

**Southern Illinois
Metropolitan Planning Organization**



**Unified Planning Work Program
Fiscal Year 2024**

Adopted: July 10, 2023

Unified Planning Work Program (UPWP)

of the

Southern Illinois Metropolitan Planning Organization (SIMPO)

for

Fiscal Year 2024
(July 1st, 2023 to June 30th, 2024)

Prepared for:

Southern Illinois Metropolitan Planning Organization

In cooperation with:

Federal Highway Administration

Federal Transit Administration

Illinois Department of Transportation

Prepared by:

SIMPO Staff

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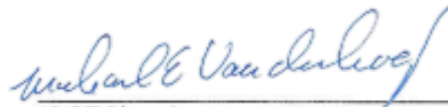
Web: www.greateregypt.org/SIMPO/

Metropolitan Transportation Planning Self-Certification Process*

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

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


SIMPO Policy Committee


IDOT Planning

1/10/23
Date

1-10-23
Date

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

Public Comments Sheet

Name:

Address:

Comments:

Name:

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Comments:

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Comments:

Public comments welcomed - please send to: <mailto:michaelziarnek@greateregypt.org>

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I. Introduction

Purpose

The purpose of the Unified Planning Work Program (UPWP) is to provide urban areas within the planning area of the Southern Illinois Metropolitan Planning Organization (SIMPO) with a work allocation plan that promotes a cooperative, continuous, and comprehensive transportation planning process. All significant elements of the area-wide planning process used in the development of transportation plans and programs are included. The program also contains transportation planning support activities including those related to land use, social, economic, and demographic factors. Both federally funded tasks and those funded entirely at state and local levels are included. The UPWP is sufficiently comprehensive to provide descriptions of the specific technical activities and funding levels necessary to carry out the transportation planning program for fiscal year 2024 (FY24). Development of the work program is the joint responsibility of the Southern Illinois Metropolitan Planning Organization (SIMPO), the Illinois Department of Transportation (IDOT), and other agencies authorized to carry out transportation planning and implementation activities.

The FY24 UPWP spans the state fiscal year from July 1, 2023 to June 30, 2024. The FY24 UPWP was completed with input from the Illinois Department of Transportation, the Southern Illinois Metropolitan Planning Organization, the Technical Advisory Committee, SIMPO staff, and the general public.

In 2021, the United States Congress passed the Bipartisan Infrastructure Law (BIL), previously known as the Infrastructure Investment and Jobs Act (IIJA). The BIL was signed into law by President Joe Biden on November 15, 2021.

The historic legislation of the Bipartisan Infrastructure Law will:

- Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users
- Improve transportation options for millions of Americans and reduce greenhouse emissions through the largest investment in public transit in U.S. history
- Upgrade our nation's airports and ports to strengthen our supply chains and prevent disruptions that have caused inflation
- Make the largest investment in passenger rail since the creation of Amtrak
- Build a national network of electric vehicle (EV) chargers
- Upgrade our power infrastructure to deliver clean, reliable energy across the country and deploy cutting-edge energy technology to achieve a zero-emissions future
- Make our infrastructure resilient against the impacts of climate change, cyber-attacks, and extreme weather events
- Deliver the largest investment in tackling legacy pollution in American history by cleaning up Superfund and brownfield sites, reclaiming abandoned mines, and capping orphaned oil and gas well

- Deliver clean water to all American families and eliminate the nation’s lead service lines, and
 - Ensure every American has access to reliable high-speed internet
- Source: <https://www.whitehouse.gov/bipartisan-infrastructure-law/>*

II. The Urban Transportation Planning Process of SIMPO

History

The transportation planning process began with Congressional approval of the Federal-Aid Highway Act on October 23, 1962. This legislation required that in urbanized areas, (historically defined as areas with a population of 50,000 or more) programs for Federal-Aid Highway projects approved after July 1, 1965, must be based on a “...continuing and comprehensive transportation planning process carried on cooperatively by states and local communities.” This required “three-C” planning process established the basis for metropolitan transportation planning.

Following the 2010 U.S. Decennial Census, an urbanized area comprising partial areas of Jackson and Williamson counties was determined to have a combined total population of 67,821, exceeding 50,000, the Metropolitan Planning Organization (MPO) threshold. As a result, the Southern Illinois Metropolitan Planning Organization (SIMPO) was created to perform and carry out a cooperative, continuing, and comprehensive (3C) transportation planning process for the urbanized area in accordance with applicable federal laws, policies, and procedures, and with the cooperation and assistance of its members and the U.S. Department of Transportation.

On February 7, 2013, Governor Pat Quinn officially designated the Southern Illinois Metropolitan Planning Organization. The duties of SIMPO include:

1. Providing a forum for cooperative transportation planning and decision-making as well as establishing a public involvement process that ensures opportunities for early and continuing involvement of local governmental units, transit operators, and the general public in the review and evaluation of all transportation plans and programs.
2. Formulating, approving, and periodically updating a multimodal transportation plan for the metropolitan planning area which shall conform to all applicable federal requirements and schedules to make more efficient use of existing and proposed transportation systems.
3. Formulating and annually approving the Transportation Improvement Program (TIP) for the metropolitan planning area, which shall cover a period of not less than three years consistent with the transportation plan.
4. Complying with all applicable federal, state, and local laws, policies, and federal requirements regarding transportation planning and programming.

5. Formulating and annually approving a transportation planning work program which shall identify all transportation-related planning activities funded with state and federal financial aid and technical assistance, including transit planning and programming, in accordance with the provisions of this agreement.
6. Other planning and project development activities necessary to address transportation issues in the metropolitan planning area.

The work of SIMPO is guided by the Policy Committee, which has final authority over all matters within the jurisdiction of SIMPO. A Technical Committee was established for the purpose of providing technical advice and recommendations to the Policy Committee and conducting or overseeing the technical planning functions and duties of SIMPO. An Advisory Committee was also established which includes non-voting members from federal and state transportation agencies and other interest groups. The Advisory Committee provides technical assistance, as needed, to the Technical and Policy Committees on all transportation and related issues.

The members of SIMPO are the cities of Carbondale, Marion, Herrin, and Carterville; the villages of Cambria, Colp, Crainville, Energy, and Spillertown; Jackson County and Williamson County; Jackson County Mass Transit District; Rides Mass Transit District; and the Illinois Department of Transportation.

Historically, SIMPO's originally defined urbanized area covered approximately 49 square miles; while the SIMPO planning area covered approximately 175 square miles, 83 in Jackson County and 92 in Williamson County. On page 14 of this document, the SIMPO Planning Area map displays the planning area in a shaded hue. Map crosshatching indicates the former urbanized area.

Prior to the 2020 Decennial Census, the boundaries of the urban areas were defined primarily by using measures based on population counts and residential population density, and also by using measures based on criteria that account for non-residential urban land uses, such as commercial, industrial, transportation, and open space that are part of the urban landscape.

According to the Census Bureau's final criteria for defining urban areas based on the results of the 2020 Decennial Census ([87 FR 16706](#)), an urban area will now comprise a densely developed core of census blocks that meet minimum housing unit density requirements (replacing the previous use of population density), along with adjacent territory containing non-residential urban land uses as well as other lower density territory included to link outlying densely settled territory with the densely settled core. To qualify as an urban area, the territory identified according to the final criteria must encompass at least 2,000 housing units or at least 5,000 persons. The term "rural" still encompasses all population, housing, and territory not included within an urban area.

Source: www.fhwa.gov/planning/census_issues/urbanized_areas_and_mpo_tma/

Urban area criteria, including [“inclusion of noncontiguous territory via hops and jumps”](#) were revised following the release of 2020 Decennial Census. As a result, in March 2022, the formerly known urbanized area of SIMPO, connected by hops and jumps, was split into newly defined urban areas. The Carbondale urban area is defined separated from the Marion-Herrin urban area.

Decennial Census Data

<u>Entity</u>	2010		2020	
	<u>Population</u>	<u>Percent (%)</u>	<u>Population</u>	<u>Percent (%)</u>
Jackson County	60,218	47.57	52,974	44.1
Williamson County	66,357	52.43	67,153	55.9
Total	126,575	100	120,127	100
 <u>Cities and Villages</u>				
Cambria	1,228	1.88	1,505	2.46
Carbondale	25,902	39.76	21,857	35.72
Cartersville	5,496	8.44	5,848	9.56
Colp	225	0.35	168	0.27
Crainville	1,254	1.92	1,443	2.36
Energy	1,146	1.76	974	1.59
Herrin	12,501	19.19	12,352	20.19
Marion	17,193	26.39	16,855	27.55
Spillertown	203	0.31	181	0.30
Total	65,148	100	61,183	100

Organizational Structure

SIMPO currently operates under the principal direction of two committees – the Policy Committee and the Technical Committee. In its organizational structure, the Technical Committee acts as a working committee under the direction of the Policy Committee. SIMPO maintains an Advisory Committee with representatives of agencies that are affected by transportation decision-making.

Policy Committee

The SIMPO Policy Committee consists of local elected and appointed officials of those agencies that have a primary interest in transportation. Each member is expected to reflect the official position of their constituent agency and/or the public interests they represent. Policy Committee members include the following:

- 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 Agencies (JCMTD or RMTD)
- IDOT Representative, IDOT District 9

The Policy Committee assumes the decision-making authority for SIMPO and establishes policies that guide and form the transportation planning process. The Policy Committee has a variety of responsibilities, which range from approving the annual Transportation Improvement Program to establishing the boundary of the study area.

Technical Committee

The SIMPO Technical Committee consists of staff from SIMPO participating agencies. Technical Committee members perform analyses and make recommendations concerning transportation issues to the Policy Committee for their approval. Actual technical work is performed by SIMPO staff and qualified consultants retained by SIMPO for specific tasks outlined in the UPWP.

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

- County of Jackson

- County of Williamson
- City of Carbondale
- City Marion
- City of Herrin
- City of Carterville
- Village under 5,000 population
- IDOT District 9
- Transit Agency (JCMTD or RMTD)

Advisory Committee

The SIMPO Advisory Committee consists of staff from agencies that are affected by the transportation planning process. This committee provides insight, advice, and other assistance in the development of plans. Advisory Committee membership is composed of representatives of the following agencies:

- IDOT Office of Planning
- Federal Highway Administration - Illinois Division
- Federal Transit Administration - Region Five
- The City of Murphysboro
- Greater Egypt Regional Planning and Development Commission
- Southern Illinois Airport
- Veterans Airport of Southern Illinois
- Southern Illinois University

Staff Structure

The Greater Egypt Regional Planning and Development Commission serves as a lead agency for the SIMPO. The Lead Agency supervises and coordinates the activities and acts as the administrative agent for SIMPO. The Executive Director oversees the Lead Agency's responsibilities as the administrative and financial agent for SIMPO.

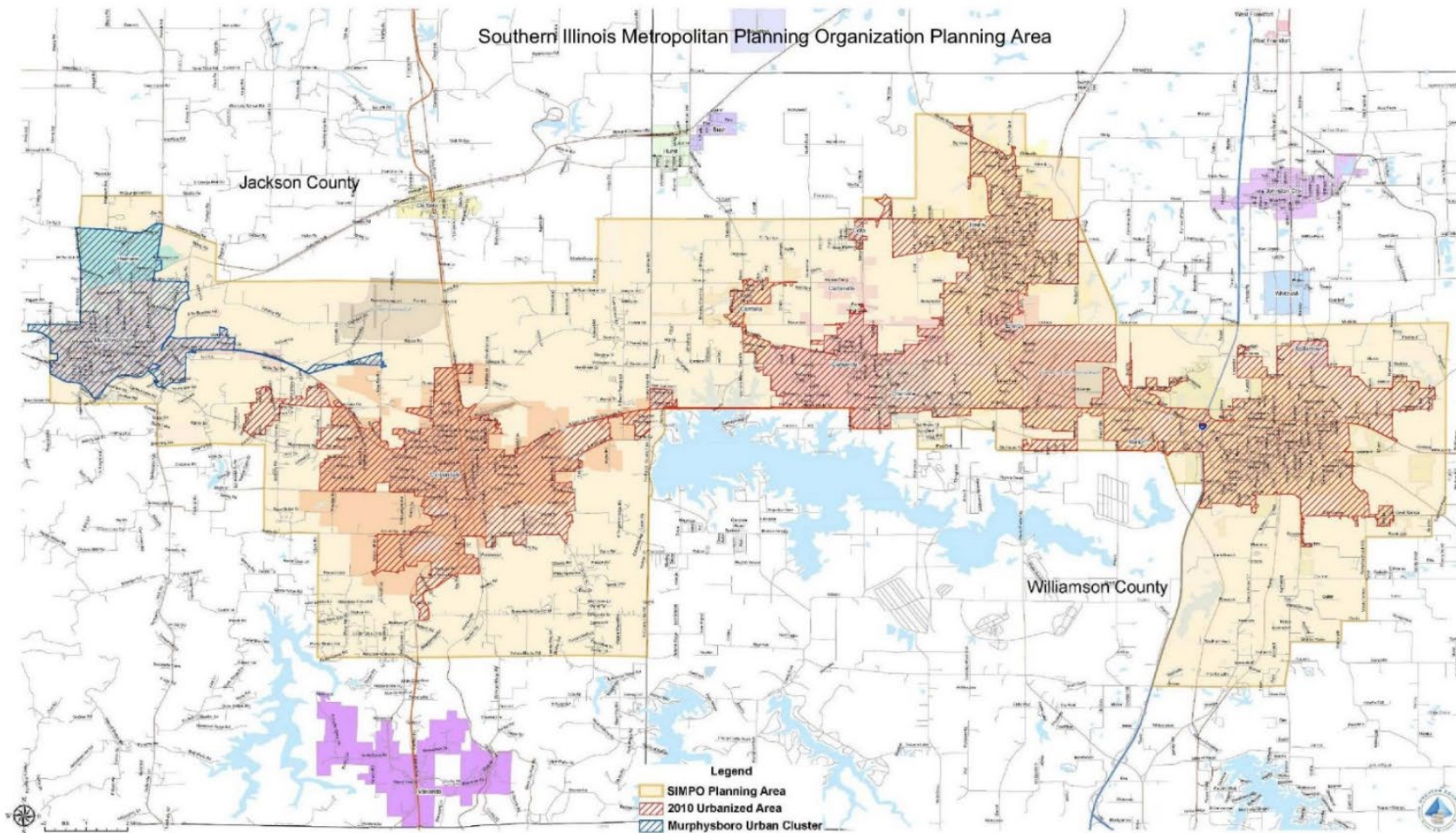
After approval by the Policy Committee, The Executive Director will enter into contracts, as needed, to obtain and utilize funding available for transportation planning purposes.

The Lead Agency designates a Director of Transportation Planning who is qualified to facilitate the necessary highway and mass transit planning.

Funding

SIMPO is funded by 80% federal transportation planning funds from FHWA and FTA. The Federal Highway and Federal Transit Planning Programs (hereinafter referred to as “Program”) require that 20% of the Program is funded with non-federal funds. Local entities, eligible to be represented by the Policy Committee, are required to contribute on an annual basis, up to 20% of SIMPO’s annual operating budget for the Program. To maintain voting privileges, entities must be current with their local contribution. An exception to this rule requires a unanimous vote of the Policy Committee.

Planning Area Map (2010)



Map of the Southern Illinois Metropolitan Planning Organization (SIMPO) Planning Area, 2010 Urbanized Area, the Murphysboro Urban Cluster, and urban areas.

III. Unified Planning Work Program

Purpose

The SIMPO UPWP has been developed each fiscal year to coordinate transportation and related planning activities for a *cooperative, comprehensive, and continuing* (3C) planning process. The primary objective of the UPWP is the development of an integrated planning program, which considers the planning activities of each modal group and coordinates these activities to produce a total transportation plan serving people of all ages and abilities. Through the 3C planning process, transportation planning and related activities are to be dispersed throughout the metropolitan planning area. The UPWP identifies transportation planning priorities within the SIMPO planning area and allocates SIMPO staff and resources to particular projects and issues. The document also serves as an advising and coordinating instrument for the various local governments, as well as State and Federal agencies involved in activities that are part of the urban transportation planning process. The UPWP serves as a guide for all planning-related work to be continued or completed within the metropolitan planning area for FY24. The subtasks are specific projects, plans, or programs in which SIMPO, municipalities within the SIMPO planning area, and IDOT staff will participate.

The UPWP reflects the planning activities and program conduct provided for in the agreements and contractual relationships between the Illinois Department of Transportation and SIMPO.

“[Metropolitan Planning Organizations](#) (MPOs) are required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds. [23 CFR 450.308)(b)]”

Source: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/unified-planning-work-program-upwp>

Structure

Specific transportation planning tasks to be undertaken by the MPO Staff are organized into five major categories:

- 101 - Long Range Planning
- 102 - Short Range Planning
- 103 - Administration Management
- 104 - Special Studies
- 105 - Information Technology Systems and Website Support

IV. Tasks and Budget Description

101 - Long Range Planning

Objective

SIMPO is responsible for developing and coordinating the implementation of a long-range transportation strategy for urban areas. Long-range planning functions support needs or requirements that affect long-term planning performance. The first SIMPO LRTP was adopted on October 13, 2015. The LRTP is updated every five years and the first update of the plan was approved September 14, 2020.

102 - Short Range Planning

Transportation Improvement Program

The Transportation Improvement Program (TIP) coordinates, budgets, and sets priorities for future highway, transit, and other transportation improvements of the SIMPO member agencies. The TIP lists, groups, and sets priorities for transportation improvements. Projects listed within the TIP must be consistent with the goals and objectives of IDOT's Multi-Year Plan (MYP).

To the extent possible, the TIP will:

- (1) Set priorities for all major transportation improvements proposed over the next four years,
- (2) Identify the financial needs and resources of the SIMPO member agencies,
- (3) Include all proposed uses of federal highway and transit funds and be structured around realistic state revenue projections,
- (4) Emphasize planning and cost-effective projects,
- (5) Emphasize transportation projects that have minimal adverse impact on the environment and the community; and
- (6) Provide better services for those persons traditionally underserved by existing transportation systems, including persons with disabilities.

Transportation Improvement Program FY2024-2027

SIMPO annually creates a new TIP. The process begins in August of each year with approval of the STU application form, scoring criteria, and call for projects. The timeline for the TIP creation follows.

Time Frame:	Fiscal Year 2024
August 2023	TIP FY2024-2027 Kickoff
October 2023	STU Project Selection
May 2024	Draft Approval and Public Release
June 2024	Final Approval

Lead Agency: Southern Illinois Metropolitan Planning Organization

Transportation Improvement Program Updates

Modifications to the SIMPO TIP FY2023-2026 as needed by the SIMPO members.

Unified Planning Working Program FY24

SIMPO annually creates a new UPWP. The process begins in December of each year with a call for planning projects. SIMPO staff collects all submissions and provides a draft report to the Technical Committee. The draft is accompanied with a budget outline. SIMPO usually receives the federal funding marks in February. The timeline for the UPWP creation follows.

Time Frame:	Fiscal Year 2024
January/February 2023	FY24 UPWP Kickoff
March 2023	Rough Draft
April 2023	Draft Approval
May 2023	Public Release
June 2023	Final Approval

Lead Agency: Southern Illinois Metropolitan Planning Organization

Mass Transit

Ensure compliance with the Bipartisan Infrastructure Law's planning requirements.

Continue to improve coordinated transportation services to meet the mobility needs of older persons, people with disabilities, and people who are transportation disadvantaged as identified in the SIMPO Human Services Transportation Plan (HSTP).

Provide technical planning and personnel support for ancillary issues related to public transportation. Provide a forum for the existing transit providers to coordinate transit service in the region.

Time Frame: Fiscal Year 2024

Lead Agency: Southern Illinois Metropolitan Planning Organization

Supporting Agencies: JCMTD, RMTD

103 - Administration/Management

Objective

- Print reports, planning studies and organizational literature developed as part of the transportation planning process.
- Develop and distribute meeting notices, agenda packets, minutes, and other correspondence for the SIMPO Policy Board and Technical Advisory Committee.
- Provide for accurate and updated accounting of all funds necessary for the MPO process to include invoices for state and federal funds, grant reporting, payroll and timekeeping as needed.
- Complete the administrative activities necessary for an organization including personnel management, records management, professional development, and training.
- Establish and update as required all necessary agreements and retain legal counsel when necessary.
- Ensure the SIMPO meets the needs of the member local governments.
- Ensure the SIMPO meets local, state, and federal requirements for planning and certification.
- Maintains compliance with provisions of the Bipartisan Infrastructure Law (formerly the IIA, the Infrastructure Investment and Jobs Act).

Methodology

- Communicate with FHWA and IDOT representatives, review legislation, and participate in local, state, and national meetings and conferences in order to remain familiar with all current requirements for MPOs.
- Utilize effective administrative management strategies, processes, and resources to provide timely and accurate completion of meeting schedules and agendas.

- Track expiration dates, conduct timely reviews and process all amendments and updates to written agreements and legal documents as needed. Contract with an attorney to provide legal review and counsel if required.
- Utilize effective personnel management strategies to develop staffing plans and assignments, identify training needs, and manage human resources of the organization.
- Track and report periodic assessments of expended transportation planning funds as identified in progress reports and invoices.
- Submit grants, coordinate funding activities, and develop revenue summaries for the organization.
- Ensure ADA and Title VI compliance in the development and distribution of materials.
- Work through the MPO process to develop and distribute all reports, meeting minutes, agendas, etc. in an electronic format and when required print, reproduce, and distribute such documents.
- Provide opportunities for professional development of staff, including participation in conferences and training, and related travel as necessary to achieve the agency's objectives.
- Purchase supplies and services necessary to perform the functions and meet the responsibilities of the agency.

104 – Special Studies

- SIMPO FY24 Transportation System Special Studies - Contractual Services
- Bikeway Map and Route Study for Jackson and Williamson Counties
- East Grand Avenue (Carbondale) Bike, Pedestrian, and Motor Vehicle Traffic Study
- Electric Vehicle (EV) Charging Station Needs Study
- Additional Studies as funding permits and approved by the Policy Committee
- Various local HSIP analysis and grant applications
- Various grant applications
- Various traffic counts as needed
- UAS flights, photographs, and terrain modeling
- Other special studies as needed

105 –Information Technology Systems and Website Support

Objective

- Ongoing maintenance of interactive, web-based TIP.
- Annual purchases of new and/or replacement hardware and software systems including upgraded system capacity, printers, plotters, and projection equipment.
- Establish, maintain, and provide web hosting and maintenance of the SIMPO website by contracting with a webhost and integrate special web links and tools as appropriate to support the TIP, UPWP, LRTP, and other planning documents.

- Establish procedures and agreements necessary to ensure minimal interruption to SIMPO operations during office emergencies and procure required support hardware and software.
- Maintain the SIMPO computer information system and network to improve internal and external data sharing capabilities and procure necessary hardware and software as needed to improve organizational functions.

Methodology

- Utilize electronic media (SIMPO's webpage and the Internet) to provide technical planning information using innovative and advanced applications.
- Purchase replacement equipment for staff if existing systems become outdated at current level of technology available within budgetary constraints.
- Annually assess the SIMPO's office equipment needs (hardware and software) and other related items as required to support the management information system and staff needs.
- Maintain accurate inventory of all capital equipment and budget annually for required replacements.

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V. Budget Sheet

Exhibit I - Revenue Allocation

<u>Source</u>	<u>Amount</u>
PL Allocation	\$332,655.39
State (match)	\$83,163.85
Total	\$415,819.24

Exhibit II - Line-Item Budget

<u>Revenues</u>	
<u>Funding Source</u>	<u>Funding Amount</u>
PL	\$332,655.39
State (match)	\$83,163.85
Total	\$415,819.24

<u>Expenses</u>	
<u>Personnel</u>	<u>Item Cost</u>
Direct Program Chargeable Salaries	\$91,939.57
Employee Benefits	\$43,027.72
<i>*Personnel Subtotal</i>	<i>\$134,967.29</i>
Indirect Cost	\$46,968.62
Travel/Conference Fees	\$5,000.00
Training	\$1,000.00
Consumables/Supplies	\$3,500.00
Equipment/Software	\$6,500.00
Contractual Services	\$217,883.09
Total	\$415,819.00

Appendix - Acronyms

AADT – Annual Average Daily Traffic

AASHTO – American Association of State Highway and Transportation Officials

AC – Advance Construction (see IDOT MPO Cooperative Operations Manual, p. 25)

ACS – American Community Survey

ADA – Americans with Disabilities Act (ADA)

ADT – Average Daily Traffic

AICP – American Institute of Certified Planners

APA – American Planning Association

APAR – Alternate Pedestrian Access Route (APAR)

AQ – Air Quality

AV – Autonomous Vehicle

BCA – Benefit Cost Analysis

BDE – Bureau of Design and Environment (manual)

BIL – Bipartisan Infrastructure Law (signed into law by President Joe Biden on November 15, 2021)

BLRS – Bureau of Local Roads and Streets

BOBS – Bureau of Business Services

BPPE – Bicycle and Pedestrian Policy Engineer

BRRP – Bridge Replacement and Rehabilitation

BTS – Bureau of Transportation Statistics

BUILD – Better Utilizing Investments to Leverage Development (See RAISE. BUILD replaced the TIGER grant program.)

3C – Continuing, Comprehensive, and Cooperative (planning process)

C/AV – Connected and autonomous vehicles

CAV – Connected Autonomous Vehicles

CAA – Clean Air Act

CDBG – Community Development Block Grant

CE – Categorically Excluded
CFR – Code of Federal Regulations
CIG – Capital Investment Grants (program)
CMAP – Chicago Metropolitan Agency for Planning
CMAQ – Congestion Mitigation and Air Quality (improvement program)
CMF – Crash Modification Factor
CMP – Congestion Management Process
CMV – Commercial Motor Vehicle
CRF – Crash Reduction Factor
CRISI – Consolidated Rail Infrastructure and Safety Improvements (program of FRA)
CSD – Context Sensitive Design
CSS – Context Sensitive Solutions
CY – Calendar Year

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

EA – Environmental Assessment
EDA – Economic Development Administration
EDAs – Economically Disconnected Areas
EDC – Every Day Counts
EDP – Economic Development Program
EFT – Electronic Fund Transfer
EIS – Environmental Impact Statement (DEIS – Draft / FEIS – Final)
EPA – Environmental Protection Agency

ESR – Environmental Services Request

EV – Electric Vehicle

EV/AV/CV – Electric Vehicle / Autonomous Vehicle / Connected Vehicle

FAA – Federal Aviation Administration

FAF – Freight Analysis Framework

FARS – Fatality Analysis Reporting System

FAST – Fixing America’s Surface Transportation (FAST) Act

FFY – Federal Fiscal Year

FHWA – Federal Highway Administration

FMCSA – Federal Motor Carrier Safety Administration

FMIS – Fiscal Management Information System

FONSI – Finding of No Significant Impact

FRA – Federal Railroad Administration

FTA – Federal Transit Administration (Note: Illinois is within FTA Region 5, KY within R4, MO within R7)

GATA – Grant Accountability and Transparency Act

GCPF – Grade Crossing Protection Fund

GERPDC – Greater Egypt Regional Planning and Development Commission

GHSA – Governors Highway Safety Association

GIS – Geographic Information Systems

HDC – Historically Disadvantaged Community

HIP – Highway Infrastructure Program

HPMS – Highway Performance Monitoring System

HRRR – High-Risk Rural Roads

HSIP – Highway Safety Improvement Program

HSM – Highway Safety Manual

HSP – Highway Safety Plan

HST – Human Services Transportation

HSTP – Human Services Transportation Plan

ICC – Illinois Commerce Commission

ICCT – Interagency Coordinating Committee on Transportation

ICE – Infrastructure Carbon Estimator (FHWA tool)

ICI – Office of Intermodal Project Implementation

IDNR – Illinois Department of Natural Resources

IDOT – Illinois Department of Transportation

IEPA – Illinois Environmental Protection Agency

IGA – Intergovernmental Agreement

IJA – Infrastructure Investment and Jobs Act (United States federal statute enacted by the 117th U.S. Congress and signed into law by President Joe Biden. See BIL.)

IML – Illinois Municipal League

IPI – Intermodal Project Implementation (IDOT Office that oversees the development of the HSTP. The IDOT MPO Cooperative Operations Manual, p. 26 refers)

ISTEA – Intermodal Surface Transportation Efficiency Act of 1991

ITAP – Illinois Transportation Automated Permits

ITE – Institute of Transportation Engineers

ITEP – Illinois Transportation Enhancement Program

ITS – Intelligent Transportation Systems

JMTD – Jackson County Mass Transit District

LBFP – Local Bridge Formula Program (formerly STP-Br)

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

LPA – Local Public Agency

LPI – Leading Pedestrian Interval

LRTP – Long Range Transportation Plan

LTS – Level of Traffic Stress (an approach that quantifies the amount of discomfort that people feel when they bicycle close to traffic)

MARAD – Maritime Administration

MAP-21 – Moving Ahead for Progress in the 21st Century (MAP-21) Act

MCSAP – Motor Carrier Safety Assistance Program

MFT – Motor Fuel Tax

MIRE – Model Inventory of Roadway Elements

MOU – Memorandum of Understanding

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

MTP – Metropolitan Transportation Plan

MUTCD – Manual of Uniform Traffic Control Devices

MYP – (Multimodal) Multi-Year Program or Multi-Year (multimodal improvement) Program

NAAQS – National Ambient Air Quality Standards

NACTO – National Association of City Transportation Officials

NEPA – National Environmental Policy Act (42 U.S.C. 4321 et seq.)

NHFP – National Highway Freight Program

NHPP – National Highway Performance Program

NHS – National Highway System

NHTSA – National Highway Transportation Safety Administration

NOFO – Notice of Funding Opportunity

NPDES – National Pollutant Discharge Elimination System (permit)

NPMRDS – National Performance Management Research Data Set

NRSS – National Roadway Safety Strategy

OA – Operating Administration

OIG – Office of Inspector General

OPP – Office of Planning and Programming

OST – Office of Secretary of Transportation

3P – Pavement Preservation Program

PBIC – Pedestrian and Bicycle Information Center

PDF – Portable Document Format

PDR – Programming Development Report

PHMSA – Pipeline and Hazardous Materials Administration

PE – Preliminary Engineering

P.E. – Professional Engineer

PFR – Period Financial Report

PHBs – Pedestrian Hybrid Beacons

PL – Planning Funds (metropolitan planning)

PM – Performance Management

PM – Project Manager

P&N – Purpose and Need

POP – Program of Projects (RIDES Mass Transit District and Jackson County Mass Transit District)

PPP – Public Participation Plan (IDOT MPO Cooperative Operations Manual, p. 25 refers)

PPP – Public-Private Partnership

PPR – Periodic Performance Report

PPS – Planning Project System

PRA – Programmatic Risk Assessment

PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (program)

3R – Resurfacing, Restoration & Rehabilitation

4R – Reconstruction, Rehabilitation, Resurfacing, and Restoration

RAISE – Rebuilding American Infrastructure with Sustainability and Equity (Transportation Discretionary Grant program)

Note: Previously known as BUILD (Better Utilizing Investments to Leverage Development) and TIGER (Transportation Investment Generating Economic Recovery)

RE – Resident Engineer

RHCP – Railway-Highway Crossings Program

RRFBs – Rectangular Rapid Flashing Beacons
RMTD – Rides Mass Transit District
ROUTES – Rural Opportunities to Use Transportation for Economic Success
ROW – Right of Way
RPF – Rural Planning Funds
RPO – Regional Planning Organization
RSA – Roadway Safety Audit
RTP – Recreational Trails Program
RTPO – Regional Transportation Planning Organization

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFY – State Fiscal Year
SHSP – Strategic Highway Safety Plan
SIMPO – Southern Illinois Metropolitan Planning Organization
SIP - State Implementation Plan
SMA – State Matching Assistance
SMART – Strengthening Mobility and Revolutionizing Transportation (SMART) Grant program
SOV – Single-occupancy Vehicle
SPF – State Planning Funds
SPR – Statewide Planning and Research (program)
SRTS – Safe Routes to School (program)
STBG – Surface Transportation Block Grant (sometimes known as STP-BG)
STEP – Safe Transportation for Every Pedestrian
STIP – Statewide Transportation Improvement Program
STP – Surface Transportation Program
STP-BG – Surface Transportation Block Grant Program
STP-Br – (superseded by LBFP)
STR – Surface Transportation Rural (program)
STU – Surface Transportation Urban (program)

TA – Transportation Alternatives Set-Aside (program of STBG)
TAC – Technical Advisory Committee
TAMP – Transportation Asset Management Plan
TAP – Transportation Alternatives Program
TARP – Truck Access Route Program
TBP – Township Bridge Program
TCM – Transportation Control Measures
TDM – Transportation Demand Management
TEA-21 – Transportation Equity Act for the 21st Century
TIFIA – Transportation Infrastructure Finance and Innovation Act
TIP – Transportation Improvement Program
TMA – Transportation Management Area
TMC – Traffic Management Center
TMG – Traffic Monitoring Guide
TNC – Transportation Network Company
TPM – Transportation Performance Management
TRCC – Traffic Records Coordinating Committee
TRSP – Traffic Records Strategic Plan
TSU – Transportation System Update
TTTR – Truck Travel Time Reliability (index)
TZD – Toward Zero Deaths

UAS – Unmanned Aircraft System
UBT – Uniform Budget Template
UHPC – Ultra-High-Performance Concrete
UIGA – Uniform Intergovernmental Agreement
UPWP – Unified Planning Work Program
USC – United States Code

USACE – United States Army Corp of Engineers
USDOT – United States Department of Transportation
USEPA – United States Environmental Protection Agency
UZA – Urbanized Area (area with over 50,000 population)

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

Resources

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