

Statewide Planning and Research Funds

Call for Projects SFY24

Illinois Department of Transportation

March 15, 2023



Source of Funding

- SPR funds are a set-a-side from federal transportation funds
- Federal funds require 20% match
 - State match can be provided in some instances
- Approximately \$7 million is available
- No project size limit
- Multiple years of funding can be awarded

Eligibility of Funds

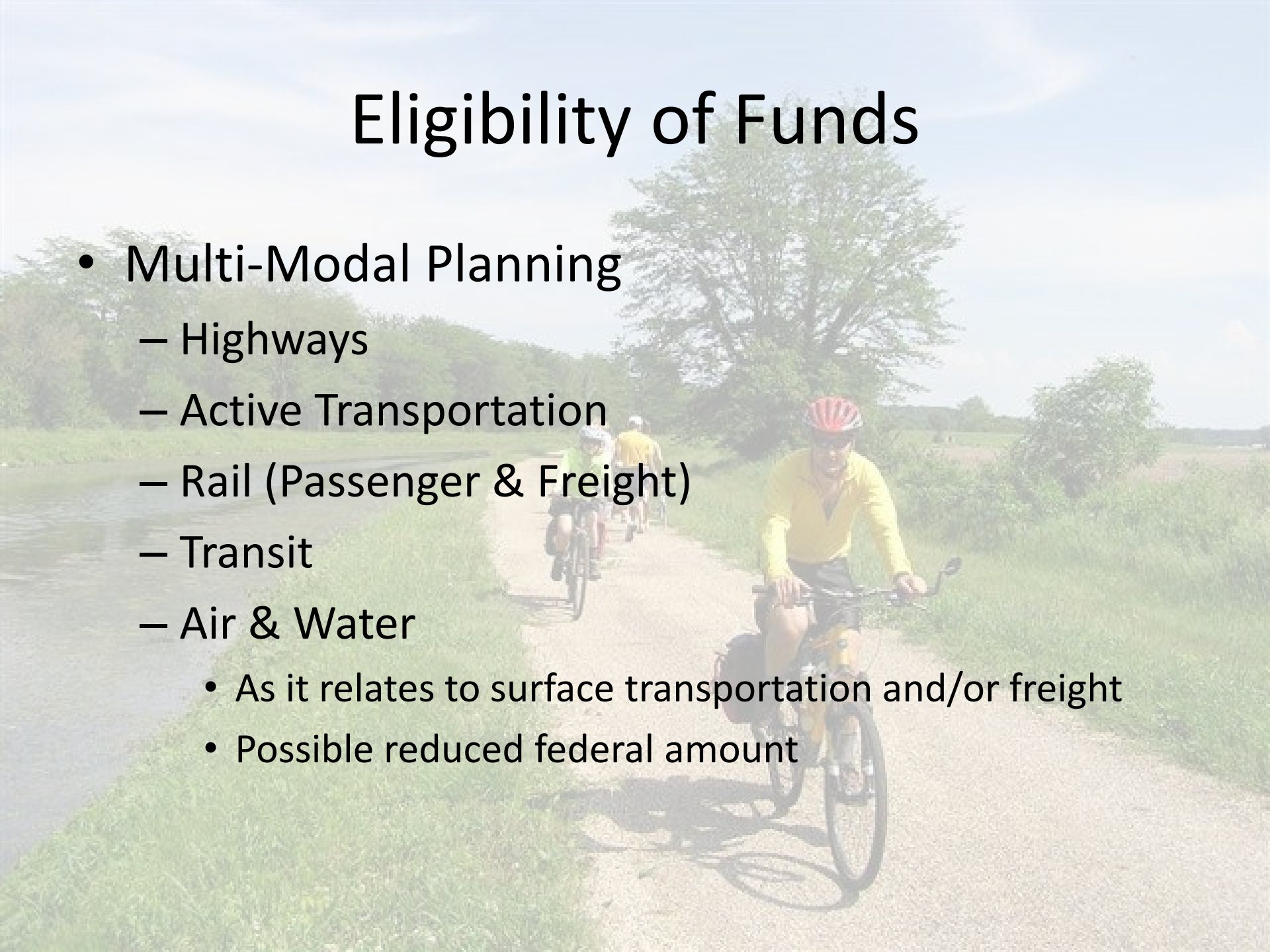
- Planning studies
- Data purchase, collection, and/or analysis
- Program development activities
- Performance management activities
- Coordination/outreach activities
- Software



Engineering,
Construction, or
Maintenance

Eligibility of Funds

- Multi-Modal Planning
 - Highways
 - Active Transportation
 - Rail (Passenger & Freight)
 - Transit
 - Air & Water
 - As it relates to surface transportation and/or freight
 - Possible reduced federal amount



Who Can Apply?

Governmental Agencies

- ✓ IDOT
- ✓ Other State Agencies
- ✓ Counties
- ✓ Municipalities
- ✓ Metropolitan Planning Organizations
- ✓ Governmental Councils
- ✓ Park Districts
- ✓ Forest Preserve Districts

Private Entities and Not-for-Profits must have a public sponsor.

What can you do with the funds?

Support Internal Agency Staff

Hire a Consultant for Assistance*

Purchase Data*

Purchase Equipment*

Purchase Software*

Not for standard agency operation/administration

*Must follow federal and state procurement rules.



GREY AREA

Mobility Enhancement and Expansion Study

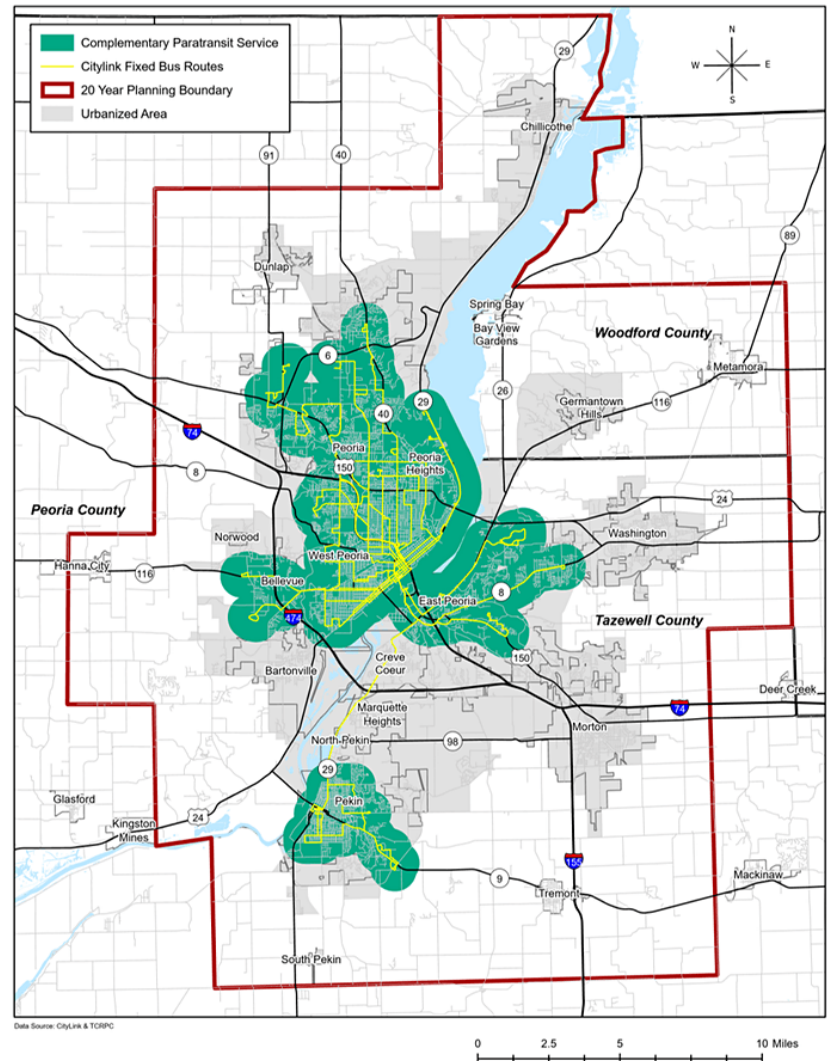


Illinois Department
of Transportation



THE GREY AREA

- In Urbanized Area
- Unserved by GPMTD
- Not Contracted for Fixed-route/Paratransit
- Ineligible For Complimentary Paratransit Service
- 86,862 People Un/Under-served



COMMUNITY IMPACTS

- Limited Job Access
- Increased Inequality
- Lack of Economic Mobility
- Lower Quality of Life
- Constrained Healthcare Options



WHO IS AFFECTED?

- Older Adults
- People With Disabilities
- Low Income Populations
- People of Color
- Rural, Urban, And Suburban Areas



Outcomes



American Council of Engineering
Companies (ACEC) IL Award



PAGE UPDATED 1/27/2023

Washington CityLift Service is reserved for residents in the Washington, IL Zip code (61571).

On August 1, 2022, CityLink was excited to introduce a six month, 5310 partially funded, paratransit service in the City of Washington, for their 5310 partially funded, paratransit service in the City of Washington, for their underserved urban area. Fortunately, the City of Washington was approved to extend the paratransit service for 12 months, starting on February 1, 2023. The funds from the previous six-month pilot were not exhausted, which allowed for the extension of service.

Washington, Illinois Paratransit
Pilot Program

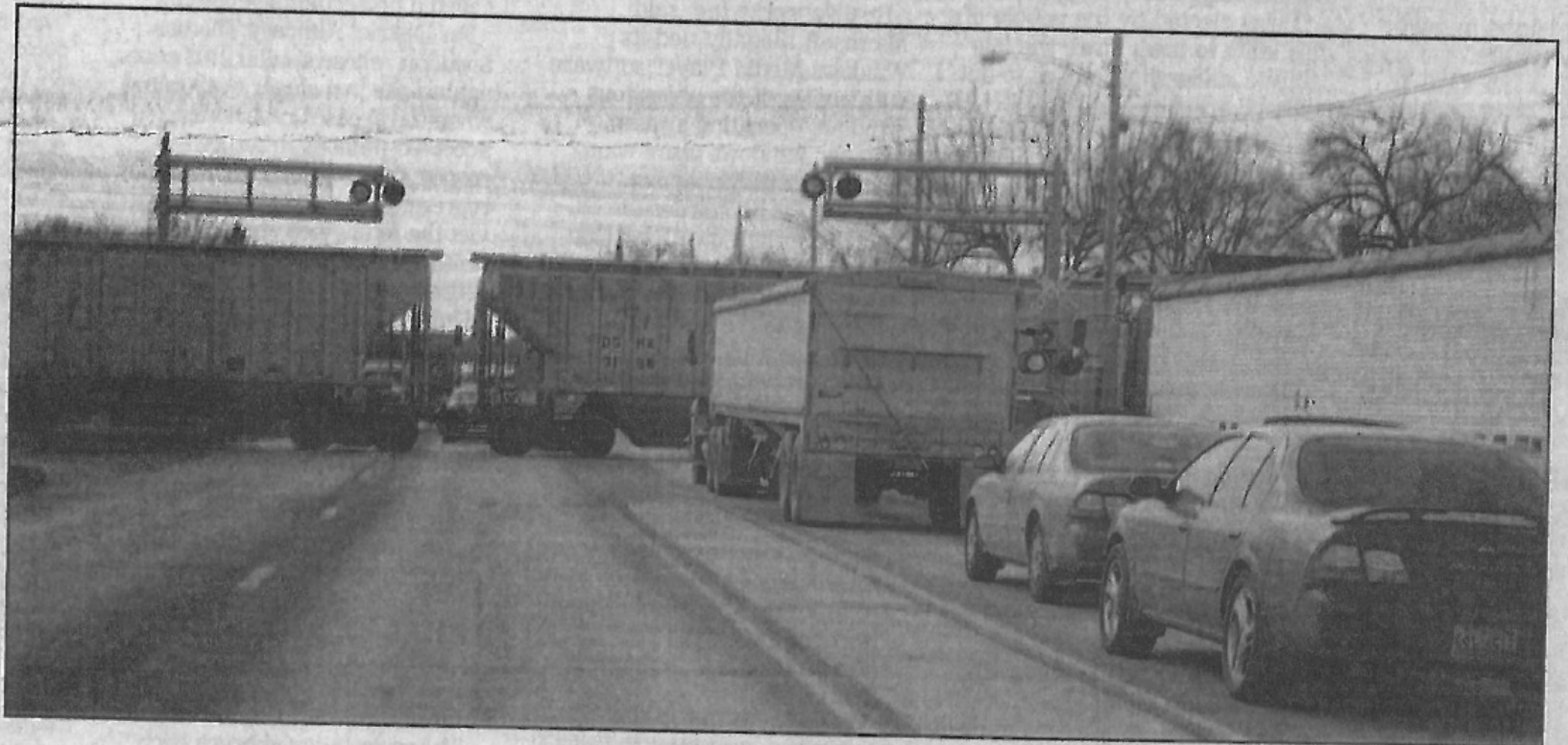
City of Ottawa



IDOT SPR Grant

The Problem

DAILY TANGO SNARLS TRAFFIC



TRAFFIC BACKED UP on Columbus Street is a familiar sight each morning as an Illinois Railnet engineer sorts through

loaded cars — often taking the train into the crossing — in preparation for the day's deliveries of items.

The Daily Times/**TOM SISTAK**

The Problem

THE **Times** mywebtimes.com

TUESDAY
May 8, 2018

Opinion

OUR MISSION

The Times rigorously endorses the Constitution, free speech, increased government accountability, protecting taxpayers and individual rights. We encourage debate, respect, involvement, innovation, fair and reliable reporting and recognition of achievement.

Train delays more than an inconvenience

■ THE ISSUE

Ottawa officials seek study to eliminate train delays

■ OUR VIEW

It's about time

Some call it the "Ottawa pause." Anyone who frequently travels through Ottawa has been stopped by a train. For 10 minutes or more, motorists watch as the train cars slowly move back and forth while lines of vehicles sit idling.

If you're unfortunate to be in the middle of the pack with no exit, you have no choice but to wait ... and wait ... and wait. Approaching cars quickly execute



The Times | file

Traffic is shown backed up at the Ottawa railroad crossing on Route 23 north of Norris Drive — near Jefferson Elementary School — in August 2010. This is an issue drivers have faced for years. City officials are now investigating means to eliminate train delays.

Street and there you sit."

Noble said solutions might include anything from relocating the nearby rail switching yard to installing viaducts.

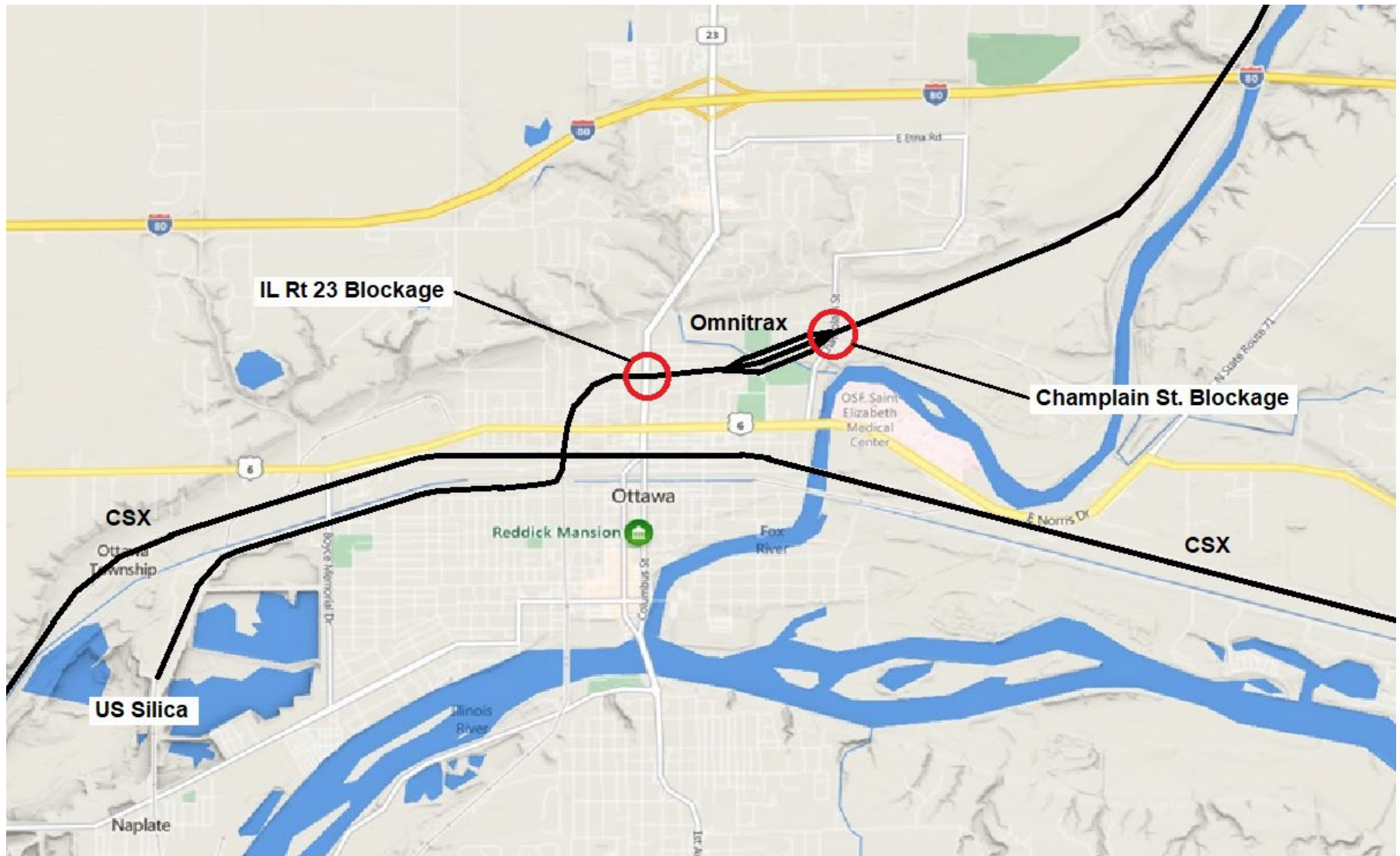
"It's an attempt to solve the problem," Noble said.

The council plans to hire the engineering firm of Hanson Professional Services to complete the application at a cost of \$1,700. The council will vote on that contract at an upcoming meeting.

Now, we don't want to get too excited just yet. If the grant is approved, this is just a study. Realistically, if anything can be done there's likely a hefty price tag attached. And more grant applications to complete. And more studies.

But aside from city officials trying to work with Railnet to

Ottawa Switchyard Blockage



IDOT SPR Application

- Traffic delays as long as 25 minutes
- Stops school buses, fire trucks and ambulances
- Delays industry and transportation of goods
- Safety hazard due to angry motorists
- Requested \$60,000 SPR Grant with \$15,000 private match

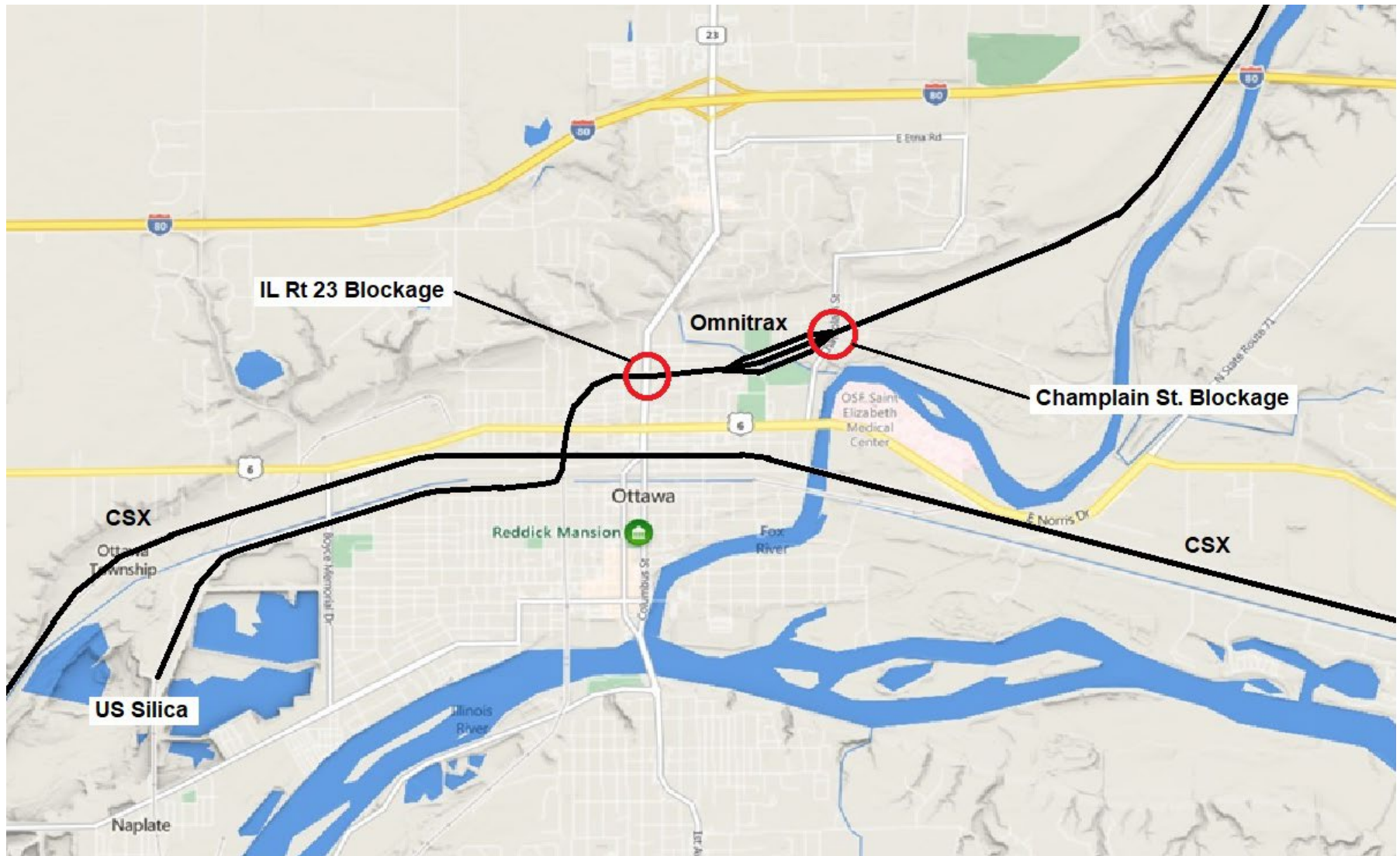
IDOT SPR Application

- Hired highway / rail consultant to prepare application
- Included newspaper articles
- Included support letters from multiple groups, agencies and local residents
- Discussed traffic safety, emergency vehicle access, school access, environmental justice, impact to industry
- Received SPR Grant award.

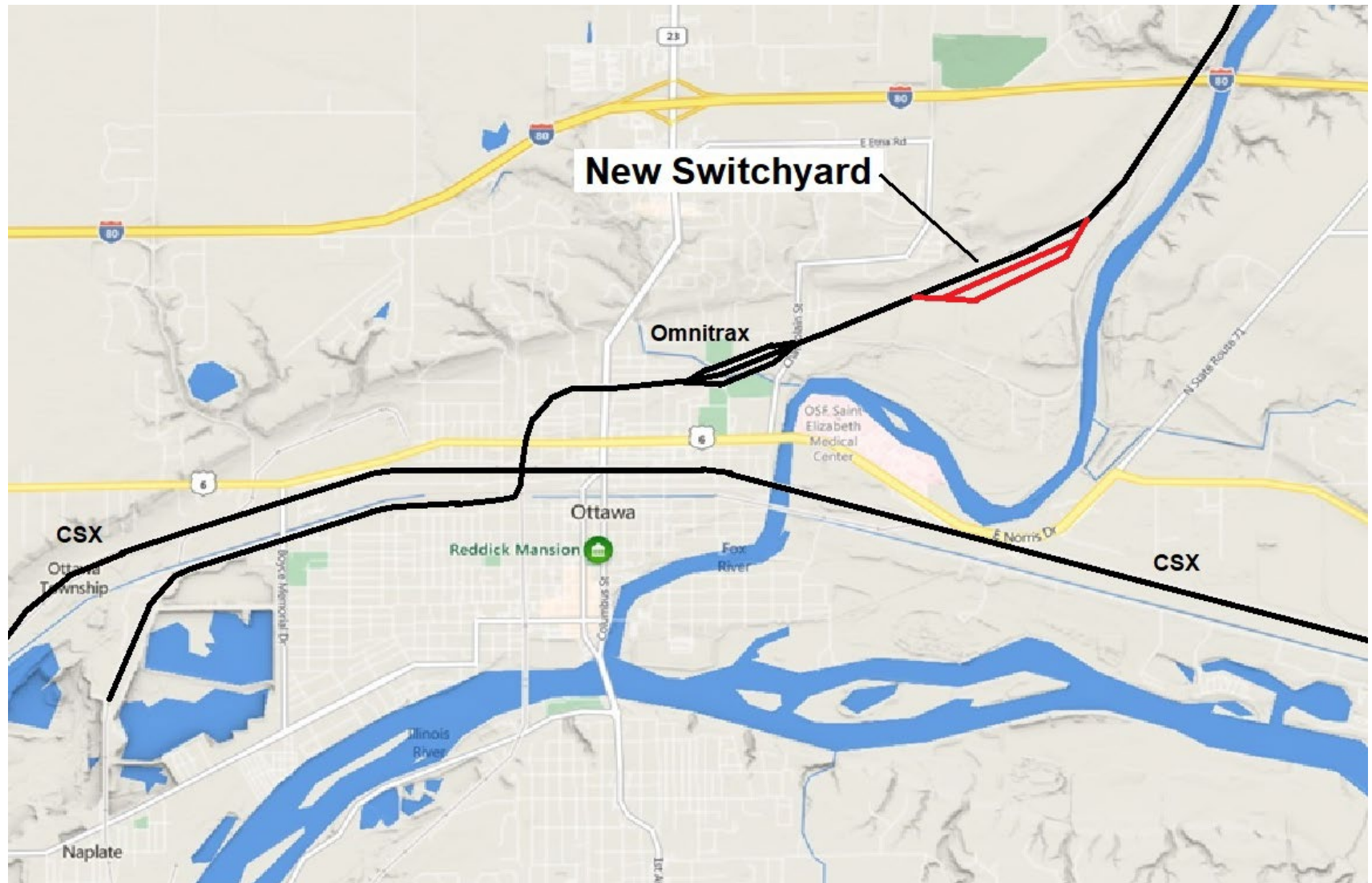
IDOT SPR Results

- Overpasses - \$25 to \$30 Million EACH
- Underpasses - \$25 to \$30 Million EACH
- Relocate Switchyard to the east - \$10 Million

Ottawa Switchyard Blockage



Relocated Switchyard ?



Funding problem

- Who funds a new switchyard?
 - Not highway funds
 - Looks like you are helping the railroad, but you are not. Traffic blockage is not their problem.
 - Outside City Limits

Illinois Port Facilities Capital Investment Grant Program

- Ottawa Port District applies
- Used SPR Grant report as basis of grant submittal
- Awarded \$9,770,750 grant to relocate the switchyard.



Lessons Learned

- Study the problem even if you do not know where funding will come from.
- Identify solutions
- Look for funding



Thank you SPR

NEWS BRIEFS

Grant could alleviate Route 23 traffic congestion in Ottawa at rail crossings

The Ottawa Port District has landed a \$9,770,750 grant to relocate the switchyard located between Route 23 and Champlain Street.

**Thank you Port Facilities
Grant**



Applying for Funding

Online Application

Basic Project Information:

- Costs

- Scope

- Source of Matching Funds (20%)

- Timeframe

How the project implements/supports:

- IDOT Long Range Transportation Plan

- Asset Management

- Performance Based Project Selection

- Benefits a disadvantaged/economically distressed community

Grant Accountability and Transparency Act (GATA)

Requirements of Grantee (if a non-IDOT sponsor)

Each grantee that receives state funds or federal funds that pass through the state must complete certain items annually:

- Registration
- Pre-Qualification
- Internal Controls Questionnaire
- Indirect Cost Negotiation

More on GATA

Requirements per Project

Each project that receives state funds or federal funds that pass through the state must complete certain items:

- » [GATA Application](#)
- » [GATA Budget Template](#)
- » [GATA Programmatic Risk](#)

— Notice of State Award

Project Prioritization Criteria

Long Range Transportation Plan

Asset Management

Performance Based Program Development

Regional Focus

Disadvantaged/Economically Distressed
Community

Disadvantaged/Economically Distressed Community

- Projects that benefit disadvantaged/economically distressed community(ies) will receive prioritization
- No specific definition
 - [DCEO Underserved Areas](#)
 - [IEPA Environmental Justice Areas](#)
- Multi-Jurisdictional
- Eligible for 100% funding

Asset Management

- Develops analytical tools or data collection
- Use to prioritize future improvements
- Model future asset condition
- Identify different improvement strategies
- Slow the rate of asset deterioration so assets last as long as possible

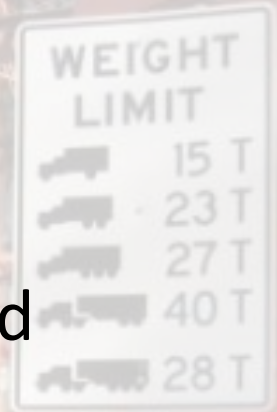
This could also be used to assist in developing...

Performance Based Program Development Process

Does the proposed project:

Work towards creating a performance based program development process?

- This involves using data and metrics to evaluate proposed projects to ensure the projects meets the goals and objectives outlined in planning documents and policy statements.
- Could include purchasing data, technology tools, or coordination efforts.



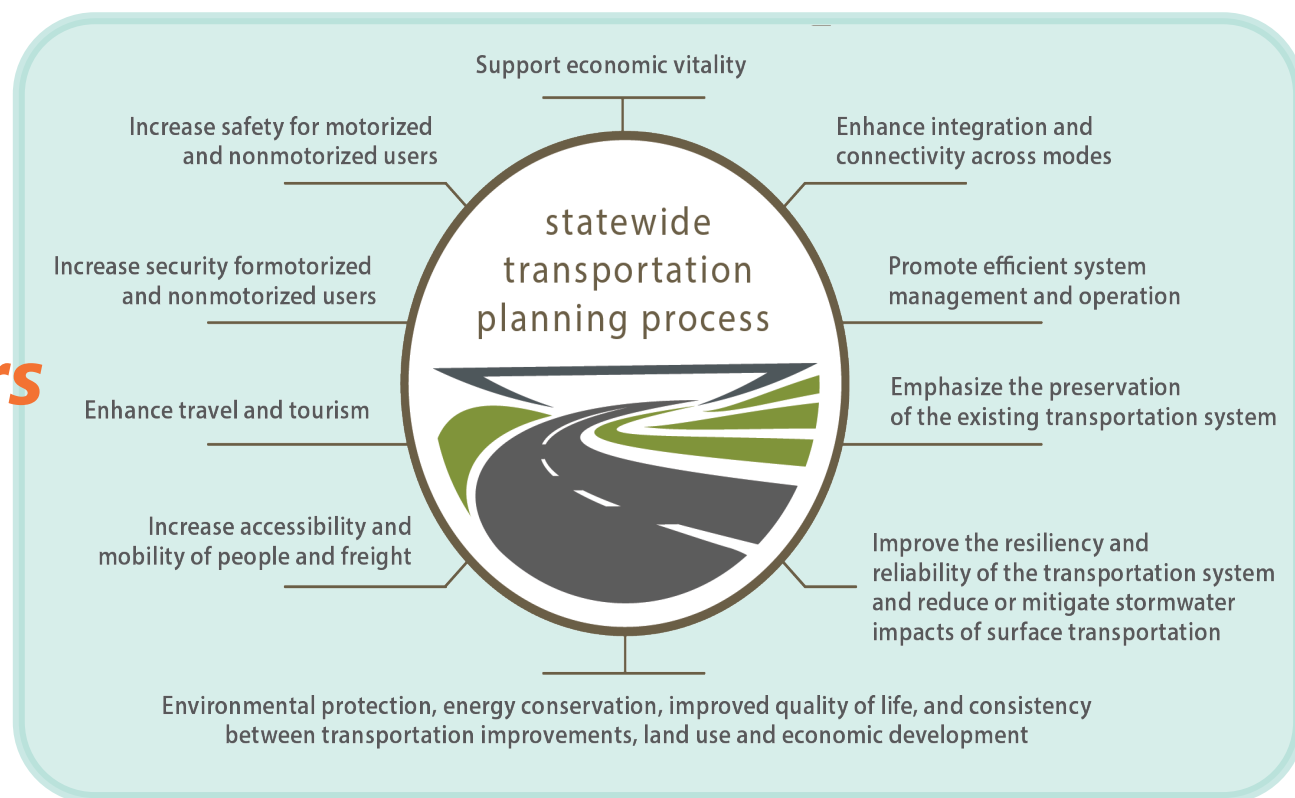


Long Range Transportation Plan – State and Federal Requirements

- State requirements include developing and maintaining a continuing, comprehensive and integrated planning process for the development of a statewide master plan for transportation.

every five years

- Federal requirements call for the statewide transportation planning process to include ten primary goals.



LRTP and Multi-Year Program (MYP) Relationship

- **LRTP** establishes a set of policies to guide future system development, rather than specific improvements
- Specific improvements are programmed separately and released annually as part of IDOT's **MYP**
- Annual **MYP** development should incorporate goals, objectives and performance measures identified in the **LRTP**





GOALS

IDOT Long Range Transportation Plan

How does the project help implement the goals/objectives outlined in the LRTP?



ECONOMY

Improve Illinois' economy by providing transportation infrastructure that supports the efficient movement of people and goods.

LIVABILITY

Enhance the quality of life across the state by ensuring that transportation investments advance local goals, provide multimodal options, and preserve the environment.

MOBILITY

Support all modes of transportation to improve accessibility and safety by improving connections between all modes of transportation.

RESILIENCY

Proactively assess, plan and invest in the state's transportation system to ensure that our infrastructure is prepared to sustain and recover from extreme events and other disruptions.

STEWARDSHIP

Safeguard existing funding and increase revenues to support system maintenance, modernization, and strategic growth of Illinois' transportation system.

PERFORMANCE GOALS

LRTP Performance Measures

- A plan is only as good as its **implementation**.
- **Objectives** and **strategies** have been developed for each goal.
- Performance measures were identified to **track** performance.

These are the items we are looking to implement with the SPR call for projects.

For Example...

Objective

Support projects that improve connectivity and coordination of services to enhance continuity and accommodate the efficient movement of people, goods and services across all modes to address intermodal efficiency.

Strategies

- **Review and evaluate intermodal connections across the state.**
- **Improve efficiency of transfers of freight and passengers between modes.**
- **Work collaboratively with ports and waterways stakeholders to identify and address issues related to transporting commerce via navigable waterways.**
- **Advocate for the success of Illinois' passenger rail program.**
- **Identify shifts in population and employment centers and ensure that there are adequate airport services provided to those population and employment centers.**

For Example...

Performance Measures

- Prepare regular assessment of performance of designated National Highway System (NHS) intermodal connectors
- Number of aviation, highway, & rail program investments that support improved use, safety & ease of access to intermodal facilities
- Prepare regular waterborne commerce report assessing the utilization of port districts & other port terminals
- Increased education and marketing of passenger rail options & transfer options between modes
- Percent of population and employment with drive access to a commercial airport

Implementation

- Develop regular report on Illinois National Highway System Intermodal Connectors
- Develop regular report on Illinois Waterborne Transportation
- Develop new marketing campaign for intercity passenger rail

Implementation Matrix

| GOAL: Mobility | | | | | | |
|---|--|--|---|---|--|--|
| Support all modes of transportation to improve accessibility and safety by improving connections between all modes of transportation. | | | | | | |
| Objective 1: | Enhance intermodal freight connectivity and mobility to improve continuity and accommodate the efficient movement of goods and services. | Explore scenarios where modal connections can be improved to facilitate shipments by rail, water and air. | Modal breakdown of annual shipping volumes | <ul style="list-style-type: none"> Begin outreach efforts to freight companies and stakeholders in an effort to identify and address issues related to freight transportation in Illinois. Lead: IDOT Office of Planning and Programming, IDOT Bureau of Communications Services Partner(s): IDOT Districts, Freight Companies, Freight Stakeholders Support efforts to freight stakeholders to explore where modal connections can be improved to facilitate shipments by rail, water and air. Lead: IDOT Office of Planning and Programming Partner(s): Local Government, Planning Agencies, Freight Companies, Freight Stakeholders Provide resources to MPOs on using the NPMRDS data source to measure performance. Lead: IDOT Office of Planning and Programming Partner(s): MPOs Identify how ITS can improve freight movement within and through the state. Lead: IDOT Office of Planning and Programming, IDOT Bureau of Operations Partner(s): Freight Stakeholders Develop live, internet-based, intermodal dashboard of approved freight routes, current travel times and rerouting suggestions. Lead: IDOT Bureau of Operations Partner(s): Freight Stakeholders, IDOT Office of Planning and Programming | | |
| | | Work collaboratively with freight stakeholders to identify and address issues related to transporting freight within Illinois. | Number of intermodal facilities for freight movements | | | |
| | | Enhance intermodal connectivity by identifying and implementing improvements needed to truck routes, ports, airports and rail lines that provide access to Illinois intermodal facilities. | Number of intermodal facilities with NHS connections | | | |
| | | Establish procedures to use the National Performance Management Research Data Set (NPMRDS) to calculate performance. | Truck Travel Time Reliability (TTTR) index | | | |
| | | Evaluate existing and proposed innovative intelligent transportation systems (ITS) technology to improve safety. | ITS Statewide Architecture and Strategic Plan Update | | | |
| | | Explore ITS technologies to foster the most efficient movement of freight. | Live, internet-based, intermodal dashboard of approved freight routes, current travel times and rerouting suggestions | | | |
| | | Investigate potential use of commercial connected/ autonomous vehicles (CAV) for the movement of freight. | Number of studies concerning commercial CAV and impacts on the freight transportation network | | | |

Program Management

You've been funded, what next?

- Non IDOT Applicants Must
 - Complete all GATA Requirements
Application, Budget Template, Program Risk Assessment (PRA)
 - Through the GATA Grantee Portal
Registration, Pre-Qualification, Internal Control Questionnaire (ICQ)
 - Notice of State Award – July 1, 2023
 - Agreement Execution (9 to 12 weeks)
 - Not required to execute CBLRS Engineering agreement
 - [Invoice](#) within 3 months of fully executed agreement

**NO WORK CAN BE INVOICED IF FULLY EXECUTED
AGREEMENT IS NOT IN PLACE**

Questions?

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