

***KANKAKEE AREA TRANSPORTATION STUDY (K.A.T.S.)
ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS
JULY 1, 2007 THROUGH JUNE 30, 2008***

The Transportation Improvement Program (TIP) for the Kankakee Urbanized Area is a listing of transportation projects over a four year period which will be funded, at least in part, with Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds. The current TIP was approved in June of 2008, and covers the fiscal years 2009 through 2012, as defined by the State of Illinois (July 1 through June 30 is the 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 for various reasons. Thus, the TIP does not always yield an accurate picture of actual project expenditures.

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

“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).”

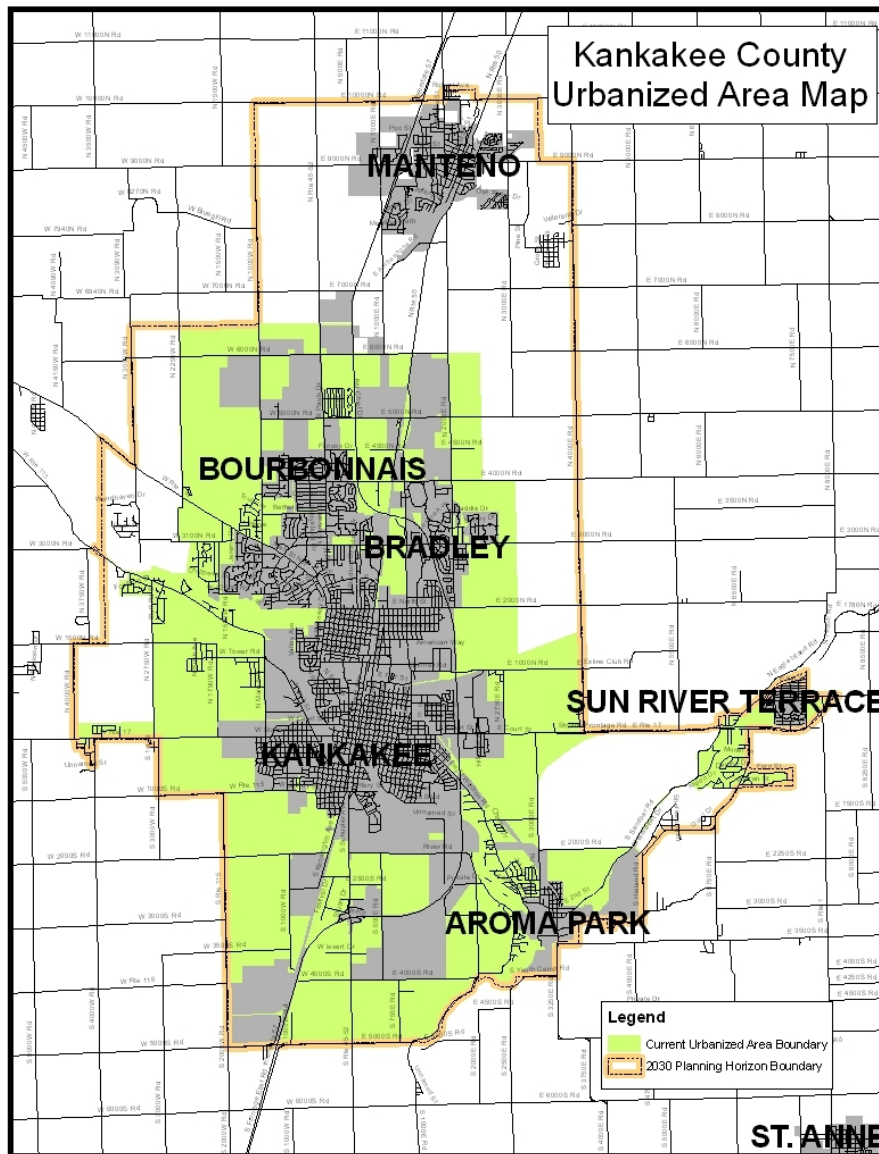
The fiscal year under analysis for the purposes of this document is the state fiscal year from July 1, 2007 through June 30, 2008.

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

In accordance with federal law (23 CFR 450), the Kankakee Area Transportation Study was established in 1983 by the Governor of Illinois as a result of 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 (IDOT), 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 federally funded transportation project, the federal funds must first be obligated. This means that the money is set aside for that particular piece of work. Project expenses such as preliminary engineering, design, right-of-way acquisition or construction that are first paid for by the project sponsor can then be reimbursed from the obligated funds for the project.

Do project obligations mean the work is underway?

Prior to work getting underway, the federal funds must be obligated. However, the obligation of funds does not necessarily mean that work will begin immediately. Many times, funds are obligated only for initial phases of a project (preliminary engineering,

right-of-way acquisition, etc.) and it may take time to select and hire a consultant to do the 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 in the K.A.T.S. **FY 2008 Transportation Improvement Program** for which federal funds were obligated during the State Fiscal Year of July 1, 2007 through June 30, 2008. It indicates which project phases were active.

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 3.

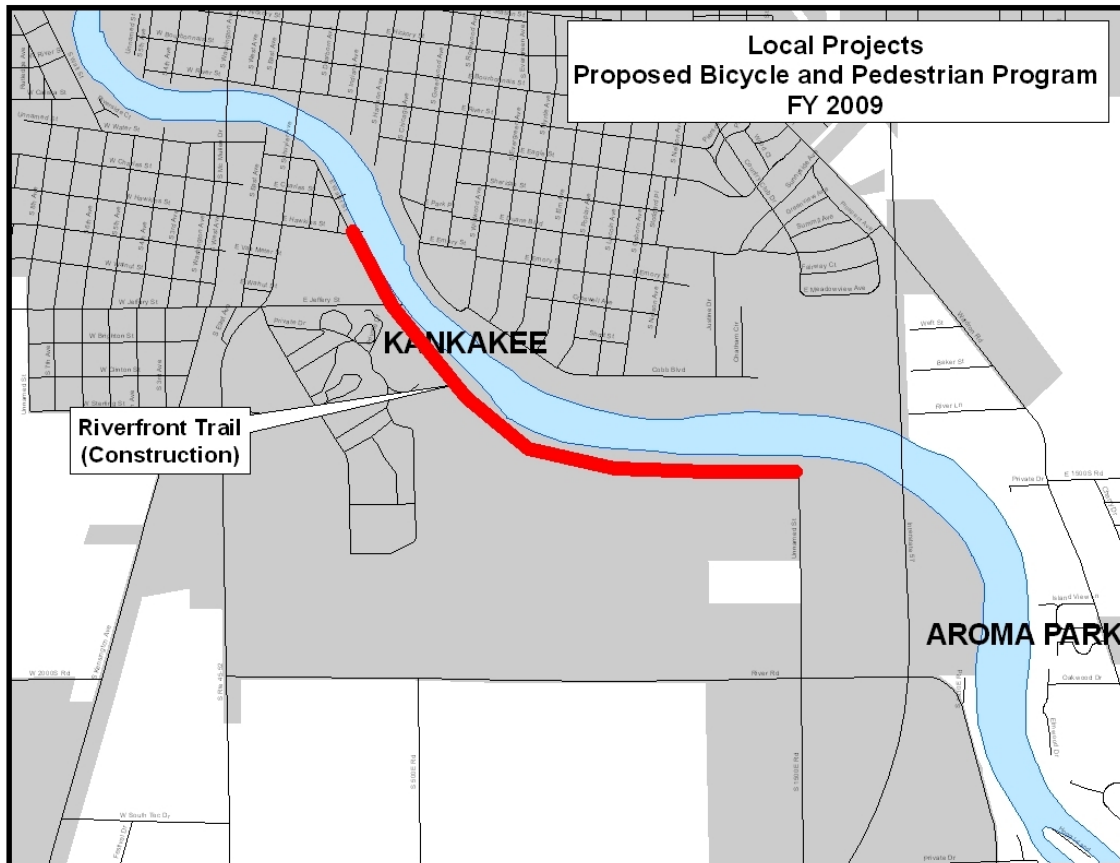
Funding Source: Demonstration Funding – High Priority Projects Section 117 (HY20)

Total Federal Funds Programmed in FY 2008 TIP: \$40,000 for PE I & II

Federal Funds Obligated: \$43,200 for PE I & II

Federal Funds Remaining Available: \$0

Figure 3



State Project ID: C-93-011-08

Responsible Agency: Illinois Department of Transportation

Description: Install crossing gates and all incidental work necessary at the grade crossing of the Norfolk Southern Railroad and Pipeline Road – County Highway 6 (including Construction). See Figure 4.

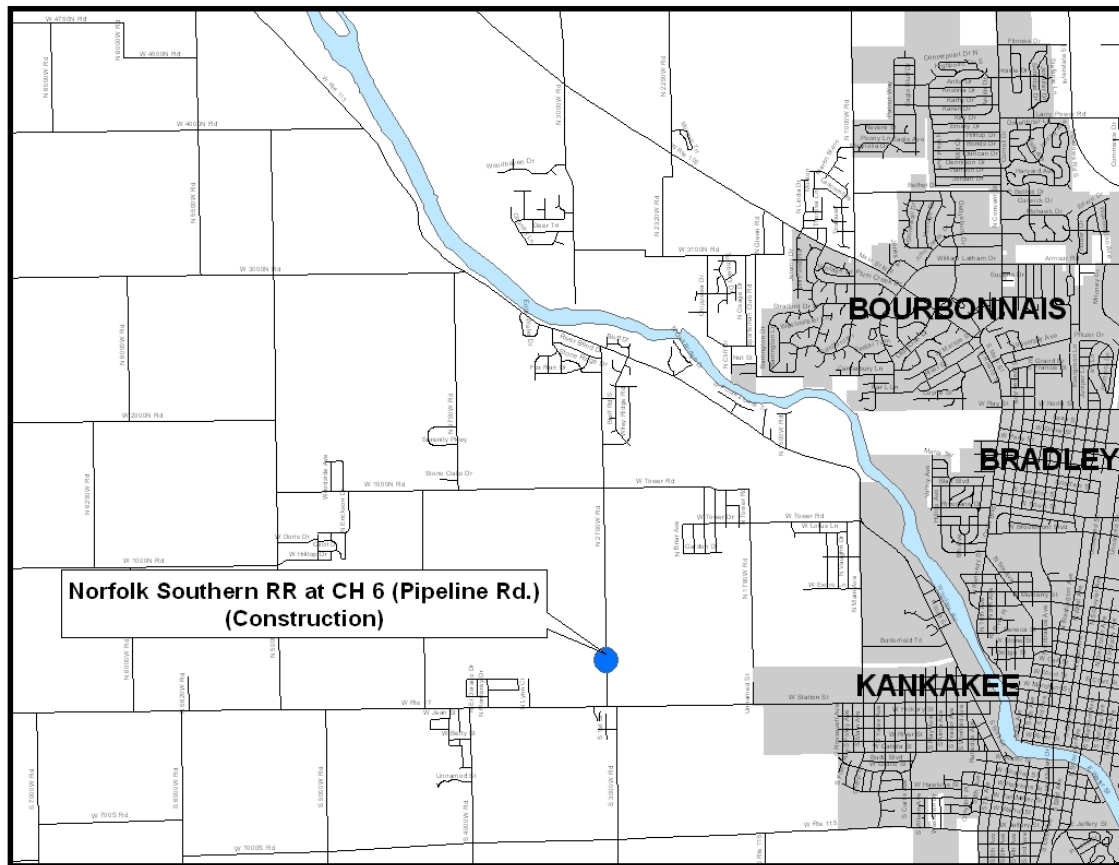
Funding Source: Surface Transportation Program – Rail/Highway Hazard Elimination (H270)

Total Federal Funds Programmed in FY 2009 TIP: \$190,000 for Construction

Federal Funds Obligated: \$190,000 for Construction

Federal Funds Remaining Available: \$0

Figure 4



Federal Funds Remaining Available: \$0

**Cardinal Drive from
Armour Road to Larry Power Road
(Construction)**

BOURBONNAIS

BRADLEY

Summary of Transportation Electronic Award Management System (TEAM) Report for the Period July 1, 2007 through June 30, 2008

State Project ID: IL-90-X554

Responsible Agency: River Valley METRO Mass Transit District

Description: Operating Assistance for the River Valley METRO Mass Transit District for 7/1/05 through 6/30/06

Items Covered: FY 08 Operating Expenses

Fund Code: 5307

Appropriation: \$787,108

State Project ID: IL-90-X615

Responsible Agency: River Valley METRO Mass Transit District

Description: Operating and Capital Assistance for the River Valley METRO Mass Transit District for 7/1/06 through 6/30/07

Items Purchased: FY 08 Operating Expenses and Support Vehicles and Equipment

Fund Code: 5307

Appropriation: \$730,220 plus \$96,000

State Project ID: IL-03-0254

Responsible Agency: River Valley METRO Mass Transit District

Description: Discretionary Capital Funding from FY 03

Items Purchased: Purchase 2 buses

Fund Code: 5309

Appropriation: \$600,000

State Project ID: IL-03-0254

Responsible Agency: River Valley METRO Mass Transit District

Description: Discretionary Capital Funding from FY 04

Items Purchased: Construct Transfer Center

Fund Code: 5309

Appropriation: \$240,000

State Project ID: IL-03-0270-00

Responsible Agency: River Valley METRO Mass Transit District

Description: Discretionary Capital Funding from FY 05

Items Purchased: Purchase 2 buses

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: Purchase 2 buses

Fund Code: 5309

Appropriation: \$281,705