



Illinois FY 2019-2024 Proposed Multimodal Multi-Year Improvement Program

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EXECUTIVE SUMMARY

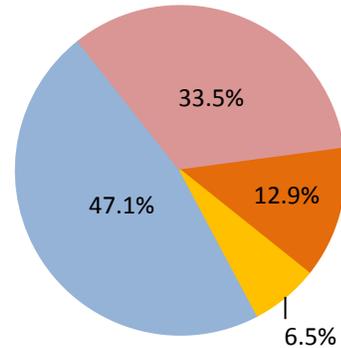
The state of Illinois continues to face significant budgetary challenges, and resources will be strained in efforts to provide a high-quality multimodal transportation network. Funding from previous state capital bills is winding down and reflected in Illinois' FY 2019-2024 Proposed Multimodal Multi-Year Program, along with funding from federal, local and industry sources.

Transportation plays a vital role in the economic prosperity of Illinois. Air and rail services move people and goods into and throughout Illinois, keeping the state's economy moving and connecting communities. Additionally, 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.

While funding for transit, rail and air transportation is sourced from federal, state, local and industry sources, Illinois' present ability to continue its support of much-needed funding is severely limited. Most proposed funding for the 2019-2024 Multimodal MYP is derived from federal sources, at 47.1 percent. State funding sources make up 33.5 percent of total funding, with local sources funding only 12.9 percent of the 2019-2024 total. (An additional 6.5 percent of funding is projected from private sources, strictly for projects within the CREATE rail program in the Chicago area.)

Note that transit projects are programmed locally (at the MPO level) on a continuous basis and are therefore not included in the 2019-2024 Multimodal MYP. Contained within this document are links to MPO's Transportation Improvement Programs, as well as any federal and state funding contributions to transit capital programming.

Rail and Air MYP Funding Share



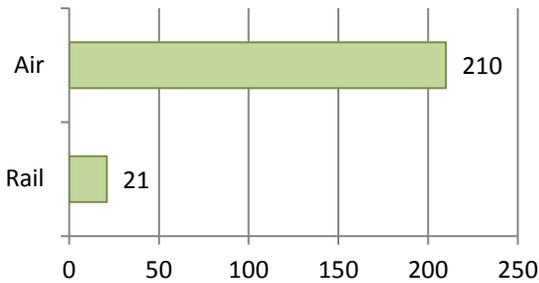
Federal \$847.9 million	State \$602.9 million
Local \$231.1 million	Private (Rail) \$116.6 million

Rail and Aero MYP Funding Total: \$1.79 billion

Rail and air projects proposed in the 2019-2024 Multimodal MYP range in scope from a municipal airport's upgrade of fueling facilities to the construction of high-speed rail infrastructure between St. Louis and Chicago. The total count of projects within the Multimodal MYP is 231. Airport projects comprise 90.9 percent of this total and rail projects comprise 9.1 percent.



Projects by Mode

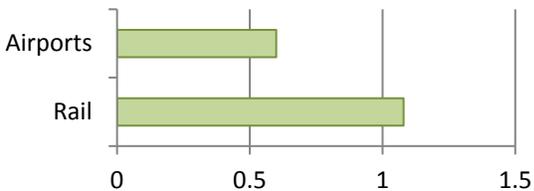


Transit projects are programmed locally and not included within the IDOT 2019-2024 MYP

While airport projects vastly outnumber rail projects in terms of basic quantity, it's also important to consider the overall investment being made in each mode through the projects in question:

Investments by Mode

(in Billions of Dollars)



For the FY 2019-2024 time period, rail investments lead the MYP, which totals approximately \$1.79 billion. Rail investments are proposed to exceed a billion dollars, totaling \$1.19 billion, with much of this funding going toward statewide inter-city passenger rail improvement and development, as well as CREATE projects in northeastern Illinois. Airport projects make up a minority portion of the MYP, totaling \$604 million and comprising safety and infrastructure improvement projects across the state.

Performance Goals

The Illinois FY 2019-2024 Proposed Multimodal Multi-Year Program is oriented around five performance goals, which

developed as part of IDOT's Long-Range Transportation Plan:

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 enhance 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 LRTP establishes a set of policies to guide future development, rather than the specific improvements outlined in this MYP. These goals provide the broad framework for new decision-making and future analysis tools. IDOT has also developed a performance-based project selection tool to assist with data-driven decision making during the project programming process.

IDOT's LRTP can be found at <http://www.idot.illinois.gov/transportation-system/transportation-management/planning/lrtp/index>.

Marine Transportation

In CY 2014, Illinois moved 1.2 billion tons of goods via road, rail, air and water. Nearly nine percent of those tons were moved on water.

IDOT understands the economic significance and advantages of marine transportation and is exploring 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:

- Prioritizing intermodal and/or multimodal port assets
- Mitigating congestion
- Increasing sustainability
- Increasing marine transportation system utility, including resilience
- Better leveraging the overall Illinois Freight Transportation Portfolio

Consistent with these goals, in 2017 IDOT began providing technical and capital assistance to port facilities. IDOT is currently providing technical oversight and funding of two port master plans and has awarded over \$15 million in National Highway Freight Program funds toward port-related projects through the Illinois Competitive Freight Program.

Despite these efforts, the IMTS and the overall National Marine Transportation System continues to face significant hurdles. For example, operations and maintenance and major rehabilitation programs administered through the U.S. Army Corps of Engineers are unable to adequately fund maintenance activities to ensure the navigation system operates at an acceptable level of performance. The Mississippi Valley Division Regional Backlog of Maintenance for navigation is valued at over \$1 billion (FY 2017 value). The USACE Rock Island District's portion, which includes the upper Mississippi River and most of the Illinois Waterway, is nearly 40 percent of this amount. As the third-largest agricultural exporter in the country, an industry that relies heavily upon the IMTS and NMTS, it's critical

to the well-being of Illinois to help address marine transportation system issues. Although some progress toward addressing this backlog and numerous other burdens is anticipated in the immediate future, it's to the advantage of Illinois (and the nation) to help provide insightful strategic direction for further development of the IMTS and NMTS. IDOT believes a comprehensive Illinois Marine Transportation System Plan, not unlike those plans conducted for other modes, can 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.

Relative to the Multimodal MYP, this plan will identify needs within the IMTS that could be met by future state and federal programs administered through IDOT. Additionally, the plan will help IDOT solidify performance measures and targets to garner further support from the USDOT's Maritime Highway program, implement state freight plans and meet federal mandates to create comprehensive freight performance measures with a central component in MAP-21 and the FAST Act. The Illinois Marine Transportation System Plan will be integrated with the IDOT Long-Range Transportation Plan process and the five performance goals it was developed around [see page 2].



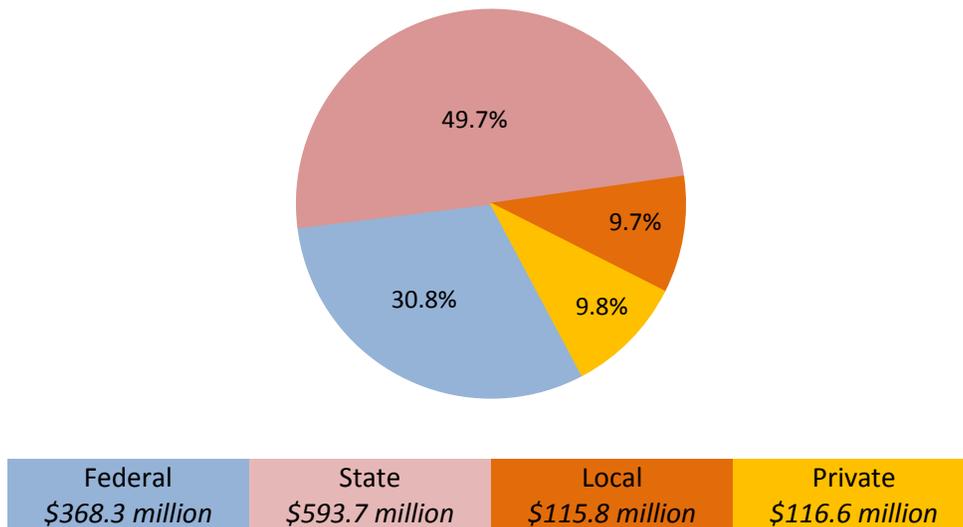
PROPOSED RAIL IMPROVEMENT PROGRAM

Program Overview

Illinois is a major crossroads for the nation’s rail network, and Chicago represents 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 they handle. Illinois is the only state in which all seven Class I railroads operate and includes Chicago, which is home to six out of the seven Class 1 railroads, and East St. Louis, another major rail center for the Midwest.

Illinois’ rail system is critical to moving people and goods. The system is privately owned and maintained, stimulating local, state, regional and national economic activity by providing safe, efficient, low-cost and environmentally friendly transportation services. The Proposed FY 2019-2024 Rail Improvement Program totals nearly \$1.2 billion, with \$368.3 million in federal funds, \$593.7 million in state funds, \$115.8 million in local funds and \$116.6 million in private railroad funds. Private railroad funds are used for projects in the CREATE program.

FY 2019-2024 Total Rail Funding



System Background

Illinois is at the center of the nation’s rail network and ranks second to Texas as one of the most extensive and heavily used rail systems. It has a comprehensive rail network consisting of 9,369 miles of railroad tracks, 7,877 of which are operated by Class I railroads – primarily BNSF Railway and the Union Pacific Railroad. The state is also fourth in the nation for the number of operating railroads. The Chicago region contains an expansive freight rail network, handling the movement of 1,300 trains each day, including 500 freight trains and 800 passenger trains. The

Chicago region alone handles approximately one-fourth of the nation’s freight rail traffic, moving approximately 37,500 rail cars every day.

Freight System

The rail freight system in Illinois is comprised of 46 railroads, including seven Class I railroads, three regional railroads, 13 short line railroads, and 23 switching and terminal carriers.

Class I Railroads

Class I railroads are defined by the federal Surface Transportation Board as having more than \$477.6 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.

Class I Railroads	Miles Operated in Illinois
BNSF Railway	1,546
CN Railway (Grand Trunk Western Railroad)	1,258
CP Railway System (Soo Line Railroad)	402
CSX Transportation	898
Kansas City Southern Railway Co.	199
Norfolk Southern Corporation	1,256
Union Pacific Railroad	2,318
Total Miles*:	7,877

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 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 \$35.8 million.

Class III or Short Line Railroads

Class III or short line railroads have annual revenue of less than \$35.8 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 not only serves state residents, but also 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.

Amtrak was created in 1970 when Congress passed the Rail Passenger Service Act. Since 1971, the state’s rail passenger program has funded additional trains to supplement the basic

train service provided by Amtrak for Illinois riders. 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 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 with 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 travelling public. Passenger rail across Illinois supports nearly 4.6 million riders at Illinois stations.

Long-Distance Routes

In Illinois, Amtrak operates eight long-distance routes:

California Zephyr (daily, Chicago-Galesburg-Emeryville, California)	Empire Builder (daily, Chicago-St. Paul/Minneapolis-Seattle-Portland)
Capitol Limited (daily, Chicago-Cleveland-Washington, D.C.)	Lake Shore Limited (daily, Chicago-Cleveland-New York)
Cardinal (three times weekly, Chicago-Cincinnati-New York)	Southwest Chief (daily, Chicago-Kansas City-Los Angeles)
City of New Orleans (daily, Chicago-Champaign-New Orleans)	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)
Hoosier State (four times weekly, Chicago-Indianapolis)	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)	Illini and Saluki Service (twice daily, Chicago-Champaign-Carbondale)
Hiawatha Service (seven times daily, Chicago-Milwaukee)	Lincoln Service (four times daily, Chicago-Bloomington/Normal-Springfield-St. Louis)

Chicago Region Environmental and Transportation Efficiency Program (CREATE)

The CREATE program is a 70-project, \$4.4 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. Chicago is the nation’s busiest rail freight gateway and the world’s third-

largest intermodal port. 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. A total of \$496 million is programmed for FY 2019-2024.

This innovative, public-private partnership is being funded through the U.S. Department of Transportation, IDOT, the City of Chicago Department of Transportation, Cook County, passenger railroads Amtrak and Metra, and freight rail carriers BNSF Railway, Canadian Pacific Railway, Canadian National Railway, CSX Transportation, Norfolk Southern Railway, Belt Railway Company of Chicago, and Indiana Harbor Belt Railroad. As of November 2017, 29 CREATE projects have been completed, five projects are under construction, four projects are in the final design phase, 13 projects are in the environmental review stage and the remaining 19 CREATE projects are unfunded. An estimated \$2 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, the Illinois Department of Transportation, in cooperation with the Chicago Department of Transportation, Cook County Department of Transportation and Highways, and Chicago Metropolitan Agency for Planning, submitted an application for an Infrastructure for Rebuilding America discretionary grant on behalf of the CREATE program for the 75th Street Corridor Improvement Project – the largest and most complex project in the CREATE program. In June 2018, IDOT was awarded \$132 million for the completion of three components (P3, GS19, B9) of the 75th Street CIP. Other contributions include \$111.4 million from the railroads, \$101.4 million from IDOT, \$96.2 million from local contributors and \$4.8 million from other federal funds.

The project will fix the most complex and congested part of the Chicago terminal and is the next critical path element in completing the overall CREATE program. Phase II (final) design is anticipated to take two to three years to complete once funding is secured. With a continuous, adequate stream of funding for the project, Phase III (construction) could be completed in five years.

Through IDOT's Competitive Freight Program, \$50 million was awarded for CREATE Project GS11, a grade separation at Columbus Avenue and the Belt Railway Company of Chicago. The only CREATE project that applied for funding through this program, this grade separation will significantly reduce motorist delay and eliminate the potential for collisions between vehicles and trains. The project will also remove a significant bottleneck to Norfolk Southern Landers Yard, a key intermodal terminal in the region.

Funding Sources and Amounts

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

IDOT plays an integral role in planning statewide passenger and freight rail projects by including new or enhanced high-speed and conventional-speed passenger rail routes, mitigating the negative impacts of rail abandonment, facilitating economic development and job creation, and attracting new riders to Amtrak. These initiatives are accomplished through IDOT's rail 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 2019-2024 Proposed Multimodal Improvement Program totals \$1.0 billion between FY 2019 and FY 2024. 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. For FY 2019-2024, the program proposes \$6.5 million from current federal and state revenues for rail freight improvements.

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.

The program provides low-interest loans and, in some cases, grants to finance rail improvements that have the potential to boost 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. Projects are evaluated through a cost-benefit analysis. IDOT must demonstrate that projected benefits exceed projected costs before a project can be deemed eligible. While proposed projects for FY 2019 meet eligibility criteria, priorities may change, which could delay or alter project funding.

There are two revolving loan funds: the Rail Freight Loan Repayment Fund and the State Loan Repayment Fund.

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. A total of \$500,000 is available in this fund for FY 2019.

The State 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 \$6 million is available in this fund for FY 2019.

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, which 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 2019-2024 program proposes \$654.5 million for maintenance, safety repairs and other capital improvements.

High-Speed Rail

The Illinois high-speed rail project between Chicago and St. Louis is in its final stretch to bring faster and improved travel to the Midwest, attracting travelers across the nation. For FY 2019-2024, the program proposes a total of \$405 million.

To date, IDOT and the Union Pacific Railroad 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 should begin in the summer of 2018 as the project is nearing completion. Speeds of up to 110 mph between St. Louis and Chicago should follow in 2019, pending installation of automated train control and detection technology required for faster trains.

From 2015-2017, infrastructure improvements were completed with increased speeds over the entire Joliet-East St. Louis segment; travel time was reduced by an hour; and new locomotives were delivered.

Federal funding will pay \$1.65 billion of the estimated \$1.95 billion final cost, with the state covering approximately \$300 million. A big piece of work remains on the Union Pacific-Third Street corridor in Springfield. In addition to crossing and signal upgrades, six-foot safety fencing will be installed on each side of the Third Street tracks. Safety, technology and accessibility improvements also are planned for the Amtrak station in Springfield.

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. For travelers, rail transportation offers a convenient and safe alternative to travel by highway and air.

Programming Process and Priorities

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, or 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 generally considered include additional and/or retained employment and transportation savings. The Office of Intermodal Project Implementation examines the costs and benefits and publishes their findings.

Each proposed project will require a detailed scope of work, a full set of engineering plans and a complete bid package with technical specifications, all subject to OIPI's approval. All construction must meet railroad and OIPI requirements. Monitoring the project during the construction phase is the recipient's responsibility, but OIPI will provide assistance and expertise as necessary.

Project selection for passenger rail projects is usually based on administration (federal and state) initiative and strategic stakeholder partnerships, freight railroads and municipalities. All capital funding is dependent upon a state capital bond program and federal grant opportunities, of which all are federal discretionary/competitive grants.

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 a number of rail projects that are 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 currently under construction.

Chicago-St. Louis High-Speed Rail. The Chicago-St. Louis High-Speed Rail program consists of the upgrading of an existing railroad corridor between two major Midwest cities to accommodate passenger train speeds up to 110 mph. In 2018, IDOT will continue to improve signal system, track stations, grade crossings and passenger equipment; make improvements to existing bridges and structures; install new roadway surfaces; and improve at-grade rail crossings. Since the American Recovery Investment Act of 2010 grant that initially funded the project (\$1.2 billion), 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. Upon completion, the Chicago-St. Louis corridor will feature significantly improved service, reliability and safety with 4-quadrant gates at at-grade crossings and Positive Train Control. Speeds will increase up to 110 mph once PTC has been completed.

CREATE Projects P2, P3, EW2, GS19: 75th Street Corridor Improvement Projects. The 75th Street CIP is the largest project in the CREATE program. The project will address conflicts between CSX Transportation, Belt Railway of Chicago, Union Pacific, Norfolk Southern 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 Metra South West Service to the Rock Island Line in the vicinity of 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.

The 75th Street CIP comprises a network of four closely related individual projects designed to eliminate these impediments to traffic flow: Forest Hill Flyover (CREATE Project P3), 71st Street Grade Separation (GS19), Belt Junction and 80th Street Junction replacement (EW2), and Metra Rock Island Connection (P2). This grant request will fully fund Projects P3 and GS19 for final design, utility relocation and construction. They must be completed prior to Projects EW2 and P2 for operational reasons. A fifth project, Argo Connections (B9) has already substantially completed final design and will be fully funded for construction with this grant request, providing improved access to the critical East-West Corridor.

CREATE Project WA4: BNSF Connection – Western Avenue to Ash Street. This project consists of constructing new track from 31st Street to California Avenue on the BNSF Chillicothe Subdivision and along Western Avenue from 21st Street to California Avenue on the BNSF Chicago Subdivision. Included will be rehabilitation of up to six bridges over city streets and over the Chicago Sanitary and Ship Canal, installation of crossover switches between the BNSF Chillicothe Subdivision and the CN Freeport Subdivision, installation of crossovers between the new track and

CSX Blue Island Subdivision, and installation of centralized traffic control signalization over the length of the project. The overall cost of the improvements is \$47.4 million, which includes \$14.8 million in funds from the previous capital program, \$24.6 million in railroad funds, and \$8 million in federal funds.

CREATE B1: CP Double and IHB Connection – Franklin Park. Currently, there are freight trains passing through the Bensenville Yard to access the IHB main line track. With this improvement, 12 freight trains will be able to bypass the Canadian Pacific Railroad and the Bensenville Yard daily, both of which exist on Metra tracks. This project will reduce the number of freight trains within the yard and reduce delays at the nearby at-grade crossing. This improvement will relieve continuous delays to Metra trains, which are due to conflicts with slow-moving freight trains entering the yard. The overall cost of the improvements is \$19.3 million, which includes \$17 million in railroad funds and \$2.3 million funded by the Illinois Department of Transportation.

CREATE Projects Undergoing Preliminary Engineering. The following projects will eliminate at-grade crossings by creating either an overpass or underpass for vehicles at those locations: Project GS9 on Archer Avenue, GS11 on Columbus Avenue and GS21a on 95th Street. Under the Competitive Freight Program, the City of Chicago applied for and was awarded \$50 million for Project GS11 on Columbus Avenue, which is a priority project in the CREATE program.

CREATE Projects Undergoing Final Design: The following projects are undergoing final design: Project WA1 (Ogden Junction), WA2C (TCS Blue Island Sub.), EW3 (Pullman Junction), and WA11 (Dolton Interlocking).

FY 2019-2024 Capital Projects

The state, local and federal government, as well as freight rail companies and passenger rail, have been investing heavily in the improvement and maintenance of the rail infrastructure in Illinois. The CREATE partners have invested in several critical improvements to increase the efficiency of the northeastern Illinois region's passenger and freight rail infrastructure; however, 19 CREATE projects are still waiting for funding. The state of Illinois is also investing in upgrades to the Chicago-St. Louis corridor as well as Amtrak services on the Chicago-Quad Cities-Iowa City corridor.

Funding for FY 2019-2024 capital projects is approximately \$1.2 billion, with a funding shortfall of approximately \$1.3 billion to complete all projects listed in the FY 2019-2024 capital projects list. The funding identified is secured or is estimated as reasonably available for FY 2019-2024 but does not cover the entire cost of buildout for all the projects. It is critical to develop a sustainable funding stream for capital rail investments to promote an efficient and effective rail system for the long term and to avoid further deterioration of the rail infrastructure. The following table lists funding that is secured or reasonably available for rail capital projects for FY 2019-2024.

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FY 2019-2024 Capital Project List

<u>Improvement</u>	<u>FY19-FY24 Funding</u>	<u>State FY19-FY24 Funded Portion</u>	<u>Federal FY19-FY24 Funded Portion</u>	<u>Local FY19-FY24 Funded Portion</u>	<u>Private FY19-FY24 Funded Portion</u>	<u>Est. Cost of Project</u>	<u>Funding Gap</u>	<u>IDOT District</u>
Chicago – Chicago Terminal Planning Study	\$6,000,000	\$1,000,000	\$3,000,000	\$2,000,000	\$0	\$6,000,000	\$0	1
Chicago – Quad Cities – Iowa City Corridor – Passenger Rail Service Development	\$187,500,000	\$37,500,000	\$150,000,000	\$0	\$0	\$223,000,000	\$0	1, 2, 3
Chicago – St. Louis High Speed Rail Corridor – Includes all projects under the development of the HSR Chicago to St. Louis corridor (except the Midwest Next Generation passenger equipment, value \$268,201,084, all federal)	\$405,000,000	\$357,500,000	\$47,500,000	\$0	\$0	\$1,631,306,111	\$0	3, 5, 6, 8
Project B1 – CP to IHB connection in Franklin Park	\$15,000,000	\$2,200,000			\$12,800,000	\$20,531,583	\$0	1
Project B9 – Argo connection upgrade	\$34,279,772	\$12,000,000	\$11,000,000		\$11,279,772	\$35,191,352	\$0	1
Project EW1 – Clearing Yard mains (Bedford Park / Bridgeview / Chicago / Summit)	\$0					\$117,556,184	\$117,556,184	1
Project EW2 – 80 th Street improvements (Chicago)	\$31,466,140	\$10,456,140		\$10,500,000	\$10,500,000	\$359,703,849	\$325,361,379	1
Project EW3 – Pullman Junction upgrade (Chicago)	\$0					\$73,864,851	\$70,764,851	1
Project GS11 – Columbus Avenue / Maplewood Avenue (Chicago)	\$60,900,000	\$11,900,000	\$49,000,000			\$52,258,798	\$0	1
Project GS19 – 71 st Street / Bell Avenue (Chicago)	\$20,314,993		\$6,991,582	\$12,373,941	\$949,470	\$22,096,511	\$0	1
Project GS3A – Morgan Street / Pershing Road (Chicago)	-					\$1,000,000	\$800,000	1
Project GS9 – Archer Avenue / Kenton Avenue (Chicago)	\$3,200,000			\$3,200,000		\$98,950,820	\$94,250,820	1
Project P2 – 74 th Street flyover (Chicago)	\$28,816,403		\$4,000,000	\$23,750,000	\$1,066,403	\$280,064,070	\$251,247,667	1
Project P3 – 75 th Street flyover (Chicago)	\$299,132,691	\$78,233,615	\$94,838,890	\$47,509,656	\$78,550,530	\$386,526,021	\$0	1
Project P4 – Grand Crossing connection (Chicago)	\$0					\$221,319,921	\$216,482,659	1
Project P6 – Canal Flyover (Summit)	-					\$112,698,242	\$110,632,979	1
Project WA1 – Ogden Junction upgrade (Chicago)	\$0					\$44,448,125	\$39,303,379	1
Project WA11 – Dolton interlocking upgrade (Chicago / Dolton / Riverdale)	\$0					\$40,026,064	\$36,399,088	1
Project WA4 – BNSF Connection – Western Avenue to Ash Street (Chicago)	\$3,000,000	\$3,000,000				\$50,277,866	\$0	1
Project WA7 – Brighton Park connection (Chicago)	\$0					\$33,505,310	\$30,500,100	1
Springfield – 10 th Street Corridor Consolidation – Passenger and Freight Rail	\$100,000,000	\$80,000,000	\$2,000,000	\$16,500,000	\$1,500,000	\$100,000,000	\$0	6
Total FY2019-2024 Funding:	\$1,194,609,999	\$593,789,755	\$368,330,472	\$115,833,597	\$116,646,175	\$3,910,325,678	\$1,293,299,106	

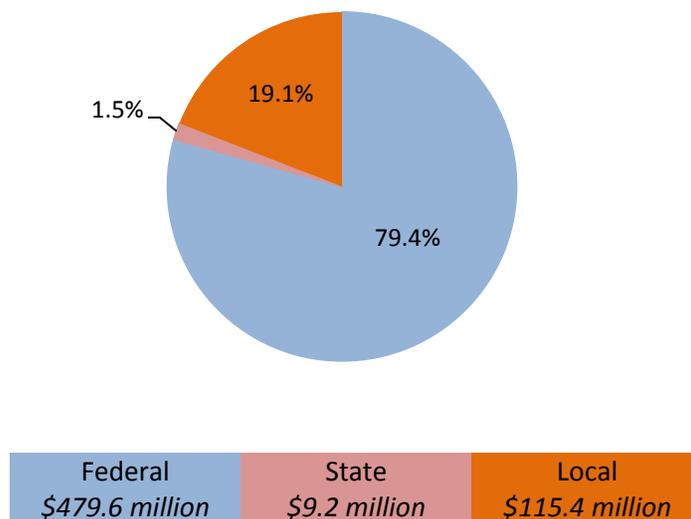
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PROPOSED AIRPORT IMPROVEMENT PROGRAM

Program Overview

The Illinois Department of Transportation's FY 2019-2024 Proposed Airport Improvement Program totals over \$604.3 million for the first three years of the program and includes a FY 2019 annual program of \$240.9 million. Funding for the first three years of the program is made up of \$479.6 million in federal funds, \$9.2 million in state funds and \$115.4 million in local funds.

FY 2019-2024 Total Proposed Airport Improvement Program Funding



System Background

The Illinois Aviation System includes public-use airports that were recently estimated to generate [\\$54 billion for the state's economy](#). Airports in Illinois support more than 300,000 jobs, which are directly tied to the aviation industry. In addition to these economic benefits, the airports provide many health, welfare and safety benefits.

These facilities foster connections between communities large and small, provide landing space for medical transporters, provide 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, IDOT follows the Federal Aviation Administration's [National Priority Rating system](#) allowing IDOT to

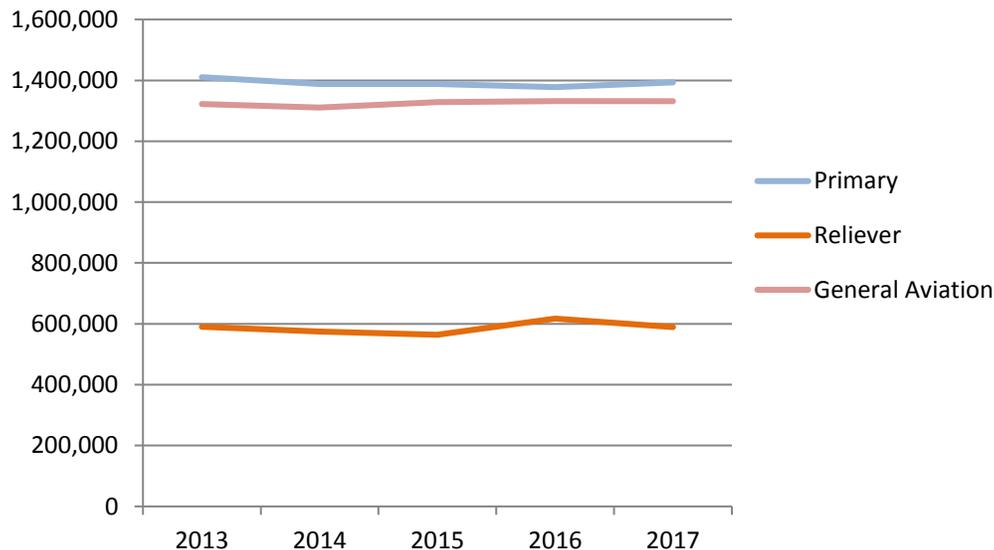
identify projects that help the Illinois Aviation System meet present needs while keeping sight of future demand.

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 and construction projects and ensures 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.

CY 2013-2017 Airport Operations



Primary 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. Per the FAA's Terminal Area Forecast (TAF), primary airports in Illinois saw 1,393,690 flight operations [takeoffs and landings] during CY 2017 – 42.04 percent of all flight operations in Illinois.

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

Reliever Airports (Non-Primary)

Reliever airports 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 589,798 flight operations during CY 2017 – 17.79 percent of all flight operations in Illinois.

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

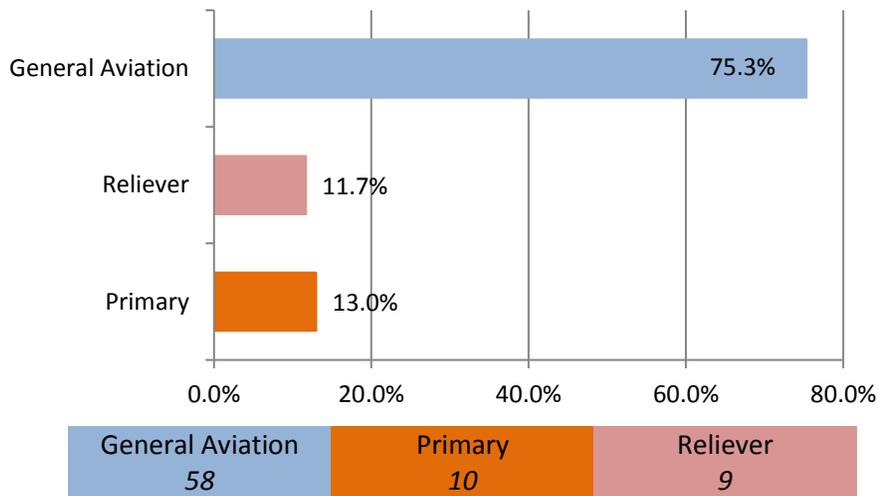
General Aviation Airports (Non-Primary)

General aviation airports are publicly owned airports in Illinois that do not have scheduled service or have less 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 1,331,606 flight operations during CY 2017 – 40.17 percent of all flight operations in Illinois.

Albertus (Freeport)	Greenville (Greenville)	Olney-Noble (Olney-Noble)
Benton Municipal (Benton)	Harrisburg-Raleigh (Harrisburg)	Pekin Municipal (Pekin)
Bolingbrook's Clow International (Bolingbrook)	Havana Regional (Havana)	Pinckneyville-Du Quoin (Pinckneyville/Du Quoin)
Bult Field (Monee)	Illinois Valley Regional (Peru)	Pittsfield Penstone Municipal (Pittsfield)
Cairo Regional (Cairo)	Ingersoll (Canton)	Pontiac Municipal (Pontiac)
Carmi Municipal (Carmi)	Jacksonville Municipal (Jacksonville)	Quincy Regional (Quincy)
Casey Municipal (Casey)	Joliet Regional (Joliet)	Rantoul National Aviation Center (Rantoul)
Centralia Municipal (Centralia)	Kewanee Municipal (Kewanee)	Rochelle Municipal (Rochelle)
Coles County Memorial (Mattoon/Charleston)	Lawrenceville-Vincennes International (Lawrenceville/Vincennes)	Salem-Leckrone (Salem)
Crawford County (Robinson)	Litchfield Municipal (Litchfield)	Shelby County (Shelbyville)
Decatur (Decatur)	Logan County (Lincoln)	Schaumburg Regional (Schaumburg)
DeKalb Taylor Municipal (DeKalb)	Macomb Municipal (Macomb)	Southern Illinois (Carbondale/Murphysville)

Dixon Municipal (Dixon)	Marshall County (Lacon)	Sparta Community (Sparta)
Edgar County (Paris)	Metropolis Municipal (Metropolis)	Taylorville Municipal (Taylorville)
Effingham County Memorial (Effingham)	Monmouth Municipal (Monmouth)	Tri-Township (Savanna)
Fairfield Municipal (Fairfield)	Morris Municipal (Morris)	Vandalia Municipal (Vandalia)
Flora Municipal (Flora)	Mt. Carmel Municipal (Mt. Carmel)	Vermilion County (Danville)
Galesburg Municipal (Galesburg)	Mt. Hawley Auxiliary (Peoria)	Whiteside County (Sterling/Rock Falls)
Greater Beardstown (Beardstown)	Mt. Sterling Municipal (Mt. Sterling)	
Greater Kankakee (Kankakee)	Mt. Vernon (Mt. Vernon)	

Airport Types in Proposed Airport Improvement Program



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. With the exception of Chicago O'Hare and Midway, federally eligible and justified projects are funded with 90 percent federal, 5 percent state and 5 percent local funds. At O'Hare and Midway, most projects are funded with 75 percent federal and 25 percent local funds. Noise mitigation projects are supported with funding that is 80 percent federal and 20 percent local.

Federal Funding

Federal Aviation Administration reauthorization legislation, H.R. 658 (P.L. 112-095), the FAA Modernization and Reform Act of 2012, enacted on February 14, 2012, authorized appropriations to the FAA from fiscal year 2012 through fiscal year 2015. H.R.636 (P.L. 114-190), the FAA Extension, Safety, and Security Act of 2016 extended FAA's authority and funding through September 2017. Since October 1, 2017, FAA has operated under two short-term extensions of their legislative authority: H.R.3823 (P.L. 115-63), the Disaster Tax Relief and Airport and Airway Extension Act of 2017, extended FAA's funding and authorities through

March 31, 2018; H.R. 1625 (P.L. 115-141), the Consolidated Appropriations Act, 2018, further extended FAA's funding and authority through September 30, 2018. IDOT expects a multiyear reauthorization completing fiscal year 2018. The reauthorization will ultimately affect fiscal year 2019 and for programmatic purposes assumes funding levels and requirements will remain very similar to prior authorizations. IDOT anticipates some minor programmatic shifting due to overall language in the bill and the fiscal year 2018 omnibus bill, which was signed into law on March 23 and included a \$1 billion boost in supplementary airport funding nationwide from the general fund rather than funds associated with the Airport and Airway Trust Fund. Regardless, projects utilizing federal funds will include: design, construction, safety, security, capacity enhancement, equipment, maintenance, noise mitigation, environmental, planning and land acquisition.

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 the Chicago O'Hare International Airport, Chicago/Rockford International Airport and Peoria International Airport.

Primary Entitlements

Funding 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 2019 entitlements are based on the number of passengers enplaned during calendar year 2017. Under the current AIP authorization, each primary airport will receive a minimum of \$1 million in primary entitlements.

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 NPIAS. All eligible Illinois airports are scheduled to receive \$150,000 in FY 2019. 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 what projects receive discretionary funding.

State Apportionment

Funding apportioned by the FAA to the state of Illinois. 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, which will receive state apportionment funding, are determined by IDOT. In FY 2019, 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.

Series “B” Aeronautical Bond Funds and State Road Funds

Series “B” Aeronautical Bond Funds and state road funds match federal dollars at 5 percent on projects that are state eligible. Funds are used to match design, construction, land acquisition reimbursement, and 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 consists of a three-year airport improvement program made up of an annual and multi-year program. Projects in the second and third 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 year. Through the transportation improvement 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 2019-2021 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 in Illinois.

The Proposed AIP identifies specific projects for development over the next three 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 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; however, it is an indication to the airport sponsor that the project is under consideration for funding at a future date. Airport sponsors will receive a more definite

commitment of funding when a project moves to the first year of the program and is approved by IDOT with a project Airport Improvement Program letter from the Office of Planning and Programming and receives approval by the Governor's Office of Management and Budget.

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 helps establish priorities is 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 the Office of Planning and Programming – Aviation Section and the Office of Intermodal Project Implementation – Aeronautics.

The Illinois Aviation System Plan Process

Goals of the Illinois Aviation System Plan and this program include:

- Promoting an aviation system that improves Illinois residents' quality of life by supporting health, welfare, and safety-related services and activities.
- Promoting a safe aviation system, as measured by compliance with applicable state and FAA standards.

- Advancing a system of airports that is supportive of Illinois' economy, ensuring that the aviation system is matched to Illinois' socioeconomic and demographic characteristics.
- Protecting and supporting an aviation system that maintains flexibility and responsiveness to changing needs in Illinois, while considering the environment.
- Determining where Illinois' aviation system of public airports is currently adequate and where there are deficiencies.
- Identifying the need for change in the aviation system and the department's policies to meet Illinois' future aviation needs.

The Illinois Aviation System Plan should be considered a continual planning process that periodically produces a formal narrative and analysis of the overall Illinois Aviation System. This document, which has not been fully updated since 1994, identifies system needs and sets short-to-long-term goals and objectives in consideration with the National Airspace System and aviation industry evolution 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, should be 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. As such, the 2019 MYP identifies a variety of aviation system planning projects to be completed utilizing AIP funds.

Select Major Capital Project Summaries

Chicago Executive Airport, Prospect Heights/Wheeling/Chicago *Install Residential Sound Insulation*

\$3,400,000

The Chicago Executive is a reliever airport facility serving the general aviation demand of the northern suburbs of Chicago and the city of Prospect Heights and village of Lansing. The airport relieves congestion at commercial service airports in the region and provides improved general aviation access to the overall community. Residences surrounding the airport, which are exposed to certain levels of airport noise because of aircraft operations and identified in a noise compatibility plan or program being developed, may be eligible for noise insulation items such as windows and doors. This project seeks federal AIP noise-related money and is not guaranteed.

University of Illinois – Willard Airport, Champaign/Urbana *Rehabilitate Taxiway Lighting*

\$1,560,000

University of Illinois – Willard is a commercial service airport that provides both air carrier and general aviation services for the Champaign-Urbana metropolitan area. Existing lighting circuits for taxiway A, B and D and the midfield intersection have cabling and fixtures that are approximately 25-40 years old. Testing reports and maintenance logs indicate that the circuits are not performing at optimum levels. The equipment has served its useful life per federal specification and needs to be replaced. This project seeks federal primary discretionary money and is not guaranteed.

Lansing Municipal Airport, Lansing/Chicago
Reconstruct Taxiway Connector C and D; Rehabilitate Taxiway F
\$440,000

The Lansing Municipal is a reliever airport facility serving the general aviation demand of the southern suburbs of Chicago and the village of Lansing. The airport relieves congestion at commercial service airports in the region and provides improved general aviation access to the overall community. Data analysis through the airport pavement condition survey program of the Illinois Aviation System Plan process, in addition to pavement coring, suggests full reconstruction for taxiway Connectors C and D, and a resurfacing of Taxiway F.

Decatur Airport, Decatur
Phase 2: Rehabilitate Portions of Runway 6-24
\$2,610,000

The airport in Decatur, serving the Decatur metropolitan area, is categorized as general aviation, but certified as a commercial service airport, and provides air carrier services through the U.S. Department of Transportation Essential Air Service program. Data analysis through the airport pavement condition survey program of the Illinois Aviation System Plan process suggests a continued resurfacing in targeted high-priority (highly distressed) areas of Runway 6-24. This project seeks federal non-primary discretionary money and is not guaranteed.

Lewis University Airport, Romeoville/Chicago
Phase 3: Reconstruct Taxiway B
\$4,000,000

Lewis University is a reliever airport facility serving the general aviation demand of the southwest suburbs of Chicago and the village of Romeoville. The airport relieves congestion at commercial service airports in the region and provides improved general aviation access to the overall community. This project is the final phase to complete the Taxiway B rehabilitation and reconstruction. Taxiway B serves Crosswind Runway 9-27 and provides ramp access to the primary Runway 2-20. This project seeks federal non-primary discretionary money and is not guaranteed.

Abraham Lincoln Capital Airport, Springfield
Phase 4: Upgrade Perimeter Fence/Wildlife Hazard Mitigation
\$4,931,000

Abraham Lincoln Capital is a commercial airport that provides both air carrier and general aviation services for the Springfield metropolitan area. The upgrade to perimeter fencing will improve safety at the airport through a variety of wildlife mitigation measures, including: (1) improving sections of perimeter fence through installation of buried fence skirt; (2) burying powerlines in the Runway 31 approach to reduce bird roosting; (3) drainage improvements; (4) grading improvements; and (5) clearing and grubbing in needed areas. This project seeks federal primary discretionary money and is not guaranteed.

Waukegan National Airport, Waukegan/Chicago
Phase 5: Install Wildlife/Security 10' Fencing per USDA-APHIS-Wildlife Survey (From Phase 2 Project Terminus to Runway 5-23)
\$800,000

Waukegan National is a reliever airport facility serving the general aviation demand of the north suburbs of Chicago and the city of Waukegan. The airport relieves congestion at commercial service airports in the region and provides improved general aviation access to the overall community. The existing airport perimeter is not completely fenced and is not capable of preventing persons and wildlife from entering the airport operations area. This multi-phased

project improves the safety and security of the airport. This project seeks federal non-primary discretionary money and is not guaranteed.

Capital Project List

<i>Blue: Primary Airport</i>	<i>Orange: Reliever Airport (Non-Primary)</i>	<i>Pink: Gen. Aviation Airport (Non-Primary)</i>
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*Projects identified with an asterisk (*) are seeking federal discretionary funds and as such are not guaranteed.*

District 1

Aurora Municipal Airport (Kane County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Airfield pavement rehabilitation (Area 1)	2019	2020	\$367,000
* Install security/wildlife 10' fencing	2019	2020	\$840,000
Rehabilitate airfield lighting including electrical vault improvements, wind cones and Runway 27 REILs	2020	2021	\$560,000
Rehabilitate Taxiway A connectors to East T-Hangars	2021	2022	\$558,000
Bolingbrook's Clow International Airport (Will County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Phase 2: Rehabilitate aircraft parking apron pavement	2019	2020	\$711,246
Reimbursement: Locally acquired aviation easements	2020	2021	\$166,667
Phase 3: Rehabilitate aircraft parking apron pavement	2021	2022	\$640,000
Bult Field (Will County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Initial airport master plan with airport layout plan	2021	2022	\$333,000
Chicago Executive Airport (Cook County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Residential noise mitigation (Airport Noise Compatibility Program funding)	2019	2020	\$3,400,000
Reimbursement: Replacement of T-Hangar moved in 2007 (6 of 15)	2019	2020	\$166,667
* Phase 1: Rehabilitate airfield lighting and electrical; includes airfield signage updates, vault modifications and regulator replacement	2020	2021	\$2,730,000
* Install security/wildlife 10' fencing	2021	2022	\$630,000
Chicago Midway International Airport (Cook County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Acquire fire vehicles and equipment	2019	2020	\$133,333

* Residential noise mitigation	2019	2020	\$21,333,333
* Update the Noise Exposure Maps and Noise Compatibility Plan	2019	2020	\$533,333
* Reconstruct perimeter fence	2019	2020	\$6,000,000
* Rehabilitate Runway 13L/31R	2020	2021	\$12,800,000
Acquisition of parcel at 55 th and Luna for approach protection	2021	2022	\$3,000,000
Residential noise mitigation, Phase 5 of 5	2021	2022	\$21,333,333
Chicago O'Hare International Airport (Cook County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Reconstruct the apron east of Terminal 5 following the demolition of the cargo building, Phase 3 of 4	2019	2020	\$19,333,333
* Construct Runway 10C-28C, Phase 8 of 9	2019	2020	\$26,666,667
* Construct Runway 9C-27C, Phase 2B	2019	2020	\$60,000,000
* Rehabilitate Taxiway H and H2	2019	2020	\$5,333,333
* Rehabilitation of Runway 4L-22R	2019	2020	\$22,000,000
Construct aircraft rescue and firefighting training facility	2020	2021	\$3,316,712
Install runway sensors on Runway 10L-28R	2020	2021	\$3,316,712
* Reconstruct the apron east of Terminal 5 following the demolition of the cargo building, Phase 4 of 4	2020	2021	\$2,666,667
* Construct Runway 10C-28C, Phase 9 of 9	2021	2022	\$26,666,667
* Construct Runway 9C-27C, Phase 2B – 6 of 9	2020	2021	\$60,000,000
Rehabilitate Taxiway T	2020	2021	\$3,000,000
Rehabilitate Taxiway YY	2020	2021	\$7,000,000
* Construct Runway 9C-27C, Phase 2B – 7 of 9	2021	2022	\$33,333,333
* Rehabilitation of Runway 4L-22R	2021	2022	\$25,600,000
DuPage Airport (DuPage County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Upgrade airport fencing to 10' on the northern, southern and western boundaries per 2008 wildlife hazard assessment	2019	2020	\$1,724,500
Elevated lighting fixture grounding updates: Replace existing isolation transformer secondary connectors with three-wire, grounded connectors	2020	2021	\$625,000
* Rehabilitate Runway 1028 lighting system	2020	2021	\$1,134,000
Echo T-Hangar pavement rehabilitation, Phase 3	2021	2022	\$166,667
Joliet Regional Airport (Will County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Expansion of the existing T-Hangar area to accommodate a new T-Hangar building	2019	2020	\$864,000
Preliminary engineering/drainage analysis and preliminary environmental analysis	2020	2021	\$166,667
* Improve drainage in runway safety area	2021	2022	\$2,000,000

Lake In The Hills Airport (McHenry County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Reconstruct Runway 8/26	2020	2021	\$2,500,000
Lansing Municipal Airport (Cook County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Phase 2: Remark airfield paving marking	2019	2020	\$166,667
Reconstruction of connecting Taxiways C and D; mill and resurface Taxiway F	2019	2020	\$440,000
Reimbursement: Locally acquired snow removal equipment	2020	2021	\$166,667
Phase 3: Remark airfield pavement marking	2021	2022	\$166,667
Rehabilitate southwest quadrant T-Hangar parking aprons	2021	2022	\$1,500,000
Lewis University Airport (Will County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Reconstruct remaining Taxiway B; including east of Taxiway E, and west of Runway 2-20	2019	2020	\$4,000,000
Rehabilitate hangar Taxiways R2 and R3, Phase 2	2020	2021	\$1,425,000
Install fencing and gates in the general aviation areas and on the north side of the airport	2021	2022	\$625,000
Construct air traffic control tower	2021	2022	\$6,000,000
Schaumburg Regional Airport (DuPage County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Locally constructed T-Hangar building	2020	2021	\$500,000
Waukegan National Airport (Lake County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Install wildlife/security 10' fencing per USDA-APHIS-Wildlife Survey (From Phase 2 Project terminus to Runway 5-23)	2019	2020	\$800,000
Obstruction removal – Runway 5/23 NE side transition	2020	2021	\$750,000
Obstruction (tree) removal – Runway 5/23 SW side transition	2021	2022	\$430,000
* Rehabilitate Taxiway E3	2021	2022	\$1,050,000

District 2

Albertus Airport (Stephenson County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Fuel farm modernization	2019	2020	\$17,888
Reimbursement: Corporate hangar construction (Phase 4 of 5)	2019	2020	\$17,888

Reimbursement: Corporate hangar construction (5 of 5)	2020	2021	\$80,559
Construct security fencing improvements, Phase 2	2021	2022	\$330,000
Chicago Rockford International Airport (Winnebago County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Rehabilitate Runway 7/25, Phase 1	2019	2020	\$7,600,000
* Construct perimeter/security fence, Phase 2	2019	2020	\$550,000
* Rehabilitate Runway 7/25, Phase 2	2020	2021	\$5,000,000
* Rehabilitate East Terminal apron	2020	2021	\$1,200,000
* Rehabilitate Runway 7/25 lighting system	2021	2022	\$2,944,444
Dixon Municipal Airport (Lee County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Rehabilitate electrical circuit for Runway 12/30	2019	2020	\$315,556
Reimbursement: Locally acquired land in the Runway 8 approach protection area	2020	2021	\$166,667
Kewanee Municipal Airport (Henry County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Rehabilitate taxiway to Runway 1-19	2019	2020	\$468,500
Rehabilitate west portion of aircraft parking apron	2020	2021	\$439,500
Rehabilitate T-Hangar Taxilane designated as TH/1	2021	2022	\$350,000
Quad City International Airport (Rock Island County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Runway 27 runway safety area grading and drainage improvements	2019	2020	\$6,325,500
* Replace existing snow removal equipment	2019	2020	\$720,000
Public safety improvements	2020	2021	\$1,500,000
* Rehabilitate airfield electrical, Phase 2	2020	2021	\$3,168,000
Acquire new jet bridge	2020	2021	\$600,000
* Construct drainage improvements along Taxiway K	2020	2021	\$3,246,560
* Acquire new jet bridge	2020	2021	\$600,000
* Snow removal equipment	2020	2021	\$720,000
Rochelle Municipal Airport (Ogle County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reconstruct remaining area of main aircraft parking apron designated as R/1	2019	2020	\$1,500,000
Rehabilitate Taxiway A/5	2021	2022	\$333,333
Tri-Township Airport (Carroll County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Rehabilitate Runway 13-31 connecting taxiway	2019	2020	\$700,000
Whiteside County Airport (Whiteside County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>

Rehabilitate Runway 18/36 lighting circuits	2019	2020	\$483,333
* Rehabilitate Runway 7/25	2020	2021	\$3,340,000

District 3

DeKalb Taylor Municipal Airport (DeKalb County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Remove existing 4' perimeter fence and replace with 10' class E fence as recommended by the USDA-APHIS-Wildlife Survey Phased project	2019	2020	\$1,250,000
* Replace 4' fence with security/wildlife fence, Phase 2 and 3	2020	2021	\$2,500,000
Greater Kankakee Airport (Kankakee County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Phase 2: Install security/wildlife 10' fencing	2019	2020	\$2,200,000
* Rehabilitate Runway 16/34	2020	2021	\$1,880,000
Illinois Valley Regional Airport (LaSalle County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Taxiway extension to the north on Runway 18/36, Phase 2	2020	2021	\$1,448,500
Taxilane rehabilitation in Y-Hangar area	2021	2022	\$166,667
Morris Municipal Airport (Grundy County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Rehabilitate Runway 18-36 using a pavement rejuvenator; remark runway	2019	2020	\$344,500
Reimbursement: Locally acquired 163.8 acres of land for a crosswind Runway 7/25, Phase 1	2020	2021	\$166,667
Reimbursement: Locally acquired 163.8 acres of land for a crosswind Runway 7/25, Phase 2	2021	2022	\$166,667
Pontiac Municipal Airport (Livingston County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Expand aircraft parking apron	2020	2021	\$801,000

District 4

Galesburg Municipal Airport (Knox County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Update airport master plan: Airport layout plan and narrative report	2021	2022	\$200,000
Peoria International Airport (Peoria County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>

* Rehabilitate Runway 4/22	2019	2020	\$4,000,000
* Rehabilitate Taxiway "A"	2019	2020	\$2,000,000
* Reimbursement: Obstruction removal and easement acquisition	2019	2020	\$5,400,000
* Construct parallel taxiway to Runway 13/31, Phase 1	2020	2021	\$5,400,000
* Construct parallel taxiway to Runway 13/31, Phase 2	2021	2022	\$7,700,000
Ingersoll Airport (Fulton County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: T-Hangar building repairs	2020	2021	\$325,000
Marshall County Airport (Marshall County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reconstruct terminal aircraft parking apron	2019	2020	\$897,500
Reconstruct east access taxiway	2021	2022	\$333,3333
Monmouth Municipal Airport (Warren County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Realign/terminate 11 th Street to produce a compliant object-free area	2019	2020	\$900,000
Mt. Hawley Auxiliary Airport (Peoria County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Avigation easement acquisition for parcel 17/35-6, 7, 8, 9, 10, 12, 13 and 14	2019	2020	\$418,333
Pekin Municipal Airport (Tazewell County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Install weather observation equipment: AWOS-II	2020	2021	\$295,000
Install 6' security fence and gates in terminal area	2021	2022	\$166,667

District 5

Central Illinois Regional Airport (McLean County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Rehabilitate short-term parking lot and employee auto parking lot	2019	2020	\$1,500,000
Design new general aviation aircraft parking apron	2019	2020	\$650,000
Construct new general aviation aircraft parking apron	2020	2021	\$7,000,000
Acquire snow removal equipment	2021	2022	\$1,200,000
Design airfield lighting rehabilitation	2021	2022	\$500,000
Edgar County Airport (Edgar County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Construct a new taxiway connecting the east side of the aircraft parking apron to Taxiway B	2020	2021	\$575,000

Rantoul National Aviation Center (Champaign County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Locally acquired snow removal equipment	2020	2021	\$166,667
University of Illinois – Willard Airport (Champaign County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Rehabilitate taxiway lighting circuits	2019	2020	\$1,560,000
* Rehabilitate Runway 4-22	2020	2021	\$2,000,000
* General aviation aircraft parking apron rehabilitation	2021	2022	\$2,000,000
Vermilion County Airport (Vermilion County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Rehabilitate Taxiway A between Runway 16/34 and A2; Reconstruct Taxiway A2 for future parallel Alpha geometry, including airport layout plan update	2019	2020	\$601,000
Rehabilitate aircraft parking apron in front of the fixed-base operator	2021	2022	\$333,333

District 6

Abraham Lincoln Capital Airport (Sangamon County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Upgrade perimeter fence/wildlife hazard mitigation, including buried wildlife skirt, Phase 4	2019	2020	\$4,931,900
Acquire high-speed runway brook and continuous friction-measuring equipment	2020	2021	\$775,000
* Runway 18/36 removal and associated improvements, Phase 1	2020	2021	\$6,910,000
* Runway 18/36 removal and associated improvements, Phase 2	2021	2022	\$6,910,000
Greater Beardstown Airport (Cass County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
<i>No improvements programmed</i>	-	-	-
Havana Regional Airport (Mason County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Airport master plan	2021	2022	\$166,667
Jacksonville Municipal Airport (Morgan County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Replace the medium intensity lighting system on Runways 13-31 and 4-22	2020	2021	\$415,000
Replace the medium intensity lighting system on taxiways and apron	2021	2022	\$380,000

Litchfield Municipal Airport (Montgomery County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Extend E-W Taxiway	2021	2022	\$650,000
Logan County Airport (Logan County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Rehabilitate main aircraft parking apron	2019	2020	\$537,500
Reimbursement: Fuel system paid for locally	2020	2021	\$166,667
Macomb Municipal Airport (McDonough County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Phase 1: Reconstruct access taxiways	2019	2020	\$421,500
Rehabilitate parallel Taxiway to Runway 9-27, Phase 1	2020	2021	\$400,000
Rehabilitate parallel Taxiway to Runway 9-27, Phase 2	2021	2022	\$750,000
Mt. Sterling Municipal Airport (Brown County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Install security/wildlife 10' fencing to enclose the remainder of the airport; Install manual gates	2019	2020	\$596,000
Reimbursement: Locally constructed 6 place T-Hangar	2021	2022	\$333,333
Pittsfield Penstone Municipal Airport (Pike County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Locally constructed snow removal equipment storage building	2020	2021	\$450,000
* Rehabilitate Runway 13-31	2021	2022	\$1,425,000
Quincy Regional Airport (Adams County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Phase 1: Reconstruct Runway 4-22 (preliminary engineering)	2019	2020	\$166,667
Phase 2: Reconstruct Runway 4-22	2021	2022	\$5,000,000
Taylorville Municipal Airport (Christian County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Rehabilitate Taxiway A – alternatives analysis study	2019	2020	\$35,000
Rehabilitate Taxiway A	2020	2021	\$980,000
Replace Taxiway A airfield lighting	2020	2021	\$280,000
Install new airport beacon and tower; Remove old beacon and tower	2021	2022	\$59,000

District 7

Casey Municipal Airport (Clark County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Snow Removal Equipment	2019	2020	\$130,000
Remove 4,000 gallon fuel tank and replace with 20,000 gallon aviation fuel split tank	2019	2020	\$275,000
Construct partial parallel taxiway to Runway End 4	2021	2022	\$475,000
Coles County Memorial Airport (Coles County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Phase 2: Rehabilitate Taxiway B	2019	2020	\$1,800,000
* Rehabilitate Taxiway D	2020	2021	\$1,150,000
Rehabilitate east portion of ramp	2021	2022	\$824,500
Crawford County Airport (Crawford County Airport)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: 8 place T-Hangar construction paid for locally, Phase 1	2019	2020	\$166,667
Reimbursement: 8 place T-Hangar construction paid for locally, Phase 2	2020	2021	\$166,667
Decatur Airport (Macon County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
* Rehabilitation of asphalt pavement on portions of Runway 6-24 pavement; Rehabilitation of concrete portions of Runway 12/30 pavement	2019	2020	\$2,610,000
Reconstruct T-Hangar access taxiways	2020	2021	\$761,300
* Rehabilitate a portion of Runway 12-30, Phase 3	2021	2022	\$2,368,421
Effingham County Memorial Airport (Effingham County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Rehabilitate Taxiway A	2021	2022	\$666,667
Fairfield Municipal Airport (Wayne County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Install aviation fuel dispensing equipment	2019	2020	\$315,600
Abbreviated airport master plan: Airport layout plan and narrative report	2019	2020	\$166,667
Extend partial parallel taxiway to Runway End 9	2019	2020	\$1,400,000
Flora Municipal Airport (Clay County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Site grading and approach paving to a locally constructed aircraft hangar	2020	2021	\$352,937
Lawrenceville-Vincennes International Airport (Lawrence County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Replace the omni-directional approach lighting system to Runway 27	2020	2021	\$333,333

* Rehabilitate Runway 18-36 using a pavement rejuvenator; Remark runway	2021	2022	\$2,000,000
Mt. Carmel Municipal Airport (Lawrence County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Locally constructed 5-bay T-Hangar	2020	2021	\$385,000
Olney-Noble Airport (Richland County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Extend Taxiway B to Runway End 11	2020	2021	\$1,027,500
Install lighting to Taxiway B extension to Runway End 11	2020	2021	\$153,500
Shelby County Airport (Shelby County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Locally constructed 10-place T-Hangar building, Phase 1	2020	2021	\$562,578
Reimbursement: Locally constructed 10-place T-Hangar building, Phase 2	2021	2022	\$118,922
Vandalia Municipal Airport (Fayette County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Rehabilitation of airport entrance road and auto parking lot	2019	2020	\$337,964
Construct partial parallel taxiway to Runway End 9	2021	2022	\$750,000

District 8

Centralia Municipal Airport (Clinton County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Fee simple land acquisition and avigation easement acquisition for approach protection identified in obstruction study	2019	2020	\$166,667
Rehabilitate terminal aircraft parking apron	2021	2022	\$333,333
Greenville Airport (Bond County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Rehabilitate partial parallel Taxiway B	2019	2020	\$450,000
Runway and taxiway light system rehabilitation	2020	2021	\$300,000
Rehabilitation of the airfield storm sewer	2021	2022	\$166,667
MidAmerica Airport (St. Clair County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Rehabilitate airport access roads	2019	2020	\$987,444
* Passenger terminal expansion, Phase 1	2019	2020	\$9,000,000
* Passenger terminal expansion, Phase 2	2020	2021	\$8,000,000
Locally acquire snow broom	2020	2021	\$674,000
* Passenger terminal expansion, Phase 3	2021	2022	\$6,900,000

* Runway shoulder widening and blast pads	2021	2022	\$5,569,000
* Airside service road, Phase 2	2021	2022	\$2,520,000
Salem-Leckrone Airport (Marion County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reconstruct PCC aircraft parking apron	2020	2021	\$333,333
Sparta Community Airport (Randolph County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Locally construct new 7-unit T-Hangar	2019	2020	\$166,667
Reimbursement: Locally construct community box hangar, Phase 1	2020	2021	\$166,667
Reimbursement: Locally construct community box hangar, Phase 2	2021	2022	\$166,667
St. Louis Downtown Airport (St. Clair County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Preliminary engineering and alternatives analysis for the relocation of Taxiway B	2020	2021	\$166,667
* Drainage improvements to address wetland concerns adjacent to taxiway B and reduce potential for wildlife attractant	2021	2022	\$1,000,000
St. Louis Regional Airport (Madison County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reconstruct bituminous T-Hangar taxilane pavements near the southeast area of the main ramp	2019	2020	\$700,000
Reconstruct bituminous T-Hangar taxilanes (north)	2020	2021	\$509,000
Rehabilitate south aircraft parking apron, Phase 1	2021	2022	\$1,360,000

District 9

Benton Municipal Airport (Franklin County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Remove trees in the 20:1 approach surface to Runway End 36	2019	2020	\$166,667
Construct security/wildlife fence	2021	2022	\$700,000
Cairo Regional Airport (Alexander County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Install security/wildlife fence and gates	2020	2021	\$266,111
Construct an 8,000 gallon fuel storage tank	2021	2022	\$185,000
Carmi Municipal Airport (White County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Final Phase of airport master plan with narrative and ALP update	2019	2020	\$70,000

Install security fence	2020	2021	\$550,000
Harrisburg-Raleigh Airport (Saline County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Airport master plan	2019	2020	\$220,000
Metropolis Municipal Airport (Massac County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Locally constructed 6-place T-Hangar	2020	2021	\$600,000
Mt. Vernon Airport (Jefferson County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Install security/wildlife 10' fencing	2019	2020	\$166,667
Rehabilitate south frontal area apron	2021	2022	\$372,500
Pinckneyville Du Quoin Airport (Perry County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Rehabilitation of main aircraft parking apron areas designated as R/1 and R/3	2019	2020	\$872,000
Construct security/wildlife fence on east side of the airport	2021	2022	\$650,000
Southern Illinois Airport (Jackson County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Reimbursement: Construction of a new airport terminal building	2019	2020	\$3,000,000
Reimbursement: Locally constructed terminal building	2020	2021	\$166,667
Airport master plan	2020	2021	\$325,000

Veterans Airport of Southern Illinois (Williamson County)			
<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Acquire snow removal equipment	2019	2020	\$365,000
* Replace 6' perimeter fence with 10' fence including buried wildlife fence	2019	2020	\$1,181,944
Rehabilitate portions of Taxiway A, B and D	2020	2021	\$873,611
* Runway 11-29 NAVAIDS and primary windcone replacement	2020	2021	\$300,000
Southern general aviation ramp rehabilitation	2021	2022	\$220,000
Reimbursement: Locally acquired 0.24 acre parcel and 1.01 acre parcel in approach to Runway 29	2021	2022	\$755,000

Statewide

<i>Improvement</i>	<i>FY First</i>	<i>FY Last</i>	<i>Est. Cost</i>
Statewide system planning elements (traffic counts, pavement condition surveys, Illinois System Plan Study, airport economic impact)	2019	2020	\$555,556
Statewide system planning elements (traffic counts, pavement condition surveys, Illinois System Plan Study, airport economic impact)	2020	2021	\$555,556
Statewide system planning elements (traffic counts, pavement condition surveys, Illinois System Plan Study, airport economic impact)	2021	2022	\$555,556

PROPOSED TRANSIT IMPROVEMENT PROGRAM

Programming Overview and Process

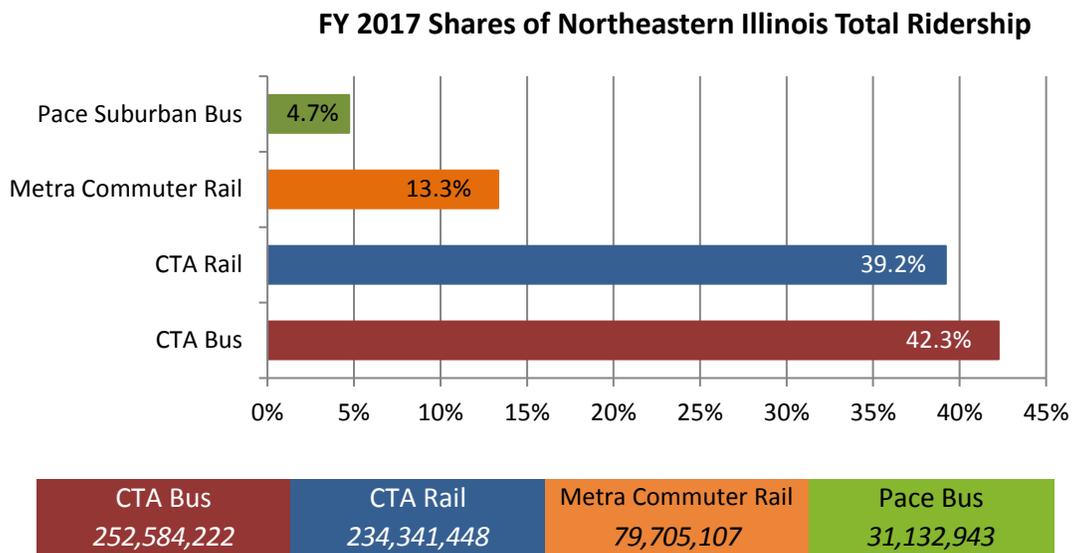
Transit Improvement Programming continues to have a significant impact on transit infrastructure throughout the state of Illinois. Unlike rail and air multi-year programming undertaken by IDOT, transit programming in Illinois is handled collaboratively by local transit providers, municipalities, metropolitan planning organizations and other organizations responsible for funding transit. Due to the localized programming of transit improvement projects, this section will identify where transit TIP information can be found.

Adequate and reliable streams of funding will allow transit systems to continue to modernize and rehabilitate aging capital assets. At the same time, capital programs address opportunities to provide new service expansion. Capital funding will help public transportation systems meet our residents' mobility needs with safe and dependable vehicles and facilities. State and federal funding is distributed throughout Illinois according to area regions. The regions are northeastern Illinois – referred to as Regional Transportation Authority, downstate Illinois and rural areas. While opportunities for capital investment in transit have been identified, the amount of funding programmed still falls short of meeting operational and capital needs.

System Background

Northeastern Illinois

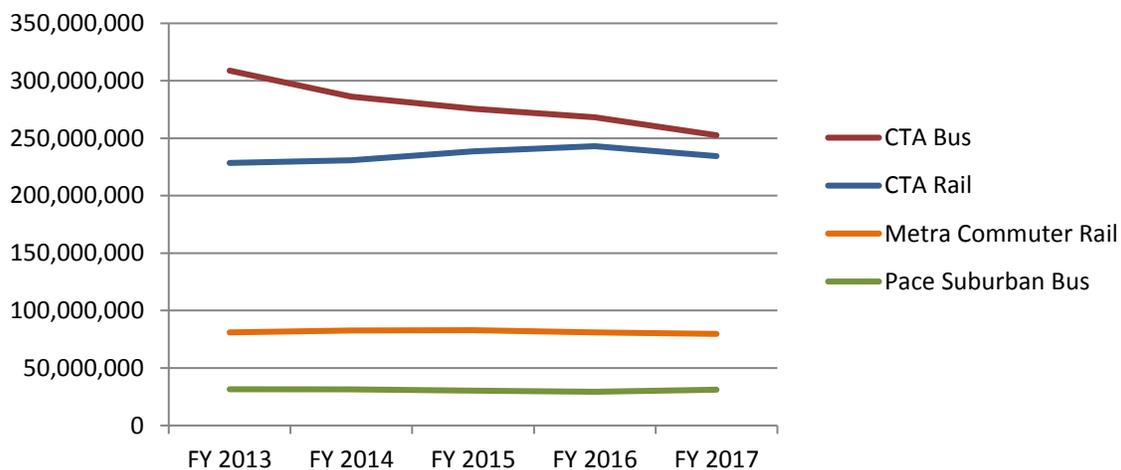
The northeastern Illinois area consists of Cook, DuPage, Kane, Lake, McHenry and Will counties. The Regional Transportation Authority is responsible for financial oversight and regional coordination of transit service, while day-to-day operations are the responsibility of three service boards – the Chicago Transit Authority (rail rapid transit and bus), Metra Commuter Rail and Pace Suburban Bus. Combined, these services provided nearly 600 million trips during FY 2016.



Northeastern Illinois Ridership Trends

Transit ridership data from FY 2013 through FY 2017 was collected for the CTA, Metra and Pace systems. Metra and Pace ridership remained consistent throughout this four-year window, culminating in FY 2017 with approximately 79.7 million and 31.1 million riders, respectively. CTA Bus ridership experienced a loss of 56.2 million throughout this period, with approximately 252.5 million riders using the system in FY 2017. However, the CTA Rail system experienced ridership gain of approximately 5.8 million, concluding with slightly more than 234.3 million riders during FY 2017. Largely as a result of lost ridership on the CTA Bus system, northeastern Illinois lost 8.03 percent of the approximately 650 million riders it had in FY 2013, decreasing to 597.7 million riders in FY 2017.

FY 2013-2017 Northeastern Illinois Ridership



Downstate Illinois – Urban and Rural

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

Urbanized Systems and Ridership Trends

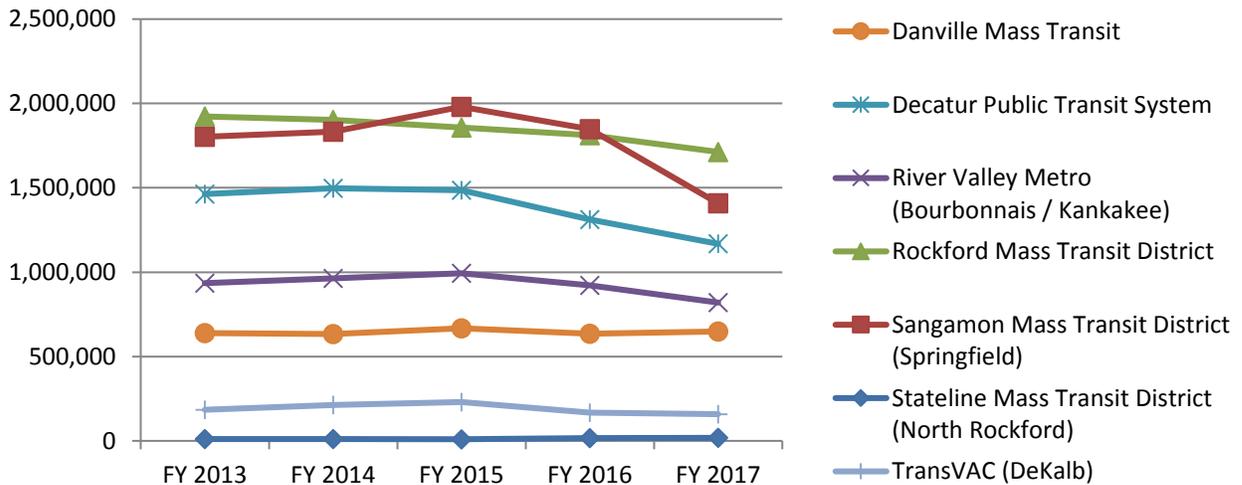
Downstate urbanized areas are served by 13 mass transit districts/municipal transit operators providing fixed-route and ADA complementary paratransit services to downstate urbanized areas (50,000 or greater population). These providers are Champaign-Urbana MTD, Greater Peoria MTD (CityLink), River Valley Metro MTD, Rock Island County Metropolitan MTD (MetroLink), Rockford MTD, Sangamon MTD (Springfield), Staline MTD, Bloomington-Normal (Connect Transit), Danville Mass Transit, Decatur Public Transit System, DeKalb (TransVac), Madison County MTD and St. Clair County MTD. In FY 2017, these operators provided approximately 34.1 million trips.

Urbanized system transit ridership in downstate Illinois slightly increased in the FY 2013 and 2017 timeframe, but ultimately concluded with a -7.36 percent change. Most of Illinois' downstate urbanized systems experienced losses of ridership, the greatest being the

Sangamon Mass Transit District at -21.9 percent, and the Decatur Public Transit System at -20.18 percent. Very slight (less than 5 percent) gains were observed at both the Champaign-Urbana Mass Transit District and Danville Mass Transit. Bloomington's Connect Transit also experienced a moderately significant gain in ridership over the five-year period, adding more than 200,000 new riders with an 11.32 percent increase. Illinois' smallest downstate urbanized system – the Stateline Mass Transit District serving northern Rockford and South Beloit – also saw a significant 56.32 percent ridership gain relative to its small size (over 6,000 additional riders), ending FY 2017 with a total ridership of nearly 18,000.

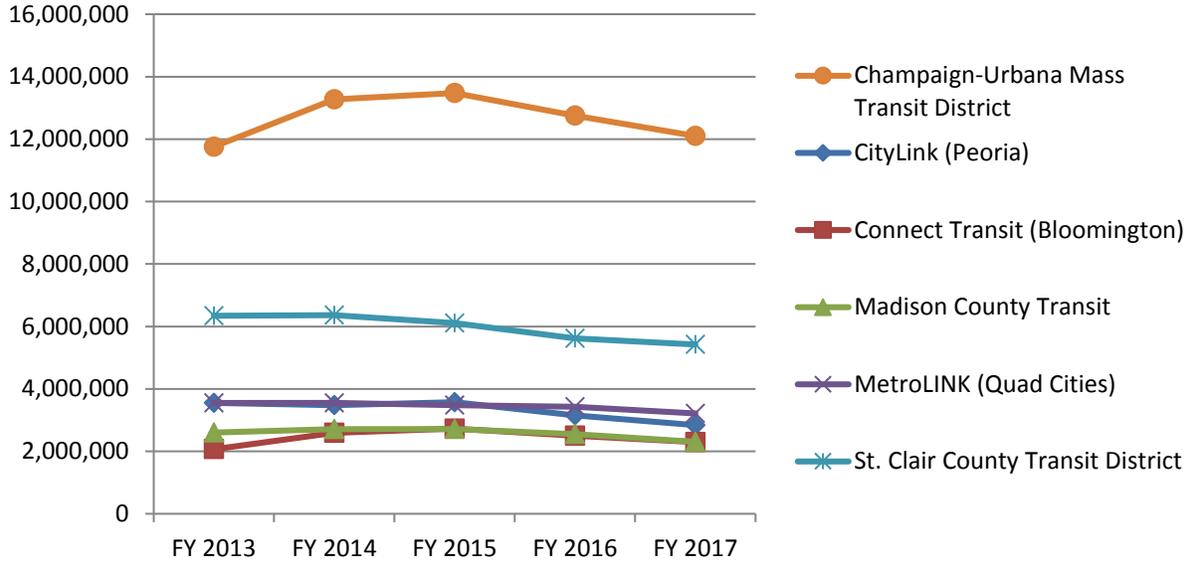
FY 2013-2017 Downstate Urban Ridership

(systems with fewer than 2 million riders per FY)



FY 2013-2017 Downstate Urban Ridership

(systems with at least 2 million riders per FY)



Rural Systems and Ridership Trends

Rural areas (with populations of less than 50,000) are served by mass transit districts (7 systems) and municipal (5 systems) and county (31 systems) transit operators providing various transportation services, such as demand response and deviated fixed-route. These systems carried approximately 4.9 million riders in FY 2017, with a 2.09 percent (238,119 riders) loss of ridership from FY 2013. Since FY 2013, three new rural transit systems have been added to the previous count, bringing the current total up to 43 operators. The Macoupin County and city of Ottawa transit systems gained the highest percentages of new ridership since FY 2013, at +209.45 percent and +119.9 percent, respectively. Greatest ridership losses since FY 2013 were experienced by the Monroe Randolph Transit District (-68.53 percent) and Kendall County transit (-49.13 percent).

FY 2017 Downstate Rural Ridership

Type of Provider	Provider Name	FY 2017 Ridership
County	Bond County	42,139
	Boone County	6,145
	Carroll County	6,711
	Champaign County	21,041
	Coles County	52,170
	DeKalb County	39,669
	Douglas County	8,661
	Effingham County	37,314
	Fulton County	20,426
	Grundy County	15,716
	Hancock County	12,059
	Henry County	45,689
	Jersey County	29,804
	Jo Daviess County	43,725
	Kankakee County	30,209
	Kendall County	12,797
	Macoupin County	71,746
	McLean County	129,946
	Peoria County	24,018
	Piatt County	26,751
Shelby County	90,661	
Tazewell County	34,573	
Warren County	54,357	
Whiteside County	49,584	
Woodford County	13,811	

Type of Provider	Provider Name	FY 2017 Ridership
County (Jointly)	Bureau County / Putnam County	66,411
	Lee County / Ogle County	79,508
	Logan County / Mason County *	21,180
	Marshall County / Stark County	6,130
	Rock Island County / Mercer County	9,990
	Sangamon County / Menard County	2,171
City	City of Freeport	81,113
	City of Galesburg	167,653
	City of Macomb	1,623,006
	City of Ottawa	59,728
	City of Quincy	436,495
Transit District	CRIS Rural Mass Transit District (Vermilion)	61,705
	Jackson County Mass Transit District	31,587
	Monroe Randolph Transit District	10,662
	Rides Mass Transit District	530,231
	Shawnee Mass Transit District	189,833
	South Central Illinois Mass Transit District	540,597
	West Central Mass Transit District	153,112

Dark Green: Ridership Gains of 50%+ at end of FY2013-17 Timeframe

Light Green: Ridership Gains of 10-50% at end of FY2013-17 Timeframe

Blue: Ridership gains/losses of +/-10% at end of FY2013-17 Timeframe

Light Red: Ridership Losses of 10-50%+ at end of FY2013-17 Timeframe

Dark Red: Ridership Losses of 50%+ at end of FY2013-17 Timeframe

Grey: Ridership dataset is incomplete for entirety of FY2013-17 Timeframe

** Logan / Mason are no longer operated jointly as of CY2018*

Rural System Operators

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

Bond County: *Bond County Transit* - <http://www.bondcountytransit.org/>
Boone County: *Boone County Public Transportation* - <http://www.boonecountyil.org/page/public-transportation>
Carroll County: *Carroll County Transit* - <http://ccsso.net/Transportation.html>
Champaign County: *Champaign County Area Rural Transit System* - <http://c-carts.com/>
Coles County: *Dial-A-Ride* - <http://www.dialaridetransit.org/>
DeKalb County: *Voluntary Action Center* - <http://vacdk.com/transportation/>
Douglas County: *Dial-A-Ride* - <http://www.dialaridetransit.org/>
Effingham County: *C. E. F. S. Economic Opportunity Corporation* - <https://www.cefseoc.org/transportation-effingham>
Fulton County: *Fulton County Rural Transit* - <http://www.fultoncountyruraltransit.com/>
Grundy County: *Grundy Transit System* - <https://www.grundyco.org/transit/>
Hancock County: *Hancock County Public Health Department* - <http://www.hancockhealth.info/rides/>
Henry County: *Henry County Public Transportation* - <http://www.ride-hcpt.com/>
Jersey County: *Tri-County Rural Transit* - <http://ilvalley-edc.org/transportation/>
Jo Daviess County: *Jo Daviess County Transit* - <https://www.jodaviesscountytransit.com/>
Kankakee County: *Show Bus* - <http://www.showbusonline.org/Kankakee.html>
Kendall County: *Kendall Area Transit* - <http://www.co.kendall.il.us/kendall-area-transit/>
Logan County: *Show Bus* - <http://www.showbusonline.org/Logan.html>
Macoupin County: *Macoupin County Public Health Department* - http://www.mcphd.net/general_information_transpertation.php
Mason County: *Show Bus* - <http://www.showbusonline.org/Mason.html>
McLean County: *Show Bus* - <http://www.showbusonline.org/McLean.html>
Peoria County: *CountyLink* - <http://www.ridecitylink.org/countylink>
Piatt County: *Piattran* - <http://piattran.org/>
Shelby County: *C. E. F. S. Economic Opportunity Corporation* - <https://www.cefseoc.org/transportation-cipt>
Tazewell County: *We Care Inc* - <https://www.wecareofmorton.com/services/transportation/>
Warren County: *Warren Achievement Center* - <http://www.warrencountyil.com/about-us/public-transportation>
Whiteside County: *Whiteside County Senior Center* - <http://www.whitesidescsc.org/>
Woodford County: *We Care Inc* - <https://www.wecareofmorton.com/services/transportation/>

Bureau/Putnam Counties: *Bureau and Putnam Area Rural Transit* - <http://www.ridebpart.org/>
Lee/Ogle Counties: *Lee-Ogle Transportation System* - <http://lotsil.org/>
Marshall/Stark Counties: *Marshall-Stark Transportation* - No website; Please call (309) 364-2287.
Rock Island/Mercer Counties: *RIM Rural Transit* - <http://www.ridetherim.org/>
Sangamon/Menard Counties: *Sangamon/Menard Area Regional Transit* - <http://co.sangamon.il.us/departments/s-z/smart>

City of Freeport: *Pretzel City Area Transit* - <https://seniorresourcecenter.net/services/transportation/>
City of Galesburg: *Galesburg Transit* - <http://www.ci.galesburg.il.us/services/transit/>
City of Macomb: *Go West Transit* - http://www.wiu.edu/student_services/go_west/
City of Ottawa: *North Central Area Transit* - <http://ridencat.com/>
City of Quincy: *Quincy Transit Lines* - <http://www.quincyil.gov/government/CityDepartments/Transit>

CRIS Rural Mass Transit District: <http://www.ruraltransits.org/>
Jackson County Mass Transit District: <http://www.jcmted.com/>
Monroe Randolph Transit District: <http://www.mrtransit.org/>
Rides Mass Transit District: <http://www.ridesmtd.com/>
Shawnee Mass Transit District: <http://www.shawneemtd.com/index.html>
South Central Mass Transit District: <http://southcentraltransit.org/>
West Central Mass Transit District: <http://www.wcmted.org/>

Funding Sources and Amounts

FY 2019-2024 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 2019-2024 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 2019-2024 program estimates are based on the current levels of funding from the Fixing America’s Surface Transportation Act. Key funding categories are summarized below with estimated funding levels (in millions) based on the amounts provided in federal FY 2018, which is the most recent fiscal year with full-year funding data available. Estimates for FY 2019 were generated by assuming funding for the previous fiscal year (published full-year FY 2018 figures) will remain the same, with an additional 3 percent increase. This formula was also utilized to estimate a total amount for the five-year period of FY 2020-2024. Note that federal funding levels may be subject to change following FY 2020, the final fiscal year in which the FAST Act will be in effect.

Urbanized Area Formula Grants (5307, 5340)		
These funds are available to urbanized areas for planning, capital and operating assistance. For urbanized areas with populations of 50,000 to 200,000, the funds are apportioned to the governor on the basis of population and population density. For urbanized areas with populations of more than 200,000, funds are apportioned to the designated recipient.	<i>FY2019 Est. Appor:</i> Northeastern IL: \$250.4M Downstate Urban: \$34.4M	<i>FY2020-2024 Est. Appor:</i> Northeastern IL: \$1.37B Downstate Urban: \$188.4M
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 disperse these funds. IDOT uses the funds for the statewide consolidated vehicle procurement program to purchase paratransit vehicles for qualified grantees.	<i>FY2019 Est. Appor:</i> Northeastern IL: \$6.9M Downstate Urban: \$4.2M Downstate Rural: \$1.4M	<i>FY2020-2024 Est. Appor:</i> Northeastern IL: \$38.M Downstate Urban \$23.4M Downstate Rural: \$8.1M
Rural Area Formula Grants (5311)		
This program provides capital, planning 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 activity as well as technical assistance and training provided through the Illinois Rural Transit Assistance Center at Western Illinois University in Macomb, Illinois.	<i>FY2019 Apportionment:</i> \$293,466	<i>FY2020-2024 Est. Appor:</i> \$1.6M

State of Good Repair Grants (5337)		
A new formula-based state of good repair program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion and encourage economic development.	<i>FY2019 Est. Appor:</i> Northeastern IL: \$307.2M	<i>FY2020-2024 Est. Appor:</i> Northeastern IL: \$1.68B
Bus and Bus Facility Grants (5339)		
Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.	<i>FY2019 Est. Appor:</i> Northeastern IL: \$18.4M Downstate Urban: \$7.4M Statewide: \$3.6M	<i>FY2020-2024 Est. Appor:</i> Northeastern IL: \$100.8M Downstate Urban: \$40.6M Statewide: \$19.7M

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) based upon the state's FY 2018 budget.

Public Transportation Fund		
These funds are appropriated by the state for operating assistance and match federal and local funds. They provide a portion of the eligible expenses for transit operations.	<i>FY2019 Estimated Appor:</i> Northeastern IL: \$424.3M Downstate Urban: \$280M Downstate Rural: \$52M	<i>FY2020-2024 Est. Appor:</i> Northeastern IL: \$2.32B Downstate Urban: \$1.53B Downstate Rural: \$284.8M
Additional State Assistance and Additional Financial Assistance		
These funds are appropriated to RTA in an amount equal to the debt service on bonds for strategic capital improvement projects (SCIP I and SCIP II). Note that in the past, this funding was withdrawn from the General Fund, whereas at present it is withdrawn from the Road Fund.	<i>FY2019 Estimated Appor:</i> Northeastern IL: \$131M	<i>FY2020-2024 Est. Appor:</i> Northeastern IL: \$716.3M
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.	<i>FY2019 Estimated Appor:</i> Downstate IL: \$30M	<i>FY2020-2024 Est. Appor:</i> Downstate IL: \$164M
Transportation Series B Bonds		
Transportation Series B Bonds are issued by the state to fund capital projects. These bonds are the primary state funding source for implementing public transportation capital improvement projects and providing 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.	<i>FY2019:</i> Statewide: \$1.05B	<i>FY2020-2024:</i> Statewide: \$5.72B

Programming Process and Priorities

IDOT does not presently engage in active planning and programming of transit projects. However, as funds become available from a state revenue program, IDOT manages an application process by which transit grantees may apply for capital funding for different kinds of projects: facilities, rolling stock, dispatching hardware and software, and other major equipment. The department, in conjunction with the governor's office, will review proposed capital projects submitted by transit operators in downstate Illinois and northeastern Illinois for approval. As the department moves forward, IDOT is striving to take a more active role in the selection of transit projects and will continue to work with transit partners to define criteria for the planning and programming of transit capital projects.

Select Major Capital Project Summaries

Northeastern Illinois Highlights

Phase 1 of Red Line South Extension. This extension of the Chicago Transit Authority's Red Line will extend its route from its current southern terminus at 95th Street to 130th Street. Benefits of the project include reduced commute times, improved mobility and accessibility, and improved rapid transit service to isolated areas. Once completed, the Red Line South Extension is also expected to provide opportunities for potential connections and links to other public transportation modes in the area, as well as foster economic development within the project area.

North Red/Purple Line Modernization. Century-old infrastructure along the CTA's Red and Purple lines has reached the end of its useful life, is operating at capacity and is in need of renewal. This project will include the nearly complete rebuilding of Red and Purple line track, bridges and viaducts. Public benefits of the Red and Purple line modernization include better ride quality, more frequent rapid transit service, modernized and ADA-accessible stations, and increased neighborhood connectivity.

Base Order of Four Hundred 7000-Series Rail Cars. As part of the CTA's ongoing initiative of rolling stock renewal, the agency will be taking delivery of the initial (base) order of 7000-series rail cars. These state-of-the-art cars will be manufactured within the City of Chicago and will replace rail cars ranging from 25 to 35 years old and approaching the end of their intended lifespan.

Rail Infrastructure Safety and Renewal. The CTA is continuously engaged in an effort to correct deficiencies throughout the rapid transit system's extensive track system, including structural and electrical elements. Upcoming improvements include critical track integrity upgrades on both the Red and Green lines, including stretches of both elevated and ballasted track.

Replace 60' Articulated and 40' Standard Buses. With a portion of its bus fleet exceeding 20 years of age, the CTA will be acquiring 150 new articulated 60' buses and 200 standard 40' buses. These replacement vehicles will increase efficiency, safety and reliability for the CTA's riders.

Downstate Urban and Rural Highlights

- **MetroLink (Rock Island County)** plans to replace six buses and two minivans.
- **River Valley METRO** will replace eight vehicles and invest in a Kankakee Transfer Center as well as a maintenance facility.
- **Champaign-Urbana MTD** plans to replace 17 buses and expand its Illinois Terminal multi-modal transfer facility.
- **Connect Transit** plans to replace 18 electric buses and obtain 20 bus shelters.
- **CRIS Rural Mass Transit District** plans to construct a new facility and obtain nine 15-passenger buses.
- **Sangamon Mass Transit District** plans to replace two alternative fuel buses.
- **Bi-State Development Agency** plans to upgrade for light rail vehicles and invest in right-of-way improvements for the MetroLink light rail system.
- **Madison County Transit District** plans on obtaining non-revenue vehicles to support its transit operations.

Urban Transit Capital Projects

Bi-State Regional Commission

Located entirely within IDOT's District 2, the Bi-State Regional Commission is the MPO for the Quad Cities area. Its area includes a portion of Scott County in Iowa, as well as parts of Henry and Rock Island counties in Illinois. Transit service in the Bi-State Regional Commission's MPO area is provided by MetroLINK and RIM Rural Transit. The commission's Transportation Improvement Program can be found at this link: <http://bistateonline.org/transportation/quad-cities-metro-planning>.

Champaign-Urbana Urbanized Area Transportation Study

Entirely within Champaign County and IDOT District 5, CUUATS is the MPO for the Champaign-Urbana area. Transit service within the CUUATS boundaries is provided by the Champaign-Urbana Mass Transit District as well as the Champaign County Area Rural Transit System. The CUUATS TIP can be found at <https://cuuats.org/tip/>.

Chicago Metropolitan Agency for Planning

IDOT's District 1 is largely identical in its geographic extent to the boundaries of the Chicago Metropolitan Agency for Planning, and the latter is the only MPO within District 1. This area includes Cook, DuPage, Kane, Kendall (in IDOT District 2), Lake, McHenry and Will counties. Transit in CMAP's MPO area is provided by the Chicago Transit Authority, Kendall Area Transit, Metra Commuter Rail and Pace Suburban Bus. Transit programming for these counties is located at CMAP's TIP, located at <http://etip.cmap.illinois.gov>.

Danville Area Transportation Study

Within IDOT's District 5, DATS is located entirely within Vermilion County. Transit is provided by Danville Mass Transit within the MPO boundary area. The DATS TIP is located at <http://www.dats-il.com/transportation-improvement-program-tip.html>.

Decatur Urbanized Area Transportation Study

DUATS' MPO area is entirely within Macon County and falls within IDOT's District 7. Transit operators within the DUATS boundary include the city of Decatur and Show Bus. The DUATS TIP can be found at: <https://www.decaluril.gov/departments/development-services/decatur-urbanized-area-transportation-study-duats/>.

DeKalb/Sycamore Area Transportation Study

DSATS' boundary is entirely located within DeKalb County and located within IDOT's District 2. Transit in DeKalb is provided by TransVAC (Voluntary Action Center) through funding from both the cities of DeKalb and Sycamore, as well as DeKalb County. The DSATS TIP is located at <https://www.cityofdekalb.com/526/Transportation-Improvement-Program-TIP>.

Dubuque Metropolitan Area Transportation Study

DMATS is a tri-state MPO, with boundaries including portions of Dubuque County (IA), Grant County (WI) and Joe Daviess County (IL). Within Illinois, DMATS' MPO area is located within IDOT's District 2. Transit within the DMATS boundary in Illinois is provided by Jo Daviess County Transit. The DMATS TIP is located at http://www.eciatrans.org/DMATS/tip_map.cfm.

East-West Gateway Council of Governments

The EW Gateway COG's MPO area includes portions of Franklin, Jefferson, St. Charles and St. Louis counties in Missouri, and Madison, Monroe and St. Clair counties in Illinois. In Illinois, the MPO area falls within IDOT District 8. In its Illinois boundary areas, transit is provided by Madison County Transit, the Monroe Randolph Transit District and the St. Clair County Transit District. The EW Gateway COG's MPO TIP can be found at <https://www.ewgateway.org/transportation-planning/transportation-improvement-program/>.

Kankakee Area Transportation Study

KATS' MPO boundaries are confined entirely within Kankakee County and IDOT's District 3. In the KATS MPO area, transit is provided by Show Bus and River Valley Metro. The KATS TIP can be found at http://planning.k3county.net/kats_docs.htm.

McLean County Regional Planning Commission

Located entirely within IDOT's District 5, the MCRPC, as the name might suggest, covers an MPO area only within McLean County, primarily covering the Bloomington-Normal area. Transit in the MCRPC area is provided by Connect Transit and Show Bus. MCRPC's TIP is located at <http://www.mcplan.org/department/division.php?structureid=28>.

Peoria/Pekin Urbanized Area Transportation Study

The PPUATS MPO boundary area contains portions of Peoria, Woodford and Tazewell counties. Its located within IDOT's District 4. Transit within the MPO area is provided by Peoria CityLink, Peoria CountyLink and We Care Inc. The PPUATS TIP can be found at <https://tricityrpc.org/transportation/tip/>.

Rockford Metropolitan Agency for Planning

RMAP's MPO boundaries encompass portions of Boone and Winnebago counties. These boundaries are located within IDOT's District 2. Within the MPO area, transit is provided by Boone County Public Transportation and the Rockford Mass Transit District. The RMAP TIP can be found at <http://www.rmapil.org/documents/federally-required/>.

South East Metropolitan Planning Organization

SEMPO's boundary area is almost entirely within Missouri (portions of Cape Girardeau and Scott counties), but there is also a very small area of coverage in Illinois' Alexander County. The Illinois portion of this MPO area falls within IDOT's District 9. The Shawnee Mass Transit District provides service through the Illinois portion of SEMPO's boundary area. SEMPO's TIP is located at <http://southeastmpo.org/planning-documents/>.

Southern Illinois Metropolitan Planning Organization

SIMPO is the MPO for urbanized areas in Jackson and Williamson counties and is located within IDOT's District 9. Transit operators within its coverage area include the Jackson County Mass Transit District and Rides Mass Transit District. SIMPO's TIP is located at <http://www.greateregypt.org/SIMPO/transportation-planning-documents/>.

Springfield Area Transportation Study

SATS' MPO boundaries are entirely within Sangamon County and IDOT's District 6. Transit operators within its coverage area include Sangamon/Menard Area Regional Transit and the Sangamon Mass Transit District. The SATS TIP can be found at <http://co.sangamon.il.us/departments/m-r/regional-planning-commission/program-areas/transportation-planning>.

State Line Area Transportation Study

SLATS' MPO area includes portions of Rock County (WI) and Winnebago County (IL). Its coverage area in Illinois is entirely within IDOT's District 2. In Illinois, transit in the SLATS boundaries is provided by the Stateline Mass Transit District. The SLATS TIP is located at <http://gouda.beloitwi.gov/weblink/0/fol/60724/Row1.aspx>.

Appendix

Map of IDOT Regions and Districts

