria – Surface Transportation Block Grants

1. **To be eligible as a Surface Transportation Block Grant activity, any project or area served by the project must fit one or more of the following categories:**
* Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction
* Replacement, rehabilitation, preservation, protection and application of environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges and tunnels on public roads of all functional classifications
* Construction of a new bridge or tunnel at a new location on a Federal-aid highway.
* Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors and inspection and evaluation of other highway assets.
* Capital costs for transit projects including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service.
* Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure
* Bicycle transportation and pedestrian walkways
* Highway and transit safety infrastructure improvements and programs
* Highway and transit research and development and technology transfer programs
* Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems
* Surface transportation planning programs
* Transportation alternatives
* Transportation control measures in the Clean Air Act
* Development and establishment of management systems.
* Environmental mitigation efforts
* Intersection projects that have safety and/or congestion problems
* Infrastructure-based intelligent transportation systems capital improvements.
* Environmental restoration and pollution abatement
* Control of noxious weeds and aquatic noxious weeds and establishment of native species
* Projects and strategies designed to support congestion pricing
* Recreational trails projects
* Construction of ferry boats and ferry terminal facilities
* Development and implementation of a State asset management plan for the National Highway System
* Construction and operational improvements for any minor collector if-
	+ the minor collector and the project to be carried out are in the same corridor and in proximity to a National Highway System route;
	+ the construction or improvements will enhance the level of service on the National Highway System route and improve regional traffic flow; and
	+ the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the National Highway System route.
* Workforce development, training, and education activities

**NOTE:** This list is exclusive; a project must fit into one of the categories to be eligible for Surface Transportation Block Grant Program funds. For a full list of eligible items and criteria, please refer to [http://www.fhwa.dot.gov/map21/guidance/guideSTBG.cfm](http://www.fhwa.dot.gov/map21/guidance/guidestp.cfm)

1. **Projects must have an assured local (non-federal funds) match of at least 20 percent of the estimated total cost of the proposed project.**

Fixing America’s Surface Transportation (FAST) Act requires a non-federal match of at least 20 percent of project costs. Assurance of this required local match by the proposer at the time of the application indicates a necessary level of support by the proposer to immediately proceed with the project development and implementation.

1. **Projects must be submitted through/by counties or incorporated cities.**

All FAST ACT federal funds received by the State of Iowa will be received and disbursed by the Iowa Department of Transportation (Iowa DOT). With FAST ACT, projects within smaller cities and towns may now be eligible for federal aid. Surface Transportation Block Grant Program funds are available as a reimbursement program administered by the Federal Highway Administration (FHWA). Reimbursement will be received from federal highway funds for the federal portion (up to 80 percent of total expenditures) of those expenditures for the project.

1. **Projects must be proposed on eligible roads.**

The STBG provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. Applicants should refer to the Federal Functional Classification map available at the county engineer’s office, the Siouxland Interstate Metropolitan Planning Council office, and the Iowa Department of Transportation Northwest Iowa Transportation Center in Sioux City to check eligibility.

# Priority Criteria – Surface Transportation Block Grant Program

Each of the following thirteen criteria explains its importance to the application and provides the applicant with the amount of weight given in the application review. Each priority is directly related to questions on the application.

1. **Is this project currently in the Long Range Transportation Plan *10 points* (Question 1)**
2. **Comprehensive Design 6 *points***

It is the intent that all federal functional classified roads receiving federal transportation funds shall be reviewed to consider that they are designed and built in a safe and comprehensive manner so that all users including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, and motorized vehicles can travel safely and independently throughout the transportation network.

1. **The degree to which the proposed project fulfills the intent of the Fixing America’s Surface Transportation (FAST) Act *5 points***

It is important to implement quality projects. Relative to the FAST ACT, quality is defined by the declaration of policy included in the act:

*”FAST ACT creates a streamlined performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protection the environment, and reducing delays in project delivery.”*

FAST ACT links transportation plans, programs, and projects to the goals of preserving community quality and protecting the environment. Surface Transportation Block Grant should provide leadership by example for this new direction in federal transportation policy.

1. **Projects with an assured local (non-federal funds) match in excess of 20 percent (Question 4) *10 points***

The demand for Surface Transportation Block Grant Program funds far exceeds the amount made available to Iowa. Providing a modest incentive for proposers to exceed the minimum required local (non-federal funds) match (20 percent) will enable leveraging implementation of more projects in more locations throughout the state. Providing equitable access to Surface Transportation Block Grant Program funds for poorer communities is also a concern. Therefore, the maximum local (non-federal funds) share is capped at 50 percent. And the maximum points given to this prioritizing criterion are sufficiently low to fund projects that score well on the remaining prioritizing criteria.

1. **Projects with components which have already been funded and/or implemented from other funding sources, especially projects for which proposed Surface Transportation Block Grants would complete a larger project, concept, or plan (Question 5) *5 points***

There may be a number of larger projects that are missing a key or final element. Funding these missing elements with Surface Transportation Block Grant Program funds would provide additional benefits to funded projects.

1. **Projects that have already gone through a statewide, regional, and/or local priority setting process (Question 6) *5 points***

In some cases, the proposed project has already been included in the list of priorities for the locality, region, or the state, but was not completed due to funding limitations. There appears to be a number of very good projects that have gone through one or more of these processes but remain unfunded or underfunded because of limitations on the availability of funding in these programs.

1. **Projects which demonstrate a regional impact including tourism and economic development (Question 7) *20 points***

Surface Transportation Block Grant Program funds are federal funds. The amount of funds is limited and is probably not sufficient to fund projects in every local community. For example, priority will be given to projects that benefit more than one neighborhood, community, or county, or are recognized as being of regional or interregional significance.

1. **Project development status, at time of application, with regards to the federal and other processing requirements appropriate to the proposed project (Question 8) *3 points***

All projects funded with federal funds administered by the FHWA are required to be processed following rules established by the FHWA. The precise process a project must follow varies. For example, a project to develop a plan may merely have to follow the consultant selection process, whereas a major project, entailing extensive land acquisition and significant environmental impacts, may entail a number of steps including the writing of a federal environmental impact statement and holding numerous public meetings and hearings. Projects, which have reached successive milestones in the development process appropriate for the project, will be awarded points based on how far in the process they have been developed. The farther a project has been developed, the more certain is its implementation and the more reliable is its estimated cost.

Right of way acquired? = 1

Environmental assessment completed/approved? = 1

Project design completed? = 1

1. **Project Average Annual Daily Traffic and the projected Average Annual Daily Traffic (Question 10)**
2. **Project Federal Functional Classification (Question 11) *10 points***

 Local = 2.5

 Collector = 5.0

 Minor Arterial = 7.5

 Major Arterial = 10.0

1. **Project Iowa Department of Transportation Sufficiency Rating(s) and Volume to Capacity Ratio(s) (Question 12) *18 points***

**Sufficiency Rating**

 100 - 86 = 1

 85 - 71 = 2

 70 - 56 = 3

 55 & below = 4

**Volume to Capacity Ratio**

 .10 - .39 = 3.5

 .40 - .69 = 7.0

 .70 - .99 = 10.5

 1.00 + = 14.0

1. **Project Accident Rate (Question 13) *8 points***

 .01 - .50 = 2

 .51 - 1.00 = 4

 1.01 - 2.00 = 6

 2.01 + = 8

**POSSIBLE TOTAL POINTS: 100**

**Proposal for**

# Siouxland Interstate Metropolitan Planning Council

# Metropolitan Planning Organization

**FY 2021 Surface Transportation Block Grant Program**

**CHECKLIST:** The following items must be provided for all Surface Transportation Block Grants.

 [ ]  Surface Transportation Block Grant Proposal

 [ ]  Surface Transportation Block Grant Location Map(s)

 [ ]  Resolution from a Sponsoring Governmental Entity

 - commitment of funds

 - statement on project maintenance

Applicant Agency:

Sponsor (required):

Contact (name & title):

Complete Mailing Address:

 City:  State:  Zip:  Phone:  Fax:

Email

Additional Agencies if Multi-Jurisdictional:

Project Title:

Project Description:

Land Acquisition:      acres

1. Is this project currently in the Long Range Transportation Plan? (Priority Criteria 1) [ ]  Yes [ ] No
2. Were other modes of transportation and/or safety components considered for inclusion in the scope of this project? (Priority Criteria 2)

[ ] Yes [ ] No

If yes, please explain:

**3.** Provide a brief description of the project area. Include a map with the area proposed to be improved showing any existing and future structures. (Priority Criteria 3)

**4.** Project Budget (Priority Criteria 4&5):

 **Item Cost**

 Estimated Land Cost $

 Estimated Engineering Cost $

 Estimated Construction Cost $

 Other Costs $

 Estimated Total Cost $

Local Share $ Surface Transportation Fund Request $

 Local % of Project  Federal % of Project

**5.** Describe to what extent other components of the project have been completed or implemented and the funding to date for those components. (Priority Criteria 5)

**6.** List state, regional, or local plans or processes which have recognized this project as a priority. (Priority Criteria 6)

**7.** Describe tourism, economic and environmental impacts of the project, listing benefits and drawbacks to the region. (Priority Criteria 7)

**8.** Work plan and schedule for project completion including a current project status. (Priority Criteria 8)

**9a.** Is there a need to coordinate with another planning region in the programming and/or implementation of this project?

 [ ]  Yes [ ]  No

**9b.** If yes, list other counties involved:

**9c.** If yes, please describe the interaction needed and steps taken in that direction.

1. What are the most recent Average Annual Daily Traffic and the projected Average Annual Daily Traffic?

 20     AADT 20     AADT

     AADT      % Trucks      AADT      % Trucks

1. What is the Federal Functional Classification(s) for each termini(s)?

1. What is the Iowa Department of Transportation Sufficiency Rating(s) and Volume to Capacity Ratio(s) for each termini(s)?

1. What is the Million Entering Vehicle Accident Rate(s) at each intersection?