



Planning & Programming at IDOT

April 1, 2022



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01 Illinois Facts

- 5th in GDP
- 12.74 Million Residents
- 9.19 Million Licensed Drivers
- 621 Million transit passenger trips
- Thousands of local governments



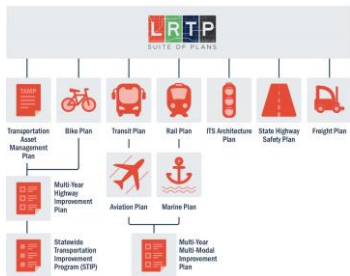
Long Range Plan

- Policy Document
- 5 Overarching Goals
- Objectives and Strategies
- Performance Metrics
- Implementation



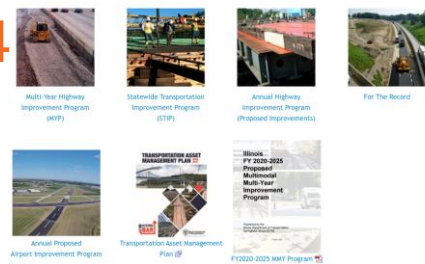
Planning & Programming

04



Programming Documents

04



REVENUE SOURCES

Long Range & Modal

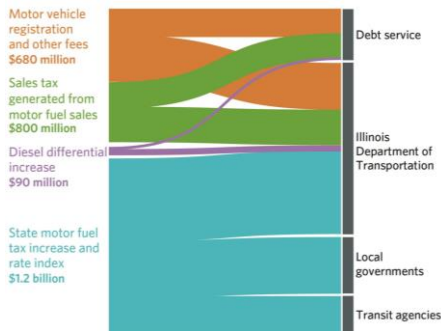


Highway Program Revenues

02

- Funding—direct sources of cash – COVID Issues
 - MVR
 - MFT
 - Interest Income
 - Sales Tax
- Federal & Local Reimbursements
 - Cash payments
 - Only received after State funds are spent (indirect payment like Financing)
- Financing –Bonds

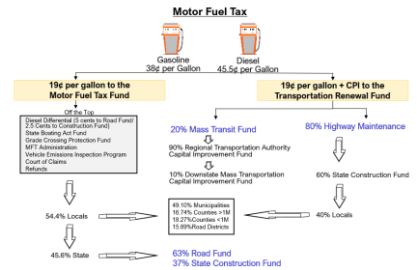
02 Rebuild Illinois Revenue



02 Revenue Distribution

Highway User Fee Distribution Formula

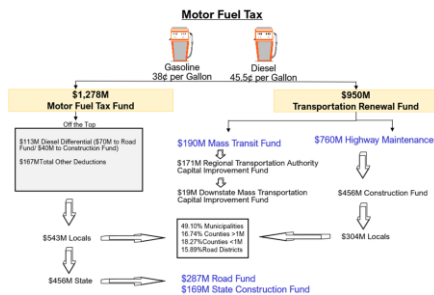
Effective July 1, 2016 SB1059 PA 101-0022



02 Revenue Distribution

Highway User Fee Distribution Formula

Fiscal Year 2020



02 FY 15 vs 20 MFT Distribution

	FY 15 \$ millions	FY 20 \$ millions	% Increase
Total MFT Revenue	\$1,223.6	\$2,227.9	45.1%
Total Deductions	\$241.3	\$279.5	13.7%
Total to be Distributed	\$982.4	\$1,948.4	49.6%
Diesel Differential	\$34.9	\$107.5	67.5%
Road Fund	\$256.7	\$355.5	27.8%
Construction Fund	\$165.7	\$663.3	75.0%
Municipalities	\$262.4	\$416.0	36.9%
Counties > 1M	\$89.5	\$141.8	36.9%
Counties < 1M	\$97.6	\$154.8	36.9%
Road Districts	\$84.9	\$134.6	36.9%

02 State Transportation Funds



- **Current-revenue funded**
 - Road Fund
 - State Construction Account Fund
 - Grade Crossing Protection Fund
 - Public Transportation Fund
 - Downstate Public Transportation Fund
 - Transportation Renewal Fund

02 Bond Funds



- **Bond-Financed**
 - Transportation Series A Bond Fund
 - Transportation Series B Bond Fund
 - Transportation Series D Bond Fund
 - Transportation Series E Bond Fund

PROGRAMMING
Developing the Program



Prioritizing Projects

Remaining funds distributed to districts based on performance metrics

- Fatalities
- Road Lane Mile Needs
- Bridge Deck Area Needs
- Lane Miles
- Bridge Deck Area
- Annual Average Daily Traffic
- Annual Vehicle Miles
- Interstate Lane Miles
- Motor Vehicle Registrations

03

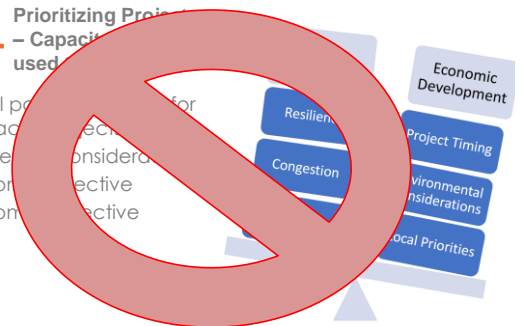
04 Prioritizing Projects TAMP

- Approximately 2/3rds of the state program is to achieve a state of acceptable condition for pavement (CRS ≥5) and bridges (NBI ≥ 5) as identified in our TAMP.
- The target is for Interstates and other National Highway System have more facilities in a state of acceptable condition compared to State Marked Route and Unmarked State Route
- TAMP decisions are made using data driven and tested methods to achieve state of acceptable condition and have our assets achieve a longer service life.
- Some projects multi-task by achieving TAMP goals and other goals such as congestion relief.



04 Prioritizing Projects – Capacity used

Small projects for
capacity
Numerous considerations
Some effective
Some effective



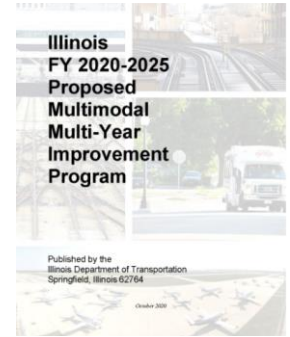
04 Prioritizing Projects – Capacity – HB 0253



- Traffic Operations/ Congestion**
CRITERIA: Annual Average Daily Traffic (AADT)
CRITERIA: Change in Annual Vehicle Miles Traveled (AVMT)
CRITERIA: Travel Time Index
- Safety**
CRITERIA: Crash Frequency
- Economic Development**
CRITERIA: National Highway Freight Network
CRITERIA: Major Development
CRITERIA: Intermodal Accessibility
- Environmental Impacts/ Livability**
CRITERIA: Environmental Justice
CRITERIA: Level of Environmental Impact Analysis Required
CRITERIA: Equity
CRITERIA: Emissions
CRITERIA: Resiliency
- Regional Rating**
CRITERIA: Subjective portion allowing local and regional input, to consider factors which may not be shown in the data

04 Multi-Modal MYP

- Transit
- Rail
- Aeronautics
- Port/Waterways



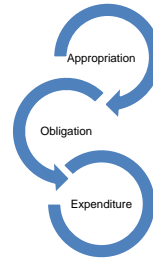


SPENDING THE PROGRAM

Multi-Year Multi-Modal Improvement Program

05 Appropriation/Obligation/Expenditures

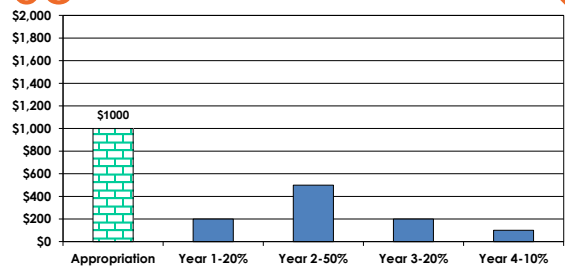
- **Appropriation** – you have the *authority* to spend the money in the fund.
- **Obligation** – the funding is set aside for that project out of the fund.
- **Expenditure** – You are paid the money out of the fund.



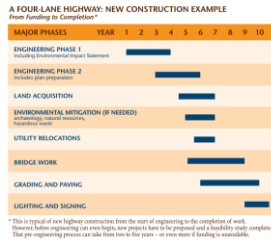
05 Federal Funding Mechanics

- Federal Funds are reimbursements!
 - Obligation Ceiling +
 - Program Apportionments
- State pays contractors first
 - Submits bills to FHWA
 - FHWA reimburses its share

05 How the Program Appropriation Spends



05 It Takes Time.....



IJA

+ \$17 Billion

05

IJA FUNDING LEVELS

<p>ROADS & BRIDGES</p> <p>Over five years, Illinois would expect to receive</p> <ul style="list-style-type: none"> \$11.2B (estimated) for highway development \$1.4B (estimated) of the \$11.2B is for bridge replacement and repairs <p>Illinois can compete for</p> <ul style="list-style-type: none"> \$12.5B from the Bridge Investment Program for economically significant bridges \$16B in funding for major projects that will deliver substantial economic benefits 	<p>PASSENGER RAIL</p> <p>\$66B invested nationwide for Amtrak repairs, station improvement and train modernization</p> <p>Will help bring passenger service to new cities and towns across the U.S.</p>	<p>PUBLIC TRANSPORTATION</p> <p>Over five years, Illinois would expect to receive</p> <ul style="list-style-type: none"> \$4B to improve public transportation
<p>AIRPORTS</p> <p>Over five years, Illinois would expect to receive</p> <ul style="list-style-type: none"> \$616M for airport infrastructure development 	<p>ELECTRIC VEHICLES</p> <p>\$7.5B invested nationwide to build or network of EV charging across the U.S.</p> <p>Illinois could apply for \$2.5B in grant funding for EV charging</p> <p>Over five years, Illinois would expect to receive</p> <ul style="list-style-type: none"> \$149M to expand the EV charging 	



Formula – Existing Programs

- NHPP
- NHFP
- Bridge Formula
- STP-BG
- HSIP
- TAP
- CMAQ
- Metropolitan Planning
- Grade Crossing

05

05 Formula New Programs

- Carbon Reduction
- PROTECT
- Electric Vehicle Charging



THANK YOU

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