

Illinois FY 2023-2028 Proposed Multimodal Multi-Year Improvement Program

Published by the
Illinois Department of Transportation
Springfield, Illinois 62764

August 2022

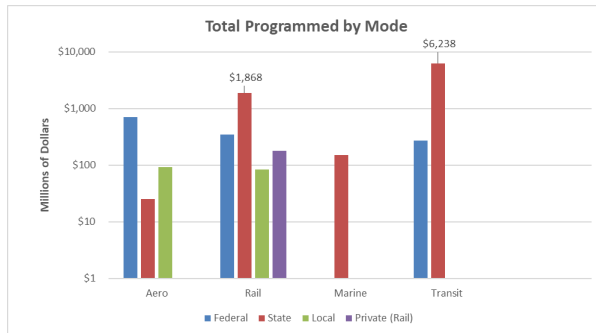
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EXECUTIVE SUMMARY

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



Additionally, the federal government recently passed the Infrastructure Investment and Jobs Act, which substantially increases federal funding across all modes. Funding from the IIJA is currently being released through apportionments. This MYP identifies IIJA funding contributions where known and is expected to better reflect improved federal funding levels in the future.

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

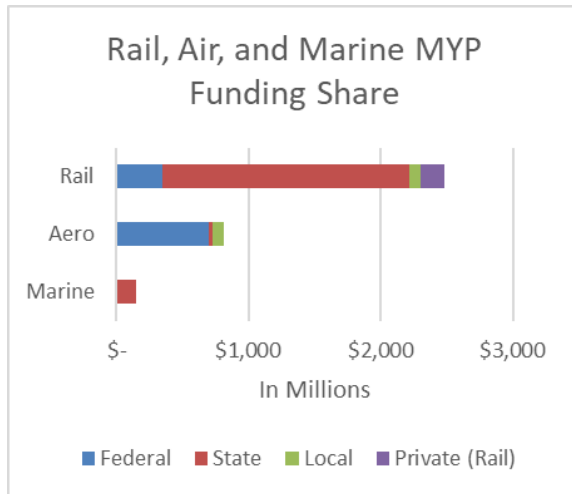
communities and keeping the state's economy humming.

Funding for transit, rail, air and marine transportation is sourced from federal, state, local and industry sources. In recent years, Illinois' ability to continue its support of much-needed funding has been limited. However, recent legislation increased state funding for multimodal programs by over \$1 billion in this six-year Multimodal MYP (2023-2028).



Transit projects are typically programmed locally on a continuous basis and are often not included in the Multimodal MYP. Links to all of the transit agencies' websites and the Metropolitan Planning Organization's transportation improvement programs, as well as any federal and state funding contributions to transit capital programming to allow for determining local projects are included in the Transit section. Transit projects funded through the Rebuild Illinois capital plan are captured in the transit section of this MYP along with total funding amounts for the 2023-2028 program years. Most of the proposed funding for rail, air and marine projects is derived from state sources, at 59%. Federal funding sources make up 31% of total funding, with local sources funding 5% of the 2023-2028 total. (An additional 5% is projected from private sources, strictly for projects within the Chicago Region)

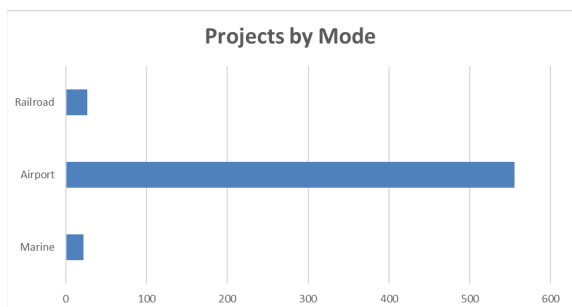
Environmental and Transportation Efficiency Program rail program in the Chicago area.)



Federal	State
\$1.04 billion	\$2.04 billion
Local	Private (Rail)
\$177 million	\$181 million

*Rail, Air and Marine MYP Funding Total:
\$3.4 billion*

Rail, air and marine projects proposed in the 2023-2028 Multimodal MYP range in scope from the construction of high-speed rail infrastructure between St. Louis and Chicago to a municipal airport's upgrade of fueling facilities and support of the Cairo Port Terminal Development Project. The total combined count of these projects within the Multimodal MYP is 605. Of these, 4% are railroad, 92% are airport and 4% are marine.

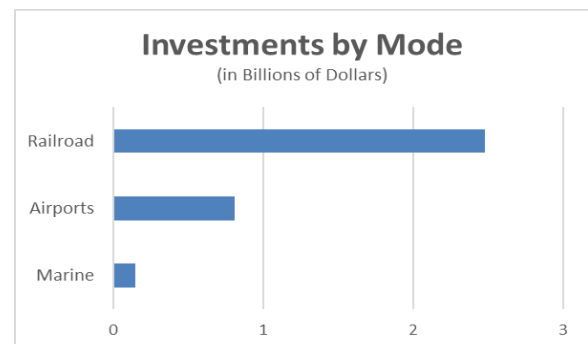


Transit projects are mainly programmed locally and not included within the IDOT 2023-2028 MYP

Airport projects outnumber rail and marine projects in quantity; however, the overall investment is greater for rail, which comprises 72% of the total while air accounts for 24% and marine accounts for 4%.

Airport projects total approximately \$800 million and consist of safety and infrastructure improvement projects across the state.

Marine projects total approximately \$185 million and consist of port capital development projects and port planning projects funded by federal, state and local funding.



Rail investments are increasing through Rebuild Illinois and associated legislation and now comprise \$2.4 billion of the \$3.4 billion MYP. The majority of rail funding is going toward statewide intercity passenger rail improvement and development, as well as the Chicago Region Environmental and Transportation Efficiency Program projects in northeastern Illinois.

Illinois Department of Transportation – Performance Goals

The Illinois FY 2023-2028 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 at <http://www.idot.illinois.gov/transportation-system/transportation-management/planning/lrtp/index>.



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 recently completed Illinois Marine Transportation System Plan and Economic Impact Analysis, the Illinois Marine Transportation System carries more than 69% of waterborne commodities tonnage shipped from Illinois to other parts of the country and world. Shipments to Illinois from the rest of the country and world accounted for 22% of the tonnage, with the remaining 9% moved within Illinois itself, notably from the Chicago region.

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

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

- Safety
- Modal Connectivity
- State of Good Repair
- Economic Competitiveness
- Mode Shift
- Economic Opportunity
- Environmental Sustainability

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

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

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

IDOT believes the comprehensive IMTS Plan and Economic Impact Analysis will help provide an integrated vision for a variety of stakeholders that include the USACE, U.S. Department of Maritime

Administration, U.S. Committee on the Marine Transportation System and U.S. Coast Guard along with local, state and federal policymakers.

This Multimodal MYP and associated system plan has helped identify needs within the IMTS to be met by future state and federal programs administered through IDOT. The plan will help IDOT solidify performance measures and targets to garner further support from the U.S. Department of Transportation's Maritime Highway program, implement state freight plans and meet federal mandates to create comprehensive freight performance measures. The IMTS Plan will be integrated with the IDOT Long-Range Transportation Plan process and the five performance goals it was developed around.

Rebuild Illinois – The Illinois Port Capital Investment Grant Program

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

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

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

Eligible Projects – Eligible projects include those improvements related to enhancing public port facilities in their ability to allow transportation to, from and on water. In general, sponsors can get program funds for most port facility capital improvements or rehabilitation projects that result in a documentable improvement to marine transportation. Certain professional services that are necessary for eligible projects (such as planning, surveying and design) can 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](#).

PROPOSED RAIL IMPROVEMENT PROGRAM

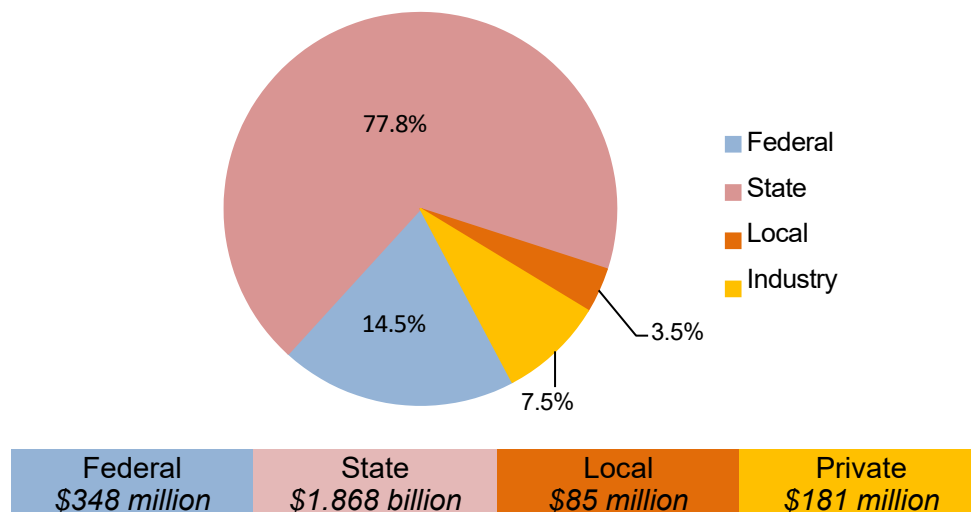
Program Overview

Illinois is a major crossroads for the nation's rail network and Chicago contains the largest rail hub in North America. Railroads in Illinois are the nation's most important in terms of the region they serve and volume of traffic handled. Illinois is the only state in which all seven Class I railroads operate and Chicago is home to six out 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 from or to long distances, rail access is not just a convenience, but a necessity for doing business.

The Proposed FY 2023-2028 Rail Improvement Program totals \$2.4 billion, with \$348 million in federal funds, \$1.8 billion in state funds, \$85 million in local funds and \$181 million in private railroad funds. Private funds are routinely used to improve and maintain rail infrastructure in Illinois. The private funds noted here are being paired with federal, state and local railroad funds, so they are included in this document.

FY 2023-2028 Total Rail Funding



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 9,521 miles of railroad tracks, 7,693 of which are operated by Class I railroads – primarily BNSF Railway and the Union Pacific Railroad. The state is also third in the nation for number of operating railroads. The Chicago region contains an expansive freight rail network, handling the movement of 1,260 trains each day, including 500 freight trains and 760 passenger trains. The Chicago region alone handles approximately one-fourth of the nation's freight rail traffic, approximately 37,500 rail cars every day.

Freight System

The rail freight system in Illinois is comprised of 52 railroads, including seven Class I railroads, four regional railroads and 41 short line railroads.

Class I Railroads

Class I railroads are defined by the federal Surface Transportation Board as having more than \$504.8 million of annual carrier operating revenue. They primarily operate long-haul service over high-density intercity traffic lanes. According to the Association of American Railroads, Class I railroads generate the majority of U.S. rail freight activity.

Class I Railroads	Miles Operated in Illinois
BNSF Railway	1,534
CN Railway (Grand Trunk Western Railroad)	1,278
CP Railway System (Soo Line Railroad)	397
CSX Transportation	703
Kansas City Southern Railway Co.	203
Norfolk Southern Corporation	1,263
Union Pacific Railroad	2,315
Total Miles*:	7,693

Source: Association of American Railroads

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

Class II and Regional Railroads

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

Class III or Short Line Railroads

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

Passenger System

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

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

The Illinois Department of Transportation's Rail Passenger Program currently supports the operation of Amtrak service along three corridors: Chicago-Quincy (Illinois Zephyr/Carl Sandburg), Chicago-St. Louis (Lincoln Service) and Chicago-Carbondale (Illini/Saluki). Additionally, Illinois and the state of Wisconsin jointly support service between Chicago and Milwaukee (Hiawatha Service). Amtrak operates 56 trains per day in Illinois that include a mix of long-distance and corridor services. These four routes provide passenger rail service to 34 communities in Illinois, Wisconsin and Missouri on 30 trains per day, making Illinois a national leader in providing passenger rail service for the travelling public in the state. Passenger rail across Illinois carries nearly 4.8 million riders annually at Illinois stations.

Long-Distance Routes

In Illinois, Amtrak operates eight long-distance routes:

California Zephyr (daily, Chicago-Galesburg-Emeryville, California)

Empire Builder (daily, Chicago-St. Paul/Minneapolis-Seattle-Portland)

Capitol Limited (daily, Chicago-Cleveland-Washington, D.C.)

Lake Shore Limited (daily, Chicago-Cleveland-New York)

Cardinal (three times weekly, Chicago-Cincinnati-New York)

Southwest Chief (daily, Chicago-Kansas City-Los Angeles)

City of New Orleans (daily, Chicago-Champaign-New Orleans)

Texas Eagle (daily, Chicago-St. Louis-San Antonio, tri-weekly through car service to Los Angeles via the **Sunset Limited**)

Corridor Services

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

Blue Water (daily, Chicago-Port Huron, Michigan)

Pere Marquette (daily, Chicago-Grand Rapids, Michigan)

Hoosier State (four times weekly, Chicago-Indianapolis)

Wolverine (three times daily, Chicago-Detroit/Pontiac)

In-State Routes

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

Carl Sandburg and Illinois Zephyr Service (twice daily, Chicago-Galesburg-Quincy)

Illini and Saluki Service (twice daily, Chicago-Champaign-Carbondale)

Hiawatha Service (seven times daily, Chicago-Milwaukee)

Lincoln Service (four times daily, Chicago-Bloomington/Normal-Springfield-St. Louis)

Chicago Region Environmental and Transportation Efficiency Program

The Chicago Region Environmental and Transportation Efficiency Program is a 70-project, \$5 billion program designed to improve the efficiency and effectiveness of freight, commuter and intercity passenger rail and to reduce highway delay in the Chicago region. Projects under the CREATE program include 25 road/rail grade separations, six passenger/freight grade separations, railroad projects to improve rail infrastructure and technology upgrades, viaduct improvements, grade crossing safety enhancements, and rail operations and visibility improvements. With one-quarter of our nation's rail-shipped goods and products moving to, from or through Chicago, the area's rail network is crucial to the local, regional and national economy. A total of \$991.3 million is programmed for FY 2023-2028.

This innovative public-private partnership is being funded through the U.S. Department of Transportation, IDOT, the City of Chicago Department of Transportation, the Cook County Department of Transportation and Highways, passenger railroads Amtrak and Metra, and freight rail carriers 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 2021, 31 CREATE projects have been completed, four projects are under construction, eight projects are in the final design phase, eight projects are in the environmental review stage and the remaining 19 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 July 2021, the CREATE program received \$19.1 million for the Archer Avenue and BRC Grade Separation Project. This project will grade-separate Archer Avenue and two existing BRC tracks in Chicago to eliminate road-rail conflicts, avoid first-responder delays and reduce traffic congestion.

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

In June 2019, the CREATE program received \$19 million (CRISI) for the WA11 Dolton Junction Interlocking project. The project is designed to improve the speed at which rail freight and intercity trains move through the Chicago region. The project will upgrade and reconfigure the 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 CIP. In addition, the 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 million from other federal funds. Completion of these projects in 2025 will result in \$3.8 billion in new economic benefits and reduce rail and roadway congestion.

Through IDOT's Competitive Freight Program, \$50 million was awarded for CREATE project GS11, a grade separation at Columbus Avenue and the BRC. The only CREATE project that applied for funding through this 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 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 rail freight and passenger rail programs.

Rail improvements are funded by federal, state, local and/or private funds. The rail improvement component of IDOT's FY 2023-2028 Proposed Multimodal Improvement Program totals \$2.4 billion between FY 2023 and FY 2028. 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 2023-2028, the program has \$11.8 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 2023.

The program is supported by two revolving loan funds: The Rail Freight Loan Repayment Fund for federal loan funds and the State 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 2023 and beyond.

The State Loan Repayment Fund

The state deposits the repayments of old state rail freight loans into this fund for reuse as loans or grants for eligible projects. A total of \$10 million is available in this fund for FY 2023. Any funds remaining after FY 2023 expenditures plus \$1 million will be available from this fund for qualifying projects in FY 2024 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 2023-2028 program proposes \$1.228 billion for maintenance, safety repairs and other capital improvements.

High-Speed Rail

The Illinois High-Speed Rail Project between Chicago and St. Louis is in the final stretch to bring faster and improved travel to the Midwest. For FY 2023-2028, the program proposes a total of \$264 million.

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

Amtrak passenger service speeds up to 90 mph began in 2021 from Alton to Joliet. Speeds of up to 110 mph between St. Louis and Chicago should follow, pending advancements in technology required for faster trains.

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

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

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 IRNA 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 2023-2028 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 that are under consideration throughout the state. These projects are at varying levels of completion or are still in the planning stages. The following summaries outline major capital projects 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 (\$1.2 billion). The Illinois signature high-speed rail route has received an additional \$700 million of federal and state funds for corridor improvements between Joliet and St. Louis. The Chicago-St. Louis corridor features significantly improved service, reliability and safety with four-quadrant gates at at-grade crossings and positive train control. In December of 2021, for the interim, Amtrak service speeds were increased to 90 mph.

Springfield – 10th Street Corridor Consolidation – Passenger and Freight Rail. The relocation of trains from Third Street to a combined corridor on 10th Street in our capital city was evaluated and identified as the preferred alternative as part of an environmental document completed in 2012 by IDOT and the FRA. 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.

CREATE Projects P2, P3, EW2, GS19: 75th Street Corridor Improvement Projects. The 75th Street Corridor Improvement Project 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 (CREATE Project P3), 71st Street Grade Separation (GS19), Belt Junction and 80th Street Junction replacement (EW2) and Metra Rock Island Connection (P2). The project will address conflicts between CSX, BRC, UP, NS and Metra. The approach will consider reconfiguring the BRC main tracks between the Dan Ryan Expressway and Belt Junction, where four freight railroads conflict with each other and Metra's Southwest Service operations (Project EW2). The project will consider constructing a second main track for Metra's Southwest Service line from near Wrightwood Station to Western Avenue (Project P2). The project will consider reconfiguring and building a third BRC main track and constructing a flyover to connect to Metra Southwest Service to the Rock Island Line near 74th and Normal and 75th and Parnell (Projects EW2 and P2). This project will consider constructing a bridge that significantly reduces conflicts between CSX and BRC, Metra and NS (Project P3). The project will also consider constructing a road-rail grade separation of 71st Street and the CSX freight line (Project GS19). Associated signals, tracks, crossovers and bridge work are included in the project.

CREATE Project WA11 Dolton Junction Interlocking. The CREATE Program received \$19 million in federal funding for the improvements to the Dolton Interlocking Improvement Project (WA11) from the Consolidated Rail Infrastructure and Safety Improvements Program discretionary grant. 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 Projects Undergoing Preliminary Engineering. The following projects will eliminate at-grade crossings by creating either an overpass or underpass for vehicles at those locations: Project GS9 on Archer Avenue, GS1 and GS18 on Harlem Avenue, and Project GS21a on 95th Street, which was awarded two grants from FRA to fund the Phase I preliminary engineering and Phase II final design. Under the Competitive Freight Program, the City of Chicago applied for and was awarded \$50 million for Project GS11 on Columbus Avenue, which will fund the design and construction of this project and is a priority project in the CREATE program.

FY 2023-2028 Rebuild Illinois Capital Projects

The new six-year, \$45 billion *Rebuild Illinois* infrastructure plan, which includes \$722 million 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 2023-2028 capital projects is approximately \$2.42 billion, with a funding shortfall of approximately \$1.2 billion to complete all projects listed in the FY 2023-2028 capital projects list. The funding identified is secured or estimated as reasonably available for FY 2023-2028 but does not cover the entire cost of buildout for all the projects.

CREATE Project GS21a 95th Street & UP Grade Separation. This project will reduce road congestion and improve safety at this location. It will also eliminate the potential for collisions between vehicles and trains. This crossing is designated a City of Chicago "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. Funding for this project includes \$75 million through the *Rebuild Illinois* program.

CREATE Project GS18 Harlem Avenue & BNSF Grade Separation. The grade crossing separation will eliminate delay to nearly 5,000 vehicles daily, alleviating over 29,700 annual motorist hours of delay. It will also eliminate the potential for collisions between vehicles and trains. Since this is also proximate to a Metra commuter station, it will improve mobility and safety for both pedestrian and vehicular commuter access to and from the station. Funding for this project includes \$59 million through the *Rebuild Illinois* program.

CREATE Project GS9 Archer Avenue & BRC Grade Separation. This project will improve air quality by reducing vehicle idling, reduce road congestion and improve safety for all road users. The grade crossing separation will eliminate delay to more than 2,700 vehicles daily, alleviating nearly 59,600 annual motorist hours of delay. It will also eliminate the potential for collisions between vehicles and trains. Funding for this project includes \$61 million through the *Rebuild Illinois* program.

CREATE Project P2 Rock Island Connection. This project will eliminate the most congested rail chokepoint in the Chicago Terminal, Belt Junction, where 30 Metra and 90 freight trains per day cross each other's paths. The rail-rail flyover at 75th Street will eliminate conflict between 30 Southwest Service Metra trains and 35 freight trains operating on the Western Avenue Corridor. The construction of an additional main line for Metra operation and the rail-rail flyover connection will reduce congestion and freight conflicts and will connect Metra's Southwest Service with the existing Rock Island District tracks, increasing capacity and improving reliability. Funding for this project includes \$100 million through the *Rebuild Illinois* program.

CREATE Project EW2 80th Street Junction Replacements. This project will eliminate the most congested rail chokepoint in the Chicago Terminal, Belt Junction, where 30 Metra and 90 freight trains per day cross each other's paths. The rail-rail flyover at 75th Street will eliminate conflict between 30 Southwest Service Metra trains and 35 freight trains operating on the Western Avenue Corridor. The construction of an additional main line for Metra operation and the rail-rail flyover connection will reduce congestion and freight conflicts and will connect Metra's

Southwest Service with the existing Rock Island District tracks, increasing capacity and improving reliability. Funding for this project includes \$80 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 \$25 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 Federal Railroad Administration 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 IPR Expansion project aims to restore intercity passenger rail service from Chicago to Rockford by utilizing Metra and UP trackage. Improvements include upgrading tracks, capacity improvements, a layover facility, a UP/Metra connection, bridge improvements and new stations. Funding for this project includes \$275 million through the *Rebuild Illinois* program.

Chicago to Carbondale Intercity Passenger Rail Improvements

The state aims to improve the performance of the existing IPR 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. Funding for this project includes \$100 million through the *Rebuild Illinois* program.

Village of Bedford Park Noise Abatement

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

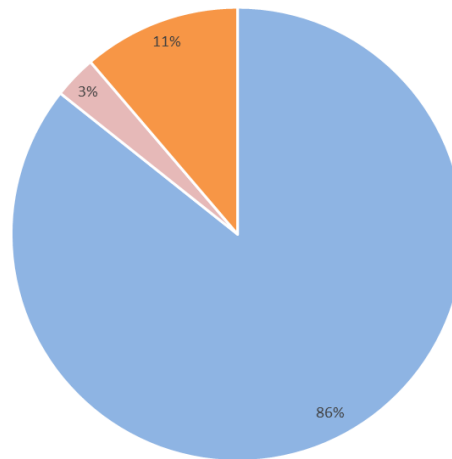
PROPOSED AIRPORT IMPROVEMENT PROGRAM

Program Overview

The Illinois Department of Transportation's FY 2023-2027 Proposed Airport Improvement Program totals more than \$800 million over the five-year program and includes an FY 2023 annual program of \$275.7 million. Funding for the five-year program is made up of \$700 million in federal funds, another \$25 million in state funds and \$92 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 2023-2027 Total Proposed Airport Improvement Program Funding



Federal \$700 million	State \$25 million	Local \$92 million
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System Background

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

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

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

Current project priorities are:

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

Following these priorities, IDOT assists local communities by providing planning, 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. Per the FAA's Terminal Area Forecast, primary airports in Illinois saw 1,459,210 flight operations (takeoffs and landings) and 52,183,433 passenger enplanements during CY 2019 – 43.96% of all flight operations in Illinois.

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

Reliever Airports (Non-Primary)

Reliever airports are general aviation facilities that have been designated to reduce congestion at O'Hare International and Midway airports in Chicago and at Lambert-St. Louis International Airport. Per the FAA's TAF, reliever airports saw 635,456 flight operations during CY 2019 – 2020, which represents 14% of all flight operations in Illinois.

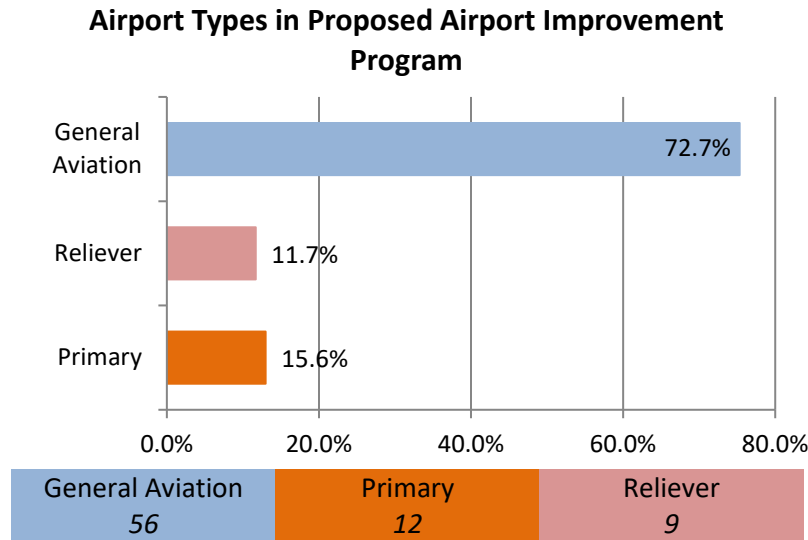
Aurora Municipal (Aurora)
Chicago Executive (Wheeling/Prospect Heights)
DuPage (West Chicago)
Lake in the Hills (Lake in the Hills)
Lansing Municipal (Lansing)

Lewis University (Romeoville)
St. Louis Downtown (Cahokia)
St. Louis Regional (Alton)
Waukegan National (Waukegan)

General Aviation Airports (Non-Primary)

General aviation airports are publicly owned airports in Illinois that do not have scheduled service or have fewer than 2,500 annual passenger boardings. General aviation includes operations of turbine or jet-powered aircraft and single- and twin-engine propeller-driven aircraft used in business, personal or recreational activities. Per the FAA's TAF, general aviation airports saw 1,234,876 flight operations during 2019 – 37.2% of all flight operations in Illinois.

Albertus (Freeport)	Greenville (Greenville)	Olney-Noble (Olney-Noble)
Benton Municipal (Benton)	Harrisburg-Raleigh (Harrisburg)	Pekin Municipal (Pekin)
Bolingbrook's Clow International (Bolingbrook)	Havana Regional (Havana)	Pinckneyville-Du Quoin (Pinckneyville/Du Quoin)
Bult Field (Monee)	Illinois Valley Regional (Peru)	Pittsfield Penstone Municipal (Pittsfield)
Cairo Regional (Cairo)	Ingersoll (Canton)	Pontiac Municipal (Pontiac)
Carmi Municipal (Carmi)	Jacksonville Municipal (Jacksonville)	Rantoul National Aviation Center (Rantoul)
Casey Municipal (Casey)	Joliet Regional (Joliet)	Rochelle Municipal (Rochelle)
Centralia Municipal (Centralia)	Kewanee Municipal (Kewanee)	Salem-Leckrone (Salem)
Coles County Memorial (Mattoon/Charleston)	Lawrenceville-Vincennes International (Lawrenceville/Vincennes)	Shelby County (Shelbyville)
Crawford County (Robinson)	Litchfield Municipal (Litchfield)	Schaumburg Regional (Schaumburg)
DeKalb Taylor Municipal (DeKalb)	Logan County (Lincoln)	Southern Illinois (Carbondale/Murphysboro)
Dixon Municipal (Dixon)	Macomb Municipal (Macomb)	Sparta Community (Sparta)
Edgar County (Paris)	Marshall County (Lacon)	Taylorville Municipal (Taylorville)
Effingham County Memorial (Effingham)	Metropolis Municipal (Metropolis)	Tri-Township (Savanna)
Fairfield Municipal (Fairfield)	Monmouth Municipal (Monmouth)	Vandalia Municipal (Vandalia)
Flora Municipal (Flora)	Morris Municipal (Morris)	Vermilion County (Danville)
Galesburg Municipal (Galesburg)	Mount Carmel Municipal (Mount Carmel)	Whiteside County (Sterling/Rock Falls)
Greater Beardstown (Beardstown)	Mount Hawley Auxiliary (Peoria)	
Greater Kankakee (Kankakee)	Mount Sterling Municipal (Mount Sterling)	
	Mount Vernon (Mount Vernon)	



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

Federal Funding

Federal Aviation Administration reauthorization legislation H.R. 302 (P.L. 115-254), titled **FAA Reauthorization Act of 2018**, was passed by Congress on Oct. 3, 2018, and signed by the president on Oct. 5, 2018. This legislation authorized appropriations to the FAA from fiscal year 2019 through fiscal year 2023 totaling \$96.7 billion for federal aviation programs over a five-year period (FY 2019-2023). As shown in the chart below, the Airport Improvement Program contract authority is once again flatlined at \$3.35 billion annually for the duration of the five-year legislation.

Funding Authorization in FAA Reauthorization Act of 2018

		Millions of dollars.						
<u>Sec.</u>	<u>Program</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>5-Year</u>
111	FAA Airport Improvement Program	3,350	3,350	3,350	3,350	3,350	3,350	16,750
112	FAA Facilities and Equipment	3,330	3,398	3,469	3,547	3,624	3,701	17,739
113	FAA Operations	10,247	10,486	10,732	11,000	11,269	11,537	55,024
158	FAA Airport Improvement Program (GF)		1,020	1,041	1,064	1,087	1,110	5,322
356	FAA Know Before You Fly		1	1	1	1	1	5
451	OST Essential Air Service	155	158	161	165	168	172	824
455	OST Small Community Air Service	10	10	10	10	10	10	50
703	FAA Research, Engineering & Develop.	189	194	199	204	209	214	1,020
TOTAL AUTHORIZATIONS, FAA BILL			18,617	18,963	19,341	19,718	20,095	96,734
<i>Mandatory Budget Authority in the Bill</i>			<i>3,350</i>	<i>3,350</i>	<i>3,350</i>	<i>3,350</i>	<i>3,350</i>	<i>16,750</i>
<i>Authorizations Subject to Appropriation</i>			<i>15,267</i>	<i>15,613</i>	<i>15,991</i>	<i>16,368</i>	<i>16,745</i>	<i>79,984</i>

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 Dec. 20, 2019, the president signed Public Law 116-94, "Further Consolidated Appropriations Act, 2020," which included a supplemental amount of \$400 million for discretionary grants under the AIP statute, 49 U.S.C. Chapters 471 and 475.

The supplemental funds made available under the FY 2020 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 2022. Because of these parameters, the FAA is using our well-established Airport Capital Improvement Plan process to develop a proposed list of eligible and justified projects, which we will execute through our regular AIP process. All supplemental funds will be awarded by Sept. 30, 2022.

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.

Air Cargo Entitlements

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

Primary Entitlements

The funding is apportioned by the FAA to airports that receive scheduled passenger service and have more than 10,000 passenger boardings per year. This funding is based on the number of passenger boardings at the airport. The FY 2023 entitlements are based on the number of passengers enplaned during 2018. Under the current AIP authorization, each primary airport that has more than 10,000 passenger boarding will receive a minimum of \$1 million in primary entitlements. It also provides an annual entitlement of \$600,000 for each airport with annual passenger boardings between 8,000 and 10,000.

Non-Primary Entitlements

Each reliever or general aviation airport is entitled to an annual grant of the lesser of \$150,000 or one-fifth of the identified needs shown in the published National Plan of Integrated Airport Systems. All eligible Illinois airports are scheduled to receive \$150,000 in FY 2023. 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 2023, 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 an annual and multi-year program. 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 2023-2027 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; however, it is 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 NPIAS. The projects must also meet state and federal environmental and procurement requirements. The IDOT Airport Letting Process, implemented through IDOT Aeronautics, ensures compliance with all applicable state and federal requirements.

Evaluation Criteria and Match Requirements

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

Solicitation Timeline

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

The Illinois Aviation System Plan Process

The Illinois Continual Aviation System Planning Process seeks to:

1. 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.
2. To provide a safe and secure aviation system and remain compliant with all applicable state and federal standards, rules and regulations.
3. 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.
4. 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.

5. To collect, analyze and report pertinent aviation system data, utilizing a variety of measures and metrics, providing insight into adequacies, deficiencies, and interrelationships.
6. To identify needs for change in the aviation system and policy, at all levels, that can meet inadequacies and future needs.
7. 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.
8. To provide the safest and most adequate facilities feasible in serving the demand of all types of aviation.
9. 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.
10. To minimize the aviation system's environmental impact.
11. To provide aviation stakeholders guidance and informative data to ensure maximum system performance, compliance, and understanding.

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

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

PROPOSED TRANSIT IMPROVEMENT PROGRAM

Programming Overview and Process

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

The Rebuild Illinois Capital Program created three new transit funding programs: The Multimodal Transportation Bond Fund, Regional Transportation Authority Capital Improvement Fund and the Downstate Mass Transportation Capital Improvement Fund. In January, IDOT approved 51 capital grants in the Statewide area, as part of the second round of Rebuild Illinois Multimodal Transportation Bond and Pay-Go Funds, worth more than \$111.4million. A list of selected projects can be found [here](#).

Since 2020, IDOT has taken a more active role in project selection through the implementation of the downstate portion of the Multimodal Transportation Bond Fund program, and Downstate Mass Transit Capital Improvement Fund program. Implementation of these programs specifically focused on achieving the goals of the [State's Transit Asset Management Plan](#) through an application process that used transparent and objective scoring criteria and consideration of the annual Capital Needs Assessment and TAM Plan priorities. Select RTA and Statewide projects resulting from 2022/2023 Rebuild Illinois programming are identified in the APPENDIX - Capital Project List(s).

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 420 million trips during FY 2020 and 177 million trips in FY 2021. Annual ridership data are reported to the National Transit Database. Information on Illinois Transit (Northeastern Illinois and Statewide) ridership data can be found [here](#).

Northeastern Illinois Ridership Trends

Between 2017 and 2020, IDOT noticed a decline in transit ridership averaging 3% per year. During this four-year period the RTA region experienced a decline of 66 million passenger trips within CTA and Metra service lines; however, Pace experienced an increase of approximately two million passenger trips during this same period. Several factors can be attributed to this swing in ridership, including but not limited to an aging population and migration patterns.

Transit, as with other people-oriented service industries, has suffered drastically as a result of the COVID-19 pandemic. Ridership in Northeastern Illinois has decreased at an average of 58% during the pandemic. As the state is making strides to reopen and people are establishing a new normal, IDOT will monitor how ridership rebounds. With many offices opting to keep remote work and other alternatives that were implemented during the pandemic in place post pandemic, peak service hours and ridership patterns may change, requiring the service boards to adjust. As the transit needs change, IDOT in partnership with the RTA and service boards will meet the need to ensure that safe and reliable transit remains a viable option in the region.

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.

Similar to the decline in ridership in Northeastern Illinois, Statewide has also seen decline in ridership due to the pandemic. Urban service providers experienced a 43% decrease in ridership compared to FY 2021 as a result of the COVID-19 pandemic, whereas the rural service providers experienced a 33% decline. While transit across Illinois experienced dramatic drops in ridership during the pandemic, the rural service providers' decline was 10 percentage points less than the urban service providers. In addition, the Urban service providers decline in ridership was 15% less than the service boards in Northeastern Illinois. IDOT will monitor these trends to see if ridership rebounds along these same trends. Rural ridership declines may have been less pronounced because of the demand-response model of service typical in rural areas compared to the urban fixed-route service model.

Urbanized Systems

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

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

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.

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* - <http://www.bondcountyttransit.org/>
Boone County: *Boone County Public Transportation* - <https://www.boonecountyl.org/residents/transportation>
Carroll County: *Carroll County Transit* - <http://ccsso.net/Transportation.html>
Champaign County: *Champaign County Area Rural Transit System* - <http://c-carts.com/>
Coles County: *Dial-A-Ride* - <http://www.dialaridettransit.org/>
DeKalb County: *Voluntary Action Center* - <http://vacdk.com/transportation/>
Douglas County: *Dial-A-Ride* - <http://www.dialaridettransit.org/>
Effingham County: *CEFS. Economic Opportunity Corporation* - <https://www.cefseoc.org/transportation-effingham>
Fulton County: *Fulton County Rural Transit* - <http://www.fultoncountyruraltransit.com/>
Grundy County: *Grundy Transit System* - <https://www.grundyco.org/transit/>
Hancock County: *Hancock County Public Health Department* - <http://www.hancockhealth.info/rides/>
Henry County: *Henry County Public Transportation* - <http://www.ride-hcpt.com/>
Jersey County: *Tri-County Rural Transit* - <http://ilvalley-edc.org/transportation/>
Jo Daviess County: *Jo Daviess County Transit* - <https://www.jodaviesscountyttransit.com/>
Kankakee County: *Show Bus* - <http://www.showbusonline.org/Kankakee.html>
Kendall County: *Kendall Area Transit* - <http://vacdk.com/about-kat/>
Logan County: *Show Bus* - <http://www.showbusonline.org/Logan.html>
Macoupin County: *Macoupin County Public Health Department* - <https://mcphd.net/macoupin-county-transit/>
Mason County: *Show Bus* - <http://www.showbusonline.org/Mason.html>
McHenry County: *MCRide* - <https://www.mchenrycountyl.gov/county-government/departments-j-z/transportation/transit-services/mcride-dial-a-ride>
McLean County: *Show Bus* - <http://www.showbusonline.org/McLean.html>
Peoria County: *CountyLink* - <http://www.ridecitylink.org/countylink>
Piatt County: *Piattran* - <http://piattran.org/>
Shelby County: *CEFS Economic Opportunity Corporation* - <https://www.cefseoc.org/transportation-cipt>
Tazewell County: *We Care Inc* - <https://www.wecareofmorton.com/services/transportation/>
Warren County: *Warren Achievement Center* - <http://www.warrencountyl.com/about-us/public-transportation>
Whiteside County: *Whiteside County Senior Center* - <https://www.wc-seniorcenter.org/>
Woodford County: *We Care Inc* - <https://www.wecareofmorton.com/services/transportation/>
Bureau/Putnam counties: *Bureau and Putnam Area Rural Transit* - <http://www.ridebpart.org/>
Lee/Ogle counties: *Lee-Ogle Transportation System* - <http://lotsil.org/>
Marshall/Stark counties: *Marshall-Stark Transportation* - No website; Please call (309) 364-2287.
Rock Island/Mercer counties: *RIM Rural Transit* - <http://www.ridetherim.org/>
Sangamon/Menard counties: *Sangamon/Menard Area Regional Transit* - <http://co.sangamon.il.us/departments/s-z/smart>
City of Freeport: *Pretzel City Area Transit* - <https://seniorresourcecenter.net/services/transportation/>
City of Galesburg: *Galesburg Transit* - <http://www.ci.galesburg.il.us/services/transit/>
City of Macomb: *Go West Transit* - http://www.wiu.edu/student_services/go_west/
City of Ottawa: *North Central Area Transit* - <http://ridencat.com/>
City of Quincy: *Quincy Transit Lines* - <http://www.quincyl.gov/government/CityDepartments/Transit>
CRIS Rural Mass Transit District: <http://www.ruraltransits.org/>
Jackson County Mass Transit District: <http://www.jcmtd.com/>
Monroe Randolph Transit District: <http://www.mrtransit.org/>
Rides Mass Transit District: <http://www.ridesmtd.com/>
Shawnee Mass Transit District: <http://www.shawneemtd.com/index.html>
South Central Mass Transit District: <http://southcentraltransit.org/>
West Central Mass Transit District: <http://www.wcmtd.org/>

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Funding Sources and Amounts

FY 2023-2028 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 2023-2028 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 managed by IDOT is included in the table below. Federal and local funding managed by the local transit providers can be found by contacting the transit operator or its funding agency (i.e., city, county or MPO). Namely, Federal Urbanized Area Formula Section 5307 funding is administered by the urban transit providers, and as such, is not reflected below.

Federal Funding

Federal legislation establishes the funding amounts for Illinois' transit systems. Estimates for FY 2022 were based on the assumption that full-year FY 2018 figures would remain the same, with an additional 3% increase and 2% annual increases utilized to estimate a total amount for the five-year period of FY 2023-2028. 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. Due to the pandemic, the rolling stock supply chain has seized. As a result of the astronomical inflation caused by little to no production, IDOT will not be purchasing vehicles in 2023.	<i>FY2023 Est. Appor:</i> Northeastern IL: \$0M Statewide Urban: \$0M Statewide Rural: \$0M	<i>FY2024-2028 Est. Appor:</i> Northeastern IL: \$39.2M Peoria UZA: \$1.5 M St. Louis UZA: \$1.8 M Statewide Urban \$11.1M Statewide Rural: \$9.4M
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.	<i>FY2023 Apportionment:</i> \$318,070	<i>FY2024-2028 Est. Appor:</i> \$1.6M
Rural Area Formula Grants (5311) & 5311(f)		
This program provides capital and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. A portion of these funds are used for intercity bus activities (5311)(f), in addition to supporting the state's Human Services Transportation Program. In 2020 and 2021, Congress passed emergency relief legislation that provided additional funding to support transit programs. This included Coronavirus Aid, Relief and Economic Security, Coronavirus Response and Relief Supplemental Apportions, and American Rescue Plan acts. Each of these relief bills made additional capital and operating assistance available to rural transit providers with additional program flexibilities. 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%.	<i>FY2023 Est. Appor:</i> 5311: \$12M CARES: \$8.4M CRRSA/ARP: \$5M	<i>FY2024-2028 Est. Appor:</i> 5311: \$124.8M CARES: \$2M CRRSA/ARP: \$23.1M
Bus and Bus Facility Grants (5339)		

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.	<i>FY2023 Est. Appor:</i> Statewide Urban: \$1.9M Statewide Rural: \$.9M	<i>FY2024-2028 Est. Appor:</i> Statewide Urban: \$10.4M Statewide Rural: \$21M
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State Funding

To secure federal transit funds and continue the improvements to the public transportation systems the state will need to provide additional bond authorizations and appropriations. State funding categories are summarized below with estimated funding levels (in millions) based upon the state's FY 2022 budget.

Public Transportation Fund		
These funds are appropriated by the state for operating assistance and match federal and local funds. They provide a portion of the eligible expenses for transit operations.	<i>FY2023 Estimated Appor:</i> Statewide Urban: \$174M Statewide Rural: \$40.8M	<i>FY2024-2028 Est. Appor:</i> Statewide Urban: \$870M Statewide Rural: \$204M
Downstate Transit Improvement Fund		
The Downstate Transit Improvement Fund is used by the state to fund capital projects outside northeastern Illinois for eligible participants. Funding cycles occur periodically.	<i>FY2023 Estimated Appor:</i> Statewide IL: \$2.7M	<i>FY2024-2028 Est. Appor:</i> Statewide IL: \$12M
Transportation Series B Bonds		
Transportation Series B Bonds are issued by the state to fund capital projects. These bonds fund public transportation capital improvement projects and provide state capital assistance to transit operators and municipalities throughout Illinois. These bonds match federal, state, and local capital funds. No Series B Bonds have been issued at the time of this publication.	<i>FY2023 Estimated Appor:</i> Statewide: \$.85M	<i>FY2024-2028 Est. Appor:</i> Statewide: \$5.75M
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.	<i>FY 2023</i> Northeastern IL: \$485M Statewide IL: \$83M	<i>FY 2023-2028</i> Northeastern IL: \$2.4B Statewide IL: \$305M
Downstate Mass Transportation Capital Improvement Fund		
The Bond Authorization Bill includes capital funding for downstate transit districts labeled Pay-as-you-Go funding or PayGo.	<i>FY 2023</i> \$28.5M	<i>FY 2024-2028</i> \$152M
Regional Transportation Authority Capital Improvement Fund		
This new fund included within the Bond Authorization Bill includes capital funding for the Regional Transportation Authority.	<i>FY 2023</i> \$115M	<i>FY 2024-2028</i> \$1.36B

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Select Major Capital Project Summaries

Northeastern Rebuild Illinois Highlights

Metra Battery Powered Locomotives

This project will fund the conversion of three diesel locomotives to zero-emission battery power. The battery-powered locomotives will be compatible with Metra's existing fleet and will be capable of operating on any Metra line that uses diesel-hauled trains. The batteries will provide motive power as well as onboard systems such as lighting, intercom, and HVAC.

Metra Van Buren Street Station Rehabilitation

The intent of Metra's Van Buren Street Station Rehabilitation project is to rehabilitate the historic Van Buren Street Station on the Metra Electric Line. Water infiltration has created maintenance issues in the pedestrian tunnels and the historic waiting area. Platform facilities are deteriorated due to age and exposure to Chicago's weather.

CTA Blue Line Traction Power - Barry, Damen and Canal

This project includes the construction of a tie house (at the intersection of Milwaukee/Canal/Lake Street) and two new substations (at Barry/Kimball intersection and Damen/Milwaukee intersection) to support traction power needs on the Blue Line. These assets will support increasing ridership demands as well as the power needed to support the 5000 and 7000 series rail cars. The location of the tie house and substations were determined by the Blue Line Load Flow study, which identified areas that were likely to experience traction power issues.

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

Pace I-55 Park-N-Rides

This project will provide for architectural and engineering design and construction for expansion of existing Bolingbrook, Burr Ridge, Romeoville facilities, and/or construction of a new park-n-ride facility. Additionally, funding for project administration and professional project management oversight consulting services, if needed, and all required building materials and utilities needed to meet building code requirements for this project. In general, these facilities will include bus waiting zones with passenger platforms, bus shelters and parking spaces. If new facilities are built, it will include the aforementioned features, plus possible bus turnarounds, bus driver restrooms, street bus access and entry lanes, concrete barriers, sidewalks and curbs, paving, concrete, retaining walls, and landscaping.

Pace I-294 Stations and Park-N-Rides

This project will provide for architectural, engineering, construction, project administration and professional project management oversight consulting services, if needed, and all required building materials and utilities needed to meet building code requirements for this project. The Illinois Tollway is planning to add a Flex Lane on 22 miles of I-294 between the Balmoral and 95th Street interchanges. Pace is seeking to develop infrastructure to connect the Tollway's Flex Lane services to other Pace routes. Pace service along this corridor would have limited stops, and Pace aims to implement infrastructure that will reduce the need to divert express buses from the highway to make

connections to local service. Pace is currently finalizing station and service concept plans for this project and will be conducting external outreach to gain stakeholder and community support.

In general, these facilities will include bus waiting zones with passenger platforms, bus shelters and dedicated parking spaces. If new facilities are built, they will include bus turnarounds, bus driver restrooms, street bus access and entry lanes, concrete barriers, sidewalks and curbs, paving, concrete, retaining walls, and landscaping.

Pace New I-55 Garage

This project is for architectural, engineering, project administration and project management oversight services, and all required building materials and utilities needed to meet building code requirements. It will fund the construction of a Pace bus maintenance and storage facility approximately 800 feet east of the intersection of Van Dyke Road and Wood Farm Road, south of the existing Park-n-Ride lot at 14740 Depot Drive in Plainfield. In addition, road improvements using concrete and asphalt will be funded to accommodate the new facility.

Statewide Rebuild Illinois Highlights

Greater Peoria Mass Transit District will construct a new administrative and maintenance facility. The new maintenance facility and rehabilitation of the existing maintenance and operations building will sustain current demand, support growth and evolving technology, and maintain growing safety concerns. Two of the major goals of the design are pull-through maintenance bays and consolidation of the administrative operations. This will provide safer vehicle movements without requiring buses to back up and will allow separation of the personnel and bus movements on the site. The new facility will allow GPMTD to keep up with evolving technology and safety demands.

Rockford Mass Transit District will renovate, rehabilitate and expand their administrative and maintenance facility. To address current facility space limitations and to facilitate the RMTD's ability to transition its fleet to battery electric technology, RMTD's project will expand the current administration, operations and maintenance facility onto adjacent property to the northwest. The 51,000-square-foot addition will provide sufficient space to accommodate current and future fixed-route vehicle storage needs while integrating battery electric charging infrastructure into the facility.

Champaign-Urbana MTD will expand and upgrade their solar array energy generation system. The solar array will provide an estimated 331.70-megawatt hours of renewable energy directly to MTD's maintenance facility every year, allowing MTD to expand renewable energy usage for zero-emission buses. This will save 234.51 tons of carbon dioxide emissions, which is equivalent to planting 10,771 trees. The solar array will be connected to software that monitors solar production.

City of Decatur plans to build a bus port. The city will expand its facilities with the addition of a bus port/carport on existing administration facilities grounds. The bus port will be located behind the fleet garage and in front of the fleet storage garage. The bus port will include state-of-the-art electrical infrastructure for charging hybrid and electric vehicles.

Sangamon Mass Transit District plans to upgrade and remodel their maintenance facility. This project includes the remodel of a maintenance building to create a body repair workshop for a more efficient approach to the repair and maintenance of the fleet. With in-house services, the rate of return of the buses to the routes will increase, which improves passenger accessibility. This project includes various tasks with funding from federal and state funding sources. This project also includes infrastructure to support future installations of solar panels on the roof.

St. Clair County Transit District will construct a public safety center. The Emerson Park Operational Control Center (CENCOM West) represents a large-scale, shovel-ready investment at the Emerson Park Transit Center in East St. Louis. This site is critical to the success of the transit system in St. Clair County and represents unprecedented collaboration among transit, law enforcement, riders, stakeholders and area businesses. It is a critical component to the area around the station to move from surviving to a thriving community. This nearly 16,000 square-foot, state-of-the-art facility will house office space for St. Clair County Metrolink sheriff's deputies, the Metro Transit Operational Control Center and the St. Clair County 9-1-1 Dispatch Center, which is currently located at the East St. Louis city hall. In addition, it will provide space for Chestnut Health, which in partnership with SCCTD, is launching a mental health pilot in Illinois on transit.

Small Urbanized Area Section 5307 Projects

As stated previously, Section 5307 funds are managed locally by the urban transit providers. Federally funded projects are required to be fiscally constrained and coordinated, and as such, urban transit agencies participate and collaborate with their metropolitan planning organization.

Bi-State Regional Commission

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

Champaign-Urbana Urbanized Area Transportation Study

Entirely within Champaign County and IDOT District 5, CUUATS is the MPO for the Champaign-Urbana area. Transit service within the CUUATS boundaries is provided by the Champaign-Urbana Mass Transit District as well as the Champaign County Area Rural Transit System. The CUUATS TIP can be found at <https://ccrpc.org/documents/tip-2020-2025>.

Chicago Metropolitan Agency for Planning

IDOT's District 1 is largely identical in its geographic extent to the boundaries of the Chicago Metropolitan Agency for Planning, and the latter is the only MPO within District 1. This area includes Cook, DuPage, Kane, Kendall (in IDOT District 3), Lake, McHenry and Will counties and portions of DeKalb County (in IDOT District 3). Transit in CMAP's MPO area is provided by the Chicago Transit Authority, Kendall Area Transit, Metra Commuter Rail and Pace Suburban Bus. Transit programming for these counties is located at CMAP's TIP, located at <http://etip.cmap.illinois.gov>.

Danville Area Transportation Study

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

Decatur Urbanized Area Transportation Study

DUATS' MPO area is entirely within Macon County and falls within IDOT's District 7. Transit operators within the DUATS boundary include the city of Decatur and Show Bus. The DUATS

TIP can be found at: <https://www.decaluril.gov/departments/development-services/decalur-urbanized-area-transportation-study-duats/>.

DeKalb/Sycamore Area Transportation Study

DSATS' boundary is entirely located within DeKalb County and located within IDOT's District 3. Transit in DeKalb is provided by TransVAC (Voluntary Action Center) through funding from both the cities of DeKalb and Sycamore, as well as DeKalb County. The DSATS TIP is located at <https://www.cityofdekalb.com/526/Transportation-Improvement-Program-TIP>.

Dubuque Metropolitan Area Transportation Study

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

East-West Gateway Council of Governments

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

Kankakee Area Transportation Study

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

McLean County Regional Planning Commission

Located entirely within IDOT's District 5, the MCRPC covers an MPO area only within McLean County, primarily covering the Bloomington-Normal area. Transit in the MCRPC area is provided by Connect Transit and Show Bus. MCRPC's TIP is located at <https://mcplan.org/plans-and-studies/transportation-planning>.

Peoria/Pekin Urbanized Area Transportation Study

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

Rockford Metropolitan Agency for Planning

RMAP's MPO boundaries encompass portions of Boone and Winnebago counties. These boundaries are located in IDOT's District 2. Within the MPO area, transit is provided by Boone County Public Transportation and the Rockford Mass Transit District. The RMAP TIP can be found at <http://r1planning.org/tip>.

South East Metropolitan Planning Organization

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

Southern Illinois Metropolitan Planning Organization

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

Springfield Area Transportation Study

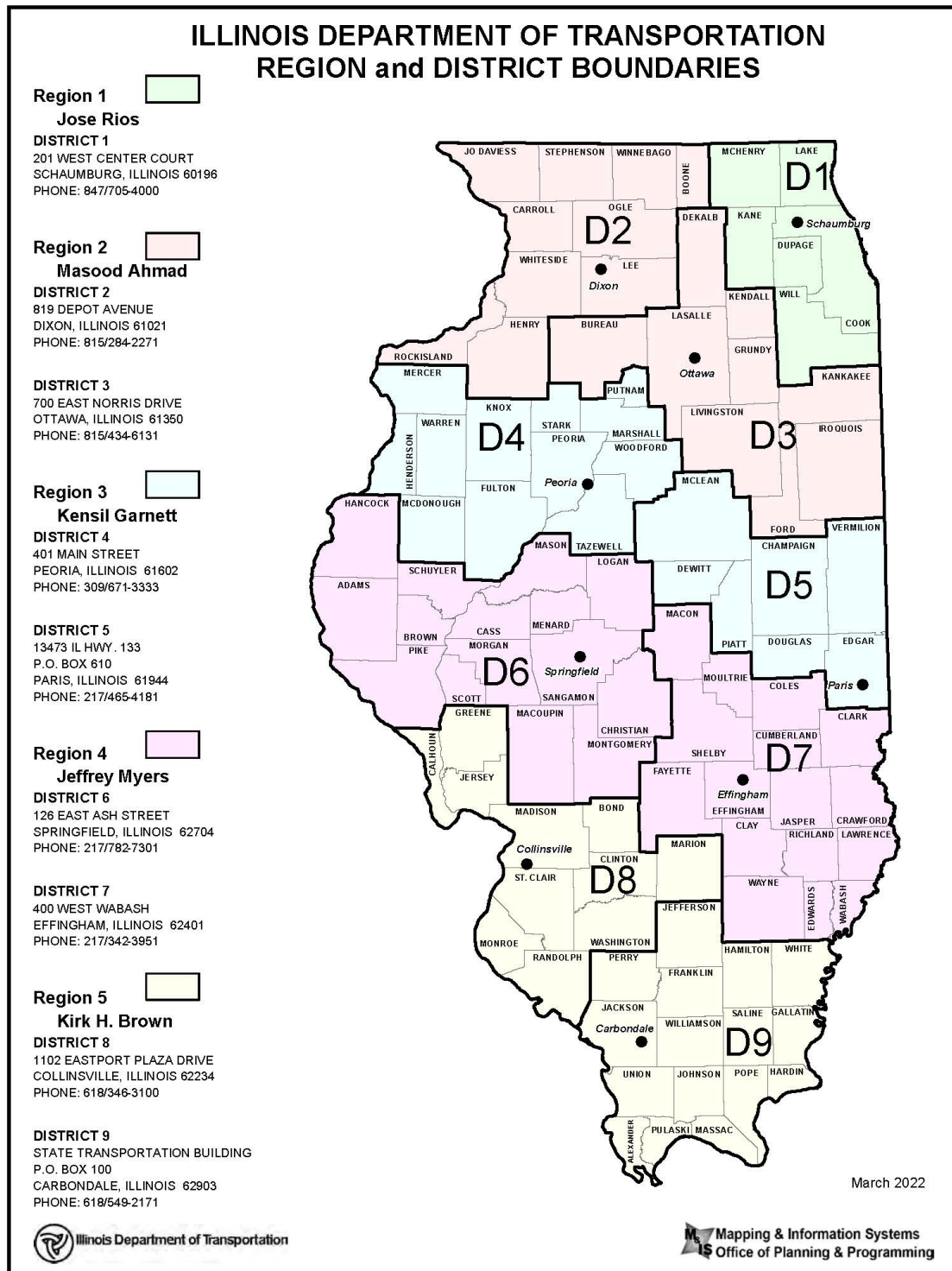
SATS' MPO boundaries are entirely within Sangamon County and IDOT's District 6. Transit operators within its coverage area include Sangamon/Menard Area Regional Transit and the Sangamon Mass Transit District. The SATS TIP can be found at <http://co.sangamon.il.us/departments/m-r/regional-planning-commission/program-areas/transportation-planning>.

State Line Area Transportation Study

SLATS' MPO area includes portions of Rock County (Wisconsin) and Winnebago County (Illinois). Its coverage area in Illinois is entirely within IDOT's District 2. In Illinois, transit in the SLATS boundaries is provided by the Stateline Mass Transit District. The SLATS TIP is located at <http://gouda.beloitwi.gov/WebLink/Browse.aspx?startid=60724&row=1&dbid=0>.

APPENDIX

Map of IDOT Regions and Districts



Capital Project Reports

For a detailed and comprehensive list of the capital projects for FY 2023-2028, the following links offer searchable PDF reports pre-sorted by district, county, recipient, funding source and mode (transit, rail, aviation, and marine/port), and if provided, direct mapping links to the project location and websites of the associated agency. In addition, the Excel format link of the MYP FY 2023-2028 Capital Project List is also provided.

Report Sorted by District:

https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Planning/MYP_MultiModal_Location_Report_District.pdf

Report Sorted by County:

https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Planning/MYP_MultiModal_Location_Report_County.pdf

Report Sorted by Recipient:

https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Planning/MYP_MultiModal_Location_Report_Recipient.pdf

Report Sorted by Funding Source:

https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Planning/MYP_MultiModal_Location_Report_Fund_Source.pdf

Report Sorted by Mode:

https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Planning/MYP_MultiModal_Location_Report_Mode.pdf

Excel Format - MYP FY 2023-2028 Capital Project List:

https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Planning/Excel_MYP_FY_2023-2028_Capital_Project_List.xlsx