

State Fiscal Year  
2019  
SPR-PL  
TRANSPORTATION  
PLANNING  
WORK PROGRAM



June 28, 2018  
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## Introduction

### Objectives for Fiscal Year 2019

Each year the Office of Planning and Programming (OPP) analyzes its planning and programming initiatives for consistency with current goals and objectives of the Long Range Transportation Plan. This exercise forms the basis for assessing the current and proposed activities included within this program.

Objectives identified during the Long Range Transportation Plan (LRTP) development that guide the highway and intermodal planning processes and investment strategies of the Department for this year's document include:



### State Planning and Research Funds

Statewide Planning & Research (SPR) funds are used to support planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation planning and research activities throughout the state.

Eligible activities include:

- Planning studies
- Data purchase, collection and/or analysis
- Research activities
- Program development activities
- Performance management activities
- Coordination/outreach activities

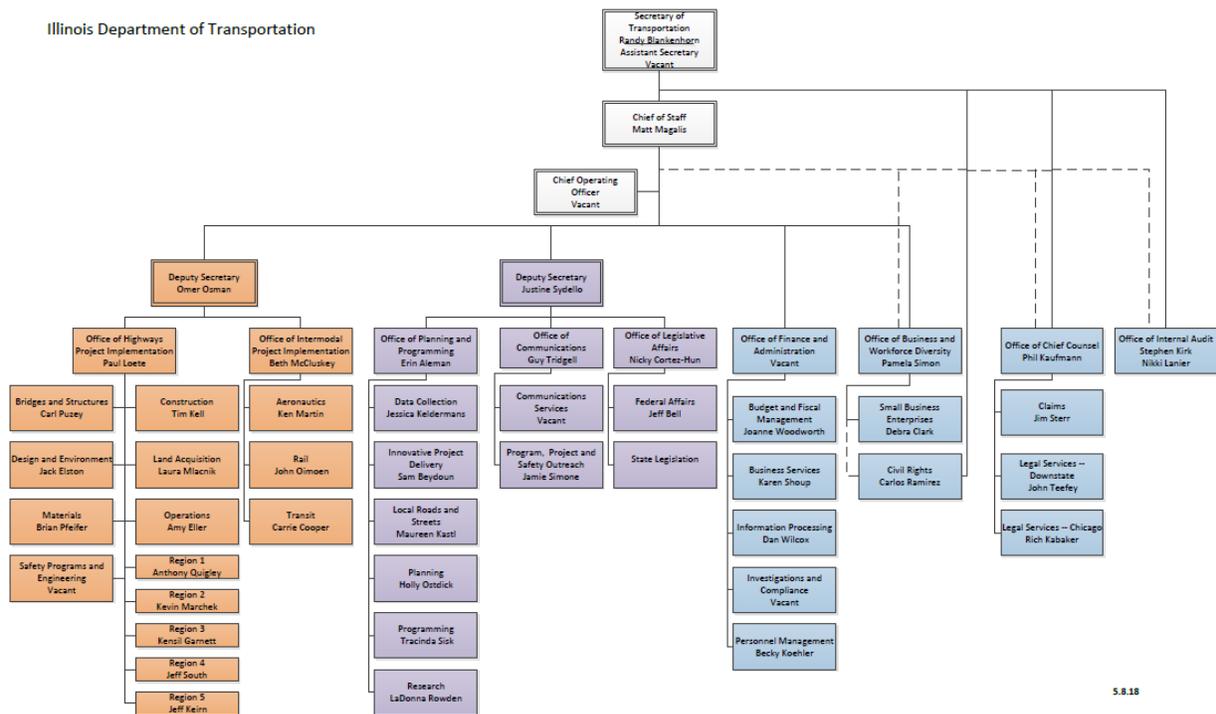
As part of the release of the Long Range Transportation Plan (LRTP), IDOT completed a call for projects for SPR funds. These funds were made available to internal and external parties. The call was released at the same time as the LRTP for public comment to incite projects that support implementation activities or further study of the objectives and goals identified in the LRTP but to

also encourage review and input on the objectives and goals identified in the LRTP. The Bureau of Planning evaluated the proposed projects that were received based on the following criteria:

- Studying or implementing a goal, strategy or objective within the state’s Long Range Transportation Plan or one of the department’s associated plans.
- Implementing a performance based program development process.
- Implementing asset management.

## Organization of the Illinois Department of Transportation

IDOT consists of nine supporting offices. The following organization chart represents the basic structure and the department’s senior management.



## Organization of the Office of Planning and Programming

The Office of Planning & Programming (OPP) is responsible for the development of the Department’s program and budget to maintain, enhance, and strategically expand the State of Illinois Transportation system. Also, the office is responsible for conducting the following activities for the state’s transportation program and budget.

- Data Collection and Analysis
- Policy Analysis
- Identifying Resources
- Conducting Research
- Long Range Planning
- Department Goal Development

Four documents guide the Department’s transportation planning process.

1. Illinois Long Range Transportation Plan and related planning documents and future problems and solutions related to managing the existing and future transportation system. These plans are used in maintaining, enhancing, and strategically expanding the transportation system to serve the state's future needs.
2. State Transportation Improvement Program (STIP) document details a tentative allocation of resources anticipated during the next five years and a specific scheduling of projects.
3. IDOT's annual program is published which details the upcoming year's anticipated accomplishments.
4. The construction and grants budget request identifies specific sources for financing this program during the coming fiscal year and provides the basis for appropriation requests from the Illinois General Assembly.

While OPP is accountable for directing the development of the state's transportation plans and programs, the resulting products represent the input of the Department and stakeholders across the state.

Key activities of OPP relate to policy development, metropolitan planning, air quality planning and interagency liaison functions. In the policy area, the office provides staff support to facilitate policy decisions related to the state appropriations and substantive legislations that impacts transportation. The office administers the state's Metropolitan Planning Program which is funded with federal funds and provides planning support to the state's metropolitan areas enabling local officials to participate in the development of their respective components of the state's plans and programs.

The office represents the department on interagency energy, economic development, and rural revitalization task forces and committees that address the role and the responsibility of transportation in total system planning.

The organization of OPP reflects a structuring of the planning and programming functions. This structuring allows for an integration of activities, which maximizes staff's abilities to meet program objectives, long range goals, and to respond to new programs in transportation planning.

The **Bureau of Planning** is responsible for development an assessment of the existing transit, rail, freight, waterway and aviation systems; developing those elements for multi-modal planning and multi-year programming purposes including a recommended annual improvement program. The bureau develops the Long Range Transportation Plan and other multi-modal plans. The bureau also manages the Metropolitan Planning Program. The bureau is responsible for ensuring the federally required performance management requirements are met and reported to the Federal Highway Administration. The bureau also provides information technology support, fiscal processing, data processing, and graphic services to OPP. In addition, the bureau also prepares the Official State Highway map and other transportation maps for rail, ports, transit, counties and scenic byways.

The **Bureau of Programming** develops an assessment of the existing highway system and identifies current and future needs for planning and programming purposes while considering constraints. The bureau is responsible for development programs of projects for highways and reporting on accomplishments of those programs. To do this they develop programming guidelines to address statewide goals and objectives, needs assessment, system data including

collection and grant programs. The bureau is responsible for ongoing data submittals to FHWA to meet statutory requirements and funding allocation criteria through Highway Performance Monitoring System (HPMS), National Bridge Inventory (NBI) and continuous count traffic data. Also, maintains roadway and bridge data.

The **Bureau of Innovative Project Delivery** oversees the department's initiatives to explore the leveraging of private resources in project implementation and agency operations. The bureau coordinates with private sector and public entities to expedite project delivery and maximize innovation in the financial, design, construction, operation and maintenance of mayor transportation infrastructure projects.

The **Bureau of Data Collection and Mapping** maintains transportation data systems such as, roadway condition information, traffic data and crash reports filed by motorists and law enforcement officers. The bureau is responsible for preparing the annual Crash Fact report.

The **Bureau of Research** coordinates the departments federally and state funded research activities, including all Strategic Highway Research and National Cooperative Research and Transportation Research Board Programs (NCHRP). Research activities are primarily conducted through an intergovernmental agreement with the University of Illinois at Champaign-Urbana which funds the Illinois Center for Transportation.

The **Bureau of Local Roads and Streets** is responsible for administering the expenditure of a wide variety of funds for transportation purposes available to local government agencies. The bureau also renders guidance and assistance to local agencies in planning, financing, designing, constructing, and maintaining local highway and street systems.

## Summary

This FY 2019 Transportation Planning Work Program totals \$82,657,673.

The primary focus of OPP's FY 2019 Transportation Planning Work Program is the planning and planning oriented activities performed with the State of Illinois at various levels – the Office of Planning and Programming, the District level, and the Metropolitan Planning Organizations (MPO's). The total Federal costs of this effort is \$66,126,138.

The funding for the transportation planning and programming work described in this document is expected to come from the following sources:

Item	Federal SPR Amount	Federal PL Amount	Federal FTA Amount	*State/Local Amount	Total Costs
New IDOT SPR Projects	\$14,971,224			\$3,742,806	\$18,714,030
New External SPR Projects	\$7,389,350			\$1,847,338	\$9,236,688
Multi-Year SPR Contracts	\$20,397,019			\$5,099,255	\$25,496,274
Total SPR Funds	\$42,757,593			\$10,689,398	\$53,446,991
MPO PL Funds		\$18,024,641		\$4,506,160	\$22,530,801
MPO FTA Funds			\$5,343,904	\$1,335,976	\$6,679,880
Total FY 2019 Funds		\$18,024,641	\$5,343,904	\$5,842,136	\$29,210,681
<b>Total FY 2019 SPR PL &amp; FTA</b>	<b>\$42,757,593</b>	<b>\$18,024,641</b>	<b>\$5,343,904</b>	<b>\$16,531,535</b>	<b>\$82,657,673</b>

\*Match Details:

ITEM	State Match	Local Match	Total
New IDOT SPR Projects	\$3,742,806		\$3,742,806
New External SPR Projects	\$1,847,337	\$1,550,573	\$3,397,910
Multi-Year SPR Projects	\$5,099,255		\$5,099,255
MPO PL Funds	\$4,211,440	\$294,720	\$4,506,160
MPO FTA Funds	\$1,266,030	\$69,945	\$1,335,975
<b>TOTAL</b>	<b>\$16,166,868</b>	<b>\$1,915,238</b>	<b>\$18,082,106</b>

## Chapter One - New Projects

Illinois Department of Transportation Projects

### CHAPTER ONE - PART ONE IDOT PROJECTS

Estimated Program Costs by Job Number

Function	APA STATE JOB NUMBER	Title	Federal Project Number	Total Amount
D44	HPR-66-018-19	AASHTOWARE Bridge Prod License	1T5H(720)	\$368,750
D45	HPR-66-019-19	Dev & Crash Testing Mntd Bike Railing	TYRV(406)	\$312,500
D46	HPR-66-020-19	Green Friendly Practices at Rest Areas	L5EU(442)	\$375,000
D47	HPR-66-021-19	Bridge Inspect Access Equip Purchase	DJZ5(436)	\$1,562,500
D48	HPR-66-022-19	All Hazards Bridge Flooding Tool	BI6S(411)	\$429,688
D49	HPR-66-023-19	Re-Imaging Public Engagement IDOT	JLZZ(664)	\$125,000
D50	HPR-66-024-19	Illinois State Bicycle Map Printing	RYY7(948)	\$62,500
D51	HPR-66-025-19	Official Illinois Highway Map Printing	FINH(716)	\$400,300
D52	HPR-66-026-19	Information Technology Support	QSLK(578)	\$1,800,000
D53	HPR-66-027-19	Ent Asset Management Plan	XIIA(083)	\$937,500
D54	HPR-66-028-19	Cell Phone Based Roughness Index	F2P4(776)	\$272,500
D92	HPR-66-039-19	IL Pipeline Inventory	ZFGV(175)	\$312,500
D93	HPR-66-040-19	Distracted Drive Summit	7B68(023)	\$625,000
D94	HPR-66-041-19	Statewide Truck Bottleneck Diagnosis	FAPY(017)	\$312,500
D96	HPR-66-070-19	General Strategic Services Consultant	HNQZ(328)	\$625,000
D97	HPR-66-071-19	Bike Maps/Network	IYKU(495)	\$250,000
D98	HPR-66-072-19	Transportation Demand Management	Z8LT(765)	\$312,500
D37	HPR-66-162-18	Capacity Building Travel/Peer Exchange	3SKQ(836)	\$125,000
E01	HPR-66-074-19	Donnie Lot Parking Study	IDVP(089)	\$312,500
E02	HPR-66-075-19	Advanced ATMS Study	OZM1(850)	\$312,500
B21	HPR-66-083-19	National Scenic Byways in Illinois	WEF5(172)	\$273,125
E11	HPR-66-084-19	Local Roads & Streets Salary	51CM(398)	\$547,042
E12	HPR-66-085-19	Non-Destructive Testing Equipment	XTEX(142)	\$843,750
E13	HPR-66-086-19	Alternate Project Delivery Dev Support	XJW7(005)	\$6,250,000
E15	HPR-66-088-19	M-E Software License	8KDI(914)	\$28,875
E17	HPR-66-090-19	IDOT Public Awareness	JIMM(822)	\$937,500
				\$18,714,030

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D44	Highways Project Implementation	Bureau of Bridges & Structures (BBS)	AASHTOWare Bridge Products License Contract	<p>The purpose of this project is to provide yearly license fees for AASHTOWare Bridge products which BBS actively uses in areas of bridge ratings, bridge design, bridge analysis for overweight permitting and bridge manage. This software directly related to the long term goals of the department in the areas of bridge safety, system reliability and mobility. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Costs: \$73,750 Total: \$368,750</p>	\$295,000	\$236,000
D45	Highways Project Implementation/	Office of Bridges & Structures (BBS)	Development and Creash Testing of a Parapet Mounted Bicycle Railing for Test Level 4	<p>The scope of this project is to perform a full-scale crash test on a proposed parapet mounted bicycle rail. The project will include updating the design of the department's standard railing known as the R-39 rail. The R-39 railing will be update to include the standard single slope parapet to be used by the department beginning in 2020. The ultimate product of this project will be a standard parapet mounted bicycle railing which meets MASH 2016 Test Level 4 and will be available for use on future projects throughout the state. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Costs: \$62,500 Total: \$312,500</p>	\$250,000	\$200,000
D46	Office of Planning & Programming/ Highways Project Implementation	Planning & Operations	Green-Friendly Best Management Practices for Interstate Rest Areas Update	<p>The scope of this project will be to update the Green-Friendly Best Management Practices for Interstate Rest Areas study (Green-Friendly study). This update would include the core goals of revising cost figures for all proposed improvements, prioritization of rest area improvements based on cost-effectiveness, and finally a more robust analysis on the use of solar panels for a more long-term sustainable power solution. The work product for this project is a report outlining several findings from the three core goals of the study addressed above. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Costs: \$75,000 Total: \$375,000</p>	\$300,000	\$240,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D47	Highways Project Implementation	Bureau of Bridges & Structures (BBS)	Bridge Inspection Access Equipment Purchase	The purpose of this project is to purchase a bridge inspection snopper (Aspen Aeial A-62) and two towable bridge inspection platforms (Anderson HP-35). This equipment will allow the close access of structural components to effectively inspect structures. The access equipment is required to inspect over 27,000 structures to determine existing and future conditions and determine deterioration curves that will be used in the Bridge Management System. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.  2019 IDOT Labor Costs: \$312,500 Total: \$1,562,500	\$1,250,000          \$312,500 \$1,562,500	\$1,000,000          \$250,000 \$1,250,000
D48	Office of Planning & Programming	Bureau of Planning	All-Hazards Vulnerability Assessment Bridge Flooding Tool	This project looks to continue the work done on the 2014-2017 IDOT All-Hazards Vulnerability Assessment (All-Hazards), with a series of next steps to insure the department is prepared for extreme events. These next steps include, the hiring a consultant team or additional staff to complete the entry of critical bridge hydraulic data into the Illinois Structure Information System (ISIS), the completion of flood modeling for a select number of assets, and the formation of a small advisory working group to outline how the data generated from the All-Hazards will inform project prioritization in the programming process. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.  2019 IDOT Labor Costs: \$85,938 Total: \$429,688	\$343,750          \$85,938 \$429,688	\$275,000          \$68,750 \$343,750

2020 Total Cost		2020 Federal Cost	
Project Cost	\$93,750	Project Cost	\$75,000
IDOT Labor Cost	\$23,438	IDOT Labor Cost	\$18,750
Total Cost with Labor	\$117,188	Total Cost with Labor	\$93,750



<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D51	Office of Planning & Programming	Bureau of Planning	Illinois Official Highway Map Printing	The Official Illinois State Highway Map is printed every two years and distributed free of charge throughout the state. Various versions of this map will be printed including standard print and large print maps. These maps are printed according to 605 ILCS 5/4-101.13 (from Ch. 121, par. 4-101.13) Sec. 4-101.13. To publish maps in convenient forms showing State and other highways for use by the public and, in its discretion, to fix a charge therefor not in excess of the cost of publication. (Source: Laws 1959, p. 196.). IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.  2019 IDOT Labor Costs: \$80,060 Total: \$400,300	\$320,240	\$256,192
D52	Bureau of Finance and Administration	Bureau of Information Processing	Planning & Programming Information Technology (IT) Support	The scope of this project involves various aspects of IT data and system development, management and support. The data sources and systems will include various applications, services and databases all of which are integral to the agency's many work efforts related to transportation planning, programming, and asset management. This contract will be a four (4) to six (6) years for specialized IT consulting resources. Project deliverables will be the ongoing development, management and support of enterprise IDOT Planning and Programming applications and databases. Federal funding is also required in FY22: \$2.9 million and FY23: \$1.45 million. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.  2019 IDOT Labor Costs: \$360,000 Total: \$1,800,000	\$1,440,000	\$1,152,000

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$2,900,000	Project Cost	\$2,320,000	Project Cost	\$2,900,000	Project Cost	\$2,320,000
IDOT Labor Cost	\$725,000	IDOT Labor Cost	\$580,000	IDOT Labor Cost	\$725,000	IDOT Labor Cost	\$580,000
Total Cost with Labor	\$3,625,000	Total Cost with Labor	\$2,900,000	Total Cost with Labor	\$3,625,000	Total Cost with Labor	\$2,900,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D53	Office of Planning & Programming	Bureau of Programming	Enterprise Asset Management Plan	<p>The Department is currently working on the RFP with a contract awarded in early FY 2019 to pursue an Enterprise Asset Management Solution. This system will meet the 6 FHWA Asset Management System requirements. This system will integrate with the current Bridge and Pavement Inventory systems. The system will have the ability to create/integrate Strategies, Benefit Cost/Life Cycle Planning, and Deterioration models by asset class. The system will have the ability to generate a recommended 10 year Asset program based on those components to meet the Departments Asset System Goals. The 5-year agreement with the option to renew 5-years is estimated to cost \$5,300,000. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Costs:           \$187,500           \$150,000 Total:                                       \$937,500           \$750,000</p>	\$750,000	\$600,000

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$1,100,000	Project Cost	\$880,000	Project Cost	\$350,000	Project Cost	\$280,000
IDOT Labor Cost	\$275,000	IDOT Labor Cost	\$220,000	IDOT Labor Cost	\$87,500	IDOT Labor Cost	\$70,000
Total Cost with Labor	\$1,375,000	Total Cost with Labor	\$1,100,000	Total Cost with Labor	\$437,500	Total Cost with Labor	\$350,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D54	Planning & Programming	Local Roads & Streets	Cell Phone Based Roughness Index Study	The International Roughness Index (IRI) is used around the globe to measure road surface profile and quantify its roughness and serviceability condition. A consultant will be selected to develop a cell-phone application and an open source user-friendly software program to be used for computing IRI and other roughness-based quality indicators for both low volume roads and state highways. This project has the potential to deliver a product that can be used widely throughout Illinois. When compared to the limited number of road profilers available in Illinois, cell phone based data collection data collection and condition assessment will help to prioritize future improvements to road/pavement assets. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$218,000	\$174,400
				2019 IDOT Labor Costs:	\$54,500	\$43,600
				Total:	\$272,500	\$218,000

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$249,000	Project Cost	\$199,200	Project Cost	\$31,000	Project Cost	\$24,800
IDOT Labor Cost	\$62,250	IDOT Labor Cost	\$49,800	IDOT Labor Cost	\$7,750	IDOT Labor Cost	\$6,200
Total Cost with Labor	\$311,250	Total Cost with Labor	\$249,000	Total Cost with Labor	\$38,750	Total Cost with Labor	\$31,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D92	Planning & Programming	Planning	IL Pipeline Inventory	Inventory of Illinois pipelines, including tank farms and terminals. Identify and analyze locations where pipelines interact with other infrastructure. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$250,000	\$200,000
				2019 IDOT Labor Costs:	\$62,500	\$50,000
				Total:	\$312,500	\$250,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D93	Planning & Programming	Planning	Distracted Driving Summit	<p>Consultant services to plan and deliver Interagency Distracted Driving Summit, produce strategic plan based on outcome of summit, and assist in implementation and communication services. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Costs: \$125,000 Total: \$625,000</p>	\$500,000	\$400,000
<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D94	Planning & Programming	Planning &	Statewide Truck Bottleneck	<p>This study will verify and analyze bottlenecks identified in the State Freight plan, identify causes and recommend actions that can be taken to effectively mitigate traffic reliability and delay. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Costs: \$62,500 Total: \$312,500</p>	\$250,000	\$200,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D96	Planning & Programming	Various Offices	General Strategic Services Consultant	<p>A consultant will be hired to Inform IDOT leadership of unique, innovative and strategic ideas, concepts, and industry leading practices, both nationally and internationally, to drive efficiencies and enhance the performance of the Department's programs and assets; • Evaluate strategic alternatives and articulate the most promising program strategies for the Department to deliver transportation services in support of its mission; • Identify the organizational changes and new business processes that support delivery of any new and/or refined programs and strategies, develop transition plans and identify capabilities that need to be developed or procured; • Review the Department's investments in Project Development, Construction, Operations, and Maintenance and the fiscal impact of various department programs and/or stakeholder requirements; • Review of federal transportation management plans, Department metrics and supporting data to ensure best practice metrics to monitor progress in delivering Project Development, Construction, Operations, and Maintenance; and • Any other strategy development, evaluation or review as requested by the Chief Operating Officer (COO) or designee. The SGSC firm will also support the overall program management needs of the COO or designee including but not limited to: • Development of presentations, reports, and guidance documents; • Other ad hoc administrative support or staffing</p>	\$500,000	\$400,000
				<p>2019 IDOT Labor Costs: \$125,000</p> <p>Total: \$625,000</p>	\$125,000	\$100,000
					\$625,000	\$500,000

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$1,000,000	Project Cost	\$800,000	Project Cost	\$500,000	Project Cost	\$400,000
IDOT Labor Cost	\$250,000	IDOT Labor Cost	\$200,000	IDOT Labor Cost	\$125,000	IDOT Labor Cost	\$100,000
Total Cost with Labor	\$1,250,000	Total Cost with Labor	\$1,000,000	Total Cost with Labor	\$625,000	Total Cost with Labor	\$500,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D97	Planning & Programming	Planning	Bike Maps/Network	Convert existing bike maps from CADD into GIS. Update bike network in GIS format for department use. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.  2019 IDOT Labor Costs: \$50,000 Total: \$250,000	\$200,000	\$160,000
D98	Highways	D-1	Regional Transportation Management System	The Department proposes to engage in advertisement of professional services for two different tasks which would be part of the same study so one is not mutually exclusive of the other. The first task for the Department would be to pursue replacement of the current District One Advance Traffic Management System (ATMS) which is nearing the end of its useful life. The second would be a Region One network operations study. This study would be led by District One and incorporate stakeholders from each County to ensure that a holistic approach to traffic management is considered across the transportation network. In addition, major stakeholders such as Naperville and Aurora would be included. We also intend to include our Expressway Systems in Region One as it influences arterial operations. While the City of Chicago utilizes differing signal platforms and communications for many ITS devices, their involvement would need to be thoughtfully considered. All improvements would match the approved statewide ITS architecture. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.  2019 IDOT Labor Costs: \$62,500 Total: \$312,500	\$250,000	\$200,000

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$300,000	Project Cost	\$240,000	Project Cost	\$200,000	Project Cost	\$160,000
IDOT Labor Cost	\$75,000	IDOT Labor Cost	\$60,000	IDOT Labor Cost	\$50,000	IDOT Labor Cost	\$40,000
Total Cost with Labor	\$375,000	Total Cost with Labor	\$300,000	Total Cost with Labor	\$250,000	Total Cost with Labor	\$200,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D37	Planning & Programming	Planning	Capacity Building Travel and Peer Exchanges	<p>Additional funding is being requested for the FY 2018 Capacity Building Travel and Peer Exchanges Job Number. Staff continues to participate in capacity building and training to ensure staff are well informed to implement new requirements effectively. This will include National Highway Institute or National Transit Institute Courses or conferences/workshops put on by USDOT. Additionally, the department has entered into new initiatives as well including enhancing public/private partnerships and waterways/port and capacity building opportunities within these topics that are federally eligible would use these funds for travel and registration. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Costs: \$25,000 Total: \$125,000</p>	\$100,000	\$80,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
E01	Planning & Programming	Planning	Donnie Lot Parking Study	<p>The Donnie Lot Truck Parking Study would, at a minimum, look at the 6 potential locations at interchanges that have been identified as potential truck only parking locations. The initial 6 locations were selected based on location and undeveloped land in the area. The study would include evaluating locations along interstates that have potential for truck only parking development, provide the needed support for land acquisition where required, and determine minimum and ideal amenities. Illinois is at the top of the list for freight while at the bottom of the list for truck parking availability. A lack of truck parking results in safety, environmental and economic issues. The intent of Donnie Lots would be to provide a very basic truck only parking lot to begin addressing parking needs. A potential long-term goal may be to use the initial footprint to bring in public/private interest and potentially develop into a more robust parking facility. The study is greatly needed to move forward with the growing problem of insufficient truck parking in Illinois. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Costs: \$62,500 Total: \$312,500</p>	\$250,000	\$200,000

2020 Total Cost		2020 Federal Cost	
Project Cost	\$150,000	Project Cost	\$120,000
IDOT Labor Cost	\$37,500	IDOT Labor Cost	\$30,000
Total Cost with Labor	\$187,500	Total Cost with Labor	\$150,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
E02	Highways	Operations	Statewide Advanced Transportation Management System (ATMS)	<p>This study will explore the desirability of a uniform Statewide ATMS software for IDOT to utilize the systems engineering approach to define our ATMS needs and required functionality. The study will consider the operations requirements, identify cost and schedule for deployment, identify performance parameters, and define training and support needs. In addition to the IDOT Districts and Station One/Operations ITS staff, we suggest the committees include involvement and participation of some of the stakeholders identified in the associated District One Regional Arterial TMC Study (Function #D98) to ensure continuity and consistency between the two studies. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Costs: \$62,500 Total: \$312,500</p>	\$250,000	\$200,000

2020 Total Cost		2020 Federal Cost	
Project Cost	\$250,000	Project Cost	\$200,000
IDOT Labor Cost	\$62,500	IDOT Labor Cost	\$50,000
Total Cost with Labor	\$312,500	Total Cost with Labor	\$250,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
B21	Planning & Programming	Programming	National Scenic Byways in Illinois	<p>IDOT will continue to give the seven National Scenic Byways in Illinois a grant agreement to promote the roadways that are designated byways and the attractions along them. In FY 18, SPR funding in the amount of \$24,750 is requested for each of the Scenic Byways. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Costs: \$54,625 Total: \$273,125</p>	\$218,500	\$174,800

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
E11	Planning & Programming	Local Roads & Streets	Highway Program Planning & Engineering	This job number reimburses the salary of 5 employees in the Bureau of Local Roads & Streets. The 5 employees are paid from a separate appropriation of 011-49407-1900-2200. Costs vary due to fluctuation in headcount through attrition and new hires. These positions include: Local Program Development Engineer, Local Planning & Programming Manager, Urban Programs Manager, Rural Bridge & Safety Programs Manager and Project Planning & Programming Technician. Position descriptions were reviewed for accuracy to ensure that only positions that directly relate to Program Development were included. Salary Ranges were averaged for each position and a differential of 40% added to account for the cost of benefits and then annualized.	\$547,042	\$437,634

2020 Total Cost	2020 Federal Cost	2021 Total Cost	2021 Federal Amount
\$557,982	\$446,386	\$569,141	\$455,313

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
E12	Planning & Programming	Research	Non-Destructive Testing Equipment	<p>The Bureau of Research is responsible for traveling statewide to conduct non-destructive testing to monitor structural and surface properties of pavements. New equipment will help give the Department a better overall view of the health of the highway system. Increased testing and better data accuracy will ensure that the results can be trusted in helping support the Department's planning and programming of the highway system. All this testing will provide additional support to develop long term pavement performance models and more accurately determine rehabilitation strategies. This will directly impact the ability to more effectively use the limited budget for asset management. The Bureau requests funds to purchase: 3 friction trucks, 2 trailers and 1 deflection system. IDOT is requesting approval to purchase the site license AASHTO Pavement M-E to determine the best course of action for a long-term solution. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Costs:           \$168,750 Total:                                       \$843,750</p>	\$675,000	\$540,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
E13	Planning & Programming	Innovative Project Delivery	Alternate Project Delivery Development Support	<p>This project will help IDOT and the Bureau of Innovative Project Delivery in screening and developing candidate P3 and Design-build projects and assess technical, financial and legal feasibility. It will also help with preliminary initiatives for projects in the pipeline including modeling and cost benefit analysis. Once the project method is identified, these projects will be funded by the districts through the use of other funds. This project will also include the development of program wide initiatives and the outreach and educating of legislators on P3's and Design builds. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Costs: \$1,250,000 Total: \$6,250,000</p>	\$5,000,000	\$4,000,000

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$5,000,000	Project Cost	\$4,000,000	Project Cost	\$5,000,000	Project Cost	\$4,000,000
IDOT Labor Cost	\$1,250,000	IDOT Labor Cost	\$1,000,000	IDOT Labor Cost	\$1,250,000	IDOT Labor Cost	\$1,000,000
Total Cost with Labor	\$6,250,000	Total Cost with Labor	\$5,000,000	Total Cost with Labor	\$6,250,000	Total Cost with Labor	\$5,000,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
E15	Planning & Programming	Research	AASHTO Pavement M-E Software	Illinois currently utilizes its own version of mechanistic empirical pavement design developed by internal staff and the University of Illinois. There is very limited staff that with expertise in M-E pavement design in the Department and at the university to update and maintain these design procedures. Additionally, some of this staff is nearing retirement and will no longer be able to support this effort. To support IDOT's continued use of M-E pavement design, the Department is considering options of enhancing staffing on the IDOT method as well as evaluating the AASHTO Pavement M-E software. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$23,100	\$18,480
				2019 IDOT Labor Costs:	\$5,775	\$4,620
				Total:	\$28,875	\$23,100

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$23,100	Project Cost	\$18,480	Project Cost	\$23,100	Project Cost	\$18,480
IDOT Labor Cost	\$5,775	IDOT Labor Cost	\$4,620	IDOT Labor Cost	\$5,775	IDOT Labor Cost	\$4,620
Total Cost with Labor	\$28,875	Total Cost with Labor	\$23,100	Total Cost with Labor	\$28,875	Total Cost with Labor	\$23,100

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
E17	Office of Communication		IDOT Public Awareness Campaign	IDOTs Office of Communications is requesting SPR funds to support communication of agency activities, projects and initiatives. Audiences might possible include the general public, state employees, partners, legislators, etc. Communications would support education about IDOT activities, transportation funding in Illinois and multimodal safety for the traveling public. The resources produced would include, but not limited to, video, social media material, infographics, pamphlets, reports, graphic design, web and written content. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$750,000	\$600,000
				2019 IDOT Labor Costs:	\$187,500	\$150,000
				Total:	\$937,500	\$750,000

2020 Total Cost		2020 Federal Cost	
Project Cost	\$750,000	Project Cost	\$600,000
IDOT Labor Cost	\$187,500	IDOT Labor Cost	\$150,000
Total Cost with Labor	\$937,500	Total Cost with Labor	\$750,000

## External Projects

### Estimated Program Costs

Function	APA STATE JOB NUMBER	Title	Federal Project Number	Total Amount
D55	HPR-66-029-19	Metro Mayors Caucus Municipal Fleet Study	CIUF(910)	\$246,000
D56	HPR-66-030-19	Region 1 Planning Council Mass Transit Mobility Analysis	ZDHT(058)	\$338,375
D57	HPR-66-031-19	Springfield MPO Couple LEAM & REIM Modes	FK4W(297)	\$39,317
D58	HPR-66-032-19	Peoria MPO Digital Area Photo Project	8QWB(066)	\$150,000
D59	HPR-66-033-19	Centralia Railroad Consolidation	9F62(327)	\$60,000
D60	HPR-66-034-19	Bi-State Modeling Freight Flows & System Performance	ASXS(202)	\$240,000
D61	HPR-66-035-19	Bi-State Mississippi River Rail Bridges	E74J(956)	\$100,000
D62	HPR-66-036-19	Bi-State Illinois 92 Study	W6NF(768)	\$300,000
D63	HPR-66-037-19	Champaign MPO Activating LRTP	V7ZC(112)	\$110,000
D64	HPR-66-038-19	Champaign MPO Safety Forecasting Tool	L7EW(225)	\$60,000
D65	HPR-66-042-19	Champaign MPO Kickapoo Rail Trail Extension	6L7G(284)	\$65,000
D66	HPR-66-043-19	Champaign MPO ILMUG Travel Demand Models Providing Technical Support	BGBF(360)	\$80,000
D67	HPR-66-044-19	City of Chicago Complex Intersections Framework Plan	W7YV(902)	\$375,000
D68	HPR-66-045-19	City of Chicago Economic Impacts of Livable Streets Improvements	YEGX(697)	\$75,000
D69	HPR-66-046-19	CMAP Local Technical Program Support	NSA6(276)	\$150,000
D70	HPR-66-047-19	CMAP International Port District Master Plan	W8FK(791)	\$70,000
D71	HPR-66-048-19	CMAP Pavement Management Plan	KL0I(594)	\$666,666
D72	HPR-66-049-19	CTA Blue Line Core Capacity Study	2I21(407)	\$408,000
D73	HPR-66-050-19	CTA asset Management System Enhancements	VSJU(142)	\$500,000

D74	HPR-66-051-19	City of Ottawa Columbus Street Rail Crossing Study	3ZMY(663)	\$30,000
D75	HPR-66-052-19	City of Quincy Regional Transportation Plan	ZEQI(207)	\$100,000
D76	HPR-66-053-19	Cook County SW Cook County Trucking Study	UB6R(542)	\$112,000
D77	HPR-66-054-19	Cook County Transit Plan	TE90(130)	\$30,000
D78	HPR-66-055-19	Danville MPO Freight Study	7HDZ(456)	\$40,000
D79	HPR-66-056-19	Dubuque MPO IEI Barge Expansion Feasibility Study	40FA(920)	\$85,000
D80	HPR-66-057-19	St. Louis MPO Illinois Great Streets Planning	QLUE(009)	\$156,515
D81	HPR-66-058-19	Fayette County GIS Initiative	32CC(807)	\$100,000
D82	HPR-66-059-19	Forest Preserve Dist. Cook County Trail System Inventory	MQG7(960)	\$100,000
D83	HPR-66-060-19	Carbondale Small Structure Inventory	7VGK(978)	\$150,000
D84	HPR-66-061-19	Carbondale MPO Workforce Assess to Work Transit Study	KV3Y(626)	\$53,000
D85	HPR-66-062-19	Greater Peoria Mass Transit Planning Administrator	V6EK(223)	\$196,000
D86	HPR-66-063-19	Bloomington MPO Vision Zero Action Plan	D9L0(890)	\$40,000
D87	HPR-66-064-19	Montgomery County Asset Mgmt Program	YW5T(300)	\$63,500
D88	HPR-66-065-19	Peoria MPO Roadway Asset Mgmt Plan	DGSI(871)	\$85,000
D89	HPR-66-066-19	Village of Sugar Grove Gordon Rd Regional Corridor Study	7T8H(029)	\$100,000
D90	HPR-66-069-19	Regional Comp Transportation Infrastructure Plan for the Central Council's 15 communities	F0U3(001)	\$100,000
D91	HPR-66-067-19	Will County Joliet Intermodal Transportation Master Plan	C4TL(904)	\$200,000
D95	HPR-66-068-19	Springfield Police E-Crash Application	SYSX(405)	\$265,000
E03	HPR-66-076-19	Impact Meas At-Grade Crossings	7Y1K(227)	\$248,814
E04	HPR-66-077-19	Randolph Str Corridor Imp Study	CAPT(178)	\$550,000

E05	HPR-66-078-19	CMAP Truck Routing and Community Studies	S8LJ(787)	\$869,683
E06	HPR-66-079-19	Kane County Long Range Transportation Plan Update 2050 Modeling	DINA(841)	\$85,000
E07	HPR-66-080-19	McHenry County ADA Transition Plan	8926(686)	\$125,000
E08	HPR-66-081-19	METSI	5ZMU(898)	\$700,000
E09	HPR-66-082-19	Vision Zero South Side	MNLZ(630)	\$170,000
E14	HPR-66-087-19	City of Chicago Mobility Study	WB9T(559)	\$250,000
E16	HPR-66-089-19	Region 1 Travel Demand Model	SRKT(172)	\$198,817
			Total	\$9,236,687

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D55	Metropolitan Mayors Caucus	Planning Study & Municipal Fleet Assessment for Alternative Fuel Solutions	The Metropolitan Mayors Caucus proposes to complete a study that will lead to cleaner, more efficient public fleets through collaboration and innovative solutions. The results are intended to also benefit public and private fleet owners and individual alternative fuel vehicle owners in the region. Green Ways 2 Go (GW2G) is the Caucus' lead technical partner for the study.	\$246,000	\$196,800

2020 Total Cost	2020 Federal Cost
\$200,000.00	\$160,000.00

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D56	Region 1 Planning Council (R1PC)	Rockford Mass Transit District (RMTD) Comprehensive Mobility Analysis	The Rockford Mass Transit District (RMTD) regularly strives to improve its offered transportation services to best meet residents' needs. While small needs may be addressed immediately, limited funding for large-scale transit projects generates an increasing level of planning and preparation. Crucial to the success of these efforts is having the data and tools available to not only maximize the efficiency of the transit system, but to keep up with an ever-evolving transportation culture. It is the goal of RMTD and the Region 1 Planning Council (R1PC) to fulfill this role by conducting a Comprehensive Mobility Analysis for RMTD's service area.	\$338,375	\$270,700

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D57	Springfield-Sangamon County Regional Planning Commission	Couple LEAM & REIM Models	<p>The requested funding will advance the comprehensive planning efforts and transportation planning capacity by allowing it to:</p> <ul style="list-style-type: none"> <li>• Couple the previously developed functionalities of the Land Use Evolution and Impact Assessment Model (LEAM) and the Regional Economic Input-Output Models (REIM) systems to formulate scenarios using various economic data, and link the data outputs by industry sectors to a visual land use map to identify how the changes in the economics of a region can impact land use and transportation systems.</li> <li>• Provide additional staff support to collect data necessary to expand, maintain and manage the models to improve sustainable economic development efforts and sustainable transportation.</li> <li>• Assist the staff and local officials with developing a basis for land use decisions associated with the development of the Sangamon County Comprehensive Plan and land use map.</li> <li>• Provide an innovative tool for assisting with decision-making related to the evaluation of transportation networks, economic development and land use planning.</li> <li>• Assist planners with obtaining data needed for next Long Range Transportation Plan for the MPA.</li> </ul>	\$39,317	\$31,454

2020 Total Cost	2020 Federal Cost
\$55,043	\$44,034

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D58	Tri-County Regional Planning Commission	Central Illinois Digital Aerial Photography Project	The Tri-County Regional Planning Commission, on behalf of our local government partners (consisting of the City of Peoria, Logan County, Peoria County, Tazewell County, Woodford County, and the Greater Peoria Sanitary District) desires to complete a digital orthophotography acquisition project in the Spring of 2019 for Peoria, Tazewell, Woodford, and Logan Counties. These units of government have successfully collaborated in the past on similar projects. The project will use a qualified aerial photography vendor which will be responsible for all technical aspects of the project. The project will result in a deliverable of region-wide color digital ortho-rectified images with a ground pixel resolution of 0.5 feet (1"=100' scale) covering approximately 2,450 square miles.	\$150,000	\$120,000

2020 Total Cost	2020 Federal Cost
\$60,768	\$48,614

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D59	City of Centralia	Centralia Railroad Consolidation	The consolidation of the Norfolk Southern Railway (NS) with the Burlington Northern Santa Fe Railway (BNSF) on the south side of Centralia from approximately E. 14th Street to a point south of the US Route 51 grade separation where the NS alignment will turn east toward the Village of Walnut Hill where it will reconnect with the existing NS alignment heading southeast. This consolidation and realignment will facilitate the removal of 4 highway-rail grade crossings which essentially cut the bottom 1/3 of the City of Centralia off. Immediately, west of US Route 51 there is a 10 mph railroad curve which causes extensive delays to US 51 traffic. When a NS train blocks the crossings, a typical highway delay of 10 to 20 minutes per train occurs with an occasional 40 minute delay. From the IDOT bottleneck maps there is approximately 3369 hours of delay for both northbound and southbound US 51. All freight movement between Interstate 64 and areas north of the US 51 crossings, including the Centralia Municipal Airport are essentially cut off during these significant delay periods. Currently all emergency services, including the hospital, ambulance service, police, and fire departments, are located on the north side of these grade crossings. Both of Centralia's industrial parks are located south of these grade crossings. When trains block the crossings, this effectively separates industrial businesses and over 1000 employees from available emergency services.	\$60,000	\$48,000
D60	Bi-State Development - St. Louis Regional Freightway	Illinois/Missouri - Modeling Freight Flows and Visualizing System Performance	the St. Louis Regional Freightway is a maturing multimodal information gateway seeking to improve their analytical capabilities by collecting and analyzing data to characterize movements of freight related shipments within the Bi-State Region of Illinois and Missouri. The St. Louis Freightway needs enduring analytic capabilities to support performance-based planning and programming over an extended time horizon. Modeling and visualizing rail freight traffic in the region with respect to desired system performance benchmarks will provide data-driven evidence to prompt investment and economic development. The initial scope of this applied research is directly linked to agribusiness freight flows and is focused on soybean exports as the first use-case. The Bi-State Region under investigation includes the Illinois counties of Madison, St. Clair, and Monroe.	\$240,000	\$192,000

2020 Total Cost	2020 Federal Cost	2021 Total Cost	2021 Federal Amount
\$60,768	\$48,614	\$240,000	\$192,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D61	Bi-State Regional Commission	Quad Cities Mississippi River Rail Bridges Alternatives Analysis	A transportation planning consultant would be secured to analyze the viable options available to rehabilitate or replace the Mississippi River rail bridges in the Quad Cities. The alternatives analysis would include review of previous planning efforts, determine existing conditions and future demand, define a conceptual level alternatives for rehabilitation or replacement, and suggest goals and objectives for the freight and passenger rail efficiencies related to economic vitality, livability, mobility, durability/resiliency and stewardship. The analysis would provide evaluation criteria based on consideration of engineering concepts, environment, transportation and range of cost estimates for alternatives and recommendations to facilitate mobility and commerce between the states.	\$100,000	\$80,000
D62	Bi-State Regional Commission	Illinois Quad Cities Illinois 92 Corridor Study	A transportation planning consultant would be secured to analyze the corridor. A steering committee would include the four cities, Illinois DOT, and MetroLINK. Other stakeholders will be determined as part of the study development process. The corridor study would include review of previous planning efforts, determine existing conditions and future demand, define conceptual level alternatives for rehabilitation or replacement, and suggest goals and objectives for the corridor related to economic vitality, livability, mobility, durability/resiliency and stewardship. The analysis would provide evaluation criteria based on consideration of engineering concepts, environment, transportation and range of cost estimates for alternatives and recommendations to facilitate mobility and commerce between the communities.	\$300,000	\$240,000
D63	Champaign County Regional Planning Commission	Activating the Long Range Transportation Plan (LRTP): Web-based Planning, Public Involvement, and Data Collection	This request for funding includes two primary avenues for activating the long range transportation plan. Make the web the primary medium for presenting plan content and collecting public input to create a more open and efficient planning process and expand and institutionalize the agency's capacity to collect essential and ongoing pedestrian and bicyclist data in the Metropolitan Planning Area (MPA) to support performance based planning and increase the utility of the transportation modeling tools for all modes.	\$110,000	\$88,000

<b>2020 Total Cost</b>	<b>2020 Federal Cost</b>
\$70,870	\$56,696

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D64	Champaign County Regional Planning Commission	Development of Champaign County Safety Forecasting Tool	The proposed project will develop a safety forecasting tool using the steps from the Highway Safety Manual (HSM) for estimating future crashes which requires future annual average daily traffic (AADT) estimated using the regional travel demand model (TDM). This tool will provide one platform to select and prioritize projects based on safety, guide corridor safety enhancements and intersection safety studies, and also assist in conducting benefit cost analyses of future projects. It will be a data-driven tool which will require geometric information of intersections and corridor segments for developing the safety performance function (SPFs) from the HSM to estimate future crashes. This project anticipates using IDOT's state-specific safety performance functions (SPFs) for the network screening process to estimate future crashes with the Champaign	\$60,000	\$48,000

2020 Total Cost	2020 Federal Cost	2021 Total Cost	2021 Federal Amount
\$85,000	\$68,000	\$39,000	\$31,200

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D65	Champaign County Regional Planning Commission	Urbana Kickapoo Rail Trail Extension Planning Study	This project aims to evaluate the feasibility of providing a bicycle and pedestrian facility that extends the Kickapoo Rail Trail (KRT) from its current terminus in East Urbana near Weaver Park (Main Street) to Lincoln Avenue in Urbana. The primary purpose of the bicycle and pedestrian facility extension is to provide a safe, convenient, and functional off-street transportation facility connecting Kickapoo Rail Trail users to East Urbana neighborhoods and employers, the Champaign-Urbana Mass Transit District (CUMTD), Downtown Urbana, the Boneyard Crossing greenway, Leal Park, and Carle Foundation Hospital.	\$65,000	\$52,000

2020 Total Cost	2020 Federal Cost
\$60,094	\$48,075

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D66	Champaign County Regional Planning Commission	Illinois Modeling Users Group (ILMUG): Building IL MPOs travel demand models and providing technical support for IL MPOS	This proposal includes allocating a set number of hours per year for developing a 4-step travel demand model for the Kankakee Area Transportation Study (KATS), continuation of the research and development of best practices in travel demand modeling, providing training and on-site technical support to the ILMPOs particularly to the Bloomington-Normal, Dekalb-Sycamore and Kankakee MPOs and coordination of activities related to travel demand modeling with similar groups and the Illinois MPOs, dissemination of information to support the travel demand-modeling program in Illinois, and updating and enhancing the ILMUG website.	\$80,000	\$64,000

2020 Total Cost	2020 Federal Cost	2021 Total Cost	2021 Federal Amount
\$100,000	\$80,000	\$31,422	\$25,138

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D67	Chicago Department of Transportation (CDOT)	Complex Intersections Framework Plan	This study will create a framework plan that identifies, classifies, prioritizes, and develops improvement concepts for the universe of relevant intersection locations throughout the City. For each intersection, the study will describe the existing complexities, modes affected, and potential benefits of modifications and generate detailed concept plans for improvements that would address these issues. These plans will reflect guidance from CDOT's Complete Streets Guidelines, Vision Zero Plan, and other related resources while also acknowledging existing and potential future nearby land use, which drives travel demand and modal orientation. It is expected that the universe of intersections studied will total approximately 100, with about half needing low impact/near term treatments (pavement marking/signage/signal timing/cost estimates), a quarter needing medium impact/mid-term treatments (above plus curblines changes/signal modernization), and a quarter needing high impact/longer term treatments (above plus street realignment/property acquisition). This will be a 4-year study with FY 22 estimated at \$125,000.	\$375,000	\$300,000

2020 Total Cost	2020 Federal Cost	2021 Total Cost	2021 Federal Amount
\$375,000	\$300,000	\$375,000	\$300,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D68	Chicago Department of Transportation (CDOT)	Economic Impacts of Livable Street Improvements to Commercial Corridors	This study will determine how the economic health of a neighborhood is impacted as a result of a Livable Street project. Looking at recently completed projects, CDOT will examine property values, sales data, retail vacancy rates, and other economic indicators in order to quantify the amount of private money leveraged by a publicly funded Livable Street project. This will be a 4-year study with FY 22 estimated at \$25,000.	\$75,000	\$60,000

2020 Total Cost	2020 Federal Cost	2021 Total Cost	2021 Federal Amount
\$92,416	\$73,933	\$75,000	\$60,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D69	Chicago Metropolitan Agency for Planning (CMAP)	Local Technical Assistance Program Support	Following adoption of GO TO 2040 in 2010, CMAP initiated the Local Technical Assistance (LTA) program, which provides staff and contract assistance to communities to do local planning that is consistent with the long-range regional plan and integrates transportation elements into local planning efforts. The LTA program involves working directly with a community or group of communities on a product that is customized for their use, has a specific audience, and is geographically limited. The majority of LTA projects integrate transportation elements into local plans or the inclusion of recommendations that influence the performance of the transportation system. As is well known, land use and transportation are inextricably linked and influence the performance and success of the other. Likewise, other planning elements either influence or are influenced by land use and transportation planning and investments, such as housing, economic development, and environmental resources. Since its launch, CMAP has initiated more than 200 local projects. This will be a 4-year study with FY 22 estimated at \$100,000.	\$150,000	\$120,000

2020 Total Cost	2020 Federal Cost	2021 Total Cost	2021 Federal Amount
\$200,000	\$160,000	\$100,000	\$80,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D70	Chicago Metropolitan Agency for Planning (CMAP)	Illinois International Port District (IIPD) Master Plan	CMAP is proposing to collaborate with IIPD on a master plan effort aimed at developing a cohesive vision for potential transportation and land use improvements related to IIPD operations and its position within the fabric of the southeast side of Chicago, particularly the contiguous Chicago Community Areas. This effort is meant to connect and build upon previous efforts and analysis conducted by the IIPD and partners. These efforts include Positioning Pullman, which recommends improving transportation connections to the newly designated National Monument directly west of IIPD; Our Great Rivers, which recommends IIPD be strengthened in order to improve local industry, transportation connections, and conservation; Southeast Chicago Area-Wide Plan, which recommends land use and transportation improvements to connect the ecological, cultural, and recreational resources of the Calumet; studies commissioned by IIPD to examine its strategic and capital needs and well as potential maximum commodities throughput; and CMAP's 2017 Local Technical Assistance award to IIPD for help to define its planning needs and priorities.	\$70,000	\$56,000

2020 Total Cost	2020 Federal Cost	2021 Total Cost	2021 Federal Amount
\$143,000	\$114,400	\$142,998	\$114,398

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D71	Chicago Metropolitan Agency for Planning (CMAP)	Pavement Management Plans for Chicago Local Agencies	This project will provide technical assistance to develop pavement management plans (PMPs) for local units of government in the CMAP region. PMPs will give participating local agencies an understanding of the importance and types of pavement preservation, documentation of the current condition of pavement, scenarios evaluating the cost to meet different network-level pavement conditions, and a recommended capital plan that emphasizes pavement preservation treatments. CMAP has already established a pilot program to offer this service using a relatively small budget from its Unified Work Program operating funds. CMAP has also identified interested communities to participate in the program via a call for projects held in January-February 2018, which resulted in a total of 69 project applicants. However, UWP funding allocated for the pilot program will only allow for 8-12 communities to be selected. CMAP is now seeking to expand the pilot program to offer the service to more communities using SPR funding.	\$666,666	\$533,333

2020 Total Cost	2020 Federal Cost	2021 Total Cost	2021 Federal Amount
\$666,666	\$533,333	\$666,666	\$533,333

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D72	Chicago Transit Authority (CTA)	Blue Line Core Capacity Study	CTA is requesting funding to conduct planning, conceptual design, and public outreach efforts that will allow for the development of a Blue Line Core Capacity Program. Funds received will be used to prepare the required materials to request entry into the Project Development phase of the Federal Transit Administration's (FTA) Capital Investment Grant Program as a Core Capacity project. The project is ready to begin and is scalable. This planning effort will identify a program of recommended improvements that will allow a 10% capacity increase along the Blue Line O'Hare branch. The final deliverable will package technical memoranda and other documentation from the study into a single, comprehensive report, which will position CTA to apply for federal funds through the FTA's Capital Investment Grant program, as a Core Capacity project.	\$408,000	\$326,400

<u>2020 Total Cost</u>	<u>2020 Federal Cost</u>
\$500,000	\$400,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D73	Chicago Transit Authority (CTA)	Asset Management System Enhancements	This project will significantly enhance the tools and data used by CTA to plan maintenance and renewal of its infrastructure assets, including track, structures, signals, and traction power systems. It will also leverage the investments that CTA has made in recent years to migrate its work order tracking and asset inventory into an Enterprise Asset Management System (EAM). 1. A fully deployed spatial analysis tool with mobile-access to CTA's Enterprise Asset Management System, for use by CTA's 25 Power and Way maintenance coordinators; 2. Development of asset data standards that ensure consistency of data entry and interoperability between systems; and 3. The addition of essential lifecycle and condition attributes to key infrastructure assets in the EAM, along with rapid linkage between relevant content stored in CTA's new document management system (e.g. drawings, specifications) with EAM asset records.	\$500,000	\$400,000

<u>2020 Total Cost</u>	<u>2020 Federal Cost</u>
\$475,000	\$380,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D74	City of Ottawa	Columbus Street Rail Crossing Alternative Feasibility Study	Illinois Railway moves multiple trains with small numbers of sand cars each, from US Silica on the outskirts of town to the switchyard in the center of the city between Columbus and Champlain Streets. There they are assembled into full length trains. The multiple train movements and then the lengthy switching creates significant traffic delay. Traffic backups extend for a mile in both directions with the wait often over 20 minutes. Trucks carrying agricultural products, as well as trucks traveling from Interstate 80 to the Illinois River barge terminals, are blocked. There are traffic accidents as motorists desperately try to find a way to turn around. This has even resulted in emergency responders being required to call the railroad to break up the train in order to allow the passage of an ambulance or fire truck. The study will consist of quantifying the impacts of the delays, developing viable alternatives, calculating opinions of probable costs and life cycle, collecting public input, coordinating with project stakeholders, quantifying benefits of alternatives, and providing a recommended alternative. The study will also provide an implementation plan for the recommended alternative. Studied alternatives will include traditional alternatives such as grade-separations, as well as unconventional alternatives including alternate rail track locations for switching trains.	\$30,000	\$24,000

2020 Total Cost	2020 Federal Cost
\$45,000	\$36,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D75	City of Quincy, IL	Quincy Regional Transportation Plan	A consultant will be hired to prepare the Quincy Regional Transportation Plan (Q RTP). The plan shall identify major regionally beneficial transportation projects that can be targeted for federal, state, and local funding in the next 25 years. The geographical limit of the Q RTP shall be approximately one and a half miles from the current City of Quincy limits. The plan shall expand on the recommendations brought forth in the "Quincy Next" strategic plan adopted in 2018 and specifically address the new location for the US Route 24 Bridge carrying eastbound traffic from Missouri into the City's Central Business District (CBD).	\$100,000	\$80,000

<b>2020 Total Cost</b>	<b>2020 Federal Cost</b>
\$50,000	\$40,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D76	Cook County Department of Transportation and Highways	SW Cook County Truck Study	This project will investigate truck mobility and investment needs in southwest Cook County, one of the major industrial and logistics clusters in northeastern Illinois. The project will apply the conceptual truck routing framework developed in CMAP's O'Hare Subregional Truck Routing Study to these communities, and will expand upon that work by completing detailed needs analyses. The project scope includes (1) the identification of existing locally designated truck routes and truck restrictions defined in municipal ordinances, (2) quantitative and qualitative existing conditions analyses, and (3) classification of roadway segments into tiers based on truck volumes and truck access needs, with policy and capital investment recommendations developed for each tier. While the focus of the project will be on the trucking system, highway connections to rail, air, and port facilities will be important considerations. Frequent outreach with IDOT, Illinois Tollway, CMAP, CDOT, the Southwest Conference of Mayors, West Central Municipal Conference, and municipal agencies is anticipated throughout the project.	\$112,000	\$89,600

<b>2020 Total Cost</b>	<b>2020 Federal Cost</b>
\$168,000	\$134,400

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D77	Cook County Department of Transportation and Highways	Cook County Transit Plan	The Cook County Transit Plan will assess current and proposed public transportation services as well as explore alternates and the potential of new services and technologies to improve service to residents and businesses. This would differ from RTA's recently release Invest in Transit plan which is little more than an aggregation of Service Board plans with no independent assessment by the RTA. One example of the objectivity that Cook County will bring to its transit plan will be its assessment of the impact that the Red Ahead project will have on existing Metra Electric and NICTD's South Shore service and whether similar service can be provided by upgrading existing service instead of building an entirely new facility.	\$30,000	\$24,000

2020 Total Cost	2020 Federal Cost	2021 Total Cost	2021 Federal Amount
\$350,000	\$280,000	\$107,500	\$86,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D78	Danville Area Transportation Study	Danville Freight Study	the City of Danville Freight Study will develop a comprehensive look at: preserving the existing transportation system, increasing connectivity between rail, highways, and potentially air, public and private sectors input on economic feasibility, size, and location of a potential facility, and identifying the improvements needed to cost effectively benefit constituents and support development. The final goal of the City of Danville Freight Study is to identify locations where investments in multi-modal infrastructure are economically feasible and encourage surrounding development and growth. Through planning and economic projections, locations likely to support the development can be identified. The planning study will: seek to identify potential challenges to multi-modal development so that the community stakeholders can determine if and how to mitigate them, provide the preliminary data and analysis required to begin the development process, and work as a document to attract investors or apply for grants.	\$40,000	\$32,000

2020 Total Cost	2020 Federal Cost
\$60,000	\$48,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D79	East Central Intergovernmental Association	IEI Barge Expansion Planning & Feasibility study	ECIA is proposing to conduct a planning and feasibility study for expansion of IEI Barge Services' existing port facility on the Mississippi River in Jo Daviess County, Illinois that will allow a broad range of higher-value ro-ro, break-bulk, and project cargo. The 120-acre site features a 20-acre protected harbor off the main channel of the upper Mississippi River at mile 574.5. The facility is currently capable of handling dry bulk products between any combination of barge, rail or truck. IEI has 150,000 square feet of inside dry bulk storage, as well as room to develop additional facilities. IEI is located on U.S. Highway 20 just three miles east of East Dubuque. The terminal also has unit train rail access to Canadian National Railway. The goal will be to provide more multi-modal transportation interchange services to regional shippers and connect them to the international and domestic transportation system and associated worldwide markets. The project will serve as a catalyst of economic development for the State of Illinois and the local region.	\$85,000	\$68,000

2020 Total Cost	2020 Federal Cost
\$65,000	\$52,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D80	East West Gateway Council of Governments	Illinois Great Streets Planning	<p>This project will conduct a Great Streets Initiative (the Initiative) planning project on the Illinois side of the St. Louis region. A consultant will be hired to conduct an examination/analysis of existing conditions (a professional assessment of the study area relevant history, infrastructure, market, leadership, land uses, and apparent priorities and goals in order to establish a baseline to inform the community visioning session). This report will include</p> <ul style="list-style-type: none"> <li>• Market / Land-Use Analysis (current mix, market capacity, development patterns, demographics, etc.)</li> <li>• Transportation network by mode (access, completeness, use, condition, safety, performance, parking, mode shift, etc.)</li> <li>• Utility infrastructure (providers, locations, age, condition, capacity, etc.)</li> <li>• Recent/concurrent/pending planning, infrastructure, and development efforts</li> <li>• Governance (municipal, business, community, formal and informal)</li> <li>• Local history. In this way the various plan recommendations can be orchestrated to build local capacity and momentum. Incremental implementation towards a singular vision, over time, is the most likely scenario for success. The work and sequence is mapped out for the community, and they are prepared to opportunistically seek funding and partnerships that occasionally surface.</li> </ul>	\$156,515	\$125,212

2020 Total Cost	2020 Federal Cost
\$442,841	\$354,273

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D81	Fayette, County of	Fayette County Culvert GIS Initiative	The proposed project will consist of collecting the size, type, condition and GPS location of the existing cross road culverts located within Fayette County. This information will then be incorporated into the County's GIS, where it can then be utilized by the County and Townships to program the replacement of culverts in the most need.	\$100,000	\$80,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D82	Forest Preserve District of Cook County	Forest Preserves of Cook County's Trail System Inventory and Evaluation	<p>The Forest Preserves of Cook County proposes to conduct an inventory and evaluation of its more than 150 miles of paved trails and 200 miles of unpaved trails. This extensive system of regional trails provides transportation choices and enhances the livability of diverse communities in the state's most densely populated county. The Forest Preserves proposes to hire a consultant to:</p> <ul style="list-style-type: none"> <li>• Conduct a gap analysis by reviewing regional and sub-regional trail plans with a focus on connections to other modes of transportation;</li> <li>• Recommend a systematic approach for regular inspection and evaluation of trail conditions, including bridges, underpasses and road crossings, and wayfinding signs;</li> <li>• Develop a system of collecting user counts;</li> <li>• Recommend equipment and software for collecting that data and a plan to incrementally apply it to the network of trails;</li> <li>• Collect baseline data and one additional season of follow-up comparison data;</li> <li>• Developing a database that will allow the Forest Preserves' to implement a performance-based trail maintenance and</li> </ul>	\$100,000	\$80,000

2020 Total Cost	2020 Federal Cost
\$200,000	\$160,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D83	Greater Egypt Regional Planning and Development Commission	Small Structure Inventory	The project will consist of inspection and collection of data for small structures in Franklin, Jackson, Jefferson, Perry and Williamson Counties. An excel spread sheet listing each structure to be inspected will be provided to the consultant. The spreadsheet will also include the structure type and size from IDOT's current inventory as well as the Key Route, station, Road Name and structure coordinates. The consultant will obtain or verify the following additional data for each structure that has a 5 foot or greater span length: 1. Type – (CMP, RCCP, RCBC, etc); 2. Size; 3. Length (GPS data acceptable); 4. Fill Height (GPS data acceptable); 5. Feature crossed; and 6. Inspection rating. The consultant will incorporate this additional data into the provided excel spreadsheet. The consultant will prepare a separate excel spreadsheets for each county that will display the data fields in an easily readable format for field use. These spreadsheets will group the data by Key Route, Road Name and Station for convenient field use. The consultant will also generate new GIS shapefiles containing the original and the collected data. The new shapefiles will be provided to Greater Egypt by electronic media.	\$150,000	\$120,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D84	Greater Egypt Regional Planning and Development Commission	Workforce Access to Work Transit Study	<p>Greater Egypt is partnering with the Southern Illinois Workforce Development Board and the five-county (Franklin, Jackson, Jefferson, Perry, Williamson) region's public transit providers to complete a study to improve the region's ability to utilize public transit as a reliable means of getting to work. There are several major employers in the region that struggle to find employees and there are many individuals working with the local workforce development board that have transportation barriers to employment. This study seeks a viable solution to addressing the need to get more residents reliably to work using public transportation. Specifically, this study will:</p> <ul style="list-style-type: none"> <li>• Identify workforce access to work requirements, employer locations and their area of recruitment, other uses such as medical that are needed and not being addressed.</li> <li>• Inventory existing daily service across the area including deadhead movements and times.</li> <li>• Examine existing areas of common travel or potential transfer points.</li> <li>• Identify any existing public land, right of way, etc. that could be used for passenger amenities for transit transfer or rideshare parking, etc.</li> <li>• Create gap analysis on out of county or multi-county service requirements for all purposes.</li> <li>• Make recommendations for new investment using projections of riders anticipated.</li> <li>• Use the data collected to determine logical transfer locations to enhance connectivity for existing transit system services and also for projected new need.</li> <li>• Make data-based suggestions for appropriate amenities at suggested transfer nodes.</li> </ul>	\$53,000	\$42,400
D85	Greater Peoria Mass Transit District	Planning Administrator	<p>The Greater Peoria Mass Transit District (GPMTD) wants to conduct a Comprehensive Transit Operational Analysis that will evaluate the full benefits and costs of GPMTD's service. GPMTD wants to conduct an in-depth analysis of existing routes along with recommendations for dealing with steadily increasing ridership, expanding community boundaries, and potential new ridership generators. GPMTD wants to optimize transit benefits by increasing system efficiency, increasing ridership, and creating more transit oriented land use patterns. The GPMTD also wants identify various categories of impacts and how to measure them.</p>	\$196,000	\$156,800

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D86	McLean County Regional Planning Commission	Vision Zero Action Plan	guide future projects aimed at improved transportation system safety, specifically street, road and trail projects at locations with the highest historical levels of crashes, particularly those resulting in fatalities (K crashes) or serious injury (A crashes). Among the steps expected are the following: • Aggregate recent available crash data for all locations in the Bloomington-Normal urban area, including: • Inventory locations with the highest incidence of K and A crashes, analyzed and reported using the FHWA HSIP safety performance measures (Final Rule, 4/14/16, 81 FR 13882), and further analyzed using data regarding time of day, season, weather, involvement of distracted or impaired drivers; • Apply these findings to development and dissemination of a public service media campaign regarding Vision Zero goals; • Determination of location priority where not intersecting or including state routes, based on aggregated crash data, mitigation feasibility, status of adjacent facilities by mode and application of LRTP45 strategies and tasks for Complete Streets; • Solicit input from users and/or residents of areas in proximity to priority locations; • Guided by the Bloomington and Normal Complete Streets policies, develop preliminary intersection/facility design concepts; • For identified high priority projects, formulate cost estimates and conduct further analysis regarding fiscal feasibility and funding opportunities, and; • Produce final report, to include priority recommendations for two to five year program, and guidance for future project development using Vision Zero concepts and Complete	\$40,000	\$32,000

2020 Total Cost	2020 Federal Cost
\$50,000	\$40,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D87	Montgomery County Highway Department	Montgomery County Highway Department Asset Management Program	This project will result in an asset management program that will incorporate existing and new inventories of County assets and allow the flexibility for additional inventories to be completed in the future and seamlessly added to the system. A public web page will be created to allow for interactive feedback from the public, and an online Infrastructure Operations Dashboard will be developed to be used by County staff for planning purposes. This will be accomplished by completing an inventory of the County's culverts and incorporating the previously completed guardrail, sign, and IDOT bridge inventories into a single platform. The public web page will be developed to provide users an efficient way to communicate with the County and the Infrastructure Operations Dashboard will allow the County to make data driven decisions. Additionally, the project will provide the equipment and software necessary to allow the County to keep the inventories up to date and to utilize the data to develop and update their long-range and short-range transportation plans.	\$63,500	\$50,800

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D88	Tri-County Regional Planning Commission	Tri-County Communities Roadway Asset Management	This project will assist its communities in shifting the common practice of worst-first to real management of their roads and Right of Way (ROW) assets. When implemented correctly, asset management and life cycle planning can enable more efficient use of increasingly scarce funds. Many communities have expressed strong interest in such a practice, but struggle to come up with the staff time and/or the budget to complete a thorough collection of roadway asset data and proper analysis or pavement conditions. Staff and an MPO sub-committee for Pavement Management have already selected a consultant for the development of a pavement management system for eligible roads in the Peoria-Pekin Urbanized Area. The scope of this project will provide for the collection and processing of pavement condition data on the non-Surface Transportation Urban (STU)-eligible roads in a community, and/or Right-of-Way assets. Data collected in this project will be integrated into the regional pavement management system and be made available to each participating community. Final Deliverables of this project include the uploading of data into GIS and Micropaver software, software training, GIS shapefiles*, excel spreadsheets, and a final report by the consultant.	\$85,000	\$68,000

2020 Total Cost	2020 Federal Cost
\$150,000	\$120,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D89	Village of Sugar Grove	Gordon Road Regional Corridor Study	<p>The main north-south roadways, IL Route 47 (16,000 to 21,900 Average Daily Traffic (ADT) and Orchard Road (17,200 to 30,300 ADT), experience significant volumes of traffic which will only continue to increase with time. One corridor that was identified as another potential north-south road in the region is Gordon Road. Currently, Gordon Road south terminus is located approximately 3,100 feet north of Galena Road (in Montgomery) and the north terminus is located just south of the intersection with Julie Lane, approximately 6,800 feet south of US 30 (in Montgomery). The goal for this corridor would be to connect to Cannonball Trail on the south (to IL 47 in Yorkville) and Galena Road on the north (to I-88 Tollway in Sugar Grove). Another goal for this corridor is to create a logical terminus in Sugar Grove for potential Metra (commuter) Rail Service, bus service west of Aurora, and or a Park-and-Ride facility. The Village of Sugar Grove identified a potential multimodal station along Gordon Road, just south of the Burlington Northern Santa Fe (BNSF) Railroad as part of their Comprehensive Transportation Plan. In addition, as developers negotiate with the Village, a portion of the land is being reserved for such a station. This study will help determine an adequate size of parcel required to meet any of the multimodal station needs whether it be a Metra Station, a bus service, and/or a Park-and-Ride Facility. With this project, the Village of Sugar Grove, along with the Village of Montgomery would identify a preferred alignment for the corridor and set recommended right-of-way dedication limits for future regional development along the proposed corridor.</p>	\$100,000	\$80,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D90	West Central Municipal Conference	Regional Comprehensive Transportation Infrastructure Plan	<p>A consultant will be hired to reinforce and enhance Central Council's ongoing cooperative, continuous and comprehensive framework for making transportation investment decisions across the 15 member municipalities of the Central Council. These municipalities are: Berwyn, Brookfield, Cicero, Countryside, Forest View, Hodgkin, Indian Head Park, LaGrange, LaGrange Park, Lyons, McCook, Riverside, Stickney, Summit, and Western Springs.</p> <p>This project is needed in the Central Council Region because there is no cohesive regional plan. Individual communities have individual plans, individual organizations have specific plans, there is no plan that combines these plans and needs into a regional study. The results will include both well-defined regional projects and individual municipal projects with regional impact, focusing on long-term regional transportation priorities that municipalities and the Council will work on together. NOTE: Before the department can draft an agreement for this project, a governmental body will need to be identified as the sponsor or the the West Central Municipal Conference (which is a Corporation according to their filing status with the Internal Revenue Service) will have to go through the procurement process with IDOT's Bureau of Business Services to receive a contract.</p>	\$100,000	\$80,000
D91	Will County or City of Joliet	Joliet Intermodal Transportation Master Plan	<p>The Elwood/Joliet cluster includes Laraway Road to the south edge of the CenterPoint Intermodal and between I-55/Des Plaines River and Illinois 53. Because of the rapid growth within this cluster and the projected future growth in the cluster as identified in the Freight Plan, Joliet and Will County are joining together in this grant application to request funds for the development of a Transportation Master Plan for an area within the Elwood/Joliet Cluster with some of the greatest bottleneck, safety, and mobility challenges. The purpose of preparing the Transportation Master Plan is to identify the transportation needs for the current level of commerce in the area and for the future buildout as identified in the Freight Plan. The goal is to integrate transportation investments to produce on-going economic benefit, improve the safety of the highway system and create a more efficient flow of freight in the region.</p>	\$200,000	\$160,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D95	Springfield Police Department (SPD)	Springfield Police Department E-Crash Application	In order for SPD to develop an e-crash application to move towards electronic reporting, SPD must pay \$265,000 plus an annual fee of \$40,000 to Tyler Tech. Tyler Tech is a vendor that developed Springfield's CADD system. Tyler Tech is one of IDOT's approved third party, XML vendors. Springfield is interested in an e-crash application, but it doesn't want to have a separate application from their CADD system. SPD doesn't want to use multiple systems to run reports when they can generate a report in one system.	\$265,000	\$212,000
E03	The University of Chicago	Impact measurement for At-Grade Crossings	The project objective is to develop an at-grade crossing measurement system using the "Array of Things" (AoT) urban sensing and image analysis platform that the University of Chicago and Argonne National Laboratory are installing throughout the City of Chicago and in a growing number of other cities. Devices will be installed at 4-6 at-grade rail crossings (selected by CMAP and CDOT; see supplemental document) to provide measurements including vibration, noise, air quality, as well as crossing activity and impact on vehicle traffic. All data from the devices is published openly and freely, however this project will also include a customized interface to adapt the data for integration into CMAP and CDOT analytics platforms.	\$248,814	\$199,051
E04	Chicago Department of Transportation	Randolph Street Corridor Improvement Study	The project will be a corridor improvement study to develop a recommended plan for the elimination of the existing frontage roads and medians on West Randolph Street from North Des Plaines Street to North Ogden Avenue. The study will consider all modes of transportation, adjacent land uses, opportunities for new public spaces, and the connecting street network in order to develop concept design alternatives with associated cost estimates. A final preferred concept will be determined.	\$550,000	\$440,000
E05	Chicago Metropolitan Agency for Planning	CMAP Truck Routing and Community Studies	CMAP is seeking funds for three planning studies focused on improving truck routing across jurisdictions, in addition to addressing local permitting processes, delivery management, and/or community impacts as appropriate to each study. CMAP's Regional Strategic Freight Direction (RSFD) recommends that local jurisdictions coordinate routes and restrictions to both increase efficiency of goods movement and address policy concerns such as local congestion, safety, and quality of life. To highlight where such studies could occur, the RSFD identified truck bottlenecks in the region as well as areas where local restrictions conflict. These have strong overlap with the region's six freight-supportive land use clusters	\$869,683	\$695,746

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
E06	Kane County	Long Range Transportation Plan Update 2050 Modeling	Update sub-zone level socioeconomic data to compare updated 2040 with ON TO 2050 datasets for Kane County. Update GIS graphic and evaluate changes to assess data inputs for the Travel demand model. 2. Update socioeconomic data inputs and perform travel demand model runs for 2050 scenario. Evaluate changes in travel performance between 2040 update and ON TO 2050 scenario. This task will include updating both internal demand and external travel demand as part of the travel demand model update. 3. Using outputs from the travel demand model, update deficiencies and travel performance for the roadway system. 4.Reconcile differences between the 2040 and 2050 roadway deficiencies and identify proposed roadway projects for the Kane County 2050 Long Range Transportation Plan. 5. Update project cost estimates to reflect changes for the 2050 LRTP projects. Update the travel demand model to test performance of the proposed 2050 KDOT LRTP projects to evaluate benefits compared to	\$85,000	\$68,000
E07	McHenry County	McHenry County ADA Transition Plan	Funding will be used to procure professional services to create an Americans with Disabilities Act (ADA) Transition Plan for McHenry County.	\$125,000	\$100,000
E08	University of Chicago	Metropolitan Transportation Support Initiative (METSI)	University will provide technical assistance to metropolitan areas throughout Illinois on transportation efficiency, safety, traffic congestion, air quality, and economic development.	\$700,000	\$560,000

<b>2020 Total Cost</b>	<b>2020 Federal Cost</b>
\$700,000	\$560,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
E09	Chicago Department of Transportation	Vision Zero South Side	Vision Zero is Chicago's initiative to eliminate fatal and serious-injury traffic crashes by the year 2026. A multi-departmental Vision Zero Steering Committee led by the Mayor's Office and four Working Groups have identified goals and strategies to increase traffic safety, with a three-year Vision Zero Chicago Action Plan released in June 2017. This data-driven process established City priorities and identified the resources – and gaps in resources – to meet benchmark reduction goals for fatalities and serious injuries by 2020. The requested SPR funding will allow us to ensure a strong community engagement process and production of a plan that lays out the community vision for traffic safety on the South Side.	\$170,000	\$136,000
E14	Chicago Department of Transportation	Mobility Study	Conduct an analysis to understand the impacts and changes in transportation mode patterns, based on changing mode choices and emerging technologies. Procure/collect data to understand mobility patters in the City with particular attention paid to the Chicago Central Business District and other highly congested areas. Produce mobility strategies/tools to support the city's and region's goals of providing alternative to congestions through improved public transit and increased access to mobility services. Develop polity and design guidelines for the city that improves transit operations, street operations and safety for all modes of transportation.	\$250,000	\$200,000

2020 Total Cost	2020 Federal Cost	2021 Total Cost	2021 Federal Amount
\$150,000	\$120,000	\$100,000	\$80,000

<u>Function Number</u>	<u>Grantee Organization</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
E16	Region 1 Planning Council	Travel Demand Model	Region 1 Planning Council will use the updated Regional Economic Model (REM) and Travel Demand Model (TDM) software over the next 5 years to conduct economic analysis and traffic projection studies to estimate the benefits of transportation projects, land-use decisions, economic policy and changes to industry workforce development. The integration of these two sophisticated forecasting models will play a large role in the update to our current and future Long Range Transportation Plan (LRTP). This software allows us to develop and model alternative transportation scenarios and concepts that can be compared to regional projects of significance. The capabilities of the models and staff knowledge at the MPO are made available to our partner agencies when they are in need of technical assistance with a variety of planning decisions that often require data about the economy, transportation network, and sociodemographic. This will be a 5-year study with year's two through five each totaling \$66,630 for a total cost of \$465,337.	\$198,817	\$159,054

2020 Total Cost	2020 Federal Cost	2021 Total Cost	2021 Federal Amount
\$66,630	\$53,304	\$66,630	\$53,304

## Chapter Two – Metropolitan Planning Summary of Work

### Metropolitan Planning Program Objectives

The major objective of the Metropolitan Planning Program is to produce transportation plans and programs for the state's metropolitan planning areas. The aim is to develop plans and programs through the cooperative process that ensures that the highest priority metropolitan needs are being addressed and that proposed investments are consistent with statewide policies and plans. Also, to develop planning to be more responsive to the needs of local decision-makers and citizens and adjusted to the realities of long term budget constraints in urbanized areas.

### Anticipated Accomplishments for Fiscal Year 2019

A major effort will be made by the Department and the Metropolitan Planning Organization to provide planning projects which provide information that can be used by implanting agencies to make investment decisions. Significant objective for the Planning (PL) and FTA funds include:

- Preparation of a financially realistic Transportation Improvement Program (TIP)  
(A TIP/air quality conformity finding in accordance with 40 CFR 51 will be addressed where applicable)
- Transportation Plan  
(Describing policies, strategies and facilities or proposed changes in facilities)
- Certification  
(Statement regarding conformance with federal regulations as per 23 CFR 450.334(a))
- Performance Management  
(Working with the State to set and monitor targets for safety, asset condition, and system performance)

#### Unified Work Program

(Identifying the planning work to be conducted over the course of the fiscal year)

- Special studies addressing the transportation needs of minorities and the disadvantaged
- Project Completion Report
- Title VI Citizen Participation Report

Illinois Metropolitan Planning Organizations: Funding Summary by State and Federal Job Numbers

Function	APA STATE JOB NUMBER	Title	Federal Project Number	Federal PL Dollar Amount
P02	HPR-66-001-19	Bloomington	F0Y5(138)	\$295,438
B68	HPR-66-002-19	Cape Girardeau	39ES(582)	\$1,630
B67	HPR-66-003-19	Carbondale	GIGY(178)	\$185,552
P03	HPR-66-004-19	Champaign	0WSW(367)	\$309,938
P01	HPR-66-005-19	Chicago	SONI(024)	\$13,810,856
A57	HPR-66-006-19	Danville	2631(307)	\$158,922
P05	HPR-66-007-19	Decatur	UI8R(721)	\$229,175
A56	HPR-66-008-19	DeKalb	PK8Q(127)	\$184,737
P06	HPR-66-009-19	Dubuque	Q1AJ(815)	\$10,196
P07	HPR-66-010-19	Kankakee	PKNS(546)	\$209,599
P08	HPR-66-011-19	Peoria	BY45(041)	\$518,825
P09	HPR-66-012-19	Quad Cities	75A2(177)	\$300,621
P10	HPR-66-013-19	Rockford	DSSS(338)	\$567,396
P11	HPR-66-014-19	St. Louis	90JD(279)	\$853,832
P12	HPR-66-015-19	S. Beloit	WN4N(103)	\$48,002
P13	HPR-66-016-19	Springfield	JVQP(474)	\$339,922
			TOTAL	\$18,024,641

Summary of Metropolitan Planning Organizations

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
Bloomington/Normal Function P02	McLean County Regional Planning Commission	Provide technical assistance on local projects that support individual municipalities. Improve coordination of land use and transportation planning in a manner that supports the economic vitality of the metropolitan area. Create an online toolkit that will be a one stop shop for community development resources currently available and tools identified in the comprehensive plans. Prepare and develop the TIP of area transportation projects over the next 5-years. Continue to support expansion of sustainable transportation programs such as Good To Go Commuter Challenge, PARKing Day, Bike Share, etc. Update the 2045 Long Range Transportation plan as necessary. Update the regional travel demand model. Improve rural transportation access. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$454,127	\$295,439	\$73,860	\$67,863	\$16,966

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
Cape Girardeau Function B68	Southeast Metropolitan Planning Organization	Develop the annual budget and Unified Planning Work Program for FY 2020. Conduct public outreach activities according to the Public Participation Plan. Compile data and maintain databases for demographics, socioeconomics, land uses, traffic counts, traffic accidents and crashes for the planning area. Amend the 2016-2040 Metropolitan Transportation Plan as necessary. Prepare the FY 2020-2023 Transportation Improvement Program (TIP). Consultant will be hired to develop customized software to assist in managing the TIP. A consultant will also be hired to assist the MPO to create an Americans with Disabilities Act (ADA) transition plan. The current Title VI program is ending and a new FT 2019-2022 Title VI program will be completed. Establish performance targets. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$2,274	\$1,630	\$408	\$189	\$47

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
Carbondale Function B67	Southern Illinois Metropolitan Planning Organization	The Long Range Transportation Plan will be updated as needed. The FY 2020-2023 Transportation Improvement Program will be prepared. Continue to improve services to meet the mobility needs of the elderly, persons with disabilities and the transportation disadvantaged. Ensure Title VI compliance. Conduct special contractual studies: Safety Study, Wall Street "Road Diet" City of Carbondale, Jefferson School Safe Routes to Schools Study City of Marion, and Completion of Marion Pedestrian Study. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$275,421	\$185,552	\$46,388	\$34,785	\$8,696

Metropolitan Planning Area	Agency	Anticipated Accomplishments
Champaign/Urbana Function P03	Champaign/Urbana Area Transportation Study	Start development of the Long Range Transportation Plan 2045. Update, display and disseminate traffic/transportation data on the Data Portal. Amend as needed the Transportation Improvement Program (TIP) FY 2019-2022. Develop the TIP FY 2020-2023. Complete the Freight Movement Study/Plan. Provide support for the safety improvements in the University District. Update the Motor Vehicle Emissions Simulator (MOVES) model to estimate greenhouse gas emissions. Update the 2005 Intelligent Transportation System (ITS) Architecture. Update the Human Services Transportation Plan. Update the Greenways and Trails Plan. Prioritize list of Illinois Transpiration Enhancement Projects. Prepare/update the Title VI document. Prepare events for Walk 'n Roll to School Day. Analyze IDOT crash data to determine high crash locations. Evaluate trends in travel conditions. Support regional planning efforts using Travel Demand Model. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$477,709	\$309,938	\$77,485	\$72,229	\$18,057

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
Chicago P01	Chicago Metropolitan Agency for Planning	Funding for 3-C transportation planning activities will be conducted by the Chicago Metropolitan Agency for Planning, City of Chicago, Chicago Transportation Authority (CTA), Pace Suburban Bus, Northeastern Illinois Regional Commuter Railroad Corporation (METRA) and the Northeast Council of Mayors. Provide technical assistance and coordination to local governments for planning activities. Manage the Community Planning Program and other grants. Continue development of a performance based evaluation criteria for highway and transit funding decision. Continue to conduct congestion pricing analysis. Conduct transportation planning and transit security/safety planning. Assist local governments in activities that integrate transit with land use and housing. Amend the Transportation Improvement Program as necessary. Continue to develop the Long Range Transportation Plan. Conduct a variety of transit survey as requested. Manage the CMAQ Program. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$22,434,059	\$13,810,856	\$3,452,714	\$4,136,391	\$1,034,098

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
Danville Function A57	Danville Area Transportation Study	Manage tasks within the FY 2019 Unified Planning Work Program. Continue to work on and implement the 2040 Long Range Transportation Plan. Amend the FY 2019-2022 Transportation Improvement Program as needed. Adopt a Greenways & Trails Plan for the metropolitan planning area. Conduct research for Vermilion County Americans with Disabilities Act. Continue support for the integration of transportation, urban design, and land use planning with regional partners. Conduct daily traffic, peak hour volume, vehicle miles traveled and accidents data. collect data on population, land use and socio-economic data. Continue working with School District 118. Maintain comprehensive website on regional transportation activities. A special study entitled "Roadway Drainage Inventory and Programming Project" has been requested in FY 2019. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$232,113	\$158,922	\$39,731	\$26,768	\$6,692

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
Decatur Function P05	Decatur Urbanized Area Transportation Study	Continue to update the 2040 Long Range Transportation Plan. Monitor compliance with Environmental Justice standards. Identify minority/low-income populations and strive to develop project improvements. Administer the budgeting, financial oversight, capital acquisition, staff coordination of the Decatur Public Transit System. Maintain and update the 4-year, multi-modal Transportation Improvement Program. Assess the existing street network and transportation delivery system. Attend training classes related to Geographic Information System. Analyze Traffic volumes, crash data and access management to improve safety. Develop pavement management system and the safety management system. Conduct on/off board traffic passenger counts, assist with creating new routes, and schedules. Conduct transit security inspections. continue to explore the possibility of extended transit service to Forsyth, Mt. Zion, Harristown and Long Creek. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$346,363	\$229,175	\$57,294	\$47,915	\$11,979

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
DeKalb Function A56	DeKalb/Sycamore Area Transportation Study	Continue updates of the Long Range Transportation Plan. Identify roadways that should be tested for a pavement condition survey. Implement federally mandated performance measures. Update supporting transportation plans over the next 2-3 years which includes: The Public Participation Plan and The Human Services Transportation Plan. Conduct the annual Traffic Counts Study. Advertise and promote awareness of the non-motorized transportation systems. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$274,095	\$184,737	\$46,184	\$34,539	\$8,635

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
Dubuque Function P06	Dubuque Metropolitan Area Transportation Study	Process amendments to the Long Range Transportation Plan 2045 as necessary and work on updating the plan to include the regional Freight Plan. Update the travel demand model. Update the Tri State Trail Plan. Participate in the Mississippi River Trail development. Monitor the local land use plans as they impact the metro area transportation system. Maintain the Geographic Information System with updated information. Collect trail counts and traffic counts for cities and counties. Provide support to the Jule Transit System. Develop the FFY 2019-2022 Transportation Improvement Program. Prepare the Title VI compliance report. Update the Public Participation Policy. Work with local emergency planners to improve the metropolitan transportation facilities. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$15,070	\$10,196	\$2,549	\$1,860	\$465

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
Kankakee Function P07	Kankakee Area Transportation Study	The 2020 Unified Work Program and the 2020 Transportation Improvement Program will be prepared and published. The Long Range Plan will be updated and maintained. Transit technical assistance will be provided to the River Valley Metro Mass Transit District. Assistance will be provided to the Region 6 Rural Human Services Transportation Program committee. Public involvement in all elements of the transportation process will continue. Ongoing projects that are continually updated include: traffic count information, FAST Act performance measures, assistance to local school districts for Safe Routes to Schools, evaluation of the MPO database, and semi-annual collection of travel time surveys. Support will be provided with Geographic Information System (GIS) mapping. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$314,528	\$209,599	\$52,400	\$42,023	\$10,506

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
Peoria Function P08	Peoria/Pekin Urban Area Transportation Study	As necessary, amend the FY 2019 Unified Work Program (UWP) and develop the FY 2020 UWP. Update the Travel Demand Mode, to include current Average Daily Traffic information. Develop a regional payment management system. Implement the FY 2015-2040 Metropolitan Transportation Plan. Monitor Performance Measures. Develop System/Bridge Condition Performance Measures. Develop a plan to provide transit and para-transit to areas not served by a public transit system. Promote passenger/commuter rail for the region. Update the Human Services Transportation Plan. Develop the FY 2019-2022 Transportation Improvement Program. Continue to monitor air quality issues. Update the regional Intelligent Transportation System (ITS) Architecture. Develop an Off-Road Multi-Use Facility Study for the City of Pekin. Develop System Performance/Freight/CMAQ measures. Integrate Travel Demand Model with CommunityViz. Assist communities in developing a Geographic Information System (GIS). Promote multimodal freight transpiration options. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$817,417	\$518,825	\$129,706	\$135,109	\$33,777

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
Davenport/Rock Island/Moline (Quad Cities) Function P09	Bi-State Regional Commission	Revise, as necessary the FY 2019 Transportation Planning Work Program (TPWP) and develop the FY 2020 TPWP. Continue comprehensive land use planning. Monitor passenger rail service and facilities. Continue to monitor status of National Ambient Air Quality Standards, climate change, climate adaption, hazard mitigation/resilience, and greenhouse gas and their impact on transportation planning. Update the metropolitan area Average Daily Traffic mapping as needed. Maintain travel demand model network. Continue to facilitate the regional freight commodity plan. Prepare Transit Development Plan update. Maintain the Federal Fiscal Year (FFY) 2019-2022 Transportation Improvement Program (TIP) and prepare the FFY 2020-2023 TIP. Provide assistance to non-motorized (bicycle facilities & pedestrian) planning. Prepare or assist with Title VI compliance. Assist in transit route analysis and marketing efforts. Prepare crash analysis and provide technical assistance in traffic safety and security efforts. Complete strategic traffic safety plan for Quad Cities. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$462,555	\$300,621	\$75,155	\$69,423	\$17,356

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
Rockford Function P10	Rockford Metropolitan Planning Organization	Update the FY 2019-2022 Transportation Improvement Program. Maintain the travel demand modeling program. Monitor traffic count programs. Monitor changes in land use plans. Prepare the Title VI and Environmental Justice assessments. Develop more online/interactive mapping applications Update the Long Range Transportation Plan. Prepare updates to the Greenway Plan for the planning area. Create an Alternative Transportation Committee to improve accessibility, connectivity and ease of multi-modal mobility. Monitor the development of a Primary Freight Network to enhance economic supply chains and the region's overall economy. Develop traffic count programs. Develop the Functional Classification System maps for the urban area. Develop performance based programming for highway and transit funding decisions. Provide technical assistance in reviewing zoning ordinances, land use plans, and socio-economic planning activities to determine future transportation needs. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$896,409	\$567,396	\$141,849	\$149,731	\$37,433

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
St. Louis – Alton Function P11	East-West Gateway Council of Governments	Prepare the FY 2019-2022 Transportation Improvement Program. Update the traffic count database. Provide technical support to improve transportation safety. Conduct a comprehensive education outreach program for teen driver's safety program. Collect fare usage and passenger boarding information for MetroLink, MetroBus, Call-A-Ride, seasonal service and Americans with Disabilities usage. Update the Title VI program. Prepare the FY 2020 Unified Planning Work Program. Update the inventory of the existing bicycle network in Geographic Information System (GIS) for use in transportation studies. Provide technical assistance to local sponsors developing bicycle, pedestrian and Safe Routes to Schools projects. Maintain the regional Freight GIS inventory/Warehouse. Prepare inventory of the existing MetroLink system in relation to crime, enforcement policies, safety, security practices, and physical infrastructure. Prepare update to the Regional Transportation Plan (RTP) including a State of the System report. Revise the All-Hazard Mitigation Plan. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$1,362,233	\$853,831	\$213,458	\$235,955	\$58,989

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
S. Beloit Function P12	Stateline Area Transportation Study	This is the only MPO that is on a calendar year basis instead of the state fiscal year. A new TIP and UWP will be prepared. Support will be provided to local jurisdictions. Performance measures will be established. Coordinate traffic studies, corridor studies, and intersection studies. Continue work on Environmental Justice and accessibility analyses. Continue outreach to community groups to improve public involvement. Monitor air quality to remain an "attainment" area. Prepare the 2019-2022 Transportation Improvement Program. Continue implementation of the 2016-2040 Long Range Transportation Plan including the Bike and Pedestrian Component and continued development of a regional freight route plan. Assist the transit agencies in implementing each system's Transit Development Plan.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$71,670	\$48,003	\$12,001	\$9,333	\$2,333

<b><u>Metropolitan Planning Area</u></b>	<b><u>Agency</u></b>	<b><u>Anticipated Accomplishments</u></b>
Springfield Function P13	Springfield Area Transportation Study	Prepare the 2020 Unified Planning Work Program. Prepare the Title VI report. Amend the 2040 Long Range Transportation Plan. Develop and update performance measures for compliance. Maintain a current Transportation Improvement Plan. Provide technical support to transit and paratransit operators. Participate in the Human Service Transportation Plan. Provide assistance to the Bicycle and Pedestrian Plan. Conduct a 2019 downtown parking survey. Maintain the TransCad Travel demand model. Compile and maintain inventory of Sangamon/Menard Are Regional Transit and Springfield Mass Transit District fixed route system and paratransit services. Support implementation of the Sangamon County Regional Strategic Plan. Work with providers to develop a Transit Asset Management Plan. Conduct Public Participation opportunities. Facilitate "Curb Your Car" Commute Challenge. Create/update/maintain GIS data layers for functional road classification, rail consolidation, trails, sidewalks and areas with underserved populations. The MPO endorses the work scheduled.

<b><u>2019 Total Cost</u></b>	<b><u>PL</u></b>	<b><u>PL MATCH</u></b>	<b><u>FTA</u></b>	<b><u>FTA MATCH</u></b>
\$526,471	\$339,922	\$84,981	\$81,255	\$20,314

## Chapter Three – Multi-Year Projects from Previous Programs

Chapter Three includes SPR funded contracts that were originally approved and executed during previous fiscal years. The contracts listed on the following pages are multi-year contracts that require funding for the FY 2019 portion of the contract.

### SPR MULTI-YEAR PROJECTS STATE AND FEDERAL JOB NUMBERS

Function	APA STATE JOB NUMBER	Title	Federal Project Number	TOTAL COST
P27	HPR-66-017-19	Highway Program Planning	XBZD(085)	\$3,125,000.00
P31	HPR-66-118-18	Pavement Condition Rating	3000(123)	\$2,410,431.25
P32	HPR-66-142-18	Comprehensive Bridge Mgmt System	C2IU(841)	\$234,375.00
P33	HPR-66-120-18	Statewide Program Planning Systems	3000(125)	\$3,580,625.00
B37	HPR-66-145-18	Bridge Watch® System	8Z5K(365)	\$158,750.00
B46	HPR-66-146-18	Alternative Financing & Project Delivery	8VIY(737)	\$2,831,016.25
B59	HPR-66-126-18	Fiber Planning	3000(130)	\$103,360.00
B99	HPR-66-159-18	Truck Oversize/Overweight	HGVS(307)	\$1,221,386.25
D29	HPR-66-152-18	Statewide Travel Demand Model Development	SYBM(165)	\$0.00
D30	HPR-66-153-18	Performance Management Research Data Set	<b>ELCP(673)</b>	\$0.00
P70	HPR-66-138-18	Traffic Monitoring Equipment	3000(141)	\$1,200,000.00
P74	HPR-66-139-18	Geographic Information Systems/Technical Support	<b>3000(142)</b>	\$2,403,080.00
D32	HPR-66-140-18	Traffic Data Collection D-1 through D-9	3000(143)	\$8,187,000.00
D35	HPR-66-158-18	Multi-Year Program Highways Program Development	96N6(732)	\$41,250.00
			TOTAL	\$25,496,273.75

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
P27	Office of Planning & Programming	Bureau of Programming	Highway Program Planning	<p>This job number reimburses the salary of 13 employees in the Bureau of Programming. The 13 employees are paid from a separate appropriation of 011-49407-1900-2200. Costs vary due to employees leaving and new hires. These positions include: Bureau Chief of Programming, Annual Project Information Analyst, Highways Planning Manager, Program Development Section Chief, Interstate &amp; Special Programs Manager, Urban Highways Program Manager, Intercity Highways Program Manager, System Performance Manager, Program Management Section Chief, Urban Highways Program Analyst, Project Information Manager, Special Program Manager and Database GIS Specialist. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Cost: \$625,000 Total: \$3,125,000</p>	\$2,500,000	\$2,000,000

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$2,500,000	Project Cost	\$2,000,000	Project Cost	\$2,500,000	Project Cost	\$2,000,000
IDOT Labor Cost	\$625,000	IDOT Labor Cost	\$500,000	IDOT Labor Cost	\$625,000	IDOT Labor Cost	\$500,000
Total Cost with Labor	\$3,125,000	Total Cost with Labor	\$2,500,000	Total Cost with Labor	\$3,125,000	Total Cost with Labor	\$2,500,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
P31	Office of Planning & Programming	Bureau of Programming	Adapt CRS Data to a Pavement Management System	Contract was executed with Mandli Communication on 3/28/2017 and the agreement is effective for 4-years until 3/27/2021 and totals \$6,148,976 with an option to renew for another 4 years at a cost of \$6,546,810. This consultant conducts the Condition Rating Survey to access the pavement condition of its 16,000-centerline mile highway system and the National Highway System (NHS). State Obligation #17T0052. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$1,928,345	\$1,542,676
				2019 IDOT Labor Cost:	\$482,086	\$385,669
				Total:	\$2,410,431	\$1,928,345

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$1,928,345	Project Cost	\$1,542,676	Project Cost	\$1,636,703	Project Cost	\$1,309,362
IDOT Labor Cost	\$482,086	IDOT Labor Cost	\$385,669	IDOT Labor Cost	\$409,176	IDOT Labor Cost	\$327,341
Total Cost with Labor	\$2,410,431	Total Cost with Labor	\$1,928,345	Total Cost with Labor	\$2,045,879	Total Cost with Labor	\$1,636,703

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
P32	Office of Planning & Programming/Office of Highways	Bureau of Bridges & Structures	Comprehensive Bridge Management	Funding is provided for employees of the Bureau of Bridges to attend classes provided by the Federal Highway Administration such as fracture critical inspection techniques for steel bridges and safety inspection of in-service bridges. State Obligation #BRDGCLSS18. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$187,500	\$150,000
				2019 IDOT Labor Cost:	\$46,875	\$37,500
				Total:	\$234,375	\$187,500

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$187,500	Project Cost	\$150,000	Project Cost	\$187,500	Project Cost	\$150,000
IDOT Labor Cost	\$46,875	IDOT Labor Cost	\$37,500	IDOT Labor Cost	\$46,875	IDOT Labor Cost	\$37,500
Total Cost with Labor	\$234,375	Total Cost with Labor	\$187,500	Total Cost with Labor	\$234,375	Total Cost with Labor	\$187,500

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
P33	Office of Planning & Programming/Office of Finance & Administration	Bureau of Programming/ Bureau of Information Processing	Statewide Windows Planning and Programming System (WPPS)	Contracts were executed on 12/16/2014 with Marucco Stoddard Ferenbach & Walsh Inc and MBB of Springfield to allow additional enhancements to WPPS that were identified during the original contract. Both contracts are effective until 12/15/18 with OPP and the Bureau of Information Processing (BIP) funding the contracts. State Obligation #'s 15HWE2ESH and 15HWE2ESP. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$2,864,500	\$2,291,600
				2019 IDOT Labor Cost:	\$716,125	\$572,900
				Total:	\$3,580,625	\$2,864,500

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
B37	Office of Planning & Programming/Office of Highways	Bureau of Bridges & Structures	BridgeWatch® System	The agreement with USengineering Solution Corp was extended in FY 2018 for another 60 months to 07/22/2022 at a total cost of \$635,000 to continue to provide BridgeWatch® scour and storm related monitoring services for 650 bridges in Illinois. State Obligation #13T0024. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$127,000	\$101,600
				2019 IDOT Labor Cost:	\$31,750	\$25,400
				Total:	\$158,750	\$127,000

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$127,000	Project Cost	\$101,600	Project Cost	\$127,000	Project Cost	\$101,600
IDOT Labor Cost	\$31,750	IDOT Labor Cost	\$25,400	IDOT Labor Cost	\$31,750	IDOT Labor Cost	\$25,400
Total Cost with Labor	\$158,750	Total Cost with Labor	\$127,000	Total Cost with Labor	\$158,750	Total Cost with Labor	\$127,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
B46	Office of Planning & Programming	Bureau of Innovative Project Delivery	Alternative Financing & Project Delivery	A contract was executed with CDM Smith Inc on 10/25/2017 and is effective until 10/24/2019 to develop alternative financing and project delivery options, including public-private partnerships. Contract may be renewed for a total of two (2) 24 months at the same rate as the initial term. The total contract cost is \$3,703,200. State obligation #18T0024. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$2,264,813	\$1,811,850
				2019 IDOT Labor Cost:	\$566,203	\$452,963
				Total:	\$2,831,016	\$2,264,813

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$2,264,813	Project Cost	\$1,811,850	Project Cost	\$2,264,813	Project Cost	\$1,811,850
IDOT Labor Cost	\$566,203	IDOT Labor Cost	\$452,963	IDOT Labor Cost	\$566,203	IDOT Labor Cost	\$452,963
Total Cost with Labor	\$2,831,016	Total Cost with Labor	\$2,264,813	Total Cost with Labor	\$2,831,016	Total Cost with Labor	\$2,264,813

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
B59	Office of Planning & Programming/Office of Finance & Administration	Bureau of Programming/ Bureau of Information Processing	Fiber Planning & Tracking Software Purchase	<p>The original contract was signed with 3-GIS LLC on 4/10/15 and the contract was effective until 4/9/2017. 3-GIS is providing project management, implementation and training for the 3-GIS Network Solutions. This contract is jointly funded between BIP and OPP. This contract has a renewal clause up to 8 years. The 1st renewal clause was executed in FY 2017 for year 3 (2018) and year 4 (2019) at a cost of \$82,688.00 which was obligated and paid in FY 2018. The 2nd renewal clause will be executed in FY 2019 for year 5 and year 6 at a cost of \$82,688. State Obligation #FIBERMAN15. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.</p> <p style="text-align: right;">2019 IDOT Labor Cost: \$20,672 Total: \$103,360</p>	\$82,688	\$66,150

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$82,688	Project Cost	\$66,150	Project Cost	\$82,688	Project Cost	\$62,150
IDOT Labor Cost	\$20,672	IDOT Labor Cost	\$16,538	IDOT Labor Cost	\$20,672	IDOT Labor Cost	\$15,538
Total Cost with Labor	\$103,360	Total Cost with Labor	\$82,688	Total Cost with Labor	\$103,360	Total Cost with Labor	\$77,688

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
B99	Office of Planning & Programming/Office of Highways Project Implementation	Bureau of Planning & Bureau of Operations	Truck Size/Weight Study on Roadways/Bridges	A new contract was executed with WHKS & Co that is effective until 09/01/2019 to study the effects of larger trucks on the state's pavement and structures. The contract totals \$2,227,108. State Obligation #16T0005. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.  2019 IDOT Labor Cost: \$244,277 Total: \$1,221,386	\$977,109	\$781,687
D29	Office of Planning & Programming	Bureau of Planning	Statewide Travel Demand Model Development	A contract was executed with Resource Systems Group on 1/25/18 and is effective until 1/24/21 to consolidate existing data sources and related studies to build an efficient Illinois Statewide Travel Demand Model. The 3-year total for this agreement totals \$1,632,840 and it has been fully obligated. This contract includes a 3 year renewal option at the estimated cost of \$1,632,840.00. State Obligation #18T0035. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.  2019 IDOT Labor Cost: \$408,210 Total: \$2,041,050	Already Obligated to 1/24/21	Already Obligated to 1/24/21

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$544,280	Project Cost	\$435,424	Project Cost	\$544,280	Project Cost	\$435,424
IDOT Labor Cost	\$136,070	IDOT Labor Cost	\$108,856	IDOT Labor Cost	\$136,070	IDOT Labor Cost	\$108,856
Total Cost with Labor	\$680,350	Total Cost with Labor	\$544,280	Total Cost with Labor	\$680,350	Total Cost with Labor	\$544,280

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D30	Office of Planning & Programming	Bureau of Planning	Performance Management Research Data Set	An agreement has been signed with the University of Maryland to procure the services of the Regional Integrated Transportation System (RITIS), a web based system hosted by the university. This agreement is effective from 1/16/18 to 1/15/2023. The 5-year agreement totals \$2,105,000 and the Federal Aid Obligation document has been approved in the amount of \$1,705,000. The 1st year funding has been obligated with the Comptroller totaling \$505,000 in Federal SPR funds. The 2nd year (FY 19) funding will be funded by State & Community Highway Safety Funds (\$400,000). Then, FY 20, 21, 22 and 23 will be funded with State Planning & Research Funds in the amount \$400,000 each year. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$500,000	State & Community Highway Safety Funds
				2019 IDOT Labor Cost:	\$125,000	\$100,000
				Total:	\$625,000	\$500,000

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$500,000	Project Cost	\$400,000	Project Cost	\$500,000	Project Cost	\$400,000
IDOT Labor Cost	\$125,000	IDOT Labor Cost	\$100,000	IDOT Labor Cost	\$125,000	IDOT Labor Cost	\$100,000
Total Cost with Labor	\$625,000	Total Cost with Labor	\$500,000	Total Cost with Labor	\$625,000	Total Cost with Labor	\$500,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
P70	Office of Planning & Programming	Bureau of Programming	Traffic Monitoring Equipment	Magnetic lane counters along with supporting equipment and supplies will be purchased and existing counters repaired for all districts to provide full coverage of truck counts using length based classification. Additional spare equipment will be purchased for the Automated Traffic Recorder network. Repair parts and supplies will be purchased to supports all traffic monitoring operations. State Obligation #'s: Midwestern Software Solution #17T0057; M H Corbin LLC traffic Counter purchase contract and the Miovision Technologies Inc to contract to purchase video and web based services are pending. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$960,000	\$768,000
				2019 IDOT Labor Cost:	\$240,000	\$192,000
				Total:	\$1,200,000	\$960,000

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$960,000	Project Cost	\$768,000	Project Cost	\$960,000	Project Cost	\$768,000
IDOT Labor Cost	\$240,000	IDOT Labor Cost	\$192,000	IDOT Labor Cost	\$240,000	IDOT Labor Cost	\$192,000
Total Cost with Labor	\$1,200,000	Total Cost with Labor	\$960,000	Total Cost with Labor	\$1,200,000	Total Cost with Labor	\$960,000

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
P74	Office of Planning & Programming/Bureau of Business Services	Bureau of Programming/ Bureau of Information Processing	Geographic Information Systems/Technical support	A contract was executed with GIS Solutions Inc that totals \$8,841,047 and is effective from 09/16/2016 to 09/15/2019 with a 3-year renewal option. The 3-year renewal option totals \$9,215,201. This contract provides technical support for the continued development and support of GIS products, GIS packages to assist Annual and Multi-Year Programming activities, adding city street data to GIS, accessing more current aerial photos, realignment of existing road network using DOQ photos, Traffic Count Management, and Roadway Inventory Management. This contract is funded between OPP and BIP. State Obligation #17GISSOA. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$1,922,464	\$1,537,971
				2019 IDOT Labor Cost:	\$1,922,464	\$384,493
				Total:	\$3,844,928	\$1,922,464

2020 Total Cost		2020 Federal Cost		2021 Total Cost		2021 Federal Cost	
Project Cost	\$2,071,733	Project Cost	\$1,657,386	Project Cost	\$2,114,685	Project Cost	\$1,691,748
IDOT Labor Cost	\$517,933	IDOT Labor Cost	\$414,347	IDOT Labor Cost	\$528,671	IDOT Labor Cost	\$422,937
Total Cost with Labor	\$2,589,666	Total Cost with Labor	\$2,071,733	Total Cost with Labor	\$2,643,356	Total Cost with Labor	\$2,114,685

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D32	Office of Planning & Programming	Bureau of Programming	Field Collection of Traffic Data on Various Routes in Districts 1-9	Contracts were executed with DLZ Illinois Inc., Gewalt Hamilton Associates Inc. and Terra Engineering to collect 24 hours traffic/classification counts in District 1 through District 9. These 3 contracts equal a total cost of \$8,600,000 with \$2,050,400 obligated in FY 2018. DLZ Illinois is collecting counts in Districts 2, 4 and 5. State obligation #18T0036. Gewalt Hamilton Association Inc. is collecting counts in Districts 1 and 3. State obligation #PTB185028. Terra Engineering is collecting counts in Districts 6, 7, 8 and 9. State Obligation # PTB185029. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$6,549,600	\$5,239,680
				2019 IDOT Labor Cost:	\$1,637,400	\$1,309,920
				Total:	\$8,187,000	\$6,549,600

<u>Function Number</u>	<u>Office</u>	<u>Bureau</u>	<u>Project Title</u>	<u>Description of Project</u>	<u>2019 Total Cost</u>	<u>2019 Federal Cost</u>
D35	Office of Planning & Programming	Bureau of Programming	Multi-Year Program Highways Program Development	Vanguard Software Corporation was issued a contract on 2/9/2018 that is effective until 2/8/2021. The vendor will design a commercial off-the-shelf software system designed for the department's Financial Forecasting to replace the current Microsoft Excel spreadsheet-based forecasting models. The first year funding totaled \$283,000. State Obligation #HPDPRFP18. IDOT labor costs for staff dedicated to this project may seek federal reimbursement. This is represented by adding 25% of the total project cost to the project.	\$33,000	\$26,400
				2019 IDOT Labor Cost:	\$8,250	\$6,600
				Total:	\$41,250	\$33,000

2020 Total Cost		2020 Federal Cost	
Project Cost	\$33,000	Project Cost	\$26,400
IDOT Labor Cost	\$8,250	IDOT Labor Cost	\$6,600
Total Cost with Labor	\$41,250	Total Cost with Labor	\$33,000

# Appendix A - Office of Planning and Programming Job Numbering System

## OPP Job-Numbering System

Beginning July 1, 2018, the FY 2019 SPR-PL Transportation Planning Work Program **does not** include any non-participating job numbers. All employee labor that is incurred by OPP staff, by central office staff and by staff of the District Bureaus of Planning in accomplishing the federal activities described in this document will use the IDOT Employee Time Card Form (PRO 233L) which is under the Originating Office of Programming. Staff will charge their time as a 1 for federal participating if the work can be tied to a federal funded project. If those employees are conducting work that is not tied to a federally participating SPR job number, then they do not have to fill in a time card for OPP.

Each project listed in this document has been given a separate state job number which correlates to an individual Federal Project Number. As an example, if a staff member was working on any tasks associated with the Traffic Monitoring Equipment HPR-66-118-18 and the Traffic Data Collection D-1 through D-9 HPR-66-140-18 contracts for a couple of hours a day their time card would look like lines 1 and 2 below. If the rest of their work schedule was not associated with any of the other projects listed in this document, the time card would look like the 3<sup>rd</sup> line below.

PERIOD ENDING DATE			EID				RESP	EMPLOYEE NAME													TOTAL														
MONTH	DAY	YEAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HRS.	
7	15	2018																																	
JOB NUMBER		PC	FUNCT. CODE*																																
HPR-66-118-18		1	P31		2.00																														3.00
HPR-66-140-18		1	D32				3.00						2.00																						5.00
990					5.50	7.50	4.50	7.50	7.50				5.50	7.50	7.50	6.50	7.50																		67.00

## Budgetary Responsibility Code

- 7500: Office of Planning & Programming
- 7510: Bureau of Innovative Project Delivery
- 7520: Bureau of Data Collection
- 7530: Bureau of Planning
- 7540: Bureau of Programming
- 7550: Bureau of Research
- 7560: Bureau of Local Roads and Streets

## Appendix B Illinois Highway Statewide Planning and Research Program and Metropolitan Planning Program

July 1, 2018 through June 30, 2019

### A. Available Estimated Federal Funds

#### Unobligated Balance as of 06/11/2018

#### STATE PLANNING & RESEARCH (SPR) FUNDS

L550		\$6,035,543
L55E		\$4,846,376
M55E		\$3,456,227
Z550		\$57,258,296
	TOTAL	\$71,596,442

#### PL FUNDS

L450		\$45,881
L45E		\$1,143,781
M45E		\$295,293
Z450		\$40,890,632
	TOTAL	\$42,375,587

#### FTA FUNDS

Z77D	TOTAL	\$6,679,879
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### B. Total Estimated Participating Costs

(SPR) New Projects	\$24,257,911
(SPR) Multi-Year Projects	\$20,397,019
Urbanized Area Planning (PL)	\$18,024,641
Urbanized Area (FTA)	<u>\$4,956,198</u>
	\$67,635,769

C. Proposed Financing

<b>SPR</b> Fund Types	<b>80%</b> Federal Funds	<b>Match</b> State Funds	<b>Match</b> Local Funds	Total
L550	\$6,035,543	\$1,508,886		\$7,544,429
L55E	\$4,846,376	\$1,211,594		\$6,057,970
M55E	\$3,456,227	\$864,057		\$4,320,284
Z550	\$28,419,447	\$5,554,288	\$1,550,573	\$37,119,766
	\$42,757,593	\$9,138,825	\$1,550,573	\$53,446,991

<b>PL</b> Fund Types	<b>80%</b> Federal Funds	<b>Match</b> State Funds	<b>Match</b> Local Funds	Total
L450	\$45,881	\$11,470		\$57,351
L45E	\$1,143,781	\$285,946		\$1,429,727
M45E	\$295,293	\$2,982	\$70,840	\$369,115
Z450	\$16,539,686	\$3,911,042	\$223,880	\$20,674,608
<b>TOTAL</b>	\$18,024,641	\$4,211,440	\$294,720	\$22,530,801

<b>FTA</b> Fund Type	<b>80%</b> Federal Funds	<b>Match</b> State Funds	<b>Match</b> Local Funds	Total
Z77D	\$5,343,904	\$1,266,030	\$69,945	\$6,679,879

## Appendix C – Glossary

3C	Continuous, coordinated and Comprehensive
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
BIP	Bureau of Information Processing
BOBs	Bureau of Business Services
CFR	Code of Federal Regulations
CTA	Chicago Transportation Authority
CRS	Condition Rating Survey
CMAQ	Congestion Mitigation & Air Quality
F&A	Finance & Administration
FFY	Federal Fiscal Year
FY	Fiscal Year
FTA	Federal Transit Administration
FHWA	Federal Highway Administration
HPMS	Highway Performance Monitoring System
GIS	Geographic Information System
ITS	Intelligent Transportation System
LLC	Limited Liability Company
L RTP	Long Range Transportation Plan
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NBI	National Bridge Inventory
NHS	National Highway System
NCHRP	National Research Programs
METRA	Northeastern Illinois Regional Commuter Railroad Corporation
OPP	Office of Planning & Programming
RFP	Request for Proposal
RITIS	Regional Integrated Transportation System
RTP	Regional Transportation Plan
ROW	Right of Way
SPR	State Planning & Research
STU	Surface Transportation Urban
TIP	Transportation Improvement Program
TPWP	Transportation Planning Work Program
UWP	Unified Work Program
WPPS	Windows Planning & Programming System