Transportation Improvement Program

Fiscal Years 2017-2020

Adopted on June 13th, 2016

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Prepared For:
Southern Illinois Metropolitan Planning Organization

In Cooperation With:
Illinois Department of Transportation (IDOT)
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)

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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, represents Cambria, Colp, Crainville, Energy, and Spillertown
- General Manager, One of the local Transit Agency (JMTD or RMTD)
- IDOT REP, IDOT District 9

TECHNICAL COMMITTEE

SIMPO Technical Committee membership is composed of representatives of the following agencies:

1. County of Jackson
2. County of Williamson
3. City of Carbondale
4. City Marion
5. City of Herrin
6. City of Carterville
7. Villages under 5,000 population
8. IDOT District 9
9. Transit Agency.

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Acronyms

ADA Americans with Disabilities Act. This federal legislation mandated significant changes in transportation, building codes and hiring practices to prevent discrimination against people with disabilities.

Capacity The number of people or amount of goods that can be served by a transportation facility or program. It is most often used to describe the number of vehicles served by a roadway.

FHWA Federal Highway Administration.

FTA Federal Transit Administration.

IDOT Illinois Department of Transportation.

ITS Intelligent Transportation System. A wide range of advanced technology that improve the safety and efficiency of existing transportation facilities or services. Common examples of ITS include central dispatch of road emergency assistance or freeway traffic maps shown on television or the Internet to warn motorists of crashes.

ISTEA Intermodal Surface Transportation Efficiency Act of 1991. This federal act revolutionized the way transportation decisions were made and revenues spent at the federal, state and local levels. It placed a strong emphasis on coordination between local, regional and state agencies with a mandate to better integrate transportation and land use decision-making processes. System preservation and management became at least as important as system expansion. ISTEA required a coordinated, comprehensive and financially constrained long-range transportation strategy. The original act expired in 1997 and was reauthorized via TEA-21 in 1998.

JMTD Jackson County Mass Transit District, which provides transit services to the residents in Jackson County.

LOS Level of Service. Quantitative measure of congestion.

LRTP Long Range Transportation Plan.

MAP-21 the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over $105 billion for fiscal years (FY) 2013 and 2014

MPO Metropolitan Planning Organization. Agency designated by the governor to administer the federally required transportation planning in a metropolitan area. An MPO must be in place in every urbanized area with a population over 50,000. The function of the MPO is to provide "A continuing, coordinated, comprehensive transportation planning process in urbanized areas." The most visible products that result from that effort are a financially constrained 20-year Long Range Transportation Plan (LRTP), a four-year Transportation Improvement Program (TIP) and an annual Unified Planning Work Program (UPWP).

RMTD Rides Mass Transit District. The agency provides transit services to 16 counties in southern Illinois including Williamson County which is the most populous County in their service area.

STP Surface Transportation Program. The primary federal funding program resulting from ISTEA, TEA-21, SAFETEA-LU, and MAP-21 that provides money for a wide range of transportation projects.

TEA-21 Transportation Equity Act for the 21st Century. This is the federal act that superseded ISTEA. TEA-21 builds on the initiatives established in ISTEA, which was the last major authorizing legislation for surface transportation. This act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as transportation in provided, and advancing economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

TIP Transportation Improvement Program. Federally required document produced by the Policy Committee that identifies all federally funded projects for the current four-year period. The TIP is developed every year. In order for any federally or state-funded project to proceed, it must be included in the TIP and the Statewide Transportation Improvement Program.

SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

UPWP Unified Planning Work Program. A federally required annual report describing

the agency's transportation work program and budget, detailing the various state and federal funding sources that will be used. It represents the state fiscal year and is developed in the first quarter of the calendar year for the ensuing fiscal year.

VMT Vehicle Miles Traveled. Refers to the number of miles traveled on roadways by a vehicle for a specific time period.

Introduction

The FY 2017-2020 Transportation Improvement Program (TIP) is a product of the annual transportation planning process for the Southern Illinois Metropolitan Planning Organization (SIMPO). It was prepared by SIMPO staff, under the direction of the SIMPO Technical Committee, for the SIMPO Policy Committee. SIMPO's first Long Range Transportation Plan was adopted in June 2015.

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

Projects included in this TIP are proposed for implementation in Southern Illinois Metropolitan Planning Organization 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 Southern Illinois Metropolitan Planning Organization Area planning boundaries is being adequately funded with the revenue sources that are provided through federal, state, and local jurisdictions; i.e., the FY 2017-2020 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 2017-2020 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 Fixing America's Surface Transportation Act or "FAST Act". As specified in those guidelines, projects from the following categories are included:

- Highway - This category includes improvements to the Interstate Highway System, which are funded through Interstate 4R funds for reconstruction, rehabilitation, resurfacing and restoration.
- Transit, Operating and Capital Assistance Projects - This category consists of transit projects funded through Sections 3, 5 and 9 of the Urban Mass Transportation Act of 1964.

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). IDOT and local projects that are not 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 the smaller projects are grouped together in similar categories (i.e. resurfacing).

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 2016 Annual Element) and those to be constructed during the following three fiscal years (FY 2017-2019). 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 now being prioritized by SIMPO. The prioritization method considers the following requirements:

- Consistency with the local plans, and the eight MAP-21 factors
- Once SIMPO'S Long Range Transportation Plan will be in place, the TIP shall be consistent with that plan.
- Financial constraint
- Project specific eligibility and justification

TIP Annual Element

All federally funded projects that significantly alter the functional capacity or capability of a facility will be included in the TIP Annual Element.

All STP projects, regardless of work type, will be included in the TIP Annual Element. Some projects of similar work types will continue to be combined in the TIP Annual Element as categories of improvements such as engineering, intermittent resurfacing, etc.

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's 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 MAP-21 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 or Policy Committees. The Technical and Policy Committees, however, would have the opportunity to review and vote on it, if it is not just an administrative amendment.

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, administered by the Illinois Department of Transportation. The Surface Transportation Program (STP) funds are the most significant funds for the Southern Illinois Metropolitan Planning Organization. SIMPO Technical Advisory Committee uses a project selection process for all project submissions. The Policy Committee has the final authority to determine the best use of these funds.

The implementing agency may elect to change their project fund type via notification to the Policy Committee through the MPO, which also will not require any additional public hearings.

Advanced Construction Funding

The state may also take advantage of Advance Construction (AC), a cash flow tool (not additional funding) used by IDOT that allows the preservation of a project's federal eligibility and quickly obligate federal obligation limitation ceiling as additional ceiling becomes available. Projects that are ACed (i.e., that employ the advance construction toll) are all eligible for federal reimbursement (after being converted) and are authorized by FHWA in the same manner as all 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 ACed, IDOT essentially fronts the funds and does not seek federal reimbursement until a later date (after conversion). If a locally sponsored project is ACed, the project sponsor does not notice any difference from a regular federally funded project.

Projects are ACed for a number of 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 ACed 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 a number of reasons:

- **August Redistribution.** Every year, the FHWA reallocates obligation limitation from those States that cannot use all of 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 modifications will be recorded and revised in Appendix 1; and revisions of Appendix 1 will be posted on the SIMPO's website page for the current Transportation Improvement Program. Sometimes this list may have no project even though the list is still necessary for place holder.

Public Involvement Efforts

SIMPO takes an active role in identifying public participants. Staff presently maintains an extensive mailing list, which includes active members of SIMPO committees and persons who have requested to be notified of meetings and events.

The public is informed about SIMPO public meetings via announcements that are sent out to all individuals on the mailing list approximately 5 days before the scheduled event. Each SIMPO meeting is placed in the Southern Illinoisan. Meeting announcements are also published on the SIMPO website, http://www.greateregypt.org/SIMPO/.

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 made available for public inspection at SIMPO office prior to each meeting and are provided to individuals when requested. 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 through the SIMPO website and SIMPO office.

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 problems to the attention of their elected officials. For these reasons, SIMPO staff members will attend meetings of other governmental agencies. Informal public participation occurs when an interested citizen contacts the SIMPO office to discuss an issue in which they are interested, or when a citizen or business 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 in SIMPO's website for public review and comment for at least 15 days before the final adoption.

Air Quality Considerations

According to the IEPA's Annual Air Quality Report (http://www.epa.state.il.us/air/air-quality-report/2011/ index.html), as of 2012, SIMPO area continues to be an attainment area, which means that air quality is within acceptable parameters for common air pollutants.

Procedures to Amend or Administratively Modify the TIP

The programming of transportation improvements within the urbanized area produces a tension between the need for a fast delivery of project contracts 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 still providing fiscal constraint and a transparent public input process. The purpose of this document is to establish the procedures SIMPO staff and member agencies will use in revising 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.

Federal Transportation Planning Regulations in Title 23 provide the MPO with the discretion to create and approve alternative procedures to more effectively manage actions 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 amendments and administrative modifications that will be used to revise 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 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 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 in excess of 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 amendment and 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, rock slide, 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[1];
- 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;
- 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 should be noted at all SIMPO Meeting.

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

Highway Project Listing

Fiscal Year 2017 Annual Element											Rev:
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES	3/16/17
			BEGINNING	END								
JURISDICTION STATE												
S-17-02	ILL 127	Bridge Replacement	Big Muddy River in Murphysboro		STP			$540	$2,160	$2,700		9-98780-0100
S-18-01	ILL 13	Resurfacing	ILL 148 to Skyline Dr in Marion		NHPP			$280	$1,120	$1,400		9-00162-0000
S-19-01	ILL 37	Culvert Replacement	Stream 1 Mi. S of Marion		STP			$180	$720	$900		9-98470-0100
S-17-04	I-57	Median Cable Guardrail	Morgan Ave. to South of Herrin Rd at Johnston City		HSIP			$60	$540	$600	Amendment #1	9-02200-2720
S-17-5	Old IL 13	Resurfacing	IL 148 to N Penecost Drive		STP			$70	$280	$350	Amendment #4	9-00596-0000
S-17-6	IL 13/12/149	Resurfacing	IL 149 East of 5t St to N of N 6th St in Murphysboro		NHPP			$150	$600	$750	Amendment #5	9-00364-0000
S-17-7	IL 13	Left Turn Lane Extension & Curb Repair	IL 13 & McKinney Ave. in Carbondale		STATE (Dist. Misc.)			$300	-	$300	Project added 3/16/17	9-91480-1701
JURISDICTION: CARBONDALE												
CD-17-01	S Oakland Ave	Preliminary Engineering	ILL 13 (Walnut St) to Chautauqua St		STU	$42			$62	$104		9-10517-0001
JURISDICTION: CARTERVILLE												
CV-17-01	Grand Ave	Widen & Resurfacing with Curb and Gutter and Storm Sewer	Lion Dr to Greenbrier Rd.		STU	$205			$606	$811		9-10504-0000
CV-17-02	Grand Ave	Sidewalk Cons.	Lion Dr to Greenbrier Rd.		ITEP	$42			$169	$211		No PPS
JURISDICTION: HERRIN												

H-16-01	New Road	Land Acquisition	Grand Ave. South 0.5 miles	HPP	12			48	60		
JURISDICTION: JACKSON COUNTY											
J-17-01	Giant City Road	Bridge Replacement	Drury Creek 1 Mi. SE of Carbondale	STP	$480			$1,920	$2,400		9-10265-0000
J-17-01	Giant City Road	Construction Engineering	Drury Creek 1 Mi. SE of Carbondale	STP	$20			$80	$100		9-10265-0003
Fiscal Year 2017 Annual Element											
JURISDICTION: WILLIAMSON COUNTY											
W-15-03	TR 557 - Limb Branch Lane	Bridge Replacement	0.5 miles west of IL 37	BRP	$267	$590		$400	$1257		9-10093-0000
W-15-03	TR 557 - Limb Branch Lane	Construction Engineering	0.5 miles west of IL 37	BRP	$3	$40		$12	$55		9-10093-0003
TOTAL (In 1,000's)					$1,091	$630	$1,000	$7,377	$10,098		

Fiscal Year 2018 Annual Element											Rev:
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES	3/13/17
			BEGINNING	END								
JURISDICTION: STATE												
S-18-02	ILL 13	Additional Lanes & Bridge Replacement	Giant City Rd to W of Reed Station Rd in Carbondale		NHPP			$2,400	$9,600	$12,000		9-00475-0100
S-18-02	ILL 13	Land Acquisition	Giant City Rd to W of Reed Station Rd in Carbondale		State Only			$500		$500		9-00475-0103
S-18-02	ILL 13	Utility Adjustment	Giant City Rd to W of Reed Station Rd in Carbondale		State Only			$500		$500		9-00475-0104
S-19-02	ILL 13	Bridge Removal	Abandoned ICG RR 3 Mi. W of Carbondale		NHPP			$200	$800	$1,000		9-00203-0000
JURISDICTION: JACKSON COUNTY												
J-17-03	Giant City Road	Resurfacing	Vercliff Rd to Boskeydell Rd		STR	$100			$400	$500		9-10478-0000
J-17-03	Giant City Road	Construction Engineering	Vercliff Rd to Boskeydell Rd		STR	$2			$8	$10		9-10478-0003
JURISDICTION: WILLIAMSON COUNTY												
W-19-01	Cambria Rd	Resurfacing	Herrin Rd to ILL 13		STR				$495	$495		9-10201-0000
W-19-01	Cambria Rd	Construction Engineering	Herrin Rd to ILL 13		TARP			$405		$405	Tarp Funding added 3/13/17	9-10201-0003
W-19-01	Cambria Rd	Construction Engineering	Herrin Rd to ILL 13		STR	$3			$12	$15		9-10201-0003
JURISDICTION: CARBONDALE												

CD-17-01	S Oakland Ave	Land Acquisition	ILL 13 (Walnut St) to Chautauqua St	STU	$50			$75	$125		9-10517-0004
JURISDICTION: MARION											
M-18-01	Russell St	Reconstruction	Morgan Ave to Scottsboro Rd	STU	$102			$398	$500		9-10514-0000
M-18-01	Russell St	Construction Engineering	Morgan Ave to Scottsboro Rd	STU	$8			$32	$40		9-10514-0003
TOTAL (In 1,000's)					$265	$0	$4,005	$11,820	$16,090		

Fiscal Year 2019 Annual Element											Rev:
PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES	6/13/16
			BEGINNING	END								
JURISDICTION: STATE												
JURISDICTION: CARBONDALE												
CD-15-01	Grand Ave & Lewis Lane	Construct Roundabout Intersection	Intersection of Grand Ave & Lewis Lane		STU	$70			$280	$350		9-10506-0000
CD-15-01	Grand Ave & Lewis Lane	Cons. Engineering	Intersection of Grand Ave & Lewis Lane		STU	$10			$40	$50		9-10506-0003
JURISDICTION: CARTERVILLE												
CV-19-01	Division St/Grand Ave	Intersection Reconstruction	Jersey St to VineSt/Oak St to Walnut St		STU	$132			$527	$659		9-10520-0000
CV-19-01	Division St/Grand Ave	Construction Engineering	Jersey St to VineSt/Oak St to Walnut St		STU	$12			$48	$60		9-10520-0003
JURISDICTION: WILLIAMSON COUNTY												
W-19-01	Cambria Rd	Resurfacing	Herrin Rd to ILL 13		STR	$160			$640	$800		9-10201-0000
W-19-01	Cambria Rd	Construction Engineering	Herrin Rd to ILL 13		STR	$3			$12	$15		9-10201-0003
TOTAL (In 1,000's)						$507	$0		$2,027	$2,534		

Fiscal Year 2020 Annual Element											Rev:
PROJECT NUMBER	**PROJECT ROUTE**	**DESCRIPTION OF PROPOSED IMPROVEMENT**	**LOCATION**	**FUND TYPE**	**Agency Cost (in 1,000's)**	**Partner Agency Cost (in 1,000's)**	**State Cost Share (in 1,000's)**	**Federal Cost Share (in 1,000's)**	**TOTAL PROJECT COST (in 1,000's)**	**NOTES**	**6/13/16**
JURISDICTION: STATE											
S-20-01	ILL 13/ILL 127	Resurfacing	Perry Co Line to Ava Rd N of Murphysboro	STR			$600	$2,400	$3,000		9-00588-0000
JURISDICTION: CARBONDALE											
CD-20-01	S Oakland Ave	Reconstruction	ILL 13 (Walnut St) to Chautauqua St in Carbondale	STU	$240			$960	$1,200		9-10517-0000
CD-20-01	S Oakland Ave	Construction Engineering	ILL 13 (Walnut St) to Chautauqua St in Carbondale	STU	$16			$64	$80		9-10517-0003
JURISDICTION: HERRIN											
H-16-01	New Road	Construct a new road	Grand Ave South 0.5 miles	HPP	$46			$184	$230		9-10150-0100
H-16-01	New Road	Construct a new road	Grand Ave South 0.5 miles	STU	$184			$720	$904		9-10150-0100
H-16-01	New Road	Construction Engineering	Grand Ave South 0.5 miles	STU	$10			$38	$48		9-10150-0103
TOTAL (In 1,000's)					$496	$0	$600	$4,366	$5,462		

Transit Project Listing
Jackson County Mass Transit District

Fiscal Year 2017 Annual Element

PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES Revised 12/12/16
			BEGINNING	END							
JURISDICTION	**Jackson County Mass Transit District**										
JCMTD-17-01		Operating Assistance			5307			320	310	630	Amend #3 funding revised
rmtd-17-02		1 MD Paratransit Bus			5310/5339/ CVP				60	60	
TOTAL (In 1,000's)								320	370	690	

Fiscal Year 2018 Annual Element

PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES Revised 12/12/16
			BEGINNING	END							
JURISDICTION	**Jackson County Mass Transit District**										
JCMTD-18-01		Operating Assistance			5307			350	350	700	Amend #3 funding revised
JCMTD-18-02		1 MD Paratransit Bus			5310/5339/ CVP				60	60.00	
TOTAL (In 1,000's)								350	410	760	

Fiscal Year 2019 Annual Element

PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES Revised 12/12/16
			BEGINNING	END							
JURISDICTION	**Jackson County Mass Transit**										
JCMTD-19-01		Operating Assistance			5307			375	375	750	Amend #3 funding revised
JCMTD-19-02		1 MD Paratransit Bus			5310/5339/ CVP				65	65.00	
TOTAL (In 1,000's)								375	440	815	

Fiscal Year 2020 Annual Element

PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES Revised 12/12/16
			BEGINNING	END							
JURISDICTION	**Jackson County Mass Transit**										
JCMTD-20-01		Operating Assistance			5307			380	380	760	Amend #3 funding revised
JCMTD-20-02		1 MD Paratransit Bus			5310/5339/C VP				65	65.00	
TOTAL (In 1,000's)								380	445	825	

Rides Mass Transit District

Fiscal Year 2017 Annual Element										
PROJECT NUMBER	**PROJECT ROUTE**	**DESCRIPTION OF PROPOSED IMPROVEMENT**	**LOCATION**		**FUND TYPE**	**Agency Cost (in 1,000's)**	**Partner Agency Cost (in 1,000's)**	**State Cost Share (in 1,000's)**	**Federal Cost Share (in 1,000's)**	**TOTAL PROJECT COST (in 1,000's)**	**NOTES Revised /12/16**
			BEGINNING	END							
JURISDICTION Rides Mass Transit District											
rmtd-17-01		Operating Assistance			5307			1,200	517.2	1,717.20	
rmtd-17-03		3 SMD Paratransit Bus			5310/5339/ CVP				285	285	
rmtd-17-04		Marion Park and Ride			State Bond/DTIF			1,800	0	1,800	
rmtd-17-05		4 Heavy Duty Buses			State Bond/DTIF			1,600	0	1,600	
rmtd-17-06		Service trucks			DOAP/local		15.7	29.3		45.0	
rmtd-17-07		Mobility Management – Rides to Wellness			5310			130	518.8	648.8	Amendment #2 New Project
TOTAL (In 1,000's)						0	15.7	4,759.3	1,321	6,096	

Fiscal Year 2018 Annual Element

PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
JURISDICTION Rides Mass Transit District											
rmtd-18-01		Operating Assistance			5307			1,220	525	1,745	
rmtd-18-02		3 MD Paratransit Bus			5310/5339/ CVP				180	180	
rmtd-18-03		Service Trucks			DOAP/local		15.7	29.3		45.0	
TOTAL (In 1,000's)							15.7	1,220	705	1,925	

Fiscal Year 2019 Annual Element

PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
JURISDICTION Rides Mass Transit District											
rmtd-19-01		Operating Assistance			5307			1,230	533	1,763.00	
rmtd-19-02		2 SMD Paratransit Bus			5310/5339/ CVP				180	180.00	
rmtd-19-03		Service Trucks			DOAP/local		15.7	29.3		45	
TOTAL (In 1,000's)						0	15.7	1,259.3	713	1,988	

Fiscal Year 2020 Annual Element

PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES
			BEGINNING	END							
JURISDICTION Rides Mass Transit District											
rmtd-20-01		Operating Assistance			5307			1240	541	1,781.00	
rmtd-20-02		3 MD Paratransit Bus			5310/5339 /CVP				180	180.00	
TOTAL (In 1,000's)						0	0	1,240	721	1,961	

Appendix 1, Advanced Construction Project List

Fiscal Year 2014 Annual Element											
PROJECT NUMBER	**PROJECT ROUTE**	**DESCRIPTION OF PROPOSED IMPROVEMENT**	**LOCATION**		**FUND TYPE**	**Agency Cost (in 1,000's)**	**Partner Agency Cost (in 1,000's)**	**State Cost Share (in 1,000's)**	**Federal Cost Share (in 1,000's)**	**TOTAL PROJECT COST (in 1,000's)**	**NOTES**
			BEGINNING	END							
JURISDICTION CARBONDALE											
C-14-01	Various routes	Sidewalk construction and reconstruction	Various		ITEP	$90			$330	$420	This project is in advanced construction status
JURISDICTION STATE											
S-14-02	US 51	Resurfacing	S of Willow St to Mill St (SB); Mill St to ILL 13 (NB)		NHPP			$180	$720	$900	This project is in advanced construction status
S-14-04	IL 13	Striping through the median at unsignalized side roads.	ILL 127 in Murphysboro to Granger St. in Harrisburg		HIGHWAY SAFETY IMP PROG			$2	$18	$20	This project has been converted to current status
S-14-05	Various routes	Bituminous Shoulders, milled rumble stripes, chevrons, and high friction aggregate on identified curves with higher than normal crash rates	Various		HSIP Safety			$172	$1,544	$1,716	This project has been converted to current status The only route in the MPO is Old ILL 13 from Samuel Rd to ILL 148
S-14-06	ILL 13/ILL 148	Intersection improvement	ILL frontage Road at the intersection of ILL 148 and Rushing Dr.		NATIONAL HWY PERF PLAN			$66	$264	$350	This project has been converted to current status This work was pulled from the ILL 13 6-Lane contract (SIMPO Project S-13-01) and is to be let as a separate contact on the June 2014 letting.
JURISDICTION JACKSON COUNTY											
J-14-03	Reed Station Rd.	Construction	IL 13	Lavern Rd.	HWY SFE S-LU EX; HIGHWAY SAFETY IMP PROG; HIGHWAY SAFETY IMP PROG	$424			$3,820	$4,244	This project has been converted to current status

Fiscal Year 2015 Annual Element

Rev:

PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES	IDOT Program Number
			BEGINNING	END								
JURISDICTION: STATE												
S-17-01	I-57	Reconstruction	I-24 to S of Old ILL 13 in Marion (NB)		NHPP			$1,034	$9,302	$10,336	This project is in advanced construction status Northbound Only	9-00242-0100
S-18-01	I-57	Reconstruction	I-24 to S of Old ILL 13 in Marion (SB)		NHPP			$1,074	$9,662	$10,736	This project is in advanced construction status Southbound Only	9-00242-0200
JURISDICTION MURPHYSBORO												
MU-15-01	N 7th St	Engineering	Illinois Ave. to Industrial Park Rd		STU	$49			$196	$245	This project is in advanced construction status	9-10307-0001

Fiscal Year 2017 Annual Element

Rev: 5/19/2015

PROJECT NUMBER	PROJECT ROUTE	DESCRIPTION OF PROPOSED IMPROVEMENT	LOCATION		FUND TYPE	Agency Cost (in 1,000's)	Partner Agency Cost (in 1,000's)	State Cost Share (in 1,000's)	Federal Cost Share (in 1,000's)	TOTAL PROJECT COST (in 1,000's)	NOTES	
			BEGINNING	END								
JURISDICTION CARTERVILLE												
CV-17-01	Grand Ave.	Widen & Resurfacing with Curb and Gutter and Storm Sewer	Tri_C School to Greenbrier Rd.		STU	$175			$525	$700	This project is in advanced construction status	9-10504-0000
CV-17-01	Grand Ave.	Engineering	Tri_C School to Greenbrier Rd.		STU	$9			$36	$45	This project is in advanced construction status	9-10504-0003