ILLINOIS TRANSPORTATION PLANNING COMMITTEE

MAY 9, 2022

A G E N D A

1. CALL TO ORDER
2. ROLL CALL
3. INTRODUCTIONS
4. APPROVAL OF MAY 10, 2021 MEETING MINUTES
5. STATUS OF STU FY 2022 THROUGH FY 2025 PROJECTS
6. PROJECT EVALUATION PROCESS FOR STU PROJECTS
7. ESTABLISH PRIORITIES FOR FY 2026 STU PROJECTS
8. STATUS OF CMAQ PROJECTS
9. PROJECT EVALUATION PROCESS FOR CMAQ PROJECTS
10. ESTABLISH PRIORITIES FOR FY 2025 CMAQ PROGRAM
11. ESTABLISH THE SCHEDULE FOR THE NEXT MEETING OF THE ITPC
12. ADJOURNMENT

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EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

To: Illinois Transportation Planning Committee

From: Council Staff

Date: April 28, 2022

Subject: FY 2023-2026 Transportation Improvement Program (TIP) – Illinois Local Program

Project Solicitation

East-West Gateway Council of Governments (EWG) announced a call for project applications for federal funding through the Surface Transportation Block Grant Program - Suballocated (STP-S) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program on November 5. A virtual Project Development Workshop took place on November 16, which included presentations on the STP-S and CMAQ project application process and requirements to complete an STP-S or CMAQ application. A virtual Project Review Workshop was held on January 19, which gave project sponsors an opportunity to present their project to a panel representing staff from EWG, IDOT, and Madison County Transit District. The panel offered feedback to project sponsors on the proposed applications. Throughout the solicitation, EWG staff was available to answer questions on project applications. The project solicitation process concluded on February 10 when project applications were due.

Surface Transportation Block Grant Program - Suballocated

Submitted Projects

In the Illinois portion of the region, 26 projects representing approximately $14.2 million in federal funds were submitted for consideration in the STP-S funding program. **Table A** below shows the breakdown of submitted projects by county.

Table A – FY 2023-2026 TIP – Illinois Local Program – Submitted STP-S Projects by County

County	# of Projects	Total Cost	Federal Cost	% of Request (Fed $)
Madison	16	$12,183,284	$8,430,724	59.4%
Monroe	1	$760,000	$560,000	3.9%
St. Clair	9	$7,287,802	$5,190,835	36.6%
Total	**26**	**$20,231,086**	**$14,181,559**	**100.0%**

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Available Funding

The initial estimate or mark for STP-S funding was $5.8 million at the start of the solicitation in November. The actual mark as received from IDOT in February is $7.5 million. This change is due to increased funding levels that were identified in the Infrastructure Investments and Job Act (IIJA), the new five-year transportation funding law which was signed into law in November 2021.

Evaluation and Ranking of Projects

There are seven STP-S project application types: active transportation, bridge, freight/economic development, road, safety, traffic flow, and transit. All project types compete against each other for the available STP-S funding. Each project type receives up to 100 performance points. In addition to performance points, projects receive up to five points for facility usage and up to 20 points based on cost. **Table B** shows the breakdown of submitted projects by application type.

Table B – FY 2023-2026 TIP – Illinois Local Program – Submitted STP-S Projects by Application Type

Application Type	# of Projects	Total Cost	Federal Cost
Active Transportation	0	$0	$0
Bridge	0	$0	$0
Freight/Economic Development	0	$0	$0
Road	25	$19,591,031	$13,729,993
Safety	1	$640,055	$451,566
Traffic Flow	0	$0	$0
Transit	0	$0	$0
Total	**26**	**$20,231,086**	**$14,181,559**

Projects are ranked from highest to lowest based on the total score, made up of the performance, cost, and usage scores. Since each county is guaranteed at least one project, a project could score lower than other projects and still be recommended for funding. In cases of a tie, the project with the highest performance score would be recommended for funding. A secondary tiebreaker is based the project with the lowest construction cost.

Locally adopted criteria are also applied. This includes no more than one project per municipality per year and reimbursement of up to 80 percent of construction/construction engineering costs. Preliminary engineering and right of way acquisition are not eligible for reimbursement. In addition, all projects must be consistent with clean air requirements, establish financial commitment, and must demonstrate a reasonable degree of political and community support.

Congestion Mitigation and Air Quality Improvement Program

Submitted Projects / Available Funding

The CMAQ program provides funding for transportation programs or projects that reduce emissions and contribute to the attainment or maintenance of the national ambient air quality standards of ozone, carbon monoxide, and particulate matter. Project sponsors submitted 13 CMAQ applications for consideration, requesting approximately $14.1 million in federal funds. **Table C** shows the breakdown of submitted projects by county.

The initial estimate of CMAQ funds available for programming was approximately $5.8 million. Since that time, two projects dropped from the program which accounted for approximately $1.6 million in CMAQ funds. Also, the IIJA added a new funding program called Carbon Reduction Program (CRP). The purpose of the CRP is to reduce transportation emissions through the development by funding projects designed to reduce transportation emissions such as carbon dioxide. CRP eligibilities mirror CMAQ eligibilities. Projects like electric vehicle chargers and traffic flow improvements are eligible for CRP. In order to not accrue a balance of CRP funds, approximately $1.6 million in CRP funds will be programmed representing the FY 2022 and FY 2023 allocations. Next year, EWG will conduct a project solicitation for CRP in conjunction with CMAQ. There is $9 million available to program this cycle with CRP and CMAQ funds.

Table C – FY 2023-2026 TIP – Illinois Local Program – Submitted CMAQ Projects by County

County	# of Projects	Total Cost	Federal Cost	% of Request (Fed $)
Madison	6	$6,884,022	$5,040,240	35.8%
Monroe	0	$0	$0	0.0%
Multi-State	0	$0	$0	0.0%
St. Clair	7	$12,115,155	$9,053,453	64.2%
Total	**13**	**$18,999,177**	**$14,093,693**	**100%**

Evaluation of Submitted Projects

The principal criterion for determining project eligibility through the CMAQ program is that an improvement or a service must contribute to attainment or maintenance of the National Ambient Air Quality Standards for an area or region. The St. Louis region is in non-attainment or maintenance status for ozone. Federal cost per ton of emissions reduced of ozone precursors is used in the project selection process as the measure to establish priority. This measure is used as a means of comparing various types of projects in a common way, that being the cost per unit of benefit.

The IIJA mandates that at least 25 percent of CMAQ funds be used for projects targeting $PM_{2.5}$ reductions. It also highlights diesel retrofits and port related equipment and vehicles as eligible projects to mitigate $PM_{2.5}$. Other CMAQ eligibilities include public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles, and vehicle-to-infrastructure communication equipment.

Once projects are ranked relative to cost per metric ton of emissions reduced, the establishment of project priorities and the selection of projects for funding in the CMAQ program are a direct result of a project's cost effectiveness and the availability of local, federal, and other funding. Projects that result in increased emissions are not eligible for CMAQ.

Public Comment

Project information from the 39 applications was posted on EWG's website for public comment. The public comment period was from March 16 through March 31. A total of 54 comments were received on project applications. **Table D** shows a summary of the comments received. **Attachment C** provides a detailed listing of the comments.

Table D – FY 2023-2026 TIP – Summary of Public Comments

Project	# Support	# Oppose	# Concerned	Total # of Comments
Belleville – West Main Street	1	0	0	1
Glen Carbon – IL 157 Traffic Signal	4	0	0	4
Lebanon – Herman Street	5	0	0	5
Madison County Transit District – Alternative Transportation Program	1	0	0	1
O'Fallon – State/Lincoln Street	3	0	0	3
St. Clair County Transit District – Electrification of ATS Fleet	1	0	0	1
St. Clair County Transit District/Citizens for Modern Transit – Community Initiatives & Engagement For Transit	1	0	0	1
Shiloh – Green Mount Road & Frank Scott Pkwy Intersection Improvements	36	0	1	37
Swansea – Gilbert Street, Phase 2	1	0	0	1
Total	**53**	**0**	**1**	**54**

Project Rankings – STP-S and CMAQ

Attachment A shows the project rankings for STP-S based on the total project scores and the amount of funding available. **Attachment B** shows the project rankings for the CMAQ projects based on cost per ton of emissions reduced and the amount of funding available.

Projects that are recommended for funding will be presented to the Board of Directors on May 25. The draft TIP will be presented to the Board of Directors on June 29 and released for public comment from July 1 through August 4. Information regarding public comment will be sent to project sponsors in the future. Following the comment period, the TIP will be submitted to the Board of Directors for final approval on August 31.

Attachment A – FY 2023-2026 TIP – STP-S Program
Project Submittals (Ordered by Total Score)

ID Number	County	Sponsor	Project Title/Description	Application Type	Federal Cost	Total Construction Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Recommended for funding											
8305	St. Clair	East St. Louis	Dr Martin Luther King Jr Dr, Phase 2 - Columbia Pl To State St Resurfacing - Ln Reduction (4 To 2 Lns) - Curb Ramps	Road	$639,416	$799,270	84.00	17.01	2	103.01	$639,416
8310	Madison	Granite City	Madison Avenue, Phase 2 - 25th St To 27th St Resurfacing - Upgrade Sidewalks - Curb/Gutter	Road	$557,262	$696,577	77.07	19.07	4	100.14	$1,196,678
8323	Madison	Troy	Riggin Road - Bouse Rd To Bridge - Reconstruct Zenk To Bouse Sidewalk (5') - Bike Lanes (5') - Bouse To IL 162	Road	$661,000	$826,250	79.27	16.48	2	97.75	$1,857,678
8304	Madison	East Alton	St. Louis Avenue, Phase 1 - Broadway To Cotter St (Village Limits(Resurfacing - Curb Ramps	Road	$523,600	$654,500	72.94	19.91	4	96.85	$2,381,278
8309	Madison	Godfrey	Tolle Lane, Phase 2 - Union Pacific RR Tracks To Humbert Rd Pavement And Joint Repairs - Upgrade Sidewalks (6')	Road	$437,400	$612,356	73.00	20.00	3	96.00	$2,818,678
8317	St. Clair	O'Fallon	State St & Lincoln Ave - State St: Jackson Dr To Smiley St; Lincoln Ave: Willow Dr To State St - Resurfacing - Curb Ramps	Road	$596,000	$750,000	73.00	18.00	5	96.00	$3,414,678
8301	St. Clair	Belleville	West Main Street - 2026 - 28th St To 37th St Resurfacing - Curb Ramps	Road	$684,000	$855,000	75.00	15.90	5	95.90	$4,098,678
8319	St. Clair	St. Clair County	Sullivan Drive - Huntwood Rd To IL 161 Overlay	Road	$627,426	$784,283	72.00	17.31	5	94.31	$4,726,104
8302	Madison	Bethalto	Erwin Plegge Expwy, Phase 1 - Old Bethalto St To Ashbrook St Resurfacing	Road	$272,000	$340,000	69.68	20.00	4	93.68	$4,998,104
8308	St. Clair	Fairmont City	Cookson Road - Collinsville Rd To 45th St Resurfacing - Curb Ramps - Bulb Outs - Sw @ 37Th	Road	$638,614	$798,268	75.81	17.03	0	92.84	$5,636,718
8318	St. Clair	Sauget	Mousette Lane Lighting - I-255 To 250' North Of Carol St Lighting - Pavement Repairs	Safety	$451,566	$564,458	69.00	20.00	3	92.00	$6,088,284
8325	Madison	Wood River	Edwardsville Road, Phase 2 - 2nd St To 6th St Resurfacing - Curb Ramps	Road	$519,800	$649,750	67.00	20.00	5	92.00	$6,608,084
8303	Madison	Collinsville	Summit Avenue, Phase 2 - Alco Dr To Dooner Dr Resurfacing - Shared Use Path (10') - Sidewalk (5-6')	Road	$363,836	$454,795	71.48	20.00	0	91.48	$6,971,920
8324	Monroe	Valmeyer	Meyer/Cedar Bluff/Woodland Ridge - IL 156 To Bluff Meadows Resurfacing - Curb Ramps	Road	$560,000	$720,000	66.00	18.60	2	86.60	$7,531,920
Not recommended due to funding constraints											
8306	Madison	Edwardsville	Jefferson Road - Troy Rd To Madison Ave Resurfacing - Upgrade Sidewalks (5')	Road	$425,440	$531,800	70.85	20.00	0	90.85	$7,957,360
8307	Madison	Edwardsville	Troy Road, Phase 2 - 160' North Of 5th Ave To 100' North Of Governors Pkwy Resurfacing - Curb Ramps	Road	$670,400	$838,000	69.39	16.24	5	90.63	$8,627,760
8300	Madison	Alton	Milton Road, Phase 2 - Edgewood Ave To Hillcrest Ave Resurfacing - Curb Ramps	Road	$534,000	$667,500	67.94	19.65	3	90.59	$9,161,760
8313	St. Clair	Lebanon	Herman Street - St. Louis St (US 50) To Mcallister St Resurfacing - Curb Ramps - Shared Use Path Union-4Th	Road	$559,664	$699,580	71.52	19.01	0	90.53	$9,721,424

Attachment A – FY 2023-2026 TIP – STP-S Program
Project Submittals (Ordered by Total Score)

ID Number	County	Sponsor	Project Title/Description	Application Type	Federal Cost	Total Construction Cost	Performance Score (100)	Cost Score (20)	Usage Score (5)	Total Score (125)	Cumulative Federal Cost
Not recommended due to funding constraints											
8315	Madison	Madison	Third Street, Phase 2 - Madison Ave To Ewing Ave Resurfacing - Upgrade Sidewalks (6')	Road	$466,513	$583,142	68.28	20.00	2	90.28	$10,187,937
8314	Madison	Madison	Sixth Street, Phase 1 - Madison Ave To Alton Ave Resurfacing - Upgrade Sidewalks	Road	$514,872	$643,590	68.57	20.00	1	89.57	$10,702,809
8312	Madison	Highland	Veterans Honor Parkway - Michael Rd To Broadway Pavement & Joint Repairs - Diamond Grind - Upgrade Sidewalk	Road	$371,000	$464,000	66.00	20.00	2	88.00	$11,073,809
8321	St. Clair	Swansea	Gilbert Street, Phase 2 - Kinsella Ave To Short St Overlay - Sidewalk (5') - Curb/Gutter	Road	$649,269	$811,586	70.48	16.77	0	87.25	$11,723,078
8320	St. Clair	St. Clair Township	South 11th Street - IL 15 To 100' North Of Pine Dr Reconstruct - Sidewalk (5')	Road	$344,880	$431,100	67.20	20.00	0	87.20	$12,067,958
8311	Madison	Granite City	State Street, Phase 1 - Fehling Rd To 29th St Reconstruct - Resurface - Sidewalk (6')	Road	$693,363	$866,704	67.00	15.67	2	84.67	$12,761,321
8316	Madison	Maryville	Pleasant Ridge Road, Phase 1 - W Main St To 1100' South Of W. Main St Reconstruction - Shared Use Path (10')	Road	$849,838	$1,062,298	67.40	11.75	0	79.15	$13,611,159
Not recommended - More than one project per sponsor											
8322	Madison	Troy	Bouse Road, Phase 1 - Reconstruct - 125' East Of Chamberlain To 500' East Of Whitworth Shared Use Path - Old Troy To 500' East Of Whitworth	Road	$570,400	$713,000	74.39	18.74	1	94.13	$14,181,559

Attachment B – FY 2023-2026 TIP – CMAQ
Project Submittals (Ordered by Cost Effectiveness)

ID Number	County	Sponsor	Project Title - Description	Metric Tons NOx Reduced	Metric Tons PM 2.5 Reduced	Metric Tons VOC Reduced	Federal Cost	Total Cost	Cost Effectiveness	Cumulative Federal Cost
8406	St. Clair	IDOT	IL 159 Signal - Ludwig Dr/Salem Pl To Longacre Dr/Ashland Ave Advanced Traffic Managment System	0.0000956	0.0000050	0.0000876	$492,000	$615,000	$5,369.97	$492,000
8412	St. Clair	St. Clair County	Old Collinsville Road - At Lebanon Ave Right Turn Lane	0.0000645	0.0000029	0.0000491	$376,000	$470,000	$6,617.22	$868,000
8408	St. Clair	St. Clair County Transit District	Electrification Of The ATS Vehicle Fleet - Study For Conversion Of Fleet 3 Charging Stations For Vehicle Fleet	0.0000917	0.0000021	0.0000572	$664,000	$830,000	$8,920.98	$1,532,000
8407	Madison	Madison County Transit District	Alternative Transportation Program - Marketing And Outreach To Increase Transit Usage Targeting: Employers/SIUE Students/Public	0.0001110	0.0000012	0.0000208	$600,000	$750,000	$9,104.90	$2,132,000
8400	St. Clair	Bi-State Development/ Metro	Bus Replacement - SCCTD - 2025 (A) - Replace Three Buses	0.0001609	0.0000032	0.0000023	$1,254,230	$1,567,788	$15,364.98	$3,386,230
8409	St. Clair	St. Clair County Transit District/CMT	Community Initiatives & Engagement For Transit - Education On Microtransit Replacing #14 Rt; Community Education, And Social Marketing Outreach	0.0000442	0.0000013	0.0000092	$542,303	$677,879	$20,307.95	$3,928,533
8401	St. Clair	Bi-State Development/ Metro	Bus Replacement - SCCTD - 2025 (B) - Replace Three Buses	0.0001094	0.0000021	0.0000016	$1,254,230	$1,567,788	$22,595.36	$5,182,763
8410	St. Clair	Shiloh*	Green Mount Rd - At Frank Scott Pkwy (Intersection Imprrovements To Northbound Green Mount Rd And Signal Optimization Along Green Mount And Frank Scott	0.0001602	0.0000085	0.0001465	$3,817,237	$6,386,700	$24,889.32	$9,000,000
Not recommended due to funding constraints										
8404	Madison	Glen Carbon	IL 157 Traffic Signal/Intersection Improvements - 325' North Of Hospitality Way To 225' South Of Glenwood Dr Traffic Signal At The Game Dr	0.0000199	0.0000009	0.0000152	$972,843	$1,579,776	$55,414.99	$9,972,843
8411	Madison	Illinois/SIUE	S. University Drive - At Circle Dr Roundabout	0.0000165	0.0000007	0.0000125	$855,200	$1,219,000	$58,979.92	$10,828,043
8403	Madison	Edwardsville	IL 157 Shared Use Path, Phase 5 - W. Union St To Schwarz St Shared Use Path (10')	0.0000081	0.0000003	0.0000020	$431,200	$539,000	$84,690.33	$11,259,243
8405	Madison	Granite City	Fehling Road - At State St/Entrance To Granite City High School Roundabout - Sidewalk (6')	0.0000085	0.0000004	0.0000065	$1,224,197	$1,600,246	$163,979.36	$12,483,440
8402	Madison	Collinsville	St. Louis Road Shared Use Path - St. Louis Rd: Boskydells To Jefferson Ave - Connects To Jefferson Elem Along Boskydells	0.0000037	0.0000001	0.0000009	$956,800	$1,196,000	$415,405.20	$13,440,240

*Original request was $4,470,690- adjusted to $3,817,237 due to funding constraints

Belleville – West Main Street
Comments in Support (1)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I believe this is a good project for the community. The sidewalks need to upgraded to ADA standards as a continuation of the rest of West Main Street to make it safer and for ease of travel. The sidewalks are used on this busy stretch of roadway and there are several bus stops along this route for the high school, junior high and grade schools in the area. The roadway is need of resurfacing as well. It has been many years since the roadway has been resurfaced. I have lived on N 28th Street for 25 years and do not remember it being resurfaced, only pothole patched in that time. **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Glen Carbon – IL 157 Traffic Signal/Intersection Improvements
Comments in Support (4)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I own property just south of this intersection, where additional development and road widening is occurring. This area is very busy and has a couple of dangerous turning areas. this project will eliminate those dangerous turning areas for commercial development and the large residential subdivision entrance just to the south. Additionally it will allow 157 to almost be 3 lanes from I-270 intersection to the St Rt 162 intersection. **Anything else you'd like us to consider or comments you'd like to share about this project?** There will be a small portion of 157 south of this intersection and the new intersection currently being constructed that will remain 2 lanes. That area should be added to this proposed project to complete the 3 lanes in this area.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I am a partner in the Hampton Inn and Suites in Glen Carbon and we are very excited about the future development plans in our area. Access to our property has needed upgrades for years and with the proposed development we believe it is critical that the infrastructures need to be in place to accommodate the future the near term and future developments. **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** A traffic signal at the intersection of IL 157 and Hospitality Way would be a major improvement for this area of Glen Carbon. The traffic signal will improve traffic flow and help reduce the possibility of accidents involving cars going at high speeds along IL 157. **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** These improvements are desperately needed and would address a number of issues in this area. Safety - A signalized intersection with turn lanes at Heritage Crossing Drive and also at Glenwood Drive would dramatically improve the safety of entering and exiting traffic at this location. Access to commercial businesses and to the Glenwood residential subdivision would be greatly improved. Economic Development - There is tremendous development potential in this area and this one intersection could open up convenient access to over 1,000 acres of potential development that would be good for the community and the state. Without these road improvements, development near this intersection is completely stymied. Based on traffic studies, no further development can take place without the improvements. Unfortunately, no landowner or developer in the immediate area can justify the cost of the improvements to allow further development as the costs far outweigh the value created for any individual project. This area has so much potential and has languished for years strictly due to the lack of an adequate road system. Congestion/Pedestrian access - These improvements would certainly help alleviate the traffic congestion in this corridor. The sidewalks would also address a much needed

improvement that would allow pedestrians and bikes to navigate the area in a much more convenient, comfortable and safe manner.
Anything else you'd like us to consider or comments you'd like to share about this project? I personally know of several development opportunities that simply could not move forward due to the lack of adequate and safe access. These improvements are desperately needed and will pay immediate dividends. Please approve this project!

Lebanon – Herman Street

Comments in Support (5)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The key reasons for my support of the project include: increased accessibility and safety for residents' mobility; the support and request of approximately 400 residents reflected in the Routes to Equity (RTE) Action Plan with resident engagement, input, and feedback in 2021; The shared use path on Herman aligns and integrates with Lebanon's Friends of McAllister Park organization mission and RTE Landall Mack shared use bike/ped trail plan; This project demonstrates the City's reinvestment initiatives in the SE Quadrant, a historically multi-cultural community of color within the City of Lebanon; The project aligns with the City's SE Quad Neighborhood Plan, a resident development plan based in resident feedback and green and grey infrastructure.
Anything else you'd like us to consider or comments you'd like to share about this project? This project is the City's first large infrastructure initiative outside of the new sewer plant in the SE Quadrant of the City of Lebanon, Illinois. The support of this project is city-wide and the approval and funding of this project is essential for improved livability.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This project is very needed. The area has been neglected and this project will kick-start improvements throughout the surrounding neighborhood. It's also well coordinated with an upcoming IDOT highway improvement project (IL Rt 4/US Rt 50 intersection improvement).
Anything else you'd like us to consider or comments you'd like to share about this project? This project includes creating sidewalks along the project-area stretch of Herman, which are not currently present. This will allow much safer pedestrian access from the neighborhood to businesses located at and near the intersection of Herman and McAllister Streets.

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? We have been advocating for improved cycling infrastructure in Lebanon for over a decade. The proposed side path and other improvements will be a significant contribution to this effort.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

Do you live or work in the community where the project is proposed? No
What are the key reasons for your position? The neighborhood lacks adequate, safe pedestrian facilities and pavement surfaces are in need of repair. The proposed project would address both issues in the heart of the neighborhood. Over the past year I have been immersed in learning about the issues and opportunities for the neighborhood where this project is located, as part of my work with the residents to develop the Southeast Quad Neighborhood Plan. Sidewalks and safe pedestrian crossing were the most frequently requested improvements at our community engagement events.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? this area is being revitalized and a good road surface is important for newcomers to the area. Sidewalks are necessary for the safety of walking and bike riding kids and adults. And Exercise is important to the future health of our residents.

Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

Madison County Transit District – Alternate Transportation Program

Comments in Support (2)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? St. Clair County Transit District, in conjunction with Citizens for Modern Transit, is succeeding at raising awareness of benefiting of utilizing public transit through a mix of marketing, advertising, social media and media relations efforts. The organizations have established quarterly community engagement events with a host of partners, the Summer Riding Program, Transit Stop Transformation Projects and the establishment of the Flyer service and so much more. Efforts have made a huge impact on communities.
Anything else you'd like us to consider or comments you'd like to share about this project? The work of SCCTD and CMT is very effective!

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This program provides critical funding to support education and outreach activities to promote, enhance, and educate the public on both the importance of alternative transportation modes and how to specifically utilize those modes.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

O'Fallon – State/Lincoln Street

Comments in Support (3)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This project would greatly help Traffic flow.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Desperately needed!
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Lincoln Ave needs help North of State Street intersection. There are a couple blocks near Gia's and Mandy's on Lincoln that are rough to drive through.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

St. Clair County Transit District – Electrification of ATS Vehicle Fleet

Comments in Support (1)

Do you live or work in the community where the project is proposed? No
What are the key reasons for your position? Considering how recent events have further highlighted energy dependency and how it can affect geopolitical strategies, electrification of vehicles will further grant independence and climate resilience.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

St. Clair County Transit District/Citizens for Modern Transit – Community Initiatives & Engagement For Transit

Comments in Support (1)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? St. Clair County Transit District, in conjunction with Citizens for Modern Transit, is succeeding at raising awareness of benefiting of utilizing public transit through a mix of marketing, advertising, social media and media relations efforts. The organizations have established quarterly community engagement events with a host of partners, the Summer Riding Program, Transit Stop Transformation Projects and the establishment of the Flyer service and so much more. Efforts have made a huge impact on communities.
Anything else you'd like us to consider or comments you'd like to share about this project? The work of SCCTD and CMT is very effective!

Shiloh – Green Mount Road & Frank Scott Parkway Intersection

Comments in Support (36)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Green Mount Crossing is the main through fare in Shiloh and this bridge extension needed to be put in 5 years ago for both safety & traffic consideration. At this point where the road narrows between 4 lanes & a turn lane to 2 lanes. Has become the main choke point restricting traffic to stand still between 7-9 am & 5-7.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The congestion at the FSP and Greenmount RD intersection and surrounding areas is progressively getting worse. It'll it will definitely not improve any when the new Auffenberg Auto Mall opens. During rush hour traffic can be backed up for a mile or more.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This area is often backed up. The short turn lane causes traffic issues as well as all of the very close stop lights leading 64. Without any changes, I only see this becoming more of a problem as the area continues to develop.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This will be good for Shiloh school
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? All area roads are in desperate need of additional lanes. The area has seen so much growth and the roads have not kept up, leaving lots of volume and congestion.

Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Traffic flow is a huge problem in the area. Longer and wider lanes along with traffic signal coordination will help lessen the slowdowns where traffic backs all the way down the Interstate Exit 16 lane and often into the I-64 left traffic lane. **Anything else you'd like us to consider or comments you'd like to share about this project?** This project is important to the area since it is probably the busiest corner in St. Clair County with even more growth coming.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** There is traffic congestion especially during rush hours, weekends and holidays. With the amount of businesses in the area, and more being built to include hotels, the traffic is getting worse! Drivers are impatient causing aggressive and reckless driving as they try to navigate the area. **Anything else you'd like us to consider or comments you'd like to share about this project?** The congestion also impacts the interstate ramps. Getting off I64 at Green Mount is often backed up traffic to the interstate.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I have lived near this intersection for 25 years. Increased development has made this intersection unbearably congested. **Anything else you'd like us to consider or comments you'd like to share about this project?** It's long overdue
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This area is constantly congested, and at times a safety hazard. **Anything else you'd like us to consider or comments you'd like to share about this project?** This would greatly improve the safety of citizens that are traveling through this area.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This entire area is continuing to grow. New businesses and residentials are opening annually, however the roads are not getting upgraded fast enough to compensate for the influx of new traffic. This intersection is the main artery for these businesses and neighborhoods in this surrounding area. With the new residential buildings, businesses, schools, medical buildings, and now the new auto mall, the traffic flow in this area will continue to grow into a bigger nightmare than it already has become. I agree with any improvements to this entire interchange. **Anything else you'd like us to consider or comments you'd like to share about this project?** Realistically, I believe making these changes will help the flow of traffic entering this intersection, however it will not completely solve the traffic problem. The main roads that carry the traffic into and away from this intersection desperately need to be rethought. For example, Greenmount Rd is grid locked on a daily basis during the rush from this intersection down to Lebanon Ave. This continual backup is large enough that it bottlenecks into this intersection, contributing to the aforementioned problem. Greenmount road should be widened from Frank Scott all the way south to Mascoutah Ave rt 177, or at least down to SWIC. The widening of Frank Scott going west should also be considered. Widen this road to accommodate all the new residential properties and businesses. Widening these main arteries will effectively ease the traffic flow and increase the efficiency of this Frank Scott/Greenmount intersection. The result being the reduced severity of the daily bottlenecks that are backing up into this said problem area. P.S. What is up with the quick lane merge to single lane going southbound on Greenmount rd by White Castle? So many problems there.
Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? Mornings are terrible and no matter what time i leave home i end up rushing to get my kids to school. Evenings are worse so I always have to take alternate routes even though they may take longer to get me home. **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I fully support this project. I live in Eagles Landing Subdivision off of Green Mount Road, and my family and I regularly sit in traffic approaching the traffic signal at Frank Scott Parkway and Green Mount Road. Often the traffic extends to the bridge, or south of the bridge, blocking access to the otherwise open traffic lanes at the intersection. If the lanes were longer, we would be able to fully access the intersection. It will also be very beneficial to have the various, closely spaced traffic signals coordinated on the same timing to make the best use of the green time out there. This is an important regional project that affects residents and commuters in the area, since this is a key intersection and access point for the large retail area here and major transportation corridors in St. Clair County. **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I take Green Mount to Frank Scott Parkway for work and often there is a long wait to turn right to head East on Frank Scott Parkway. If the turn lane was longer I think this would help with the flow of traffic. **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Green Mount Rd is one of the busiest roads in Southern Illinois and this project will greatly help with heavy congestion and keeping traffic moving **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** There is so much traffic congestion. The lights are poorly coordinated which increases the likelihood for vehicles to run red lights. This then becomes a safety issue. **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Shiloh is growing but the infrastructures in place are not. We need lighting bad. Individuals walk for exercise, some walk to work and even ride their bikes along this road. Now that gas prices are going up I can see more activities picking up. We're close to a highway, restaurants, homes, etc. It's a cluster. Lightening is definitely needed and will be appreciated. With all the construction there are also a lot of animals that have been misplaced that find their way out to this busy road especially at night. My daughter will soon have to catch the bus along this road as well and in bad weather this can become detrimental. It's hard pulling out in busy traffic when you can't see. They should have incorporated medians before developing outrageously, but now we're in the thick of it all and we can't turn back e just have to adapt. So many issues would be rectified with lighting. **Anything else you'd like us to consider or comments you'd like to share about this project?** I'd hate for a fateful accident to occur and then we find out lighting was a factor. We should be proactive rather than reactive. Anything that can be done to assist in the lighting issue will be most appreciated.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** All you have to do is drive over here on any given day to witness the delays caused by inadequate infrastructure. Shiloh is a growing community with businesses that attract people from surrounding communities, and the roadways need to be improved to alleviate the congestion.

Anything else you'd like us to consider or comments you'd like to share about this project? Once these improvement are built, the area needs to be looked at for additional improvements to the entire roadway networks. Congestion and delays are part of everyday travel along I-64, it's ramps and the arterial.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Green Mount Rd. currently has long lines of cars that build up in various locations, primarily stop lights. Carlyle Rd. and Frank Scott are two areas of significant congestion. Because of the two-lane traffic from the south congestions builds northbound, and the southbound lane merge is dangerous with multiple commercial entrances to the west. Expanding this intersection and turn lane volumes, as well as improving light timing should greatly reduce congestion and improve safety. **Anything else you'd like us to consider or comments you'd like to share about this project?** I also understand there is potential development in the works for the SE corner of the Green Mount and Frank Scott intersection. This additional traffic and the entrances to the site shoudl be considered so any new improvements are integrated into the final plan.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Traffic congestion and bad signal light timing leads to more exhaust output **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Greenmount road is a highly traveled roadway used by our family daily. I have personally witnessed numerous accidents when traffic is backed up at the Frank Scott Parkway and Central Park Drive intersections. All efforts to improve these intersections will greatly impact public safety. **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Traffic is horrible. **Anything else you'd like us to consider or comments you'd like to share about this project?** Please support this project.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I support this project because currently the traffic flow on Greenmount Rd. is awful. There are far too many business and homes to handle the current set up of the road. Any additions to that allow traffic more room would help immensely. **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Improvement to reduce congestion around this intersection are long overdue. **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** We travel this route every day to work and schools. Accidents happen at Richland Creek bridge frequently and there is no way to go around. I am concerned about my family being rear-ended while waiting at backups at this location. **Anything else you'd like us to consider or comments you'd like to share about this project?** Pedestrian / Bike access on both sides of Green Mount Road would be appreciated and useful to our family.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This area is congested most of the time, but dangerously congested during peak hours. The signals need to be synchronized to adjust for a safe flow of traffic. **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)

Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Over the last decade, the Greenmount Road daily traffic load and congestion has grown immensely and become insufferable. This project would streamline flow somewhat and alleviate some of the congestion. **Anything else you'd like us to consider or comments you'd like to share about this project?** It would be a shame to miss this opportunity to improve life along Greenmount Road.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** It is a major thoroughfare into our communities and for businesses to thrive. The road definitely has quite a few areas needing attention particularly near Faith Family Church and Cornerstone Church area leading up to the light at Greenmount and Lebanon Road. It is a very rough stretch of Greenmount Road. **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This area is always congested and the lack of synchronization of the lights cause large bottlenecks of traffic on a daily basis. This also causes long lines on the eastbound exit ramp from I-64 especially in the afternoon when people are returning home from work. In the morning, it adds to the bottleneck on the bridge over the Interstate as people line up to exit onto westbound I-64 **Anything else you'd like us to consider or comments you'd like to share about this project?** You might also consider a way to facilitate better flow of traffic around the entrance to the commercial areas near that intersection, and also synchronize the lights on Frank Scott heading west from the Greenmount - Frank Scott intersection. That also becomes a bottle neck especially when the light at the apartments goes to flashing red (which should never happen in my opinion) for unknown reasons.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** I fully support this project. I live in Eagles Landing Subdivision off of Green Mount Road, and my family and I regularly sit in traffic approaching the traffic signal at Frank Scott Parkway and Green Mount Road. Often the traffic extends to the bridge, or south of the bridge, blocking access to the otherwise open traffic lanes at the intersection. If the lanes were longer, we would be able to fully access the intersection. It will also be very beneficial to have the various, closely spaced traffic signals coordinated on the same timing to make the best use of the green time out there. **Anything else you'd like us to consider or comments you'd like to share about this project?** This is an important regional project that affects residents and commuters in the area, since this is a key intersection and access point for the large retail area here and major transportation corridors in St. Clair County.
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** Green Mount rd from highway 64 to Shiloh Station West rd has multiple issue causing congestion, but chief among them is that the community has grown beyond the original infrastructure. Expanding turn lanes would help minimize or eliminate stopping on green mount due to turning **Anything else you'd like us to consider or comments you'd like to share about this project?** This road expansion project needs to extend through the Lebanon intersection to Shiloh Station west and should include a new stoplight for the Faith family church and cornerstone Christian church, to help alleviate Sunday traffic and flashing yellow outside of church hours
Do you live or work in the community where the project is proposed? Yes **What are the key reasons for your position?** This project will greatly improve the traffic flow of this area. It is a much needed project to help not only the residents but also the general public who travels this road. **Anything else you'd like us to consider or comments you'd like to share about this project?** (left blank)
Do you live or work in the community where the project is proposed? Yes

What are the key reasons for your position? Live in a neighborhood directly in this location. Use the interstate exit daily for work. It has become very populated and the traffic has become very heavy. Extending the turn lanes and coordinating the stop lights would help with the traffic issue and make it more safe for everyone.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Live in a neighborhood directly in this location and work in the town of Shiloh. It has become very populated and the traffic has become very heavy. Extending the run lanes and coordinating the stop lights would help with this issue and make it more safe for everyone.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? Given the significant commercial and residential development around this project area, the long backups, lack of access, and non-coordinated signals create traffic nightmares and hazardous situations. The bridge on Green Mount Road creates a bottleneck and needs widened to fully utilize the available traffic lanes approaching the Frank Scott Parkway intersection and beyond towards the interstate entrance and exit ramps. Traffic coming off Interstate 64 backs up in part due to the inability of traffic to flow south on Green Mount Road. I avoid this section of Green Mount Road at all costs coming to and leaving work, but those who live and work in this area do not have that option. This is a main transportation and retail corridor of St. Clair County. I enthusiastically support this project.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This area has extreme congestion and this project will help mitigate traffic. During rush hour it is a nightmare to attempt to drive through this area.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? The merging from five lanes down to two lanes seems dangerous. I've noticed lots of accidents there.
Anything else you'd like us to consider or comments you'd like to share about this project? I see people walking up and down Greenmount Road and it seems like sidewalks would make sense.

Shiloh – Green Mount Road & Frank Scott Parkway Intersection

Have Concerns (1)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This is more about hospital traffic flow, not Greenmount Rd.
Anything else you'd like us to consider or comments you'd like to share about this project? Focus needs to be on the entirety of Greenmount. Not just frank Scott. Making Greenmount a 4 lane road with center turn lane would alleviate traffic congestion and increase motorist safety. Seems only concern for this area is access to hospital and nothing else. Very disappointing

Swansea – Gilbert Street, Phase 2

Comments in Support (1)

Do you live or work in the community where the project is proposed? Yes
What are the key reasons for your position? This street is a cut through street and has a high volume of traffic which travels at higher speeds than posted. This street also has no sidewalks, but has a lot of pedestrian traffic. With the terrain in the area and the fact that there are several parks nearby there are a lot of kids traveling the roadway and it is not safe. This project adding curb and gutter and sidewalk will help keep the pedestrians off the roadway and safer than they are currently. I believe this will make this roadway safer for the roadway users and pedestrians.
Anything else you'd like us to consider or comments you'd like to share about this project? (left blank)