

***KANKAKEE AREA TRANSPORTATION STUDY (K.A.T.S.)
ANNUAL LISTING OF PROJECT OBLIGATIONS
OCTOBER 1, 2006 THROUGH SEPTEMBER 30, 2007***

The Transportation Improvement Program (TIP) for the Kankakee Urbanized Area is a listing of transportation projects over a four year period which will be paid for at least in part with money from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The current TIP was approved in June of 2007, and covers the fiscal years 2008 through 2011, as defined by the State of Illinois (July 1 through June 30 is a state fiscal year).

The TIP lists for each project the intended schedule and the estimated cost for each phase of the project. Project schedules often change as a result of personnel or consultant availability for design activities, or changes in budget resource availability. Thus, the TIP does not always yield an accurate picture of actual project expenditures.

To ensure that the public will have an accurate understanding of how federal funds are actually being spent on transportation projects, Congress included the following statement in the most recent federal transportation bill, SAFETEA-LU, requiring:

“an Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP).”

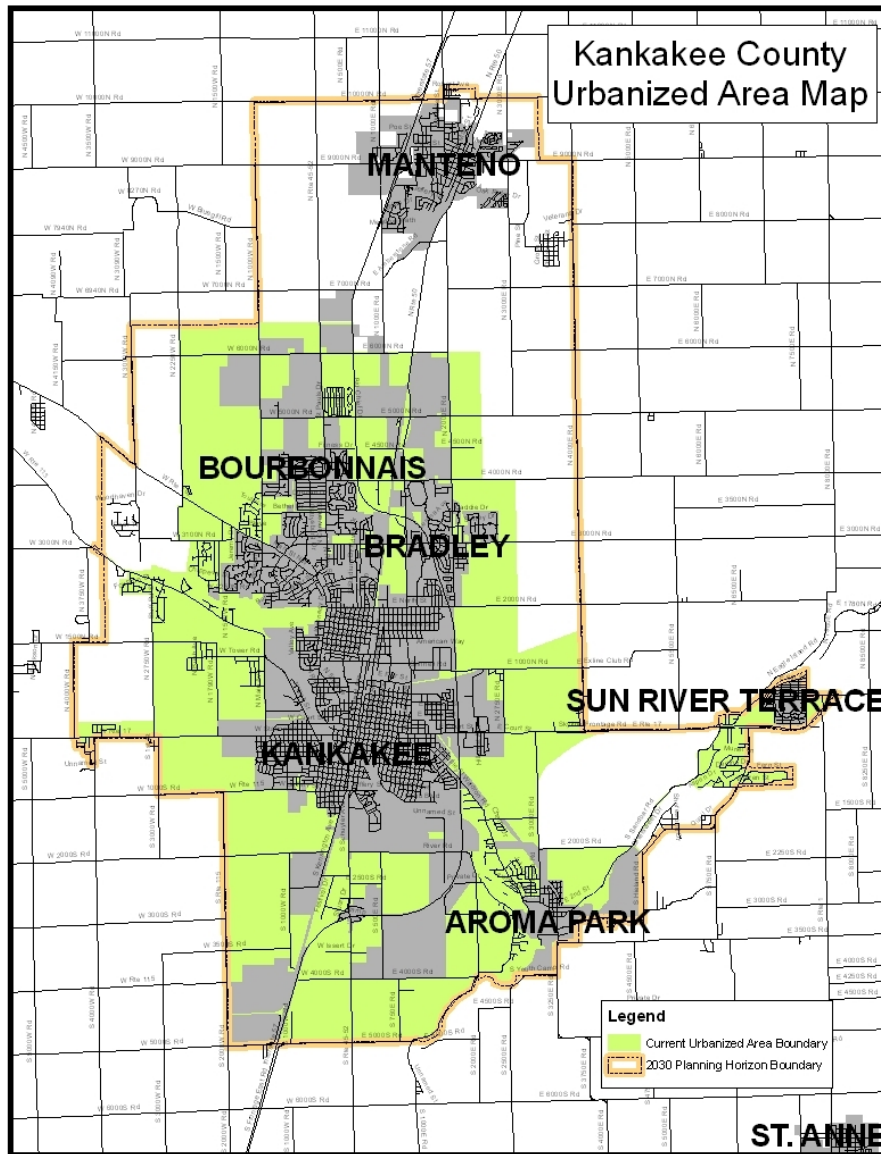
The fiscal year under analysis for the purposes of this listing is the federal fiscal year from October 1, 2006 through September 30, 2007.

What is the Kankakee Area Transportation Study (K.A.T.S)?

The Kankakee Area Transportation Study was established in 1983 by the U.S. Department of Transportation, in response to the population of the Kankakee Urbanized Area exceeding 50,000 for the first time. This population level triggered a federal mandate to create a formal transportation planning program for the area. With the assistance of the Illinois Department of Transportation, the City of Kankakee, the Villages of Aroma Park, Bourbonnais, and Bradley, and a portion of unincorporated Kankakee County were organized into a Metropolitan Planning Organization (M.P.O.), and given the responsibility for transportation planning for the area.

The physical boundaries of the Kankakee Urbanized Area have changed many times in the 25 years of the Kankakee Area Transportation Study. The current map of the Kankakee Urbanized Area is shown in Figure 1.

Figure 1



What are “project obligations”?

You might think of this as setting up a checking account for a specific purpose and then making an initial deposit. In order to begin work on any phase of a transportation project, federal funds must be obligated. This means that the money is set aside for that particular piece of work, and then can be used to pay bills. The project expenses may be bills from a design consultant, a construction contractor, or payroll costs for Illinois Department of Transportation employees working on the project.

Do project obligations mean the work is underway?

This is not always the case. Project accounts are set up, particularly for the initial phases of a project, to enable the work. It may take a while, for example, to select and hire a design consultant, and have them actually begin work.

What are “project phases”?

Any transportation project, large or small, begins with an idea or plan and ends with construction. Here are the steps:

- **SCOPING:** Meetings are held with project developers and designers, local government representatives, and other involved parties. Decisions are made about the specific elements that will be included in the project, and the range of design alternatives that will be investigated.
- **PRELIMINARY DESIGN:** This phase includes basic engineering work on each alternative, traffic studies, environmental analyses, and other work specific to the project. Public outreach is used to gain community input into project design. This phase ends with the selection and approval of a project alternative.
- **FINAL DESIGN:** In this phase, the actual plans and specifications that the construction contractor will work from are created.
- **RIGHT OF WAY INCIDENTALS:** Preparation work done prior to the acquisition of the right-of-way.
- **RIGHT OF WAY ACQUISITION:** In this phase, right-of-way necessary for the completion of the project is acquired either through purchase or easements.
- **CONSTRUCTION:** This encompasses all of the work to build the project, whether it is done by a contractor or an agency's own staff.
- **CONSTRUCTION INSPECTION:** In order to make sure that the work is being done properly and conforms to specifications, there is ongoing inspection. Sometimes this work is performed by local or state agency staff, but it may be contracted out.
- **OTHER:** This phase is associated with transit projects, and corresponds to the construction phase of the highway improvements, in that it represents that phase of the project wherein the proposed improvement is actually implemented. For transit projects, this usually involves the actual operation of transit service, and the resultant costs that are incurred, or the purchase and acquisition of equipment or facilities.

Project Listing

The following discussion lists all projects on the K.A.T.S. Transportation Improvement Program during the Federal Fiscal Year of October 1, 2006 through September 30, 2007. It indicates which project phases were active.

Summary of FMIS Report for the Period October 1, 2006 through September 30, 2007

State Project ID: C-93-020-05

Responsible Agency: Illinois Department of Transportation

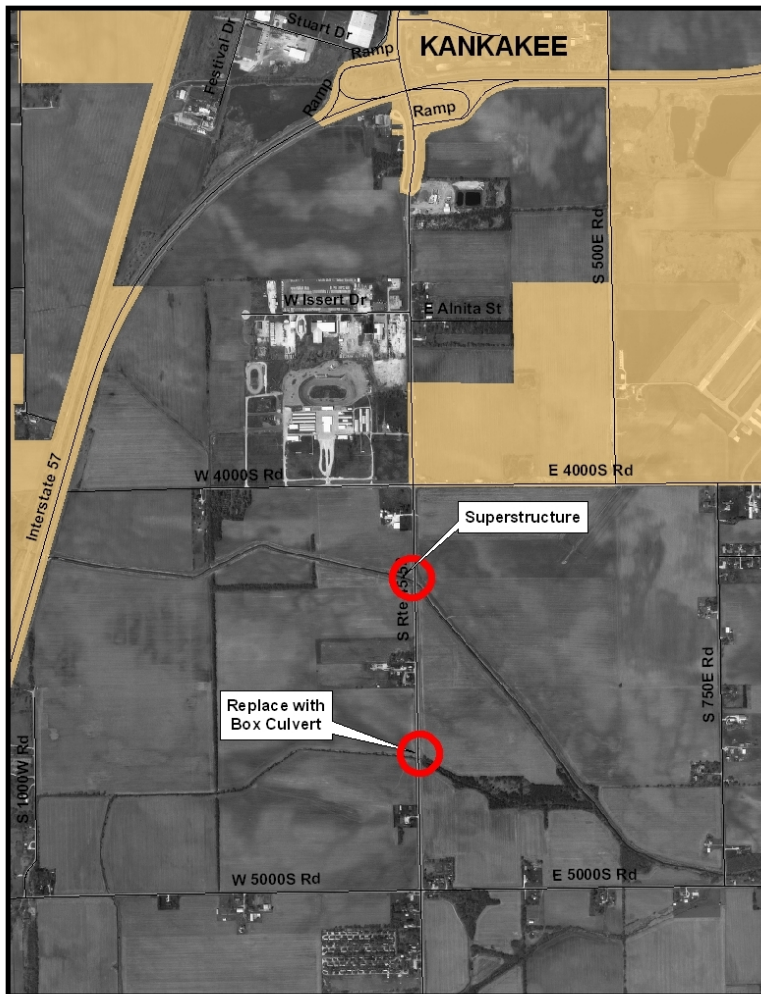
Description: Rehabilitation of bridge on US Route 45/52 over Minnie Creek 1.2 miles south of I-57. Replacement of superstructure (including Project Report, Design Plans, Construction, Construction Inspection). See Figure 2.

Funding Source: L1C0

Total Cost: \$670,753

Federal Funds: \$536,602

Figure 2



State Project ID: C-93-020-05

Responsible Agency: Illinois Department of Transportation

Description: Rehabilitation of bridge on US Route 45/52 over Minnie Creek 1.2 miles south of I-57. Replacement of structure with box culvert (including Project Report, Design Plans, Construction, Construction Inspection). See Figure 2.

Funding Source: L250
Total Cost: \$307,953
Federal Funds: \$246,362

State Project ID: C-93-178-04
Responsible Agency: Illinois Department of Transportation
Description: Traffic Signal modernization along Illinois Route 17 and Illinois Route 50 in the City of Kankakee (including Design Plans). See Figure 3.
Funding Source: L230
Total Cost: \$950,257
Federal Funds: \$729,011

Figure 3



Federal Funds: \$88,958[illegible]

State Project ID: P-93-010-08

Responsible Agency: City of Kankakee

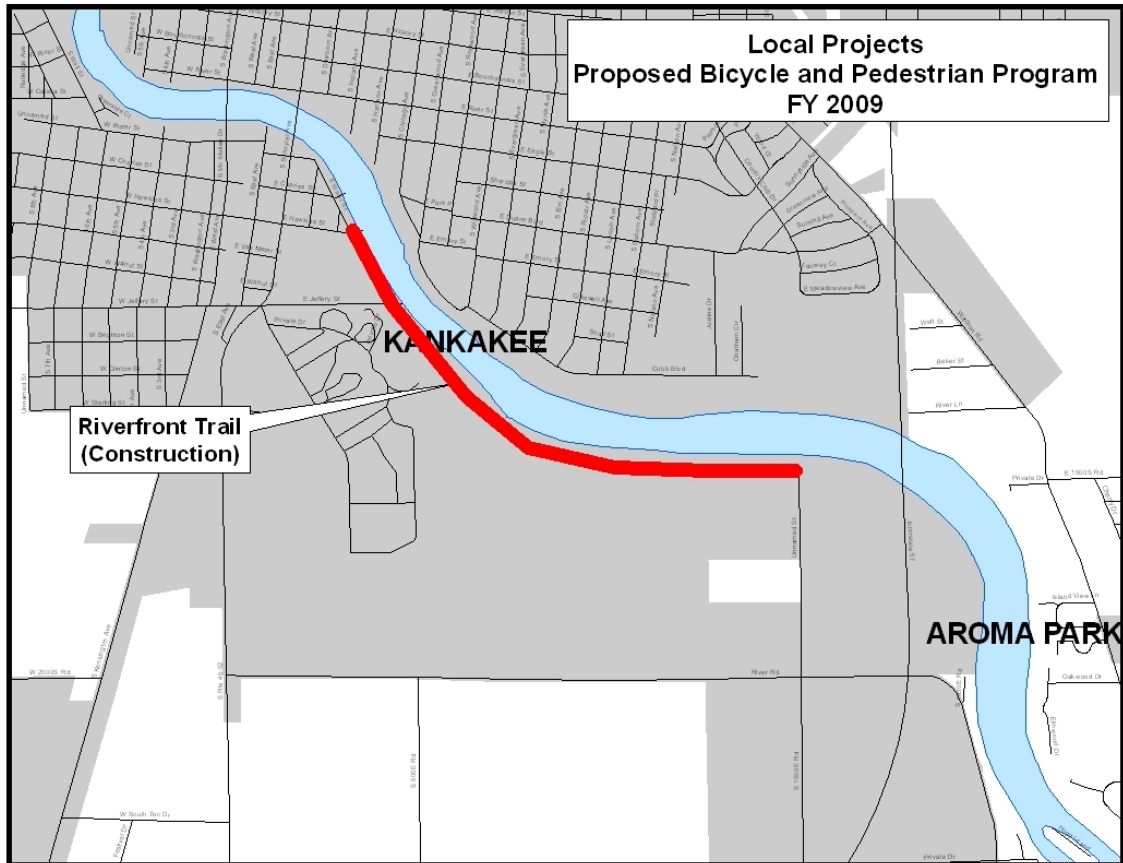
Description: Construction of Phase I of the Riverfront Trail Project in the City of Kankakee, bituminous pavement included (including Scoping, Preliminary Design). See Figure 6.

Funding Source: HY20

Total Cost: \$54,002

Federal Funds: 43,200

Figure 6



State Project ID: C-93-007-06

Responsible Agency: Village of Aroma Park and Kankakee County

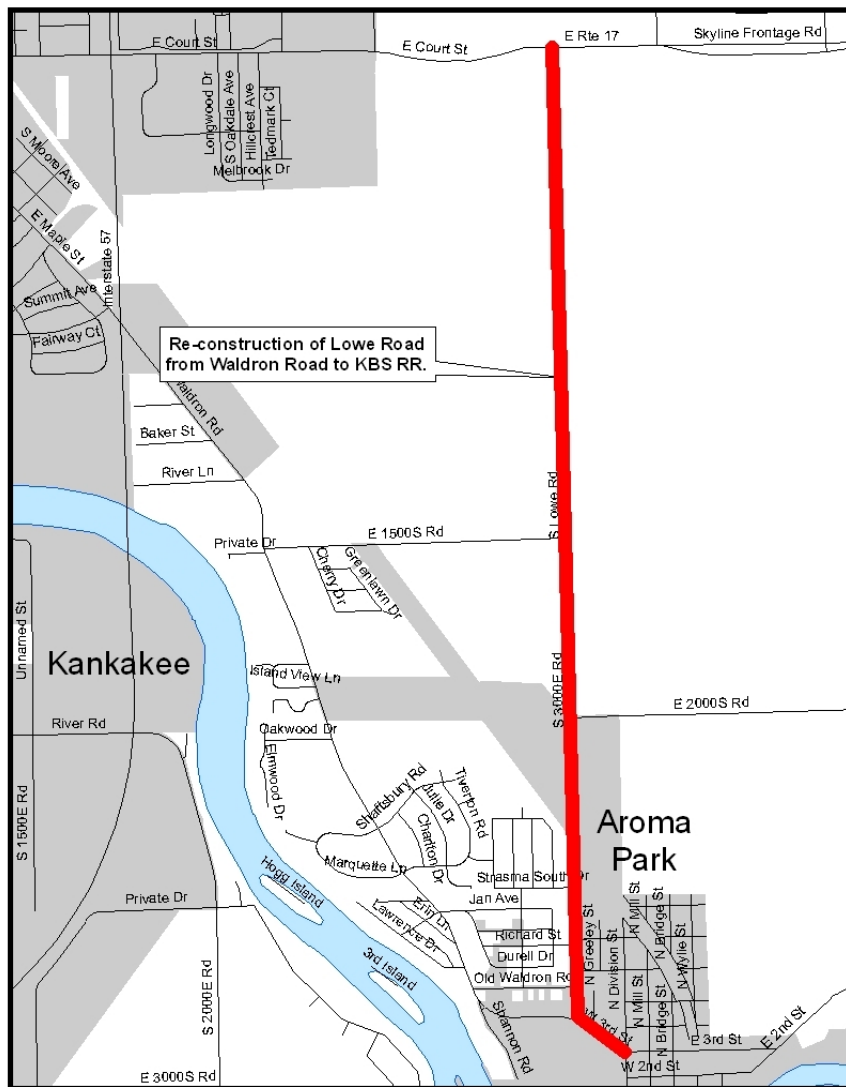
Description: Reconstruction of Lowe Road from Waldron Road to Kankakee Beaverville and Southern Railroad and Waldron Road from Division Street to Lowe Road from two lane rural to two lane urban cross section in the Village of Aroma Park. Widening and overlaying of Lowe Road from Illinois Route 17 to Kankakee Beaverville and Southern Railroad in Kankakee County. Includes construction to 80,000 pound carrying capacity for a portion of the segment being constructed. Includes reconstruction of the bridge over Baker Creek (including Preliminary Design, Final Design, Right of Way Incidentals, Right of Way Acquisition, Construction, Construction Inspection). See Figure 7.

Funding Source: L200

Total Cost: \$4,241,935

Federal Funds: 2,477,000

Figure 7



State Project ID: P-35-068-07

Responsible Agency: Kankakee County

Description: Implementation of the Local Crash Data Collection Program, which has the goal of the establishment of Geographic Information System (GIS) compatible grid locations for all local highway fatalities and class A (serious debilitating) injuries from 2001 through 2004 (including GIS coding).

Funding Source: LS30

Total Cost: \$10,000

Federal Funds: \$9,000

Summary of TEAM Report for the Period October 1, 2006 through September 30, 2007

State Project ID: IL-90-x574

Responsible Agency: River Valley METRO Mass Transit District

Description: Operating Expenses for the River Valley METRO Mass Transit District (no new routes have been added during the past federal fiscal year)

Items Covered: FY 07 Operating Expenses

Fund Code: 5307

Appropriation: \$730,220

State Project ID: IL-90-x574

Responsible Agency: River Valley METRO Mass Transit District

Description: Capital Expenses for the River Valley METRO Mass Transit District

Items Purchased: Support vehicles and equipment

Fund Code: 5307

Appropriation: \$96,000

State Project ID: IL-03-0270-00

Responsible Agency: River Valley METRO Mass Transit District

Description: Discretionary Capital Funding from FY 05

Items Purchased: Will be used for bus purchases

Fund Code: 5309

Appropriation: \$301,792

State Project ID: IL-04-0016-00

Responsible Agency: River Valley METRO Mass Transit District

Description: Discretionary Capital Funding from FY 06

Items Purchased: Will be used for bus purchases

Fund Code: 5309

Appropriation: \$281,705