

# **Appendix D - Financial Analysis**



## Financial Analysis

Financial planning is a critical attribute to any long-range transportation plan. It helps demonstrating that the financial analysis is valid encourage public involvement. The financial element of the long-range transportation plan chapter identifies the estimated revenue from existing and proposed funding sources over the plan period and compares it against estimated project costs of constructing, maintaining, and operating the existing and planned transportation system through 2045. This chapter summarizes a transparent financial analysis of potential transportation investments identified through rigorous reviews of available and anticipated federal, state, and local revenue sources and existing and estimated costs to maintain and operate the highway system in the five counties that make up the Greater Egypt Region.

It is critical to acknowledge that available federal, state, and other local funding sources may not be enough to implement all of the proposed infrastructure improvements identified in this plan over the planning horizon year. Moreover, this financial plan is a long-range, system-level plan and most of both the cost and revenue projections are preliminary and will be revisited periodically in the future.

## Funding Sources

The Greater Egypt Region's financial needs over the next 25 years will depend on the limited amount of federal, state, and local funding sources described in the following:

### Federal Funding

#### 2.1.1 Roadway Funding

The Infrastructure Investment and Jobs Act (IIJA) Act was passed in December 2021. It authorizes over \$1.2 trillion for Federal highway, safety, transit, and rail programs for five years from federal fiscal year (FY) 2021 to 2026. This new transportation bill, succeeding the FAST Act, increases federal-aid formula for core apportioned programs (the funds that are allocated annually to States and MPOs) by about 30% across the board, depending on the individual program. Fund allocations are inclusive of Surface Transportation Block Grant Program (STBGP) funds, most Federal Transit Administration (FTA) formula funds (5307, 5311, 5339, etc.), and Highway Safety Improvement Program (HSIP) funds. Other increases of interest include a 10% increase for Congestion Mitigation Air Quality (CMAQ), and a 71% increase for Transportation Alternatives (TA) type funding (sidewalks, shared use paths, bicycle facilities, etc.)

In addition to funding increases over FY 2021, program funding grows nearly 2-3% per year through FY 2026. This continuous growth essentially means more direct resources for states, transit providers, and MPOs as well as suballocations to local governments through these listed agencies.

Major programs of the IIJA include:

- National Highway Performance Program
- Surface Transportation Block Grant Program
- Highway Safety Improvement Program
- Railway-Highway Crossing Program
- Congestion Mitigation and Air Quality Improvement (CMAQ) Program

- Transportation Planning Program
- National Highway Freight Program

In addition to core programs previously funded through the FAST Act, new programs (both formula and competitive) for transportation investment include but are not limited to:

- Carbon Reduction Program
- PROTECT
- National Infrastructure Project Assistance Grants
- Competitive Bridge Repair Program
- Rural Surface Transportation Grant program
- Active Transportation Infrastructure Investments Program
- Safe Streets and Roads for All Grant Program
- Healthy Streets Program

Brief descriptions of the programs under the IIJA Act that can be utilized for the proposed transportation system improvements identified in this plan include the following:

**National Highway Performance Program:** This program supports the condition and performance of the National Highway System (NHS) and to construct new facilities on the NHS. The NHS is the network of the most important highways, including the Interstate and US highway systems. Harrison County's NHS facilities are shown in Figure 1 of Chapter 4.

**Surface Transportation Block Grant Program:** The long-standing Surface Transportation Program was converted into the Surface Transportation Block Grant (STBG) Program under the FAST Act. This program provides funds for the construction, rehabilitation, resurfacing, restoration, preservation, and other improvements to federal-aid highways and replacement, preservation, and other improvements to bridges on public roads. Funding for Transportation Alternatives (TA) is set aside from the overall STBG funding amount.

**Highway Safety Improvement Program:** The US Department of Transportation's (USDOT) top priority is the safety throughout all of the transportation program. The FAST Act continues to fund the successful Highway Safety Improvement Program (HSIP). It requires the States to pursue, under HSIP, a data-driven, strategic, and performance focused approach to improving highway safety on all public roads. Chapter 6 identified 13 fatal crashes and -- incapacitating injury crashes in Harrison County from 2013 to 2017.

**Railway-Highway Crossing Program:** The FAST Act continues the Railway-Highway Crossing Program which provides funds for safety improvements for reducing the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

**National Highway Freight Program:** The National Highway Freight Program is a new program under the FAST Act which includes estimated \$1.2 billion per year in funding. This program is focused on improving the efficient movement of freight on the National Highway Freight Network (NHFN). The NHFN includes the Primary Highway Freight System (PHFS), critical rural and urban freight corridors (as designated by States, and in some cases by MPOs), and the portions of the Interstate System not included in the PHFS. Chapter 5 provided a detailed summary of multi-modal freight transportation system in Harrison County.

Most federal transportation grants require 10-20% match from state, local or other funding sources. Over 75% of funding allocated to Illinois is for use in the National Highway Performance Program and Surface Transportation Block Grant Program. X.X and Table X.X. provide detail of the State of Illinois apportionment of federal funds under the IIJA for FY 2021.

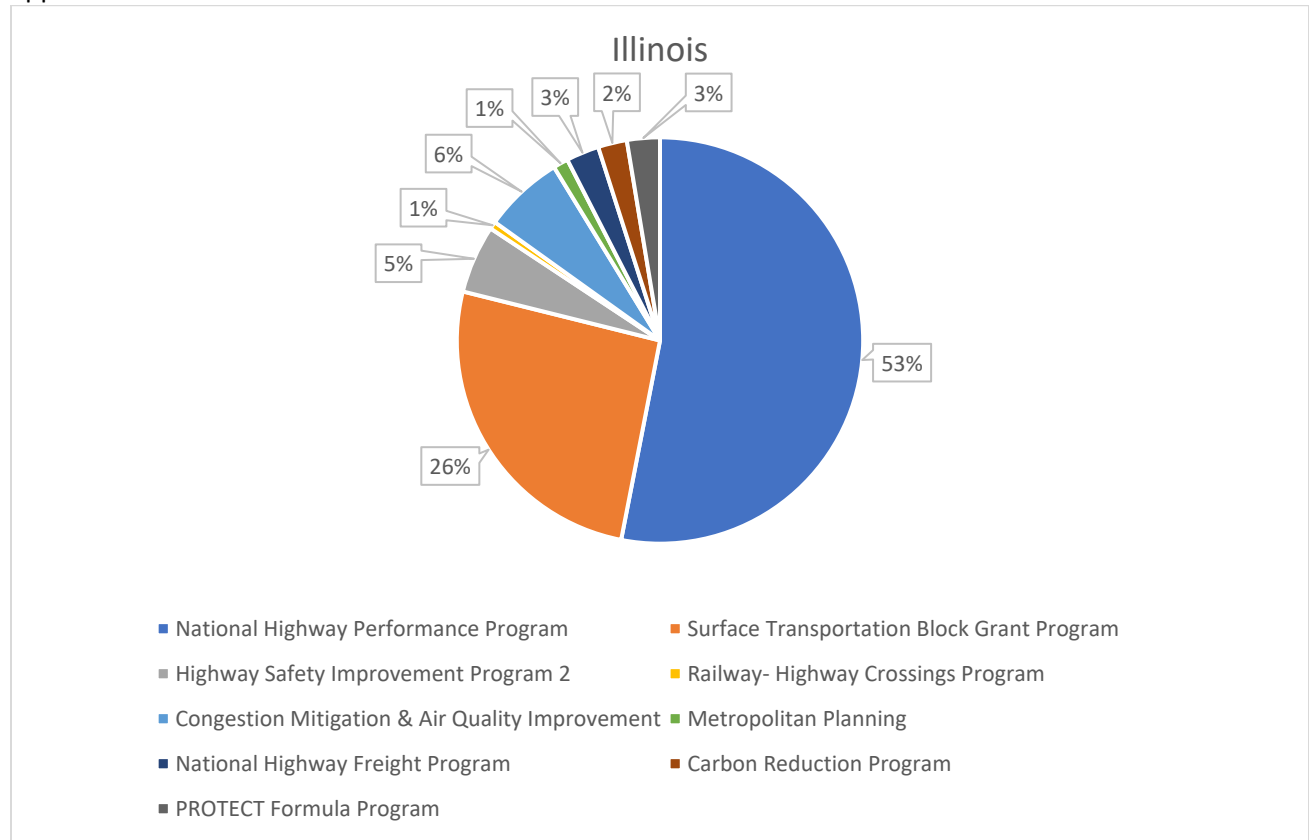


Table --: IIJA Funding Program and Apportionment for Illinois

Federal Program	FY22
<b>National Highway Performance Program</b>	\$ 999,514,444.00
<b>Surface Transportation Block Grant Program</b>	\$ 486,250,270.00
<b>Highway Safety Improvement Program</b>	\$ 102,028,534.00
<b>Railway- Highway Crossings Program</b>	\$ 11,306,853.00
<b>Congestion Mitigation &amp; Air Quality Improvement</b>	\$ 119,957,587.00
<b>Metropolitan Planning</b>	\$ 22,509,719.00
<b>National Highway Freight Program</b>	\$ 49,306,725.00
<b>Carbon Reduction Program</b>	\$ 43,357,316.00
<b>PROTECT Formula Program</b>	\$ 49,300,375.00
<b>TOTAL</b>	\$ 1,883,531,823.00

### 2.1.2 Transit Funding

The IIJA provides steady funding for transit through the Federal Transit Administration for FY 2022 to 2026. Major federal transit grant programs include:

- The Urban Formula Program (Section 5307)
- New Starts (Section 5309)

- Elderly Individuals and Individuals with Disabilities Program (Section 5310)
- Rural Formula Program (Section 5311)
- State of Good Repair Program (Section 5337)

The Jackson County Mass Transit District, Rides Mass Transit District, and South-Central Illinois Mass Transit District operates transit service in the Greater Egypt Region.

## 2.2 State Funding

State highway funds are typically developed through gasoline and diesel taxes, vehicle registration fees (including title and license fees), sales tax, and bonding. In June 2019, the State of Illinois General Assembly authorized Rebuild Illinois, which introduced the following taxes and fees for funding the state's roadway infrastructure projects and took effect July 1, 2019:

- Increase of gasoline tax by 19 cents per gallon to 38 cents per gallon.
- Increase of special fuels tax by 24 cents to 45 cents.
- Raising passenger vehicle registration fees by \$50 to \$148.00.
- Raising electric vehicles registration fees by \$230.50 to \$248.00.
- Raising truck registration fees by \$100.00.
- Increasing standard certificate of title fees \$55 to \$150.

Illinois cities, towns, and counties received financial benefit of an additional \$33.2 billion for local roads, bridges, railroads, mass transit, and ports through 2025 as a result of these additional funding sources.

Funds to local governments are available for infrastructure improvements, project studies, economic development and technical support. These funding programs include:

- [Economic Development Program](#)
- [Highway Safety Improvement Program \(HSIP\)](#)
- [Illinois Transportation Enhancement Program \(ITEP\)](#)
- [Rail Freight Loan Program](#)
- [Safe Routes to School Program \(SRTS\)](#)
- [Truck Access Route Program \(TARP\)](#)

For a complete list of all available local planning a programming funding sources, general descriptions, match ratio, eligible items, distribution method, and date distributed or solicited, see the IDOT Local Programming Matrix<sup>1</sup>.

Illinois distributes federal Surface Transportation Block Grants, referred to as Surface Transportation Program or STP, to metropolitan planning organizations, transit agencies, and local governments annually. STP funds can be used for projects such as:

- Roadway resurfacing or reconstruction
- Bridge replacement, rehabilitation or preventive maintenance plans
- Bicycle and pedestrian facilities
- Traffic flow improvements
- Transit capital projects

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<sup>1</sup> <https://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Local-Roads-and-Streets/Local%20Programming%20Matrix.pdf>

- Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings

Projects on roads functionally classified as local or rural minor collectors are not eligible for these funds. Bridges on any functionally classified road are eligible for STP funds, however, bridges on roads functionally classified as local or rural minor collectors may be replaced with only minimal connecting road work eligible for federal funds. Bicycle and pedestrian facilities may be constructed regardless of the roadway functional classification.

The federal STP allotments have been further delineated in Illinois into STP-Rural (STR), STP-Urban (STU), and Local Bridge Formula Program (formerly known as STP-Br) categories to be distributed fairly across the state. Allocations reflect the 2010 census, including any population updates received from the Secretary of State’s office, and the current Illinois Highway and Street Mileage Statistics non-urban mileage and non-urban area totals. Formula distributions of IDOT STP funds as well as State Matching Assistance are detailed in the following section.

Funds displayed in the following sections are allocated annually; however, not all local public agencies request or receive the maximum allotment available for various reasons including lack of local need for eligible improvements or inability to make match. These tables and their inferences are used for planning purposes and not intended to serve as definitive records of fund distribution.

**STP-RURAL (STR)**

The formula for distribution of the STR funds to the downstate counties is as follows:

1. Ten percent divided equally among the downstate counties.
2. Balance allocated to the downstate counties on the basis of the following three factors with equal weight being given to each factor:
  - a. non-urban area
  - b. non-urban population
  - c. non-urban mileage (total all systems)

The allocations for STR funding for counties in Greater Egypt are shown in Table 1.

*Table 1: County STR Allocation in by County*

STR Allocation	Year					Average
	2016	2017	2018	2019	2020	
<b>Franklin</b>	\$392,918.51	\$431,680.83	\$446,723.36	\$457,701.37	\$469,038.94	\$439,612.60
<b>Jackson</b>	\$433,312.54	\$478,594.42	\$498,136.11	\$510,526.55	\$523,223.45	\$488,758.61
<b>Jefferson</b>	\$461,353.91	\$507,044.04	\$525,498.64	\$538,268.07	\$551,545.14	\$516,741.96
<b>Perry</b>	\$279,991.71	\$307,058.06	\$317,102.40	\$324,696.83	\$332,680.49	\$312,305.90
<b>Williamson</b>	\$404,873.44	\$439,694.18	\$439,417.82	\$450,376.88	\$461,920.85	\$439,256.63

Source: IDOT

**Local Bridge Formula Program (formerly STP-Br)**

With the passage of the Infrastructure Investment and Jobs Act (IIJA), there is a new bridge formula program under the Highway Infrastructure Program (HIP) for bridge replacement, rehabilitation, preservation, and more. This program will now fund the Local Bridge Program and replace STP-Bridge.



For FY 2023, these funds will maintain the exact same rules and guidelines as STP-Bridge. In the future there may be changes. The allocations for Local Bridge Formula funding for counties in Greater Egypt are shown in Table 2.

Table 2: Local Bridge Formula Program Allocation by County

Local Bridge Allocation	Year					Average
	2016	2017	2018	2019	2020	
<b>Franklin</b>	\$25,941.00	\$21,090.00	\$9,607.00	\$9,069.00	\$61,206.00	\$25,382.60
<b>Jackson</b>	\$108,705.00	\$57,806.00	\$111,178.00	\$41,793.00	\$90,503.00	\$81,997.00
<b>Jefferson</b>	\$69,346.00	\$59,882.00	\$56,418.00	\$41,668.00	\$36,321.00	\$52,727.00
<b>Perry</b>	--	--	--	\$24,689.00	\$35,784.00	\$12,094.60
<b>Williamson</b>	\$23,973.00	\$26,143.00	\$13,990.00	\$17,856.00	\$17,437.00	\$20,201.83

Source: IDOT

### State Matching Assistance Program

The State Matching Assistance Program (SMA) is designed to assist counties in matching federal funds when the county cannot derive sufficient matching funds from local taxation. Counties receive a Surface Transportation Program Rural (STR) allotment which may be used to fund up to 80 percent of eligible project costs. Counties are allowed to levy a Federal-Aid Matching Tax to use for the local share. Although an 80/20 federal / local matching ratio is allowable for STR projects, a lower matching ratio is judged to be more equitable when determining the need for matching funds because the counties receive other federal-aid funds in addition to STR funds that require a local match. Some counties do not have a sufficient tax base to generate the local funds needed for the match.

Any county receiving SMA county is required to levy a Federal-Aid Matching Tax of at least .045 percent to be eligible for assistance. To receive the maximum amount, it is required to have a tax rate of .05 percent. If the rate is .045 percent, the allocation is 90 percent of the maximum. If the rate is between .045 percent and .05 percent, the assistance is prorated. If the rate falls below .045 percent, the county may retain its eligibility for assistance if a permanent transfer of funds from a nonhighway fund to the Federal-Aid Matching Tax Fund is made to meet the equivalent of the minimum eligibility threshold.

The maximum assistance amount for each county is established as the difference between the amount required to match the county's STR allotment using a computer generated federal / local matching ratio and the funds generated by the county's Federal-Aid Matching Tax. This matching ratio is variable each year and is generated to result in utilization of the entire State Matching Assistance amount.

The amount of funds received by each county will vary from year to year. The variable amount of STR funds available each year and the local Equalized Assessed Valuation (EAV) as provided by the Department of Revenue have a direct correlation on the amount of funds to be disbursed based on shortfall. As an example, when the STR allotment increases, the counties will have a greater need for additional match. Conversely, when the STR allotment decreases, the counties will not have a need to match as much federal funding and therefore will require

less State Matching Assistance Program funds. State Matching Assistance Program funds may be used for any federal-aid project.

If a county so desires, it may use its accumulated matching funds to defray any part or the entire non-federal portion of any local federal-aid project regardless of the federal matching percentage. The State Matching Assistance funds may be committed as a lump-sum amount or as a percentage of the project cost not to exceed the current available State Matching Assistance allotment for the county.

There can be no anticipation of State Matching Assistance funds. In other words, no county can commit more State Matching Assistance funds to a project than it has available at the time of letting. However, existing agreements for active projects may be amended to increase the amount of State Matching Assistance funding when it becomes available.

The allocations for State Matching Assistance for counties in Greater Egypt are shown in Table 2.

Table 3: State Matching Assistance Allocation by County

State Matching Assistance	Year					Average
	2016	2017	2018	2019	2020	
<b>Franklin</b>	\$61,228.85	\$61,855.64	\$52,555.06	\$50,989.46	\$49,677.97	\$55,261.40
<b>Jackson</b>	--	--	--	--	--	--
<b>Jefferson</b>	--	--	--	--	--	--
<b>Perry</b>	\$60,024.85	\$59,266.95	\$59,245.23	\$55,347.67	\$58,942.25	\$58,565.39
<b>Williamson</b>	--	--	--	--	--	--

Source: IDOT

The total average annual allocations for STP formula funding provided by IDOT for the counties in Greater Egypt is shown in Table 4.

Table 4: State Formula Fund Annual Allocation Average Total by County

State Fund Revenue Sources	County				
	Franklin	Jackson	Jefferson	Perry	Williamson
<b>Surface Transportation Rural</b>	\$439,612.60	\$488,758.61	\$516,741.96	\$312,305.90	\$439,256.63
<b>Local Bridge Program</b>	\$25,382.60	\$81,997.00	\$52,727.00	\$12,094.60	\$20,201.83
<b>State Matching Assistance</b>	\$55,261.40	--	--	\$58,565.39	--
<b>Total</b>	<b>\$520,256.60</b>	<b>\$570,755.61</b>	<b>\$569,468.96</b>	<b>\$382,965.89</b>	<b>\$459,458.46</b>

Source: IDOT

STU- Urban

In addition to funds disbursed to the counties, STP funds sub-allocated to the urbanized areas are referred to as Surface Transportation Urban or STU. Allocations of STU are based on percentage of population of the individual urbanized area to the total urbanized area population for the entire state. Five urbanized areas within the Greater Egypt Region, excluding those that comprise the Southern Illinois Metropolitan



Urbanized Area, receive a state STP allocation. Table 5 displays the annual STU allocation for five small, urbanized areas in Greater Egypt from 2017-2021.

Table 5: STU Allocation by Local Agency

STU Allocation	Year					Average
	2017	2018	2019	2020	2021	
<b>Benton/West City</b>	\$86,937.37	\$89,766.35	\$91,630.36	\$93,761.80	\$101,479.33	\$92,715.04
<b>DuQuoin / St. John's</b>	\$71,004.09	\$73,314.59	\$74,836.98	\$76,577.78	\$82,880.90	\$75,722.87
<b>Mt Vernon</b>	\$171,417.42	\$176,995.43	\$180,670.75	\$184,873.38	\$200,090.32	\$182,809.46
<b>Pinckneyville</b>	\$63,374.07	\$65,436.29	\$66,795.08	\$68,348.82	\$73,974.61	\$67,585.77
<b>West Frankfort</b>	\$95,824.10	\$98,942.26	\$100,996.81	\$103,346.12	\$111,852.54	\$102,192.37

Source: IDOT

## 2.3 Local Funding

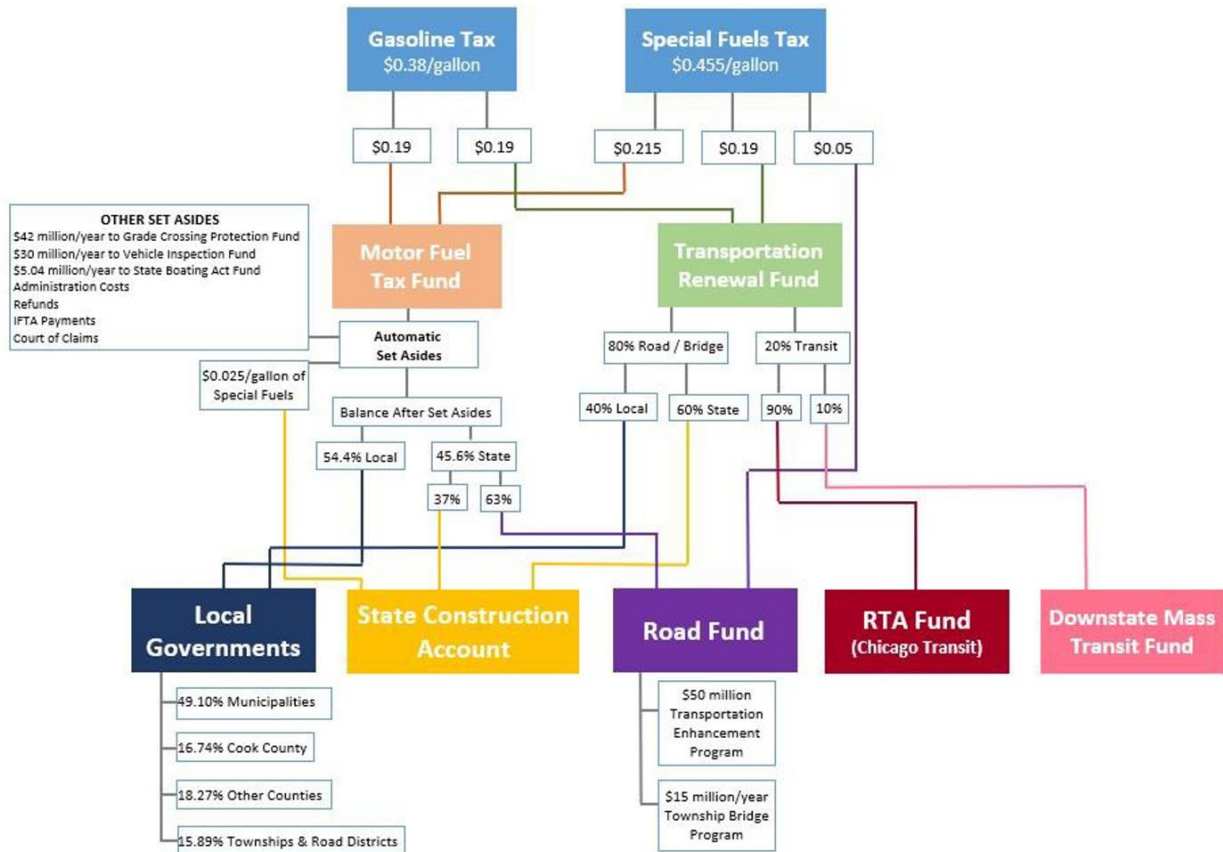
There are various transportation funding opportunities available to local governments. However, not all the local revenue sources can be used for serving as a match to federal funds for transportation improvement projects. In the State of Illinois, the motor fuel tax (MFT) is the most significant transportation funding source for local governments in Illinois for maintaining local transportation facilities, paying employee wages, and maintaining equipment. Taxes on gasoline and special fuels are deposited into two major funds which are then dispersed to agencies across the state. These funds are:

**Motor Fuel Tax Fund:** The Illinois MFT Fund is derived from a tax on the privilege of operating motor vehicles upon public highways and of operating recreational watercraft upon the waters of this State, based on the consumption of motor fuel. Municipalities throughout Illinois utilize MFT revenues to fund critical transportation infrastructure projects in their cities, villages and towns. MFT funds can be used to construct and maintain roads, traffic controls, street lighting, storm sewers, sidewalks and other pedestrian paths, off-street parking facilities and much more. These funds ensure that municipalities are able to provide for the public health, safety and welfare of their community through a stable infrastructure. Increased MFT revenues would allow municipalities to address neglected and dilapidated infrastructure.

**Transportation Renewal Fund:** On June 2, 2019, the Illinois General Assembly passed legislation that would increase the state's MFT by 19 cents per gallon on gasoline. Additionally, the MFT is increased each July 1, with rates now tied to inflation. The rate increases by an amount equal to the percentage increase in the CPI-U. Municipalities will receive a portion of these new revenues. The legislation also increased the tax on diesel fuel by 24 cents per gallon. All new revenues from both increases will be deposited into the state's new Transportation Renewal Fund (TRF), with the surcharge on diesel fuel dedicated to the state. A portion of the 19-cent increase in gasoline MFT will be shared with units of local governments. Of the total increase, 80% will be split among the state and local units of government for road construction and 20% will be distributed to mass transit districts.

As shown in Figure 1 below, of the funding going to local governments, municipalities receive 49.10%, Cook County receives 16.74%, all other counties receive 18.27%, and townships and road districts receive 15.89%. For Fiscal Year 2021 (July 1, 2020 – June 30, 2021), counties received over \$300 million, municipalities received over \$420 million, and townships and road districts received over \$136 million. As a result of motor fuel tax increases under Rebuild Illinois, these disbursement increased 66% beginning in FY2020.

Figure 1: MFT Disbursement



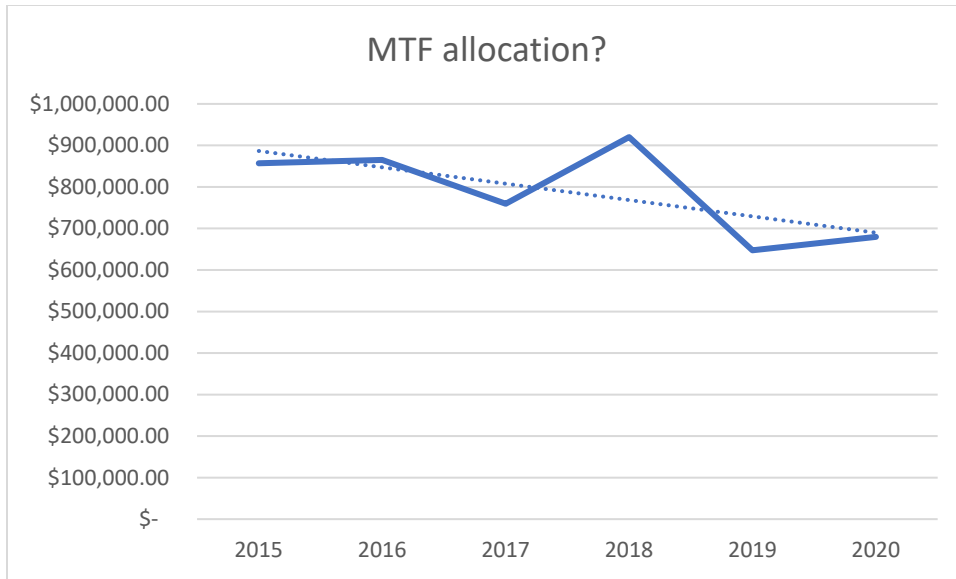
Source: IDOT

These funds are received regularly by the Local Public Agencies (LPA) from the Auditor of the State’s office. The distribution of these funds depends on formulae that consider road mileage, population, and the number of vehicle registrations.

**Important Note: Reductions of VMT nationally and increases in fuel efficient vehicles have resulted in a gradual decrease of motor fuel tax revenue. This has made it increasingly difficult to raise adequate funds to maintain the national transportation infrastructure. Various alternatives have been proposed to replace the motor fuel tax (mileage based user fee), or supplement MFT with other revenue sources such as local sales taxes, public-private partnerships, and federal discretionary grants. While these alternatives are being tested, it is unknown if and when these additional/alternate revenue sources will be implemented. Declining MTF was documented at the county level as part of the final analysis conducted for this plan. Figure 2 displays the MFT Allocation for Jackson County from 2016 to 2020. As personal mobility preferences changes, more fuel-efficient vehicles become available, and electric**

vehicles enter the market, this trend is expected to continue and accelerate. Revenue from MTF is expected to decline despite increases to the MFT rate. It is strongly recommended that IDOT and LPAs begin to explore alternative sources of sustainable revenue for funding transportation infrastructure.

Figure 2: Jackson County MFT Allocation



Other local funding sources currently available include, but are not limited to:

**Property Taxes and Fees:** Illinois local governments may collect and disburse of property taxes and local funds into special revenue funds for use as local match on federal aid projects.

**The Transportation Infrastructure Finance and Innovation Act (TIFIA):** The proceeds of a secured TIFIA loan may be used for any non-Federal share of project costs required under Title 23 or Chapter 53 of Title 49, if the loan is repayable from non-Federal funds. [See 23 U.S.C. 603\(b\)\(8\)](#) on the terms and limitations of a TIFIA loan.

**Tax Increment Financing (TIF):** As per the Illinois Municipal Code (65 ILCS 5/11-74.3-3), Tax Increment Financing is a government finance mechanism for development and redevelopment which captures increases in taxable assessed value within a defined area and then uses property tax revenue derived from these increases to finance public improvements within the specified area. Financing general public infrastructure improvements, including streets, sewer, water, and the like, in declining areas.

**Public-Private Partnerships (P3):** Third parties include private companies, organizations, individuals, and since SAFETEA-LU, local governments. The flexibility to apply the value of third-party donations to nonfederal highway project shares has existed since the 1995 NHS Act, which amended 23 U.S.C. 323 Donations and Credits<sup>2</sup>.

<sup>2</sup> [https://www.fhwa.dot.gov/ipd/finance/legislation/federal\\_aid/matching\\_strategies.aspx](https://www.fhwa.dot.gov/ipd/finance/legislation/federal_aid/matching_strategies.aspx)

**Bonds:** Local government units can also consider general obligation bonds and cumulative capital improvement funds for funding transportation improvement projects.

#### 4.0 Roadway Funding Estimate

Since federal, state, or local sources do not guarantee the same level funding every year, estimating revenue for the 2045 plan horizon year can be complex and difficult to predict. Federal regulations require the financial plan to determine “all cost and revenue projections shall be based on the data reflecting the existing situation and historical trends.” As mentioned previously, IDOT provides Surface Transportation Block Grant Program (STBG) funding to each of the counties in Greater Egypt and five of the small urbanized areas. Financial analysis was performed for the five counties; however, detailed analysis of the small urbanized areas was not conducted. Other federal revenue (NHPP, HSIP, & NHFP) are grant based and can vary substantially every year.

The funding for the Greater Egypt Long Range Transportation plan can be estimated based on the following assumptions:

- Table 6 shows the Forecasted Cumulative STBG (STR and Local Bridge) Funds by County. Assuming the revenue and expenditure will remain consistent over the long-range year plan period, the total accumulated amount of STBG allocations for each county ranges from \$5.8 million to \$10.3 million. This was calculated assuming today’s dollars and a 0% annual inflation rate. Table 5 shows surplus revenue in cumulative bridge fund in 5-year increments.

*Table 6: Forecasted Cumulative STBG (STR and Local Bridge) Funds by County*

Year	County				
	Franklin	Jackson	Jefferson	Perry	Williamson
2025	\$464,995.20	\$570,755.61	\$569,468.96	\$324,400.50	\$459,458.46
2030	\$1,394,985.60	\$1,712,266.83	\$1,708,406.88	\$973,201.50	\$1,378,375.38
2035	\$3,719,961.60	\$4,566,044.88	\$4,555,751.68	\$2,595,204.00	\$3,675,667.68
2040	\$6,044,937.60	\$7,419,822.93	\$7,403,096.48	\$4,217,206.50	\$5,972,959.98
2045	\$8,369,913.60	\$10,273,600.98	\$10,250,441.28	\$5,839,209.00	\$8,270,252.28

Source: IDOT

- Table 7 shows each of the five counties in Greater Egypt and forecasted cumulative surplus revenue for transportation related funds for each county in 5-year increments. Assuming the revenue and expenditure will remain consistent over the long-range year plan period, Jackson, Jefferson, and Williamson counties can reasonably be assumed to have local funds available to achieve federal match requirements for state allocated STBG funds. With continued support of State Matching Assistance, Perry County can reasonably be assumed to have local funds available to achieve federal match requirements. Data for Franklin County was unavailable at the time of this study. All calculations assume today’s dollars and no annual inflation rate was applied.

Table 7: Forecasted Cumulative Excess Revenue in Local Funds

Year	County				
	Franklin*	Jackson	Jefferson	Perry	Williamson**
2025	---	\$ 590,049.60	\$ 936,218.40	\$ 546,403.80	\$ 2,674,686.00
2030	---	\$ 1,573,465.60	\$ 2,496,582.40	\$ 1,457,076.80	\$ 7,132,496.00
2035	---	\$ 2,556,881.60	\$ 4,056,946.40	\$ 2,367,749.80	\$ 11,590,306.00
2040	---	\$ 3,540,297.60	\$ 5,617,310.40	\$ 3,278,422.80	\$ 16,048,116.00
2045	---	\$ 4,523,713.60	\$ 7,177,674.40	\$ 4,189,095.80	\$ 20,505,926.00

Source: County Audit Reports 2016-2020

\*Financial audits for Franklin County for a multiyear period were not available; therefore, excess or deficit revenue was unable to be calculated.

\*\*A significant portion of Williamson County’s transportation network is located within the SIMPO urbanized area. Local excess funds shown in Table 7 are not exclusive to rural transportation needs and may be earmarked for urban programs.

- LPAs in Greater Egypt are expected to receive additional funds from the recently created Transportation Renewal Fund, and recently passed IJA. However, due to lack of historical trends the amount of revenue from these sources is unknown.
- LPAs in Greater Egypt will continue to be eligible to submit grant applications for federal programs including Highway Safety Improvement Program and National Highway Performance Program.
- Based on documented trends, it can reasonably anticipated that counties within the Greater Egypt region will have local funds available to meet federal matching funds for STBG allocated by IDOT.
- Public Private Partnerships (PPP) - The private sector, such as developers and business associations, often supports transportation projects through impact fees, right-of-way donations, and cost sharing. Developing public-private partnership will help financing the transportation projects identified in the long-range transportation plan.



# **Appendix E - Community Survey Results**



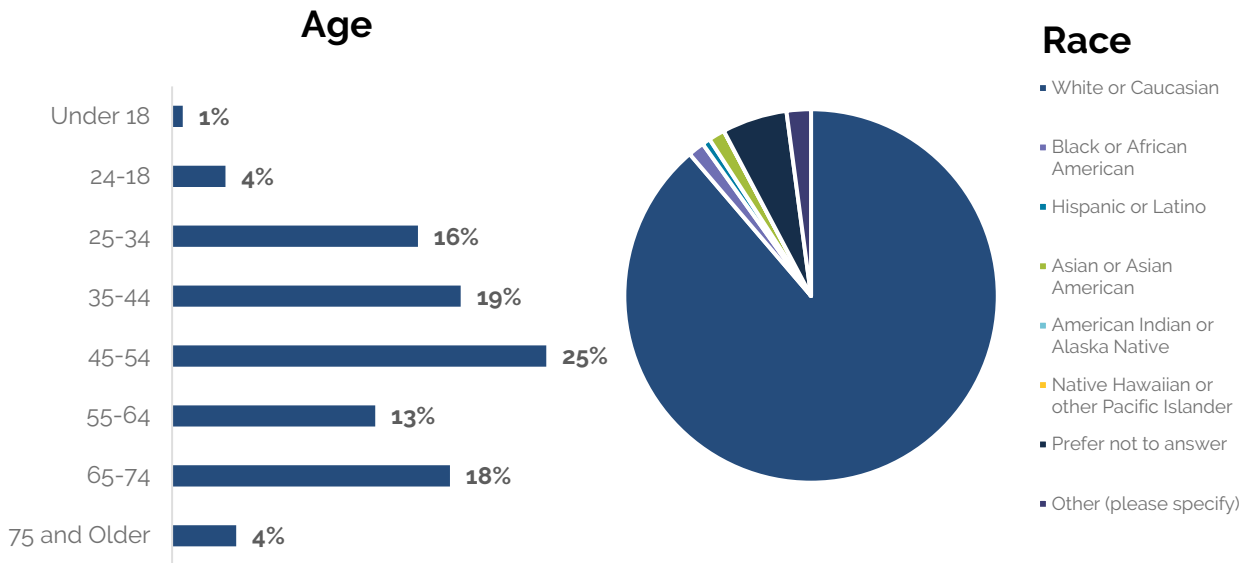


# Community Survey Results

A community survey took place August 5th through November 4, 2021. The survey was available through a link on the Greater Egypt Regional Planning Commission’s website, the project website, and via social media. The survey was created to capture the sentiment of residents toward various mobility topics in the community (transportation modes, commutes, transportation goals, etc.).

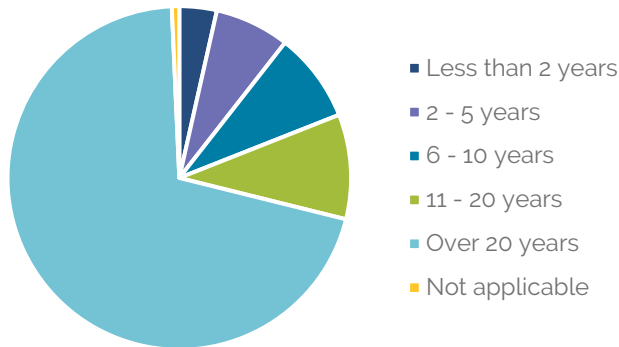
The community survey is an important tool that helps to inform the plan. It helps the planning team confirm trends and identify issues that may have been missed during other engagement activities. The survey included 14 multiple choice, ranking, and open ended questions. Over one hundred and forty respondents completed the survey by the closing date.

## Survey Participants

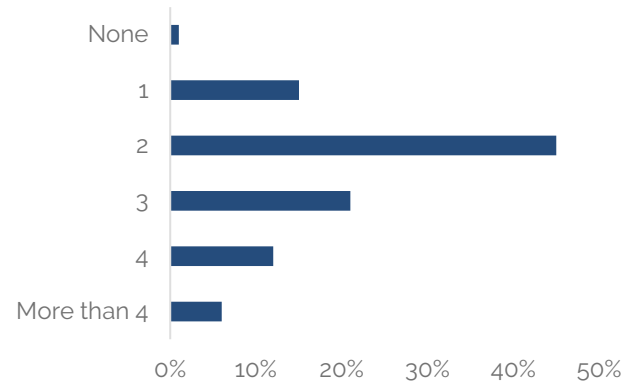


Survey participants included a representative variety of ages and races for the region. Over 64% of survey participants live and work in Greater Egypt, while an additional 33% live but do not work in the 5-county area. Almost all participants surveyed (99%) own at least one car, though most have two or more available at home. It was notable that an overwhelming majority (70%) have lived in the region for 20 years or more. Though this is more common in rural communities, it was nonetheless surprising.

## Tenure

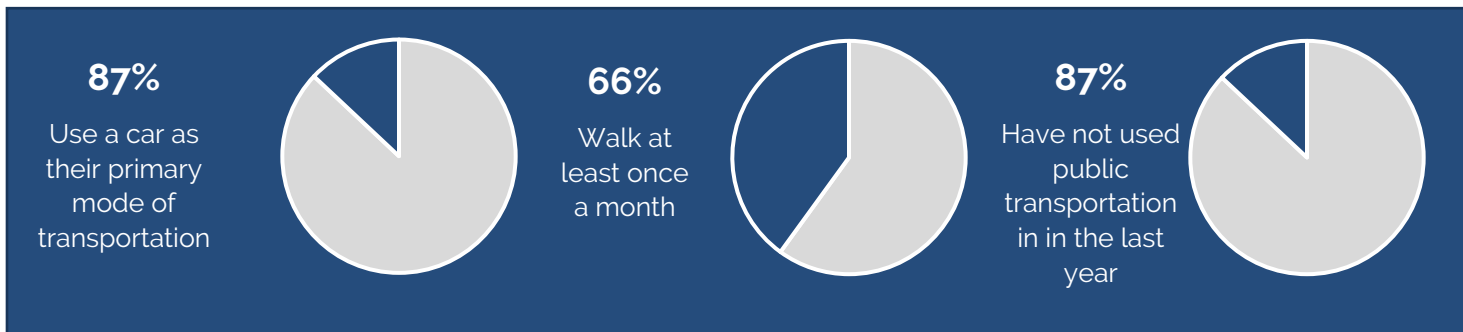


## Vehicles at Home

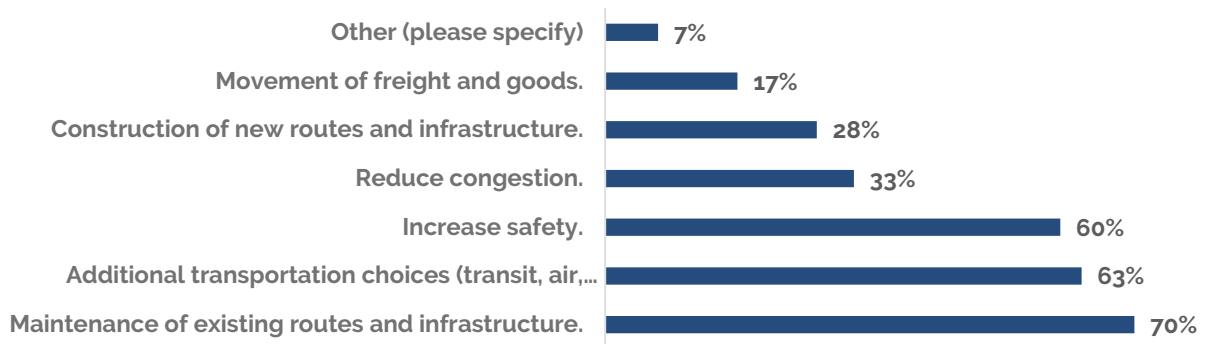


Results from the engagement process revealed that almost all people use a car as their primary mode of transportation (87%). When given the option of other modes of transportation such as biking, walking, and bus transit, and the frequency in which they are used, it was found that walking was the next most common mode of transportation. According to the survey, 14% of people walk daily with an additional 52% of people who reported that they walk at least once a month. Over a quarter of all respondents reported that they biked at least once a month (26%) while 14% of people drove farm or agriculture machinery at least once a month.

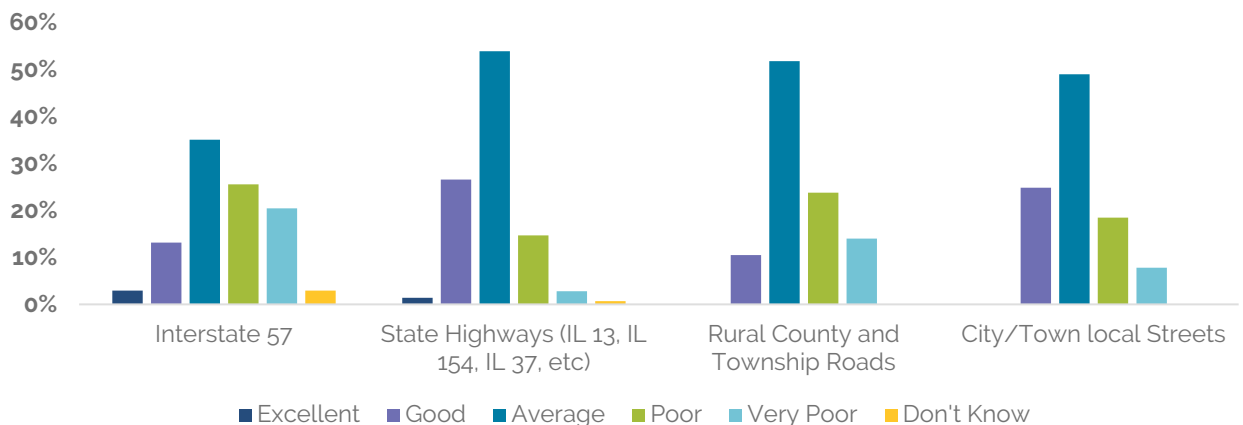
Of those who responded to the survey, 87% have not used public transportation within the last year. Additional modes of transportation that were reported used in the region included golf carts and mobility services like Uber/Lyft.



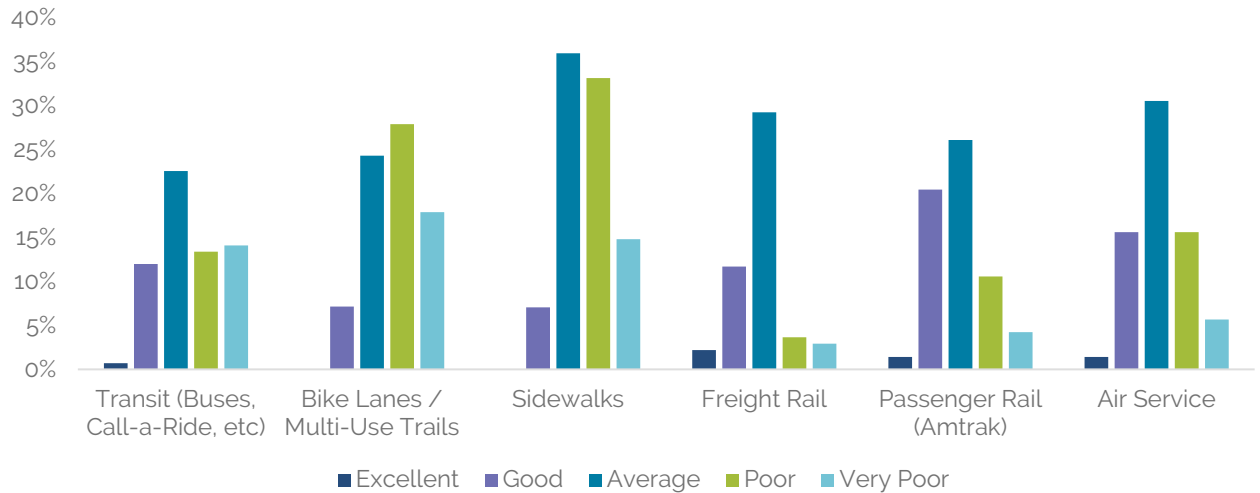
When asked what are the top transportation issues that should be addressed in the Greater Egypt Region, the most common response was the maintenance of existing routes and infrastructure (70%), followed by additional transportation choices (63%), and increase safety (60%). Other responses included a number of suggestions for improved public transit access, more direct connections to St. Louis, and addressing truck congestion on the Interstate.



When asked to report on the condition of the existing road system, respondents reported the state highway in the most favorable condition. Thoughts on the interstate system were divided with similar numbers reporting both excellent and very poor condition. Many comments reported that congestion, safety, and ongoing construction on I-57 as their highest concern. Overall, the interstate system received the least favorable condition rating. Approximately 28% of survey respondents found the state highways to be in excellent or good condition, while 54% reported state highways as average and 17% reported them in poor or very poor condition. City/town streets and county/township roads received average ratings with a number of comments about localized maintenance and flooding concerns.



A similar question was posed about condition of alternative transportation modes. Respondents reported the freight rail and passenger in the most favorable condition with an average rating. The bike lane and multi-use trail program received the lowest overall rating with 46% reporting it in poor or very poor condition. Sidewalks fared only marginally better with a higher percentage of good or average rating balanced by 48% reporting very poor or poor condition. It is notable that no bike lanes/multiuse trails or sidewalks were reported in excellent condition. Comments suggested more and improved walking and biking options, better on-time performance for passenger rail, passenger rail connection to St. Louis, and improved access throughout the rural region to public transportation.



The public was asked to provide up to three specific transportation improvements they would like to see in the Greater Egypt Region and rank in priority. The most common improvement cited as the highest priority was to improve access and availability of transit (23 responses). The next most common high priority improvements cited were enhancement to walking and biking options in the region, followed by increased safety and reduced congestion on Interstate 57. Other topics that appeared repeatedly include improving or providing an alternative to Rt. 13, providing air service to Chicago, increasing connectivity to St. Louis with the Southwest Connector, and improving overall road maintenance throughout the area. A number of specific issues were identified throughout the region, including localized flooding issues, intersection safety concerns, and at-grade rail separations.

Participants were given the opportunity to share any additional comments or suggestions with the project team. Many noted concerns about driving on I-57, suggested strategies to improve driver safety, and comment on their appreciation and support for the region. Some notable responses include:

- “We are a rural region that relies heavily on nature and farming with many families and individuals utilizing ATV/UTV side by side vehicles and golf carts. I would like to see more options for these in communities and traveling from community to community.”
- “Due to the layout of the interstates that run through our area, there is constantly a large amount of semi traffic. While this is extremely important for economic vitality, I would like to see the transportation system accommodate them more.”
- “Glad Greater Egypt is doing this. Regional planning that emphasizes public needs over politics is the smart way to do infrastructure planning. Thank you!”
- “People need to be able to work and do daily business without owning a car.”
- “Elderly who can’t drive have little options. Most cannot use Rides mass transit because they have to sit for long periods at their destination waiting for pickup. More options are really important.”

# **Appendix F - Performance Management**



## Performance Management

Greater Egypt will, to the best of its ability, attempt to monitor the performance of the area's transportation system, when reasonable, as described below. Much of the data needed for measurement of Greater Egypt's system will come from IDOT, as GERPDC does not currently have the capabilities to collect or analyze such data.

Greater Egypt has chosen to support targets as identified by IDOT as outlined below. Greater Egypt will continue to support solutions that assist in achieving the desired trends. It is recommended that Greater Egypt complete a yearly report card to monitor progress within the region. This report card would reflect accomplishments from the year prior that advance the goals Greater Egypt supported from state and transit agencies.

### System Performance Report

As a minimum, Greater Egypt's LRTP shall include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d). This includes progress achieved by Greater Egypt in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data.

The following system performance report details the condition and performance of the transportation system with respect to the performance targets for IDOT.

### Federal Highway Performance Goals

The FWHA performance goals as established by Congress are<sup>1</sup>:

- Safety
  - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition
  - To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction
  - To achieve a significant reduction in congestion on the National Highway System.
- System Reliability
  - To improve the efficiency of the surface transportation system.
- Freight Movement & Economic Vitality
  - To improve the national freight highway network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability
  - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays

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<sup>1</sup> <https://www.fhwa.dot.gov/tpm/about/goals.cfm>



- To reduce project costs, promote jobs and the economy, and expediate the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

### Safety Targets

IDOT stresses safety as one of its main goals. **Table 2** shows the safety performance targets for IDOT, which Greater Egypt supports. Included in the table is a comparison between a 5-year rolling average between 2015-2019 to the calendar year 2021 target.

Five individual targets comprise the Safety Targets:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled;
5. Number of non-motorized fatalities and non-motorized serious injuries.

**Table 1. Safety Performance Targets**

	5-Year Rolling Average (2015 to 2019)	5-Year Rolling Average Statewide Target for CY 2021
	IDOT	IDOT
<b>Number of Fatalities</b>	1041.2	1000.0
<b>Fatality Rate per 100 Million VMT</b>	0.97	0.93
<b>Number of Serious Injuries</b>	12,032.9	11,556.4
<b>Serious Injury Rate per 100 Million VMT</b>	11.23	10.79
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>	1,580.2	1,517.6

### Pavement and Bridge Targets

In addition to safety performance targets, pavement and bridge performance targets are measured by State's DOTs. There are four performance targets for pavement and two performance targets for bridges that apply to Interstate and non-Interstate National Highway System (NHS) routes. As shown in **Table 3**, and **Table 4**, IDOT set a goal to maintain current conditions, which Greater Egypt supports.

**Table 3. IDOT Pavement Performance Targets**

Performance Measure	2017 Baseline	2020 Target	2022 Target
<b>Percentage of Interstate Pavements in Good Condition</b>	-	-	65%
<b>Percentage of Interstate Pavements in Poor Condition</b>	-	-	<4.9%
<b>Percentage of non-Interstate NHS Pavements in Good Condition</b>	37.6%	27%	27%
<b>Percentage of non-Interstate NHS Pavements in Poor Condition</b>	19.4%	6%	6%

**Table 4. IDOT Bridge Performance Targets**

Performance Measure	2017 Baseline	2020 Target	2022 Target
<b>Percentage of NHS Bridges in Good Condition</b>	29%	28%	27%
<b>Percentage of NHS Bridges in Poor Condition</b>	11.6%	13%	14%

**Travel Time Reliability and Freight Reliability Targets**

In addition to safety performance targets and pavement and bridge performance targets, the travel time reliability and freight reliability targets are set by State DOTs. The IDOT system reliability performance targets are shown in **Table 5** which Greater Egypt supports.

**Table 5. IDOT System Reliability Performance Targets**

Performance Measure	2017 Baseline	2019 Target	2021 Target
<b>Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate</b>	80.8%	79%	77%
<b>Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS</b>	87.3%	-	83.3%
<b>Freight Reliability Measure: Truck Travel Time Reliability Index</b>	1.3	1.34	1.37

**FTA Transit Asset Management Performance Targets**

Transit providers must establish transit asset management (TAM) targets for the following:

1. Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
2. Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB
3. Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale

The National Transit Asset Management System Final Rule (49 USC 625) requires all agencies that receive federal financial assistance under 49 USC Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation to create a Transit Asset Management (TAM) Plan. Agencies can meet this requirement either through an Individual or Group TAM Plan. Group TAM Plans are meant to collect TAM information about groups (typically small subrecipients of 5311 or 5310 grant programs) that do not have a direct financial relationship with FTA.

The TAM planning process uses asset condition to guide optimal funding prioritization at transit agencies to keep transit networks in a State of Good Repair (SGR). TAM plans require participants to set one or more targets of the asset types below based on SGR measures. See Table 2 for asset types and definitions.

Table 2: Transit Asset Types

Asset Type	Definition
Facilities	The percentage of facilities within an asset class and for which agencies have capital rehab and replacement responsibility, rated below condition 3 on the FTA TERM scale.
Rolling Stock (Revenue Vehicles)	The percentage of revenue vehicles by asset class that either meet or exceeded their Useful Life Benchmark (ULB).
Equipment (Service Vehicles)	The percentage of non-revenue, support-service and maintenance vehicles that either meet or exceeded their ULB.

IDOT, Illinois Public Transportation Association (IPTA), and Illinois Rural Transit Assistance Center (RTAC) cooperatively supported the development of the Illinois Group TAM Plan for all Tier II agencies. This state plan includes the four required elements for federal compliance, leveraging the current and historic CNA (Capital Needs Assessment) work to develop:

2. An inventory of capital assets, including all assets already reported through the CNA annual survey process
3. A condition assessment, including conditions estimated by the existing CNA model and new facility condition assessments being done by grantees
4. A decision support tool, through modification of the existing CNA model
5. Investment prioritization, including grantee input on prioritizing transit investments utilizing the improved data available in the annual CNA process and modified CNA model

The transit asset management performance targets are shown in **Table 6**.

Table 3: Illinois Transit Asset Performance Targets

<b>Facilities Type</b>	<b>% Rated Below 3.0</b>
Admin/Maintenance Facilities	17%
Passenger/Parking	12%
<b>Total</b>	<b>16%</b>
<b>Revenue Vehicle Type</b>	<b>% of Vehicles At/Beyond ULB</b>
Articulated bus	75%
Automobile	100%
Bus	33%
Ferryboat	100%
Minibus	48%
Minivan	67%
Other rubber tire vehicles	100%
Van	52%
<b>Total</b>	<b>49%</b>
<b>Service Vehicle Type</b>	<b>% of Vehicles At/Beyond ULB</b>
Automobile	46%
Minivan	56%
Other rubber tire vehicles	100%

Van	0%
<b>Total</b>	<b>50%</b>

Source: IDOT

Greater Egypt has elected to support IDOT’s safety, system conditions, system performance, and transit safety performance measure targets. Jackson County Mass Transit District, RIDES Mass Transit District, and South Central Mass Transit District operate in the Greater Egypt planning area. Current Asset management benchmarks for all agencies compared to state targets are shown in the following table.

Table 4: Greater Egypt Transit Asset Management Benchmarks

Asset	% Rated Below 3.0			
	State Target	JCMTD	RIDES MTD	SCMTD
<b>Facilities Type</b>				
Admin/Maintenance Facilities	17%	--	0%	8%
Passenger/Parking	12%	--	0%	16%
<b>Total</b>	<b>16%</b>	--	<b>0%</b>	--
<b>Revenue Vehicle Type</b>	<b>% of Vehicles At/Beyond ULB</b>			
	<b>State Target</b>	<b>JCMTD</b>	<b>RIDES MTD</b>	<b>RIDES MTD</b>
Articulated bus	75%	--	--	53%
Automobile	100%	--	--	83%
Bus	33%	--	20%	18%
Ferryboat	100%	--	--	0%
Minibus	48%	--	25%	27%
Minivan	67%	--	57%	67%
Other rubber tire vehicles	100%	--	--	--
Van	52%	--	100%	45%
<b>Total</b>	<b>49%</b>	<b>50%</b>	--	--
<b>Service Vehicle Type</b>	<b>% of Vehicles At/Beyond ULB</b>			
	<b>State Target</b>	<b>JCMTD</b>	<b>RIDES MTD</b>	<b>RIDES MTD</b>
Automobile	46%	--	100%	32%
Minivan	56%	--	--	--
Other rubber tire vehicles	100%	--	40%	27%
Van	0%	--	--	--
<b>Total</b>	<b>50%</b>	<b>50%</b>	--	--

Source: 2020 NTD

As noted in the table above, the transit agencies operating within Greater Egypt are in compliance with most state asset management targets. JCMTD should work to reduce their total number of revenue vehicles beyond their usable life by 1%, RIDES should work to reduce their total number of revenue vans beyond their usable life by 48% and service automobiles by 54%, and JCMTD should work to improve 4% of their passenger and parking facilities above a 3.0 rating to meet state targets.

**To achieve federal performance monitoring standards, system performance measure targets listed in this section must be established, monitored, and updated according to an adopted schedule.**

Improve transit asset conditions for the following agencies and asset classes

- a. JCMTD – Reduce the percentage Revenue Vehicles beyond ULB by 1%
- b. RIDES— Reduce the percentage of Revenue Vans beyond ULB by 48%,
- c. RIDES— Reduce the percentage of Service automobiles beyond ULB by 54%
- d. JCMTD— Reduce the percentage Passenger and Parking Facilities rated 3.0 or below on the FTA TERM scale by 4%

# **Appendix G - Project List**





No.	Project Name	Sponsoring Agency	Funding Status	Timeframe	Project Type	Estimated Cost	Project Description
1	West Frankfort - I57 and IL 149 Interchange Modification	City of West Frankfort	Illustrative	1-10 Year	Improve Existing Roadway	\$21,500,000	Interchange modifications
2	Franklin Street (IL 154) Sidewalk	City of Sesser	Illustrative	1-10 Year	Bicycle and/or Pedestrian Facility	\$235,000	Construction of new ADA compliant sidewalk along Franklin St
3	Markham City Road Overpass	Jefferson County	Funded	1-10 Year	Improve Existing Roadway	\$6,500,000	Construction of new grade separated rail crossing
4	Jefferson County/Rend Lake Multiuse Trail	Jefferson County	Funded/Illustrative	11-25 Year	Bicycle and/or Pedestrian Facility	\$14,000,000	Construction of 16.5 miles of multi-use trail from Wells Bypass Road to N. Rend City Road
5	Ina-North Avenue Reconstruction	Jefferson County	Funded	1-10 Year	Improve Existing Roadway	\$700,000	Reconstruction to improve traffic flow, improve safety, and encourage economic development
6	Hall Lane Road Reconstruction	Jefferson County	Illustrative	1-10 Year	Improve Existing Roadway	\$10,000,000	Reconstruction of 3.5 miles to mitigate flooding
7	Progress Drive from Davidson to Shiloh	City of Mt. Vernon	Illustrative	1-10 Year	New Roadway		Construction of new roadway between Davidson and Shiloh
8	Downtown Streetscape	City of Mt. Vernon	Illustrative	1-10 Year	Improve Existing Roadway	\$560,000	Streetscape improvements along IL-15
9	Davidson Avenue Sidewalks	City of Mt. Vernon	Illustrative	1-10 Year	Bicycle and/or Pedestrian Facility	\$250,000	Construction of 0.5 miles of multi-use path
10	44th Street North to Woodglen Acres	City of Mt. Vernon	Illustrative	1-10 Year	New Roadway	\$1,600,000	Roadway extension of 44th St to Sassafras Ct
11	7th Street Truck Route	City of Mt. Vernon	Illustrative	1-10 Year	Improve Existing Roadway	\$6,000,000	Upgrade 7th St/Shawnee St to truck route to provide freight access to SR-15 and SR-142
12	Veteran's Memorial Drive	City of Mt. Vernon	Illustrative	1-10 Year	Improve Existing Roadway	\$8,000,000	Widen Veteran's Memorial Dr from 2 lanes to 4 lanes or add center turn lane
13	42nd Street	City of Mt. Vernon	Illustrative	1-10 Year	Improve Existing Roadway	\$4,000,000	Widen 42nd St from 2 lanes to 4 lanes or add center turn lane
14	44th Street Extension	City of Mt. Vernon	Illustrative	1-10 Year	New Roadway	\$3,500,000	Extend S 44th frontage road to S 42nd St
15	Richview Road Sidewalk	City of Mt. Vernon	Illustrative	1-10 Year	Bicycle and/or Pedestrian Facility	\$1,300,000	Construction of 1 mile of multi-use sidewalk from N 42nd St to N 27th St
16	I-64 at Shiloh Drive Interchange	City of Mt. Vernon	Illustrative	11-25 Year	Improve Existing Roadway	\$30,000,000	Construction of new interchange on I-64 at Shiloh Dr
17	SR-15 Railroad Overpass	City of Mt. Vernon	Illustrative	11-25 Year	Improve Existing Roadway	\$60,000,000	Construction on new grade separated rail crossing along SR-15 near Downtown
18	Potomac Boulevard to 44th Street Overpass	City of Mt. Vernon	Illustrative	11-25 Year	Improve Existing Roadway	\$20,000,000	Construction of new overpass across I-64 connecting Potomac Blvd and 44th St
19	Neon Drive to Ambassador Road	City of Mt. Vernon	Illustrative	11-25 Year	New Roadway	\$3,200,000	Roadway extension of Neon Dr to Ambassador Rd
20	North 34th Street to Richview Road	City of Mt. Vernon	Illustrative	11-25 Year	New Roadway	\$1,300,000	Roadway extension of N 34th St to Richview Rd
21	L&N Reservoir Multi-Use Trail to North 27th Street	City of Mt. Vernon	Illustrative	11-25 Year	Bicycle and/or Pedestrian Facility	\$300,000	Construction of multi-use trail to connect existing trail at L&N reservoir to existing trail on N 27th St
22	Harlan Road from SR-148 to South 34th Street	City of Mt. Vernon	Illustrative	11-25 Year	Improve Existing Roadway	\$5,300,000	Roadway/multi-modal improvements
23	Davidson Avenue to Ambassador Road	City of Mt. Vernon	Illustrative	11-25 Year	New Roadway	\$2,600,000	Roadway extension of Davidson Ave to Ambassador Rd
24	Bike Trail from Mt Vernon to Rend Lake	City of Mt. Vernon	Illustrative	11-25 Year	Bicycle and/or Pedestrian Facility	\$10,000,000	Construction of 10 miles of bike trail to connect Mt. Vernon and Rend Lake
25	Perry County Guardrail Upgrades	Perry County	Funded	1-10 Year	Improve Existing Roadway	\$1,000,000	Upgrade substandard guardrails throughout the county
26	Jackson Street Drainage Upgrades	Perry County	Illustrative	1-10 Year	Improve Existing Roadway	\$3,000,000	Construction of new drainage control measures to mitigate localized flooding
27	Perry County Gravel to Oil and Chip Conversion	Perry County	Illustrative	1-10 Year	Improve Existing Roadway	\$10,000,000	Installation of new oil and chip surface on existing gravel roadways throughout the county
28	Perry County Road District Paving	Perry County	Illustrative	11-25 Year	Improve Existing Roadway		Installation of new asphalt surface on existing oil and chip roadways throughout the county
29	Perry County Railroad Crossing Upgrades	Perry County	Funded	1-10 Year	Improve Existing Roadway	\$20,000,000	Installation of gates and lights at crossings currently lacking such facilities throughout the county
30	Perry County Highway Safety Shoulders	Perry County	Funded	11-25 Year	Improve Existing Roadway	\$20,000,000	Construction of safety shoulders with rumble strips on all county highways throughout the county
31	Perry County Name/911 Sign Upgrades	Perry County	Funded	1-10 Year	Improve Existing Roadway	\$100,000	Replace/upgrade substandard name/911 signs throughout the county
32	Perry County Traffic Control Sign Upgrades	Perry County	Funded	1-10 Year	Improve Existing Roadway	\$300,000	Replace/upgrade traffic control signs throughout the county
33	Franklin County 911 Sign Upgrades	Franklin County	Funded	1-10 Year	Improve Existing Roadway	\$200,000	Replace/upgrade substandard name/911 signs throughout the unincorporated areas of county
34	Creek Nation Blacktop	Franklin County	Funded	1-10 Year	Improve Existing Roadway	\$870,000	Franklin County FY 2023 - 2026 Construction Program
35	Log Cabin Road	Franklin County	Funded	1-10 Year	Improve Existing Roadway	\$725,000	Franklin County FY 2023 - 2026 Construction Program
36	Elkville Blacktop	Franklin County	Funded	1-10 Year	Improve Existing Roadway	\$200,000	Franklin County FY 2023 - 2026 Construction Program
37	Ewing Road	Franklin County	Funded	1-10 Year	Improve Existing Roadway	\$350,000	Franklin County FY 2023 - 2026 Construction Program
38	Horrell Avenue/St. Louis Street	Franklin County	Funded	1-10 Year	Improve Existing Roadway	\$1,600,000	Franklin County FY 2023 - 2026 Construction Program
39	Deering Road	Franklin County	Funded	1-10 Year	Improve Existing Roadway	\$225,000	Franklin County FY 2023 - 2026 Construction Program
40	Yellow Banks Road	Franklin County	Funded	1-10 Year	Improve Existing Roadway	\$300,000	Franklin County FY 2023 - 2026 Construction Program
41	Franklin County Hot Mix Asphalt (HMA)	Franklin County	Illustrative	11-25 Year	Improve Existing Roadway	\$9,000,000	Installation of new HMA surface on existing oil and chip roadways throughout the county
42	Franklin County Hot Mix Asphalt (HMA) Overlay	Franklin County	Illustrative	11-25 Year	Improve Existing Roadway	\$9,900,000	Installation of new HMA overlay on existing HMA surfaces throughout the county
43	Franklin County Guardrail Upgrades	Franklin County	Funded	1-10 Year	Improve Existing Roadway	\$2,400,000	Replace deficient guardrails on Franklin county highway system
44	Franklin County Highways Hot Mix Asphalt (HMA)	Franklin County	Funded	1-10 Year	Improve Existing Roadway	\$5,700,000	Installation of new HMA surface on existing oil and chip roadways on the Franklin county highway system (17.23 miles)
45	North County Line Road	Franklin County	Illustrative	1-10 Year	Improve Existing Roadway	\$475,000	Installation of new HMA surface and other roadway improvements
46	Franklin County Highways Hot Mix Asphalt (HMA) Overlay	Franklin County	Funded	11-25 Year	Improve Existing Roadway	\$3,700,000	Installation of new HMA overlay on existing HMA surfaces on the Franklin county highway system (22.8 miles)
47	Bowling Alley Road	Franklin County	Illustrative	1-10 Year	Improve Existing Roadway	\$580,000	Installation of new HMA surface from SR-37 to Sam Pyle Bridge Rd
48	Country Club Road	Franklin County	Illustrative	1-10 Year	Improve Existing Roadway	\$575,000	Installation of new HMA surface and other roadway improvements from Freeman Spur Rd to Pershing Rd
49	Sam Pyle Bridge Road	Franklin County	Illustrative	1-10 Year	Improve Existing Roadway	\$175,000	Installation of new HMA surface and other roadway improvements from SR-14 to Bowling Alley Rd
50	Steel City Road and Sam Pyle Bridge Road/Odum Road	Franklin County	Illustrative	1-10 Year	Improve Existing Roadway	\$900,000	Installation of new HMA surface and other roadway improvements
51	Winery Road and North Road	Franklin County	Illustrative	1-10 Year	Improve Existing Roadway	\$650,000	Installation of new HMA surface and other roadway improvements
52	Grand Tower Road Upgrade	Jackson County	Illustrative	1-10 Year	Improve Existing Roadway	\$2,800,000	Multi-modal improvements
53	Rock Crusher Road Upgrade	Jackson County	Illustrative	1-10 Year	Improve Existing Roadway	\$11,400,000	Roadway and multi-modal improvements
54	SR-3/Cora Levee Gate	Jackson County	Illustrative	1-10 Year	Improve Existing Roadway	\$3,200,000	Raise grade of roadway over levee to mitigate flooding
55	Giant City Bikeway	Jackson County	Illustrative	11-25 Year	Bicycle and/or Pedestrian Facility	\$6,500,000	Construction of new multi-use path from Carbondale to Giant City State Park
56	Trico Bikeway	Jackson County	Illustrative	11-25 Year	Bicycle and/or Pedestrian Facility	\$25,000,000	Construction of new multi-use path from Murphysboro to Trico School
57	Cedar Lake Bikeway	Jackson County	Illustrative	11-25 Year	Bicycle and/or Pedestrian Facility	\$8,000,000	Construction of new multi-use path from Cedar Lake boat dock to Cedar Lake Dam Recreation Area
58	I-57 at Webster St. in West City	IDOT	Funded	1-10 Year	Bridge	\$400,000	Bridge Deck Overlay
59	I-57 at Pump House Near Intchge IN West Frankfort	IDOT	Funded	1-10 Year	Misc	\$2,000,000	Pump Station
60	I-57 at Middle Fork Big Muddy River N. of West Frankfort to I-64 Tri-Level Intchge in N	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$9,000,000	Construction Engineering
61	I-57 at Middle Fork Big Muddy River N. of West Frankfort to 2.5 Mi. South of IL 154	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$53,700,000	Additional Lanes
62	I-57 Middle Fork Big Muddy River N. of West Frankfort	IDOT	Funded	1-10 Year	Bridge	\$11,955,000	Bridge Replacement
63	I-57 2.5 Mile S. of IL 154 to Atchison Creek S of Bonnie (10.23 miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$58,000,000	Additional Lanes
64	I-57 At Gun Creek 1.4 Mi N. of Ill 154 at Marcum Branch 2.4 Mi. S of IL 154	IDOT	Funded	1-10 Year	Bridge	\$11,000,000	Bridge Replacement
65	IL 14 at IL148 in Christopher to Court St. in West City (5.74 Miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$2,400,000	Standard Overlay
66	IL 14 at IL 57 to IL 37 in Benton (.51 Miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$5,000,000	Design overlay, curb and gutter, new storm sewer
67	IL 14 at IL 57 to IL 37 in Benton	IDOT	Funded	1-10 Year	Land Acquisition	\$2,500,000	Land Acquisition
68	IL 14 at IL 57 to IL 37 in Benton	IDOT	Funded	1-10 Year	Utility Adjustment	\$500,000	Utility Adjustment
69	IL 14 to IL 37 in Benton to Hamilton County Line (13 miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$4,800,000	Standard Overlay
70	IL 14 to 1 mile E of IL 37 in Benton	IDOT	Funded	1-10 Year	Misc	\$400,000	Culvert replacement
71	IL 14 at Stream 4.1 Mi E of Benton	IDOT	Funded	1-10 Year	Bridge	\$900,000	Bridge Replacement
72	IL 34 at IL 37 to Brown St. in Benton	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$500,000	Design overlay
73	IL 34 at 1.3 Miles E of Benton	IDOT	Funded	1-10 Year	Misc	\$250,000	Culvert replacement
74	IL 34 at 4.3 Miles E of IL 37	IDOT	Funded	1-10 Year	Misc	\$300,000	Culvert replacement
75	IL 34 at NCL of Hanaford	IDOT	Funded	1-10 Year	Misc	\$300,000	Culvert replacement
76	IL 34 at 2.3 Miles NW of Thompsonville	IDOT	Funded	1-10 Year	Misc	\$300,000	Culvert replacement
77	IL 37 at Franklin County Line to IL 114 in Benton	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$500,000	Design Overlay and new shoulders
78	IL 37 at Franklin County Line to IL 114 in Benton	IDOT	Funded	1-10 Year	Land Acquisition	\$2,200,000	Land Acquisition
79	IL 37 at Franklin County Line to IL 114 in Benton	IDOT	Funded	1-10 Year	Utility Adjustment	\$4,000,000	Utility Adjustment
80	IL 148 at N or Christopher	IDOT	Funded	1-10 Year	Misc	\$300,000	Culvert replacement
81	IL 148 N of Yellow Banks Rd to S. of Renfro Lake Rd (1.25 Miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$4,000,000	Reconstruction
82	IL 149 Williamson County Line to 1.5 Miles E of IL 184 E of Royalton (4.79 Miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$1,800,000	Standard Overlay
83	IL 149 E of S. Sims St. in Royalton	IDOT	Funded	1-10 Year	Misc	\$250,000	Culvert replacement
84	IL 149 Big Muddy River 1.6 Mi E of Zeigler	IDOT	Funded	1-10 Year	Bridge	\$1,000,000	Bridge Deck Overlay, Bridge Repair
85	IL 149 2 Mi West of I-57 West of West Frankfort	IDOT	Funded	1-10 Year	Misc	\$250,000	Culvert replacement
86	IL 149 0.2 Miles W of Orient Rd W of West Frankfort to I-57 (1.43 miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$1,400,000	Design Overlay
87	IL 149 .4 Miles W of Logan Rd E of West Frankfort	IDOT	Funded	1-10 Year	Misc	\$300,000	Culvert replacement
88	Intersection of IL 149 and IL 184 N or Royalton	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$2,000,000	Intersection Reconstruction
89	IL 154 at IL 148 in Sesser to I-57 (7.78 Miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$3,000,000	Design overlay
90	IL 154 at Larry Foster Pkwy to FitzGerrell Park Dr at Rend Lake	IDOT	Funded	1-10 Year	Bridge	\$11,000,000	Bridge Replacement, Add Bikeway
91	County Highway 2/Log Cabin Rd from Jefferson County Line to IL 14 (5.64 miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$650,000	Standard Overlay
92	County Highway 3/Akin Bktp at Pigg Ln to Hamilton Co. Line (2.99 miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$750,000	Standard Overlay

93	County Highway 14/Creek Nationa Bktp at IL 184 to IL 148	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$800,000	Standard Overlay
94	N Du Quoin St at Sugar Creek 0.2 Mi S. of Petroff Rd	IDOT	Funded	1-10 Year	Bridge	\$200,000	Bridge Replacement
95	N Du Quoin St at Sugar Creek 0.2 Mi S. of Petroff Rd	IDOT	Funded	1-10 Year	Bridge	\$200,000	Bridge Construction Engineering
96	N Horrell at N of 9th St to Franfort Drive AND St. Louis St. at N. Horrell Ave to IL 149	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$1,500,000	Designed Overlay and widening existing pavement
97	N Horrell at N of 9th St to Franfort Drive AND St. Louis St. at N. Horrell Ave to IL 149	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$60,000	Construction Engineering
98	N Thomssonville Rd from Ewing Rd to IL 14 (1.18 Miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$250,000	Standard Overlay
99	Wastena St at IL 37 to S. McCleanboro St. (.55 Miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$1,250,000	Designed Overlay and widening existing pavement
100	Wastena St at IL 37 to S. McCleanboro St. (.55 Miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$120,000	Construction Engineering
101	US 51 at Collier Creek 0.2 Mi N of Tamora	IDOT	Funded	1-10 Year	Bridge	\$750,000	New Bridge
102	US 51 at Stacy St to IL 152 in DuQuoin	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$4,000,000	Roadway reconstruction
103	US 51 S of Grantway St to S of IL 14 in DuQuoin (1.98 miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$750,000	Smart overlay
104	US 51 at Jackson County Line to .2 Mi S. of IL 14 S of DuQuoin	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$500,000	Standard Overlay
105	IL 4 at IL 150 to IL 151 in Ave (10.91 Miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$3,500,000	Standard Overlay
106	IL 14 at US 51 to Old Route 14	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$1,800,000	Standard Overlay and Shoulder Reconstruction
107	IL 14 at US 51 to Old Route 14	IDOT	Funded	1-10 Year	Land Acquisition	\$800,000	Land Acquisition
108	IL 14 at US 51 to Old Route 14	IDOT	Funded	1-10 Year	Utility Adjustment	\$250,000	Utility Adjustment
109	IL 127 Opposum Creek 1 mi N of Pinckneyville	IDOT	Funded	1-10 Year	Bridge	\$900,000	Bridge Replacement
110	IL 127/IL 13/IL 154 at Pinckneyville Square	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$4,400,000	Intersection Reconstruction
111	IL 127/IL 13/IL 154 at Pinckneyville Square	IDOT	Funded	1-10 Year	Utility Adjustment	\$250,000	Utility Adjustment
112	IL 127/IL 13 at IL 154 to N of RR Underpass in Pinckneyville	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$450,000	Standard Overlay
113	IL 150 at .3 Mi W of Cutler-trico Rd in Cutler	IDOT	Funded	1-10 Year	Misc	\$250,000	Culvert replacement
114	IL 150 N of Cutler to IL 154 (2.85 miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$1,000,000	Standard Overlay
115	IL 152 at IL 127 to US 51 (6.67 miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$12,000,000	Standard Overlay, New shoulders
116	IL 152 at IL 127 to US 51 (6.67 miles)	IDOT	Funded	1-10 Year	Land Acquisition	\$1,500,000	Land Acquisition
117	IL 154 3.5 Mi E of Randolph Co. Line	IDOT	Funded	1-10 Year	Misc	\$250,000	Culvert replacement
118	IL 154 and IL 13 at Grant Street to S. Walnut St. in Pinckneyville, .36 Miles	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$2,000,000	Road reconstruction
119	IL 154 and IL 13 at Grant Street to S. Walnut St. in Pinckneyville, .36 Miles	IDOT	Funded	1-10 Year	Land Acquisition	\$250,000	Land Acquisition
120	IL 154 at Beaucoup Creek E. of Pinckneyville	IDOT	Funded	1-10 Year	Bridge	\$3,000,000	Bridge replacement
121	County Line Rd at IL 13 to Hollyhook Rd	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$500,000	Standard Overlay
122	Greens Market Rd. at Sumlie Creek 1 Mi W of US 51	IDOT	Funded	1-10 Year	Bridge	\$1,294,000	Brige Replacement
123	Greens Market Rd. at Sumlie Creek 1 Mi W of US 51	IDOT	Funded	1-10 Year	Bridge	\$45,000	Construction Engineering
124	Pyatt-Cutler Rd at IL 4 to Union School Road (6.25)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$1,300,000	Standard Overlay
125	Pyatt-Cutler Rd at IL 4 to Union School Road (6.25)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$8,000	Construction Engineering
126	Pyatt-Cutler Rd at Union School Rd to IL 13/127	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$1,400,000	Standard Overlay
127	Pyatt-Cutler Rd at Union School Rd to IL 13/127	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$8,000	Construction Engineering
128	St Louis St at Grant Street to Mill St AND Walnut St at .1 mile N of Laurel St to Kaskas	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$400,000	Standard Overlay
129	St Louis St at Grant Street to Mill St AND Walnut St at .1 mile N of Laurel St to Kaskas	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$8,000	Construction Engineering
130	Union Schoo Rd at IL 154 to Jackson County Line (3.02 miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$500,000	Standard Overlay
131	Union Schoo Rd at IL 154 to Jackson County Line (3.02 miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$4,000	Construction Engineering
132	I-57 at Middle Fork Big Muddy River N of West Frankfor to I-64 S Tri-Level Interchange	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$9,000,000	Construction Engineering
133	I-57 2.5 Mile S. of IL 154 to Atchison Creek S of Bonnie (10.23 miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$58,000,000	Additional Lanes
134	I-57 Atchison Creek S. of Bonnie to I-64 S of Tri-Level Interchange in Mt Vernon	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$39,000,000	Additional Lanes
135	I-57 at Casey Fork 1.8 miles S. of I-64 at Dodds Creek 2.2 Miles S. of I-64	IDOT	Funded	1-10 Year	Bridge	\$5,600,000	Bridge Replacement, Bridge Deck Overlay
136	I-57/I-64 at IL 15 Interchange at Mt. Vernon	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$45,000,000	Interchange Reconstruction
137	I-57/I-64 at IL 15 Interchange at Mt. Vernon	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$2,000,000	Land Acquisition
138	I-57/I-64 at IL 15 Interchange at Mt. Vernon	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$1,000,000	Utility Adjustment
139	I-64 at Washington County line to I-57 (10.75 Miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$45,350,000	Reconstruction and Bridge Deck Overlay
140	I-64 at Washington County line to I-57 (10.75 Miles)	IDOT	Funded	1-10 Year	Improve Existing Roadway	\$2,400,000	Bridge Deck Overlay
141	I-64 at IL 37 Interchange (E8) S. of Mt Vernon	IDOT	Funded	1-10 Year	Bridge	\$7,500,000	Bridge Replacement
142	I-64 0.2 Miles E of IL 37	IDOT	Funded	1-10 Year	Bridge	\$9,000,000	
143	Herrin Road Extension	IDOT	Illustrative	11-25 Year	New Roadway	\$17,000,000	New Roadway Construction
144	Cobb Hill/Sulphur Spring Resurfacing	Williamson County	Funded	1-10 Year	Improve Existing Roadway	\$870,000	Roadway resurfacing
145	Lake of Egypt Rd Resurfacing	Williamson County	Funded	1-10 Year	Improve Existing Roadway	\$840,000	Roadway resurfacing
146	Power Plant Road Resurfacing	Williamson County	Funded	1-10 Year	Improve Existing Roadway	\$1,300,000	Roadway resurfacing
147	Reed Cemetery/Decatur Rd Resurfacing	Williamson County	Funded	1-10 Year	Improve Existing Roadway	\$700,000	Roadway resurfacing
148	SW IL Connector	IDOT	Illustrative	11-25 Year	New Roadway	\$905,000,000	
149	Neunert Road Safety Shoulders	Jackson County	Funded	1-10 Year	Improve Existing Roadway	\$175,000	Safety shoulders
150	Benton - I57 and IL14 Interchange	City of Benton	Illustrative	1-10 Year	Improve Existing Roadway	\$37,400,000	Interchange modifications