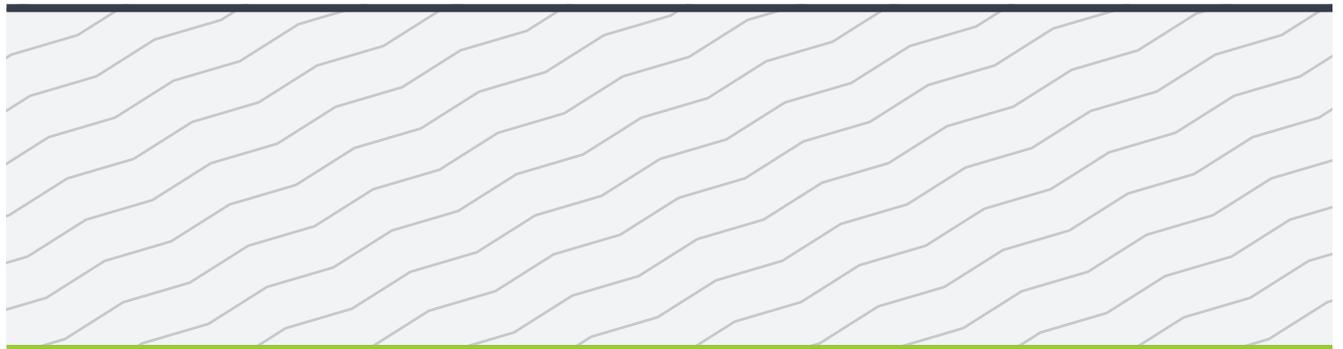




FY 2024-2029

PROPOSED HIGHWAY & MULTIMODAL IMPROVEMENT PROGRAM

Executive Summary



EXECUTIVE SUMMARY

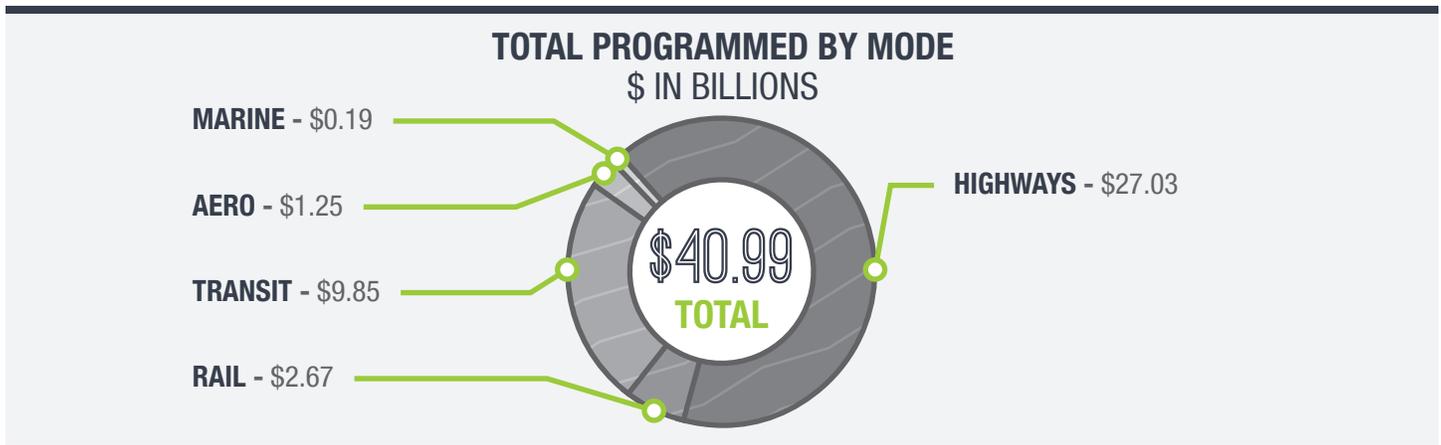
In the summer of 2019, in response to significant budget challenges for Illinois' infrastructure investment, the governor and General Assembly passed a package of legislation that increased revenue, boosted bond authority, and created new programs to increase and focus transportation investment.

This investment has revitalized Illinois' multimodal transportation system. The Highway Improvement Program has doubled in size along with new funding programs identified for our airport, public port district, transit, and rail projects.

Illinois' Transportation System includes:

- ❑ **Licensed drivers** – 9.07 million
- ❑ **Total vehicle registrations** – 11.11 million
- ❑ **Annual vehicle miles of travel** – 103.97 billion
- ❑ **Annual gallons of fuel consumed** – 5.9 billion
- ❑ **Miles of road** – 147,097 centerline miles throughout the state
- ❑ **Miles under state jurisdiction** – 15,902
- ❑ **Miles plowed by snow removal crews** – 45,470
- ❑ **Bridges** – 7,871 bridges under state jurisdiction
- ❑ **Rest areas and welcome centers** – 41
- ❑ **Seat belt usage** – 93.5% for front-seat occupants in 2021
- ❑ **Annual traffic deaths** – 1,341 in 2021
- ❑ **Public-use aviation landing facilities** – 108
- ❑ **Registered aircraft** – 7,483
- ❑ **Registered pilots** – 15,692
- ❑ **Railroad grade crossings** – 10,220, the second-highest total in the United States
- ❑ **Amtrak annual ridership** – 2.7 million riders at Illinois stations (December 2021)
- ❑ **Transit systems** – 58 throughout the state, operating in 96 of the 102 counties
- ❑ **Transit passenger trips** – 452 million annually
- ❑ **Inland navigable waterways** – Mississippi, Ohio, Kaskaskia and Illinois rivers, including the Chicago Area Waterway System
- ❑ **Miles of navigable waterways** – 1,118
- ❑ **River locks** – 27
- ❑ **Marine terminals** – Approximately 450+

The department continues to invest in not only highways and bridges but also freight infrastructure, airports, and bicycle facilities. The following pages will document the \$40.99 billion investment in highways, bridges, bike/pedestrian facilities, airports, marine transportation, rail, and transit. Each area will outline the policies and processes for prioritizing projects for funding and list where more information can be found about the projects.



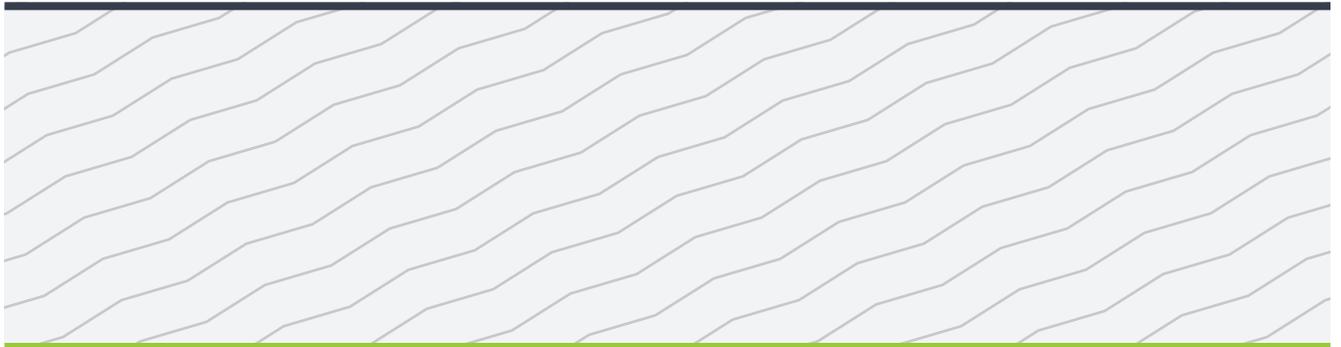
QUESTIONS/COMMENTS

To submit questions or comments about a transportation issue, please submit [Form PRO 2241](#).



FY 2024-2029

PROPOSED HIGHWAY IMPROVEMENT PROGRAM



HIGHWAY PROGRAM OVERVIEW

Each year the Illinois Department of Transportation develops a fiscally constrained six-year program that details how it will invest in the state and local highway system. The Fiscal Year 2024-2029 Proposed Highway Improvement Program, sometimes referred to as the Multi-Year Program or MYP, totals \$27.03 billion in funding with a FY 2024 Annual Highway Improvement Program of \$4.6 billion.

This program is anticipated to:

- ❑ Provide funding to reconstruct or rehabilitate 2,866 miles of road and replace or rehabilitate bridges totaling 9,225,027 square feet of bridge deck area on the state-maintained system.
- ❑ Allocate \$1.93 billion to lower-cost treatments to preserve state-maintained roads and bridges and keep them in a state of acceptable condition.
- ❑ Provide funding to maintain 738 miles and 1,129,524 square feet of bridge deck area on the locally maintained system.
- ❑ Provide funding for railroad crossing safety improvements throughout the state.
- ❑ Provide funding for traffic and safety improvements that further enhance highway safety as part of IDOT's regular highway improvement program by targeting specific fatal and severe crash locations.
- ❑ Enhance public right-of-way accessibility as part of IDOT's regular highway improvement program by removing barriers to accessibility as identified in the agency's Americans with Disabilities Act Transition Plan.

HIGHWAY PROGRAM SUMMARY

This section identifies the type of work and what is anticipated to be accomplished. Summary information is included below for both the state and local systems.

CORE WORK CATEGORIES

The department uses the following five core areas to categorize projects:

- ❑ **ROADWAY MAINTENANCE** – Includes reconstruction, resurfacing, lane or shoulder width widening, and pavement preservation projects.
- ❑ **BRIDGES** – Consists of bridge replacement and rehabilitation, minor structure repairs and preservation projects. Bridge information will be discussed in terms of square feet of deck area instead of number of bridges.
- ❑ **SAFETY/SYSTEM MODERNIZATION** – Consists of projects such as interchange reconstruction, interstate safety projects, and traffic and safety improvements.
- ❑ **SYSTEM EXPANSION** – Includes major projects, such as new bridges on new alignment, additional lanes, new interchanges and strategic regional arterials.
- ❑ **SYSTEM SUPPORT** – Consists of rest area and weigh station maintenance, miscellaneous districtwide projects, contract maintenance, and statewide engineering or other statewide items, such as pavement markings, guardrail delineation, sign truss work and median barriers.

Much of the funding in this program is identified to maintain and preserve the state's existing system of roads and bridges. Over the six years of the MYP, the districts have programmed \$1.93 billion toward the preservation of existing roads and bridges. In addition, preservation may be included as part of a larger improvement.

Under the **Bridges** category, the only projects considered “new” are less than or equal to 20-foot structures being replaced with greater than 20-foot structures. For the MYP, all bridges less than or equal to 20 feet, as well as culverts, are counted as bridges, which is different than the Transportation Asset Management Plan, which defines bridges as those structures greater than 20 feet. A new initiative to bundle the replacement of small, deficient highway bridges and culverts was piloted last year. This initiative is designed to allow IDOT to deliver more bridge projects in less time, save money and leverage increased revenues from the Infrastructure Investment and Jobs Act. There are 14 bundles

statewide that include nearly 60 structures programmed in this MYP. The bridge bundling projects are footnoted in the listings.

Additionally, with IIJA, Illinois will be able to dedicate further funding to the Illinois Special Bridge Program. This program targets deficient highway bridge projects that exceed replacement or rehabilitation costs of \$7.5 million for state bridges and \$1 million for local bridges. The ISBP provides federal National Highway Performance Program funds, Surface Transportation Program funds or federal bridge program funds for up to 90% of eligible project costs. A non-federal match is required. The FY 2024-2029 program identifies \$2.61 billion for 45 local projects and 140 state projects.

The **Safety/System Modernization** category includes work being performed to improve safety for the motoring public or to modernize the system for better flow of traffic.

System Expansion is adding capacity to an existing road or creating a new road. An example would be the reconstruction of an interstate that includes adding new lanes. The costs and miles associated with the additional capacity portion of the project will count as “expansion” and the costs and miles associated with the reconstruction work will count under Roadway Maintenance. With the additional IIJA funding, the department has been able to prioritize and fund projects that are considered added capacity or expansion. All candidate projects must be analyzed through the Data-Driven Decisions tool that scores projects based on their merits and ranks the projects to prioritize projects for funding.

The **System Support** category includes non-project-specific engineering, work to maintain rest area roads, weigh stations, training, ADA standalone projects, work performed for jurisdictional transfers, etc.

STATE HIGHWAY PROGRAM

The \$27.03 billion available for the FY 2024-2029 program includes \$21.04 billion for improving and maintaining the state highway system.

FY 2024-2029 PROGRAMMED IMPROVEMENTS

Roadway Maintenance

Interstate NHS (miles)	384
Non-Interstate NHS (miles)	810
Non-NHS Marked (miles)	1,399
Non-NHS Unmarked (miles)	273

Bridges

Interstate NHS (sq. ft.)	2,841,598
Non-Interstate NHS (sq. ft.)	3,656,173
Non-NHS Marked (sq. ft.)	937,639
Non-NHS Unmarked (sq. ft.)	1,789,617

Safety/System Modernization

Interstate NHS (miles)	6
Non-Interstate NHS (miles)	5
Non-NHS Marked (miles)	1
Non-NHS Unmarked (miles)	0
Safety Locations (number)	441

System Expansion

Interstate NHS (miles)	38
Non-Interstate NHS (miles)	84
Non-NHS Marked (miles)	12
Non-NHS Unmarked (miles)	6
New Bridges (sq. ft.)	625,251

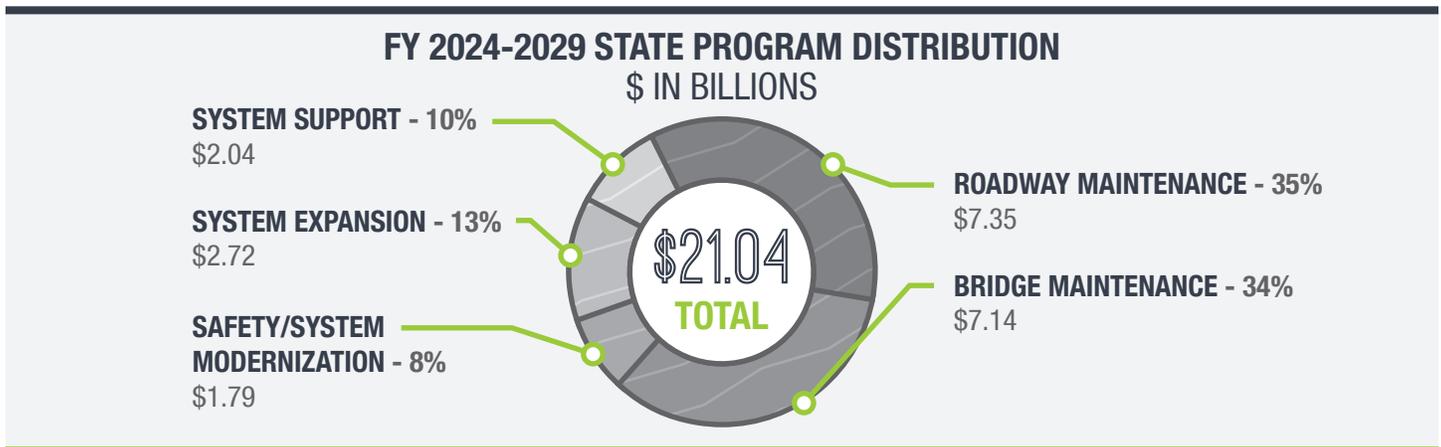
Preservation

Roads & Bridges (\$M)	1,933.050
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The FY 2024-2029 state program includes:

- ❑ **ROADWAY MAINTENANCE** – \$7.4 billion is scheduled for reconstruction, resurfacing, lane or shoulder width widening and preservation. This includes \$1.35 billion for interstate resurfacing projects.
- ❑ **BRIDGES** – \$7.1 billion is planned to address bridge needs across the state, with \$216 million of this programmed for culvert replacements and repairs.
- ❑ **SAFETY/SYSTEM MODERNIZATION** – \$1.8 billion is scheduled for projects such as interchange reconstructions as well as traffic and safety improvements, of which \$1 billion is specifically slated for safety improvements.
- ❑ **EXPANSION** – \$2.7 billion is planned for expansion of the system for projects that add new lanes to an existing road or new road on new alignment.
- ❑ **SYSTEM SUPPORT** – \$2.0 billion is planned for statewide or districtwide engineering, land acquisition, training, standalone ADA projects and various other miscellaneous types of work required to maintain our roads and bridges.

Approximately 69% of the state program is dedicated to maintaining Illinois roads and bridges, while 8% is allocated for safety and modernization of our system, and 10% is slated for other work required to deliver the highway program. The remaining 13% is for projects that strategically expand the system in places where the return on investment is high. The district narratives highlight several of these expansion projects. The narratives are located at the beginning of each district’s project listings.



LOCAL HIGHWAY PROGRAM

The MYP provides \$5.98 billion for improvements to an estimated 738 miles and more than 1,129,524 square feet of bridge deck area. Of these, 12 miles and 308,472 square feet of deck area are on the NHS. Funding for local projects comes from federal, state and local funds for highway improvements selected by local units of government. The funding described in this document is in addition to the funds allocated directly to the local agencies through the state motor fuel tax allotments of approximately \$868 million annually. The department also provides local governments with funding for the following special programs, which total \$593.2 million.

- ❑ \$219.7 million for the county consolidated program
- ❑ \$40.3 million for high-growth cities
- ❑ \$100.9 million for needy townships
- ❑ \$90 million for the township bridge program
- ❑ \$42 million for upgrading local truck routes
- ❑ \$40.3 million for state matching assistance
- ❑ \$60 million to foster economic development

HIGHWAY PROGRAM DEVELOPMENT

IDOT's Long-Range Transportation Plan establishes a set of overarching goals and objectives to guide the future development of the transportation system. These are translated to specific improvements in this document. The goals of the long-range plan – economy, livability, mobility, resiliency and stewardship – also provide the broad framework for decision-making and analysis tools, like the Transportation Asset Management Plan.

IDOT PERFORMANCE GOALS



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.

The following graphic shows the steps taken during the development of the MYP each year. This section details how the program is developed, presents the federal and state funds available for this program, and provides an overview of the funding allocations for the local and state programs.

DEVELOPING IDOT'S PROGRAM

STEPS IN DEVELOPING THE PROPOSED HIGHWAY IMPROVEMENT PROGRAM



STEP 1: DETERMINE AVAILABLE REVENUES

Revenue available for the program is an estimate of revenues from federal, state and local sources.



STEP 2: ASSESS HIGHWAY SYSTEM NEEDS

Data is collected and evaluated to assist in the decision-making process.



STEP 3: DEVELOP FUNDING TARGETS

Funding targets and guidelines are set.



STEP 4: PRIORITIZE PROJECTS

Data and funding targets are used to prioritize projects.



STEP 5: PUBLISH PROGRAM

Program is presented to the General Assembly and made public each spring.

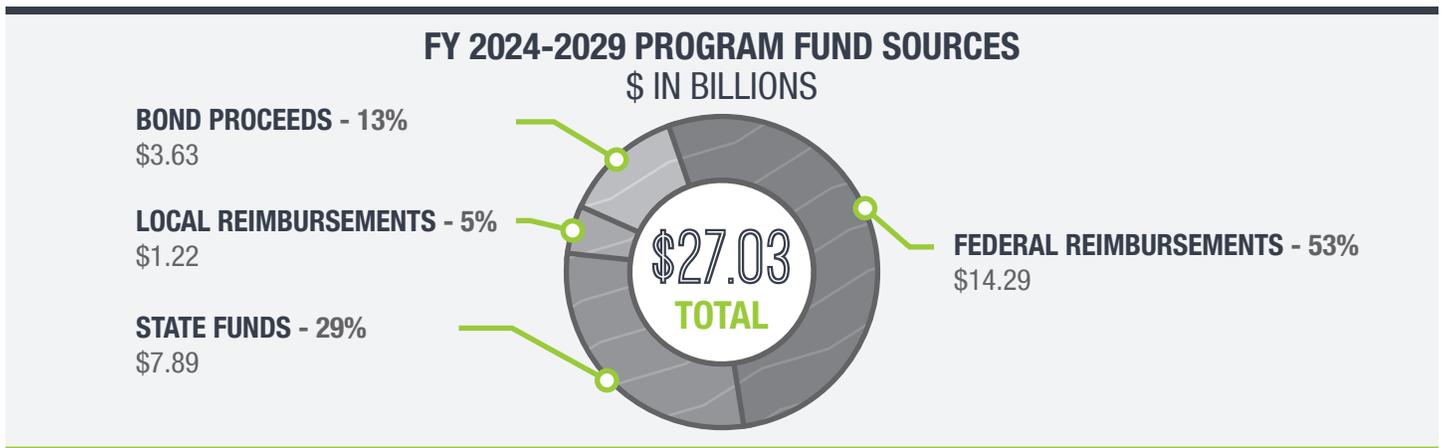
DETERMINE AVAILABLE REVENUES

The FY 2024-2029 Proposed Highway Improvement Program is funded by revenues collected by the state.

Those revenues include:

- ❑ Motor vehicle registrations
- ❑ Motor fuel tax
- ❑ Interest income (nominal)
- ❑ Sales tax
- ❑ Federal and local reimbursements
- ❑ Bond proceeds¹

The following chart illustrates the anticipated funding sources and amounts for this MYP. The federal aid amount shown has been forecast for the full six years of the program. The electric vehicle charging infrastructure federal formula funds are not included.



The FY 2024-2029 Proposed Highway Improvement Program identifies projects that will take advantage of new federal funding for roads, bridges, and bicycle and pedestrian projects. Any other modes such as transit, rail, waterway or aeronautic projects are identified in the Fiscal Year 2024-2029 Proposed Multimodal Improvement Program.

IIJA, also known as the Bipartisan Infrastructure Law, was signed into law on Nov. 15, 2021. This new, five-year funding authorization provides a total of \$17.8 billion to Illinois for infrastructure that includes broadband, water and sewer, electric vehicle charging infrastructure, transit, rail, waterways, bicycles, pedestrians, roads and bridges. These funds are provided via formula, which means the project selection remains with the agencies receiving the funds. IDOT is anticipated to receive \$11.5 billion for roads, bridges, bicycles, pedestrians and electric vehicle charging infrastructure. This is an approximate 20% increase in federal formula funds and an estimated 12% increase over existing formula funds. The majority of the increase is in newly established programs:

- ❑ Bridge formula program
- ❑ Electric vehicle charging infrastructure²
- ❑ Carbon reduction
- ❑ PROTECT³

IIJA also established several new multimodal discretionary programs. Illinois is well-positioned to compete for those funds, given the multimodal nature of the state's transportation system. Any highway or road project that receives funding from a discretionary program will be included in the MYP or the annual program as funding is awarded.

1 Series A bonds

2 Funding and projects are not included within the Proposed Highway Improvement Program

3 Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation

Illinois is in a favorable position to take advantage of IIJA because of the Rebuild Illinois capital program that passed in June 2019. Rebuild Illinois significantly increased the state funding available to IDOT for the Highway Improvement Program, allowing the department to capitalize on federal funding available from IIJA.

The additional funding allows the department to make greater progress in achieving its goals for the percentage of roads and bridges in acceptable condition in all categories. The additional funding from Rebuild Illinois is provided by increases or new revenue to IDOT, including:

- Bonding (new)⁴
- Motor fuel tax (+\$.19/gallon)
- Diesel differential (+\$.05/gallon)
- State sales tax on motor fuels
- Motor vehicle registrations (+\$50-\$100/vehicle)

The added funding, along with implementation of the goals of the Long-Range Transportation Plan and Transportation Asset Management Plan, will help to make significant progress in addressing road and bridge needs in Illinois.

ASSESS HIGHWAY SYSTEM NEEDS

Data are collected to assess the highway system and identify the needs for the program. Below is a summary of what and how data are collected.

ROAD CONDITIONS AND PAVEMENT NEEDS

Every year, the department conducts a Condition Rating Survey to assess pavement condition on the approximately 16,000-mile state highway system. This information is an important tool to assist the department with its pavement management activities. The CRS assigns a value to each segment of road to indicate the current condition of the pavement. A lower CRS value indicates the pavement is in worse condition. A higher CRS value means the pavement is in better condition. The department began collecting CRS values in 1974 and has since collected the data annually on alternating halves of the state, with data collected on the interstates every year.

BRIDGE NEEDS

The department manages the state bridge system using a wide-ranging process that incorporates inspection data based on National Bridge Inspection ratings, inventory information, needs analysis and funding allocation methods to maximize the use of available funds to address the assigned condition goal. Each bridge is evaluated by using the structure inspection rating, appraisal data and other criteria, such as accident data, load limits and traffic volume. The timely and accurate assessment of bridge condition is critical to the identification, selection and prioritization of bridge needs in the programming process. For each program development cycle, the bridge inventory is reevaluated for additional bridge candidates for potential inclusion in the multi-year and annual programs as well as to verify changes in the condition and status of the bridges that were included in previous programs.

SAFETY NEEDS

The department gathers, enters, maintains and distributes crash report data submitted by law enforcement agencies as well as motorists across the state. These data are used to evaluate and analyze safety needs on the road network. The department develops the Strategic Safety Highway Plan based on this data and significant input from stakeholders.

TRAFFIC NEEDS

The department uses enhanced data collection through traffic counts and intelligent transportation systems technology. With the increased use of cell phones and technologies such as navigation systems, IDOT can better understand traffic needs on Illinois roads.

AMERICANS WITH DISABILITIES ACT NEEDS

Another important consideration in the programming process is making improvements to meet ADA requirements. The department conducted an evaluation to identify access barriers in IDOT's programs and services. The results of this

4 Series A bonds

evaluation were incorporated into the department's ADA Transition Plan and set a benchmark to determine annual barrier-removal goals and accomplishments. The evaluation also identified and analyzed IDOT's policies, practices and procedures that impact accessibility in the public right-of-way.

DEVELOP HIGHWAY FUNDING TARGETS

Once the department has identified total available funding, the cost of the local program is determined and subtracted from the total amount. Then, the funding amount for statewide or centralized programs is determined and subtracted. For FY 2024, \$367 million has been reserved for the state program and \$210 million has been reserved for local projects. These statewide or centralized programs are set aside for various anticipated needs, but exact locations or other details are not known during the program's development. These are categorized into four main funding groups:

- Engineering and environmental services
- Construction
- Maintenance and repairs
- Federal programs and non-highway items

The next step is to develop district funding targets based on the following data:

- Fatalities
- Road lane mile needs
- Lane miles
- Bridge deck area
- Annual vehicle miles
- Interstate lane miles
- Bridge deck area needs
- Annual average daily traffic
- Motor vehicle registrations

HIGHWAY PROJECTS

After the targets are established, they are distributed to the districts for development of their programs, including review and evaluation of competing needs and priorities. The MYP guidelines aid the districts in submitting projects that meet program priorities as identified in the Transportation Asset Management Plan, Performance Measures and Data-Driven Decisions tool. Submitted district programs are reviewed by the central office for inclusion in the program.

TRANSPORTATION ASSET MANAGEMENT PLAN

Program priorities are to maintain and preserve existing roads and bridges, with a special emphasis on the National Highway System and structurally deficient bridges on that system. There are 6,976 miles of state-maintained roads and 4,081 bridges (totaling 59.8 million square feet of deck area) on the NHS. The department's focus on the NHS is due in large part to the fact that federal funds are our largest pool of funds and that federal performance rules require state departments of transportation to prioritize the system's condition.

The Illinois TAMP was completed in 2019 and expands beyond the NHS to include all pavements and bridges under IDOT's jurisdiction. The TAMP outlines IDOT's process to consider the entire life-cycle cost of roads and bridges. The projects in the FY 2024-2029 program have been programmed following the prescribed treatment for the condition of that asset.

Under asset management, a data-driven decision process has been developed and implemented that supports the use of analysis tools and life-cycle strategies to reduce the rate of system deterioration as cost-effectively as possible. The department will continue to address road and bridge needs to ensure our system is safe but will also spend money on low-cost treatments to preserve those roads and bridges and keep them in acceptable condition longer.

The department performs treatments in all stages of the transportation system's life cycle. The goal is to program the majority of the work toward reconstruction and rehabilitation treatments, and a smaller portion on preservation based on the number of miles of roads and square feet of bridges programmed in each district. The preservation work focuses

on keeping the good pavements and bridges in a state of acceptable condition before they fall to a lower rating and warrant a higher-cost improvement. Small, planned investments in maintenance of our roads and bridges will save the state and taxpayers money in the long run.

The TAMP outlines the department’s strategies using a data-driven decision process that supports the use of analysis tools and life-cycle strategies to reduce the rate of system deterioration as cost-effectively as possible.

The following charts show the prioritization of pavements and bridges and the goals for achieving a state of acceptable condition level for all road system types.

System	Acceptable Condition (CRS)	Desired System Percentage in Acceptable Condition
Interstate	5.5 or greater	90%
Other NHS	5.0 or greater	90%
Non-NHS Marked Routes	5.0 or greater	75%
Non-NHS Unmarked Routes	5.0 or greater	50%

System	Acceptable Condition (NBI Value)	Desired System Percentage in Acceptable Condition
Interstate	5 or greater	93%
Other NHS	5 or greater	93%
Bridges on Non-NHS Marked Routes	5 or greater	90%
Bridges on Non-NHS Unmarked Routes	5 or greater	90%

To further the department’s ability to ensure the correct treatments are being done at the right time during an asset’s life cycle and then see the long-term results of this approach, IDOT is implementing an Enterprise Asset Management System. Once the system is in use, the districts will be able to see the best treatments for an asset as well as the optimal mix of projects to obtain the most benefit for the cost.

As part of asset management, the Federal Highway Administration requires that each state submit an implementation document for the previous fiscal year. This is used to analyze a state’s consistency between what they said they were going to do and what they accomplished. With the additional funding from Rebuild Illinois and the Infrastructure Investment and Jobs Act, IDOT is anticipating a marked increase in the condition of the interstate pavement and to maintain conditions of the other NHS pavements, which are predominately regionally significant, higher-volume routes. The rate at which bridges are deteriorating has been increasing significantly due to the age of our bridges. With the additional federal formula funds designated for bridges, IDOT is anticipated to make a significant impact to the square footage of bridge deck that is deemed structurally deficient, particularly on the interstate and other NHS systems. The Transportation Asset Management Plan must be updated every four years and was due to FHWA by Nov. 1, 2022. The updated TAMP will include funding from RBI and IIJA.

DATA-DRIVEN DECISIONS

The Data-Driven Decisions tool assists the department in prioritizing any highway projects that expand capacity within our system. It uses data that reflect the department's goals for expansion projects. Using the data will allow IDOT to identify projects that provide the greatest benefit for the state and its residents while supporting the department's mission.

The tool was developed utilizing the expertise at IDOT with guidance from existing planning documents such as IDOT's Long-Range Transportation Plan and recommendations set forth by U.S. DOT's Moving Ahead for Progress in the 21st Century Act. Additionally, IDOT held consultations with state and national transportation stakeholders, including FHWA, to obtain feedback. The information gathered from these sources led to the final goals and criteria.

Highway capacity projects will be selected based on five goal areas and 13 selection criteria. The goals and criteria will help IDOT make investment decisions on projects in a transparent and equitable manner.

Traffic Operations/Congestion

- Criteria:** Annual Average Daily Traffic – The mean traffic volume across all days for a year for a given location along a road.
- Criteria:** Change in Annual Vehicle Miles Traveled – A measure of the amount of vehicular travel in a geographic region over a given period.
- Criteria:** Travel Time Index – The ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds.

Safety

- Criteria:** Crash Frequency – A measure of the number of crashes while accounting for the severity of the crashes that have occurred on the road.

Economic Development

- Criteria:** National Highway Freight Network – Is the project on the National Highway Freight Network as defined by the FHWA and the Fixing America's Surface Transportation Act?
- Criteria:** Major Development – Does the project support access to new residential or commercial development?
- Criteria:** Intermodal Accessibility – Is there an intermodal facility within 1 mile of the project? If not, is there an intermodal facility within 3 miles?

Environmental Impacts/Livability

- Criteria:** Environmental Justice – Consideration of whether the project is in an area identified as minority population, low income or both based on the measures identified by the Illinois Environmental Protection Agency.
- Criteria:** Level of Environmental Impact Analysis Required – How much will this project potentially affect the environment?
 - Categorical Exclusion
 - Environmental Assessment/Finding of No Significant Impacts
 - Environmental Impact Statement
- Criteria:** Equity – Coming soon.
- Criteria:** Resiliency – Has this location been affected by an emergency event before?
- Criteria:** Emissions – Coming soon.

Regional Rating

- Criteria:** Subjective portion allowing local and regional input to consider factors that may not be shown in the data.
 - Allows for input from IDOT district staff on projects
 - IDOT district staff work directly with local municipalities, counties, and Metropolitan Planning Organizations.

Outreach

Outreach was very important to the development of the Data-Driven Decisions tool. The department hosted a webinar on Sept. 29, 2021, that allowed IDOT to educate stakeholders on the tool and to obtain feedback from them. Following

the webinar, a survey was released to obtain comments on the tool, its goals and criteria. A total of 724 comments were received, and this feedback was important as IDOT used it to gain stakeholder insight on the tool. For more information on how the tool works, a summary of comments received and lessons learned, please visit the [Data-Driven Decisions webpage](#).

INNOVATIONS FOR TRANSPORTATION INFRASTRUCTURE ACT

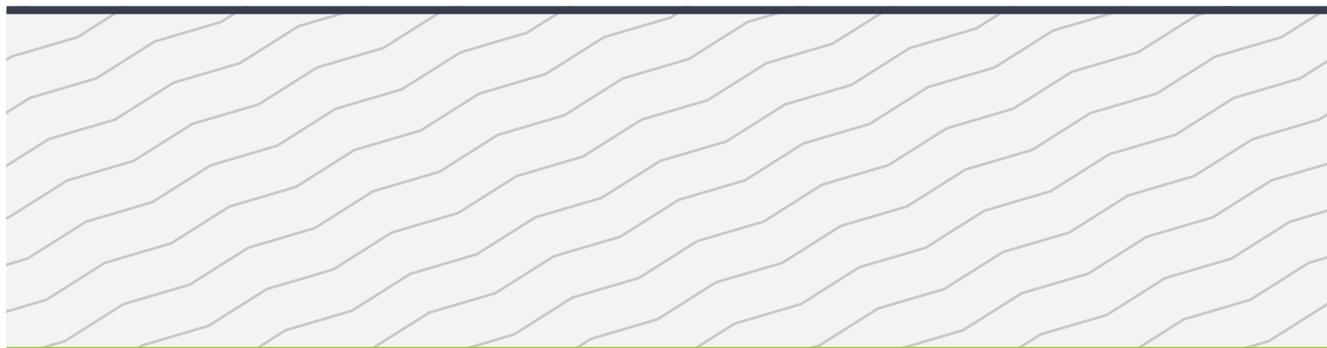
[Public Act 102-1094](#) was executed on June 15, 2022. Since then, IDOT has been working to develop Alternative Project Delivery Guidelines for implementation of Construction Manager/General Contractor, Progressive Design Build and Design Build. Those guidelines have been developed and reviewed through IDOT and the industry. Comments are being addressed and the guidelines will be presented to the Joint Committee on Administrative Rules for final approval.

The Innovations for Transportation Infrastructure Act requires IDOT to use DB/PDB for \$400M of projects over five years Multi-Year Program. In addition, it allows IDOT to deliver up to two projects per year using CMGC. Candidate projects are identified in this IDOT MYP and noted in project notes as “POTENTIAL INNOVATIVE PROJECT DELIVERY METHOD PROJECT”. The total included in this MYP, which is six years, is \$474.5 million. Each project identified as a candidate project will be evaluated for alternative project delivery methods and a written determination will be made and published on the [Innovative Project Delivery website](#), in accordance with the Innovations for Transportation Infrastructure Act. Being identified in this document does not guarantee that the project will proceed with alternative delivery methods.



FY 2024-2029

PROPOSED MULTIMODAL IMPROVEMENT PROGRAM

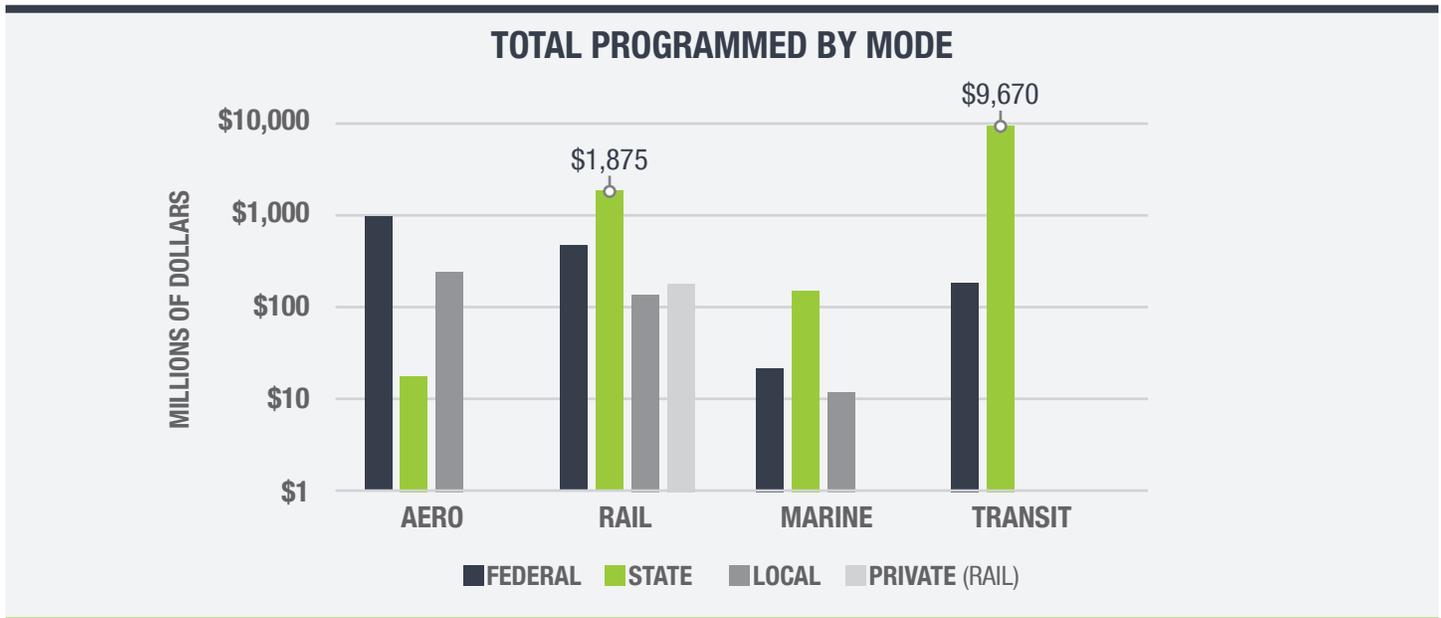


MULTIMODAL PROGRAM OVERVIEW

The federal government recently passed the Infrastructure Investment and Jobs Act, which was signed into law on Nov. 15, 2021. This act substantially increases federal funding across all modes. Funding from the IIJA is currently being released through apportionments, and this MYP identifies IIJA funding contributions where currently known and reflects improved federal funding levels in the future.

Previously, in the summer of 2019, in response to significant budget challenges for Illinois' infrastructure investment, the governor and General Assembly passed a package of legislation that increased revenue, boosted bond authority, and created new programs to increase and focus transportation investment.

This Multimodal Multi-Year Improvement Program includes new projects and multimodal programs enacted that summer through three primary pieces of legislation: Rebuild Illinois (House Bill 0062), Bond Authorization (House Bill 142) and the Transportation Funding Protection Act (Senate Bill 1939). This new legislation significantly increased state funding for multimodal transportation programs.



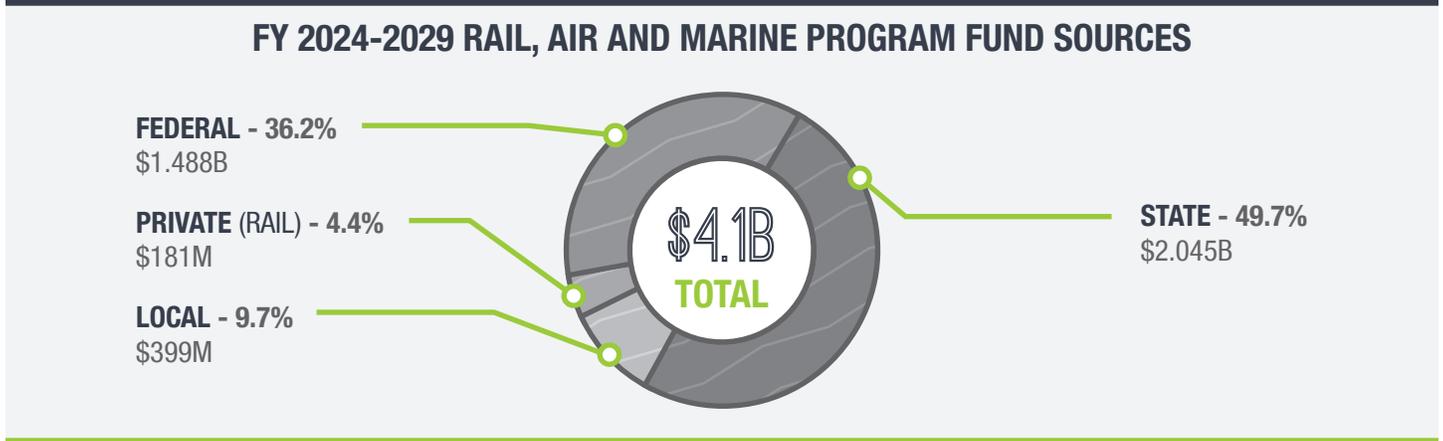
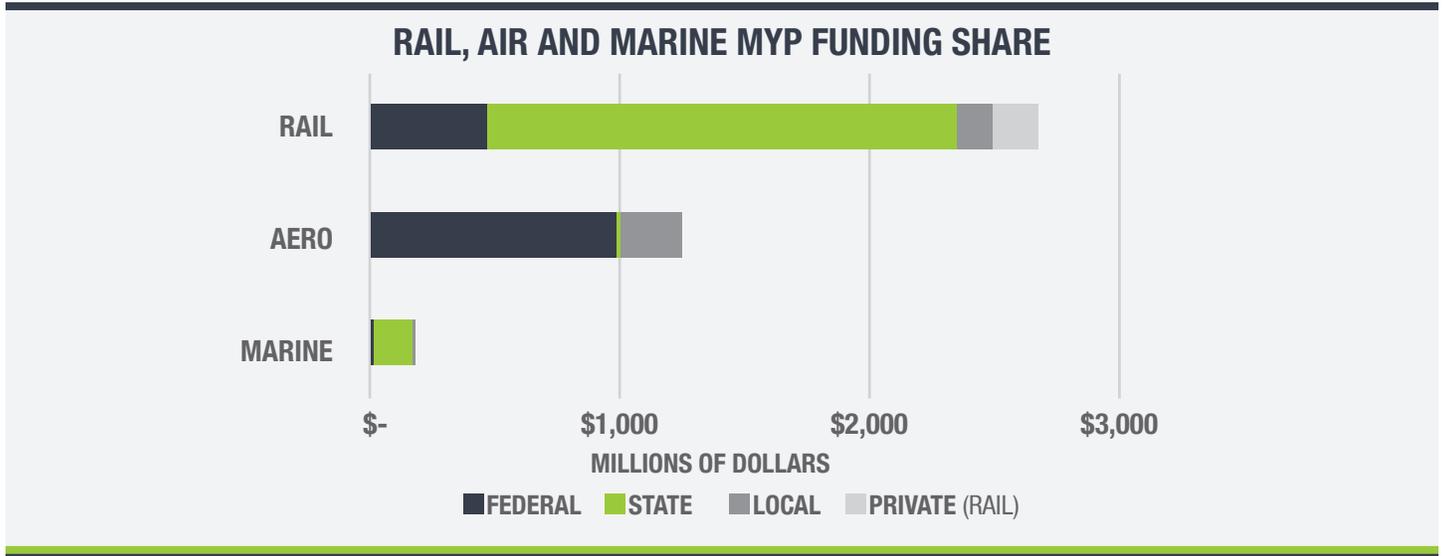
In addition, the 2022 Illinois Competitive Freight Program, which seeks to improve freight efficiency and mobility throughout Illinois by advancing the vision and goals of the draft 2022 Illinois State Freight Plan, awarded projects in March of 2023. Nearly \$200 million was awarded, with approximately 24.9% (\$49.8 million) focused on multimodal projects.

Transportation plays a vital role in the economic prosperity of Illinois. Transit and paratransit services are crucial to our ability to provide access to jobs, medical care, education, and activities throughout urban, suburban, and rural communities. Rail, air and marine services move people and goods into and throughout Illinois, connecting communities and keeping the state's economy humming.

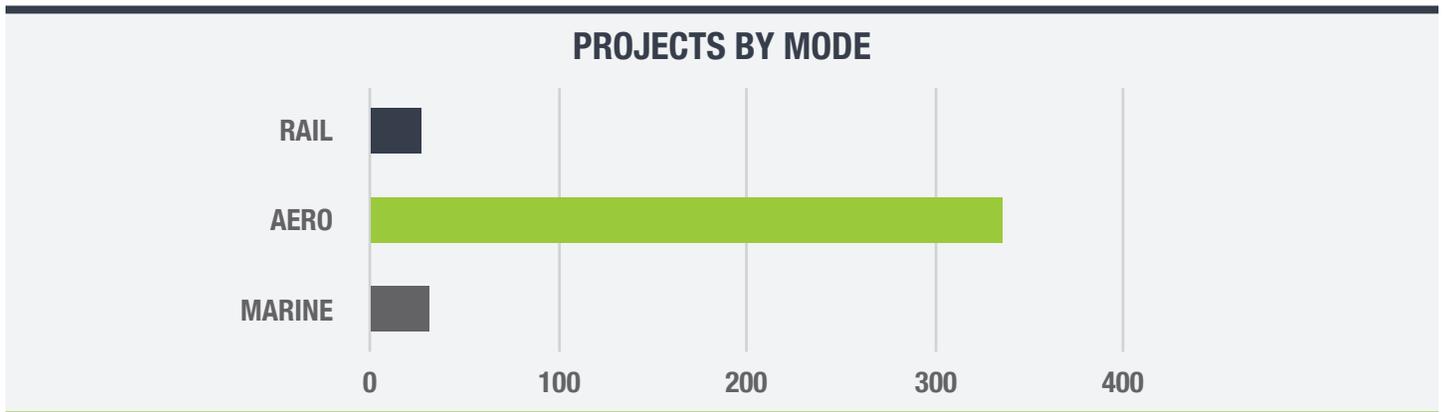
Funding for transit, rail, air and marine transportation is sourced from federal, state, local and industry sources. In recent years, Illinois' ability to continue its support of much-needed funding has been limited. However, past and recent legislation increased state funding for multimodal programs by nearly \$1 billion in this six-year Multimodal MYP (2024-2029).

Transit projects are typically programmed locally on a continuous basis and are often not included in the Multimodal MYP. Links to all of the transit agencies' websites and the Metropolitan Planning Organization's transportation improvement programs, as well as any federal and state funding contributions to transit capital programming to allow for determining local projects, are included in the transit section. Transit projects funded through the Rebuild Illinois

capital plan are captured in the transit section of this MYP along with total funding amounts for the 2024-2029 program years. Most of the proposed funding for rail, air and marine projects is derived from state sources, at 50%. Federal funding sources make up 36% of total funding, with local sources funding 10% of the 2024-2029 total. (An additional 4% is projected from private sources, strictly for projects within the Chicago Region Environmental and Transportation Efficiency Program rail program in the Chicago area.)

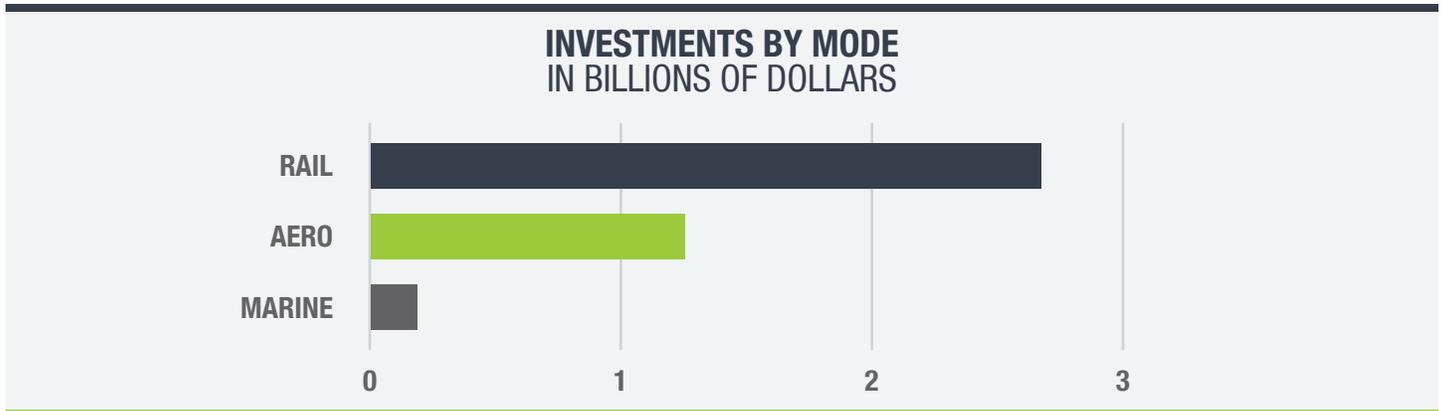


Rail, air and marine projects proposed in the 2024-2029 Multimodal MYP range in scope from the construction of high-speed rail infrastructure between St. Louis and Chicago to the upgrade of a municipal airport's fueling facilities and support of the Cairo Port Terminal Development Project. The total combined count of these projects within the Multimodal MYP is 392. Of these, 7% are railroad, 85% are airport and 8% are marine.



Transit projects are mainly programmed locally and not included within the IDOT 2024-2029 MYP.

Airport projects outnumber rail and marine projects in quantity; however, the overall investment is greater for rail, which comprises 65% of the total, while air accounts for 30% and marine accounts for 5%.



Airport projects total approximately \$535 million for FY 2024 and approximately \$1.254 billion for the five-year program. Projects consist of safety and infrastructure improvement projects across the state.

Marine projects total approximately \$186 million and consist of port capital development projects and port planning projects funded by federal, state and local funding.

Rail investments are increasing through Rebuild Illinois and associated legislation and now comprise \$2.67 billion of the \$4.1 billion MYP. The majority of rail funding is going toward statewide intercity passenger rail improvement and development, as well as the Chicago Region Environmental and Transportation Efficiency Program projects in northeastern Illinois.

PERFORMANCE GOALS

The Illinois FY 2024-2029 Proposed Multimodal Multi-Year Program is oriented around five performance goals, which were developed as part of IDOT’s Long-Range Transportation Plan. The LRTP establishes a set of policies to guide future development rather than outlining specific improvements, like those in the MYP. These policy goals provide the broad framework for new decision-making and future analysis tools.

IDOT’s LRTP can be found [here](#).

IDOT PERFORMANCE GOALS

 <p><u>ECONOMY</u></p> <p>Improve Illinois’ economy by providing transportation infrastructure that supports the efficient movement of people and goods.</p>	 <p><u>LIVABILITY</u></p> <p>Enhance the quality of life across the state by ensuring that transportation investments advance local goals, provide multimodal options, and preserve the environment.</p>	 <p><u>MOBILITY</u></p> <p>Support all modes of transportation to improve accessibility and safety by improving connections between all modes of transportation.</p>	 <p><u>RESILIENCY</u></p> <p>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.</p>	 <p><u>STEWARDSHIP</u></p> <p>Safeguard existing funding and increase revenues to support system maintenance, modernization, and strategic growth of Illinois’ transportation system.</p>
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PROPOSED MARINE IMPROVEMENT PROGRAM

PROGRAM OVERVIEW

Illinois is home to 1,118 miles of commercially navigable waterways that move 90.6 million tons of goods and create over \$36 billion in economic activity annually supporting nearly 167,000 jobs. According to the Illinois Marine Transportation System Plan and Economic Impact Analysis completed in 2021, the Illinois Marine Transportation System carries more than 69% of waterborne commodities tonnage shipped from Illinois to other parts of the country and world. Shipments to Illinois from the rest of the country and world accounted for 22% of the tonnage, with the remaining 9% moved within Illinois itself, notably from the Chicago region.

IDOT understands the economic significance and advantages of marine transportation and is exploring and providing opportunities that promote ports, navigable waterways, the Great Lakes and intermodal landside infrastructure that allows transportation to, from and on water.

IDOT has taken the lead on freight transportation issues relative to the Illinois Marine Transportation System in coordination with other agencies, states and the federal government, with the goals of:

- Safety
- Modal connectivity
- State of good repair
- Economic competitiveness
- Mode shift
- Economic opportunity
- Environmental sustainability

Consistent with these goals, in 2017, IDOT began providing technical and capital assistance to port facilities. In 2020, through Rebuild Illinois, IDOT created the Illinois Port Facilities Capital Grant Investment Program, a formal funding program for maritime activities. IDOT technical and capital assistance has led to funding for six port master plans, a port expansion study, two industry research projects and the completion of the [Illinois Marine Transportation Plan and Economic Impact Analysis](#).

A total of \$150 million was appropriated through the Rebuild Illinois Port Facilities Capital Investment Grant Program, and approximately \$12 million in local funds and \$22 million in National Highway Freight Program funds have been directed toward port-related projects. An additional \$1.8 million in state planning and research funding has been programmed for several port planning studies.

Despite these efforts, the IMTS and the National Marine Transportation System continue to face significant hurdles. Operations maintenance and major rehabilitation programs administered through the U.S. Army Corps of Engineers are unable to adequately fund maintenance to ensure the navigation system operates at an acceptable level of performance. The Mississippi Valley Division Regional Backlog of Maintenance for navigation continues to be valued at over \$1 billion (FY 2019 value). The U.S. Army Corps of Engineers Rock Island District's portion, which includes the upper Mississippi River and most of the Illinois Waterway, is nearly 40% of this amount. Illinois is the sixth-largest agricultural exporter in the country and relies heavily upon the IMTS and NMTS. Our current planning efforts will continue to identify how the state can help address marine transportation system issues.

IDOT believes the comprehensive IMTS Plan and Economic Impact Analysis will help provide an integrated vision for a variety of stakeholders that include the USACE, U.S. Department of Maritime Administration, U.S. Committee on the Marine Transportation System and U.S. Coast Guard along with local, state and federal policymakers.

This Multimodal MYP and associated system plan has helped identify needs within the IMTS to be met by future state and federal programs administered through IDOT. The plan will help IDOT solidify performance measures and targets to garner further support from the U.S. Department of Transportation's Maritime Highway Program, implement state freight plans and meet federal mandates to create comprehensive freight performance measures. The IMTS Plan will

be integrated with the IDOT Long-Range Transportation Plan process and the five performance goals it was developed around.

REBUILD ILLINOIS – THE ILLINOIS PORT CAPITAL INVESTMENT GRANT PROGRAM

The Rebuild Illinois capital plan appropriated \$150 million to IDOT to implement this new port program. A total of \$40 million was directed to the Alexander-Cairo Port District through legislation, leaving \$110 million available for the program. To distribute the remaining funds, IDOT developed a competitive, application-based evaluation process for grant-funded projects that will enhance the movement of commodities on the IMTS and align with the IMTS Plan and the overarching mission and goals found within the LRTP.

Program Purpose – The program’s purpose is to provide grants for the planning and development of facilities within designated public port districts included in the IMTS. The IMTS is comprised of ports, navigable waterways, the Great Lakes and landside infrastructure that allows transportation to, from and on water.

Eligible Applicants – Eligible applicants are public port districts in Illinois that have been created through state statute.

Eligible Projects – Eligible projects include those improvements related to enhancing public port facilities in their ability to allow transportation to, from and on water. In general, sponsors can get program funds for most port facility capital improvements or rehabilitation projects that result in a documentable improvement to marine transportation. Certain professional services that are necessary for eligible projects (such as planning, surveying and design) may also be eligible. IDOT must be able to determine that the projects are justified based on industry demand, enhancement of marine transportation and alignment with the IMTS Plan and overarching mission goals of the LRTP. Projects must also meet state environmental and procurement requirements.

Evaluation Criteria and Match Requirements – Project applications are ranked based on how well they address the goal criteria for the program. The program goals are safety, modal connectivity, state of good repair, economic competitiveness, mode shift, economic opportunity and environmental sustainability. Each of these program goals have a specific weight assigned to them.

Applicants are expected to contribute a minimum of 5% of the total cost of each project phase for which they apply. Economically distressed ports may qualify for 100% state funding. “Economically distressed port” means a port district whose boundaries include, at the time of application, both an environmental justice (minority/low income) area and an opportunity zone as declared by the Illinois Environmental Protection Agency and Illinois Department of Commerce and Economic Opportunity, respectively.

These criteria and requirements were published in April 2021. IDOT used this objective and competitive process to award funds and develop a multi-year program of projects.

Solicitation Timeline – A call for public port district projects was announced April 12, 2021. The project application deadline was June 11, 2021. [Selected projects](#) were announced Wednesday, Jan. 26, 2022.

Application/Information – Illinois Department of Transportation: Illinois Port Facilities Capital Investment Grant Program [Application](#).

ILLINOIS COMPETITIVE FREIGHT PROGRAM (INTERMODAL PROJECTS – MARINE)

The 2022 Illinois Competitive Freight Program seeks to improve freight efficiency and mobility throughout Illinois by advancing the vision and goals of the draft 2022 Illinois State Freight Plan. In alignment with this vision, the ICFP will seek to advance a safe, efficient, reliable, resilient and sustainable intermodal freight system that supports Illinois’ competitive position as a global hub, grows the economy, and enhances equity and quality of life for Illinois residents. As part of the competitive freight program, up to 30% (\$15 million annually) of the discretionary funding may be used for intermodal projects such as marine and rail projects. The intermodal goal areas for this program include safety, modal connectivity and mode shift. There was a call for projects that opened on Nov. 15, 2022, and closed Dec. 19, 2022. Project awards were announced March 30, 2023. Ports were awarded \$15,427,387 toward engineering and construction phases for port infrastructure improvement projects. Program award information is as follows:

Sponsor Name	Project Name	Phase	State Fiscal Year	Federal Freight Amount
ACPD	Industrial Roadway Improvement - Phase III	Construction	26	\$2,100,000
ACPD	Harbor Dock Improvements - Phase II	Construction	26	\$3,636,000
Cook County	Butler Drive/Stony Island Avenue Reconstruction	Construction	26	\$4,822,147
KRPD	Congestion Reduction and Safety	Phase I Engineering	24	\$60,688
KRPD	Congestion Reduction and Safety	Phase II Engineering	25	\$242,752
KRPD	Congestion Reduction and Safety	Construction	26	\$4,020,360
MAIAPD	Intermodal Project	Phase I Engineering	24	\$145,440
SRPD	New Port Access Road	Phase I Engineering	24	\$400,000

- **America's Central Port District (Granite City) – Industrial District Roadway Improvement – Phase 3.** Project was awarded \$2,100,000 for construction to rebuild West Seventh and C streets on port's main industrial park, in Madison, Illinois. Both streets are part of a 1940s-era perimeter road on former U.S. Army Depot property. This is the third and final phase of construction. Approximately 3,200 feet of oil and chip as well as old asphalt would be removed to construct a new concrete road capable of handling the current and future truck capacity and load demands within the industrial park.
- **America's Central Port District (Granite City) – Harbor Dock Improvement Project – Phase 2.** Project was awarded \$3,636,000 for construction to rehabilitate and expand the original general cargo dock within the port. This award is for the final phase of the general cargo dock expansion project. Construction will consist of a new heavily reinforced concrete surface for the northern half of the existing dock and the new extension, reconstruction of the railroad track that will serve this expanded dock and a new lighting system that will provide a 24-hour safe working environment for the entire dock.
- **Illinois International Port District (Chicago) – Cook County Department of Transportation and Highways – Butler Drive and Stony Island Avenue Reconstruction.** Project was awarded \$4,822,147 additional funds totaling \$15,280,000 in federal funds for reconstruction of Butler Drive from Doty Avenue to Stony Island and reconstruction of Stony Island Avenue from Butler Drive south to 130th Street. Butler Drive reconstruction will include electrical utility upgrades and Stony Island reconstruction will include an additional inbound lane. The two roads provide sole access to the Illinois International Port District's facilities on the south side of Lake Calumet.
- **Kaskaskia Regional Port District (Red Bud) – Terminal #2 Congestion Reduction and Safety Improvements.** Project was awarded \$4,323,800 for reconstructing 3,000 feet of rail, adding 170 feet of additional rail, completing seven turnouts and constructing a sheet-pile retaining wall. Recommendations from a completed port master plan stated a need for reducing congestion at the port's terminals. Due to current demand at terminal No. 2 and anticipated future movement of cargo through the port, the port will require additional rail storage areas and improvements to prepare the port for an additional dock.
- **Mid-America Intermodal Authority Port District (Quincy) – Intermodal.** Project was awarded \$145,440 for Phase I Engineering to add 6,000 feet of rail and a truck transload area. Demand for rail cargo shipments has

increased the need for additional rail infrastructure. The rail extension and truck transload area will aid in port operations and support increased demand for movement of agricultural and industrial cargo.

- **Shawneetown Regional Port District – New Port Access Road.** Project was awarded \$400,000 for Phase I Engineering to construct a 1.1-mile port access and truck staging road that connects to Illinois 13. The additional port entrance will provide a safe access point for trucks to turn on and off Illinois 13. The access road will have additional staging lanes to alleviate inbound and outbound truck staging congestion on the port, prevent trucks backing up near the current 0.25-mile access and staging road, support truck staging that is currently diverting to the local road network for additional staging space, and prepare the port for further expansion.

PROPOSED RAIL IMPROVEMENT PROGRAM

PROGRAM OVERVIEW

Illinois is a major crossroads for the nation's rail network, and Chicago contains the largest rail hub in North America. Railroads in Illinois are the nation's most important in terms of the region they serve and volume of traffic handled. Illinois is the only state in which all seven Class I railroads operate, and Chicago is home to six of the seven Class I railroads. Illinois is also home to another major rail hub for Illinois and the Midwest – East St. Louis.

Illinois' rail system is critical to moving people and goods. It is privately owned and maintained, stimulating local, state, regional and national economic activity by providing safe, efficient, low-cost and environmentally friendly transportation services. For Illinois businesses and industries shipping or receiving low value, dense products to or from long distances, rail access is not just a convenience, but a necessity for doing business.

The Proposed FY 2024-2029 Rail Improvement Program totals \$2.672 billion, with \$479 million in federal funds, \$1.875 billion in state funds, \$137.7 million in local funds and \$181 million in private railroad funds. Private funds are routinely used to improve and maintain rail infrastructure in Illinois. The private funds noted here are being paired with federal, state and local railroad funds, so they are included in this document.



SYSTEM BACKGROUND

Illinois is at the center of the nation's rail network and ranks second only to Texas with one of the most extensive and heavily used rail systems. It has a comprehensive rail network consisting of 9,463 miles of railroad tracks, 7,660 of which are operated by Class I railroads – primarily BNSF Railway and the Union Pacific Railroad. The state is also third in the nation for number of operating railroads. The Chicago region contains an expansive freight rail network, handling the movement of 1,260 trains each day, including 500 freight trains and 760 passenger trains. The Chicago region alone handles approximately one-fourth of the nation's freight rail traffic, approximately 37,500 rail cars every day.

FREIGHT SYSTEM

The rail freight system in Illinois is composed of 47 railroads, including seven Class I railroads, four regional railroads and 36 short line railroads.

Class I Railroads

Class I railroads are defined by the federal Surface Transportation Board as having more than \$943.9 million of annual carrier operating revenue. They primarily operate long-haul service over high-density intercity traffic lanes. According to the Association of American Railroads, Class I railroads generate the majority of U.S. rail freight activity. During development of this document, two Class I Railroads, the Canadian Pacific and Kansas City Southern merger was approved by the Surface Transportation Board.

Class I Railroads	Miles Operated in Illinois
BNSF Railway	1,535
CN Railway (Grand Trunk Western Railroad)	1,278
CP Railway System (Soo Line Railroad)	385
CSX Transportation	704
Kansas City Southern Railway Co.	186
Norfolk Southern Corporation	1,261
Union Pacific Railroad	2,311
Total Miles*:	7,660

Source: Association of American Railroads

***Note:** Total miles include railroads that have trackage rights on lines owned by other railroads.

Class II and Regional Railroads

Class II and regional railroads are railroads of similar size to each other with slightly different definitions. Class II railroads are defined by the STB as having annual revenue of at least \$40 million. Regional railroads are generally defined as operating over at least 350 miles of track and/or having revenue of at least \$20 million.

Class III or Short Line Railroads

Class III or short line railroads have annual revenue of less than \$20 million per year. Terminal or switching railroads are a subcategory of Class III railroads, which provide pick-up and delivery service within a specified area.

PASSENGER SYSTEM

Illinois supports a national passenger railroad system that plays an integral part of a balanced transportation system. The recent growth in passenger rail travel in Illinois is a strong indicator of the importance of train travel in maintaining a balanced transportation system and demonstrates the need for more investment in passenger rail.

Illinois is at the center of Amtrak's passenger rail system. To meet the demand of passenger rail service for Illinois riders, the state's rail passenger program funded additional trains to support the growth in ridership. Of the 38 national Amtrak trains, 11 Amtrak routes traverse Illinois, creating a hub for travelers and an opportunity for Illinois to provide quality service that affects nationwide travel. Amtrak also provides Illinois passengers with Midwest daily service to Indiana, Michigan, Missouri and Wisconsin.

The Illinois Department of Transportation's Rail Passenger Program currently supports the operation of Amtrak service along three corridors: Chicago-Quincy (Illinois Zephyr/Carl Sandburg), Chicago-St. Louis (Lincoln Service) and Chicago-Carbondale (Illini/Saluki).

Additionally, Illinois and the state of Wisconsin jointly support service between Chicago and Milwaukee (Hiawatha Service). Amtrak operates 56 trains per day in Illinois that include a mix of long-distance and corridor services. These four routes provide passenger rail service to 34 communities in Illinois, Wisconsin and Missouri on 30 trains per day, making Illinois a national leader in providing passenger rail service for the traveling public. The four Illinois-supported passenger rail corridors carry nearly 1.27 million riders annually through Illinois stations.

Long-Distance Routes

In Illinois, Amtrak operates eight long-distance routes:

- ❑ **California Zephyr** (daily, Chicago-Galesburg-Emeryville, California)
- ❑ **Capitol Limited** (daily, Chicago-Cleveland-Washington, D.C.)
- ❑ **Cardinal** (three times weekly, Chicago-Cincinnati-New York)
- ❑ **City of New Orleans** (daily, Chicago-Champaign-New Orleans)
- ❑ **Empire Builder** (daily, Chicago-St. Paul/Minneapolis Seattle-Portland)
- ❑ **Lake Shore Limited** (daily, Chicago-Cleveland-New York)
- ❑ **Southwest Chief** (daily, Chicago-Kansas City-Los Angeles)
- ❑ **Texas Eagle** (daily, Chicago-St. Louis-San Antonio, tri-weekly through car service to Los Angeles via the **Sunset Limited**)

Corridor Services

Amtrak also operates corridor services. Each corridor terminates in Chicago:

- ❑ **Blue Water** (daily, Chicago-Port Huron, Michigan)
- ❑ **Pere Marquette** (daily, Chicago-Grand Rapids, Michigan)
- ❑ **Wolverine** (three times daily, Chicago-Detroit/Pontiac)

In-State Routes

The state of Illinois supports wholly or in part the operation of Amtrak routes serving the state:

- ❑ **Carl Sandburg and Illinois Zephyr Service** (twice daily, Chicago-Galesburg-Quincy)
- ❑ **Hiawatha Service** (seven times daily, Chicago-Milwaukee)
- ❑ **Illini and Saluki Service** (twice daily, Chicago-Champaign-Carbondale)
- ❑ **Lincoln Service** (four times daily, Chicago-Bloomington/Normal-Springfield-St. Louis, with one daily connecting to **Missouri River Runner**, St. Louis-Jefferson City-Kansas City)

CHICAGO REGION ENVIRONMENTAL AND TRANSPORTATION EFFICIENCY PROGRAM

The CREATE program is a 70-project, \$5 billion program designed to improve the efficiency and effectiveness of freight, commuter and intercity passenger rail and to reduce highway delay in the Chicago region. Projects under the CREATE program include 25 road/rail grade separations, six passenger/freight grade separations, railroad projects to improve rail infrastructure and technology upgrades, viaduct improvements, grade crossing safety enhancements, and rail operations and visibility improvements. With one-quarter of our nation's rail-shipped goods and products moving to, from or through Chicago, the area's rail network is crucial to the local, regional and national economy.

This innovative public-private partnership is being funded through the U.S. Department of Transportation, IDOT, the City of Chicago Department of Transportation, the Cook County Department of Transportation and Highways, passenger railroads Amtrak and Metra, and freight railroads BNSF, Canadian Pacific Railway, Canadian National Railway, CSX Transportation, Norfolk Southern Railway, Belt Railway Company of Chicago and Indiana Harbor Belt Railroad. As of December 2022, 33 CREATE projects have been completed, four projects are under construction, eight projects are in the final design phase, seven projects are in the environmental review stage and the remaining 18 CREATE projects are unfunded. An estimated \$3.1 billion is needed to complete the full program of projects.

To maintain an effective rail network through Chicago and improve the freight gateway to our nation, IDOT received awards from the Consolidated Rail Infrastructure and Safety Improvements program and the Infrastructure for Rebuilding America program.

In September 2022, it was announced that the CREATE Program will receive \$70 million (INFRA) for the construction of the Ogden Junction project (WA1). This project will improve visibility and provide for electronic switch and signal requests that will enable trains to be managed by a single UP dispatcher who would be in charge of all operations within the project limits.

In July 2021, the CREATE program received \$19.1 million (INFRA) for the Archer Avenue and BRC Grade Separation Project (GS9). This project will grade-separate Archer Avenue and two existing BRC tracks in Chicago to eliminate road-rail conflicts, avoid first-responder delays and reduce traffic congestion.

In March 2020, the CREATE program received \$12.9 million (CRISI) for the Pullman Junction EW3A project. This project involves the addition of a second main track, rail track geometry improvements, and upgrades to signals, switches and gates in the vicinity of Pullman Junction 2 to remove bottlenecks and replace outdated infrastructure that slow down train movements and limit capacity.

In June 2019, the CREATE program received \$19 million (CRISI) for the WA11 Dolton Junction Interlocking project. The project is designed to improve the speed at which rail freight and intercity trains move through the Chicago region. The project will upgrade and reconfigure the CSX/IHB/UP connections at Dolton Interlocking.

In June 2018, IDOT was awarded \$132 million (INFRA) for the completion of three components (P3, GS19, B9) of the 75th Street Corridor Improvement Project. In addition, CREATE partners will fund the design of projects EW2 and P2. As a result, all contributions include \$144 million from the railroads, \$111 million from IDOT, \$86 million from local contributors and \$900 million from other federal funds. Completion of these projects in 2025 will result in \$3.8 billion in new economic benefits and reduce rail and road congestion.

Through IDOT's 2022 Competitive Freight Program, \$14 million was awarded for CREATE project EW2 and P2, identified as the 75th Street CIP. This program focuses on implementing the right-of-way acquisition phase in the 75th Street CIP. This project is closely related and builds upon two earlier 75th Street CIP projects: the Forest Hill Flyover (P3) and 71st Street Grade Separation (GS19), both of which began construction in 2022. Once implemented, the four projects will serve to cut rail traffic delay and emissions and increase safety at the most complex and congested rail junction in the Chicago Terminal 1 (Terminal). The 75th Street CIP alone handles almost two million freight cars annually (serving BRC, CN, CSX, NS and UP), in addition to Amtrak and Metra passenger rail service. Upon completion of P2 and EW2, the corridor will be able to accommodate more than four million freight cars annually.

Through IDOT's 2018 Competitive Freight Program, \$49.9 million was awarded for CREATE project GS11, a grade separation at Columbus Avenue and the BRC. The only CREATE project that applied for funding through the 2018 program, this location is designated a "911 Critical Crossing," which means it is a critical location for emergency services to access communities with a high frequency of train movements or delays. The grade separation will eliminate the potential for collisions between vehicles and trains. The project will also remove a significant bottleneck to NS Landers Yard – a key intermodal terminal in the region. Funding from the 2018 Competitive Freight Program was used to partially fund the design, construction, right-of-way and utility of the GS11 project, and currently, the project is finalizing the design and right-of-way.

FUNDING SOURCES AND AMOUNTS

State rail programs have been established to initiate and/or expand subsidized intercity passenger rail corridor services, develop high-speed rail passenger initiatives and participate in economic development initiatives through investments that result in improved rail freight and passenger access or efficiency.

To maintain the existing rail infrastructure, it is critical to develop a funding stream for capital investments to promote an efficient and effective rail system for the long term and to avoid further deterioration of the rail infrastructure. IDOT's role is to mitigate the negative impacts of rail abandonment, facilitate economic development and job creation, and attract new riders to Amtrak. These initiatives are accomplished through IDOT's freight and passenger rail programs.

Rail improvements are funded by federal, state, local and/or private funds. The rail improvement component of IDOT's FY 2024-2029 Proposed Multimodal Improvement Program totals \$2.6 billion between FY 2024 and FY 2029. The capital program elements over the five-year period are summarized below.

RAIL FREIGHT PROGRAM

The purpose of the Illinois Rail Freight Program is to provide capital assistance to communities, railroads, and shippers to preserve and improve rail freight service in Illinois. The primary role of the program is to facilitate investments in rail service by serving as a link between interested parties and channeling government funds to projects that achieve statewide economic development. For FY 2024-2029, the program has \$12.8 million available for rail freight improvements.

The Rail Freight Program provides low-interest loans, and in some cases, grants, to finance rail improvements that have the potential to provide job creation and retention, improve access to markets, and maintain transportation cost savings. The loan program targets projects where the repayment of the loan by the recipient provides loan funding for future projects and fosters permanent solutions to rail service problems. The program also provides support when appropriate for economic development projects coordinated through the Illinois Department of Commerce and Economic Opportunity. The applicant must demonstrate that projected benefits exceed projected costs before a project can be deemed eligible. Although program funding is available, there are currently no projects programmed for FY 2024.

The program is supported by two revolving loan funds: The Rail Freight Loan Repayment Fund for federal loan funds and the State Rail Freight Loan Repayment Fund, which utilizes state funds from past General Revenue Fund appropriations.

The Rail Freight Loan Repayment Fund

The state deposits the repayments of old federal rail freight loans into this fund for reuse as loans or grants for eligible projects. Up to \$800,000 is available from this fund for qualifying projects in FY 2024 and beyond.

The State Rail Freight Loan Repayment Fund

The state deposits the repayments of old state rail freight loans into this fund for reuse as loans or grants for eligible projects. A total of \$10 million is available in this fund for FY 2024. Any funds remaining after FY 2024 expenditures plus \$2 million will be available from this fund for qualifying projects in FY 2025 and beyond.

RAIL PASSENGER PROGRAM

Illinois supports a national passenger railroad system that not only serves the residents of Illinois but also plays an integral part of a balanced transportation system. The Illinois Rail Passenger Program has three components – operating support, marketing and capital investments.

The operating budget supports an intercity rail passenger marketing program that is intended to raise public awareness of the availability of passenger trains in Illinois and the advantages of rail travel. These marketing efforts increase ridership and maximize revenue. State funding for capital needs is provided primarily to match federal funds that have been made available for both conventional and high-speed rail passenger improvements. Capital needs include the maintenance of track and signal systems as well as the purchase of passenger locomotives and coaches needed to operate services. The FY 2024-2029 program proposes \$1.58 billion for maintenance, safety repairs and other capital improvements.

HIGH-SPEED RAIL

The Illinois High-Speed Rail Project between Chicago and St. Louis is in the final stretch to bring faster and improved travel to the Midwest. For FY 2024-2029, the program proposes a total of \$242 million.

To date, IDOT and the UP have continued upgrading the Chicago-St. Louis high-speed rail corridor to expand the territory in which trains may run at 110 mph.

Amtrak passenger service speeds up to 90 mph began in 2021 from Alton to Joliet. Speeds of up to 110 mph between St. Louis and Chicago should follow in 2023, pending regulatory approval from FRA.

Federal funding has paid \$1.65 billion of the estimated \$1.95 billion final cost, with the state covering approximately \$300 million over the history of the project. A major piece of remaining work is the installation of a double track segment between Elwood to Braidwood in the north part of the corridor.

The proposed investments for the five-year program are an important element in the state's effort to provide multimodal transportation options that encourage economic productivity and growth and enhance the quality of life for Illinoisans. Rail transportation offers travelers a convenient and safe alternative to traveling by highway and air.

ILLINOIS COMPETITIVE FREIGHT PROGRAM

The Competitive Freight Program is a grant-based program administered by IDOT that uses federal funds to improve and modernize the state's freight transportation and intermodal systems.

In spring 2023, \$15.19 million was awarded to the Terminal Railroad Association of St. Louis for the construction of an approximately 2-mile-long third main track in St. Clair County that will extend southeast from CP Junction to Willow Interlocking. The study area is assumed to include a 100-foot-wide corridor along this alignment centered on the existing double main tracks.

The Northeast Illinois Transload Intermodal Expansion in the City of Rochelle was also awarded \$5.2 million in spring 2023 to extend two industrial tracks, complete the construction of a box culvert, make stormwater and drainage improvements, and complete concrete pavement at the terminal.

PROGRAMMING PROCESS AND PRIORITIES

Project selection for passenger rail projects is usually based on administration (federal and state) initiatives and strategic stakeholder partnerships, freight railroads and municipalities. All capital funding is dependent upon a state capital bond program and discretionary federal grant opportunities.

State and federal statutory requirements for rail freight service investments require IDOT to analyze and quantify benefits and costs associated with a project. Generally, options analyzed include the investment of funds in rehabilitation or new construction compared to a decision not to invest. To qualify for project selection, the anticipated benefits of the proposed project (calculated over a five-year period and discounted to present value) must exceed the cost of the project. Benefits used include additional and/or retained employment and transportation savings. The Office of Intermodal Project Implementation collects the costs and benefits and publishes their findings in an amendment, which is sent to all interested parties in the area in which the project is located.

In 2022, Illinois completed the Illinois Rail Needs Assessment. The goal of the ILRNA was to assess the current conditions of the Illinois rail network and identify issues that may impact the quality of rail services now and in the future. Through study data and feedback from railroads, shippers, the public, state and local agencies, and existing plans – such as the Illinois Long-Range Transportation Plan – a clearer understanding of the capabilities, limitations and needs of the rail system were identified. This assessment identified 209 representative projects over five project categories to help state and local agencies identify priorities: freight transload/shipper access, rail capacity, state of good repair, passenger improvement and safety/grade crossings. The study highlighted 50 important projects totaling an estimated \$18.3 billion.

FY 2024-2029 SELECT MAJOR CAPITAL PROJECT SUMMARIES

To improve the efficiency of the rail network, IDOT continues to review and evaluate projects to maintain and improve Illinois' rail infrastructure. The Illinois rail network has a number of major projects that are currently under construction. While these select projects focus mainly on the construction of the Chicago-St. Louis high-speed rail corridor and the CREATE program, there are other rail projects under consideration throughout the state. These projects are at varying levels of completion or are still in the planning stages. The following summaries outline major capital projects that are currently under construction.

- ❑ **Chicago-St. Louis High-Speed Rail.** The Chicago-St. Louis High-Speed Rail program consists of upgrading an existing railroad corridor between the two major Midwest cities to accommodate passenger train speeds up to 110 mph. The American Recovery Investment Act of 2010 grant initially funded the project with \$1.2 billion. The Illinois signature high-speed rail route has received an additional \$700 million in federal and state funds for corridor improvements between Joliet and St. Louis. The Chicago-St. Louis corridor features significantly improved service, reliability and safety with four-quadrant gates at at-grade crossings and positive train control. In December of 2021, for the interim, Amtrak service speeds were increased to 90 mph.

- ❑ **Springfield – 10th Street Corridor Consolidation – Passenger and Freight Rail.** The relocation of trains from Third Street to a combined corridor on 10th Street in our capital city was evaluated and identified as the preferred alternative as part of an environmental document completed in 2012 by IDOT and the Federal Railroad Administration. The proposed improvements on 10th Street, when completed, would consolidate all freight and passenger rail traffic through Springfield by constructing additional track capacity along 10th Street, grade separations to improve safety, car and pedestrian traffic flows, and a new passenger rail station to serve Chicago-St. Louis high-speed rail service. Several grade separations on the 10th Street corridor are actively under construction. The project is scheduled to be completed by 2025. Funding for this project includes \$122 million through the Rebuild Illinois program.
- ❑ **CREATE 75th Street Corridor Improvement Projects.** The 75th Street CIP is the largest project in the CREATE program. It comprises a network of four closely related individual projects designed to eliminate impediments to traffic flow: Forest Hill Flyover (P3), 71st Street Grade Separation (GS19), Belt Junction and 80th Street Junction replacement (EW2), and Metra Rock Island Connection (P2). The project will address conflicts between CSX, BRC, UP, NS and Metra. The approach will consider reconfiguring the BRC main tracks between the Dan Ryan Expressway and Belt Junction, where four freight railroads conflict with each other, and Metra’s Southwest Service operations (Project EW2). The project will consider constructing a second main track for Metra’s Southwest Service line from near Wrightwood Station to Western Avenue (Project P2). The project will consider reconfiguring and building a third BRC main track and constructing a flyover to connect to Metra Southwest Service to the Rock Island Line near 74th and Normal, and 75th and Parnell (Projects EW2 and P2). This project will consider constructing a bridge that significantly reduces conflicts between CSX and BRC, Metra, and NS (Project P3). The project will also consider constructing a road-rail grade separation of 71st Street and the CSX freight line (Project GS19). Associated signals, tracks, crossovers and bridge work are included in the project.
- ❑ **CREATE Project WA1 Ogden Junction.** The Ogden Junction (WA1) project will improve a 1.9-mile-long segment of the UP line north of Rockwell Avenue between Fulton Street and south of 16th Street. Improvements include replacement of 14 of 18 viaducts, rehabilitation of two viaducts and permanent removal of two viaducts. All viaducts and bridges will be upgraded to modern design standards. The project will enhance freight and passenger rail and community connectivity, resulting in safety upgrades and improving aesthetics of viaduct passageways for pedestrians and cyclists traveling on local streets and sidewalks.
- ❑ **CREATE Project GS9 Archer Avenue and Belt Railway of Chicago Grade Separation.** This project will improve air quality by reducing vehicle idling, reduce road congestion and improve safety for all road users. The grade crossing separation will eliminate delays for more than 2,700 vehicles daily, resulting in alleviation of nearly 59,600 annual motorist hours of delay. It will also eliminate the potential for collisions between vehicles and trains. This location is designated a “911 Critical Crossing.” This is a critical location for emergency services to access communities that have a high frequency of train movements or delays. The grade separation will eliminate this issue.
- ❑ **CREATE Project EW3A Pullman Junction.** Chicago’s east-west corridor carries about 100 trains per day and is a critical component of the national freight system. Construction of EW3A involves the addition of a second main track, rail track geometry improvements, and upgrades to signals, switches, and gates in the vicinity of Pullman Junction to remove bottlenecks and replace outdated infrastructure that slow down train movements and limit capacity and throughput.
- ❑ **CREATE Project WA11 Dolton Junction Interlocking.** The project will increase freight train speeds for multiple routes from 15 mph to 30 mph, including routes accessing CSX Barr Yard, UP Yard Center, UP Dolton Intermodal Yard, a CSX mainline route, and all mainline connections between IHB, CSX, and UP. The increased speeds will enable this location to handle increased freight train throughput. Due to increased freight train speeds, the potential for delay to Amtrak trains will be reduced.
- ❑ **CREATE Project GS11 Columbus Avenue and Belt Railway of Chicago Grade Separation.** This project will reduce road congestion and improve safety by eliminating the at-grade crossing of Columbus Avenue by three BRC tracks. Daily, 11,500 vehicles pass through the crossing. The grade separation will eliminate delay to nearly 1,700

vehicles daily, resulting in alleviation of more than 36,800 annual motorist hours of delay. It will also eliminate the potential for collisions between vehicles and trains.

FY 2024-2029 REBUILD ILLINOIS CAPITAL PROJECTS

The new six-year, \$45 billion Rebuild Illinois infrastructure plan, which includes \$744 million remaining in FY 2024-2029 for passenger rail expansion and improvements as well as an additional \$400 million for the CREATE program, will allow the state to fix Illinois' crumbling rail infrastructure. Funding for FY 2024-2029 capital projects is approximately \$2.67 billion, with a funding shortfall of approximately \$1.2 billion to complete all projects listed in the FY 2024-2029 capital projects list. The funding identified is secured or estimated as reasonably available for FY 2024-2029 but does not cover the entire cost of buildout for all the projects.

- ❑ **CREATE Program Manager for the Illinois Department of Transportation Office of Intermodal Project Implementation, Bureau of Rail.** Funding for the management of the CREATE Program for IDOT OIPI includes \$18 million through the Rebuild Illinois Program. Phase I, II, III and long-term maintenance oversight services are required for the CREATE Program in Illinois. The Consultant Program Manager will manage various projects, which are under contract with other consulting engineering firms.
- ❑ **CREATE Project GS9 Archer Avenue and BRC Grade Separation.** This project will improve air quality by reducing vehicle idling, reduce road congestion and improve safety for all road users. The grade crossing separation will eliminate delay to more than 2,700 vehicles daily, alleviating nearly 59,600 annual motorist hours of delay. It will also eliminate the potential for collisions between vehicles and trains. Funding for this project includes \$32 million through the Rebuild Illinois program.
- ❑ **CREATE Project WA1 Ogden Junction.** These enhancements improve visibility and provide for electronic switch and signal requests that will enable trains to be managed by a single UP dispatcher who will oversee all operations within the project limits. Verbal hand-offs of trains between railroads will thus be eliminated. The new signalization and alignment of track will allow speeds to be increased from restricted speed to 25 mph. Funding for this project includes \$50 million through the Rebuild Illinois program.
- ❑ **CREATE Projects Considered for Rebuild Illinois Funding.** The CREATE program has various considerations for projects in need of funding through the Rebuild Illinois Program. Final determination of projects is dependent upon the availability of federal grant opportunities and selecting projects best suited for those opportunities. Funding for these projects will include \$300 million through the Rebuild Illinois program.
- ❑ **Chicago to Quad Cities Intercity Passenger Rail Expansion.** The Chicago to Quad Cities project aims to restore intercity passenger rail service in the Quad Cities and is a key element for improving connectivity between major Midwest cities. The BNSF portion of the project (Chicago to Wyanet) is complete, and the Iowa interstate portion of the project (Wyanet to Moline) is currently in preliminary engineering design. Funding for the project includes an FRA grant of \$177 million, \$45 million through Illinois Jobs Now! and additional funding through the Rebuild Illinois program of \$225 million.
- ❑ **Chicago to Rockford Intercity Passenger Rail Expansion.** The Chicago to Rockford Intercity Passenger Rail Expansion project aims to restore intercity passenger rail service from Chicago to Rockford by utilizing Metra and UP trackage. Improvements include upgrading tracks, capacity improvements, a layover facility, a UP/Metra connection, bridge improvements and new stations. Funding for this project includes \$275 million through the Rebuild Illinois program.
- ❑ **Chicago to Carbondale Intercity Passenger Rail Improvements.** The state aims to improve the performance of the existing intercity passenger rail Illini/Saluki service between Chicago and Carbondale. This project involves collaboration with host railroad CN to develop a list of projects on the corridor that would alleviate existing capacity constraints and improve operation of the service. These projects include strategic installation of universal crossovers, siding extensions, and double track construction near Champaign and other locations along the corridor, as well as new potential connections into Chicago Union Station. Funding for this project includes \$100 million through the Rebuild Illinois program.

- **Village of Bedford Park Noise Abatement.** The Village of Bedford Park Noise Abatement project aims to identify and mitigate noise emanating from the BRC Yard in Bedford Park just south of Midway Airport. Funding for this project includes \$98 million through the Rebuild Illinois program.

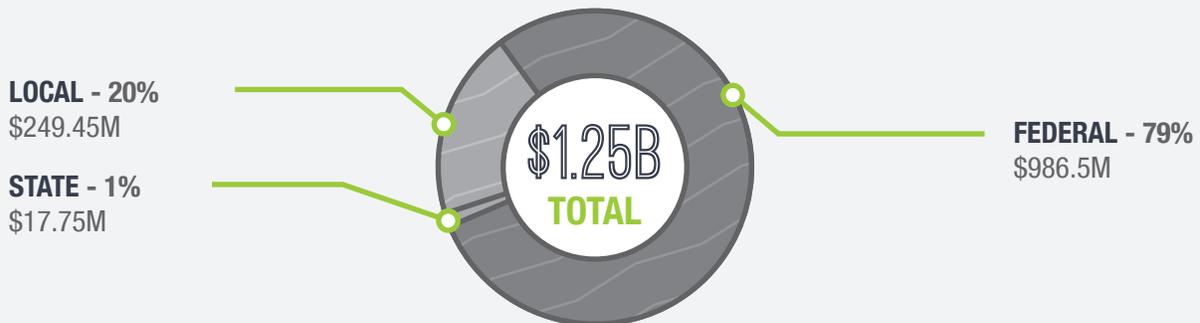
PROPOSED AIRPORT IMPROVEMENT PROGRAM

PROGRAM OVERVIEW

The Illinois Department of Transportation's FY 2024-2028 Proposed Airport Improvement Program totals more than \$1.25 billion over the five-year program and includes a FY 2024 annual airport program of more than \$535 million. Funding for FY 2024 is comprised of \$414.6 million in federal funds, \$4.82 million in state funds, and \$116 million in local funds. Funding for the five-year program is made up of a total of \$986.5 million in federal funds, another \$17.75 million in state funds and \$249.45 million in local funds utilized for non-federal match.

This proposed program, which leverages federal aviation funds, is separate from airport projects and programs associated with the spring 2019 Rebuild Illinois capital bill.

FY 2024-2028 TOTAL PROPOSED AIRPORT IMPROVEMENT PROGRAM FUNDING



SYSTEM BACKGROUND

The recently completed [Illinois Aviation System Plan and Economic Impact Analysis Study](#) includes public-use airports that were estimated in 2019 to generate over \$95 billion for the state's economy. Airports in Illinois support more than 190,000 jobs that are directly tied to the aviation industry. In addition to these economic benefits, the airports provide many health, welfare and safety benefits.

These airport facilities foster connections between communities large and small, provide landing space for medical transporters, facilitate access to local businesses, enable aviation services such as aerial application or survey, and enhance aviation enthusiasts' quality of life. Additionally, visitors arriving by commercial airlines or on private aircraft also create economic activity through local spending at hotels, restaurants, retail stores, local transport and entertainment establishments. This activity creates additional jobs and greater local economic benefits.

Limited resources and a mature Illinois Aviation System require a project evaluation system that maximizes available funds while remaining consistent with national, state and local community needs. To make the best use of the limited state and federal airport development funds, the Illinois Department of Transportation follows the [Federal Aviation Administration's National Priority Rating system](#) to facilitate the identification of projects that help the Illinois Aviation System meet present needs while anticipating future demand.

Current project priorities are:

- ❑ **Safety/security** Projects required to make the airport facilities secure and ensure the safety of aircraft operations
- ❑ **Preservation** Projects to preserve the functional or structural integrity of the airport
- ❑ **Standards** Projects required to bring the airport up to design standards for current aircraft using the facility
- ❑ **Upgrade** Projects required to allow the airport to accommodate larger aircraft that can carry more passengers or cargo
- ❑ **Capacity** Expansion projects required to accommodate more aircraft at peak times

Following these priorities, IDOT assists local communities by providing planning, design and construction projects to ensure the Illinois Aviation System meets current state and federal safety standards, preserves existing airport

infrastructure and encourages economic growth. Additionally, IDOT considers enhancements to the Illinois Aviation System and assists airport sponsors with new development and expansion projects where clear and demonstrated need exists.

Primary and Commercial Service Airports

Primary airports are publicly owned airports receiving scheduled passenger service that have more than 10,000 passenger boardings or enplanements each year as determined by the Federal Aviation Administration. Commercial service airports are publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service. Final Calendar Year 2021 enplanement and all-cargo data became available in early August 2022. Per the Federal Aviation Administration's Terminal Area Forecast, primary airports in Illinois saw 1,072,871 flight operations (takeoffs and landings) and 35,084,111 passenger enplanements during CY 2021, representing 38.01% of all flight operations in Illinois.

- Abraham Lincoln Capital** (Springfield)
- Central Illinois Regional** (Bloomington-Normal)
- Chicago Rockford International** (Rockford)
- Decatur** (Decatur)
- MidAmerica St. Louis** (Belleville)
- Midway International** (Chicago)
- O'Hare International** (Chicago)
- Peoria International** (Peoria)
- Quad City International** (Moline)
- Quincy Regional** (Quincy)
- University of Illinois – Willard** (Champaign)
- Veterans Airport of Southern Illinois** (Marion)

Reliever Airports (Non-Primary)

Reliever airports are general aviation facilities that have been designated to reduce congestion at O'Hare International and Midway airports in Chicago and at Lambert-St. Louis International Airport. Per the FAA's TAF, reliever airports saw 679,061 flight operations during CY 2021, which represents 24.06% of all flight operations in Illinois.

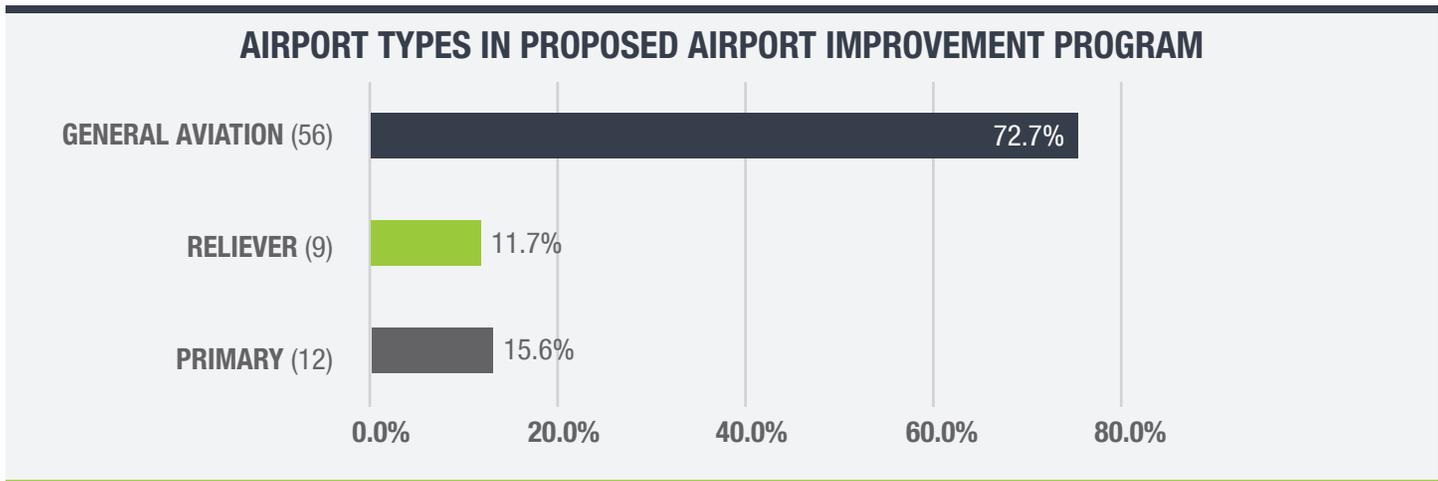
- Aurora Municipal** (Aurora)
- Chicago Executive** (Wheeling/Prospect Heights)
- DuPage** (West Chicago)
- Lake in the Hills** (Lake in the Hills)
- Lansing Municipal** (Lansing)
- Lewis University** (Romeoville)
- St. Louis Downtown** (Cahokia)
- St. Louis Regional** (Alton)
- Waukegan National** (Waukegan)

General Aviation Airports (Non-Primary)

General aviation airports are publicly owned airports in Illinois that do not have scheduled service or have fewer than 2,500 annual passenger boardings. General aviation includes operations of turbine or jet-powered aircraft and single- and twin-engine propeller-driven aircraft used in business, personal or recreational activities. Per the FAA's TAF, general aviation airports saw 1,070,724 flight operations during CY 2021, which represents 37.93% of all flight operations in Illinois.

- | | |
|--|---|
| <input type="checkbox"/> Albertus (Freeport) | <input type="checkbox"/> Crawford County (Robinson) |
| <input type="checkbox"/> Benton Municipal (Benton) | <input type="checkbox"/> DeKalb Taylor Municipal (DeKalb) |
| <input type="checkbox"/> Bolingbrook's Clow International (Bolingbrook) | <input type="checkbox"/> Dixon Municipal (Dixon) |
| <input type="checkbox"/> Bult Field (Monee) | <input type="checkbox"/> Edgar County (Paris) |
| <input type="checkbox"/> Cairo Regional (Cairo) | <input type="checkbox"/> Effingham County Memorial (Effingham) |
| <input type="checkbox"/> Carmi Municipal (Carmi) | <input type="checkbox"/> Fairfield Municipal (Fairfield) |
| <input type="checkbox"/> Casey Municipal (Casey) | <input type="checkbox"/> Flora Municipal (Flora) |
| <input type="checkbox"/> Centralia Municipal (Centralia) | <input type="checkbox"/> Galesburg Municipal (Galesburg) |
| <input type="checkbox"/> Coles County Memorial (Mattoon/Charleston) | <input type="checkbox"/> Greater Beardstown (Beardstown) |

- ❑ **Greater Kankakee** (Kankakee)
- ❑ **Greenville** (Greenville)
- ❑ **Harrisburg-Raleigh** (Harrisburg)
- ❑ **Havana Regional** (Havana)
- ❑ **Illinois Valley Regional** (Peru)
- ❑ **Ingersoll** (Canton)
- ❑ **Jacksonville Municipal** (Jacksonville)
- ❑ **Joliet Regional** (Joliet)
- ❑ **Kewanee Municipal** (Kewanee)
- ❑ **Lawrenceville-Vincennes International** (Lawrenceville/Vincennes)
- ❑ **Litchfield Municipal** (Litchfield)
- ❑ **Logan County** (Lincoln)
- ❑ **Macomb Municipal** (Macomb)
- ❑ **Marshall County** (Lacon)
- ❑ **Metropolis Municipal** (Metropolis)
- ❑ **Monmouth Municipal** (Monmouth)
- ❑ **Morris Municipal** (Morris)
- ❑ **Mount Carmel Municipal** (Mount Carmel)
- ❑ **Mount Hawley Auxiliary** (Peoria)
- ❑ **Mount Sterling Municipal** (Mount Sterling)
- ❑ **Mount Vernon** (Mount Vernon)
- ❑ **Olney-Noble** (Olney-Noble)
- ❑ **Pekin Municipal** (Pekin)
- ❑ **Pinckneyville-Du Quoin** (Pinckneyville/Du Quoin)
- ❑ **Pittsfield Penstone Municipal** (Pittsfield)
- ❑ **Pontiac Municipal** (Pontiac)
- ❑ **Rantoul National Aviation Center** (Rantoul)
- ❑ **Rochelle Municipal** (Rochelle)
- ❑ **Salem-Leckrone** (Salem)
- ❑ **Shelby County** (Shelbyville)
- ❑ **Schaumburg Regional** (Schaumburg)
- ❑ **Southern Illinois** (Carbondale/Murphysboro)
- ❑ **Sparta Community** (Sparta)
- ❑ **Taylorville Municipal** (Taylorville)
- ❑ **Tri-Township** (Savanna)
- ❑ **Vandalia Municipal** (Vandalia)
- ❑ **Vermilion County** (Danville)
- ❑ **Whiteside County** (Sterling/Rock Falls)



FUNDING SOURCES AND AMOUNTS

Airport improvements are funded by federal, state, and/or local funds. Federal funds are provided by the Airport Improvement Program, which is generated from taxes and user fees collected from the various segments of the aviation community. State funds are provided by Transportation Series B Aeronautics Bonds and state road funds. Local funds come from a variety of sources. Projects at all public airports except for Chicago O’Hare International Airport, Chicago Midway International Airport, Decatur Airport, and Quincy Regional Airport that are federally eligible and justified are funded with 90% federal, 5% state, and 5% local funds. At O’Hare and Midway, most projects are funded with 75% federal and 25% local funds. Noise mitigation projects are supported with funding that is 80% federal and 20% local. Decatur Airport and Quincy Regional Airport are currently designated by the Federal Aviation Administration as being in an economically distressed area and receive 95% federal funding. As such the state match is 2.5% and the local match is 2.5%.

FEDERAL FUNDING

Federal Aviation Administration reauthorization legislation H.R. 302 (P.L. 115-254), titled **FAA Reauthorization Act of 2018**, was passed by Congress on Oct. 3, 2018, and signed by the president on Oct. 5, 2018. This legislation authorized appropriations to the FAA from FY 2019 through FY 2023 totaling \$96.7 billion for federal aviation programs over a five-year period (FY 2019-2023). As shown in the chart below, the Airport Improvement Program contract authority is once

again flatlined at \$3.35 billion annually for the duration of the five-year legislation. The current FAA Reauthorization Act of 2018 expires Sept. 30, 2023.

Funding Authorization in FAA Reauthorization Act of 2018
In Millions of Dollars

Sec.	Program	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	5-Year
111	FAA Airport Improvement Program	3,350	3,350	3,350	3,350	3,350	3,350	16,750
112	FAA Facilities and Equipment	3,330	3,398	3,469	3,547	3,624	3,701	17,739
113	FAA Operations	10,247	10,486	10,732	11,000	11,269	11,537	55,024
158	FAA Airport Improvement Program (GF)		1,020	1,041	1,064	1,087	1,110	5,322
356	FAA Know Before You Fly		1	1	1	1	1	5
451	OST Essential Air Service	155	158	161	165	168	172	824
455	OST Small Community Air Service	10	10	10	10	10	10	50
703	FAA Research, Engineering & Develop.	189	194	199	204	209	214	1,020
	Total Authorizations, FAA Bill		18,617	18,963	19,341	19,718	20,095	96,734
	<i>Mandatory Budget Authority in the Bill</i>		3,350	3,350	3,350	3,350	3,350	16,750
	<i>Authorizations Subject to Appropriation</i>		15,267	15,613	15,991	16,368	16,745	79,984

Projects utilizing federal Airport Improvement Program funds include design, construction, safety, security, capacity enhancement, equipment, maintenance, noise mitigation, environmental, planning, and land acquisition.

AIRPORT IMPROVEMENT PROGRAM 2020-2022 SUPPLEMENTAL APPROPRIATION

The FAA's regular Airport Improvement Program provides more than \$3.18 billion annually in entitlement and discretionary grant funds for a network of more than 3,300 eligible airports. On March 15, 2022, the president signed Public Law 117-103, "Further Consolidated Appropriations Act, 2022," which included a Supplemental amount of \$547.9 million for discretionary grants under the AIP statute, 49 U.S.C. Chapters 471 and 475.

The Supplemental funds made available under the FY 2022 Appropriations Act are derived from the General Fund and are not subject to existing AIP discretionary formulas or set-asides. The Supplemental funds are available for award through FY 2024. Of the total made available, \$279.2 million is available for the purposes, and in amounts, specified for Community Project Funding/Congressionally Directed Spending as stipulated in Public Law 117-103 and the Joint Explanatory Statement.

The FAA announces the opportunity to apply for approximately \$268.7 million in FY 2022 competitive supplemental discretionary grants. The purpose of the supplemental discretionary grant program is to make grants to eligible airports for airport construction projects, associated airport capital planning, noise planning and noise mitigation projects, and energy and environmental sustainability projects. FAA will implement the FY 2022 supplemental discretionary grant program consistent with Airport Improvement Program sponsor and project eligibility and will consider project applications that align with the priorities, limitations, and requirements described in this notice. At least \$25 million will be made available for the Voluntary Airport Low Emissions Program and the Zero-Emission Vehicle and Infrastructure Program, pursuant to the JES. The JES also directs FAA to ensure that funds are made available to reduce the impact of noise on local communities, including funding grants for noise planning and noise mitigation.

All Supplemental funds will be awarded by Sept. 30, 2024.

INFRASTRUCTURE INVESTMENT AND JOBS ACT

The Infrastructure Investment and Jobs Act is a federal statute enacted by the 117th Congress and signed into law by the president on Nov. 15, 2021. The IJA provides \$15 billion for airport-related projects as defined under the existing Airport Improvement Grant and Passenger Facility Charge criteria. The money can be invested in runways, taxiways,

safety and sustainability projects, as well as terminal, airport-transit connections, and roadway projects. For FY 2022, \$2.89 billion has been made available to airports around the nation. For more information, visit [Bipartisan Infrastructure Law – Airport Infrastructure](#).

State Block Grant Program

Illinois is one of 10 states selected to participate in a state block grant program. The program identifies administrative functions that might successfully be shifted to or shared with states in carrying out the AIP. This does not necessarily result in an increase in federal funds, because the block grant is based on project priorities. However, it enables the state to have more control over which projects will be funded at the reliever and general aviation (non-primary) airports. The FAA currently allocates funding to the primary airports through IDOT.

Air Cargo Entitlements

Funding apportioned by the FAA to airports that are served by aircraft providing air transportation of cargo only with a total annual landed weight of more than 100 million pounds. This funding is based on the landed weight of cargo at the subject airport. Currently, the only Illinois airports that receive an air cargo entitlement are Chicago O'Hare International Airport, Chicago/Rockford International Airport and Peoria International Airport.

Primary Entitlements

The funding is apportioned by the FAA to airports that receive scheduled passenger service and have more than 10,000 passenger boardings per year. This funding is based on the number of passenger boardings at the airport. The FY 2024 entitlements are based on the number of passengers enplaned during 2022. Under the current AIP authorization, each primary airport that has more than 10,000 passenger boarding will receive a minimum of \$1 million in primary entitlements. It also provides an annual entitlement of \$600,000 for each airport with annual passenger boardings between 8,000 and 10,000.

Non-Primary Entitlements

Each reliever or general aviation airport is entitled to an annual grant of the lesser of \$150,000 or one-fifth of the identified needs shown in the published National Plan of Integrated Airport Systems. All eligible Illinois airports are scheduled to receive \$150,000 in FY 2024. Non-primary entitlement must be utilized in projects seeking discretionary funds for the given year.

Primary Discretionary Funds

These funds are distributed to individual primary airports for specific projects. The projects, which will receive discretionary funding, are determined by the FAA.

Non-Primary Discretionary Funds

These funds are distributed to individual non-primary airports for specific eligible and justified projects. The projects, which will seek discretionary funding, are selected by IDOT and submitted to the FAA for consideration. It is ultimately up to the FAA as to which projects receive discretionary funding.

State Apportionment Funds

These funds, for reliever and general aviation airports (non-primary), come to Illinois by a formula that is based on population and land area. The eligible and justified projects that will receive state apportionment funding are determined by IDOT. In FY 2024, Illinois is anticipated to receive approximately \$7 million in state apportionment funds from the FAA.

STATE FUNDING

There are two sources from which state funds are available for airport improvement projects in this program.

Series “B” Aeronautical Bond Funds and State Road Funds

Series “B” Aeronautical Bond Funds and State Road Funds match federal dollars at 5% on projects that are state eligible. Funds are used to match design, construction, land acquisition reimbursement as well as planning and environmental efforts. There is no state funding match on equipment, buildings, maintenance items, pavement seal

coats, marking or anything that does not meet the bondability guidelines for funding of projects with general obligation bond proceeds or is prohibited by the Illinois Aeronautics Act.

PROGRAMMING PROCESS AND PRIORITIES

The state of Illinois' AIP is an organized statement of the scope, cost and timing of planned improvements at eligible publicly owned airports in Illinois. The airport program identifies projects eligible for the federal AIP and projects eligible for state funding.

The department's AIP is a five-year airport improvement program made up of annual and multi-year programs. Projects in the second through fifth year of the program are less defined than the projects identified in the first year of the program. The program evolves as funds and priorities change throughout the program years. Through the Transportation Improvement Program process and other efforts, IDOT resolves funding issues and makes programming decisions. The program provides the flexibility to make changes in project scope, cost and timing as necessary throughout the year.

The FY 2024-2028 AIP includes projects at airports throughout the state to ensure continued safe and efficient operations at these facilities as well as maximizing opportunities for economic development.

The proposed AIP identifies specific projects for development over the next five years. Justified and eligible projects are selected from the Transportation Improvement Program submittals and evaluated based on the Federal Aviation Administration's [National Priority Rating System](#) and need. The FAA provides the state of Illinois the preliminary federal programming levels annually for programming purposes.

The proposed AIP does not reflect all known airport needs and deficiencies, but primarily those that have been identified by airport sponsors, the FAA and IDOT, and found to be consistent with IDOT's goals. Inclusion of a project in the department's multi-year proposed AIP is not a commitment for future funding but an indication to the airport sponsor that the project is under consideration for funding in the future. Airport sponsors will receive a more definite commitment of funding when a project moves to the first year of the program.

A great deal of effort was made during the preparation of this program to follow the priorities that airport sponsors assigned in their project requests; however, the proposed AIP is designed to closely follow the FAA priorities to maximize the receipt of federal funds. Projects in the program fall into five general categories, which are listed below in priority order:

- ❑ **Safety/Security Projects.** Highest priority is given to projects that implement safety and security requirements. In addition, this category includes items designated for priority treatment by Congress. Examples include obstruction removal, porous friction courses, runway grooving, landing and navigational aids, fire and rescue vehicles, and security equipment.
- ❑ **Preservation Projects.** These projects will rehabilitate existing airport features to ensure that they remain in satisfactory condition for continued use. Examples include pavement rehabilitation and lighting rehabilitation.
- ❑ **Standards Projects.** This category includes projects that upgrade and expand airport facilities to correct deficiencies in capacity or operational ability due to the number and type of aircraft currently using or committed to using the airport. Projects include obstruction removal, lighting existing pavements, apron expansions, and runway and taxiway extensions to bring the airport up to current FAA standards.
- ❑ **Upgrade Projects.** These projects will accommodate larger aircraft expected to be used at a given airport in the future. Typical projects include runway and taxiway extension, widening or strengthening that will accommodate future changes in airport use.
- ❑ **Capacity Projects.** This category includes projects that will increase the number of aircraft an airport can accommodate. Typical projects include new runways as well as apron and terminal expansion.

Data that help establish priorities are obtained in part from the IDOT Continual Illinois Aviation System Plan process, which includes the annual airport pavement condition survey program and the airport inventory report as well as from results of airport inspections conducted by IDOT.

REBUILD ILLINOIS AIRPORT CAPITAL INVESTMENT PROGRAM

PROGRAM PURPOSE

The Illinois Airport Capital Investment Program provides grants for the planning, construction, reconstruction, extension, development and improvement of public-use airports that are included in the Illinois Aviation System Plan. ACIP grants augment the continual Federal Airport Improvement Program and other state aviation programs where limitations and constraints prevent otherwise justified projects from being completed.

The Rebuild Illinois capital bill appropriated \$144 million to IDOT to create a more comprehensive multi-year program in accordance with the Illinois Aeronautics Act and other applicable state and federal statutes. The first year of the program will be generated from airport project submittals received from a call for projects that occurred on May 7, 2021. Project proposals to improve the state's public aviation facilities were due June 14, 2021. Subsequent program years will be conducted in the same format if needed.

ELIGIBLE APPLICANTS

Eligible applicants are public-use airports in Illinois. A public-use airport is an airport open to the public that also meets the following criteria: publicly owned, or privately owned but designated by the FAA as a reliever in the National Plan of Integrated Airport Systems. An airport must also be included within the IASP to be eligible for a grant.

ELIGIBLE PROJECTS

The program will target justified projects that are of low federal priority or non-compatible with the Federal AIP and other state aviation programs due to limitations such as eligibility. Eligible projects include, airfield and landside improvements, along with limited equipment that maintain the continuation of safe, efficient, secure, and sustainable operations of the Illinois Aviation System that maximize commerce and economic opportunity in Illinois.

Certain professional services that are necessary for eligible projects (such as planning, surveying and engineering) can also be eligible if all IDOT and FAA requirements have been met. IDOT must be able to determine which projects are justified based on civil aeronautical demand and if they conform with the IASP and the National Plan of Integrated Airport Systems. The projects must also meet state and federal environmental and procurement requirements. The IDOT Airport Letting Process, implemented through IDOT Aeronautics, ensures compliance with all applicable state and federal requirements.

EVALUATION CRITERIA AND MATCH REQUIREMENTS

Evaluation criteria and match requirements are being developed by IDOT, whose objective is to enable competitive and performance-based project prioritization and selection. IDOT will use this objective and a competitive process to develop a multi-year program of projects. Criteria will be revisited annually to ensure the program reflects IDOT findings and overarching mission goals found within the LRTP. Criteria will be published annually in conformance with Grant Accountability and Transparency Act and solicitation requirements.

SOLICITATION TIMELINE

Official ACIP program solicitation occurred on May 7, 2021, with a press release from Gov. Pritzker announcing the \$94 million from Rebuild Illinois to revitalize airports. Projects were selected by IDOT based on the established priority criteria. [Rebuild Illinois - Airport Capital Improvement Program Guidance](#). Prior to a selected project being programmed for FY21, sponsors were contacted to ensure project readiness and the ability to match state funding. Subsequent program years will be conducted in the same format if needed. For a list of currently awarded projects click [here](#).

The Illinois Aviation System Plan Process

The Illinois Continual Aviation System Planning Process seeks to:

- Promote an aviation system that improves the quality of life for Illinois residents and ensures access, health, welfare, safety and security-related aviation services and activities. This includes identifying general locations and the types and sizes of aviation facilities to provide adequate aviation services throughout the state.

- ❑ To provide a safe and secure aviation system and remain compliant with all applicable state and federal standards, rules and regulations.
- ❑ To advance development of an orderly, efficient, reliable and effective system of airports that is supportive of the Illinois economy, ensuring that the aviation system is matched to a diverse set of socioeconomic and demographic needs. This includes exploration into aviation facility demand/capacity as well as aviation facility utility to determine development strategies relating to aviation demand, utility and equipage, and where particular strategies might have synergy. The exploration should detail the increased system-wide funding burden for strategies with potential benefits.
- ❑ To protect and support an aviation system that maintains flexibility and resiliency to respond to changes and disruptions to future needs with adequate levels of service. These changes and disruptions could include transformative technology, industry shifts, an economic downturn, natural disaster/climate change and man-made threats.
- ❑ To collect, analyze and report pertinent aviation system data, utilizing a variety of measures and metrics, providing insight into adequacies, deficiencies, and interrelationships.
- ❑ To identify needs for change in the aviation system and policy, at all levels, that can meet inadequacies and future needs.
- ❑ To serve as a programming tool that can assist IDOT in assuring that available funds are expended in the most efficient manner to maximize the effectiveness of federal, state and local investment into aviation and related infrastructure, including surface access.
- ❑ To provide the safest and most adequate facilities feasible in serving the demand of all types of aviation.
- ❑ To provide a forum for developing an airport system whose attributes are consistent with and integrated into Illinois' and a metropolitan area's long-range comprehensive planning policies and plans.
- ❑ To minimize the aviation system's environmental impact.
- ❑ To provide aviation stakeholders guidance and informative data to ensure maximum system performance, compliance, and understanding.

The Illinois Aviation System Plan is a continual planning process that periodically produces a formal narrative and analysis of the overall Illinois Aviation System. This document, currently in the process of being updated, identifies system needs and sets short- to long-term goals and objectives in consideration with the National Airspace System, the evolution of the aviation industry, as well as coordination with industry stakeholders and other IDOT planning processes, such as the Long-Range Transportation Plan.

The formal narrative and analysis of the IASP, including multi-year programs such as this, is based in part on routinely updated and maintained individual system plan components, studies and data collection efforts such as: aircraft operations at non-towered airports, the Illinois Aviation Inventory Report, regional specific planning, and the Illinois Statewide Aviation Economic Impact Study. Several individual system plan components and the overall Illinois Aviation System Plan process are used in project ranking, planning, programming, design and evaluation.

PROPOSED TRANSIT IMPROVEMENT PROGRAM

PROGRAMMING OVERVIEW AND PROCESS

Adequate and reliable funding allows transit systems to modernize and rehabilitate aging capital assets, provide new service expansion, and meet Illinois' mobility needs. Reliable funding also allows for the provision and stability of transit operations across the state. State and federal funding for capital and operating assistance is distributed throughout Illinois according to area regions. The regions are Northeastern Illinois, which is composed of the Regional Transportation Authority member counties, and Statewide Illinois, which is divided between urban and rural areas. Transit programming is managed collaboratively by IDOT, transit providers, municipalities, metropolitan planning organizations and the Federal Transit Administration. Due to the localized programming of transit improvement projects, this section will identify where local transit improvement programming information can be found.

The Rebuild Illinois capital program created three new transit funding programs: The Multimodal Transportation Bond Fund, Regional Transportation Authority Capital Improvement Fund and the Downstate Mass Transportation Capital Improvement Fund. IDOT approved capital grants in the Statewide area as part of the third and final round of Rebuild Illinois Multimodal Transportation Bond and Pay-Go Funds.

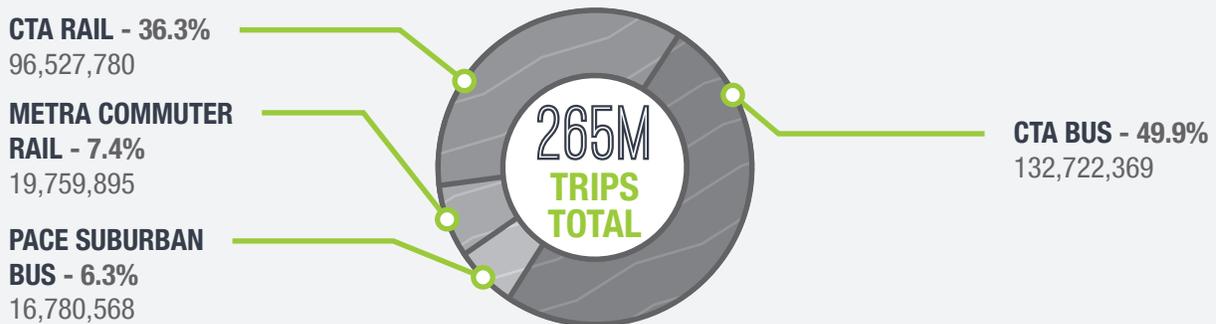
Since 2020, IDOT has taken a more active role in project selection through the implementation of the downstate portion of the Multimodal Transportation Bond Fund program, and Downstate Mass Transit Capital Improvement Fund program. Implementation of these programs specifically focused on achieving the goals of the state's [Transit Asset Management Plan](#) through an application process that used transparent and objective scoring criteria and consideration of the annual Capital Needs Assessment and TAMP priorities. Select RTA and statewide projects resulting from Rebuild Illinois programming are identified in the APPENDIX - Capital Project Reports.

SYSTEM BACKGROUND

NORTHEASTERN ILLINOIS

The Northeastern Illinois area consists of Cook, DuPage, Kane, Lake, McHenry and Will counties. The Regional Transportation Authority is responsible for financial oversight and regional coordination of transit service, while the day-to-day operations are the responsibility of three service boards – the Chicago Transit Authority (rail, bus rapid transit and bus), Metra Commuter Rail and Pace Suburban Bus. Combined, these services provided over 177 million trips during FY 2021 and 265 million trips in FY 2022. Annual ridership data are reported to the National Transit Database. Information on Illinois Transit (Northeastern Illinois and Statewide) ridership data can be found [here](#).

PERCENTAGE OF NORTHEASTERN ILLINOIS TOTAL RIDERSHIP - FY 2022

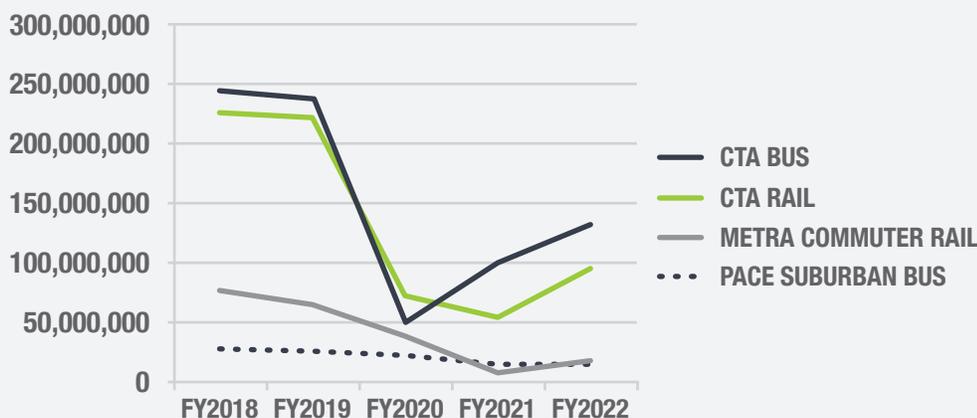


Northeastern Illinois Ridership Trends

Ridership numbers have increased 49% across the RTA region between SFY 2021 to SFY 2022. During the height of the COVID-19 pandemic (SFY 2020 - SFY2021) ridership numbers decreased at an average of 58% across the RTA region. Transit, as with other people-oriented service industries, suffered drastically as a result of the COVID-19 pandemic. The ridership increase of almost 100 million trips during SFY 2022 provides evidence towards an industry rebound. With many offices opting to keep remote work and other alternatives that were implemented during the

pandemic in place post pandemic, peak service hours and ridership patterns may change, requiring the service boards to adjust. As transit needs change, IDOT, in partnership with the RTA and service boards, will meet the need to ensure that safe and reliable transit remains a viable option in the region.

FY 2018-2022 NORTHEASTERN ILLINOIS RIDERSHIP



STATEWIDE ILLINOIS – URBAN AND RURAL

Statewide Illinois transit providers are classified as those that serve the 96 counties of the state outside of Northeastern Illinois. Transit systems in Statewide Illinois are categorized into urbanized and rural classifications.

Statewide saw an overall increase of 29% in ridership from FY21 to FY22. Urban service showed an increase of 31%, while the Rural service increased 9%. While ridership is still down 39% from pre-pandemic levels, data are showing a gradual return of riders. IDOT will continue to monitor these trends.

Urbanized Systems

Statewide urbanized areas are served by 13 mass transit districts/municipal transit operators providing fixed-route and ADA complementary paratransit services to Statewide urbanized areas (50,000 or greater population). These providers are:

- [Bloomington-Normal \(Connect Transit\)](#)
- [Champaign-Urbana MTD](#)
- [Danville Mass Transit](#)
- [Decatur Public Transit System](#)
- [DeKalb \(TransVac\)](#)
- [Greater Peoria MTD \(CityLink\)](#)
- [Madison County MTD](#)
- [River Valley Metro MTD](#)
- [Rock Island County Metropolitan MTD \(MetroLink\)](#)
- [Rockford MTD](#)
- [Sangamon MTD \(Springfield\)](#)
- [St. Clair County MTD](#)
- [Stateline MTD](#)

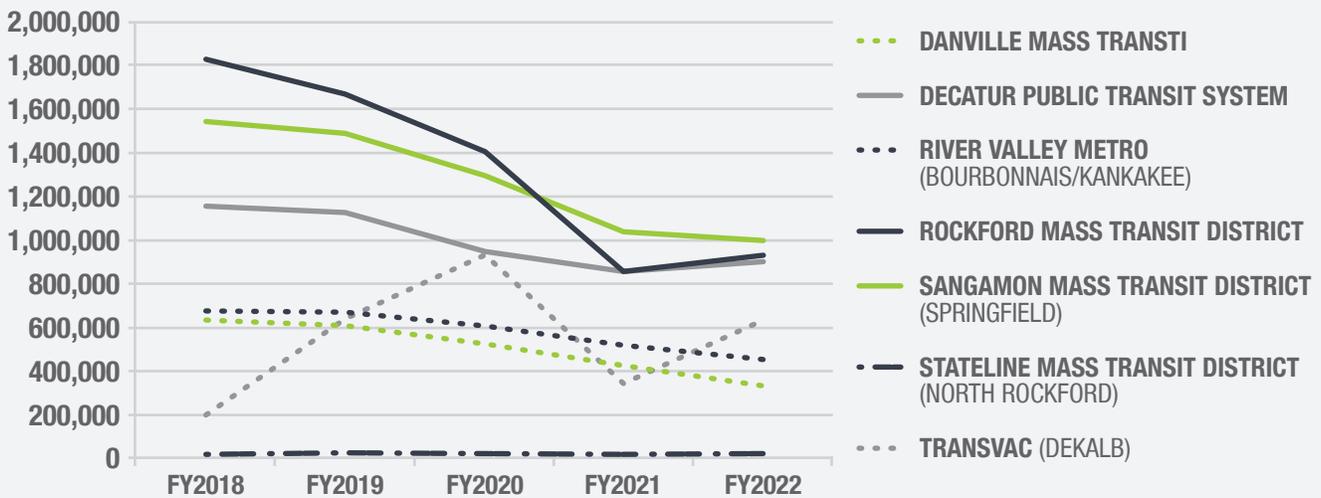
For larger downstate urban providers, the Champaign-Urbana Mass Transit District led urban service increases at a rate of 120% from FY21 to FY22, and Connect Transit and Madison County Transit both had increases at rates of 16% from FY21 to FY22.

FY 2018-2022 DOWNSTATE URBAN RIDERSHIP (LARGER SYSTEMS)



For smaller, downstate urban providers, TransVAC led urban service increases at a rate of 86% from FY21 to FY22, and Stateline Mass Transit District (North Rockford) and Rockford Mass Transit District had rates of 20% and 9%, respectively, from FY21 to FY22.

FY 2018-2022 DOWNSTATE URBAN RIDERSHIP (SMALLER SYSTEMS)



Rural Systems

Rural areas (with populations of less than 50,000) are served by seven mass transit districts, five municipality and 31 county systems. Transit operators provide various transportation services, such as demand-response and deviated fixed route.

County Provider Name	FY 2022 Ridership	Ridership Gains/Losses at End of FY 2018-2022
Bond County	27,057	Losses of 10-50% ▼
Boone County	5,321	Losses of 10-50% ▼
Carroll County	26,463	Gains of 50%+ ▲

County Provider Name	FY 2022 Ridership	Ridership Gains/Losses at End of FY 2018-2022
Champaign County	23,539	Gains/losses of +/- 10%
Coles County	31,820	Losses of 50%+ ▼
DeKalb County	39,910	Gains of 10-50% ▲
Douglas County	10,565	Gains/losses of +/- 10%
Effingham County	31,210	Gains/losses of +/- 10%
Fulton County	16,051	Losses of 10-50% ▼
Grundy County	13,442	Losses of 10-50% ▼
Hancock County	6,384	Losses of 10-50% ▼
Henry County	40,767	Losses of 10-50% ▼
Jersey County	26,430	Losses of 10-50% ▼
Jo Daviess County	33,071	Losses of 10-50% ▼
Kankakee County	25,839	Losses of 10-50% ▼
Kendall County	22,808	Gains of 50%+ ▲
Macoupin County	8,021	Losses of 50%+ ▼
McLean County	56,643	Losses of 10-50% ▼
Peoria County	18,757	Losses of 10-50% ▼
Piatt County	30,396	Losses of 10-50% ▼
Shelby County	53,582	Losses of 10-50% ▼
Tazewell County	39,782	Gains/losses of +/- 10%
Warren County	49,415	Losses of 10-50% ▼
Whiteside County	28,978	Losses of 10-50% ▼
Woodford County	8,814	Losses of 10-50% ▼

Type of Provider	Provider Name	FY 2022 Ridership	Ridership Gains/Losses at End of FY 2018-2022
County (Jointly)	Bureau/Putnam County	57,948	Gains of 10-50% ▲
	Lee/Ogle County	77,877	Gains/losses of +/- 10%
	Logan/Mason County	11,176	Gains of 50%+ ▲
	Marshall/Stark County	9,554	Gains of 50%+ ▲
	Rock Island/Mercer County	10,439	Gains/losses of +/- 10%
	Sangamon/Menard County	4,424	Gains of 10-50% ▲
City	City of Freeport	46,356	Losses of 50%+ ▼
	City of Galesburg	94,052	Losses of 10-50% ▼
	City of Macomb	235,064	Losses of 50%+ ▼
	City of Ottawa	66,500	Gains of 10-50% ▲
	City of Quincy	201,919	Losses of 10-50% ▼
Transit District	CRIS Rural Mass Transit District (Vermillion)	50,859	Losses of 10-50% ▼
	Jackson County Mass Transit District	83,340	Gains of 50%+ ▲
	Monroe Randolph Transit District	8,021	Losses of 10-50% ▼
	Rides Mass Transit District	345,373	Losses of 10-50% ▼
	Shawnee Mass Transit District	13,969	Losses of 50%+ ▼
	South Central Illinois Mass Transit District	321,210	Losses of 10-50% ▼
	West Central Mass Transit District	86,956	Losses of 10-50% ▼

Rural System Operators

In many instances, the day-to-day operations of Statewide rural county and city-based transit are undertaken by nonprofit or public-sector organizations. Below is a list showing the respective operator for each transit system, along with a link where more transit information can be found. All seven rural transit districts are also included.

- ❑ **Bond County:** [Bond County Transit](#)
- ❑ **Boone County:** [Boone County Public Transportation](#)
- ❑ **Carroll County:** [Carroll County Transit](#)
- ❑ **Champaign County:** [Champaign County Area Rural Transit System](#)
- ❑ **Coles County:** [Dial-A-Ride](#)
- ❑ **DeKalb County:** [Voluntary Action Center](#)
- ❑ **Douglas County:** [Dial-A-Ride](#)
- ❑ **Effingham County:** [CEFS. Economic Opportunity Corporation](#)
- ❑ **Fulton County:** [Fulton County Rural Transit](#)
- ❑ **Grundy County:** [Grundy Transit System](#)
- ❑ **Hancock County:** [Hancock County Public Health Department](#)
- ❑ **Henry County:** [Henry County Public Transportation](#)
- ❑ **Jersey County:** [Tri-County Rural Transit](#)
- ❑ **Jo Daviess County:** [Jo Daviess County Transit](#)
- ❑ **Kankakee County:** [Show Bus](#)
- ❑ **Kendall County:** [Kendall Area Transit](#)
- ❑ **Logan County:** [Show Bus](#)
- ❑ **Macoupin County:** [Macoupin County Public Health Department](#)
- ❑ **Mason County:** [Show Bus](#)
- ❑ **McHenry County:** [MCRide](#)
- ❑ **McLean County:** [Show Bus](#)
- ❑ **Peoria County:** [CountyLink](#)
- ❑ **Piatt County:** [Piattran](#)
- ❑ **Shelby County:** [CEFS Economic Opportunity Corporation](#)
- ❑ **Tazewell County:** [We Care Inc](#)
- ❑ **Warren County:** [Warren Achievement Center](#)
- ❑ **Whiteside County:** [Whiteside County Senior Center](#)
- ❑ **Woodford County:** [We Care Inc](#)
- ❑ **Bureau/Putnam counties:** [Bureau and Putnam Area Rural Transit](#)
- ❑ **Lee/Ogle counties:** [Lee-Ogle Transportation System](#)
- ❑ **Marshall/Stark counties:** Marshall-Stark Transportation - No website. Please call (309) 364-2287.
- ❑ **Rock Island/Mercer counties:** [RIM Rural Transit](#)
- ❑ **Sangamon/Menard counties:** [Sangamon/Menard Area Regional Transit](#)
- ❑ **City of Freeport:** [Pretzel City Area Transit](#)
- ❑ **City of Galesburg:** [Galesburg Transit](#)
- ❑ **City of Macomb:** [Go West Transit](#)
- ❑ **City of Ottawa:** [North Central Area Transit](#)
- ❑ **City of Quincy:** [Quincy Transit Lines](#)
- ❑ [CRIS Rural Mass Transit District](#)
- ❑ [Jackson County Mass Transit District](#)
- ❑ [Monroe Randolph Transit District](#)
- ❑ [Rides Mass Transit District](#)
- ❑ [Shawnee Mass Transit District](#)
- ❑ [South Central Mass Transit District](#)
- ❑ [West Central Mass Transit District](#)

FUNDING SOURCES AND AMOUNTS

FY 2024-2029 transit programming uses a combination of federal, state, and local sources to fund the cost of transit operations and capital improvement projects. The actual FY 2024-2029 federal grant dollars that will become available for transit in Illinois are dependent on the following: enactment of new federal authorizing legislation, success of the state and transit systems in securing discretionary funds, and distribution of flexible funds for transit projects. State and federal funding information is included here. Local funding information can be found by contacting the transit operator or its funding agency (i.e., city, county or MPO).

FEDERAL FUNDING

Federal legislation establishes the funding amounts for Illinois' transit systems. MPO-generated FY 2024-2029 program estimates are based on the current levels of funding. Note that federal funding levels may be subject to change.

Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

This program is intended to enhance mobility for seniors and individuals with disabilities by providing funds for programs to serve the special needs of transit-dependent populations that cannot be served by traditional public transportation services or ADA complementary paratransit services. IDOT is the designated state agency to receive and disburse these funds. IDOT uses the funds for the statewide consolidated vehicle procurement program to purchase paratransit vehicles for qualified grantees.

	FY2025-2029 Estimated Apportionment:
5310	\$43.8M

Rural Area Formula Grants (5311)(b)(3)

These rural formula funds support a technical assistance and training program provided through the Illinois Rural Transit Assistance Center at Western Illinois University in Macomb.

	FY2024 Apportionment:	FY2025-2029 Estimated Apportionment:
5311	\$399,300	\$80M

Rural Area Formula Grants (5311) & 5311(f)

This program provides capital and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. A portion of these funds are used for intercity bus activities (5311)(f), in addition to supporting the state's Human Services Transportation Program.

In 2021 Congress passed the Infrastructure Investment and Jobs Act, which intends to increase all aspects of federal public transportation funding. This infrastructure law is anticipated to increase annual 5311 and 5311(f) apportionments by 30% over a five year span, FFY22 through FFY26.

	FY2024 Estimated Apportionment:	FY2025-2029 Estimated Apportionment:
5311	\$23.6M	\$80M

Bus and Bus Facility Grants (5339)

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

	FY2025-2029 Estimated Apportionment:
5339	\$37.1M

STATE FUNDING

To secure federal transit funds and continue the improvements to the public transportation systems, the state will need to provide additional bond authorizations and appropriations. State funding categories are summarized below with estimated funding levels (in millions).

Public Transportation Fund

These funds are appropriated by the state for operating assistance and to match federal and local funds. They provide a portion of the eligible expenses for transit operations.

	FY2024 Estimated Apportionment:	FY2025-2029 Estimated Apportionment:
Statewide Urban	\$374M	\$1.5B
Statewide Rural	\$79.5M	\$320M

Downstate Transit Improvement Fund

The Downstate Transit Improvement Fund is used by the state to fund capital projects outside northeastern Illinois for eligible participants. Funding cycles occur periodically.

	FY2024 Estimated Apportionment:	FY2025-2029 Estimated Apportionment:
Statewide	\$3.5M	\$12M

Transportation Series B Bonds

Transportation Series B Bonds are issued by the state to fund capital projects. These bonds fund public transportation capital improvement projects and provide state capital assistance to transit operators and municipalities throughout Illinois. These bonds match federal, state and local capital funds. No Series B Bonds have been issued at the time of this publication.

	FY2024 Estimated Apportionment:	FY2025-2029 Estimated Apportionment:
Statewide	\$1.75M	\$4.85M

Multimodal Transportation Bond Fund

The Bond Authorization Bill of 2019 provides funds for capital projects across the state (Northeastern Illinois and Statewide). The bond funds awarded to Northeastern Illinois are awarded through collaboration with the RTA, whereas the bond funds awarded to Statewide are done through an open competitive bidding process conducted by IDOT.

	FY2024 Estimated Apportionment:
Northeastern Illinois	\$485M
Statewide	\$96M

Downstate Mass Transportation Capital Improvement Fund

The Bond Authorization Bill includes capital funding for downstate transit districts labeled pay-as-you-go funding or PayGo.

FY2024 Estimated Apportionment:	FY2025-2029 Estimated Apportionment:
\$32.5M	\$185M

SELECT MAJOR CAPITAL PROJECT SUMMARIES ***NORTHEASTERN REBUILD ILLINOIS HIGHLIGHTS***

- ❑ **Metra Battery Powered Locomotives.** This project will fund the conversion of three diesel locomotives to zero-emission battery power. The battery-powered locomotives will be compatible with Metra's existing fleet and will be capable of operating on any Metra line that uses diesel-hauled trains. The batteries will provide motive power as well as for onboard systems such as lighting, intercom and HVAC.
- ❑ **Metra Van Buren Street Station Rehabilitation.** The intent of Metra's Van Buren Street Station Rehabilitation project is to rehabilitate the historic Van Buren Street Station on the Metra Electric Line. Water infiltration has created maintenance issues in the pedestrian tunnels and the historic waiting area. Platform facilities are deteriorated due to age and exposure to Chicago's weather.
- ❑ **CTA Blue Line Traction Power - Barry, Damen, and Canal.** This project includes the construction of a tie house (at the intersection of Milwaukee/Canal/Lake Street) and two new substations (at Barry/Kimball intersection and Damen/Milwaukee intersection) to support traction power needs on the Blue Line. These assets will support increasing ridership demands as well as the power needed to support the 5000 and 7000 series rail cars. The location of the tie house and substations were determined by the Blue Line Load Flow study, which identified areas that were likely to experience traction power issues.

Adding two new substations on the O'Hare Branch of the Blue Line will provide necessary power capacity to accommodate the Blue Line O'Hare Branch's ridership demand and to meet the higher power requirements for planned new rail cars on the system (the 7000 series). The newer rail car fleet will likely impact the performance of the existing traction power system infrastructure and cause a drop in voltage at critical points along the line. These substations are a critical investment to accommodate growing ridership and to maintain reliable rail service.

- ❑ **Harvey Transportation Center.** Pace is partnering with Metra, the city of Harvey and IDOT with the intent to move the transportation center and combine it with the Metra station, with Metra leading the project. The project may require the permanent rerouting of traffic on Park Avenue and a land swap of the current transportation center location, requiring coordination with the city of Harvey and IDOT. Pace will provide Metra with a design plan that will determine the elements of the construction renovation and number of buses that will be using the facility. Improvements include pavement, lighting, platforms, shelters, restrooms, structures, and systems. The facility may also include a taxi release area to create a multimodal facility. However, this complicated project will involve federal, state, IDOT and the city of Harvey to agree with the design plan concept. If the design plan is rejected for a multimodal build, then a renovation of the existing Transportation Center will be designed and completed.

The 20-year-old Harvey Transportation Center has been designated in "marginal" condition according to Pace's Transit Asset Management Plan. These improvements are needed to support the implementation of Rapid Transit service on the Pulse Halsted and 159th Street lines in addition to the Tri-State Express Bus service. Combining the transportation center and Metra station will create efficiencies of a multimodal passenger facility. The city of Harvey is working with CMAP and RTA on a Local Technical Assistance and Community Planning Program to revitalize the area surrounding this transit hub.

- ❑ **Pace New Northwest Division Garage.** In 2018, Pace purchased a 23-acre site with an existing 430,000-square-foot building at 1600 S. Wolf Road to replace its existing Northwest Division. This grant will provide for all construction, A/E, project administration, and project management oversight services needed to construct the facility, including being equipped with a Compressed Natural Gasfueling station designed to supply an all-CNG bus fleet. It will also include all required building materials and utilities needed to meet building code requirements. The renovated facility will be a full-service, fully equipped heavy-duty bus repair, maintenance and storage garage. Occupancies will also include Pace Vanpool Services and graphics departments including Pace's Print Shop.

STATEWIDE REBUILD ILLINOIS HIGHLIGHTS

Awards for Round III of the Rebuild Illinois statewide capital transit program were announced in January. Forty-four awards totaling nearly \$114 million were awarded to 32 Illinois public transit providers, of which 12 were located in urban areas and 20 in rural areas. Nearly \$85 million was awarded to urban providers and nearly \$29 million was awarded to rural providers, which is approximately a 5% to 25% split between funding for urban/rural transit providers, mirroring state operating funding for Illinois transit providers. The following are some highlighted projects from the Round III awards.

- ❑ **Bloomington Normal Public Transit System.** Was awarded \$8 million to build a facility for microtransit/paratransit operations and workforce development. Connect Transit will construct a facility to be used as training and meeting space as well as vehicle storage for paratransit and new on-demand microtransit vehicles. By constructing a new storage and workforce development facility, Connect Transit will have the ability to continue to store all vehicles indoors, which helps promote extended vehicle life and keeps vehicles clean. Additionally, having electric vehicles stored in a warm facility during winter months helps extend the service range of the vehicles, which helps lower operational costs and lessens the burden for maintenance staff that must repair and oversee many vehicles. Additionally, constructing a storage facility that has charging capabilities for all vehicles stored within will support Connect Transit's plans to continue to electrify its fleet, including the planned electrification of the paratransit fleet in the coming years.
- ❑ **Boone County.** Was awarded \$3 million for the construction of a new administration and maintenance facility. Boone County will use this grant funding for the development of a new Boone County Public Transportation administration and operations facility in Belvidere. The estimated 10,000- to 15,000-square-foot facility will house all operations of the public transportation program, including office, dispatch, administration, maintenance and vehicle storage. Grant funds will be used to construct a new building or to redevelop an existing building for the facility. Currently, the program operates from the Boone County Council on Aging's Keen Age Center facility at 2141 Henry Luckow Lane in Belvidere.
- ❑ **The city of DeKalb.** Was awarded \$4.2 million for the purchase of – six 40-foot expansion buses at a cost of \$700,000 per bus. Currently, all fixed route vehicles in city of DeKalb Public Transit's service fleet are owned and operated by their contracted service provider, Transdev. This arrangement where the contractor provides the fleet makes CDPT overly reliant on one contractor and may limit competitive bidding since few transit operators will have the resources to bring in their own bus fleet.

CDPT's plan is to take advantage of funding opportunities to purchase transit vehicles under city ownership. Over time, this will reduce our reliance on one vendor to provide capital and will provide the city with options on how to transform the service in the future.

- ❑ **The city of Quincy.** Was awarded \$3.9 million for the relocation of a bus transfer facility. The new transit transfer station and parking lot would encompass two lots located along Jersey Street between South Sixth and South Seventh streets. The combined size of the lots is 327' x 189'. A total of eight bus stalls would be constructed, with each being able to accommodate a 45-foot-long bus. The parking lot would include approximately 97 parking stalls, including nine ADA compliant stalls near the bus stalls. The new transit transfer station will feature ADA compliant sidewalks and ramps leading up to the accessible bus stalls. Off-street ADA vehicle parking will be incorporated into the transfer station.

- ❑ **Rock Island County Metropolitan Mass Transit District.** Was awarded \$6 million for the purchase of six replacement zero-emission buses. Replacement of the six compressed natural gas buses will lower the average age of the vehicles in Rock Island's fleet and reduce the cost of maintaining outdated vehicles. It's also consistent with their efforts to transition to a mixed fleet of low- or no-emission vehicles. Over the lifetime, the CNG and diesel buses have cost more to maintain and fuel than the anticipated lifetime for the electric fleet. This savings does not account for additional cost reductions as MetroLINK utilizes its rooftop solar array at its Operations and Maintenance Facility for vehicle charging needs.

- ❑ **Sangamon Mass Transit District.** Was awarded \$6.9 million for the construction of a new transfer center. SMTD operates an on-street secondary transfer hub located on the south side of town central to both the east and west sides of Springfield. SMTD will construct a permanent facility to take the place of the on-street location of Junction Circle.

- ❑ **South Central Illinois Mass Transit District.** Was awarded \$900,000 for the second phase of the construction of a new transfer facility. In Rebuild Illinois Round II, South Central Illinois MTD was awarded funding for the purchase and paving of a vacant lot for use as a transfer point (station) in the city of Mount Vernon. After purchasing the property and paving it with Rebuild Illinois Round II funds, South Central Illinois MTD will use the Round III funds to fence the property for security and construct a small building on the property that will serve as a shelter for riders and as an information and ticket sales station. A steel canopy will also be constructed on the property that will serve as shelter for buses meeting to transfer riders for both intra- and inter-city routes. Six bus slips will initially be installed to accommodate present needs as well as provide an extra space for other transit agencies to utilize for transfers between transit districts.