

Southern Illinois Metropolitan Planning Organization

Transportation Improvement Program

SIMPO TIP

Fiscal Years 2024-2027



Adopted: July 10, 2023

Modifications (Administrative Actions and Amendments):

- July 10, 2023 - #01 and #02 (Amendments)
- August 14, 2023 - #03 (Amendment)

--- Continued ---

Modifications (continued from previous)

- September 11, 2023 - #04 (Administrative Action), #05 & #06 (Amendments), and #07, #09, #12 & #14 (Administrative Actions)
- October 10, 2023 - #08, #10, #11 & #13 (Amendments)
- October 23, 2023 - #15 (Administrative Action)
- January 8, 2024 - #16 (Amendment)
- May 13, 2024 - #17 (Amendment)

Prepared for:

Southern Illinois Metropolitan Planning Organization (SIMPO)

In cooperation with:

Federal Highway Administration (FHWA)

Federal Transit Administration (FTA)

Illinois Department of Transportation (IDOT)

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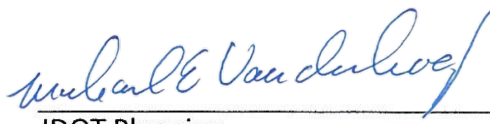
Web: <https://www.greateregypt.org/SIMPO/>

Metropolitan Transportation Planning Self-Certification Process*

In conformity with 23 CFR 50.334, the Southern Illinois Metropolitan Planning Organization (SIMPO) and the Illinois Department of Transportation (IDOT) hereby certify that the planning process and activities conducted within the SIMPO Planning Area are being carried out in compliance with all applicable laws and requirements which specifically include:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


SIMPO Policy Committee


IDOT Planning

4/10/23
Date

1-10-23
Date

* This certification is submitted as an Appendix to all Transportation Improvement Plans.

Southern Illinois Metropolitan Planning Organization

Policy Committee

- Mayor, City of Carbondale
- Mayor, City of Marion
- Mayor, City of Herrin
- Mayor, City of Carterville,
- County Chair, Jackson County
- County Chair, Williamson County
- One Village President, representing Cambria, Colp, Crainville, Energy, and Spillertown
- General Manager, One of the local Transit Agencies (JCMTD or RIDES)
- IDOT Representative, IDOT District 9

Technical Committee

Composed of a representative from the following entities:

- County of Jackson
- County of Williamson
- City of Carbondale
- City of Marion
- City of Herrin
- City of Carterville
- Villages under 5,000 population
- IDOT District 9
- Transit Agency

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Introduction

Prepared by Southern Illinois Metropolitan Planning Organization (SIMPO) staff, under the direction of the SIMPO Technical Committee and for the SIMPO Policy Committee, the FY 2024-2027 Transportation Improvement Program (TIP) is a product of the annual transportation planning process.

The purpose of the TIP is to document proposed projects for a four-year fiscal period so that project funding can be secured. Local projects funded with federal funds must be included in the TIP to be considered for funding.

Projects included in this TIP are proposed for implementation in the SIMPO Planning Area. Projects are subject to the financial abilities of federal, state, and/or local agencies' funding sources. When approved by the SIMPO Policy Board, SIMPO certifies that the requirements of 23 CFR, Section 450.308 are met.

The existing transportation improvement program within the SIMPO boundary is adequately funded with the revenue sources that are provided through federal, state, and local jurisdictions, i.e., the FY 2024-2027 Transportation Improvement Program is financially constrained. All funding estimates are based on anticipated state, federal, and local budget constraints.

Project Categories and Prioritization

The FY 2024-2027 TIP has been developed to meet the guidelines of the Federal Highway Administration and the Federal Transit Administration under the most recent transportation appropriations bill: the [Infrastructure Investment and Jobs Act](#) (IIJA), most commonly known as the [Bipartisan Infrastructure Law](#) (BIL).

The continuing, comprehensive, and cooperative ("3C") transportation planning process required by federal regulations requires inclusion in the TIP of those projects that will receive federal funding from one or more of the federal transportation programs. These programs include Interstate, Federal-Aid Surface Transportation Program Rural (STP-R) and Urban (STP-U) funds, Highway Bridge Replacement and Rehabilitation (BRRP), Highway Safety Improvement Program (HSIP), and Federal Transit Administration (FTA). Illinois Department of Transportation (IDOT) and local projects not considered regionally significant in nature, such as small resurfacing projects or minor railroad crossing improvements, might not be individually identified in the TIP even though the projects receive federal funding. Many times, smaller projects are grouped together in similar categories (i.e., resurfacing, restoration, and rehabilitation).

The costs and fiscal year of each project shown in this document are estimates of expected costs

based on current information available about the projects. Costs shown for some projects are rough estimates, which will be refined after preliminary engineering work has been completed. Any significant changes to the cost of a project need to be reported to the SIMPO Technical and Policy Committees.

This document sets priorities in two ways. First, the report differentiates between projects to be constructed or receive funding in the first fiscal year (FY 2024 Annual Element) and those to be constructed during the following three fiscal years (FY 2025-2027). The amount of time required for preliminary engineering and right-of-way acquisition, the availability of funds, and community needs will determine whether a project will be in the Annual Element or the latter portion.

Preliminary activities on some projects have been underway for some time. However, construction has not begun because these preliminary activities may not yet have been completed. Unforeseen difficulties in these activities could delay a project for a year or more. Thus, a project may be included in the Annual Element for more than one year.

The second prioritization method involves how STU Local funds are allocated within each of the four fiscal years in the TIP. STU Local project prioritization is accomplished by the SIMPO Technical Advisory and Policy Committees. The prioritization method considers the following requirements:

- Consistency with local plans and the Bipartisan Infrastructure Law
- Consistency with SIMPO'S Long Range Transportation Plan
- Financial constraint
- Project specific eligibility and justification

Finally, the TIP includes Illustrative projects which are planned long range improvements that are not currently funded yet have been identified as transportation priorities for the region.

Performance Measures

The BIL requires States, MPOs, and transit agencies to incorporate performance management principles into a number of formal plans and planning processes, including the Multi-Year Program (MYP) of the Illinois Department of Transportation, the Statewide Transportation Improvement Plan (STIP), the Long Range Transportation Plan (LRTP), the Strategic Highway Safety Plans (SHSP) and the SIMPO TIP.

Metropolitan Planning Organizations (MPOs) do not typically implement projects or maintain transportation assets. Rather, MPOs conduct planning activities, collaborate with the Department of Transportation (DOT) to prioritize projects, and serve as liaisons between local governments and the State DOT. For that reason, MPOs have a different perspective on

performance management. However, under the BIL, MPOs must collaboratively establish performance targets within the national performance areas, either by committing to support the targets of the State DOT or by setting targets of their own.

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which the Federal Highway Administration (FHWA) defines as a strategic approach that uses system information to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries (non-motorized refers to people walking, traveling by wheelchair, mobility-assistive devices, bicycles, e-scooters, e-bikes, etc.)

Each state and MPO is required to set performance targets for each of the safety performance measures. SIMPO has agreed to support all the state HSIP targets by adopting the state performance goals which generally consist of a 2% reduction of current rates for each performance measure. To this end, SIMPO's STU project selection criteria include a safety component and SIMPO provides assistance to the local agencies in analyzing and preparing applications for HSIP funding which target high crash locations within the MPO. Additionally, in FY-19 and FY-21 SIMPO selected consultants to conduct comprehensive reviews of crash data in the MPO Planning Area. These studies included the preparation of HSIP applications for projects in Marion, Carbondale, Jackson County and Williamson County. Four of these projects were approved for funding totaling \$3.8M dollars.

TIP Annual Element

All federally funded transportation projects will be included in the TIP Annual Element.

All Surface Transportation Program (STP) projects, regardless of work type, will be included in the TIP Annual Element. The Illinois Department of Transportation will continue to publish the Department's entire annual and multi-year highway program.

The Southern Illinois Metropolitan Planning Organization TIP will be utilized to develop the State Transportation Improvement Plan (STIP). Highway and transit projects eligible for grouping will be summarized by year, fund source, and type of work. The Southern Illinois Metropolitan Planning Organization area TIP will be incorporated by reference to the STIP. The STIP will be submitted for FHWA and FTA approval with appropriate documentation of public involvement.

TIP Selection Process

In accordance with BIL regulations, the TIP is financially constrained. In other words, all projects in the first-year element have verified funding sources and the projects in the second, third-, and fourth-year elements have reasonably guaranteed funding sources. Project implementation priority is given to the first year of the TIP. However, special circumstances may arise necessitating movement of a second, third-, and fourth-year project forward to the first year. When this occurs, such a move will take place with no further action required of the Technical Advisory or Policy Committees. The Technical Advisory and Policy Committees will be informed of such changes at regular Committee meetings.

The Southern Illinois Metropolitan Planning Organization receives an allocation of funds each year through formulas determined by the FHWA, FTA, and the Illinois Department of Transportation, as administered by the Illinois Department of Transportation. The STP funds are the most significant funds for the Southern Illinois Metropolitan Planning Organization. The SIMPO Technical Advisory Committee uses a project selection process for all project submissions. The Policy Committee has final authority to determine best use of these funds.

The implementing agency may elect to change their project fund type via notification to the SIMPO Policy Committee, in these instances, no public hearings are required.

Advanced Construction Funding

IDOT may also take advantage of Advance Construction (AC) status, a cash flow tool (not additional funding) allowing for the preservation of a project's federal eligibility and providing efficient navigation of the federal obligation limitation ceiling as the additional ceiling becomes available. Projects selected for AC (i.e., projects that employ the advance construction toll) are eligible for federal reimbursement (after being converted) and are authorized by FHWA in the same manner as federally funded projects. (Note: as in regular federally funded projects, no work may begin before FHWA authorizes the AC action on a project.) When a project is determined to be AC, IDOT essentially fronts the funds and does not seek federal reimbursement until a later date (after conversion). If a locally sponsored project is selected to be AC, the project sponsor does not notice any difference from a regular federally funded project.

Projects are selected to be Advanced Construction for several reasons:

- **Insufficient Obligation Limitation.** At the time project authorization is being sought from FHWA, there are more projects eligible for federal funding than the amount of obligation limitation IDOT has available;
- **Insufficient Apportionment.** At the time project authorization is being sought from FHWA, there are more projects eligible for a given federal fund type (NHPP, STP, etc.) than the amount of unobligated apportionments for that fund type;
- **Discretionary Funds Allocation.** On rare occasions a project is put on AC status when an allocation of funds from a discretionary program has not occurred, but it is certain will occur. In this case, the project remains in AC status only until the allocation occurs, generally a short amount of time.

Ordinarily, the first two events tend to happen closer to the end of the federal fiscal year. Essentially, individual projects are selected to be AC because of timing issues.

Taking a project off AC status is commonly known as an AC Conversion. This requires a combination of obligation limitation, apportionment balances, and FHWA approval action to change the status of the project to regular federal funds. The request to convert funds can occur for several reasons:

- **August Redistribution.** Every year, the FHWA reallocates obligation limitation from those States that cannot use all their ceiling to those that can demonstrate (a) that they can use additional ceiling and (b) that additional ceiling can be obligated before the end of the federal fiscal year. Having an inventory of projects on AC status allows the State to meet both conditions and capture additional federal funds.
- **Road Fund Cash Flow.** By law, all federal reimbursements to IDOT for spending are deposited into the Road Fund. If the available balance in the Road Fund fell to levels that would jeopardize the its ability to pay all of IDOT's bills on time, it would be possible—provided there is sufficient unobligated ceiling and program apportionments—to convert one or more projects from AC status, thereby capturing all of the federal reimbursement associated with spending to date on that project/those projects and placing that money in the Road Fund in a very short time frame. The key to making this work is to have projects on AC status.
- **Subsequent Allocation of Discretionary Funds.** As noted above, on rare occasions an allocation of funds from a discretionary program do not occur prior to the need to implement the project and the project is put on AC status by IDOT. In those cases, once the allocation has occurred, the project is converted to Current Funded status.

The Illinois Department of Transportation has instituted a new process to identify projects using advance construction in their funding profile, and to track the use of the tool and the eventual conversion to regular federal funds. IDOT staff will provide notification of the advance construction funding status to SIMPO. In turn, the SIMPO will execute administrative modifications to the project information in the Transportation Improvement Program to reflect the change in status and the funding associated with the change.

In this TIP document, these changes and administrative action modifications will be recorded and revised in Appendix 1; and revisions of Appendix 1 will be posted on the SIMPO website for the current Transportation Improvement Program. Sometimes this list may have no project even though the list is still necessary as a place holder.

Public Involvement and Engagement

SIMPO takes an active role in identifying public participants. Staff maintains an extensive mailing and contact list, which includes active members of SIMPO committees and persons who have requested to receive meeting and event notifications.

The public is informed of SIMPO public meetings via announcements distributed to all individuals on the mailing list approximately 5 days before a scheduled event. Notification for SIMPO Policy Committee and Technical Committee meetings is also published on SIMPO's website: <http://www.greateregypt.org/SIMPO/>. After accessing the SIMPO website, select Quick Links, then select [Meeting Information, Agendas & Minutes](#).

The public is encouraged to participate at all SIMPO meetings. To facilitate public involvement in the development of a document or project, copies of all documents discussed at the SIMPO meetings are posted to the SIMPO website. News releases are distributed periodically to announce the availability of a SIMPO report or to provide background on planning activities. Final copies of all SIMPO documents are made available to the public via the SIMPO website and the SIMPO offices.

In addition to the formal public involvement process mentioned above, SIMPO relies on many informal techniques. This is especially important when considering that area residents often bring transportation planning issues and challenges to the attention of elected officials. For these reasons, SIMPO staff members attend meetings of other governmental agencies. Informal public participation occurs when interested community members contact the SIMPO office to discuss an issue in which they are interested, or when a community member or business entity requests transportation or planning data.

In addition, there are two transit providers in the SIMPO Planning Area that receive Federal Transit Authority 5307 funding. This Urbanized Area transit funding is utilized by RIDES Mass

Transit District and Jackson County Mass Transit District to fund their annual Program of Projects (POP). This funding is listed in the TIP and the public participation process required in the TIP also satisfies the public participation process required by the FTA for Section 5307 funding.

The TIP annual update draft will be placed on SIMPO's website for public review and comment for at least 15 days before the final adoption.

Air Quality Considerations

According to the [Illinois Environmental Protection Agency's Air Quality Report of 2020](#), the SIMPO area continues to be an attainment area, air quality remains within acceptable parameters.

Procedures to Modify the TIP

The programming of transportation improvements within the urbanized area may result in tension between the need for a fast delivery of projects and the more time-consuming need for agency fiscal constraint and a transparent public input process. The development and subsequent approval of the four-year Transportation Improvement Program (TIP) does not mark the end of the MPO's annual obligation. The TIP requires routine maintenance as the listed projects experience changes throughout the fiscal year. The effective management of the TIP amendment process helps to balance the need for quick turn-around to keep projects on schedule, while providing fiscal constraint and a transparent public input process. The purpose of this document is to establish procedures SIMPO staff and member agencies will use to revise the SIMPO TIP.

The procedures described in this document for amending the multi-year TIP have been agreed upon by SIMPO member agencies and are consistent with federal transportation planning regulation and legislation. The procedures are meant to accommodate higher level complex project changes or additions, as well as permitting a simplified procedure for smaller administrative changes.

Titles 23 and 49 of the United States Code require that every MPO produce a multi-year TIP that includes all projects which seek federal funding and other regionally significant transportation projects. The SIMPO TIP is updated annually and covers a four-year period. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) will only approve projects and grants for projects that are programmed into the current approved TIP.

During a given fiscal year, SIMPO staff can be called upon to amend the current TIP document if a member agency needs to proceed with a project that is not programmed into a fiscal year. These revisions must maintain year-to-year fiscal constraint for the four years of the TIP. The amended project must also be in conformity with the approved urbanized area Long

Range Transportation Plan (LRTP).

Federal Transportation Planning Regulations in Title 23 provide the MPO with the discretion to create and approve alternative procedures to manage actions more effectively on the TIP that may occur during a given fiscal year. The regulations require the approval of any alternative procedures developed by the MPO, and that these procedures are documented in the annual TIP. This document lists the procedures for the SIMPO urbanized area regulating TIP modifications (amendments and administrative actions) to revise and update the TIP in accordance with federal regulations.

TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If a transportation planning partner, transit agency, or IDOT wishes to proceed with a project not programmed on the current TIP, a modification must be made.

The federal statewide and metropolitan planning regulations contained in 23 CFR § 450 govern the provisions of the STIP and of individual MPO TIPs related to STIP and TIP modifications and other actions taken to modify the TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. Federal transportation planning regulation, 23 CFR § 450.324, permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. The federal transportation planning regulations require any alternative procedures be agreed upon, and such alternative procedures be documented and included with the TIP document.

All modifications must maintain year-to-year fiscal constraint [23 CFR § 450.324 (i)] for each of the four years of the STIP/TIP. Modifications shall account for the year of expenditure and maintain the estimated total cost of the project or project phase. The arbitrary reduction of the overall cost of a project, or project phase, shall not be utilized for the advancement of another project.

In addition, TIP modifications must be consistent with the SIMPO Long Range Transportation Plan (LRTP) and must correspond to the adopted provisions of the Public Participation Plan (PPP). A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

If a modification adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project, a new air quality conformity determination will be required (please note that at the current time SIMPO is an attainment area, therefore non-attainment regulations do not apply). Should the SIMPO area ever change from attainment to non-attainment SIMPO will be required to perform conformity determinations on all projects and

will need to review all existing policies and procedures.

A STIP/TIP modification shall be coordinated by IDOT with notification provided to SIMPO.

Modifications – Amendments and Administrative Actions

An **amendment** is a TIP modification that:

- Adds a new project or deletes a project that utilizes federal funds;
- Adds a new project phase(s) or deletes a project phase(s) that utilizes federal funds where the modification exceeds \$3 million on the SIMPO TIP;
- Increases or decreases the cost of a project phase(s) that utilizes federal funds where the modification exceeds \$3 million, or a funding change in excess of 50% on the SIMPO TIP;
- Creates a new line item that utilizes federal funds;
- Adds a project that exceeds \$3 million, where the funds originated from a line item in the SIMPO TIP;
- Creates any change in funding for STP Urban (STU) or transportation enhancement (TE) projects;
- Involves a change in the scope of work to a project(s) that would result in an air quality conformity re-evaluation or in a revised total project estimate that exceeds \$3 million, or a change more than 50% (not currently applicable for SIMPO projects).

Approval by SIMPO is required for amendments. SIMPO must then request IDOT Central Office approval. IDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with a courtesy copy to the other federal agency.

It shall be SIMPO preferred policy to submit all TIP amendments for public review under the following guidelines:

- Any standard amendment to the TIP should go through a normal 10-day public comment period.
- In circumstances where funding sources could be jeopardized if a normal public comment period procedures are followed, the SIMPO Policy Committee can vote to shorten the public comment period to a minimum of 7 days (Staff and Board members are encouraged to lengthen the public comment period if circumstances allow for it)
- In circumstances where public safety could be jeopardized if immediate action is not taken, the SIMPO Policy Committee can vote to waive the public comment period and public hearing. Examples of such situations include, but not limited to:
 - If the safety of the public would be jeopardized by waiting until a full public comment period is held before taking action;
 - If an event (bridge posting/closing, rockslide, etc.) constitutes an emergency which requires immediate action by the MPO to resolve the situation;

- If a project or projects would be significantly delayed by waiting until the next regularly held MPO meeting;
- If a delay would significantly and adversely affect, the scheduling or the cost or funding of the project or projects being considered;
- If the economic viability of an area (i.e., access to business) would be adversely affected by the lack of immediate MPO action;
- If a delay would negatively affect the ability of the non-attainment area to meet ambient air quality standards (not currently applicable in the SIMPO area);
- If the continuity of the transportation system would be impaired, thereby lowering the capability of the network to move people, goods, or services; or
- if recent events warrant an immediate programming response in order to meet the social, economic, or environmental needs of a member government within the MPO.
- For any actions which would shorten or eliminate the standard public comment period, SIMPO Staff should notify the proper IDOT, FHWA, and FTA staff of the actions the MPO intends to take and seek their concurrence for the proposed action(s) before a Policy Committee vote is taken.

An **administrative action** is a TIP modification that:

- Adds or deletes a non-federally funded project
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes
- Adds or deletes a right-of-way phase for incidental right-of-way or utility work that does not exceed \$3 million, or a funding change less than 50% on the SIMPO TIP
- Changes the project fiscal year to another fiscal year within the current TIP (excluding additions or deletions from the current annual TIP)
- Draws down from an existing STIP/TIP reserve line item and does not exceed \$3 million, or a funding change less than 50% on the SIMPO TIP
- Increases or decreases the cost of a project phase(s) or deletes a project phase(s) that does not exceed \$3 million, or a funding change less than 50% on the SIMPO TIP
- Adds or deletes a project that does not exceed \$3 million, where the funds originated from a line item on the SIMPO TIP
- Adds federal or state capital funds from low bid savings, deobligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item, as mutually decided with SIMPO
- Does not involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation, and does not exceed \$3 million, or a funding change less than 50% (not currently applicable for SIMPO projects).

If a modification adds a project for emergency relief purposes, the project will be added as an *Administrative Action* to the STIP/TIP. Per 23 CFR § 450. 216 (g (5)), emergency relief projects may (but are not required to) be included on the STIP, except those involving substantial

functional, locational, or capacity changes.

Administrative actions do not require a public comment period.

Any proposed Administrative Actions will be noted at the first available regular SIMPO Policy and Technical Committee Meetings.

IDOT will discuss the modification with SIMPO and will forward a copy of the modification(s) to the appropriate federal agency for review and comment, with a courtesy copy to the other federal agency. IDOT and SIMPO will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to disallow an administrative action that is not consistent with federal regulations or with this policy document.

TIP Project Listing

Fiscal Year 2024 Annual Element

Project Number	Project Route	Description of Proposed Improvement	Location	Fund Type	Cost (in \$1,000s)					Notes / Section Number	Program Planning System Number
					Agency	Partner Agency	State Share	Federal Share	Total Project		
ST-24-07	IL 148	Roundabout Construction	IL 148 & Old IL 13 west of Marion	HSIP			\$250	\$2,250	\$2,500	Modification #03 (Amendment)	9-00710-2440
ST-24-06	IL 13	Resurfacing	Crab Orchard Creek in Marion westbound to the Saline County line	NHPP			\$800	\$3,200	\$4,000		9-00953-0000
ST-24-05	IL 13	Resurfacing	E of Sinclair to W of IL 37 in Marion	NHPP			\$400	\$1,600	\$2,000		9-00937-0000
ST-24-04	North 6th Street	Resurfacing	IL 149 to Dewitte Street in Murphysboro	STP			\$80	\$320	\$400	Modification #06 (Amendment)	9-00589-0000
ST-23-08	I-57	Various Bridge Painting (D9 Bridge Paint 2023-1)	Alexander & Williamson Counties BN RR Bridge over I-57 south of Marion (SN 002-0025, 002-0026, and 100-0003)	STP-Flex			\$380	\$1,520	\$1,900	Advanced Construction Status	0-01376-9001 Federal Project #: ON2F(407), State Job #: C-99-081-21
ST-23-07	IL 13	Pedestrian Crossing	Washington Street to Otis Street in Marion	HSIP			\$20	\$180	\$200		9-00710-2340
ST-23-02	IL 13	Intersection Reconstruction	At Spillway Road	NHPP			\$1,200	\$4,800	\$6,000		9-00475-0600
ST-22-08	IL 13 / I-57	Install Fiber Optic cable to Message Board on I-57	Along IL 13 & I-57 from Reed Station Road to the I-57 Message Board	State			\$2,000		\$2,000		9-00716-2100
S-21-01	I-57	Bridge Replacement	Grassy Road over I-57 1.9 miles N. of IL 148	NHPP			\$550	\$4,950	\$5,500		9-00201-0000

Fiscal Year 2024 Annual Element - Jurisdiction: Jackson County											
JC-23-02	Saluki Greenway Multi-use Trail	Utilities	Airport Road to Country Club Road	ITEP				\$1,020	\$1,020	21-00185-00-BT	
JC-23-01	N. Marion Street	Safety Improvements	Dillinger Road to Fisher Street	HSIP			\$71	\$644	\$715	Modification #7 (Administrative Action) 21-00186-00-RS	
JC-21-01	Giant City Road	Construct traffic signals and offset RT lane for SB approach	Giant City Road and E. Pleasant Hill Road	HSIP	\$43			\$383	\$425	State Job #C-99-024-20	
Fiscal Year 2024 Annual Element - Jurisdiction: Williamson County											
WC-25-01	Grand Avenue	Construction	Hurricane Road to IL 148	HIP	\$190			\$360	\$550	Modification #10 (Amendment) 18-00155-00-RS	9-10616-0000
WM-24-02	Crenshaw Rd/Skyline Dr.	PE	Crenshaw/Skyline Intersection	HSIP	\$22			\$203	\$225	Modification #04 (Administrative Action) 19-00156-00-SP	P-99-005-20
WM-22-03	Crab Orchard Greenway	New Multi-Use Trail Construction (From around IL 148 through Crab Orchard Refuge)	Marion High School to IL 148	ITEP				\$3,420	\$3,420	21-00163-00-BT Advanced Construction Status	Federal Project #: J2J2(614) State Project #: P-99-003-22
WM-22-03	Crab Orchard Greenway	PE	Marion High School to IL 148	ITEP				\$460	\$460		
WM-22-03	Crab Orchard Greenway	Construction Engineering	Marion High School to IL 148	ITEP				\$160	\$160	21-00163-00-BT	
WM-22-04	Cambria Rd./Grand Ave.	PE, Construction, Construction Engineering	Cambria Road/Grand Avenue Intersection	HSIP	\$110			\$986	\$1,096	21-00164-00-PV	

Fiscal Year 2024 Annual Element - Jurisdiction: Marion											
MA-24-01	Main St, Bainbridge, Pentecost	Resurfacing	Various	STU	\$39			\$156	\$195	Modification #14 (Administrative Action) 19-00125-00-RS	9-10627-0000
MA-24-01	Main St, Bainbridge, Pentecost	Construction Eng.	Various	STU	\$8			\$32	\$40	Modification #14 (Administrative Action) 19-00125-00-RS	9-10627-0003
MA-24-01	Main St, Bainbridge, Pentecost	Resurfacing	Various	HIP	\$150			\$600	\$750	Modification #14 (Administrative Action) 19-00125-00-RS	9-10627-0010
MA-23-01	Main and Market Street	Intersection Reconstruction	Marion Downtown Square	STU	\$300			\$1,200	\$1,500	21-00128-00-PV	9-10672-0000
MA-23-02	Main and Market Street	Construction of Downtown Pedestrian Improvements	Marion Downtown Square	ITEP	\$392			\$1,580	\$1,972	20-00126-00-PV	9-10651-0000
MA-22-02	Various locations in Williamson County, Rail Crossings	Construction (CO&E RR)	Various locations in Williamson CO, Section #: 21-00245-00-RR (Whippoorwill Ln, Halfway Rd, 4th St, 5th St)	Rail Safety	\$129			\$1,161	\$1,290	Advanced Construction Status	Federal Project #: 3J3S308 State Job #: C-99-025-22
MA-21-01	17th St/Outer Drive	Intersection Safety Improvements	17th St/Outer Drive Intersection	HSIP	\$31			\$283	\$314	19-00124-00-SP	
MA-21-01	17th St/Outer Drive	Construction Eng.	17th St/Outer Drive Intersection	HSIP	\$4			\$36	\$40	19-00124-00-SP	
MA-21-02	Main, Bainbridge, Pentecost	PE	Various	STU	\$8			\$32	\$40	19-00125-00-RS	
MA-20-02	DeYoung Street	Construct Sidewalk	Fair Street to State Street	STU	\$29			\$116	\$145	18-00123-00-SW	9-10598-0000
MA-20-01	DeYoung Street	Construct Eng.	Fair Street to State Street	STU	\$2			\$10	\$12	18-00123-00-SW	9-10598-0003

Fiscal Year 2024 Annual Element - Jurisdiction: Carbondale											
CD-26-01	Pleasant Hill Road	Preliminary Engineering	Union Hill to McLafferty	STU	\$25			\$100	\$125	22-00149-00-PV	
CD-26-01	Pleasant Hill Road	ROW	Union Hill to McLafferty	STU	\$6			\$24	\$30	22-00149-00-PV	
CD-26-01	Pleasant Hill Road	Reconstruction	Union Hill to McLafferty	STU	\$232			\$929	\$1,162	22-00149-00-PV	
CD-24-03	E. Grand Avenue	Preliminary Engineering Road Diet and Multi-use Path	S. Washington Street to S. Wall Street	HSIP	\$34			\$302	\$336	Modification #16 (Amendment) IDOT HSIP #202401015	
CD-24-02	S. Wall Street	Preliminary Engineering	Park Street to Walnut Street	HSIP	\$16			\$144	\$160	Job # P-99-005-24 Fed Proj # B1A7(124) Job # C-99-051-23 Fed Proj # GYCU(798)	23-00160-00-RS
CD-24-02	S. Wall Street	Construction Engineering	Park Street to Walnut Street	HSIP	\$13			\$113	\$125	Job # P-99-005-24 Fed Proj # B1A7(124) Job # C-99-051-23 Fed Proj # GYCU(798)	23-00160-00-RS
CD-24-02	S. Wall Street	Construction	Park Street to Walnut Street	HSIP	\$176			\$1,583	\$1,759	Job # P-99-005-24 Fed Proj # B1A7(124) Job # C-99-051-23 Fed Proj # GYCU(798)	23-00160-00-RS
CD-24-01	East College Street	New Culvert	660 feet East of Wall Street (Piles Fork)	STU	\$129			\$515	\$644	19-00141-00-BR	9-10641-0000
CD-24-01	East College Street	Construction Engineering	660 feet East of Wall Street (Piles Fork)	STU	\$14			\$56	\$70	Modification #08 (Amendment) 19-00141-00-BR	9-10641-0003

(City of Carbondale Projects Continue on Next Page)

CD-23-01	Saluki Greenway Multi-use Trail	Construction Engineering	New Era Road to Wood Road along IL 13	ITEP				\$55	\$55	Modification #12 (Administrative Action) 21-00147-00-BT	
CD-23-01	Saluki Greenway Multi-Use Trail	Construction	New Era Road to Wood Road along IL 13	ITEP				\$1,645	\$1,645	Modification #15 (Administrative Action) 21-00147-00-BT	
CD-22-01	New Era Road	Reconstruction	Airport Rd to Glenn Rd	STU	\$235			\$941	\$1,176	18-00138-00-FP	9-10607-0000
CD-22-01	New Era Road	Construction Engineering	Airport Rd to Glenn Rd	STU	\$2.35			\$9.41	\$11.76	18-00138-00-FP	9-10607-0003
CD-22-02	Saluki Greenway	PE for Saluki Greenway	Wood Road to New Era Road / Murphysboro Road	ITEP				\$300	\$300	Advanced Construction Status Section #: 21-00147-00-BT	Federal Project #: SVFF(426) State Job #: P-99-001-22
CD-20-03	Southern Illinois Multi-Modal Station (SIMMS)	Design Engineering - Southern Illinois Multi-Modal Station (SIMMS)	SE Quadrant - E. Walnut Street (IL 13) & S. Illinois Avenue (US 51)	BUILD	\$356			\$1,424	\$1,780		
CD-20-03	Southern Illinois Multi-Modal Station (SIMMS)	Construction SIMMS	SE Quadrant - E. Walnut Street (IL 13) & S. Illinois Avenue (US 51)	BUILD	\$473		\$2,800	\$16,227	\$19,500		
CD-19-01	NW Ped/Bike Path	Construct new Ped/Bike Path	N. Oakland Ave. to New Era Road	ITEP	\$177			\$709	\$886	17-00136-00-BT	9-10587-0000

Fiscal Year 2024 Annual Element - Jurisdiction: Carterville											
CV-23-01	Division Street	Preliminary Engineering	Sycamore Road to Red Howerton Street	State Funds			\$221		\$221	Modification #09 (Administrative Action) 22-00046-00-PV	
Fiscal Year 2024 Annual Element - Jurisdiction: Herrin											
HE-24-01		Preliminary Engineering	Safe Routes to School Project	SRTS	\$5			\$20	\$25	Modifications #01 & #13 (Amendments) 22-00076-00-SW	
HE-24-01		Construction	Safe Routes to School Project	SRTS	\$55			\$219	\$274	Modification #13 (Amendment) 22-00076-00-SW	
HE-24-01		Construction Engineering	Safe Routes to School Project	SRTS	\$8			\$30	\$38	Modification #13 (Amendment) 22-00076-00-SW	
HE-22-01	IL 148 (Park Avenue)	Construction	Adams Street to Walnut Street	ITEP			\$455	\$1,088	\$1,544	Section Number: 18-00071-00-MS State Job Number: C-99-001-23 Project Number: P35D(843)	0-00913-9006 (Construction) 0-00913-9007 (Lighting)
HE-22-01	IL 148 (Park Avenue)	Design Engineering	Adams Street to Walnut Street	ITEP				\$100	\$100	Advanced Construction Status Section #: 18-00071-00-MS	
HE-20-01	Herrin St. & 3 rd St	Resurfacing & Sidewalks	IL 148 to 3 rd St & Herrin St to Carroll St	STU	\$185			\$740	\$925	19-00072-00-RS	9-10597-0000
HE-20-01	Herrin St. & 3 rd St	Construction Engineering	IL 148 to 3 rd St & Herrin St to Carroll St	STU	\$10			\$40	\$50	19-00072-00-RS	9-10597-0003
H-16-01	Ritter Road	Design Engineering	Existing Stub to Grand Avenue	STU	\$34			\$134	\$168	06-00054-00-FP	
FY 2024 Totals (in \$1,000s)					\$3,642	\$0	\$9,227	\$59,109	\$71,977	FY 2024	

Fiscal Year 2025 Annual Element

Project Number	Project Route	Description of Proposed Improvement	Location	Fund Type	Cost (in \$1,000s)					Notes / Section Number	Program Planning System Number
					Agency	Partner Agency	State Share	Federal Share	Total Project		
ST-23-03	IL 37	Reconstruction	Wildcat Drive to IL 148	STP			\$3,080	\$12,320	\$15,400		9-00649-0000
ST-23-03	IL 37	Utility Adjustment	Wildcat Drive to IL 148	State			\$900		\$900		9-00649-0104
ST-23-06	Herrin Road	Resurfacing	IL 149 in Hurst to S. of Colp	STP			\$360	\$1,440	\$1,800		9-00539-0000
ST-24-05	IL 13	Resurfacing	E. of Sinclair to W. of IL 37 in Marion	NHPP			\$400	\$1,600	\$2,000		9-00937-000
ST-24-06	IL 13	Resurfacing	Crab Orchard Creek in Marion to the Saline County Line	NHPP			\$800	\$3,200	\$4,000		9-00953-0000

Fiscal Year 2025 Annual Element - Jurisdiction: Herrin

H--16-01	Ritter Road	ROW			\$2			\$8	\$10	06-00054-00-FP	
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Fiscal Year 2025 Annual Element - Jurisdiction: Carbondale

CD-24-02	S. Wall Street	Preliminary Engineering	Park Street to Walnut Street	HSIP	\$16			\$144	\$160	Job # P-99-005-24 Fed Proj # B1A7(124) Job # C-99-051-23 Fed Proj # GYCU(798)	23-00160-00-RS
CD-24-02	S. Wall Street	Construction Engineering	Park Street to Walnut Street	HSIP	\$12.5			\$112.5	\$125	Job # P-99-005-24 Fed Proj # B1A7(124) Job # C-99-051-23 Fed Proj # GYCU(798)	23-00160-00-RS
CD-24-02	S. Wall Street	Construction	Park Street to Walnut Street	HSIP	\$176			\$1,583	\$1,759	Job # P-99-005-24 Fed Proj # B1A7(124) Job # C-99-051-23 Fed Proj # GYCU(798)	23-00160-00-RS

Fiscal Year 2025 Annual Element - Jurisdiction: Marion

MA-25-01	Various	Rail Crossing Improvements	Various	Rail - Highway Safety				\$2,790	\$2,790	Modification #11 (Amendment) 23-00130-00-BR	
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Fiscal Year 2025 Annual Element - Jurisdiction: Williamson County											
WM-24-01	Spillway Road	Resurfacing	IL 13 to Hayton School Road	STR	\$160			\$640	\$800	20-00161-00-RS	9-10654-0000
WM-24-01	Spillway Road	Construction Engineering	IL 13 to Hayton School Road	STR	\$4			\$16	\$20	20-00161-00-RS	9-10654-0003
WM-24-02	Crenshaw Road / Skyline Drive	Construction	Crenshaw/Skyline Intersection	HSIP	\$17			\$149	\$166	19-00156-00-SP	
WM-24-02	Crenshaw Road / Skyline Drive	Construction Engineering	Crenshaw/Skyline Intersection	HSIP	\$20			\$180	\$200	19-00156-00-SP	
Fiscal Year 2025 Annual Element - Jurisdiction: Jackson County											
JC-23-02	Saluki Greenway Multiuse Trail	Construction	Airport Road to Country Club Road	ITEP				\$1,645	\$1,645	21-00185-00-BT	
FY 2025 Totals (in \$1,000s)					\$7,787	\$0	\$23,784	\$139,691	\$171,262	FY 2025	

Fiscal Year 2026 Annual Element

Project Number	Project Route	Description of Proposed Improvement	Location	Fund Type	Cost (in \$1,000s)					Notes / Section Number	Program Planning System Number
					Agency	Partner Agency	State Share	Federal Share	Total Project		
ST-25-01	Old IL 13	Bridge Replacement	Crab Orchard Creek 1.7 Mi. E. of Carbondale	STP			\$280	\$1,120	\$1,400		9-0106-0000
ST-25-02	Old IL 13	Culvert Replacement	0.9 miles E. of Giant City Road	Protect			\$70	\$280	\$350		9-00324-000
ST-25-04	IL 13	Reconstruction	Wall St. to Marion St. in Carbondale	Protect			\$500	\$2,000	\$2,500		9-00828-0000
ST-24-03	IL 37	Resurfacing	Johnston City to IL 13 in Marion	STP			\$360	\$1,440	\$1,800		9-00669-0000
S-19-04	IL 148	Standard Overlay	Herrin St. to Hemlock St in Herrin	NHPP			\$240	\$960	\$1,200		9-00287-0100
Fiscal Year 2026 Annual Element - Jurisdiction: Williamson County											
WM-25-01	Grand Avenue	Cons. Engineering	Hurricane Road to IL 148	STP-Rural	\$2			\$8	\$10	18-00155-00-RS	9-10616-0003
Fiscal Year 2026 Annual Element - Jurisdiction: Herrin											
H-16-01	Ritter Road	Cons. Engineering	Existing Stub to Grand Avenue	STU	\$22			\$89	\$111	06-00054-00-FP	9-10150-0103
H-16-01	Ritter Road	Construction	Existing Stub to Grand Avenue	STU	\$372			\$1,489	\$1,861	06-00054-00-FP	9-10150-0100
H-16-01	Ritter Road	Construction	Existing Stub to Grand Avenue	HPP				\$215	\$215	06-00054-00-FP	
FY 2026 Totals (in \$1,000s)					\$396	\$0	\$1,450	\$7,601	\$9,447	FY 2026	

Fiscal Year 2027 Annual Element

Project Number	Project Route	Description of Proposed Improvement	Location	Fund Type	Cost (in \$1,000s)					Notes / Section Number	Program Planning System Number
					Agency	Partner Agency	State Share	Federal Share	Total Project		
ST-26-01	IL 13	Additional Lanes	E. of Spillway Road to Shawnee Trail	NHPP			\$3,800	\$15,200	\$19,000		9-00475-2000
ST-26-01	IL 13	Bridge Widening	0.3 miles W. of Cambria Road and 0.2 miles E. of Cambria Road	NHPP			\$1,200	\$4,800	\$6,000		9-00475-2100
ST-26-02	I-57	Culvert Repair	N. of Grassy Road	NHPP			\$20	\$180	\$200		9-00860-0060
ST-26-03	IL 127	Intersection Reconstruction	Old IL 13 in Murphysboro	STP			\$400	\$1,600	\$2,000		9-00082-0000
ST-26-03	IL 127	Land Acquisition	Old IL 13 in Murphysboro	State Only			\$250		\$250		9-00082-0103
ST-25-03	IL 13	Bridge Replacement	1.1 mi. E. of Jackson County Line	NHPP			\$800	\$3,200	\$4,000		9-00475-1100
ST-25-03	IL 13	Bridge Replacement	1.6 mi. E. of Jackson County Line	NHPP			\$800	\$3,200	\$4,000		9-00475-1200
ST-24-02	IL 37	Traffic signal modernization	At W. Boyton Street intersection	STP			\$950	\$3,800	\$4,750		9-00083-0000
ST-24-02	IL 37	Land Acquisition	At W. Boyton Street intersection	State Only			\$1,500		\$1,500		9-00083-0103
ST-24-02	IL 37	Utility Adjustment	At W. Boyton Street intersection	State Only			\$750		\$750		9-00083-0104

(Fiscal Year 2027 Projects Continue)

Fiscal Year 2027 Annual Element - Jurisdiction: Carbondale

CD-26-01	Pleasant Hill Road	Reconstruction	Union Hill to McLafferty	STU	\$202		\$808	\$1,010	\$2,020	22-00149-00-PV	9-10670-0000
CD-27-01	New Roadway Oak Street Extension	Preliminary Engineering	E. Oak Street / N. Wall Street intersection to Lewis Lane / Rendleman Road intersection	STU	\$314				\$314	23-00155-00-PV	
CD-27-01	New Roadway Oak Street Extension	ROW	E. Oak Street / N. Wall Street intersection to Lewis Lane / Rendleman Road intersection	STU	\$145				\$145	23-00155-00-PV	
CD-27-01	New Roadway Oak Street Extension	Construction Engineering	E. Oak Street / N. Wall Street intersection to Lewis Lane / Rendleman Road intersection	STU	\$191				\$191	23-00155-00-PV	
CD-27-01		Construction	E. Oak Street / N. Wall Street intersection to Lewis Lane / Rendleman Road intersection	STU	\$2,121			\$2,121	\$4,242	23-00155-00-PV	
FY 2027 Totals (in \$1,000s)					\$2,973	\$0	\$11,278	\$35,111	\$49,362	FY 2027	

Illustrative Projects

(unfunded)

Project Number	Project Route	Description of Proposed Improvement	Location	Fund Type	Cost (in \$1,000s)					Notes	Program Planning System Number
					Agency	Partner Agency	State Share	Federal Share	Total Project		
Not Assigned	I-57	Add 3rd lane NB & SB	I-24 to Old IL 13	Build/Other							
Not Assigned	IL 13	Reconstruction/Add Lane	IL 13 from Reed Station to Shawnee Trail	Build/Other	\$8,000			\$31,000	\$39,000	Submitted for 2019 Build NOFA	

Illustrative Projects - Jurisdiction: City of Carbondale

Project Number	Project Route	Description of Proposed Improvement	Location	Fund Type	Cost (in \$1,000s)					Notes	Program Planning System Number
					Agency	Partner Agency	State Share	Federal Share	Total Project		
Not Assigned	Chautauqua Street	Resurface/Add bike lane/ Upgrade ADA ramps	Tower Road to Oakland Avenue	USDOT RAISE Grant	\$0			\$914	\$914		
Not Assigned	Marion Street	Resurface/Add bike lane/ Upgrade ADA ramps	Fisher Street to Mill Street	USDOT RAISE Grant	\$0			\$1,185	\$1,185		
Not Assigned	Oak Street	Resurface/Add bike lane/ Upgrade ADA ramps	Springer Street to Wall Street	USDOT RAISE Grant	\$0			\$1,441	\$1,441		
Not Assigned	Fisher Street	Resurface/Add bike lane/ Upgrade ADA ramps	Wall Street to Washington Street	USDOT RAISE Grant	\$0			\$297	\$297		
Not Assigned	Popular Street	Resurface/Add bike lane/ Upgrade ADA ramps	Sycamore Street to Mill Street	USDOT RAISE Grant	\$0			\$833	\$833		
Not Assigned	Washington Street	Resurface/Add bike lane/ Upgrade ADA ramps	Mill Street to Grand Avenue	USDOT RAISE Grant	\$0			\$1,630	\$1,630		
Not Assigned	Oakland Avenue	Resurface/Add bike lane/ Upgrade ADA ramps	IL 13 (eastbound) to Willow Street	USDOT RAISE Grant	\$0			\$731	\$731		
Not Assigned	Willow Street	Resurface/Add bike lane/ Upgrade ADA ramps	Oakland Avenue to US 51	USDOT RAISE Grant	\$0			\$919	\$919		
Not Assigned	Mill Street	Resurface/Add bike lane/ Upgrade ADA ramps	Oakland to US 51	USDOT RAISE Grant	\$0			\$1,375	\$1,375		
Totals (in \$1,000s)					\$0			\$9,325	\$9,325	Illustrative Projects	

Jackson County Mass Transit District - Fiscal Year 2024 Annual Element

Project Number	Project Route	Description of Proposed Improvement	Location	Fund Type	Cost (in \$1,000s)					Notes	Program Planning System Number
					Agency	Partner Agency	State Cost	Federal Cost	Total Project		
JCMTD-24-01		Operating Assistance		5307			\$887	\$875	\$1,762		
JCMTD-24-02		1 MD Paratransit Bus		5310/5339/CVP				\$60	\$60		
JCMTD-24-03		Capital - Contactless Fare / Website Contactless Payment / Website Contactless Scheduling / Public Awareness Contactless Operations		5307 CARES				\$40	\$40	Modification #05 (Amendment)	
Totals (in \$1,000s)					\$0	\$0	\$887	\$975	\$1,862	FY 24	

Jackson County Mass Transit District - Fiscal Year 2025 Annual Element

Project Number	Project Route	Description of Proposed Improvement	Location	Fund Type	Cost (in \$1,000s)					Notes	Program Planning System Number
					Agency	Partner Agency	State Cost	Federal Cost	Total Project		
JCMTD-25-01		Operating Assistance		5307			\$900	\$900	\$1,800		
JCMTD-25-02		1 MD Paratransit Bus		5310/5339/CVP	\$0	\$0	\$900	\$1,020	\$1,920		
JCMTD-25-03	Saluki Express Fixed Route	Capital - Scheduling Software / ADA Paratransit Vehicle / Used Heavy Duty Buses / Employee Human Resources Software / Maintenance Equipment / Farebox / Camera / Bike Racks	Carbondale	5307 Program Funds			\$140	\$700	\$840	Modification #17 (Amendment)	
Totals (in \$1,000s)					\$0	\$0	\$1,940	\$2,620	\$4,560	FY 25	

Jackson County Mass Transit District - Fiscal Year 2026 Annual Element

Project Number	Project Route	Description of Proposed Improvement	Location	Fund Type	Cost (in \$1,000s)					Notes	Program Planning System Number
					Agency	Partner Agency	State Cost	Federal Cost	Total Project		
JCMTD-26-01		Operating Assistance		5307			\$925	\$925	\$1,850		
JCMTD-26-02		1 MD Paratransit Bus		5310/5339/CVP				\$120	\$120		
Totals (in \$1,000s)					\$0	\$0	\$925	\$1,045	\$1,970	FY 26	

Rides Mass Transit District - Fiscal Year 2024 Annual Element

Project Number	Project Route	Description of Proposed Improvement	Location	Fund Type	Cost (in \$1,000s)					Notes	Program Planning System Number
					Agency	Partner Agency	State Cost	Federal Cost	Total Project		
RMTD-24-01		Operating Assistance		5307	\$55		\$1,950	\$1,650	\$3,655		
RMTD-24-02		3 MD Paratransit Bus		5310/5339/CVP				\$180	\$180		
RMTD-24-03		So. III RMTD Technology Upgrades		CPF	\$240			\$1,200	\$1,440	Modification #02 (Amendment)	
Totals (in \$1,000s)					\$295	\$0	\$1,950	\$3,030	\$5,275	FY 24	

Rides Mass Transit District - Fiscal Year 2025 Annual Element

Project Number	Project Route	Description of Proposed Improvement	Location	Fund Type	Cost (in \$1,000s)					Notes	Program Planning System Number
					Agency	Partner Agency	State Cost	Federal Cost	Total Project		
RMTD-25-01		Operating Assistance		5307	\$60		\$2,000	\$1,700	\$3,760		
RMTD-25-02		3 MD Paratransit Bus		5310/5339/CVP			\$36	\$144	\$180		
Totals (in \$1,000s)					\$60	\$0	\$2,036	\$1,844	\$3,940	FY 25	

Rides Mass Transit District - Fiscal Year 2026 Annual Element

Project Number	Project Route	Description of Proposed Improvement	Location	Fund Type	Cost (in \$1,000s)					Notes	Program Planning System Number
					Agency	Partner Agency	State Cost	Federal Cost	Total Project		
RMTD-26-01		Operating Assistance		5307			\$2,000	\$1,700	\$3,700		
RMTD-26-02		3 MD Paratransit Bus		5310/5339/CVP				\$180	\$180		
Totals (in \$1,000s)					\$0	\$0	\$2,000	\$1,880	\$3,880	FY 26	

Appendix A: Advanced Construction Project List

Pending guidance from Illinois Department of Transportation (IDOT)

Appendix B: Explanation of Abbreviations and Acronyms

For acronyms not found on the following list, please refer to Illinois Department of Transportation publication, [IDOT's Acronyms It's Like Trying to Read a Bowl of Alphabet Soup?!?](#)

AADT – Annual Average Daily Traffic
AASHTO – American Association of State Highway and Transportation Officials
AC – Advance Construction (see IDOT MPO Cooperative Operations Manual, p. 25)
ACS – American Community Survey
ADA – Americans with Disabilities Act (ADA)
ADT – Average Daily Traffic
AICP – American Institute of Certified Planners
APA – American Planning Association
APAR – Alternate Pedestrian Access Route (APAR)
AQ – Air Quality
AV – Autonomous Vehicle

BDE – Bureau of Design and Environment (manual)
BIL – Bipartisan Infrastructure Law
BLRS – Bureau of Local Roads and Streets
BOBS – Bureau of Business Services
BPPE – Bicycle and Pedestrian Policy Engineer
BRRP – Bridge Replacement and Rehabilitation
BTS – Bureau of Transportation Statistics
BUILD – Better Utilizing Investments to Leverage Development (See RAISE. BUILD replaced the TIGER grant program.)

3C – Continuing, Comprehensive, and Cooperative (planning process)
C/AV – Connected and autonomous vehicles
CAV – Connected Autonomous Vehicles
CAA – Clean Air Act
CDBG – Community Development Block Grant
CE – Categorically Excluded
CFR – Code of Federal Regulations
CIG – Capital Investment Grants (program)
CMAP – Chicago Metropolitan Agency for Planning
CMAQ – Congestion Mitigation and Air Quality (improvement program)
CMF – Crash Modification Factor
CMP – Congestion Management Process
CMV – Commercial Motor Vehicle
CRF – Crash Reduction Factor
CSD – Context Sensitive Design

CSS – Context Sensitive Solutions
CY – Calendar Year

DBE – Disadvantaged Business Enterprise
DIPT – Division of Intermodal and Public Transport
DOH – Division of Highways
DOT – Department of Transportation
DRA – Delta Regional Authority
DTIF – Downstate Transportation Improvement Fund

EA – Environmental Assessment
EDA – Economic Development Administration
EDAs – Economically Disconnected Areas
EDC – Every Day Counts
EDP – Economic Development Program
EFT – Electronic Fund Transfer
EIS – Environmental Impact Statement (DEIS – Draft / FEIS – Final)
EPA – Environmental Protection Agency
ESR – Environmental Services Request
EV – Electric Vehicle
EV/AV/CV – Electric Vehicle / Autonomous Vehicle / Connected Vehicle

FAA – Federal Aviation Administration
FAF – Freight Analysis Framework
FARS – Fatality Analysis Reporting System
FAST – Fixing America’s Surface Transportation (FAST) Act
FFY – Federal Fiscal Year
FHWA – Federal Highway Administration
FMIS – Fiscal Management Information System
FONSI – Finding of No Significant Impact
FRA – Federal Railroad Administration
FTA – Federal Transit Administration
(Note: Illinois is within FTA Region 5, KY within R4, MO within R7)

GATA – Grant Accountability and Transparency Act
GCPF – Grade Crossing Protection Fund
GERPDC – Greater Egypt Regional Planning and Development Commission
(Note: Greater Egypt is within IDOT District 9, Region 5)
GHSA – Governors Highway Safety Association
GIS – Geographic Information Systems

HPMS – Highway Performance Monitoring System
HRRR – High-Risk Rural Roads
HSIP – Highway Safety Improvement Program

HSM – Highway Safety Manual
HSP – Highway Safety Plan
HST – Human Services Transportation (refers to transportation for persons with disabilities, low-income populations, the elderly and sometimes veterans and youth)
HSTP – Human Services Transportation Plan

ICC – Illinois Commerce Commission
ICCT – Interagency Coordinating Committee on Transportation
ICE – Infrastructure Carbon Estimator (FHWA tool)
ICI – Office of Intermodal Project Implementation
IDNR – Illinois Department of Natural Resources
IDOT – Illinois Department of Transportation
IEPA – Illinois Environmental Protection Agency
IGA – Intergovernmental Agreement
IIJA – Infrastructure Investment and Jobs Act
IML – Illinois Municipal League
IPI – Intermodal Project Implementation (IDOT Office that oversees the development of the HSTP. The IDOT MPO Cooperative Operations Manual, p. 26 refers)
ISTEA – Intermodal Surface Transportation Efficiency Act of 1991
ITAP – Illinois Transportation Automated Permits
ITE – Institute of Transportation Engineers
ITEP – Illinois Transportation Enhancement Program
ITS – Intelligent Transportation Systems

JMTD – Jackson County Mass Transit District

LOS – Level of Service
(NOTE: A measurement of a motorized vehicle's travel speed, delay, and traffic throughput.)

LPA – Local Public Agency
LPI – Leading Pedestrian Interval
L RTP – Long Range Transportation Plan

MAP-21 – Moving Ahead for Progress in the 21st Century
MCSAP – Motor Carrier Safety Assistance Program
MFT – Motor Fuel Tax
MIRE – Model Inventory of Roadway Elements
MOU – Memorandum of Understanding
MPA – Metropolitan Planning Area
MPO – Metropolitan Planning Organization
MTP – Metropolitan Transportation Plan
MUTCD – Manual of Uniform Traffic Control Devices
MYP – (Multimodal) Multi-Year Program or Multi-Year (multimodal improvement) Program

NAAQS – National Ambient Air Quality Standards
NACTO – National Association of City Transportation Officials
NEPA – National Environmental Policy Act (42 U.S.C. 4321 et seq.)

NHFP – National Highway Freight Program
NHPP – National Highway Performance Program
NHS – National Highway System
NHTSA – National Highway Traffic Safety Administration
NOFO – Notice of Funding Opportunity
NPDES – National Pollutant Discharge Elimination System (permit)
NPMRDS – National Performance Management Research Data Set
NRSS – National Roadway Safety Strategy

OPP – Office of Planning and Programming

3P – Pavement Preservation Program
PBIC – Pedestrian and Bicycle Information Center
PDF – Portable Document Format
PDR – Programming Development Report
PE – Preliminary Engineering
P.E. – Professional Engineer
PFR – Period Financial Report
PHBs – Pedestrian Hybrid Beacons
PL – Planning Funds (metropolitan planning)
PM – Performance Management
PM – Project Manager
P&N – Purpose and Need
POP – Program of Projects (RIDES Mass Transit District and Jackson County Mass Transit District)
PPP – Public Participation Plan (see IDOT MPO Cooperative Operations Manual, p. 25)
PPP – Public-Private Partnership
PPR – Periodic Performance Report
PPS – Planning Project System
PRA – Programmatic Risk Assessment
PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (program)

3R – Resurfacing, Restoration & Rehabilitation
4R – Reconstruction, Rehabilitation, Resurfacing, and Restoration
RAISE – Rebuilding American Infrastructure with Sustainability and Equity (Transportation Discretionary Grant program)
RE – Resident Engineer
RRFBs – Rectangular Rapid Flashing Beacons
RMTD – Rides Mass Transit District
ROUTES – Rural Opportunities to Use Transportation for Economic Success
ROW – Right of Way
RPF – Rural Planning Funds
RPO – Regional Planning Organization
RSA – Roadway Safety Audit
RTP – Recreational Trails Program
RTPO – Regional Transportation Planning Organization

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SFY – State Fiscal Year

SHSP – Strategic Highway Safety Plan

SIMPO – Southern Illinois Metropolitan Planning Organization

SIP - State Implementation Plan

SMA – State Matching Assistance

SMART – Strengthening Mobility and Revolutionizing Transportation (SMART) Grant program

SOV – Single-occupancy Vehicle

SPF – State Planning Funds

SPR – Statewide Planning and Research (program)

SRTS – Safe Routes to School (program)

STBG – Surface Transportation Block Grant (sometimes known as STP-BG)

STEP – Safe Transportation for Every Pedestrian

STIP – Statewide Transportation Improvement Program

STP – Surface Transportation Program

STP-BG – Surface Transportation Block Grant Program

STP-Br – Surface Transportation Program - BRIDGES

STR – Surface Transportation Rural (program)

STU – Surface Transportation Urban (program)

TA – Transportation Alternatives Set-Aside (program of STBG)

TAC – Technical Advisory Committee

TAMP – Transportation Asset Management Plan

TAP – Transportation Alternatives Program

TARP – Truck Access Route Program

TBP – Township Bridge Program

TCM – Transportation Control Measures

TDM – Transportation Demand Management

TEA-21 – Transportation Equity Act for the 21st Century

TIFIA – Transportation Infrastructure Finance and Innovation Act

TIP – Transportation Improvement Program

TMA – Transportation Management Area

TMC – Traffic Management Center

TMG – Traffic Monitoring Guide

TNC – Transportation Network Company

TPM – Transportation Performance Management

TRCC – Traffic Records Coordinating Committee

TRSP – Traffic Records Strategic Plan

TSU – Transportation System Update

TTTR – Truck Travel Time Reliability (index)

TZD – Toward Zero Deaths

UAS – Unmanned Aircraft System
UBT – Uniform Budget Template
UHPC – Ultra-High-Performance Concrete
UIGA – Uniform Intergovernmental Agreement
UPWP – Unified Planning Work Program
USC – United States Code
USACE – United States Army Corp of Engineers
USDOT – United States Department of Transportation
USEPA – United States Environmental Protection Agency
UZA – Urbanized Area (area with over 50,000 population)

VE – Value Engineering
VMT – Vehicle Miles Traveled
VRU – Vulnerable Road User
VZ – Vision Zero

Resources

- **[IDOT's Acronyms It's Like Trying to Read a Bowl of Alphabet Soup?!?](https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Manuals-Guides-&-Handbooks/Highways/IDOT%20Acronyms.pdf)** (<https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Manuals-Guides-&-Handbooks/Highways/IDOT%20Acronyms.pdf>)
- Metropolitan Planning Organization Cooperative Operations Manual (<https://idot.illinois.gov/transportation-system/local-transportation-partners/local-planning/index>)
- IDOT LRTP (<https://idot.illinois.gov/transportation-system/transportation-management/planning/lrtp/index>)
- FHWA various:
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/
https://safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf