



REPORT TO CITY COUNCIL

FROM: Dorothy Ann David, City Manager

DATE: November 21, 2014

SUBJECT: CHAMPAIGN-URBANA MASS TRANSIT DISTRICT MULTIMODAL CORRIDOR ENHANCEMENT TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY GRANT – SS 2014-056

A. Introduction: The purpose of this report is to obtain Council input on the Champaign-Urbana Mass Transit District Multimodal Corridor Enhancement Transportation Investment Generating Economic Recovery Grant.

B. Recommended Action: Direct staff to proceed with the Transportation Investment Generating Economic Recovery (TIGER) Grant plan for the Multimodal Corridor Enhancement (MCORE) Project as proposed.

C. Prior Council Action:

- Council has taken actions over the years in support of the Champaign-Urbana Mass Transit District (CUMTD) and its operation. With City Council approval of various community transportation master planning documents, such as the Long Range Transportation Plan, the City's Transportation Master Plan, and the City's Complete Streets Plan, this demonstrates intergovernmental support of the CUMTD and its efforts to provide transportation services to our community.

D. Summary:

- The Champaign Urbana Mass Transit District's Multimodal Corridor Enhancement Project received a Transportation Investment Generating Economic Recovery Grant in the amount of \$15.7 million.
- The total estimated cost for the Project is about \$34.8 million and includes local matching funds of about \$19.1 million.
- The Grant Project is administered by the Federal Highway Administration and through the Illinois Department of Transportation.
- The City of Champaign will serve as Lead Agency for the Grant Project.
- The City will execute a Grant Project Agreement with the Federal Highway Administration.
- An Intergovernmental Agreement is needed between the local Project partners.

- The City will contract with a consultant for design and construction engineering for the Grant Project, which consists of five individual street improvement projects in the campus area.
- Projects 1-3, which include Green Street from Neil Street to Fourth Street, White Street from Second Street to Wright Street, and Green Street from Wright Street to Lincoln Avenue, will be designed and constructed first utilizing all the Grant funds.
- Projects 4-5, which include Armory Avenue from Fourth Street to Wright Street along with Wright Street from Armory Avenue to White Street, and Green Street from Lincoln Avenue to Race Street, will be designed and constructed following Projects 1-3.
- The Projects will be led and awarded by the Illinois Department of Transportation.
- The \$15.7 million in Grant funds must be ready for bid letting by June 2016.
- All work must be completed by 2021.
- Additional Public Works Engineering staff will be necessary to help manage the work load.

E. Background: The CUMTD, with the support of the City of Champaign, City of Urbana, and the University of Illinois, applied for and received a \$15.7 million Transportation Investment Generating Economic Recovery (TIGER) VI Grant for the construction of the Multimodal Corridor Enhancement (MCORE) Project within the University District.

The CUMTD has applied for the TIGER Grant three times, in 2009, 2013, and 2014. The 2014 application was successful. The City supports this Grant because it provides federal funding to reconstruct several heavily used bus corridors in the University District; the City had been previously planning to reconstruct these streets using Food and Beverage funds and Local Motor Fuel Tax funds.

The City and CUMTD have worked cooperatively for decades in providing transportation services to our community. This is demonstrated with Council's approval of several transportation master planning documents. For example, the City's support of the CUUATS's Long Range Transportation Master Plan (prepared every five years); the City's Transportation Master Plan; and the City's Complete Street Plan all have accommodations for multimodal transportation efforts which includes bus transportation. Other support for CUMTD is demonstrated by the City's Legal Department currently providing legal services to the CUMTD.

1. MCORE TIGER VI Grant. The TIGER Grant allocates \$15.7 million towards the construction of the MCORE project, which consists of five corridor improvement projects in the heart of the University District (see Exhibit A for location map). The MCORE project includes a local match of about \$19.1 million, bringing the overall estimated project cost for all five projects to approximately \$34.8 million, of which \$29 million is anticipated to be for construction, with about \$5.8 million for design and construction engineering services.

A critical criterion of the TIGER Grant is that all \$15.7 million for construction must be obligated by FHWA no later than June 2016. In other words, a \$15.7 million construction project must have engineering design completed and any needed right-of-way acquired and approved by IDOT so that the project can be scheduled for IDOT's bid letting in June 2016.

Another requirement is that all MCORE projects must be completed by 2021. However, it is USDOT and FHWA's expectation that the TIGER funds are expended as quickly as possible and all projects be completed ahead of the 2021 final deadline.

The five MCORE projects are as follows:

- É Project 1 ó Green Street (Wright Street to Lincoln Avenue)
- É Project 2 ó Green Street (Neil Street to Fourth Street)
- É Project 3 ó White Street (Second Street to Wright Street)
- É Project 4 ó Armory Avenue (Fourth Street to Wright Street), and
Wright Street (White Avenue to Armory Avenue)
- É Project 5 ó Green Street (Lincoln Avenue to Race Street)

Each street will undergo either full reconstruction or major rehabilitation to rebuild the streets into multi-modal complete street corridors to accommodate all modes of travel (bus, pedestrian, bike, vehicle). In addition to the pavement improvements, other project benefits are improved bus capacity and frequency on these key bus routes; improved sidewalks, new street lighting, and the addition of on-street bicycle lanes. More detailed project descriptions can be found in the attached Exhibit B.

Projects 1, 2 and 3 will be the first projects designed and will utilize the full \$15.7 million TIGER funding for construction by the June 2016 TIGER obligation deadline. To ensure that all TIGER Grant funds are fully obligated by the deadline, it may be necessary for the project partners to redefine the limits of some of the Projects to ensure that Projects 1-3 can fully obligate all the TIGER funds. For example, with Urbana's Project 1, it may be necessary to extend the project from Lincoln Avenue one block east to Busey Street. Likewise for Champaign's Project 2, it may be necessary to include a section of Wright Street with the White Street work to ensure that project construction estimates are large enough to encumber all the TIGER funds. This will be further examined during design.

Projects 4 and 5, while still part of the Grant, will be locally funded. Design work will proceed on Projects 4 and 5 when design is finalized on the first three projects, likely sometime mid-2016. If bids come in low on Projects 1-3, it is likely that the balance of TIGER funds could be reallocated to help fund either Project 4 or 5 construction.

2. TIGER Grant Agreement. A TIGER Grant Agreement will be necessary between the local lead agency and the US Department of Transportation in order to commit the funding to the project. The TIGER Grant funding will be administered by the Federal Highway Administration (FHWA) through the Illinois Department of Transportation (IDOT) and will follow IDOT Federal Aid processes and procedures. IDOT will be responsible for letting the projects and will enter into a contract with the construction contractor. The local agencies will oversee the construction work and IDOT will process payments to the contractor. IDOT will then invoice the local lead agency for any share. The lead agency will then seek reimbursement from the other local partners for their shares. This is the normal process for federal aid highway construction projects.

Since the TIGER funding is being administered by FHWA through IDOT, the local lead agency must be a Highway Authority. Neither the CUMTD nor the University are Highway Authorities and, therefore, cannot serve as lead agency. Because the bulk of the proposed improvements are within Champaign's city limits and the City has familiarity with IDOT Federal Aid procedures, the City of Champaign has been designated as the lead agency for the MCORE project.

As lead agency, the City will be responsible for executing the TIGER Grant Agreement and will provide overall management of the MCORE projects including administering an intergovernmental agreement between the four local agencies; contracting for design and construction engineering services; overseeing construction; and ensuring that the necessary grant reporting performance measures are reported to the FHWA and TIGER administrators.

3. Intergovernmental Agreement. An Intergovernmental Agreement (IGA) is needed between the MCORE local partners (CUMTD, City of Champaign, University of Illinois, and City of Urbana). The IGA will specify the City of Champaign as lead agency who will have the responsibilities for overall management of the projects, executing the Grant Agreement and other agreements with IDOT, contracting with a lead consultant for design and construction engineering services for all MCORE projects. The IGA will also assign roles and responsibilities to the other partners. Another requirement will be that each local agency is responsible for their reporting requirements needed to comply with the TIGER Grant Agreement. The Legal Department is currently drafting the IGA. The IGA is tentatively scheduled for City Council's December 2, 2014, Regular Session agenda.

4. Engineering Consultant Agreement. A critical requirement of the TIGER Grant is that all \$15.7 million must be ready for an IDOT bid letting in June 2016. This will require significant design effort. Since the project must follow federal aid design policies and procedures, the selected consultant team will be required to have prior experience designing and managing federal aid projects through IDOT. Prior TIGER project experience is also important.

The Qualification Based Selection (QBS) process to select a consultant team for the project has already begun. The selection process will include participation from firms registered as Disadvantage Business Enterprises (DBEs) or Minority Business Enterprises (MBEs). The QBS process should be completed by mid-December and a consultant agreement will likely be scheduled for City Council's January 20, 2015, Regular Session agenda.

Based on a TIGER construction cost of \$15.7 million and using a typical average budget estimate of twelve percent (12%) for study and design engineering and eight percent (8%) for construction engineering, it is expected that consultant agreements for design and construction engineering services for the TIGER project will be, in total, about \$3.2 million for Projects 1, 2, and 3. A portion of Project 2, Green Street, between First Street and Fourth Street, is currently under a previously approved preliminary engineering design agreement with Clark Dietz (CB2013-177) in the amount of \$514,000; therefore, the forthcoming consultant agreement for Projects 1-3 will not include the existing contract with Clark Dietz for Green Street preliminary engineering. Preliminary engineering work for Green Street between Neil Street and First Street will be included in the consultant agreement with the Project consultant.

On January 20, 2015, City Council will be presented with a consultant agreement for design engineering services for Projects 1-3 having an estimated value of about \$1.4 million. In March 2016, City Council will be presented with a consultant agreement for construction engineering services on Projects 1-3 having an estimated value of about \$1.26 million. Design and construction engineering are one hundred percent (100%) locally funded and are a portion of the partner's local match for the TIGER Grant (see Exhibit C).

Design work for Projects 4 and 5 will likely proceed after design of the first three projects is complete and have been let for construction. A second consultant agreement for design and construction engineering for Projects 4 and 5 will be scheduled for City Council action in 2016.

As lead agency, the City of Champaign will contract with the selected consultant and pay invoices. The City will then invoice the local partners for work performed on their particular project.

5. Tentative Schedule. The following outlines a tentative schedule for the TIGER project:

- a. TIGER GA and IGA Council Approval.....December 2, 2014
- b. Projects 1-3 City-Consultant Engineering Agreement, and
FY15 Budget, Salary, and Staffing Ordinance Amendments..January 20, 2015
- c. Projects 1-3 Preliminary and Final Design.....Jan. 2015 to Mar. 2016
- d. Projects 1-3 City-State Fed Construction Agreement, and
City-Consultant Construction Engineering Agreement;
Projects 4-5 City-Consultant Engineering Agreement.....March 2016
- e. Projects 4-5 Preliminary and Final Design.....March 2016 to Dec 2017
- f. Projects 1-3 IDOT Bid Letting.....June 10, 2016
- g. Projects 1-3 Construction.....Aug. 2016 to Nov. 2017
- h. Projects 4-5 City-State Construction Agreement.....September 2017
- i. Projects 4-5 IDOT Bid Letting.....January 2018
- j. Projects 4-5 Construction.....Jan. 2018 to Dec. 2019

F. Alternatives.

- 1. Direct staff to proceed with the MCORE TIGER Grant plan as proposed.
- 2. Direct staff not to proceed with the plan and provide further direction.

G. Discussion of Alternatives.

Alternative 1 would direct staff to proceed with the MCORE TIGER Grant plan as proposed.

a. Advantages

- É Improvements will be consistent with the City's Complete Streets Policy.

- É The TIGER Grant enables the City to complete additional street improvements on Green Street (Neil Street to Fourth Street) and Wright Street (Springfield Avenue to Armory Avenue) that are currently not in the City's 10-year CIP.
- É Demonstrates support for the CUMTD and their efforts to implement multimodal enhancements to several key bus routes in the campus area.
- É Allows the MCORE project to move forward with engineering design for Projects 1, 2, and 3.
- É Federal TIGER Grant funds will be used to rehabilitate several important bus corridors in the campus area.
- É Bus, bike, and pedestrian improvements will be constructed with each Project.
- É New street lighting will be constructed with each Project.

b. Disadvantages

- É To implement the proposed plan, additional staffing would be needed.
- É There will be a significant amount of disruption due to construction in the campus area.

Alternative 2 would direct staff not to proceed with the plan and would require further Council direction.

a. Advantages

- É Provides an opportunity for Council input.
- É Additional staffing may not be needed.
- É A significant amount of construction disruption would be eliminated.

b. Disadvantages

- É Will delay engineering work.
- É May jeopardize the obligation of Federal TIGER Funds by May 30, 2016.
- É Important street improvements may not get done.

H. Community Input: The CUMTD MCORE project has been a priority for the community since the TIGER program's inception. The four local agencies have worked together several times over the last few years crafting the MCORE project into a successful TIGER Grant project candidate. This partnership is demonstrated by each agency supporting the MCORE project with significant local matching dollars. The MCORE project incorporates citizen requests for more on-street bike lanes in the campus area, better sidewalks, improved street lighting, and safe multimodal streets and intersections. When the IGA, TIGER Grant Agreement, various IDOT agreements, and engineering agreements are brought to City Council, there will be an opportunity for public input.

I. Budget Impact: The total MCORE project cost is estimated to be about \$34.8 million. Of the \$34.8 million, TIGER Grant funds in the amount of \$15.7 million will fund the construction of Projects 1-3. The local project partners will contribute about \$19.1 million in local matching funds. The local matching funds will pay for all design and construction engineering for all

Projects, utility relocations as necessary, any needed right-of-way, staff time, and construction of Project 4 and Project 5. The attached Exhibit C is a summary table of overall TIGER funding and local matching dollars. The following table summarizes the local agency shares identified in Exhibit C:

Project	Agency	Total Estimated Local Share
1 – Green St. (Wright to Lincoln)	City of Urbana, CUMTD	\$708,113
2—Green St. (Neil to Fourth)	City of Champaign, CUMTD	\$1,641,000
3—White St. (Second to Wright)	City of Champaign, CUMTD	\$822,952
4—Armory Ave.(Fourth to Wright)	University of Illinois, CUMTD	\$2,349,600
Wright St. (White to Armory)	City of Champaign, CUMTD	\$8,856,473
5—Green St. (Lincoln to Race)	City of Urbana, CUMTD	\$4,800,000
TOTAL:		\$19,178,138

The total City of Champaign share for Projects 2, 3 and 4 is estimated at \$9,595,938 spread over FY15 to FY18. Sufficient existing funding is available in the Capital Improvement Plan (CIP) for Projects 2, 3 and 4 local shares. The CIP currently has funding budgeted for Green Street (First Street to Fourth Street), and White Street (Second Street to Wright Street). Since the TIGER Grant would be used to fund the construction of those projects, the budgeted dollars would be used to fund the additional work on Green Street (First Street to Neil Street) and Wright Street (Springfield Avenue to Armory Avenue).

Even though total funding is sufficient over the next four years (FY15 to FY18) for the local share, there is insufficient funding for FY15. Council will need to approve a FY15 budget amendment for the project. The budget amendment would increase FY15 expenditures by \$1,000,898. The expenditures would be offset with revenue of \$424,868 (City of Urbana ó Project 1 reimbursement) and a reduction in the fund balance for the Local Motor Fuel Tax of \$576,030. The FY 15 budget amendment would be scheduled for the January 20, 2015, Council meeting.

As explained in the Staffing Impact Section of this Report, the TIGER grant administration and project management would require an additional Civil Engineer III in the Public Works Department. The one-time cost for the additional engineer is estimated at \$71,600 in FY15 and the recurring cost for FY16 through FY21 is estimated at \$114,143.

The one-time and recurring cost for the Civil Engineer III for FY15 through FY21 would have no net impact on the City’s General Fund. The one-time and recurring cost for the additional staff as well as all overhead and fringe benefit costs would be a project cost and have been included in the TIGER capital improvement project cost estimates.

The additional Civil Engineer position would be eliminated after FY21 by staff attrition or there could be additional transportation projects at that time to justify the continuation of the position. Continuing the position past FY21 would require Council approval.

J. Staffing Impact: As the TIGER Grant recipient, the City would be the lead agency. The City’s Public Works Department would provide the staff to both administer the TIGER Grant and manage the design and construction of the TIGER projects.

Public Works estimates that in FY15, TIGER Grant administration and project management would require approximately 400 and 600 staff hours, respectively. From FY16 through FY21, staff estimates TIGER Grant administration, project management, and construction engineering would require 1,800 to 2,000 hours annually.

The Public Works Department does not have the existing resources to fully staff the needs for the TIGER Grant. An additional Civil Engineer III would be needed for the duration of the grant (FY15 through FY21). The staffing ordinance amendment for the additional engineer is scheduled for Council action at the January 20, 2015, Council meeting. If approved, it would take the Public Works Department approximately 60 to 90 days to fill the position. In the interim, Public Works would try to hire a temporary engineer to help bridge the staffing need from now to the point when the new engineer starts work. The new full-time Civil Engineer position would end in FY21 when all construction activities have been completed on the TIGER Grant.

As lead agency, City staff would provide grant administration and project management for all five projects. The City's partners would not reimburse the City for those services.

This is consistent with past practices. Champaign was the lead agency for the Curtis Road and Windsor Road improvement projects. CUMTD was lead agency for the TIGER Grant application and re-applications. The University provided significant staff resources to obtain the UC2B grant and the construction of the UC2B Project. Urbana is the lead agency for the Olympian Drive Project. In all cases, the entity provided staff time for grant administration (when applicable) and project management without reimbursement from its partners.

Prepared by:

Reviewed by:

Dave Clark, P.E.
City Engineer

Dennis J. Schmidt, P.E.
Public Works Director

Attachments: Exhibit A ó MCORE Project Location Map
Exhibit B ó MCORE Project Descriptions
Exhibit C ó MCORE Project Funding and Local Agency Shares by Fiscal Year

MCORE Project Corridors

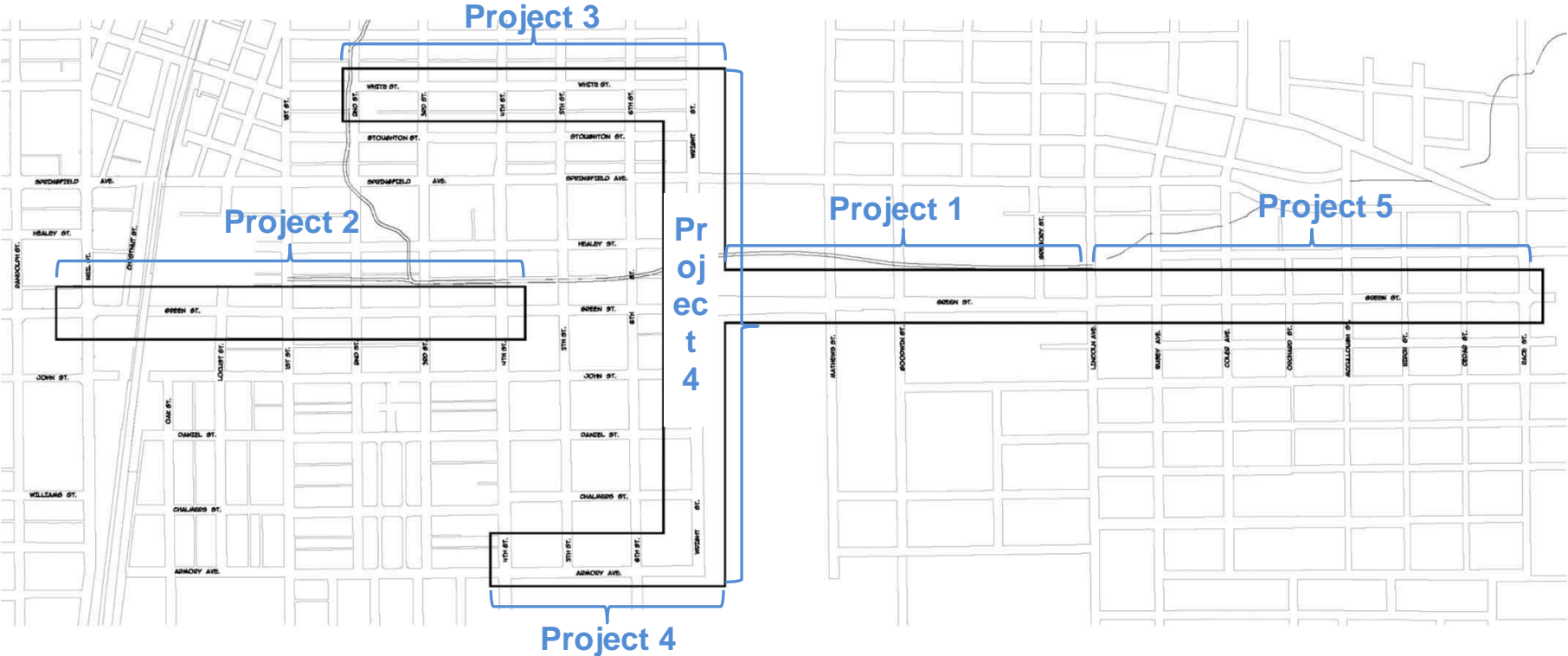


Exhibit B – MCORE Project Descriptions

The Champaign-Urbana Mass Transit District, University of Illinois, City of Champaign, and City of Urbana have received notice of a \$15.7 million Transportation Investment Generating Economic Recovery (TIGER) VI Grant to be applied toward five projects. This grant application included a local match of \$19.1 million, bringing the overall estimated project cost for all five projects to approximately \$34.8, of which \$29 million is anticipated to be for construction.

This project is a keystone element in a unified effort by all of the grant partners to create the infrastructure that allows for more urban growth without degradation to the quality of life enjoyed by smaller communities.

Goals for the project include:

- Improve mobility choices.
- Improving ability to provide high frequency and accessible public transportation services in the project corridors.
- Bring the streets to a state of good repair.
- Provide increased access to jobs, healthcare, and services.
- Incorporate complete street design components such as: reduced width vehicle lanes, shared lane markings, bicycle/bus lanes, ADA accessible curb ramps, enhanced bus stops, bus prioritization of traffic signals, on-street bicycle lanes, bus only lanes, curb-bump-outs, vehicle and pedestrian level street lighting, streetscape elements.
- Create critical linkages between the two cities and their downtowns.
- Enable drivers to become pedestrians more conveniently and safely.
- Implement principles of walkable urban thoroughfares and sustainable and green designs.
- Obtain public input.

**Project 1: Green Street (Wright Street to Lincoln Avenue)
City of Urbana/CUMTD
Estimated Construction Cost - \$3,540,567**

This project is anticipated to include:

- Hot-mix asphalt surface removal and replacement of Green Street from Wright Street to Lincoln Avenue. This work will include necessary pavement patching, curb line adjustments, partial median island removal, curb ramp improvements, sidewalk and driveway removal and replacement, storm sewer system modifications, minor retaining walls, utility relocations, pavement markings and other related infrastructure.
- Implementation of bus priority preemption at the intersections of Green Street & Goodwin Avenue and Green Street & Lincoln Avenue.
- Implementation of bus and bicycle only lanes the length of the project.
- Enhancements at bus stops (pads, shelters, real time signs, branding).
- Street lighting.
- Decorative railing at select locations.

**Project 2: Green Street (Neil Street to Fourth Street)
City of Champaign/CUMTD
Estimated Construction Cost - \$8,050,000**

The preliminary design of the Green Street Project is already underway. The City conducted a selection process in 2013 and selected the team led by Clark Dietz, Inc. for the project. Preliminary design is approximately 75% complete at this time. It is the Project Team's intent for Clark Dietz, Inc. to complete preliminary and final design for the Green Street project, satisfying all IDOT Federal submittal and procedural requirements for the TIGER grant. The consultant team selected for the TIGER VI project will need to coordinate with Clark Dietz, Inc. to incorporate the Green Street Project into any submittals and/or bid documents as required by IDOT and FHWA for the June 2016 letting.

**Project 3: White Street (Second Street to Wright Street)
City of Champaign/CUMTD
Estimated Construction Cost - \$4,114,760**

This project is anticipated to include:

- Reconstruction of White Street from Second Street to Wright Street. This work will include new pavement, sidewalks, curb and gutter, curb bumpouts, storm sewer, sanitary sewer lining (if necessary), pavement markings and other related infrastructure.
- Implementation of bicycle facilities the length of the project.
- City of Champaign Level 2 streetscape elements.
- Street Lighting.
- Enhancements at bus stops (pads, shelters, real time signs, branding).

**Project 4:
a.) Armory Avenue (Fourth Street to Wright Street)
University of Illinois/CUMTD
Estimated Construction Cost - \$1,958,000**

This project is anticipated to include:

- Removal of off-street bike lane and sidewalk improvements.
- Reconstruction of Armory from 6th Street to Wright Street.
- Implementation of bicycle facilities the length of the project.
- Street lighting.
- Streetscape elements
- Enhancements at bus stops (pads, shelters, real time signs, branding)
- Bus Prioritization at the Sixth and Armory traffic signal
- Possible additional traffic signal at Fourth and Armory

b.) Wright Street (White Street to Armory Avenue)
University of Illinois/City of Champaign/CUMTD
Estimated Construction Cost - \$7,380,394

This project is anticipated to include:

- Reconstruction of Wright Street from White Street to Armory Avenue. This work will include new pavement, sidewalks, curb and gutter, curb bumpouts, storm sewer, sanitary sewer lining (if necessary), pavement markings and other related infrastructure.
- Replacement of a box culvert at the Boneyard Creek.
- Implementation of bicycle facilities the length of the project.
- City of Champaign Level 1 streetscape elements.
- Street Lighting.
- Enhancements at bus stops (pads, shelters, real time signs, branding).
- Implementation of bus priority preemption at the intersection Wright & Springfield.

Project 5: Green Street (Lincoln Avenue to Race Street)
City of Urbana/CUMTD
Estimated Construction Cost - \$4,000,000

This project is anticipated to include:

- Reconstruction of Green Street from Lincoln Avenue to Race Street. This work will include new Portland Cement Concrete pavement, curb and gutter removal and replacement, curb ramp improvements, sidewalk and driveway removal and replacement, storm sewer modifications, pavement markings and other related infrastructure.
- Enhancements at bus stops (pads, shelters, real time signs, branding).
- Implementation of bicycle facilities the length of the project.
- Implementation of signage per Urbana Signage and Wayfinding Plan

MCORE TIGER Funding Breakdown

Project	Agency	PE1 (Study)	PE2 (Design)	PE3 (Construction Engr.)	Total Engineering (PE1+PE2+PE3)	Local Construction	Total Local Match (Engr + Const.)	TIGER Grant	TIGER + Local
P1	Urbana, MTD	\$212,434	\$212,434	\$283,245	\$708,113	\$0	\$708,113	\$3,540,567	\$4,248,680
P2	Champaign, MTD	\$514,000	\$483,000	\$644,000	\$1,641,000	\$0	\$1,641,000	\$8,050,000	\$9,691,000
P3	Champaign, MTD	\$246,886	\$246,886	\$329,181	\$822,952	\$0	\$822,952	\$4,114,760	\$4,937,712
P1-P3 SubTotal:		\$973,320	\$942,320	\$1,256,426	\$3,172,065	\$0	\$3,172,065	\$15,705,327	\$18,877,392
P4	UIUC, MTD	\$117,480	\$117,480	\$156,640	\$391,600	\$1,958,000	\$2,349,600	\$0	\$2,349,600
P4	Champaign, MTD	\$442,824	\$442,824	\$590,432	\$1,476,079	\$7,380,394	\$8,856,473	\$0	\$8,856,473
P5	Urbana, MTD	\$240,000	\$240,000	\$320,000	\$800,000	\$4,000,000	\$4,800,000	\$0	\$4,800,000
P4-P5 SubTotal:		\$800,304	\$800,304	\$1,067,072	\$2,667,679	\$13,338,394	\$16,006,073	\$0	\$16,006,073
P1-P5 TOTAL:		\$1,773,623	\$1,742,623	\$2,323,498	\$5,839,744	\$13,338,394	\$19,178,138	\$15,705,327	\$34,883,465

= actual PE1 contract amount with Clark Dietz

TIGER Total Project Cost: \$34,883,465

TIGER Grant Funding: \$15,705,327

Total Engineering (Design + Construction): \$5,839,744

Total Construction (TIGER + Local Construction): \$29,043,721

\$34,883,465

PI + P2 + P3 Design Engineering (PE1 + PE2): \$1,915,639

P4 + P5 Design Engineering (PE1 + PE2): \$1,600,607

TIGER Grant Application						
Local Agency Funding Contribution by Fiscal Year						
AGENCY	FY2015	FY2016	FY2017	FY2018	FY2019	Totals
City of Champaign	\$ 406,091	\$ 6,187,847	\$ 1,225,000	\$ 1,775,000	\$ -	\$ 9,593,938
City of Urbana	\$ 1,000,000	\$ -	\$ -	\$ 1,100,000	\$ -	\$ 2,100,000
CUMTD	\$ 640,000	\$ 700,000	\$ 1,134,000	\$ 1,410,200	\$ -	\$ 3,884,200
University of Illinois	\$ -	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 3,600,000
Totals:	\$ 2,046,091	\$ 7,787,847	\$ 3,259,000	\$ 5,185,200	\$ 900,000	\$ 19,178,138