

**Kankakee Metropolitan
Planning Organization**

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**KANKAKEE AREA
TRANSPORTATION
STUDY
UNIFIED WORK
PROGRAM
FY 2004**

Adopted by the Policy Committee – May 28, 2003

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FISCAL YEAR 2004

UNIFIED WORK PROGRAM

**THIS REPORT WAS PREPARED IN
COOPERATION WITH THE FOLLOWING:**

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

FEDERAL TRANSIT ADMINISTRATION

ILLINOIS DEPARTMENT OF TRANSPORTATION

**THE CONTENTS, VIEWS, POLICIES AND
CONCLUSIONS EXPRESSED IN THIS REPORT ARE
NOT NECESSARILY THOSE OF THE ABOVE
AGENCIES**

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Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois/62764

April 21, 2003

Mr. Michael VanMill
Executive Director
Kankakee County Regional Planning Commission
189 East Court Street
Kankakee, Illinois 60901

Dear Mr. VanMill,

The Department is now in a position to provide your agency with transportation planning funding marks for FY 2003. Your agency program mark is \$127,721 (PL) and \$23,464 (Section 5303).

If you wish to discuss your program marks, please contact Clay Evers at 217/524-9067.

Sincerely,

A handwritten signature in black ink that reads "Randy Blankenhorn" with a stylized flourish at the end.

Randall S. Blankenhorn, Chief
Urban Program Planning

FISCAL YEAR 2004
UNIFIED WORK PROGRAM
FOR
TRANSPORTATION PLANNING
FOR THE
KANKAKEE METROPOLITAN AREA

INTRODUCTION

This report and attached tables comprise the Unified Work Program (UWP) for the Kankakee Area Transportation Study (KATS) for FY 2004 (July 1, 2003 through June 30, 2004). The following agencies perform transportation planning within the Kankakee metropolitan area and their work is coordinated through the UWP. The following agencies have agreed to cooperate and work toward completing the proposed products of this work program.

City of Kankakee
Village of Bradley
Village of Bourbonnais
Village of Aroma Park
Kankakee County
Illinois Department of Transportation
River Valley ***METRO*** Mass Transit District

Kankakee County has been designated as the “lead agency” and will coordinate the work and ensure compliance with State and Federal requirements.

The transportation planning outlined in this work program is funded through two federal subsidies. These include:

FHWA PL. PL (Planning) funds provided through the Federal Highway Administration (FHWA) are annually allocated to KATS by the Illinois Department of Transportation (IDOT). PL funds are aimed primarily at highway planning needs, but can also be used for other related transportation planning work. The allocation to KATS for FY 2004 is

\$127,721.

FTA Section 5303. Section 5303 funds provided through the Federal Transit Administration (FTA) are annually allocated to KATS by IDOT and are aimed primarily at planning needs related to public transit, both rural and urban. The allocation to KATS for FY 2004 is \$23,464.

The above funding is provided to KATS on the condition that a minimum of 20 percent local match be provided by local participants.

The hours and funding amounts for work products are given in tables attached at the end of this report. In most cases, several work products are lumped together because of uncertainties regarding the time needed to accomplish single tasks. Because of these uncertainties, amendments to this work program may be necessary as the years' work progresses, and the nature and extent of the tasks become more apparent.

PLANNING PRIORITIES

The Transportation Planning process in Kankakee County is a continuing process, with some of the most important work being done in response to the needs of the local community. Two staff members are heavily involved with the transit activities taking place in the area, both urban and rural, and their time involved in this effort is underwritten in the work element Transit Technical Assistance (TTA).

The compilation of data, and the reporting of that data to citizens and units of local government is another daily work activity, and is the work element Data Support (DS). The staff work in the development of a GIS system and the graphic activity to support the entire work program is the work element Graphic Support (GS). The secretarial activity to support the work program is the work element Secretarial Support (SS).

Annual reports are due in two of the work program work elements, the Unified Work Program (UWP) and the Transportation Improvement Program (TIP). The Unified Work Program details the annual work program of the Kankakee Area Transportation Study for the following year, while the Transportation Improvement Program details the expenditure of federal funding for transportation for the following three years.

The Long-Range Plan (LRP) is a document which is published every four or five years, and the **1999 Long-Range Transportation Plan Update for the Kankakee Urbanized Area** is now due to be updated in calendar 2004. This work program year shows a large increase in the amount of staff time allocated to this project, as will FY 2005.

The continuing effort of Public Involvement (PI) will continue as an annual activity and has been supplemented with the 2000 Census Data as available. Areas of minority and low income residents will be identified. These areas will be targeted, and an effort to direct information will be made to these groups.

The Corridor Preservation (CP) work element began in FY 2000, and has quickly become the most important activity to local decision-makers. This work element has been allocated the a large amount of staff time over the past two fiscal years, but will see less staff time this year, as the data phase is over, and the adoption phase is expected to be implemented. Public hearings on the subject will continue into FY 2004, and formal adoption of the concept is expected by the Kankakee County Board during this period, also.

The local MPO applied for an Illinois Tomorrow Corridor Planning Grant to study the impacts of a potential new Interchange on Interstate 57. This study was completed in FY 2003, but activity toward the preservation of the necessary right-of-way will continue into FY 2004. The continuing work in this area will be under the Corridor Preservation (CP) work element.

A second Corridor Planning Grant, for the Washington Avenue Corridor Study, was also approved, and work began in FY 2003. Staff management of the consultant contract is the Corridor Planning Grant Management (CPM) work element.

A third activity in the Corridor Planning area is the Land Use/Transportation Study, which is meant to be an update of the Comprehensive Plan, last updated in 1992. This project has received IDOT funding, as well, and staff management of the project will fall under the Corridor Planning Grant Management (CPM) work element, also.

The fourth activity that will fall under the Corridor Planning work element is the supervision of a Feasibility Study for the extension of METRA service from its current terminus at University Park to the City of Kankakee. An application for the funding for this Feasibility Study is pending with the Illinois Department of Transportation, Division of Public Transit, and is expected to be acted upon during the FY 2004 work year.

Program Administration (AD) is the continuing process of administration of the Kankakee Area Transportation Study, of keeping other governmental agencies informed of the process, and of submitting billings for work performed to the Illinois Department of Transportation.

Title VI of the Civil Rights Act (42 U.S.C. 2000-1) states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program, or activity receiving Federal financial assistance.”

The recently released Executive Order on Environmental Justice further amplifies Title VI by providing that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse

human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

Title VI concerns will be addressed in the Public Involvement (PI) and Data Support (DS) work elements of this Unified Work Program.

WORK ELEMENT - UNIFIED WORK PROGRAM (UWP)

The Unified Work Program (UWP) is prepared annually to coordinate and direct transportation planning in the Kankakee metropolitan area. The UWP coordinates planning related to transit, highways and other transportation modes. The program sub-allocates the various funding sources described above among the various work elements and studies proposed for the year. The UWP identifies responsibilities and expected work products (printed in **bold type**) throughout this report.

During FY 2004, a Unified Work Program for FY 2005 will be prepared and published. Kankakee County will be the responsible agency. As needed, amendments to this FY 2004 UWP will be made under this work element.

Timing for the UWP will be: production of a draft document in March of 2004, and production and approval of a final document in May of 2004.

WORK ELEMENT - TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) coordinates, budgets, and sets priorities for future highway, transit, and other transportation improvements of the KATS member agencies. The TIP lists, groups, and sets priorities for transportation improvements that are feasible, coordinated, non-conflicting, and in concert with other governmental improvements and private developments. Work in this element will develop the FY 2005 TIP and complete and/or modify the FY 2004 TIP, as needed.

To the extent possible, the TIP will: (1) set priorities for all major transportation improvements proposed over the next three years; (2) assess the financial needs and resources of the KATS member agencies; (3) include all proposed uses of federal highway and transit funds and be structured around realistic state and local revenue projections; (4) provide for a fair balance of highway and transit interests; (5) emphasize planning and cost-effective projects; (6) emphasize transportation projects that have minimal adverse impact on the environment and the community; and (7) provide better services for those persons traditionally underserved by existing transportation systems, including persons with disabilities.

During FY 2004, the Transportation Improvement Program (TIP) responsibilities are as follows:

- 1. Kankakee County will be responsible for:**
 - a. documentation and analysis of financial resource data.**
 - b. assembly, publishing, and distribution of the FY 2005 TIP, and for any modifications or changes needed to the FY 2004 TIP.**
 - c. obtaining input from transit providers.**
 - d. insure that the TIP process conforms to the requirements of federal regulations.**

- 2. Member agencies are responsible for reporting progress on their programs at regular KATS meetings.**

Timing for the Transportation Improvement Program document will include: the production of a draft document in May of 2004, and production and adoption of a final document in June of 2004.

WORK ELEMENT – LONG – RANGE PLAN (LRP)

The five year update to the Long Range Plan was adopted in FY 2000. A major update to the Land Use Plan for Kankakee County will occur in FY 2004, and will require activity in the

transportation planning area. An additional activity in FY 2004 will be the receipt of data from the 2000 Census, which will require update of data. There is no intent to produce a traffic model for this update of the Long-Range Plan. The bulk of the writing of the update of the Long-Range Plan will occur in this work element.

During FY 2004, the following work is expected in the Long Range Plan (LRP) work element:

- 1. Kankakee County will be responsible for the update of the Long Range Plan, including changes in local land uses that impact the assumptions of the Long Range Plan.**

Timing for the LRP will be: there are no scheduled reports to be produced in this work element during FY 2004, as the publication date for the update is in FY 2005.

WORK ELEMENT - CORRIDOR PRESERVATION (CP)

This is a recent work element, having been created four years ago in recognition of the growing need to protect future rights-of-way to avoid the conflict of any future road construction. This work element was created at the same time as the Kankakee County Regional Planning Commission, a group that has the legal authority to preserve right-of-way.

During FY 2004, the following work is expected in the Corridor Preservation (CP) work element:

- 1. Kankakee County will be responsible for:**
 - a. the adoption of clear corridor standards**
 - b. the rating of roadways by clear corridor to be preserved**
 - c. the recommendation of clear corridor for each roadway in Kankakee County**
 - d. the initiation of the process of preservation of clear corridors for each roadway in Kankakee County**
 - e. the adoption of the corridor preservation system for all roadways in Kankakee County (with the exception of platted subdivisions and roadways with corporate boundaries)**

Timing of the reports produced under this work element will be at various intervals, and will mainly be produced for local distribution, as there are no FHWA or IDOT reports listed in this work element.

WORK ELEMENT – CORRIDOR PLANNING GRANT MANAGEMENT (CPM)

An Illinois Tomorrow Corridor Planning Grant has been awarded to the Kankakee County Regional Planning Commission to study: (1) the east-west corridor for 6000 N. Road, the location chosen for the potential new Interchange on Interstate 57, from Warner Bridge Road on the west to Vincennes Road on the east; and (2) the north-south corridor from the Warner Bridge

Road crossing of the Kankakee River to the Exit 308 Interchange on Interstate 57. This study will be completed prior to the end of FY 2003, but additional work is expected in FY 2004 to preserve the recommended rights-of-way.

A second Illinois Tomorrow Corridor Planning Grant has been awarded to the Kankakee Area Transportation Study to study the Washington Avenue Corridor, from the Kankakee River to Armour Road. The first year of this grant will end with FY 2003, and the study will be finished in FY 2004.

A third grant from the Illinois Department of Transportation has been awarded to update the Comprehensive Plan, merging the Corridor Preservation recommendations with the existing Zoning Plan, and the existing Comprehensive Plan. This grant will begin in FY 2004, with the selection of a consultant for the project.

A potential Feasibility Study for the extension of METRA service from University Park to Kankakee has been applied for. If this grant request is successful, the supervision of that consultant study will also fall within this work element.

During FY 2004, the following work is expected in the Corridor Planning Grant Management (CPM) work element:

- 1. Kankakee County will be responsible for:**
 - a. Staff support for oversight committees**
 - b. Billing for all work in each Corridor Planning Grant**
 - c. All reports necessary for the Illinois Department of Transportation**

Timing of the reports produced under this work element will be at various intervals, and will mainly be produced for local distribution, as there are no FHWA or IDOT reports listed in this work element.

WORK ELEMENT – TRANSIT TECHNICAL ASSISTANCE (TTA)

There are currently two operating transit agencies within Kankakee County. The transit service for the rural area of the county is provided by SHOWBUS, and is administered by Kankakee County. The transit service for the urban area is provided by the River Valley *METRO* Mass Transit District, under the administration of their Transit Board.

The transit planning assistance for each of these agencies has been provided since the inception of each under the umbrella of the MPO, and continues to be provided. This work element is a continuing one, recognizing that the continuing work in transit planning now needs to be placed as a regular work element.

During FY 2004, Transit Technical Assistance (TTA) will be provided to both SHOWBUS and to the River Valley METRO Mass Transit District on an ongoing basis. This assistance will consist of:

- 1. Attendance at regular and special meetings of both agencies**
- 2. Provision of technical assistance as requested by both agencies**
- 3. Monitoring of Operating and Capital Assistance activities by both agencies**

Timing of the reports produced under this work element will be at various intervals, and will mainly be produced for local distribution, as there are no FHWA or IDOT reports listed in this work element.

WORK ELEMENT – PUBLIC INVOLVEMENT (PI)

The Public Involvement work element provides for public input in all elements of the transportation planning process. In the past, this has been accomplished in a wide variety of ways, including: (1) attending meetings of, seeking advice from, and disseminating transportation planning information to existing community groups representing citizens and public entities; (2) scheduling and coordinating public hearings and informational meetings; (3) developing and disseminating non-technical or informational reports, and seeking feedback from

these reports; (4) developing “press releases” and notifying the press of all meetings, agendas, and important transportation issues prior to decisions on these issues; (5) maintaining an open meeting format for all KATS meetings and allowing input from the general public on all these issues during those meetings; (6) maintaining open, accessible offices and, from these offices, answering questions and requests, in person or by telephone, from the general public, the press and organizations.

During FY 2004, an additional item will be added to the other methods of gathering information from the public, in the publication of Legal Notices in all means of local distribution in advance of all MPO meetings. The requirements of Title VI will be placed under this work element.

It is anticipated that the results of the 2000 Census will be available early in FY 2004, and will allow an effort to locate areas of minority and low-income populations. These areas will receive special emphasis in targeted Public Involvement.

During FY 2004, member agencies will involve the public in a timely manner regarding important transportation decisions. The means outlined above will be used, with responsibilities as follows:

- 1. Kankakee County will be the lead agency for Title VI reporting**
- 2. Member agencies directly responsible for highway construction projects will notify and involve the public about these projects**
- 3. Member agencies directly responsible for transit projects will notify and involve the public about those projects**
- 4. Kankakee County will notify the public and press of all KATS Policy and Technical Advisory meetings, dates, times, and places**
- 5. Kankakee County will provide an assessment of the effectiveness of the public involvement procedures undertaken**

Timing for the Title VI report will be: draft report in May of 2004, and approval of a final document by June 2004.

WORK ELEMENT – DATA SUPPORT (DS)

This is a continuing work element, meant to combine the field data collection activity of the MPO and the resource data collection and dissemination done in the office with the public. Census data and the preparation for the 2000 Census will be included in this work element. The maintenance of the data involved in the local classified roadway system is included, as are the data collection of transit related data.

During FY 2004, the staff of the MPO will develop and maintain the reports discussed above. Kankakee County will be responsible for the following:

- 1. Traffic count information**
- 2. Accident information**
- 3. Pavement condition information**
- 4. Evaluation of the MPO data base, specifically regarding census information concerning population and demographic information with emphasis on the identification of the residences and work locations of low income and minority groups**

Timing for the reports produced under this work element will be at various intervals, and will mainly be produced for local distribution, as there is no FHWA or IDOT required report listed in this work element.

WORK ELEMENT – GRAPHIC SUPPORT (GS)

This is also a continuing work element, created in order to separate the graphic services of the MPO into one work element, so that the work output can be categorized. All of the mapping efforts of the MPO are included in this element, as are all the support provided toward the development of a GIS system.

During FY 2004, the staff of the MPO will develop and maintain the reports discussed

above. Kankakee County will be responsible for the following:

1. Maintenance of a comprehensive base mapping system
2. Computerization of base maps
3. Progress toward GIS system
4. All other graphic services required to support the other activities of this Unified Work Program

Timing for the reports produced under this work element will be at various intervals, and will mainly be produced for local distribution, as there is no FHWA or IDOT required report listed in this work element.

WORK ELEMENT – SECRETARIAL SUPPORT (SS)

This is also a continuing work element, and recognizes the fact that past Unified Work Programs (at least for the past five years) have not included secretarial services in the UWP. This work element recognizes that the secretarial function is a major part of the program, and should be included as a work element.

During FY 2004, all the secretarial services connected with the transportation planning

function of the MPO will be included in this work element.

Timing for the reports produced under this work element will be at various intervals, and will mainly be produced for local distribution, as there is no FHWA or IDOT required report listed in this work element.

WORK ELEMENT – PROGRAM ADMINISTRATION (AD)

This work element provides for the general administrative work of the KATS Policy and Technical Advisory Committees. In the past, this work has involved:

1. Administering and coordinating the IDOT Planning Services contract. This includes preparing quarterly progress reports, financial statements, and annual completion reports, where necessary, for State and federal contracts, and related record keeping and other documentation for audit purposes. Similar reports and

records are prepared and maintained to meet the accounting requirements of the local participants.

2. Procuring necessary supplies, office space and equipment, hiring and supervising employees, managing employee benefits, performing employee evaluations, setting and disbursing salaries, and similar activities necessary to maintain the MPO, but not readily attributable to other more specific work elements.
3. Certifying the Urban Transportation Planning Process for conformance with applicable State and federal guidelines and regulations.
4. Assuring equal opportunities to Disadvantaged Business Enterprises (DBE) and minorities, in general, in UWP contracts and subcontracts.

Throughout FY 2004, KATS member agencies will perform administrative work similar to that described above, as needed. Kankakee County will be responsible for general correspondence, record keeping, and necessary services for KATS. FTA Section 5303 and FHWA PL grant administration and planning process certification will be a shared activity between Kankakee County and IDOT. Kankakee County and IDOT will enter into a Planning Services contract. Kankakee County will prepare quarterly progress and expenditure reports, financial statements and annual contract closeout reports as in the past.

Timing for reports required under this work element will be: Progress reports and billings will be submitted quarterly. The annual contract will be prepared and signed prior to the beginning of FY 2004.

WORK ELEMENT – INDIRECT OVERHEAD COSTS (ID)

This work element contains all of the indirect overhead costs incurred during the performance of the work identified in this document. It includes: administrative salaries, fringe benefits, facility use and maintenance, books and supplies, printing and reproduction, audit and accounting reports, and telephone and postage.

There are no finished products for this work element, as it is the support element for all the other work elements in the Unified Work Program.

NON-PERSONNEL ITEMS

All of the following items will be compiled into a work element titled “Non-Personnel Expenses”.

Computer/Equipment/Supplies

Each year the computer and printing equipment of the MPO are upgraded to be able to produce the work products envisioned in this report. The mapping ability of the MPO has been upgraded

to a significant degree in the recent past, as have the work stations for each of the individuals involved in the transportation planning program.

Printing supplies required to directly support documents such as the **FY 2005 Unified Work Program**, the **FY 2005 Transportation Improvement Program**, and the initial stages of work in the Long-Range Plan effort will be charged against this line item.

Travel Expenses

Each year the transportation planning staff attend the Fall Planning Conference put on by IDOT, and the travel related costs of this conference are paid from this line item. There are other travel expenses involved in field work each year, and various staff members also attend other conferences, most recently transit related.

Special Transportation Grant

At the direction of the MPO Policy Committee, communities of less than 1000 persons who are member agencies of the MPO can apply for funding to compensate professional staff contracted to attend the Technical Advisory and Policy Committee meetings. An hourly rate for billing has been contracted, and the local agencies are required to submit billings to the MPO.

Other Expenses

Expenses toward public notices, room rental for public meetings, and other expenses related to the transportation program not related to personnel expenses are contained in this work element.

FINANCIAL

TABLES

TOTAL BUDGET – FEDERAL PLUS LOCAL

	SALARIES/	EQUIPMENT/	
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WORK ELEMENT	OVERHEAD	EXPENSES	TOTAL
UNIFIED WORK PROGRAM (UWP)	\$3,672	\$0	\$3,672
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	\$6,696	\$0	\$6,696
LONG RANGE PLAN (LRP)	\$14,016	\$0	\$14,016
CORRIDOR PRESERVATION (CP)	\$7,272	\$0	\$7,272
CORRIDOR PLANNING GRANT MANAGEMENT (CPM)	\$13,250	\$0	\$13,250
TRANSIT TECHNICAL ASSISTANCE (TTA)	\$6,385	\$0	\$6,385
PUBLIC INVOLVEMENT (PI)	\$4,896	\$0	\$4,896
DATA SUPPORT (DS)	\$3,000	\$0	\$3,000
GRAPHIC SUPPORT (GS)	\$22,302	\$0	\$22,302
SECRETARIAL SUPPORT (SS)	\$4,856	\$0	\$4,856
PROGRAM ADMINISTRATION (AD)	\$16,310	\$0	\$16,310
SUBTOTAL	\$102,654	\$0	\$102,654
INDIRECT COSTS (ID)	\$73,911	\$0	\$73,911
NON-PERSONNEL EXPENSES	\$0	\$12,400	\$12,400
TOTAL	\$176,564	\$12,417	\$188,981

FEDERAL FUNDING (PL FUNDS) ADMINISTERED THROUGH IDOT

WORK ELEMENT	SALARIES/ OVERHEAD	EQUIPMENT/ EXPENSES	TOTAL
UNIFIED WORK PROGRAM (UWP)	\$2,482	\$0	\$2,482
TRANSPORTATION IMPROVEMENT	\$4,525	\$0	\$4,525

PROGRAM (TIP)			
LONG RANGE PLAN (LRP)	\$9,473	\$0	\$9,473
CORRIDOR PRESERVATION (CP)	\$4,915	\$0	\$4,915
CORRIDOR PLANNING GRANT MANAGEMENT (CPM)	\$8,955	\$0	\$8,955
TRANSIT TECHNICAL ASSISTANCE (TTA)	\$4,315	\$0	\$4,315
PUBLIC INVOLVEMENT (PI)	\$3,309	\$0	\$3,309
DATA SUPPORT (DS)	\$2,028	\$0	\$2,028
GRAPHIC SUPPORT (GS)	\$15,073	\$0	\$15,073
SECRETARIAL SUPPORT (SS)	\$3,282	\$0	\$3,282
PROGRAM ADMINISTRATION (AD)	\$11,023	\$0	\$11,023
SUBTOTAL	\$69,377	\$0	\$69,377
INDIRECT COSTS (ID)	\$49,952	\$0	\$49,952
NON-PERSONNEL EXPENSES	\$0	\$8,392	\$8,392
TOTAL	\$119,329	\$8,392	\$127,721

**FEDERAL FUNDING (SECTION 5303) ADMINISTERED
THROUGH IDOT**

WORK ELEMENT	SALARIES/ OVERHEAD	EQUIPMENT/ EXPENSES	TOTAL
UNIFIED WORK PROGRAM (UWP)	\$456	\$0	\$456
TRANSPORTATION IMPROVEMENT	\$831	\$0	\$831

PROGRAM (TIP)			
LONG RANGE PLAN (LRP)	\$1,740	\$0	\$1,740
CORRIDOR PRESERVATION (CP)	\$903	\$0	\$903
CORRIDOR PLANNING GRANT MANAGEMENT (CPM)	\$1,645	\$0	\$1,645
TRANSIT TECHNICAL ASSISTANCE (TTA)	\$793	\$0	\$793
PUBLIC INVOLVEMENT (PI)	\$608	\$0	\$608
DATA SUPPORT (DS)	\$372	\$0	\$372
GRAPHIC SUPPORT (GS)	\$2,769	\$0	\$2,769
SECRETARIAL SUPPORT (SS)	\$603	\$0	\$603
PROGRAM ADMINISTRATION (AD)	\$2,025	\$0	\$2,025
SUBTOTAL	\$12,746	\$0	\$12,746
INDIRECT COSTS (ID)	\$9,177	\$0	\$9,177
NON-PERSONNEL EXPENSES	\$0	\$1,542	\$1,542
TOTAL	\$21,922	\$1,542	\$23,464

LOCAL FUNDING TO MATCH FEDERAL FUNDING

WORK ELEMENT	SALARIES / OVERHEAD	EQUIPMENT/ EXPENSES	TOTAL
UNIFIED WORK PROGRAM (UWP)	\$734	\$0	\$734
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	\$1,339	\$0	\$1,339
LONG RANGE PLAN (LRP)	\$2,803	\$0	\$2,803
CORRIDOR PRESERVATION (CP)	\$1,454	\$0	\$1,454

CORRIDOR PLANNING GRANT MANAGEMENT (CPM)	\$2,650	\$0	\$2,650
TRANSIT TECHNICAL ASSISTANCE (TTA)	\$1,277	\$0	\$1,277
PUBLIC INVOLVEMENT (PI)	\$979	\$0	\$979
DATA SUPPORT (DS)	\$600	\$0	\$600
GRAPHIC SUPPORT (GS)	\$4,460	\$0	\$4,460
SECRETARIAL SUPPORT (SS)	\$971	\$0	\$971
PROGRAM ADMINISTRATION (AD)	\$3,262	\$0	\$3,262
SUBTOTAL	\$20,531	\$0	\$20,531
INDIRECT COSTS (ID)	\$14,782	\$0	\$14,782
COMPUTER/EQUIPMENT/SUPPLIES	\$0	\$1,583	\$1,583
TOTAL	\$36,213	\$1,583	\$37,796

**SCOPE OF WORK FOR CORRIDOR PLANNING GRANT
(WASHINGTON AVENUE CORRIDOR STUDY)**

The Villages of Bourbonnais and Bradley, and the City of Kankakee were awarded an Illinois Tomorrow Corridor Planning Grant in the amount of \$100,000. The corridor under consideration for study is Washington Avenue, from the Kankakee River to Armour Road.

The study began in FY 2003, and will complete in FY 2004. The Villages of Bourbonnais and Bradley, and the City of Kankakee are responsible for the local funding. The estimated remaining budget for the project is shown below:

REMAINING FUNDING FOR CORRIDOR PLANNING GRANT

PROJECT ELEMENT	FUNDED IN FY 2004	TOTAL FUNDING
VERIFICATION OF OBJECTIVES	\$240	\$3,240
PROJECT RECONNAISSANCE AND ASSESSMENT	\$940	\$5,940
DATA COLLECTION	\$344	\$7,000
COORDINATION	\$1,185	\$4,185
IDENTIFYING ACCEPTABLE ALIGNMENTS	\$3,500	\$13,500
DETAILED STUDY OF ACCEPTABLE ALIGNMENTS	\$23,153	\$35,153
FINAL FIELD INSPECTION	\$4,428	\$4,428
COST ESTIMATES	\$6,318	\$6,318
PUBLIC INVOLVEMENT	\$5,196	\$6,696
SELECTION OF FINAL ALIGNMENT	\$2,592	\$2,592
PREPARATION OF A CORRIDOR STUDY REPORT	\$6,534	\$6,534
EXPENSES	\$3,070	\$4,070
TOTAL PROGRAM COST	\$57,500	\$100,000

REMAINING LOCAL FUNDING TO MATCH FEDERAL FUNDING

PROJECT ELEMENT	FUNDED IN FY 2003	TOTAL FUNDING
VERIFICATION OF OBJECTIVES	\$24	\$324
PROJECT RECONNAISSANCE AND ASSESSMENT	\$94	\$594
DATA COLLECTION	\$34	\$700
COORDINATION	\$118	\$418
IDENTIFYING ACCEPTABLE	\$350	\$1,350

ALIGNMENTS		
DETAILED STUDY OF ACCEPTABLE ALIGNMENTS	\$2,315	\$3,515
FINAL FIELD INSPECTIONS	\$443	\$443
COST ESTIMATES	\$632	\$632
PUBLIC INVOLVEMENT	\$520	\$670
SELECTION OF FINAL ALIGNMENT	\$259	\$259
PREPARATION OF A CORRIDOR STUDY REPORT	\$653	\$653
EXPENSES	\$307	\$407
TOTAL PROGRAM COST	\$5,750	\$10,000

SCOPE OF WORK FOR LAND USE/TRANSPORTATION STUDY (UPDATE OF COMPREHENSIVE PLAN)

Kankakee County has received funding from the Illinois Department of Transportation in the amount of \$200,000 to update the 1992 Comprehensive Plan. The major input for this update will be the soon to be adopted Corridor Preservation concept, with the Tier rankings for each roadway in Kankakee County (except platted subdivisions and roadways inside corporate boundaries).

Consultant selection is underway for this project at present, and the line item budget will not be

known until the successful consultant is selected. It is anticipated that the final **FY 2004 Unified Work Program** may have some of this information available, and that an amendment to place final information in the document may be necessary after July 15, 2003, when contract signing is anticipated.

PUBLISHER'S CERTIFICATE

I, the undersigned, do hereby certify that I am an agent of the Kankakee Daily Journal Company, L.L.C., duly authorized to make this certificate on its behalf and I do further certify that the Kankakee Daily Journal Company, L.L.C. is a limited liability company organized under the laws of the State of Delaware and that said limited liability company has its offices and place of business in the City of Kankakee, Kankakee County, Illinois, and that it is the owner and publisher of The Daily Journal, printed, published, and distributed in and from the City of Kankakee in the State of Illinois, that the Daily Journal is a newspaper as hereinafter defined: which consists of not less than 4 pages of printed matter and contains at least 130 square inches of printed matter per page; and which is printed through the use of one of the conventional and generally recognized printing processes such as offset; and which annually averages at least 25 percent news content per issue; and which publishes miscellaneous reading matter, legal or other notices and announcements, and news and information concerning current happenings and passing events of political, social, religious, commercial, financial or legal nature, and advertisements or bulletins; and which has been continuously published at regular intervals of at least once each week with a minimum of 50 issues per year, for at least one year prior to the first publication of the notice certified to herein.

I do further certify that as such authorized agent of the said Kankakee Daily Journal Company, L.L.C. that the matter or notice, a true copy of which is hereto attached, relating to the matter of:

FY 2004 Unified Work Program

was published in said paper, during One (1) days, to-wit:

Once on April 11, 2003

PUBLIC NOTICE FOR FY 2004 UNIFIED WORK PROGRAM

STATE OF ILLINOIS)
COUNTY OF KANKAKEE)
SS

The Kankakee Area Transportation Study has developed a FY 2004 Unified Work Program for the area, which lists the tasks to be performed by the staff of the Kankakee Area Transportation Study during the coming fiscal year, along with the federal funding committed to performing those tasks. The document is now in a public participation phase, in which public comment is encouraged. The document can be viewed Monday through Friday, from 8:30 A.M. to 4:30 P.M., at the Office of the Kankakee County

