

DUATS

Decatur Urbanized Area Transportation Study

ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

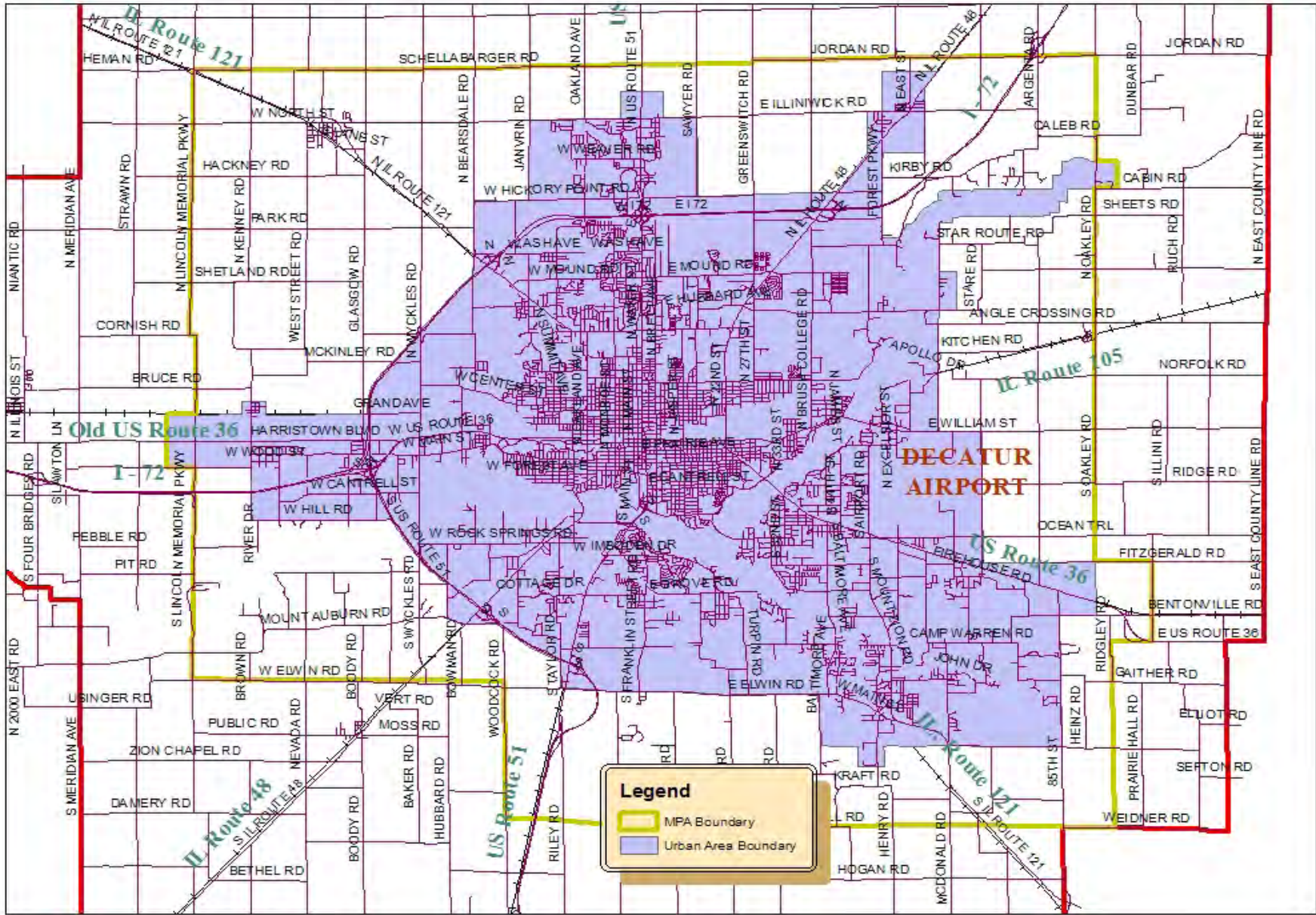
July 1, 2009 through June 30, 2010

This document was prepared by DUATS in compliance with the provisions of SAFETEA-LU. Questions or comments on its content should be sent to DUATS at #1 Gary K. Anderson Plaza, Decatur, Illinois, 62523, Voice: 217.424.2790, Fax: 217.450.2326 or email: DUATS@decaturil.gov.

TRANSPORTATION PLANNING AND THE DECATUR URBANIZED AREA TRANSPORTATION STUDY

In the early 1960's, Federal legislation was passed requiring all urbanized areas of 50,000 or more to plan and program local Federal Aid Highway and other surface transportation projects using a continuing, comprehensive and cooperative process within the prescribed planning area. From its initial inception in 1964 to early 2006, the Macon County Regional Planning Commission was the Lead Agency responsible for such planning. In early 2006, the Lead Agency role of providing planning and programming for the Decatur Metropolitan Planning Area (MPA) was transferred to the City of Decatur's Economic & Urban Development Department. The Intergovernmental Agreement originally developed and ratified in early 2002 creating the architecture of DUATS was amended and reaffirmed by the Policy Committee on March 21, 2006. The amendments adopted on that date moved the Lead Agency role from the County to the City of Decatur's Dept. of Economic and Urban Development, reflected the transfer of Macon County from IDOT District 5 to District 7 and changed some of the representatives on the Policy and Technical Committee accordingly. Consolidation of staff operations and transportation planning functions was completed on May 1, 2006.

There are three (3) areas within the DUATS realm of activity – Urbanized Area, Urban Area and Metropolitan Planning Area. Each has a unique role and different boundaries. The Urbanized Area is defined by the U.S. Census Bureau. The Urban Area and MPA are delineated by DUATS. The map on the next page shows these areas. Of the latter two, the MPA is the more important and is dealt with most often by DUATS.



DUATS Listing of FY 2010 Federally Obligated Projects

The Federally Obligated Projects, which are the subject of this stand alone document, are located in the MPA. DUATS' annual TIP program includes all transportation related projects that are likely to occur within the MPA. Not all of the programmed projects include Federal funding.

The MPA is the subject area referred to as the 30 year planning horizon. DUATS regularly looks at the MPA in regard to land use, traffic, traffic infrastructure needs and future transportation planning activities. The Long Range Transportation Plan (LRTP) is based on the 30 year planning horizon. The LRTP is reviewed annually and comprehensively updated at least every five (5) years as conditions warrant regarding land use and transportation planning. The last update was adopted in December 2009, and is titled *Decatur Pathways 2035*.

Transportation planning in the Decatur MPA is a collaborative effort. The official organization, DUATS, which provide 3-C services (comprehensive, cooperative and continuing), includes the following ten governmental entities.

- City of Decatur
- County of Macon
- Decatur Park District
- Decatur Public Transit System
- Village of Forsyth
- Village of Mt. Zion
- Illinois Department of Transportation
- Federal Highway Administration
- Federal Transit Administration
- Macon County Highway Department

DUATS' organizational structure is designed to foster an atmosphere that is fair and impartial regarding planning projects, administering programs and determining priorities. The 3-C planning process used by DUATS has also proved successful in engaging key stakeholders and the public in the planning process.

DUATS is responsible for the following documents and transportation programming.

1. Provide a means of efficient communication between several Federal and State agencies and various units of local government within the Metropolitan Planning Area,
2. To encourage effective cooperation between Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Illinois Department of Transportation (IDOT), Illinois Department of Natural Resources (IDNR) and the various agencies and units of local government regarding implementation of the plans and provisions of the Long Range Transportation Plan (LRTP), Transportation Improvement Plan (TIP) and Unified Work Program (UWP),
3. Review and provide recommendations and comments regarding developments planned or proposed within the Metropolitan Planning Area (MPA),
4. Review and comprehensively update the Long Range Transportation Plan (LRTP) at least every five (5) years to ensure it contains the priorities, goals and objectives of DUATS and to review and update as necessary the LRTP during each of the intervening years,

5. Prepare an annual UWP setting forth the transportation and related activities and programming to be accomplished in a given year,
6. Annually update the TIP which shows the four (4) year plan for transportation improvements within the MPA,
7. To foster and encourage greater awareness of DUATS and its role in promoting and meeting the transportation needs as set forth in the Vision Statement.
8. Be involved in Human Services Transportation Planning (HSTP) activities on the regional, urban and rural level.
9. Handle the various administrative, financial and communicative tasks associated with transportation programming and planning.
10. Maintain databases such as traffic counts, crash data, pavement condition, which support and assist in planning for the maintenance and enhancement of the transportation network.
11. Include the elements of safety, security, operations and, environmental sensitivity in the planning process.
12. Constantly seek public opinion and engage their involvement throughout the planning process.

SOME DEFINITIONS

Advance Construction

A technique which allows a State to initiate a project using non- federal funds while preserving eligibility for future Federal-aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-aid; however, no present or future Federal funds are committed to the project. After an advance construction project is authorized, the State may convert the project to regular Federal- aid funding provided Federal funds are made available for the project. This can be accomplished as one action, or the project may be partially converted over time.

Fiscal Constraint

A demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

THE TRANSPORTATION IMPROVEMENT PROGRAMMING PROCESS

All transportation projects which will be paid in part using Federal funds are required to be included in the local Transportation Improvement Program (TIP). These projects involve streets, roads, bridges, public transit, bike/pedestrian trails and other transportation related activities. The TIP is developed jointly, cooperatively and collaboratively by the member agencies of the DUATS. Projects included in the TIP are drawn from the 2035 LRTP.

Projects are proposed and prioritized by staff in cooperation with DUATS' member entities and its planning partners and stakeholders. Federally funded projects included in the TIP are decided on the total scoring basis using the adopted "Selection Criteria" form. Projects not utilizing Federal funds are typically selected based on funding and through an overall focus on the following three criteria.

1. Consistency with the goals and objectives of the Long Range Transportation Plan,
2. Financial constraint, and
3. Project specific eligibility and justification.

The prioritized list is presented to the DUATS Technical Committee for its recommendation as to which project(s) should be included. After the required minimum thirty (30) day public comment period the final draft of the TIP is submitted to the DUATS Policy Committee. The Policy Committee may adopt the TIP as recommended or may amend the final version. The Policy Committee adopted the current TIP on June 15, 2010. It covers the four (4) year period beginning July 1, 2010 through June 30, 2014.

Each project in the TIP includes a schedule and estimated cost for the project. Since schedules often change as a result of such variables as weather, availability of material and/or equipment, adequate personnel, or lack of necessary funding, the TIP may not be as current as was intended. In an attempt to help ensure the public awareness and provide an understanding of how, where and on what transportation projects Federal funds are actually being spent, Congress included the following statement in the most recent Federal transportation bill, SAFETEA-LU, which requires that:

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

FEDERALLY OBLIGATED PROJECTS

The terminology “Federally Obligated Projects” means that the Federal government has specifically authorized funds to be spent for the construction and completion of a particular project or projects. Most of these transportation projects have a specific amount obligated to it. These funds must be obligated and any required State, County or municipal matches must be in place before work can begin on any phase of a project. Only after the funds have been obligated, or set aside, can the work can begin and the bills paid. Expenses may include design engineering from a private consulting firm, payroll or material cost from the construction contractor or certain payroll costs for Illinois Department of Transportation employees who are overseeing work on the project.

Obligation of Federal funds does not always mean that work on a project is eminent. On some projects, construction accounts are set up to pay the initial or project “start up” costs. Especially in the initial stages of large projects, “project accounts” are created to allow for work to be done on the project’s design and its engineering. This early work may actually take place long before construction actually begins. In some case, such as the purchase of transit buses, the order is placed long before the new buses are actually delivered to DPTS. In any case, in order for the project to move forward, first it must be included in the TIP.

THE PLANNING PROCESS

Regardless of the size of a transportation project, it all starts with an idea. The idea may to widen a street or replace a bridge. It might involve building a new street to a new development. When planning for such projects, DUATS focuses on the following six (6) criteria and prioritizes its transportation projects accordingly.

- 1) Safety – how DUATS will increase the level of safety to the travelling public, improve the movement of goods and services and reduce congestion.
- 2) Security – how DUATS will meet the challenges of increasing the efficiency of the transportation system, dealing with the hazards of materials movement and issues revolving around homeland security.
- 3) Maintenance & Operations – requires DUATS to look at the cost constraints and project potentials while maintaining and operating the transportation network.
- 4) Environmental Mitigation – mandates that DUATS look at environmental and natural resources and consider all of the potential impacts at the outset of the planning process. It is required to continually assess those impacts throughout the planning process.
- 5) Human Services Transportation Plan – DUATS must work to increase the efficiency of the public transportation system through the improvement, availability and affordability of moving variously challenged individuals from typically rural to urban areas, many times after hours and on weekends and usually outside the coverage area of the Decatur Public Transit System.

- 6) Public Participation – DUATS encourages all public comment from all sources and is required and intends to increase public access and involvement in our transportation planning process.

PROJECT FUNDING

Before a project becomes reality, adequate funding is necessary. All transportation projects are required to be “fiscally constrained.” This term means that before a project can be programmed, all of the funding sources and amounts must be reasonably assured. Typically, funding for transportation improvements come from numerous sources. Funding originates from numerous Federal, State or local programs. Some sources are restricted and can only be used for certain transportation projects, while other sources are more general and may be used for many different types of projects. Examples of funding sources that are rather restricted include the Highway Safety Improvement Program, Highway Bridge Program, Rail Highway Protective Devices Fund, Safe Routes to School and National Recreational Trails. Sources that are more general include Surface Transportation Programs and National Highway System.

Funds from Federal and most State sources typically require that the sponsoring agency supply a locally derived match amount. The amount of the local matching funds are typically based on a percentage of the construction cost. The sum total from the various sources must, at a minimum, equal the estimated construction cost of the project.

PROJECTS BECOME REALITIES

After the idea(s) have been discussed, criteria addressed, priorities set and funding programmed, the process toward construction begins. The construction or improvement process involves numerous steps and takes varying lengths of time to complete. The typical phases of a construction project are summarized below. Remember, DPTS projects are not necessarily construction projects. They many times involve the purchase of equipment, which would not follow the process that is outlined below.

- 1) Public Involvement & Awareness – This phase involves the concept and practice known as Context Sensitive Solutions (CSS). Typically meetings are held with project developers and designers, local government representatives, nearby owners, various stakeholders and other interested parties. Decisions are made about the specific elements that will be included in the project and the range of design alternatives that will be investigated.

- 2) Preliminary Design - This phase includes basic engineering work on each alternative, traffic studies, environmental analyses, and other work specific to the project. The public is continually kept informed and involved through focused outreach and is used to gain community input into the projects' design. This phase ends with the selection and approval of a project alternative.
- 3) Final Design - In this phase, the actual plans and specifications that the construction contractor will work from are created.
- 4) Right of Way Preparation - Preparation work, including general layout, surveying and property appraisals are done prior to acquisition of the right-of-way.
- 5) Right of Way Acquisition - In this phase, right-of-way that is necessary for the completion of the project is acquired either through purchase or easements.
- 6) Construction - This phase is the most visible and encompasses the work to physically build the project, whether done by a contractor or an agency's own staff.
- 7) Construction Inspections - Normally, the jurisdiction who has responsibility for the project inspects the progress from time to time in order to make sure that the work is being done properly and conforms to specifications.
- 8) Certification and Acceptance - After the project has passed all inspections and is finished, the local jurisdiction will accept responsibility and maintenance.
- 9) Miscellaneous - There are projects with Federal obligations that do not involve any construction. Examples would include certain public transit projects that involves the actual operation of transit service, and the resultant costs that are incurred, or the purchase and acquisition of equipment or facilities.

THE LIST OF PROJECTS

The table on Page 10 shows the transportation projects that had Federal funding obligated during FY 2010. Projects utilizing the “Advanced Construction” process are shown on Page 12. Each project depicted on pages 13 through 22 is located on an aerial image and includes a brief description, ID numbers, total costs, funding source(s) and other information. The projects are in the same order as those on the tables.

Some of the projects have been completed, such as repaving East Eldorado Street and landscaping at Progress City. The remainder are in various stages of construction.

The list concludes with a description of how the Federal funds were or are to be used by Decatur Public Transit System Projects

Fiscal Year 2010 Federally Obligated Projects

<u>TIP #</u>	<u>TIP YR</u>	<u>Sponsor</u>	<u>Federal ID #</u>	<u>State ID #</u>	<u>Total Costs in the TIP</u>	<u>Federal Funds in the TIP</u>	<u>Funding Source(s) in the TIP</u>	<u>Funds Obligated</u>	<u>Source of the Obligated Funds</u>	<u>Funds Remaining to be Obligated</u>	<u>Total Costs Shown in List</u>
MC10-01	2010	Macon County	5169044	C-97-025-10	\$690,000	\$480,000	ARRA	\$480,000	ARRA	None	\$775,445
06-02	2010	Decatur	5169045	C-97-026-10	\$1,000,000	\$800,000	ARRA/STU	\$1,136,000	ARRA/EB	None	\$1,405,000
Not In TIP/No Amendment	NA		913001	C-97-033-08	NA	NA	NA	\$707,200	HPP/EB	None	\$1,690,000
7-50314-0000 - TIP Amendment (April 2010)	2010	IDOT	322091	C-97-081-09	\$11,430,000	Not Specified	STU	ACed	STP < 200k (STU)	None	\$11,500,000
TIP Amendment (July 2009)	2010	Macon County	00D7036	C-97-103-09	\$123,663	\$98,930	ARRA Enh.	\$74,400	ARRA Enh	None	\$103,100
R241	2010	Mt. Zion	5169043	C-97-005-10	\$1,537,000	\$1,229,600	ARRA	\$1,229,600	ARRA	None	\$1,537,000
TIP Amendment (January 2010)	2010	Macon County	00D7037	C-97-063-10	\$177,600	\$148,000	ITEP	\$148,000	ITEP	None	\$247,690
TIP Amendment (September 2009)	2010	IDOT	323027	C-97-139-09	\$1,200,000	\$960,000	STU	ACed	STU	None	\$803,454
7-51080-0000 - TIP Amendment (April 2010)	2010	IDOT	7420001	C-97-059-09	\$630,000	Not Specified	STR	ACed	STU	None	\$1,200,000
Not In TIP/No Amendment	NA	IDOT	00D7037	C-97-010-10	NA	NA	NA	\$163,817	HSIP	None	\$182,019

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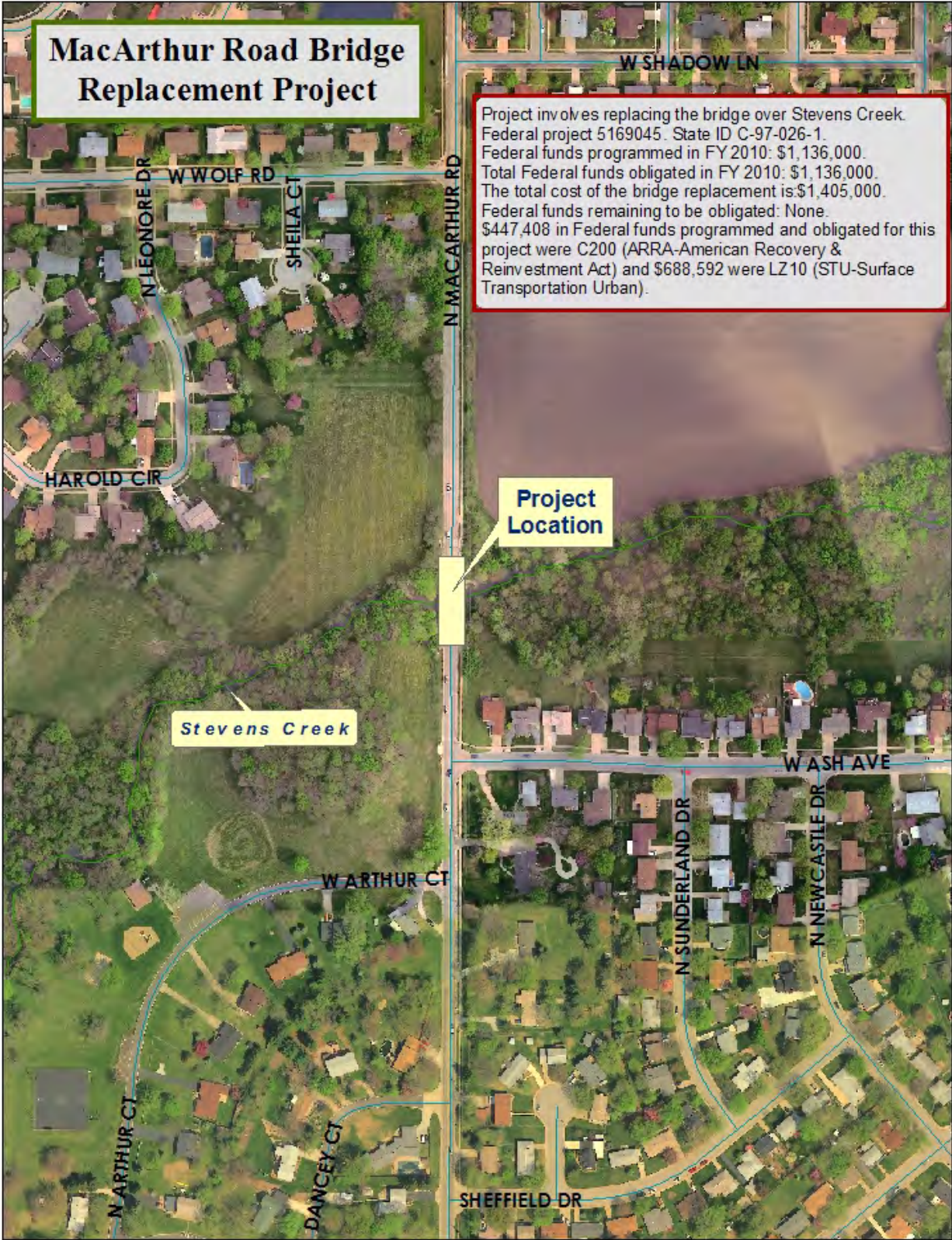
**Status of Projects Under
Accelerated Construction
September 2010**

<u>TIP #</u>	<u>TIP YR</u>	<u>Federal ID #</u>	<u>State ID #</u>	<u>Total Costs in the TIP</u>	<u>Federal Funds in the TIP</u>	<u>Fund Source in the TIP</u>	<u>Federal Funds Under AC</u>	<u>Fund Source for AC</u>	<u>Year Funds Converted</u>	<u>Amount Converted</u>	<u>Fund Source Used for Conversion</u>
Amended (April 2010)	2010	322091	C-97-081-09	\$11,430,000	Not Specified	STU	\$9,200,000	STU	None as of 6/30/2010	None as of 6/30/2010	None as of 6/30/2010
Amended (Sept 2009)	2010	323027	C-97-139-09	\$1,200,000	\$960,000	STU	\$800,000	STU	None as of 6/30/2010	None as of 6/30/2010	None as of 6/30/2010
Amended (April 2010)	2010	7420001	C-97-059-09	\$630,000	Not Specified	STR	\$960,000	STU	None as of 6/30/2010	None as of 6/30/2010	None as of 6/30/2010

**Replacement of Twin Bridges
on C.H. #20 Northwest of Forsyth**

Replacement of 2 structures, commonly known as the Twin Bridges on County Highway #20, North and West of Forsyth. Federal project 5169044. State ID C-97-025-10. Federal funds programmed in FY 2010: \$480,000. Federal funds obligated in FY 2010: \$480,000. The total cost of constructing the bridges: \$775,445. Federal funds remaining to be obligated: None. The Federal funds programmed and obligated for this project were C200 (ARRA-American Recovery and Reinvestment Act).





Oreana Street Reconstruction and Drainage Improvements

Project involves reconstruction of portions of West, Clay, Bower and Bell Streets, installation of detention and an outfall line in Oreana.
Federal project 0913001. State ID C-97-033-08.
Federal funds programmed in FY 2010: \$707,200.
Total Federal funds obligated in FY 2010: \$707,200.
The total cost of the improvements is \$1,690,000.
Federal funds remaining to be obligated: None.
\$515,412 of the Federal funds programmed and obligated for this project were LY10, \$120,998 were HY10 (both Highway Priority Projects, Section 1702) and \$70,790 were LZ10 (Equity Bonus).



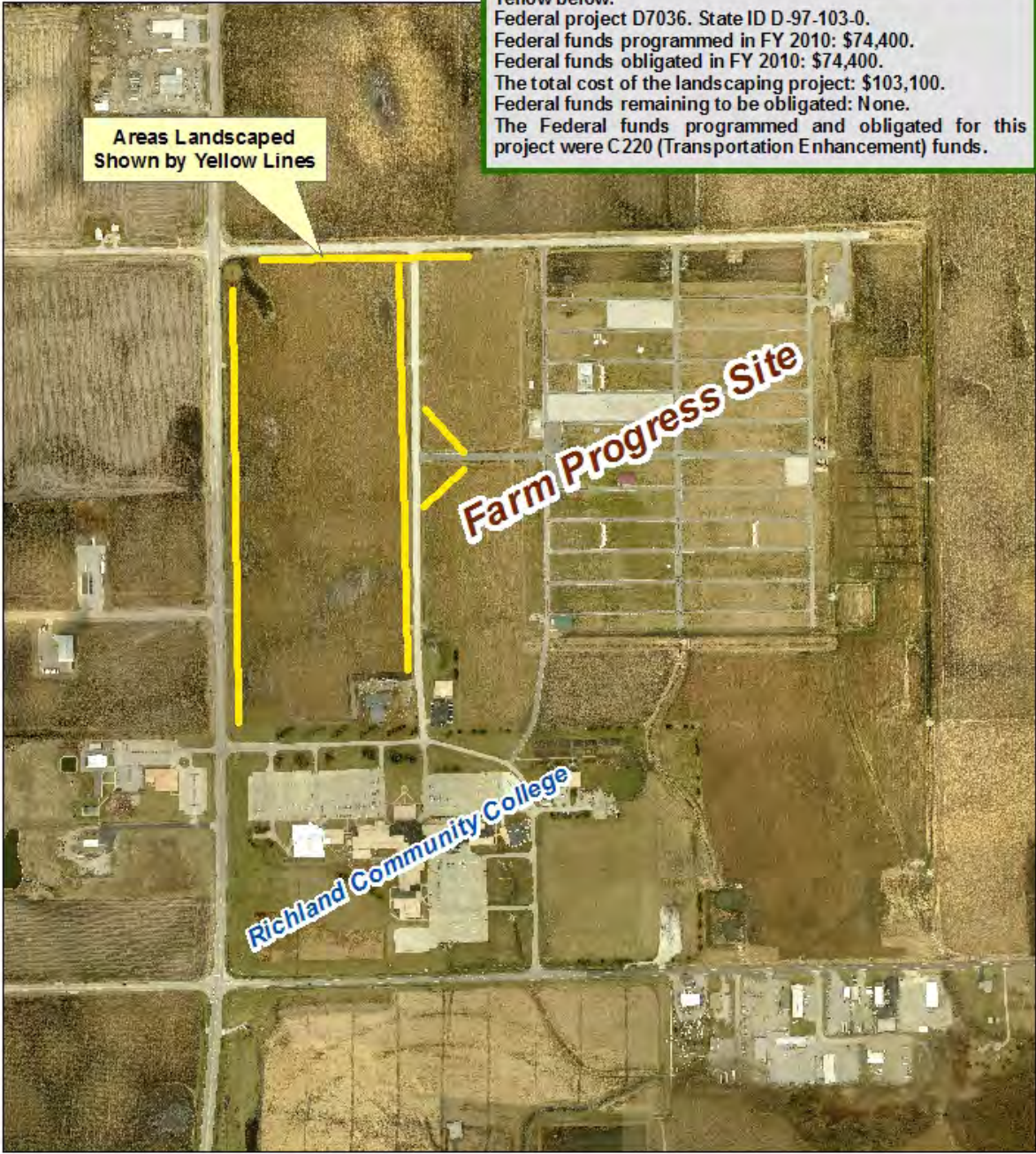
**Replacement of the Bridges
Carrying U.S. Business 51
over Interstate 72**

This is a multi-year construction project that involves replacing the bridges that carry U. S. Route 51 over Interstate 72.
Federal project 0322091. State ID C-97-081-09.
Federal funds programmed in FY 2010: None.
Total Federal funds obligated in FY 2010: None.
The total cost of the bridge replacement is \$11,500,000.
Federal funds anticipated to be obligated: \$9,200,000.
Advanced Construction Funds are being used.



Areas that were Landscaped at the Farm Progress Show Site

The project involved various trees, bushes and other landscaping. The location of the plantings are shown in Yellow below.
Federal project D7036. State ID D-97-103-0.
Federal funds programmed in FY 2010: \$74,400.
Federal funds obligated in FY 2010: \$74,400.
The total cost of the landscaping project: \$103,100.
Federal funds remaining to be obligated: None.
The Federal funds programmed and obligated for this project were C220 (Transportation Enhancement) funds.



Construction of Fletcher Park Boulevard and Braves Parkway in Mt. Zion

Construction of Fletcher Park Boulevard & Braves Parkway which will connect Henderson St. to Main St., in Mt. Zion. Federal project 5169043. State ID C-97-005-10. Federal funds programmed in FY 2010: \$1,229,600. Federal funds obligated in FY 2010: \$1,229,600. The total cost of constructing the streets: \$1,537,000. Federal funds remaining to be obligated: None. The Federal funds programmed and obligated for this project were C200 (ARRA-American Recovery and Reinvestment Act).



**Lost Bridge Road and Baltimore Avenue
Multipurpose Trail Engineering Study**

The project involves an engineering study for the planned construction of a multipurpose trail along Lost Bridge Road to Baltimore Avenue, south to Harry Land Road. Federal project D7037. State ID P-97-063-1. Federal funds programmed in FY 2010: None. Federal funds obligated in FY 2010: \$None. The total cost of the engineering study: \$247,690. Federal funds anticipated to be obligated: \$148,000. Advance Construction funds are being used for this project.



Route 36, East Eldorado Street Reconstruction and Paving

The Project involved milling, pavement patching, curb and gutter replacement and repaving of Route 36 - Eldorado St. between the railroad crossing near North St., east to 19th St.
Federal project 0323027. State ID C-97-139-09.
Federal funds programmed in FY 2010: None.
Total Federal funds obligated in FY 2010: None.
The total cost of milling and paving is \$803,454.
Federal funds anticipated to be obligated: \$642,763.
Advanced Construction Funds are being used for this project.



Milling and Repaving a Portion of Main Street in Harristown

The Project involved milling and repaving of a portion of Main Street in Harristown east to Wyckles Road.
Federal project 740001-00. State ID C-97-059-09.
Federal funds programmed in FY 2010: None.
Total Federal funds obligated in FY 2010: None.
The total cost of milling and repaving is \$1,300,000.
Federal funds anticipated to be obligated: \$960,000.
Advanced Construction Funds are being used for this project.



Decatur Public Transit System Projects

OPERATING ASSISTANCE

FY-10 State Operating Assistance

State Grant #OP-10-08-IL

State Funds Programmed in State Fiscal Year 2009:

State Funds Obligated in State Fiscal Year 2010: \$3,469,751.55

State Funds Remaining to be Obligated: \$1,219,548.45

FY-10 (First Quarter) Federal Operating Assistance

FTA Grant # IL-90-4637

Federal Funds Programmed in State Fiscal Year 2009:

Federal Funds Obligated in State Fiscal Year 2010: \$218,945.00

Federal Funds Remaining to be Obligated: \$0.00

The Federal funds programmed and obligated for this assistance were FTA Section 5307 funds.

CAPITAL GRANTS

Purchase of four (4) 35' heavy duty transit coaches.

FTA Grant # IL-96-0014

Federal Funds Programmed in State Fiscal Year 2009: \$1,400,000.00

Federal Funds Obligated in State Fiscal Year 2010: \$1,382,768.00

Federal Funds Remaining to be Obligated: \$17,232.00

The Federal funds programmed and obligated for this purchase were FTA Section 5307 / ARRA funds.

Purchase of two (2) light duty, wheelchair lift equipped vans.

FTA Grant # IL-96-0014

Federal Funds Programmed in State Fiscal Year 2009: \$110,000.00

Federal Funds Obligated in State Fiscal Year 2010: \$106,438.00

Federal Funds Remaining to be Obligated: \$3,562.00

The Federal funds programmed and obligated for this purchase were FTA Section 5307 / ARRA funds.

Remodeling and repairing the Transit System's bus storage facility (the Bus Barn).

FTA Grant # IL-96-0014

Federal Funds Programmed in State Fiscal Year 2009: \$100,000.00

Federal Funds Obligated in State Fiscal Year 2010: \$111,079.00

Federal Funds Remaining to be Obligated: \$0.00

The Federal funds programmed and obligated for this project were FTA Section 5307 / ARRA funds.

Purchase and installation of a water recycling system in the Transit System's bus washer.

FTA Grant # IL-96-0014

Federal Funds Programmed in State Fiscal Year 2009: \$50,000.00

Federal Funds Obligated in State Fiscal Year 2010: \$35,565.00

Federal Funds Remaining to be Obligated: \$14,435.00

The Federal funds programmed and obligated for this project were FTA Section 5307 / ARRA funds.

Repairing and sealcoating the Transit System's asphalt parking areas.

FTA Grant # IL-96-0014

Federal Funds Programmed in State Fiscal Year 2009: \$25,000.00

Federal Funds Obligated in State Fiscal Year 2010: \$18,689.00

Federal Funds Remaining to be Obligated: \$6,311.00

The Federal funds programmed and obligated for this project were FTA Section 5307 / ARRA funds.