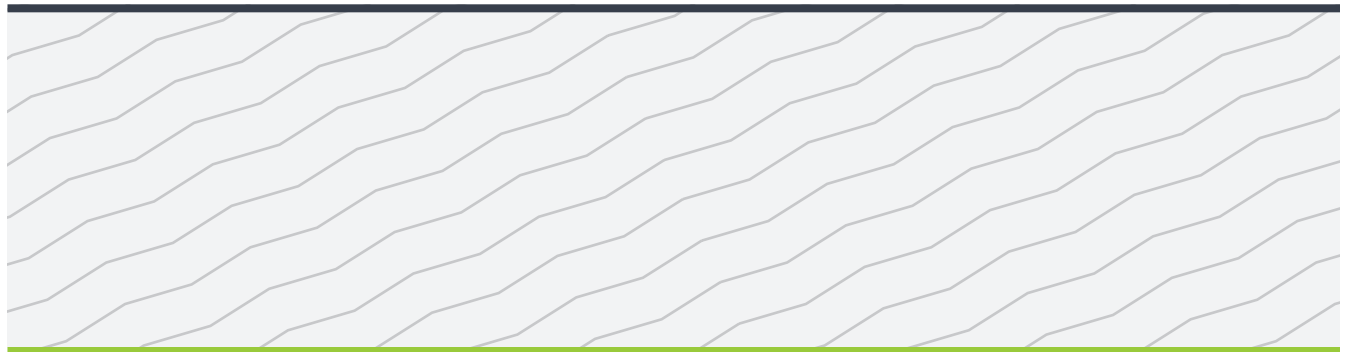




FY 2025-2030

PROPOSED HIGHWAY & MULTIMODAL IMPROVEMENT PROGRAM

Executive Summary



EXECUTIVE SUMMARY

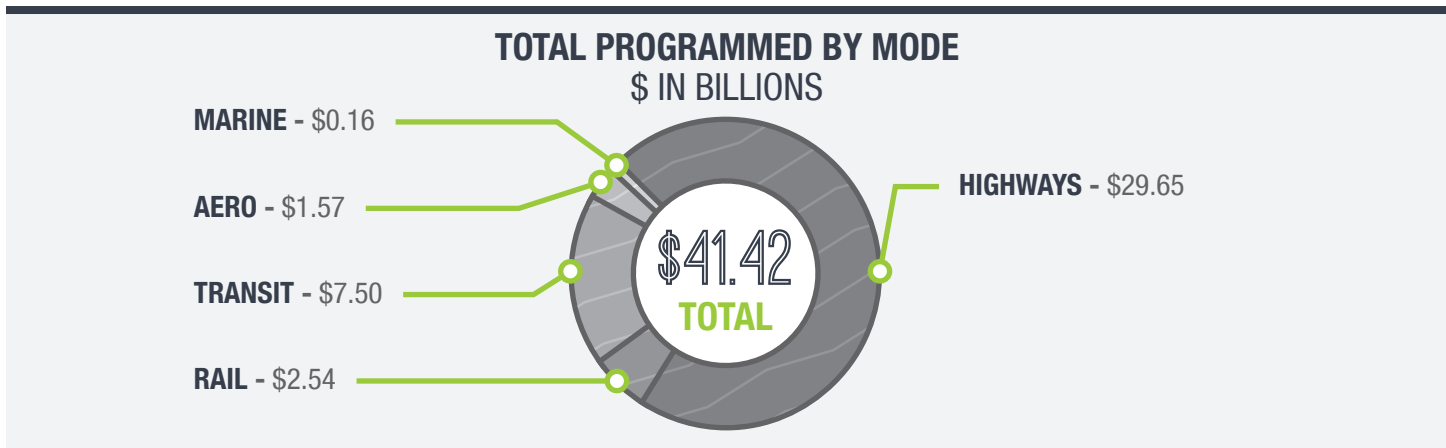
In the summer of 2019, in response to significant budget challenges for Illinois' infrastructure investment, the governor and General Assembly passed a package of legislation that increased revenue, boosted bond authority, and created new programs to increase and focus transportation investment.

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

Illinois' Transportation System includes:

- ❑ **Licensed drivers** – 9.07 million
- ❑ **Total vehicle registrations** – 11.11 million
- ❑ **Annual vehicle miles of travel** – 103.97 billion
- ❑ **Annual gallons of fuel consumed** – 5.9 billion
- ❑ **Miles of road** – 147,098 centerline miles throughout the state
- ❑ **Miles under state jurisdiction** – 15,905
- ❑ **Miles plowed by snow removal crews** – 44,899
- ❑ **Bridges** – 7,871 bridges under state jurisdiction
- ❑ **Rest areas and welcome centers** – 41
- ❑ **Seat belt usage** – 93% for front-seat occupants in 2021
- ❑ **Annual traffic deaths** – 1,268 in 2022
- ❑ **Public-use aviation landing facilities** – 108
- ❑ **Registered aircraft** – 7,483
- ❑ **Registered pilots** – 15,692
- ❑ **Railroad grade crossings** – 10,227, the second-highest total in the United States
- ❑ **Amtrak annual ridership** – 3.3 million riders at Illinois stations (2022)
- ❑ **Transit systems** – 58 throughout the state, operating in 96 of the 102 counties
- ❑ **Transit passenger trips** – 452 million annually
- ❑ **Inland navigable waterways** – Mississippi, Ohio, Kaskaskia and Illinois rivers, including the Chicago Area Waterway System
- ❑ **Miles of navigable waterways** – 1,118
- ❑ **River locks** – 27
- ❑ **Marine terminals** – Approximately 450+

The department continues to invest in not only highways and bridges but also freight infrastructure, airports and bicycle facilities. The following pages will document the \$41.42 billion investment in highways, bridges, bike/pedestrian facilities, airports, marine transportation, rail and transit. Each area will outline the policies and processes for prioritizing projects for funding and list where more information can be found about the projects.



QUESTIONS/COMMENTS

To submit questions or comments about a transportation issue, please submit Form PRO 2241 shown below.



**Illinois Department
of Transportation**

Public Review and Comment Transportation Issues

Location

Issues / Questions / Comments

Submitted By

Title/Representing

Address

City

State

Zip Code

Phone

E-mail

For Office Use Only

Detailed Location Description

Return To:

Illinois Department of Transportation
Bureau of Programming
Room 307
2300 South Dirksen Parkway
Springfield, Illinois 62764

E-mail To:

DOT.OPPMYPOutreach@illinois.gov

Date Received

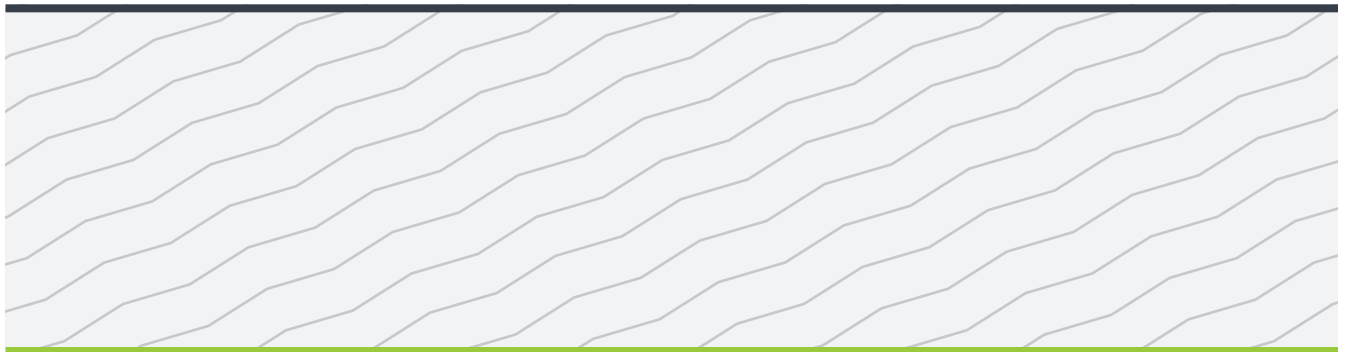
Reviewed By

PRO 2241 (Rev. 10/18/21)



FY 2025-2030

PROPOSED HIGHWAY IMPROVEMENT PROGRAM



HIGHWAY PROGRAM OVERVIEW

Each year the Illinois Department of Transportation develops a fiscally constrained six-year program that details how it will invest in the state and local highway system. The Fiscal Year 2025-2030 Proposed Highway Improvement Program, sometimes referred to as the Multi-Year Program or MYP, totals \$29.65 billion in funding with a FY 2025 Annual Highway Improvement Program of \$5.3 billion.

This program is anticipated to:

- ❑ Provide funding to reconstruct or rehabilitate 3,090 miles of road (plus 77 miles of ramps) and replace or rehabilitate bridges totaling 8,299,727 square feet of bridge deck area on the state-maintained system.
- ❑ Allocate \$2.39 billion to lower-cost treatments to preserve state-maintained roads and bridges and keep them in a state of acceptable condition.
- ❑ Provide funding to maintain 843 miles and 1,045,184 square feet of bridge deck area on the locally maintained system.
- ❑ Provide funding for railroad crossing safety improvements throughout the state.
- ❑ Provide funding for traffic and safety improvements that further enhance highway safety as part of IDOT's regular highway improvement program by targeting specific fatal and severe crash locations.
- ❑ Enhance public right-of-way accessibility as part of IDOT's regular highway improvement program by removing barriers to accessibility as identified in the agency's Americans with Disabilities Act Transition Plan.

HIGHWAY PROGRAM SUMMARY

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

CORE WORK CATEGORIES

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

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

Much of the funding in this program is identified to maintain and preserve the state's existing system of roads and bridges. Over the six years of the MYP, the districts have programmed \$2.39 billion toward the preservation of existing roads and bridges. In addition, preservation may be included as part of a larger improvement.

Under the **Bridges** category, the only projects considered “new” are less than or equal to 20-foot structures being replaced with greater than 20-foot structures. For the MYP, all bridges less than or equal to 20 feet, as well as culverts, are counted as bridges, which is different than the Transportation Asset Management Plan, which defines bridges as those structures greater than 20 feet. A new initiative to bundle the replacement of small, deficient highway bridges and culverts was piloted last year. This initiative is designed to allow IDOT to deliver more bridge projects in less time, save money and leverage increased revenues from the Infrastructure Investment and Jobs Act. There are 15 bundles

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

Additionally, with IIJA, Illinois will be able to dedicate further funding to the Illinois Special Bridge Program. This program targets deficient highway bridge projects that exceed replacement or rehabilitation costs of \$7.5 million for state bridges and \$1 million for local bridges. The ISBP provides federal National Highway Performance Program funds, Surface Transportation Program funds or federal bridge program funds for up to 90% of eligible project costs. A non-federal match is required. The FY 2025-2030 program identifies \$1.78 billion for 44 local projects and 123 state projects.

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

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

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

STATE HIGHWAY PROGRAM

The \$29.65 billion available for the FY 2025-2030 program includes \$ 23.01 billion for improving and maintaining the state highway system.

FY 2025-2030 PROGRAMMED IMPROVEMENTS

Roadway Maintenance

Interstate NHS (miles)	386
Non-Interstate NHS (miles)	862
Non-NHS Marked (miles)	1,569
Non-NHS Unmarked (miles)	273

Bridges

Interstate NHS (sq. ft.)	2,402,291
Non-Interstate NHS (sq. ft.)	3,241,737
Non-NHS Marked (sq. ft.)	929,446
Non-NHS Unmarked (sq. ft.)	1,726,253

Safety/System Modernization

Interstate NHS (miles)	3
Non-Interstate NHS (miles)	4
Non-NHS Marked (miles)	1
Non-NHS Unmarked (miles)	0
Safety Locations (number)	415

System Expansion

Interstate NHS (miles)	28
Non-Interstate NHS (miles)	82
Non-NHS Marked (miles)	8
Non-NHS Unmarked (miles)	6
New Bridges (sq. ft.)	577,974

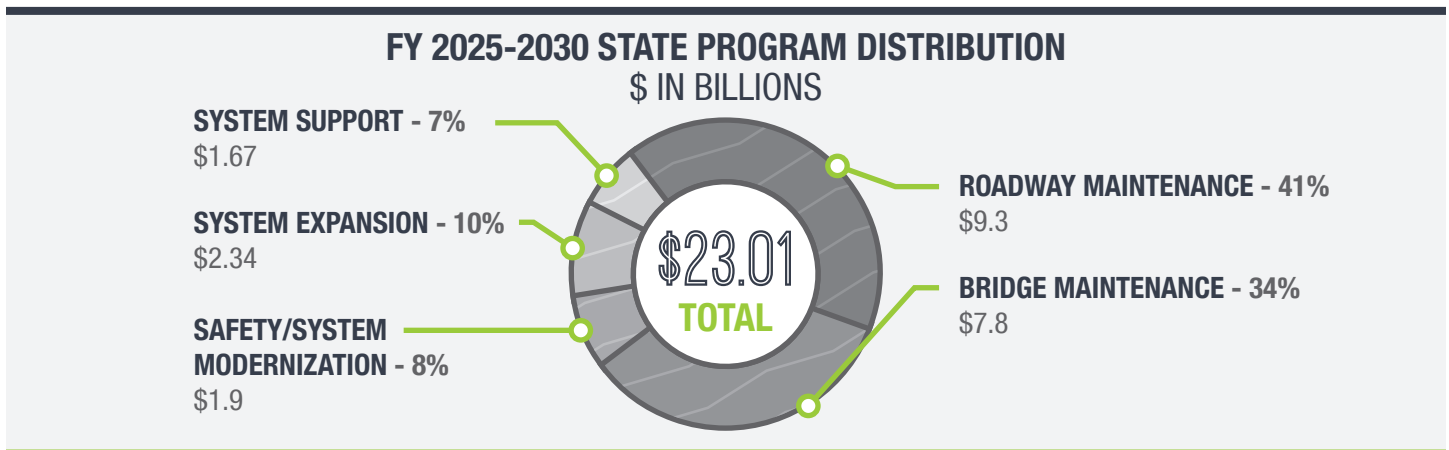
Preservation

Roads & Bridges (\$M)	2,387,437
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The FY 2025-2030 state program includes:

- ❑ **ROADWAY MAINTENANCE** – \$9.3 billion is scheduled for reconstruction, resurfacing, lane or shoulder width widening, and preservation. This includes \$1.41 billion for interstate resurfacing projects.
- ❑ **BRIDGES** – \$7.8 billion is planned to address bridge needs across the state, with \$275 million of this programmed for culvert replacements and repairs.
- ❑ **SAFETY/SYSTEM MODERNIZATION** – \$1.9 billion is scheduled for projects such as interchange reconstructions as well as traffic and safety improvements, of which \$1 billion is specifically slated for safety improvements.
- ❑ **EXPANSION** – \$2.34 billion is planned for expansion of the system for projects that add new lanes to an existing road or new road on new alignment.
- ❑ **SYSTEM SUPPORT** – \$1.67 billion is planned for statewide or districtwide engineering, land acquisition, training, standalone ADA projects and various other miscellaneous types of work required to maintain our roads and bridges.

Approximately 75% of the state program is dedicated to maintaining Illinois roads and bridges, while 8% is allocated for safety and modernization of our system, and 7% is slated for other work required to deliver the highway program. The remaining 10% is for projects that strategically expand the system in places where the return on investment is high. The district narratives highlight several of these expansion projects. The narratives are located at the beginning of each district’s project listings.



LOCAL HIGHWAY PROGRAM

The MYP provides \$6.65 billion for improvements to an estimated 843 miles and more than 1,045,184 square feet of bridge deck area. Of these, 11 miles and 203,434 square feet of deck area are on the NHS. Funding for local projects comes from federal, state and local funds for highway improvements selected by local units of government. The funding described in this document is in addition to the funds allocated directly to the local agencies through the state motor fuel tax allotments of approximately \$1.04 billion annually. The department also provides local governments with funding for the following special programs, which total \$893.2 million.

- ❑ \$219.7 million for the county consolidated program
- ❑ \$40.3 million for high-growth cities
- ❑ \$100.9 million for needy townships
- ❑ \$360 million for the township bridge program
- ❑ \$42 million for upgrading local truck routes
- ❑ \$40.3 million for state matching assistance
- ❑ \$90 million to foster economic development

HIGHWAY PROGRAM DEVELOPMENT

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

IDOT PERFORMANCE GOALS



ECONOMY

Improve Illinois' economy by providing transportation infrastructure that supports the efficient movement of people and goods.



LIVABILITY

Enhance the quality of life across the state by ensuring that transportation investments advance local goals, provide multimodal options and preserve the environment.



MOBILITY

Support all modes of transportation to improve accessibility and safety by improving connections between all modes of transportation.



RESILIENCY

Proactively assess, plan and invest in the state's transportation system to ensure that our infrastructure is prepared to sustain and recover from extreme events and other disruptions.



STEWARDSHIP

Safeguard existing funding and increase revenues to support system maintenance, modernization and strategic growth of Illinois' transportation system.

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

DEVELOPING IDOT'S PROGRAM

STEPS IN DEVELOPING THE PROPOSED HIGHWAY IMPROVEMENT PROGRAM



STEP 1: DETERMINE AVAILABLE REVENUES

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



STEP 2: ASSESS HIGHWAY SYSTEM NEEDS

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



STEP 3: DEVELOP FUNDING TARGETS

Funding targets and guidelines are set.



STEP 4: PRIORITIZE PROJECTS

Data and funding targets are used to prioritize projects.



STEP 5: PUBLISH PROGRAM

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

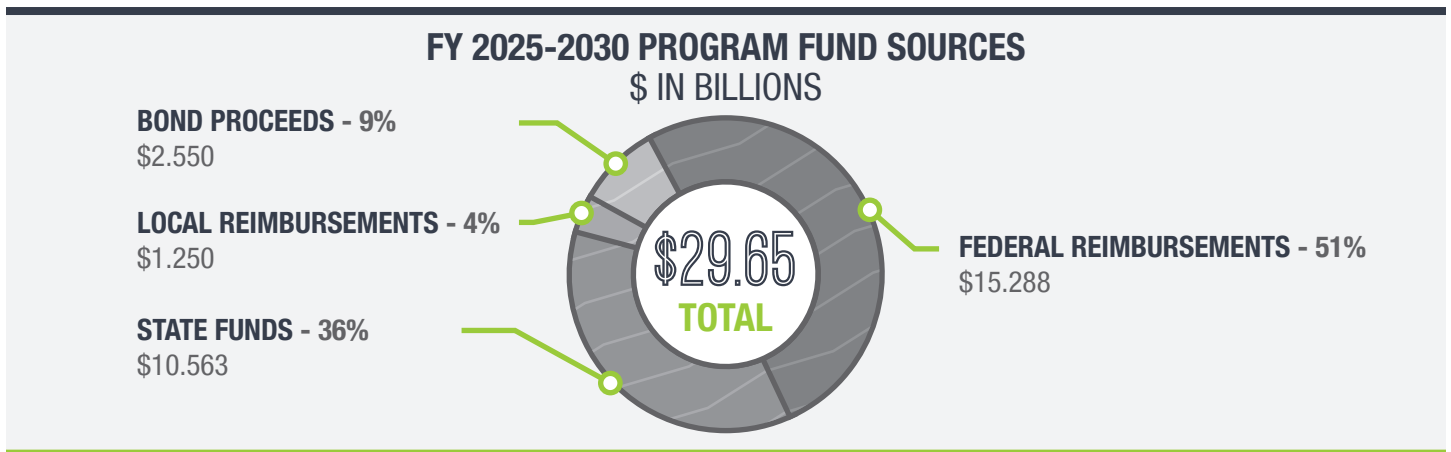
DETERMINE AVAILABLE REVENUES

The FY 2025-2030 Proposed Highway Improvement Program is funded by revenues collected by the state.

Those revenues include:

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

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



The FY 2025-2030 Proposed Highway Improvement Program identifies projects that will take advantage of new federal funding for roads, bridges, and bicycle and pedestrian projects. Any other modes such as transit, rail, waterway or aeronautic projects are identified in the Fiscal Year 2025-2030 Proposed Multimodal Improvement Program.

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

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

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

1 Series A bonds

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

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

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

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

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

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

ASSESS HIGHWAY SYSTEM NEEDS

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

ROAD CONDITIONS AND PAVEMENT NEEDS

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

BRIDGE NEEDS

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

SAFETY NEEDS

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

TRAFFIC NEEDS

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

AMERICANS WITH DISABILITIES ACT NEEDS

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

4 Series A bonds

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

DEVELOP HIGHWAY FUNDING TARGETS

Once the department has identified total available funding, the cost of the local program is determined and subtracted from the total amount. Then, the funding amount for statewide or centralized programs is determined and subtracted. For FY 2025, \$399 million has been reserved for the state program and \$265 million has been reserved for local projects. These statewide or centralized programs are set aside for various anticipated needs, but exact locations or other details are not known during the program's development. These are categorized into four main funding groups:

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

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

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

HIGHWAY PROJECTS

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

TRANSPORTATION ASSET MANAGEMENT PLAN

Program priorities are to maintain and preserve existing roads and bridges, with a special emphasis on the National Highway System and structurally deficient bridges on that system. There are 6,974 miles of state-maintained roads and 4,085 bridges (totaling 60.3 million square feet of deck area) on the NHS. The department's focus on the NHS is due in large part to the fact that federal funds are our largest pool of funds and that federal performance rules require state departments of transportation to prioritize the system's condition.

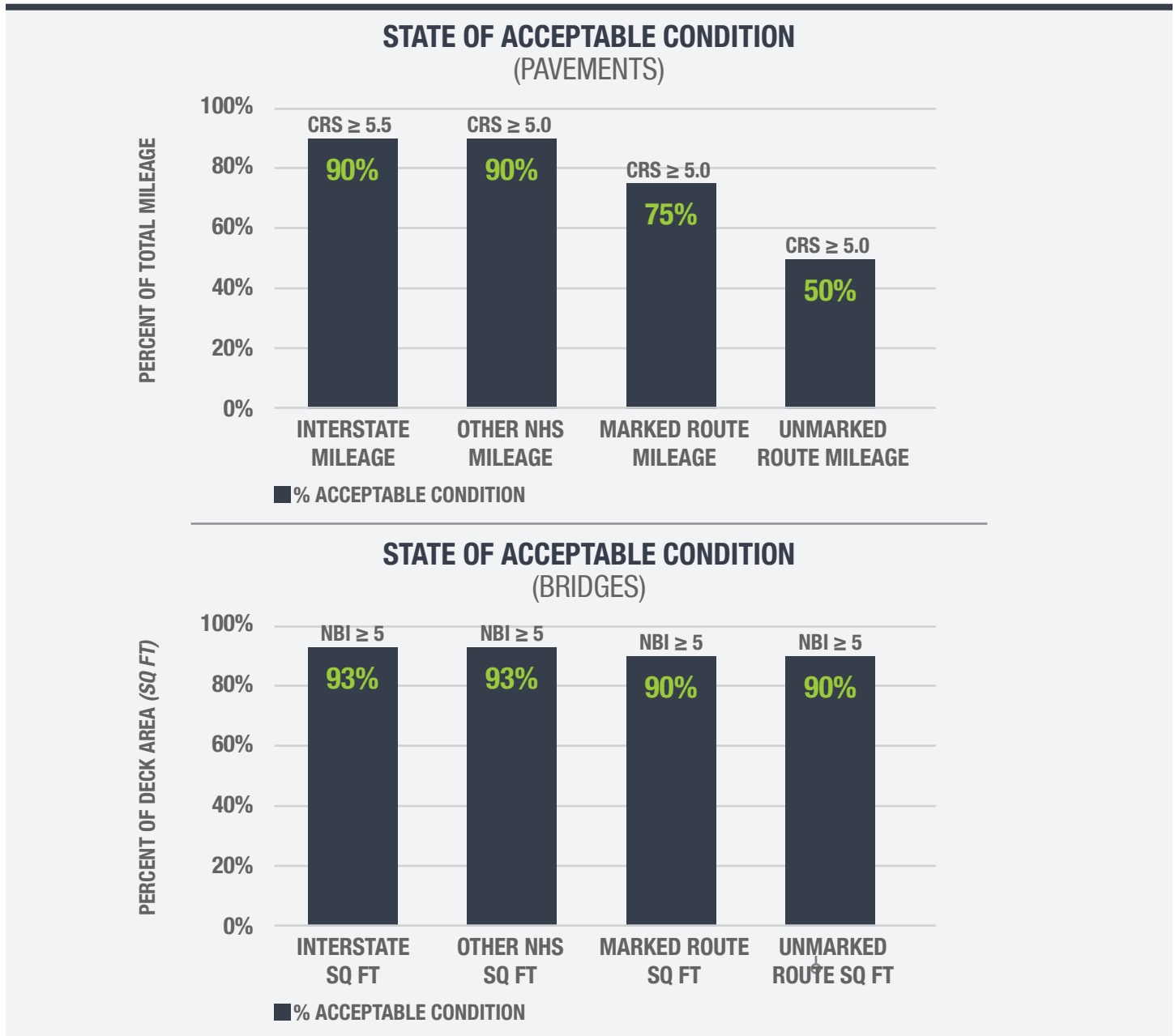
The Illinois TAMP was completed in 2022 and includes all pavements and bridges under IDOT's jurisdiction, as well as all NHS pavements and bridges regardless of jurisdiction.⁵ The TAMP outlines IDOT's process to consider the entire life-cycle cost of roads and bridges. The projects in the FY 2025 2030 program have been programmed following the sound asset management principles detailed in the TAMP.

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

5 <https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/transit/idot-2022-tamp-fhwa-certified-01-24-23.pdf>

The department performs treatments in all stages of the transportation system’s life cycle. The goal is to program the majority of the work toward replacement and rehabilitation treatments, and a smaller portion on preservation based on the number of miles of roads and square feet of bridges programmed in each district. The preservation work focuses on keeping the good pavements and bridges in a state of acceptable condition before they fall to a lower rating and warrant a higher-cost improvement. Small, planned investments in maintenance of our roads and bridges will save the state and taxpayers money in the long run.

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



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

With the additional funding from Rebuild Illinois and the Infrastructure Investment and Jobs Act, in addition to adopting asset management principles, IDOT has begun to realize an increase in the condition of its pavements. The interstate pavement state of acceptable condition has increased from a low of 83.5% in 2019 to 87.3% in 2023. Similarly, the condition of other NHS routes, which are predominately regionally significant higher-volume routes, has improved from 78.2% in 2019 to 81.1% in 2023.

The rate at which bridges are deteriorating has been increasing significantly due to the age of our bridges and had been outpacing the rate at which bridges were able to be rehabilitated or replaced. With the additional funds from RBI and IJA designated for bridges, in addition to adopting sound asset management principles, IDOT has seen a reduction in the square footage of bridge deck that is deemed structurally deficient. In particular, the percentage of structurally deficient interstate bridge area has been reduced from its peak of 14.5% in 2019 to 9.5% in 2023. The percentage of other NHS system bridges deemed structurally deficient has been reduced from its peak of 15.7% in 2020 to 12.1% in 2023.

DATA-DRIVEN DECISIONS

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

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

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

Traffic Operations/Congestion

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

Safety

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

Economic Development

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

Environmental Impacts/Livability

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

Regional Rating

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

Outreach

Outreach was very important to the development of the Data-Driven Decisions tool. The department hosted a webinar on Sept. 29, 2021, that allowed IDOT to educate stakeholders on the tool and to obtain feedback from them. Following the webinar, a survey was released to obtain comments on the tool, its goals and criteria. A total of 724 comments were received, and this feedback was important as IDOT used it to gain stakeholder insight on the tool. For more information on how the tool works, a summary of comments received and lessons learned, please visit the [Data-Driven Decisions webpage](#).

INNOVATIONS FOR TRANSPORTATION INFRASTRUCTURE ACT

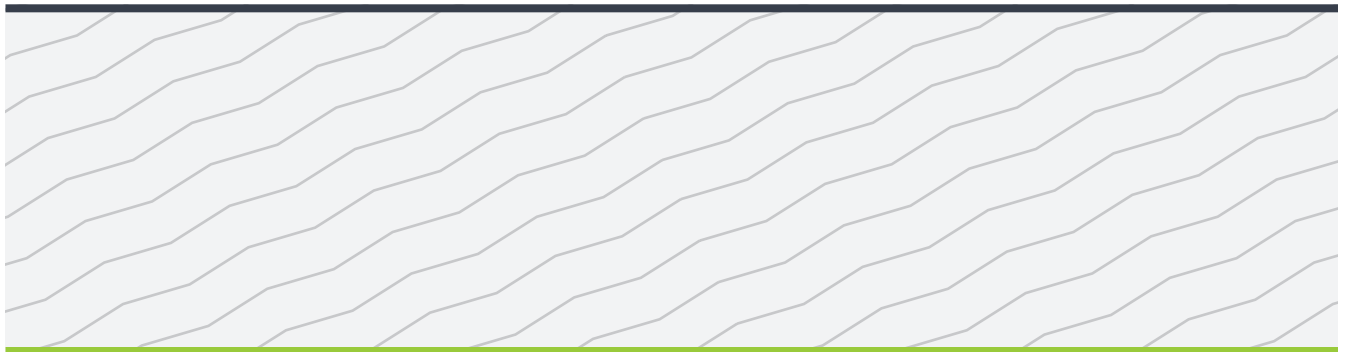
[Public Act 102-1094](#) was executed on June 15, 2022. Since then, IDOT has been working to develop Alternative Project Delivery Manual and Guidelines for implementation of Construction Manager/General Contractor, Progressive Design Build and Design Build. Those guidelines have been developed and reviewed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

The Innovations for Transportation Infrastructure Act allows IDOT to use \$400 million of projects over a rolling five-year Multi-Year Program. Candidate projects are identified in this IDOT MYP and noted in project notes as “POTENTIAL INNOVATIVE PROJECT DELIVERY METHOD.” The total included in this MYP, which is six years, is \$843.8 million. Each project identified as a candidate project will be evaluated for alternative project delivery methods and a written determination will be made and published on the [Innovative Project Delivery website](#), in accordance with the Innovations for Transportation Infrastructure Act. Being identified in this document does not guarantee that the project will proceed with alternative delivery methods.



FY 2025-2030

**PROPOSED MULTIMODAL
IMPROVEMENT PROGRAM**

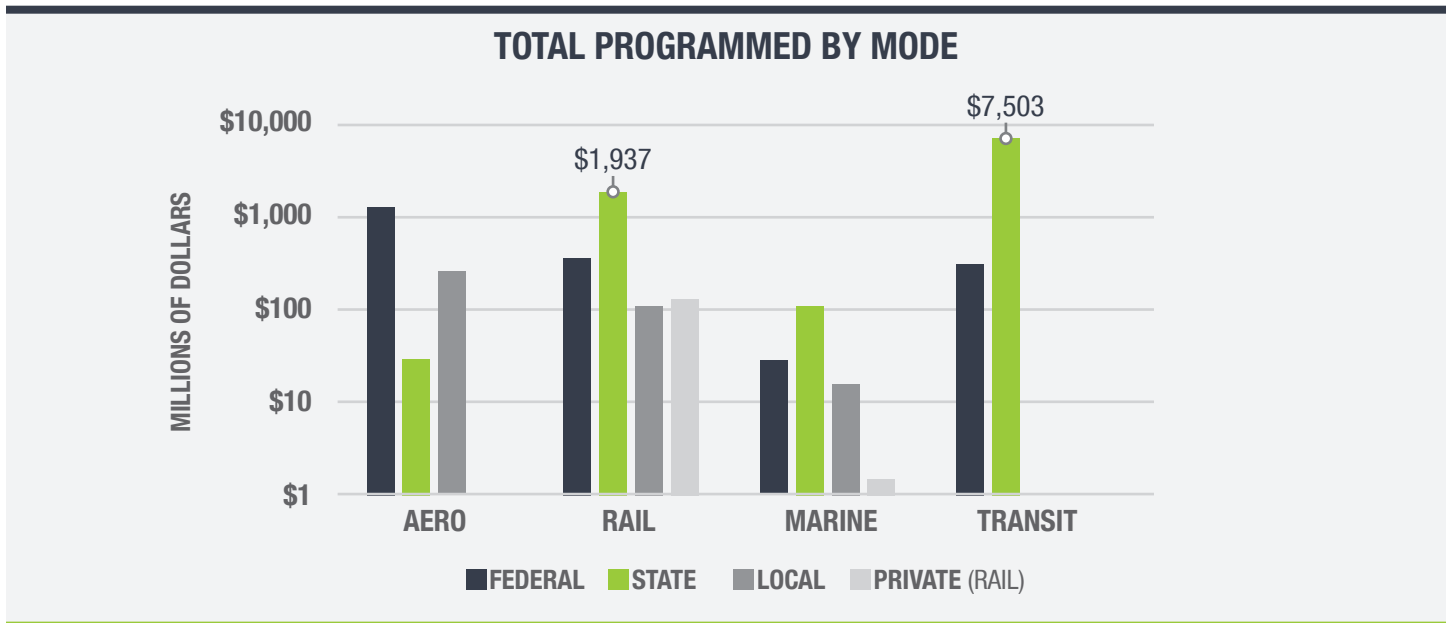


MULTIMODAL PROGRAM OVERVIEW

When the federal government passed the Infrastructure Investment and Jobs Act, signed into law on Nov. 15, 2021, it substantially increased federal funding across all modes of transportation. Funding from the IIJA is currently being released through apportionments. This program identifies IIJA funding contributions where currently known and reflects improved federal funding levels in the future.

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

This Multimodal Multi-Year Improvement Program includes new projects and multimodal programs enacted that summer through three primary pieces of legislation: Rebuild Illinois (House Bill 62), Bond Authorization (House Bill 142) and the Transportation Funding Protection Act (Senate Bill 1939). This new legislation significantly increased state funding for multimodal transportation programs.



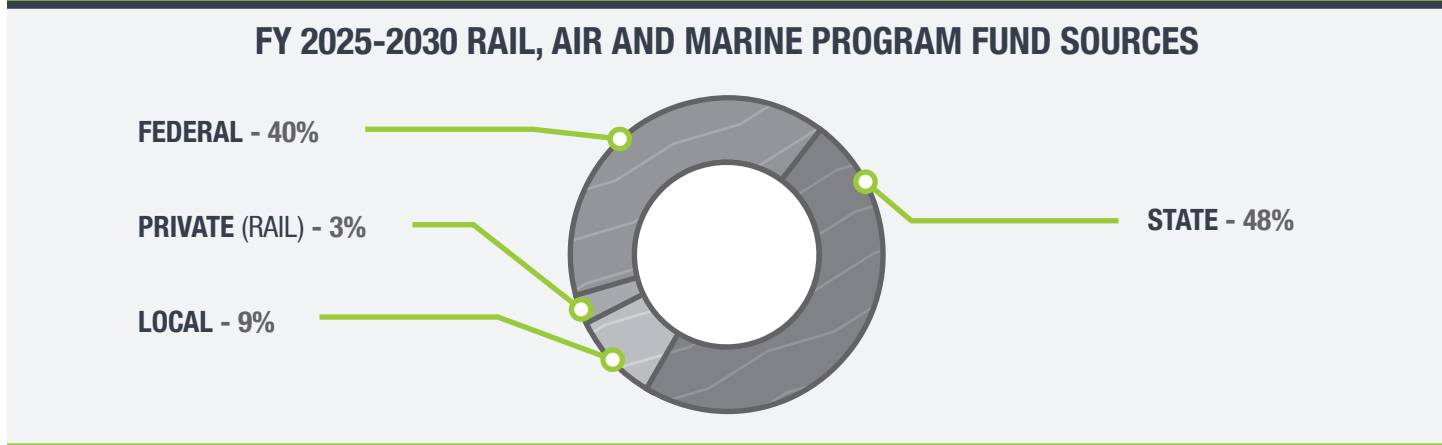
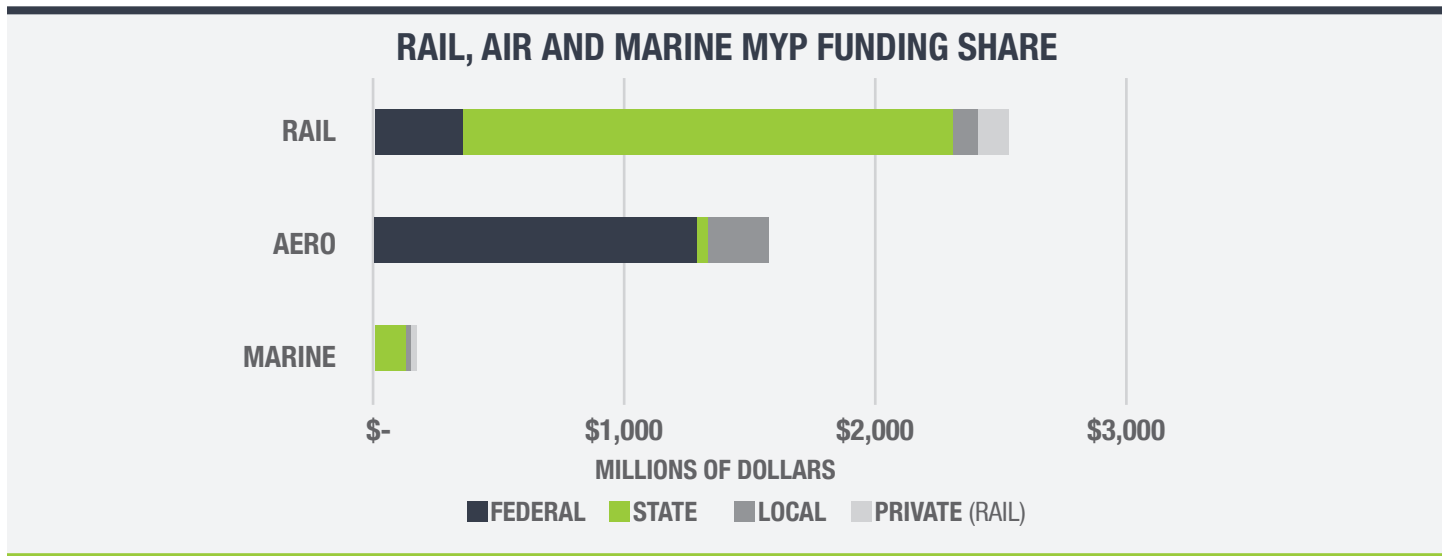
In addition, the 2022 Illinois Competitive Freight Program, which seeks to improve freight efficiency and mobility throughout Illinois by advancing the vision and goals of the 2023 Illinois State Freight Plan, awarded projects in March 2023. Nearly \$200 million was awarded, with approximately 24.9%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

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

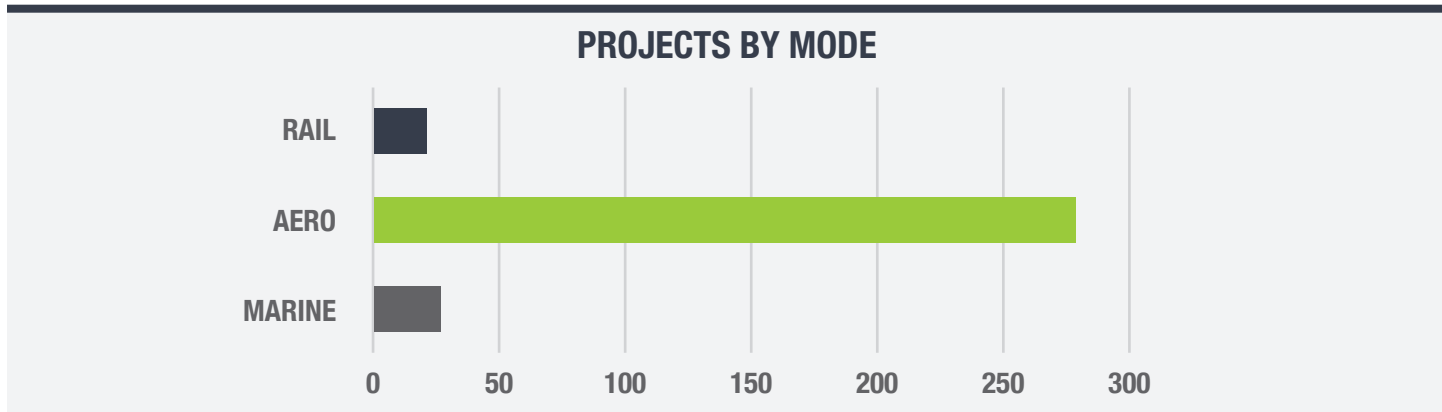
Funding for marine, air, rail and transit is sourced from federal, state, local and industry sources. In recent history, Illinois' ability to continue its support of much-needed funding has been limited. However, past and recent legislation increased state funding for multimodal programs by nearly \$1 billion in this six-year Multimodal MYP (2025-2030).

Many transit projects are typically programmed locally on a continuous basis and are often not included in the Multimodal MYP. Links to all of the transit agencies' websites, as well as any federal and state funding contributions to transit capital programming to allow for determining local projects, are included in the transit section. Transit projects funded through the Rebuild Illinois capital plan are captured in the transit section of this MYP along with total formula funding amounts for the 2025-2030 program years.

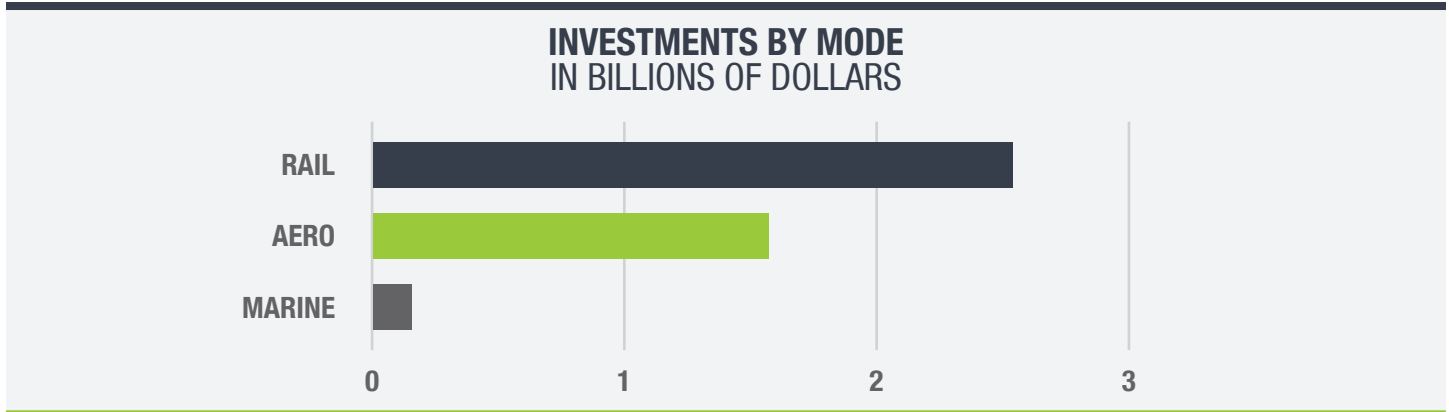
Most of the proposed funding for the combination of rail, air and marine projects is derived from state sources, at 48.5%. Federal funding sources make up 39.6% of total funding, with local sources funding 8.7% of the 2025-2030 total. (An additional 3.1% is projected from private sources, mostly for projects within the Chicago Region Environmental and Transportation Efficiency Program rail program in the Chicago area, but for a couple marine projects as well.)



Rail, air, and marine projects proposed in the 2025-2030 Multimodal MYP range in scope from the construction of high-speed rail infrastructure between St. Louis and Chicago to the upgrade of a public airport infrastructure improvements and support of public ports throughout the state. The total combined count of these projects within the Multimodal MYP is 328. Of these, 7% are railroad, 85% are airport and 8% are marine transportation projects.



Airport projects outnumber rail and marine projects in quantity; however, the overall investment is greater for rail, which comprises 59% of the total, while air accounts for 37% and marine accounts for 4%.



Airport projects total approximately \$474 million for FY 2025 and more than \$1.57 billion for the five-year program. Projects consist of safety and infrastructure improvement projects across the state.

Marine transportation projects total approximately \$160 million and consist of funding from the Rebuild Illinois capital plan, State Planning & Research Program, and the Illinois Competitive Freight Program. Port capital development projects and port planning projects are funded by federal, state and local funding.

Rail investments are increasing through Rebuild Illinois and associated legislation and now comprise \$2.67 billion of the \$11.79 billion Multimodal MYP. The majority of rail funding is going toward statewide intercity passenger rail improvement and development, as well as the Chicago Region Environmental and Transportation Efficiency Program projects in northeastern Illinois.

PERFORMANCE GOALS

The Illinois FY 2025-2030 Proposed Multimodal Multi-Year Program is oriented around five performance goals, which were developed as part of IDOT's Long-Range Transportation Plan. The LRTP establishes a set of policies to guide future development rather than outlining specific improvements, like those in the MYP. These policy goals provide the broad framework for new decision-making and future analysis tools.

IDOT's LRTP can be found [here](#).

IDOT PERFORMANCE GOALS

<p><u>ECONOMY</u></p> <p>Improve Illinois' economy by providing transportation infrastructure that supports the efficient movement of people and goods.</p>	<p><u>LIVABILITY</u></p> <p>Enhance the quality of life across the state by ensuring that transportation investments advance local goals, provide multimodal options and preserve the environment.</p>	<p><u>MOBILITY</u></p> <p>Support all modes of transportation to improve accessibility and safety by improving connections between all modes of transportation.</p>	<p><u>RESILIENCY</u></p> <p>Proactively assess, plan and invest in the state's transportation system to ensure that our infrastructure is prepared to sustain and recover from extreme events and other disruptions.</p>	<p><u>STEWARDSHIP</u></p> <p>Safeguard existing funding and increase revenues to support system maintenance, modernization and strategic growth of Illinois' transportation system.</p>

PROPOSED MARINE IMPROVEMENT PROGRAM

PROGRAM OVERVIEW

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

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

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

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

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

A total of \$150 million was appropriated through the Rebuild Illinois Port Facilities Capital Investment Grant Program and approximately \$12 million in local funds. Since 2018, approximately \$39 million in National Highway Freight Program funds have been directed toward port-related projects. An additional \$3.9 million in state planning and research funding has been programmed for several port planning studies.

Despite these efforts, the IMTS and the National Marine Transportation System continue to face significant hurdles. Operations maintenance and major rehabilitation programs administered through the U.S. Army Corps of Engineers are unable to adequately fund maintenance to ensure the navigation system operates at an acceptable level of performance. The U.S. Army Corps of Engineers Rock Island District's Mississippi River (Illinois, Iowa and Missouri) backlog of maintenance for navigation continues to be valued at over \$2 billion. The USACE Rock Island District's Illinois Waterway total backlog of maintenance for navigation is \$618.6 million. Illinois is the sixth-largest agricultural exporter in the country and relies heavily upon the IMTS and NMTS. Our current planning efforts will continue to identify how the state can help address marine transportation system issues.

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

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

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

REBUILD ILLINOIS – THE ILLINOIS PORT CAPITAL INVESTMENT GRANT PROGRAM

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

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

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

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

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

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

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

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

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

ILLINOIS COMPETITIVE FREIGHT PROGRAM (INTERMODAL PROJECTS – MARINE)

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

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

- **America's Central Port District – ACPD (Granite City). Industrial District Roadway Improvement – Phase 3.** Project was awarded \$2.1 million for construction to rebuild West Seventh and C streets on the port's main industrial park in Madison. Both streets are part of a 1940s-era perimeter road on former U.S. Army Depot property. This is the third and final phase of construction. Approximately 3,200 feet of oil and chip as well as old asphalt would be removed to construct a new concrete road capable of handling current and future truck capacity and load demands within the industrial park.
- **America's Central Port District – ACPD (Granite City). Harbor Dock Improvement Project – Phase 2.** Project was awarded \$3.6 million for construction to rehabilitate and expand the original general cargo dock within the port. This award is for the final phase of the general cargo dock expansion project. Construction will consist of a new heavily reinforced concrete surface for the northern half of the existing dock and the new extension, reconstruction of the railroad track that will serve this expanded dock and a new lighting system that will provide a 24-hour safe working environment for the entire dock.
- **Illinois International Port District – IIPD (Chicago) – Cook County Department of Transportation and Highways – Butler Drive and Stony Island Avenue Reconstruction.** Project was awarded \$4.8 million in additional funds totaling \$15.8 million in federal funds for reconstruction of Butler Drive from Doty Avenue to Stony Island Avenue and reconstruction of Stony Island Avenue from Butler Drive south to 130th Street. Butler Drive reconstruction will include electrical utility upgrades, and Stony Island reconstruction will include an additional inbound lane. The two roads provide sole access to the Illinois International Port District's facilities on the south side of Lake Calumet.
- **Kaskaskia Regional Port District – KRPD (Red Bud).** Terminal #2 Congestion Reduction and Safety Improvements. Project was awarded \$4.3 million for reconstructing 3,000 feet of rail, adding 170 feet of additional rail, completing seven turnouts and constructing a sheet pile retaining wall. Recommendations from a completed port master plan stated a need for reducing congestion at the port's terminals. Due to current demand at terminal No. 2 and anticipated future movement of cargo through the port, the port will require additional rail storage areas and improvements to prepare the port for an additional dock.

- **Mid-America Intermodal Authority Port District – MAIAPD (Quincy) – Intermodal.** Project was awarded \$145,440 for Phase I Engineering to add 6,000 feet of rail and a truck transload area. Demand for rail cargo shipments has increased the need for additional rail infrastructure. The rail extension and truck transload area will aid in port operations and support increased demand for movement of agricultural and industrial cargo.

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

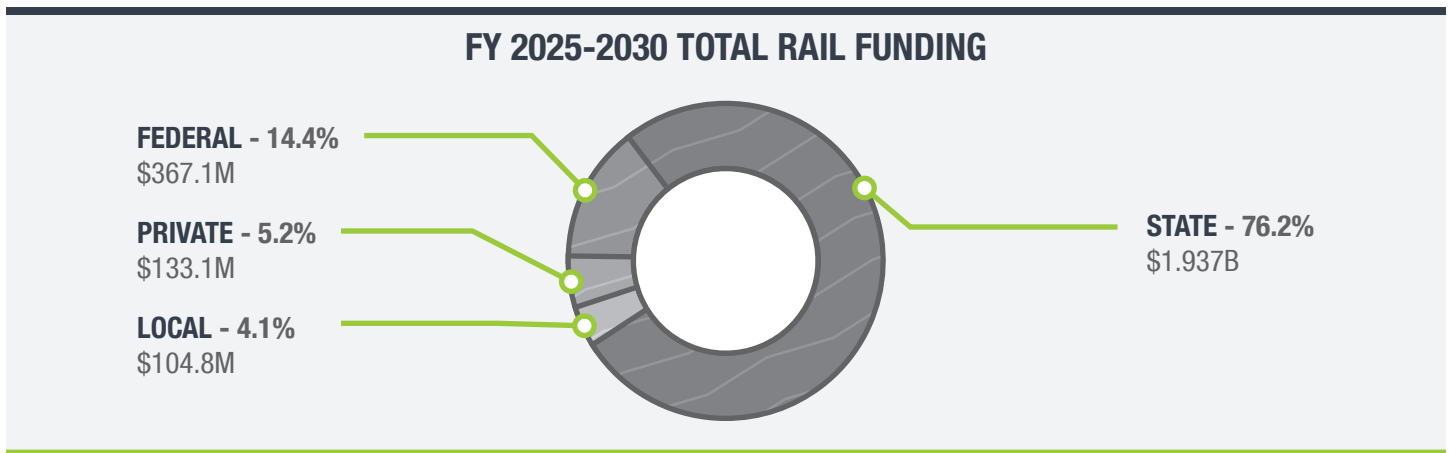
PROPOSED RAIL IMPROVEMENT PROGRAM

PROGRAM OVERVIEW

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

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

The Proposed FY 2025-2030 Rail Improvement Program totals more than \$2.5 billion, with \$367.1 million in federal funds, \$1.9 billion in state funds, \$104.8 million in local funds and \$133.1 million in private railroad funds. Private funds are routinely used to improve and maintain rail infrastructure in Illinois. The private funds noted here are being paired with federal, state and local railroad funds, so they are included in this document.



SYSTEM BACKGROUND

Illinois is at the center of the nation's rail network and ranks second only to Texas with one of the most extensive and heavily used rail systems. It has a comprehensive rail network consisting of 9,532 miles of railroad tracks, 7,729 of which are operated by Class I railroads – primarily BNSF Railway and the Union Pacific Railroad. The state is also third in the nation for number of operating railroads. The Chicago region contains an expansive freight rail network, handling the movement of 1,300 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, approximately 37,500 rail cars every day.

FREIGHT SYSTEM

The rail freight system in Illinois is composed of 46 railroads, including six Class I railroads, four regional railroads and 36 short line railroads.

Class I Railroads

Class I railroads are defined by the federal Surface Transportation Board as having more than \$1 billion 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	1,538
CN Railway (Grand Trunk Western Railroad)	1,275
Canadian Pacific Kansas City	571
CSX Transportation	700
Norfolk Southern Corporation	1,261
Union Pacific Railroad Co.	2,384
Total Miles*:	7,729

Source: STB Schedule 702 Reports (2022), Association of American Railroads Fact Sheet (2021)

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

Class II and Regional Railroads

Class II and regional railroads are railroads of similar size to each other with slightly different definitions. Class II railroads are defined by the STB as having annual revenue of at least \$46 million. Regional railroads are line-haul railroads below the Class I revenue threshold that operate over at least 350 miles of track and/or have revenue of at least \$20 million.

Class III or Short Line Railroads

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

PASSENGER SYSTEM

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

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

The Illinois Department of Transportation's Rail Passenger Program currently supports the operation of Amtrak service along three corridors: Chicago-Quincy (Illinois Zephyr/Carl Sandburg), Chicago-St. Louis (Lincoln Service) and Chicago-Carbondale (Illini/Saluki). These three routes provide passenger rail service to 34 communities in Illinois and Missouri on 30 trains per day, making Illinois a national leader in providing passenger rail service for the traveling public.

Additionally, Illinois and the state of Wisconsin jointly support service between Chicago and Milwaukee (Hiawatha Service). Amtrak operates 56 trains per day in Illinois that include a mix of long-distance and corridor services. In FY 2023, ridership increased 17% from FY 2022's 3.5 million riders, with a total of 4.1 million riders at Illinois stations in FY 2023. Ridership continues to recover in the aftermath of the COVID-19 pandemic. Illinois brought back full train service frequencies in July 2021. Before the pandemic, ridership in FY 2019 was near 6.1 million riders.

Long-Distance Routes

In Illinois, Amtrak operates eight long-distance routes:

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

Corridor Services

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

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

In-State Routes

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

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

CHICAGO REGION ENVIRONMENTAL AND TRANSPORTATION EFFICIENCY PROGRAM

The CREATE program is a 70-project, \$5.8 billion program designed to improve the efficiency and effectiveness of freight, commuter and intercity passenger rail and to reduce highway delay in the Chicago region. Projects under the CREATE program include 25 road/rail grade separations, six passenger/freight grade separations, projects to improve rail infrastructure and technology upgrades, viaduct improvements, grade crossing safety enhancements, and rail operations and visibility improvements. With one-quarter of our nation's rail-shipped goods and products moving to, from or through Chicago, the area's rail network is crucial to the local, regional and national economy.

This innovative public-private partnership is being funded through the U.S. Department of Transportation, IDOT, the Chicago Department of Transportation, the Cook County Department of Transportation and Highways, passenger railroads Amtrak and Metra, and freight railroads BNSF, Canadian Pacific Railway, Canadian National Railway, CSX Transportation, Norfolk Southern Railway, Belt Railway Company of Chicago and Indiana Harbor Belt Railroad. As of December 2023, 33 CREATE projects have been completed, four projects are under construction, nine projects are in the final design phase and six projects are in the environmental review stage. The remaining 18 CREATE projects are unfunded. An estimated \$3.1 billion is needed to complete the full program of projects.

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

In September 2022, it was announced that the CREATE Program will receive \$70 million (INFRA) for the construction of the Ogden Junction project (NA1). This project will improve visibility and provide for electronic switch and signal requests that will enable trains to be managed by a single Union Pacific dispatcher who would be in charge of all operations within the project limits.

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

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

In June 2019, the CREATE program received \$19 million (CRISI) for the (WA11) Dolton Junction Interlocking project. The project is designed to improve the speed at which rail freight and intercity trains move through the Chicago region. The project will upgrade and reconfigure the CSX1/IHB/UP connections at Dolton Interlocking.

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

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

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

FUNDING SOURCES AND AMOUNTS

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

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

Rail improvements are funded by federal, state, local and/or private funds. The rail improvement component of IDOT's FY 2025-2030 Proposed Multimodal Improvement Program totals \$2.5 billion between FY 2025 and FY 2030. The capital program elements over the five-year period are summarized below.

RAIL FREIGHT PROGRAM

The purpose of the Illinois Rail Freight Program is to provide capital assistance to communities, railroads and shippers to preserve and improve rail freight service in Illinois. The primary role of the program is to facilitate investments in rail service by serving as a link between interested parties and channeling government funds to projects that achieve statewide economic development. For FY 2025-2030, the program has \$12.8 million available for rail freight improvements.

The Rail Freight Program provides low-interest loans, and in some cases grants, to finance rail improvements that have the potential to provide job creation and retention, improve access to markets, and maintain transportation cost savings. The loan program targets projects where the repayment of the loan by the recipient provides loan funding for future projects and fosters permanent solutions to rail service problems. The program also provides support when appropriate for economic development projects coordinated through the Illinois Department of Commerce and Economic Opportunity. The applicant must demonstrate that projected benefits exceed projected costs before a project can be deemed eligible. Although program funding is available, there are currently no projects programmed for FY 2025.

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

The Rail Freight Loan Repayment Fund

The state deposits the repayments of old federal rail freight loans into this fund for reuse as loans or grants for eligible projects. Up to \$800,000 is available from this fund for qualifying projects in FY 2025 and beyond.

The State Rail Freight Loan Repayment Fund

The state deposits the repayments of old state rail freight loans into this fund for reuse as loans or grants for eligible projects. A total of \$12 million is available from this fund for qualifying projects in FY 2025 and beyond.

RAIL PASSENGER PROGRAM

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

The operating budget supports an intercity rail passenger marketing program that is intended to raise public awareness of the availability of passenger trains in Illinois and the advantages of rail travel. These marketing efforts increase ridership and maximize revenue. State funding for capital needs is provided primarily to match federal funds that have been made available for both conventional and high-speed rail passenger improvements. Capital needs include the maintenance of track and signal systems as well as the purchase of passenger locomotives and coaches needed to operate services. The FY 2025-2030 program proposes \$1.59 billion for maintenance, safety repairs and other capital improvements.

HIGH-SPEED RAIL

The Illinois High-Speed Rail Project between Chicago and St. Louis is bringing faster and improved travel to the Midwest. For FY 2025-2030, the program proposes a total of \$253 million for corridor maintenance and capital improvements.

To date, IDOT and Union Pacific have upgraded the Chicago-St. Louis high-speed rail corridor for much-improved safety with four-quadrant gates at grade crossings and Positive Train Control, with an increased top speed of 110 mph.

Amtrak passenger service speeds up to 90 mph began in 2021, and 110 mph service commenced in 2023 following regulatory approval from FRA.

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

The proposed investments for the five-year program are an important element in the state's effort to provide multimodal transportation options that encourage economic productivity and growth and enhance the quality of life for Illinoisans. Rail transportation offers travelers a convenient and safe alternative to traveling by highway and air. The Chicago–St. Louis corridor was selected by FRA into its Corridor Identification and Development program to allow additional service planning and identify improvements required to add additional service frequencies and further improve operations.

In addition, Illinois and a consortium of partner Midwest states (Michigan, Missouri and Wisconsin) has procured and placed into service 33 new Siemens Charger locomotives for intercity passenger rail services. The same consortium of Midwest states has procured and begun placing 88 new Siemens Venture passenger cars into service, which will continue through FY 2025 as the final cars are delivered and commissioned into service.

High Speed Rail Commission

Established by the High-Speed Railway Commission Act ([20 ILCS 4102](#)), the High-Speed Rail Commission began meeting in 2023. The commission is tasked with developing a statewide plan for a high-speed rail line and feeder network connecting St. Louis and Chicago that includes current existing Amtrak and Metra services, connects the cities of Rockford, Moline, Peoria, and Decatur, and uses inter-city bus service to coordinate with the rail line. The commission shall conduct a ridership study and make findings and recommendations concerning a governance structure, the frequency of service, and implementation of the plan. IDOT is pleased to facilitate the pivotal work of this commission by programming \$1 million in State Planning and Research Program funds to provide technical support.

ILLINOIS COMPETITIVE FREIGHT PROGRAM

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

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

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

PROGRAMMING PROCESS AND PRIORITIES

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

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

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

FY 2025-2030 SELECT MAJOR CAPITAL PROJECT SUMMARIES

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

levels of completion or are still in the planning stages. The following summaries outline major capital projects that are currently under construction.

- ❑ **Chicago-St. Louis High-Speed Rail.** The Chicago-St. Louis High-Speed Rail program consists of upgrading an existing railroad corridor between the two major Midwest cities to accommodate passenger train speeds up to 110 mph. The American Recovery Investment Act of 2010 grant initially funded the project with \$1.2 billion. The Illinois signature high-speed rail route has received an additional \$700 million in federal and state funds for corridor improvements between Joliet and St. Louis. The Chicago-St. Louis corridor features significantly improved service, reliability and safety with four-quadrant gates at at-grade crossings and positive train control. In June 2023, Amtrak service speeds were increased to 110 mph.
- ❑ **Springfield –10th Street Corridor Consolidation – Passenger and Freight Rail.** The relocation of trains from Third Street to a combined corridor on 10th Street in our capital city was evaluated and identified as the preferred alternative as part of an environmental document completed in 2012 by IDOT and the Federal Railroad Administration. The proposed improvements on 10th Street, when completed, would consolidate all freight and passenger rail traffic through Springfield by constructing additional track capacity along 10th Street, grade separations to improve safety, car and pedestrian traffic flows, and a new passenger rail station to serve Chicago-St. Louis high-speed rail service. Several grade separations on the 10th Street corridor are actively under construction. The project is scheduled to be completed by 2027. Funding for this project includes \$122 million through the Rebuild Illinois program.
- ❑ **CREATE 75th Street Corridor Improvement Projects.** The 75th Street CIP is the largest project in the CREATE program. It comprises a network of four closely related individual projects designed to eliminate impediments to traffic flow: Forest Hill Flyover (P3), 71st Street Grade Separation (GS19), Belt Junction and 80th Street Junction replacement (EW2), and Metra Rock Island Connection (P2). The project will address conflicts between CSX, BRC, UP, NS and Metra. The approach will consider reconfiguring the BAG 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 BAG main track and constructing a flyover to connect Metra Southwest Service to the Rock Island Line near 74th and Normal and 75th and Parnell (Projects EW2 and P2). This project will consider constructing a bridge that significantly reduces conflicts between CSX and BRC, Metra, and NS (Project P3). The project will also consider constructing a road-rail grade separation of 71st Street and the CSX freight line (Project GS19). Associated signals, tracks, crossovers and bridge work are included in the project.
- ❑ **CREATE Project WA1 Ogden Junction.** The Ogden Junction (WA1) project will improve a 1.9-mile-long segment of the UP line north of Rockwell Avenue between Fulton Street and south of 16th Street. Improvements include replacement of 14 of 18 viaducts, rehabilitation of two viaducts and permanent removal of two viaducts. All viaducts and bridges will be upgraded to modern design standards. The project will enhance freight and passenger rail and community connectivity, resulting in safety upgrades and improving aesthetics of viaduct passageways for pedestrians and cyclists traveling on local streets and sidewalks.
- ❑ **CREATE Project GS9 Archer Avenue and Belt Railway of Chicago Grade Separation.** This project will improve air quality by reducing vehicle idling, reduce road congestion and improve safety for all road users. The grade crossing separation will eliminate delays for more than 2,700 vehicles daily, resulting in alleviation of nearly 59,600 annual motorist hours of delay. It will also eliminate the potential for collisions between vehicles and trains. This location is designated a "911 Critical Crossing." This is a critical location for emergency services to access communities that have a high frequency of train movements or delays. The grade separation will eliminate this issue.
- ❑ **CREATE Project EW3A Pullman Junction.** Chicago's east-west corridor carries about 100 trains per day and is a critical component of the national freight system. Construction of EW3A involves the addition of a second main track, rail track geometry improvements, and upgrades to signals, switches, and gates in the vicinity of Pullman

Junction to remove bottlenecks and replace outdated infrastructure that slow down train movements and limit capacity and throughput.

- ❑ **CREATE Project WA11 Dolton Junction Interlocking.** The project will increase freight train speeds for multiple routes from 15 mph to 30 mph, including routes accessing CSX Barr Yard, UP Yard Center, UP Dolton Intermodal Yard, a CSX mainline route, and all mainline connections between IHB, CSX, and UP. The increased speeds will enable this location to handle increased freight train throughput. Due to increased freight train speeds, the potential for delay to Amtrak trains will be reduced.
- ❑ **CREATE Project GS11 Columbus Avenue and Belt Railway of Chicago Grade Separation.** This project will reduce road congestion and improve safety by eliminating the at-grade crossing of Columbus Avenue by three BRC tracks. Daily, 11,500 vehicles pass through the crossing. The grade separation will eliminate delay to nearly 1,700 vehicles daily, resulting in alleviation of more than 36,800 annual motorist hours of delay. It will also eliminate the potential for collisions between vehicles and trains.

FY 2025-2030 REBUILD ILLINOIS CAPITAL PROJECTS

The new six-year, \$45 billion Rebuild Illinois infrastructure plan, which includes \$744 million remaining in FY 2025-2030 for passenger rail expansion and improvements as well as an additional \$400 million for the CREATE program, will allow the state to fix Illinois' crumbling rail infrastructure. Funding for FY 2025-2030 capital projects is approximately \$2.67 billion, with a funding shortfall of approximately \$1.2 billion to complete all projects listed in the FY 2025-2030 capital projects list. The funding identified is secured or estimated as reasonably available for FY 2025-2030 but does not cover the entire cost of buildout for all the projects.

- ❑ **CREATE Program Manager for the Illinois Department of Transportation Office of Intermodal Project Implementation, Bureau of Rail.** Funding for the management of the CREATE Program for IDOT OIPI includes \$18 million through the Rebuild Illinois program. Phase I, II, III and long-term maintenance oversight services are required for the CREATE program in Illinois. The Consultant Program Manager will manage various projects, which are under contract with other consulting engineering firms.
- ❑ **CREATE Project GS9 Archer Avenue and BRC Grade Separation.** This project will improve air quality by reducing vehicle idling, reducing road congestion and improving safety for all road users. The grade crossing separation will eliminate delay to more than 2,700 vehicles daily, alleviating nearly 59,600 annual motorist hours of delay. It will also eliminate the potential for collisions between vehicles and trains. Funding for this project includes \$32 million through the Rebuild Illinois program.
- ❑ **CREATE Project WA1 Ogden Junction.** These enhancements improve visibility and provide for electronic switch and signal requests that will enable trains to be managed by a single UP dispatcher who will oversee all operations within the project limits. Verbal hand-offs of trains between railroads will thus be eliminated. The new signalization and alignment of track will allow speeds to be increased from restricted speed to 25 mph. Funding for this project includes \$50 million through the Rebuild Illinois program.
- ❑ **CREATE Projects Considered for Rebuild Illinois Funding.** The CREATE program has various considerations for projects in need of funding through the Rebuild Illinois Program. Final determination of projects is dependent upon the availability of federal grant opportunities and selecting projects best suited for those opportunities. Funding for these projects will include \$300 million through the Rebuild Illinois program.
- ❑ **Chicago to Quad Cities Intercity Passenger Rail Expansion.** The Chicago to Quad Cities project aims to restore intercity passenger rail service in the Quad Cities and is a key element for improving connectivity between major Midwest cities. The BNSF portion of the project (Chicago to Wyanet) is complete, and the Iowa interstate portion of the project (Wyanet to Moline) is currently in preliminary engineering design. Funding for the project includes a FRA grant of \$177 million, \$45 million through Illinois Jobs Now! and additional funding through the Rebuild Illinois program of \$225 million.

- **Chicago to Rockford Intercity Passenger Rail Expansion.** The Chicago to Rockford Intercity Passenger Rail Expansion project aims to restore intercity passenger rail service from Chicago to Rockford. This passenger rail service, anticipated to commence in 2027, will use Metra as the operator along Union Pacific trackage. Improvements include upgrading tracks, capacity improvements, a layover facility, a UP/Metra connection, bridge improvements and new stations. Funding for this project includes \$275 million through the Rebuild Illinois program.
- **Chicago to Carbondale Intercity Passenger Rail Improvements.** The state aims to improve the performance of the existing intercity passenger rail Illini/Saluki service between Chicago and Carbondale. This project involves collaboration with host railroad CN to develop a list of projects on the corridor that would alleviate existing capacity constraints and improve operation of the service. These projects include strategic installation of universal crossovers, siding extensions, and double track construction near Champaign and other locations along the corridor, as well as new potential connections into Chicago Union Station. Funding for this project includes \$100 million through the Rebuild Illinois program.
- **Village of Bedford Park Noise Abatement.** The Village of Bedford Park Noise Abatement project aims to mitigate noise emanating from the BRC Yard in Bedford Park just south of Midway Airport. Funding for this project includes \$98 million through the Rebuild Illinois program to replace yard track components to eliminate and reduce noise at its source.

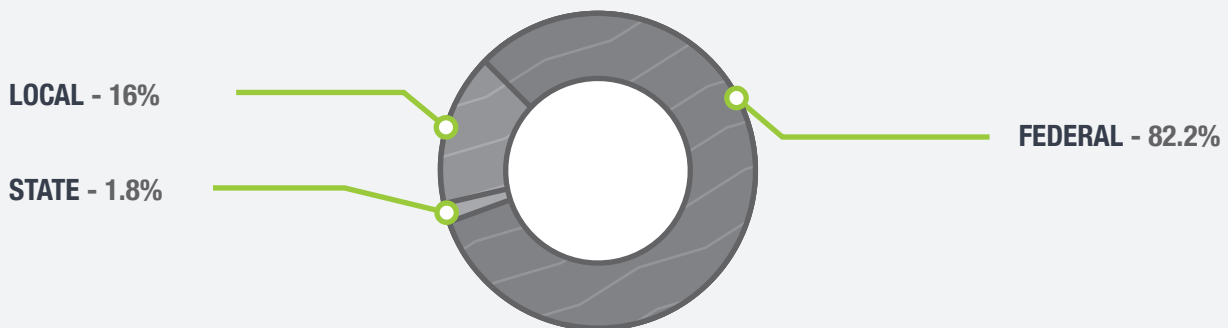
PROPOSED AIRPORT IMPROVEMENT PROGRAM

PROGRAM OVERVIEW

The Illinois Department of Transportation's FY 2025-2030 Proposed Airport Improvement Program totals more than \$1.57 billion over the five-year program and includes a FY 2025 annual airport program of more than \$474 million. Funding for FY 2025 is composed of \$391 million in federal funds, \$6 million in state funds and \$76.7 million in local funds. Funding for the five-year program is made up of a total of \$1.3 billion in federal funds, another \$29 million in state funds and approximately \$253 million in local funds utilized for non-federal match.

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

FY 2025-2030 TOTAL PROPOSED AIRPORT IMPROVEMENT PROGRAM FUNDING



SYSTEM BACKGROUND

The [Illinois Aviation System Plan and Economic Impact Analysis Study](#) published in 2022 includes public-use airports that were estimated in 2019 to generate over \$95 billion for the state's economy. Airports in Illinois support more than 190,000 jobs that are directly tied to the aviation industry. In addition to these economic benefits, the airports provide many health, welfare and safety benefits.

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

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

Current project priorities are:

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

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

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

Primary and Commercial Service Airports

Primary airports are publicly owned airports receiving scheduled passenger service that have more than 10,000 passenger boardings or enplanements each year as determined by the Federal Aviation Administration. Commercial service airports are publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service. Final Calendar Year 2022 enplanement and all-cargo data became available in early August 2023. Per the Federal Aviation Administration's Terminal Area Forecast, primary airports in Illinois had 1,249,243 flight operations (takeoffs and landings) and 43,947,215 passenger enplanements during CY 2022, representing 41% of all flight operations in Illinois.

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

Reliever Airports (Non-Primary)

Reliever airports are general aviation facilities that have been designated to reduce congestion at O'Hare International and Midway airports in Chicago and at Lambert-St. Louis International Airport. Per the Federal Aviation Administration's Terminal Area Forecast, reliever airports saw 699,104 flight operations during CY 2022, which represents 22.9% of all flight operations in Illinois.

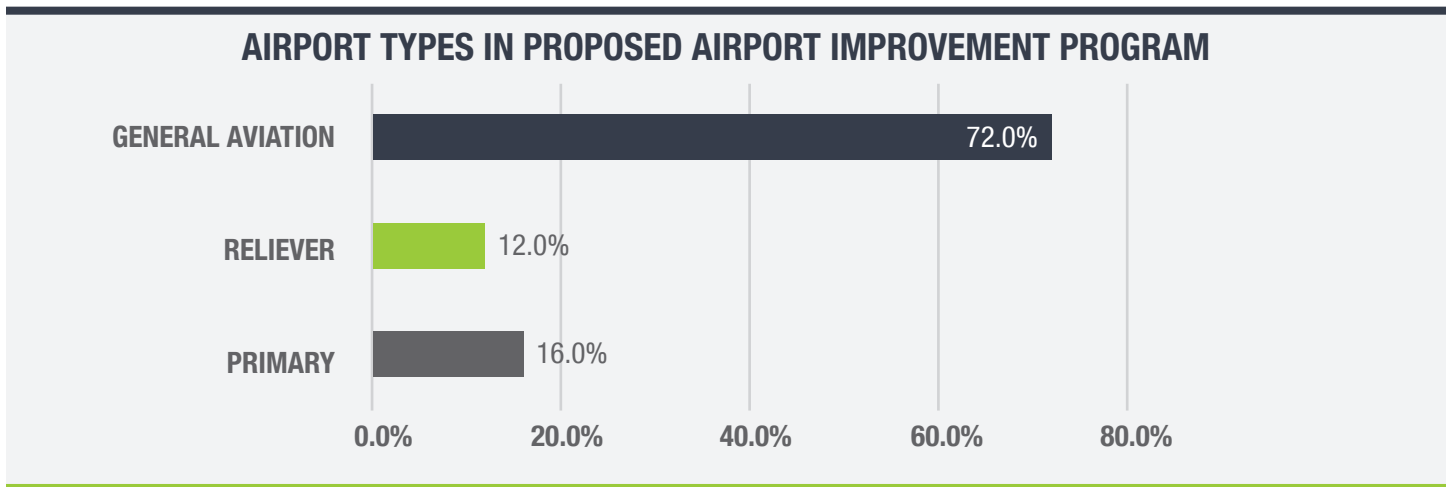
- Aurora Municipal** (Aurora)
- Chicago Executive** (Wheeling/Prospect Heights)
- DuPage** (West Chicago)
- Lake in the Hills** (Lake in the Hills)
- Lansing Municipal** (Lansing)
- Lewis University** (Romeoville)
- St. Louis Downtown** (Cahokia)
- St. Louis Regional** (Alton)
- Waukegan National** (Waukegan)

General Aviation Airports (Non-Primary)

General aviation airports are publicly owned airports in Illinois that do not have scheduled service or have fewer than 2,500 annual passenger boardings. General aviation includes operations of turbine or jet-powered aircraft and single and twin-engine propeller-driven aircraft used in business, personal or recreational activities. Per the FAA's Terminal Area Forecast general aviation airports saw 1,100,952 flight operations during CY 2022, which represents 36.1% of all flight operations in Illinois.

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

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



FUNDING SOURCES AND AMOUNTS

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

FEDERAL FUNDING

The most recent multiyear Federal Aviation Administration reauthorization, the FAA Reauthorization Act of 2018 (P.L. 115-254), was enacted in October 2018. Its key civil aviation authorizations, including Airport and Airway Trust Fund revenue collection authority, airport grant obligation authority, and certain other FAA expenditure authorities, were set to expire at the end of FY 2023, prompting FAA reauthorization debate in the 118th Congress. In the last two

reauthorization cycles, multiple short-term extensions were needed to prevent lapses in these authorities, and one brief lapse occurred in 2011. So far in this cycle, three short-term extensions have been enacted. Currently, the Airport and Airway Extension Act of 2024 (P.L. 118-41) extends FAA authorities and AATF revenue collections through May 10, 2024.

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

Sec.	Program	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	5-Year
111	FAA Airport Improvement Program	3,350	3,350	3,350	3,350	3,350	3,350	16,750
112	FAA Facilities and Equipment	3,330	3,398	3,469	3,547	3,624	3,701	17,739
113	FAA Operations	10,247	10,486	10,732	11,000	11,269	11,537	55,024
158	FAA Airport Improvement Program (GF)		1,020	1,041	1,064	1,087	1,110	5,322
356	FAA Know Before You Fly		1	1	1	1	1	5
451	OST Essential Air Service	155	158	161	165	168	172	824
455	OST Small Community Air Service	10	10	10	10	10	10	50
703	FAA Research, Engineering and Development	189	194	199	204	209	214	1,020
	Total Authorizations, FAA Bill		18,617	18,963	19,341	19,718	20,995	96,734
	<i>Mandatory Budget Authority in the Bill</i>		3,350	3,350	3,350	3,350	3,350	16,750
	<i>Authorizations Subject to Appropriation</i>		15,267	15,613	15,991	16,368	16,745	79,984

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

AIRPORT IMPROVEMENT PROGRAM 2020-2022 SUPPLEMENTAL APPROPRIATION

The FAA's regular Airport Improvement Program provides more than \$3.18 billion annually in entitlement and discretionary grant funds for a network of more than 3,300 eligible airports. On March 15, 2022, the president signed Public Law 117-103, "Further Consolidated Appropriations Act, 2022:" which included a supplemental amount of \$54-7.9 million for discretionary grants under the AIP statute, 49 U.S.C. Chapters 471 and 475.

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

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

All supplemental funds will be awarded by Sept. 30.

INFRASTRUCTURE INVESTMENT AND JOBS ACT

The Infrastructure Investment and Jobs Act is a federal statute enacted by the 117th Congress and signed into law by the president on Nov. 15, 2021. The IIJA provides \$15 billion for airport-related projects as defined under the existing Airport Improvement Grant and Passenger Facility Charge criteria. The money can be invested in runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections, and roadway projects. For FY 2022, \$2.89 billion has been made available to airports around the nation. For more information, visit [Bipartisan Infrastructure Law -Airport Infrastructure](#).

State Block Grant Program

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

Air Cargo Entitlements

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

Primary Entitlements

The funding is apportioned by the FAA to airports that receive scheduled passenger service and have more than 10,000 passenger boardings per year. This funding is based on the number of passenger boardings at the airport.

The FY 2025 entitlements are based on the number of passengers enplaned during 2022. Under the current AIP authorization, each primary airport that has more than 10,000 passenger boardings will receive a minimum of \$1 million in primary entitlements. It also provides an annual entitlement of \$600,000 for each airport with annual passenger boardings between 8,000 and 10,000.

Non-Primary Entitlements

Each reliever or general aviation airport is entitled to an annual grant of the lesser of \$150,000 or one-fifth of the identified needs shown in the published National Plan of Integrated Airport Systems. All eligible Illinois airports are scheduled to receive \$150,000 in FY 2025. Non-primary entitlement must be utilized in projects seeking discretionary funds for the given year.

Primary Discretionary Funds

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

Non-Primary Discretionary Funds

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

State Apportionment Funds

These funds, for reliever and general aviation airports (non-primary), come to Illinois by a formula that is based on population and land area. The eligible and justified projects that will receive state apportionment funding are determined by IDOT. In FY 2025, Illinois is anticipated to receive approximately \$7 million in state apportionment funds from the FAA.

STATE FUNDING

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

Series “B” Aeronautical Bond Funds and State Road Funds

Series "B" Aeronautical Bond Funds and State Road Funds match federal dollars at 5% on projects that are state eligible. Funds are used to match design, construction, land acquisition reimbursement as well as planning and environmental efforts. There is no state funding match on equipment, buildings, maintenance items, pavement seal coats, marking or anything that does not meet the bondability guidelines for funding of projects with general obligation bond proceeds or is prohibited by the Illinois Aeronautics Act.

PROGRAMMING PROCESS AND PRIORITIES

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

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

The FY 2025-2030 AIP includes projects at airports throughout the state to ensure continued safe and efficient operations at these facilities as well as maximizing opportunities for economic development.

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

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

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

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

- ❑ **Capacity Projects.** This category includes projects that will increase the number of aircraft an airport can accommodate. Typical projects include new runways as well as apron and terminal expansion.

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

REBUILD ILLINOIS AIRPORT CAPITAL INVESTMENT PROGRAM

PROGRAM PURPOSE

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

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

ELIGIBLE APPLICANTS

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

ELIGIBLE PROJECTS

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

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

EVALUATION CRITERIA AND MATCH REQUIREMENTS

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

SOLICITATION TIMELINE

Official ACIP program solicitation occurred on May 7, 2021, with a press release from Gov. Pritzker announcing the \$94 million from Rebuild Illinois to revitalize airports. Projects were selected by IDOT based on the established priority criteria. [Rebuild Illinois – Airport Capital Improvement Program Guidance](#). Prior to a selected project being programmed for FY 21, sponsors were contacted to ensure project readiness and the ability to match state funding. Subsequent program years will be conducted in the same format if needed. For a list of currently awarded projects click [here](#).

The Illinois Aviation System Plan Process

The Illinois Continual Aviation System Planning Process seeks to:

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

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

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

PROPOSED TRANSIT IMPROVEMENT PROGRAM

PROGRAMMING OVERVIEW AND PROCESS

Adequate and reliable funding allows transit systems to modernize and rehabilitate aging capital assets, provide new service expansion, and meet Illinois' mobility needs. Reliable funding also allows for the provision and stability of transit operations across the state. State and federal funding for capital and operating assistance is distributed throughout Illinois based on legislated formulas and competitive calls –for projects. Transit programming is managed collaboratively by IDOT, transit providers, municipalities, metropolitan planning organizations and the Federal Transit Administration. Due to the localized programming of transit improvement projects, this section will identify where local transit improvement programming information can be found.

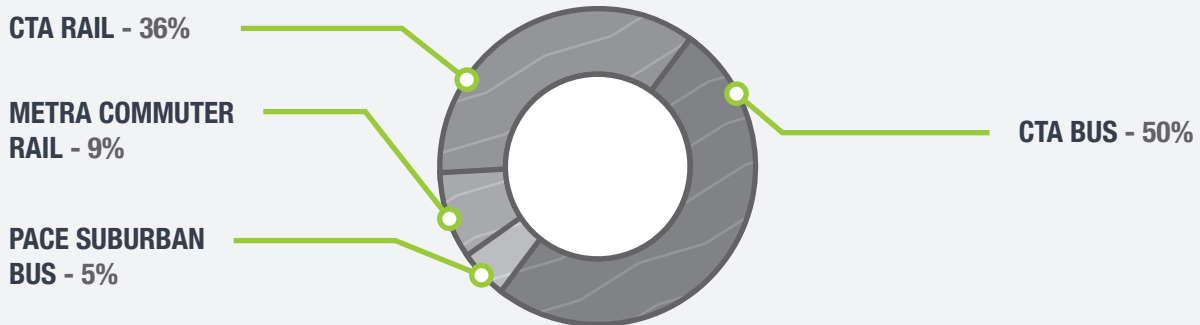
The Rebuild Illinois capital program created three new transit funding programs: The Multimodal Transportation Bond Fund, Regional Transportation Authority Capital Improvement Fund (“PayGo”) and the Downstate Mass Transportation Capital Improvement Fund (“PayGo”). Since 2020, IDOT’s Statewide Capital section has issued three calls for projects to public transportation providers in Illinois, excluding the Regional Transportation Authority region. In the latter two calls, evaluation criteria were used to select the projects that best addressed the goals of the [Illinois Statewide Public Transportation Plan and the IDOT: Group TAM Plan](#) for Participating Tier II Agencies. Select RTA and statewide projects resulting from Rebuild Illinois programming are identified in the APPENDIX – Capital Project Reports.

SYSTEM BACKGROUND

NORTHEASTERN ILLINOIS

The Northeastern Illinois area consists of Cook, DuPage, Kane, Lake, McHenry and Will counties. The Regional Transportation Authority is responsible for financial oversight and regional coordination of transit service, while the day-to-day operations are the responsibility of three service boards – the Chicago Transit Authority (rail, bus rapid transit and bus), Metra Commuter Rail and Pace Suburban Bus. Combined, these services provided over 266 million trips during FY 2022 and 308 million trips in FY 2023. Annual ridership data are reported to the National Transit Database. Information on Illinois Transit (Northeastern Illinois and Statewide) ridership data can be found [here](#).

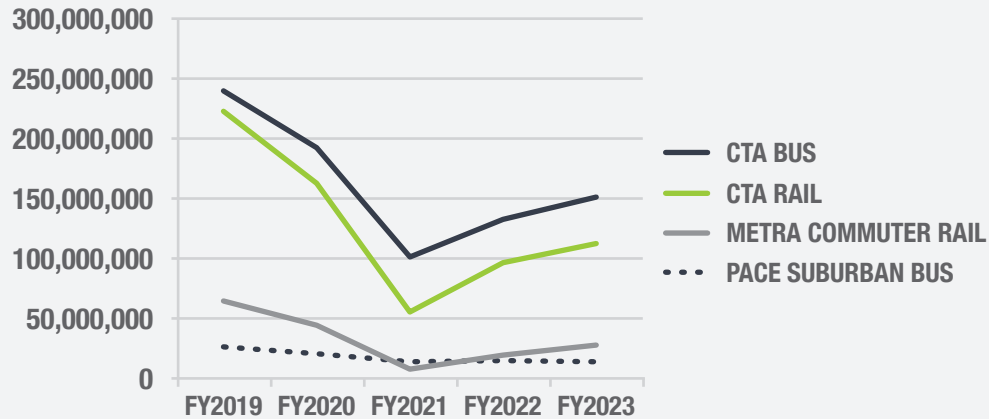
PERCENTAGE OF NORTHEASTERN ILLINOIS TOTAL RIDERSHIP - FY 2023



Northeastern Illinois Ridership Trends

The RTA region, including CTA, Pace, and Metra, experienced an increase of 130.5 million passenger trips for FY 23 compared to FY 21. The change during this three-year period represented a 73% jump in transit ridership. The system’s FY 23 total of 308 million passenger trips marked the first time since the pandemic that ridership surpassed 300 million. As the ridership numbers grow, CTA, Metra and Pace have begun enhancing services, aiming to bring service levels closer to pre-pandemic levels. As transit needs change, IDOT in partnership with the RTA and the service boards, will continue to prioritize safe and reliable transit in the region.

FY 2019-2023 NORTHEASTERN ILLINOIS RIDERSHIP



STATEWIDE ILLINOIS – URBAN AND RURAL

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

Statewide saw an overall increase of 17% in ridership from FY 22 to FY 23. Urban service showed an increase of 15%, while the rural service increased 33%. Although ridership is still 10% below pre-pandemic levels, there has been a significant increase of 29% over FY 21 to FY 22. IDOT will continue to monitor these trends.

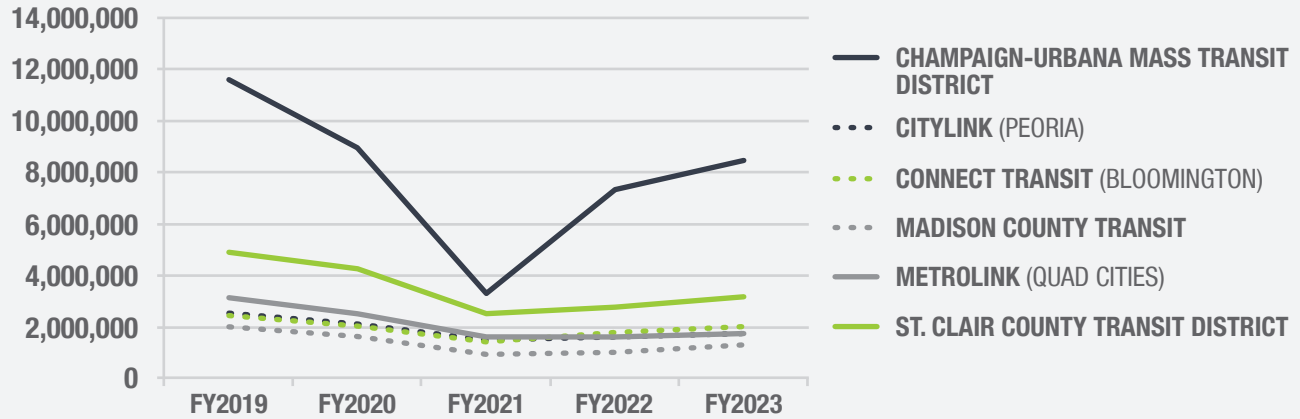
Urbanized Systems

Statewide urbanized areas are served by 12 (formerly 15) mass transit districts/municipal transit operators providing fixed-route and ADA complementary paratransit services to Statewide urbanized areas (50,000 or greater population). Due to the most recent census and decrease in population, Danville Mass Transit, RIDES Mass Transit District and Jackson County Mass Transit District have been reclassified rural. These providers are:

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

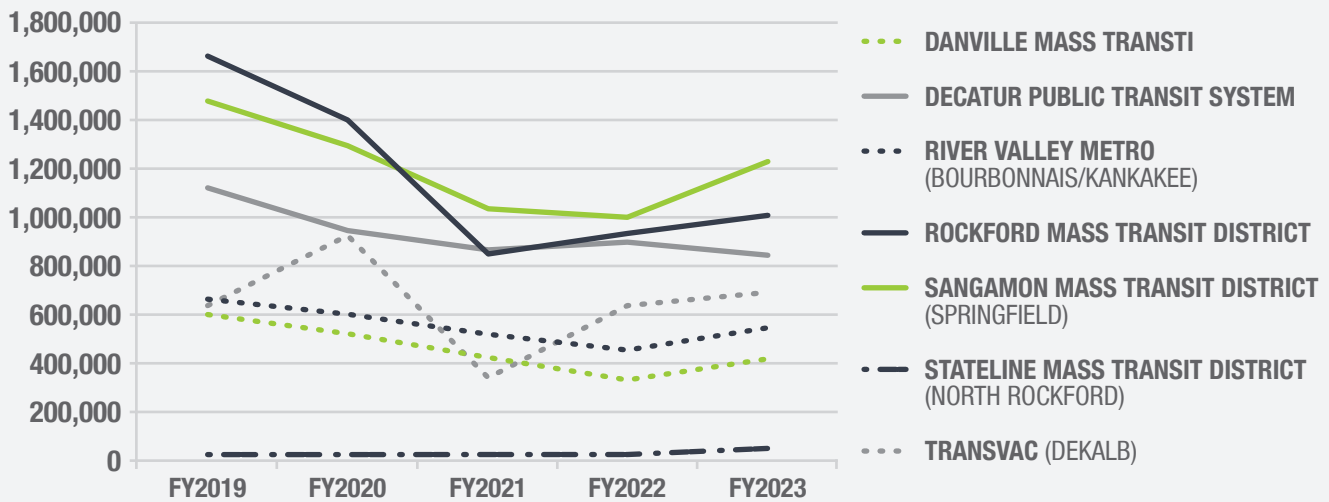
For large downstate urban providers (population over 199,999), Madison County Transit led urban service increases at a rate of 25% from FY 22 to FY 23, followed by Bloomington-Normal (Connect Transit), which had an increased rate of 19% from FY 22 to FY 23.

FY 2019-2023 DOWNSTATE URBAN RIDERSHIP (LARGER SYSTEMS)



For small downstate urban providers (population between 50,000 to 199,999), Sangamon County (Springfield) led urban service increases at a rate of 23% from FY 22 to FY 23, and Madison County and River Valley Metro Mass Transit District had rates of 25% and 21%, respectively, from FY 22 to FY 23.

FY 2019-2023 DOWNSTATE URBAN RIDERSHIP (SMALLER SYSTEMS)



Rural Systems

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

County/City Provider Name	FY 2023 Ridership	Ridership Gains/Losses at End of FY 2022-2023
Bond County	27,026	-0.1%
Boone County	6,002	12.8%
Bureau/Putnam County	58,139	0.3%

County/City Provider Name	FY 2023 Ridership	Ridership Gains/Losses at End of FY 2022-2023
Carroll County	26,673	0.8%
Champaign County	23,539	0.0%
City of Freeport	44,295	-4.4%
City of Galesburg	99,887	6.2%
City of Macomb	320,758	36.5%
City of Ottawa	71,905	8.1%
City of Quincy	244,599	21.1%
Coles County	41,350	29.9%
DeKalb County	116,936	193.0%
Douglas County	12,049	14.0%
Effingham County	8,487	-72.8%
Fulton County	19,322	20.4%
Grundy County	16,030	19.3%
Hancock County	7,647	19.8%
Henry County	44,426	9.0%
Jersey County	29,269	10.7%
Jo Daviess County	53,529	61.9%
Kankakee County	25,825	-0.1%
Kendall County	55,562	143.6%
Lee/Ogle County	83,533	7.3%
Logan/Mason County	9,467	-15.3%
Macoupin County	64,384	702.7%
Marshall/Stark County	11,717	22.6%
McLean County	62,535	10.4%
Peoria County	13,631	-27.3%

County/City Provider Name	FY 2023 Ridership	Ridership Gains/Losses at End of FY 2022-2023
Piatt County	33,150	9.1%
Rock Island/Mercer County	10,863	4.1%
Sangamon/Menard County	5,465	23.5%
Shelby County	16,272	-69.6%
Tazewell County	37,370	-6.1%
Warren County	49,778	0.7%
Whiteside County	67,003	131.2%
Woodford County	9,591	8.8%

Type of Provider	Provider Name	FY 2023 Ridership	Ridership Gains/Losses at End of FY 2022-2023
Transit District	CRIS Rural Mass Transit District (Vermillion)	58,448	14.9%
	Jackson County Mass Transit District	110,187	32.2%
	Monroe Randolph Transit District	8,167	1.8%
	Rides Mass Transit District	659,023	90.8%
	Shawnee Mass Transit District	100,377	618.6%
	South Central Illinois Mass Transit District	368,543	14.7%
	West Central Mass Transit District	94,832	9.1%

Rural System Operators

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

- ❑ **Bond County:** [Bond County Transit](#)
- ❑ **Boone County:** [Boone County Public Transportation](#)
- ❑ **Carroll County:** [Carroll County Transit](#)
- ❑ **Champaign County:** [Champaign County Area Rural Transit System](#)
- ❑ **Coles County:** [Dial-A-Ride](#)
- ❑ **DeKalb County:** [Voluntary Action Center](#)
- ❑ **Douglas County:** [Dial-A-Ride](#)
- ❑ **Effingham County:** [CEFS. Economic Opportunity Corporation](#)
- ❑ **Fulton County:** [Fulton County Rural Transit](#)
- ❑ **Grundy County:** [Grundy Transit System](#)
- ❑ **Hancock County:** [Hancock County Public Health Department](#)
- ❑ **Henry County:** [Henry County Public Transportation](#)
- ❑ **Jersey County:** [Tri-County Rural Transit](#)
- ❑ **Jo Daviess County:** [Jo Daviess County Transit](#)
- ❑ **Kankakee County:** [Show Bus](#)
- ❑ **Kendall County:** [Kendall Area Transit](#)
- ❑ **Logan County:** [Show Bus](#)
- ❑ **Macoupin County:** [Macoupin County Public Health Department](#)
- ❑ **Mason County:** [Show Bus](#)
- ❑ **McLean County:** [Show Bus](#)
- ❑ **Peoria County:** [CountyLink](#)
- ❑ **Piatt County:** [Piattran](#)
- ❑ **Shelby County:** [CEFS Economic Opportunity Corporation](#)
- ❑ **Warren County:** [Warren County Public Transportation](#)
- ❑ **Whiteside County:** [Whiteside County Public Transportation](#)
- ❑ **Bureau/Putnam counties:** [Bureau and Putnam Area Rural Transit](#)
- ❑ **Lee/Ogle counties:** [Lee-Ogle Transportation System](#)
- ❑ **Marshall/Stark counties:** [MSW Projects](#)
- ❑ **Rock Island/Mercer counties:** [RIM Rural Transit](#)
- ❑ **Sangamon/Menard counties:** [Sangamon/Menard Area Regional Transit](#)
- ❑ **Tazewell/Woodford counties:** [We Care Inc](#)
- ❑ **City of Freeport:** [Pretzel City Area Transit](#)
- ❑ **City of Galesburg:** [Galesburg Transit](#)
- ❑ **City of Macomb:** [Go West Transit](#)
- ❑ **City of Ottawa:** [North Central Area Transit](#)
- ❑ **City of Quincy:** [Quincy Transit Lines](#)
- ❑ [CRIS Rural Mass Transit District](#)
- ❑ [Jackson County Mass Transit District](#)
- ❑ [Monroe Randolph Transit District](#)
- ❑ [Rides Mass Transit District](#)
- ❑ [Shawnee Mass Transit District](#)
- ❑ [South Central Mass Transit District](#)
- ❑ [West Central Mass Transit District](#)

FUNDING SOURCES AND AMOUNTS

FY 2025-2030 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 2025-2030 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 2025-2030 program estimates are based on the current levels of funding. Note that federal funding levels may be subject to change.

Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

This program is intended to enhance mobility for seniors and individuals with disabilities by providing funds for programs to serve the special needs of transit-dependent populations that cannot be served by traditional public transportation services or ADA complementary paratransit services. IDOT is the designated state agency to receive and disburse these funds. IDOT uses the funds for the statewide consolidated vehicle procurement program to purchase paratransit vehicles for qualified grantees. In addition to statewide funds apportioned to IDOT, several large UZAs designate a portion of their Section 5310 funding to IDOT annually to support the purchase of vehicles in the respective urbanized areas.

	FY 2025 Estimated Apportionment	FY 2026-2030 Estimated Apportionment
5310	\$7.6M	\$40.7M

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

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

	FY 2025 Estimated Apportionment	FY 2026-2030 Estimated Apportionment
5311	\$406,200	\$2.1M

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

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

In 2021, Congress passed the Infrastructure Investment and Jobs Act, which intends to increase all aspects of federal public transportation funding. This infrastructure law is anticipated to increase annual 5311 and 5311(f) apportionments by 30% over a five-year span, FFY 22 through FFY 26.

	FY 2025 Estimated Apportionment	FY 2026-2030 Estimated Apportionment
5311	\$22.2M	\$111M
	Capital (CVP): \$2.0M	Capital (CVP): \$10M

Bus and Bus Facility Grants (5339)

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Section 5339(a) is the formula portion of this funding program. Section 5339(b) is the Discretionary Bus & Bus Facilities portion of the program, and 5339(c) is used for Low and No Emission discretionary projects.

	FY 2025 Estimated Apportionment	FY 2026-2030 Estimated Apportionment
5339(a)	\$6.5M	\$33.8M
5339(b)	\$14.9M	\$5M
5339(c)	\$13.3M	\$0

STATE FUNDING

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

Public Transportation Fund

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

	FY 2025 Estimated Apportionment	FY 2026-2030 Estimated Apportionment
Statewide Urban	\$370M	\$1.85B
Statewide Rural	\$88M	\$440M

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.

	FY 2025 Estimated Apportionment	FY 2026-2030 Estimated Apportionment
Statewide	\$9.6M	\$264.2M

Transportation Series B Bonds

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

	FY 2025 Estimated Apportionment	FY 2026-2030 Estimated Apportionment
Statewide	\$3.5M	\$8M

Multimodal Transportation Bond Fund

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

	FY 2025 Estimated Apportionment	FY 2026-2030 Estimated Apportionment
Statewide	\$12M	\$204M
Northeastern Illinois	\$446M	\$2.5B

Regional Transportation Authority & Downstate Mass Transportation Capital Improvement Fund

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

	FY 2025 Estimated Apportionment	FY 2026-2030 Estimated Apportionment
Statewide	\$12M	\$152M
Northeastern Illinois	\$128M	\$700M

SELECT MAJOR CAPITAL PROJECT SUMMARIES

NORTHEASTERN REBUILD ILLINOIS HIGHLIGHTS

Metra

- **Ties & Ballast, MET.** This project consists of the replacement of cross ties, switch ties, and ballast on the Milwaukee District, Metra Electric, Rock Island District and South West Service lines. To maintain a proper track gauge and surface, it is necessary to replace ties and ballast periodically. This improves the riding quality of the trains and reduces the incidence of slow orders, which adversely affect adherence to train schedules. This project represents part of an ongoing program to replace ties and ballast throughout Metra's territory.

The project will enhance the reliability and safety of our railroad tracks and the guideway. The project is part of an ongoing and necessary program to comply with FRA regulatory requirements that define the mandatory conditions under which railroad track guideway must be maintained. The project is in alignment with the goal outlined in Metra's Strategic Plan to "Prioritize Safety and Security Awareness" and Metra's TAM Plan.

- **Bridge Rehabilitation Program.** This on-going project will fund the preliminary engineering phase and environmental analyses as required by the National Environmental Policy Act for up to five proposed bridge rehabilitation projects per year. Projects that advance to the final design and construction phases will be funded by new, location-specific project numbers as funding becomes available. Specific bridge rehabilitation project locations are to be determined based on reviewing annual bridge condition inspections, bridge sufficiency ratings, and other factors that will inform which bridges can be improved with a life-extending rehabilitation. The bridge rehabilitation

program is a multi-year project.

In alignment with the 2023-27 Strategic Plan My Metra, Our Future, this project will: Ensure the Metra experience is safe, easy, and enjoyable for all customers. This project is in alignment with Metra's TAM Plan and will improve Metra's system.

Chicago Transit Authority

- **Control and Training Center.** This project will construct a joint-use CTA Training Center and Control Center on property associated with West Shops. The project is developer-led with CTA providing utilities and other components to the project site. The facility will be equipped with modern, state-of-the-art technology, heightened security criteria and redundant power sources. The Control Center portion of campus will include a theater, situation room, network operations center, and communication and training rooms. While the new training facility portion of the campus will contain offices, classrooms and conference rooms for CTA employee training. The training facility will contain both bus and railcar inspection pits including embedded rail track and testing track for rail operations.

These Rebuild Illinois bond funds will provide for initial project planning and site preparation for the new facility. Activities will include site survey and equipment removal, and project administration.

- **Elevated Track and Structure Systemwide Project.** Funding will be targeted at preventive maintenance projects for various Infrastructure units such as Track, Structure and Power. When certain maintenance tasks are needed to repair or replace asset components to maintain the working life of rail system, specific component campaign work is conducted. Capital maintenance work is targeted at the following areas:
 - **Elevated Track and Structure** – repair/rehabilitate track and structure elements in order to eliminate slow zones and upgrade the right-of way along the elevated structure throughout the rail system.
 - **Traction Power Substations** – program that repairs and upgrades equipment at various traction power substations currently in service. Tactical upgrades correct deficiencies and avoid service reductions due to failure and overload of aging equipment.
 - **Third Rail and Heavy Traction Power Cables** – Preventive maintenance work is performed where necessary to repair/replace heavy traction power cables that feed the third rail along the tracks currently in service at various locations throughout the rail system.
 - **Rail Signal Systems** – Program provides for signal equipment repair along the rail right-of way, signal equipment on rail cars and the reconstruction of electronic components of the signal system, including relays and circuit boards. As necessary, dedicated small renewals and system modifications are also completed.

Pace Bus

- **Pulse 95th Construction.** The scope of this project includes construction of stations, vertical markers and other elements of the Pulse 95th Rapid Transit Line. The project corridor is approximately 12.4 miles in length and runs east-west between the CTA Red Line 95th/Dan Ryan Station in Chicago and Moraine Valley Community College in Palos Hills, primarily routed along 95th Street, as well as several other roads in Bridgeview, Chicago Ridge, Hickory Hills and Palos Hills. The proposed line would include connections to other transit services including the CTA Red Line 95th/Dan Ryan Station and other CTA routes, other Pace bus routes, Metra Rock Island District Line Longwood Station, Metra Southwest Service, and Oak Lawn Patriot Station.

As Pace's third anticipated Pulse line, the 95th Street service will improve connectivity and increase transit service levels through higher frequencies, travel time savings, and station amenities. The Pulse 95th Street Line will connect to the Pulse Halsted Line, and eventually to the Pulse Harlem and Cicero Lines.

- **Pulse Halsted Construction.** The scope of this project includes construction of stations, vertical markers and other elements of the Pulse Halsted Arterial Rapid Transit Line. The project corridor consists of approximately 9 miles of South Halsted Street from the Pace Harvey Transportation Center to 95th Street and includes the segment of 95th Street that provides a connection to the CTA Red Line 95th/Dan Ryan station. The project corridor serves the communities of Harvey, Phoenix, Calumet Park, Riverdale, Dixmoor and several Chicago neighborhoods. As Pace's fourth anticipated Pulse line, the Halsted service will improve connectivity and increase transit service levels through higher frequencies, travel time savings, and station amenities.

STATEWIDE REBUILD ILLINOIS HIGHLIGHTS

Awards for Round 3 of the Rebuild Illinois statewide capital transit program were announced in January 2023. Forty-four awards totaling nearly \$114 million were awarded to 32 Illinois public transit providers, of which 12 were in urban areas and 20 in rural areas. Nearly \$85 million was awarded to urban providers and nearly \$29 million was awarded to rural providers, which is approximately a 5% to 25% split between funding for urban/rural transit providers, mirroring state operating funding for Illinois transit providers. The following are some highlighted projects from the Round 3 awards.

Bloomington Normal Public Transit System

Bloomington Normal Public Transit System was awarded \$8 million to build a facility for microtransit/paratransit operations and workforce development. Connect Transit will construct a facility to be used as training and meeting space as well as vehicle storage for paratransit and new on-demand microtransit vehicles. By constructing a new storage and workforce development facility, Connect Transit will have the ability to continue to store all vehicles indoors, which helps promote extended vehicle life and keeps vehicles clean. Additionally, having electric vehicles stored in a warm facility during winter months helps extend the service range of the vehicles, which helps lower operational costs and lessens the burden for maintenance staff that must repair and oversee many vehicles. Additionally, constructing a storage facility that has charging capabilities for all vehicles stored within will support Connect Transit's plans to continue to electrify its fleet, including the planned electrification of the paratransit fleet in the coming years.

Boone County

Boone County was awarded \$3 million for the construction of a new administration and maintenance facility. Boone County will use this grant funding for the development of a new Boone County Public Transportation administration and operations facility in Belvidere. The estimated 10,000- to 15,000-square-foot facility will house all operations of the public transportation program, including office, dispatch, administration, maintenance, and vehicle storage. Grant funds will be used to construct a new building or to redevelop an existing building for the facility. Currently, the program operates from the Boone County Council on Aging's Keen Age Center facility at 2141 Henry Luckow Lane in Belvidere.

City of DeKalb

The city of DeKalb was awarded \$4.2 million for the purchase of six 40-foot expansion buses at a cost of \$700,000 per bus. Currently, all fixed route vehicles in the DeKalb Public Transit's service fleet are owned and operated by their contracted service provider, Transdev. This arrangement where the contractor provides the fleet makes CDPT overly reliant on one contractor and may limit competitive bidding since few transit operators will have the resources to bring in their own bus fleet.

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

City of Quincy

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

Rock Island County Metropolitan Mass Transit District

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

Sangamon Mass Transit District

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

South Central Illinois Mass Transit District

South Central Illinois Mass Transit District was awarded \$900,000 for the second phase of the construction of a new transfer facility. In Rebuild Illinois Round 2, South Central Illinois MTD was awarded funding for the purchase and paving of a vacant lot for use as a transfer point (station) in the city of Mount Vernon. After purchasing the property and paving it with Rebuild Illinois Round 2 funds, South Central Illinois MTD will use the Round 3 funds to fence the property for security and construct a small building on the property that will serve as a shelter for riders and as an information and ticket sales station. A steel canopy will also be constructed on the property that will serve as shelter for buses meeting to transfer riders for both intra- and inter-city routes. Six bus slips will initially be installed to accommodate present needs as well as provide an extra space for other transit agencies to utilize for transfers between transit districts.