State of Illinois
Department of Transportation
Office of Intermodal Project Implementation

Application for Capital Assistance Grant

<table>
<thead>
<tr>
<th>Legal Name of Applicant</th>
<th>Date of Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>Madison County Mass Transit District</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street Address, City, and Zip Code</th>
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<tbody>
<tr>
<td>1 Transit Way, Granite City, 62040</td>
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<table>
<thead>
<tr>
<th>Contact Person</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steven J. Morrison</td>
<td>Interim Managing Director</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Telephone Number</th>
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</thead>
<tbody>
<tr>
<td>618-797-4600</td>
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</table>

Please identify by name and title in the space below the chief officers of record of applicant’s governing board, such as Chairman, President, Secretary, Treasurer or comparably designated officers (add additional page if necessary):

<table>
<thead>
<tr>
<th>Name</th>
<th>Officer’s Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ronald Jedda</td>
<td>Chairman</td>
</tr>
<tr>
<td>Kelly Schmidt</td>
<td>Vice Chair</td>
</tr>
<tr>
<td>Allen Adomite</td>
<td></td>
</tr>
<tr>
<td>Andy Economy</td>
<td>Officer’s Title</td>
</tr>
<tr>
<td>Chris Guy</td>
<td>Officer’s Title</td>
</tr>
</tbody>
</table>

Applicant is a (please check one):

- [ ] Municipality
- [ ] County
- [ ] Corporation
- [x] Mass transit district
- [ ] Not-for-profit**
- [ ] Other**

** For “not-for-profit” or “other” applicants, please provide a general description of applicant’s services:
In support of this application, I offer the above data and attached supporting documents as required. I certify that the statements herein and in the supporting documents are correct and complete.

Madison County Mass Transit District
Applicant

Steven J. Morrison
Name of Authorized Official

Signature

Interim Managing Director
Title

6-19-20
Date

Fenia Rogan
Attest
The Madison County Mass Transit District (MCT) hereby applies to the Illinois Department of Transportation for a Capital Improvement Grant. Required resolutions, certifications and other documents in support of this grant request are attached and are considered a part of this application.

A. Project Description (attach additional pages if necessary)

1. Administration Building

MCT is seeking funds to build a new Administration Building and associated site and security improvements at the MCT Transit Operations Center (TOC). The funds being requested are specifically for design/construction management services and construction related to security improvements for both the new building and entire TOC. To date, MCT has expended $186,000 to develop a schematic design for the new building and preliminary site plan. Additionally, schematic design has been completed for a comprehensive video surveillance system, an integrated access control system and a perimeter security fencing for the TOC.

As part of the schematic design process described above, a cost opinion was developed by MCT’s construction manager. The total construction cost of the project, which includes the new building, site improvements, video surveillance system, access control system and perimeter fencing/gates, is now estimated at $12.82 million. This cost does not include design or construction management costs. With estimated design/construction management costs, the project prices at $14.82 million.

Presently, MCT has $9.93 million earmarked for construction purposes only. $6.00 million is from the Illinois Department of Transportation Grant CAP-14-1031 (Contract #4461). $3.93 million is from FTA Section 5307 funds (IL-90-X733). Now with more precise information, MCT is seeking the funds to aid in offsetting both design/construction management costs as well as costs associated with TOC security.

The project is nearly “shovel ready”. Upon grant approval, MCT will move forward immediately with the project and incur project expenses in FY 2021. The project will be completed in full during FY 2023.

2. Base Facility Improvements

The Madison County Mass Transit District (MCT) is seeking $2,650,000 in Re-Build Illinois Capital Assistance funds to complete critical equipment and system replacements and upgrades, as well as its Operations Facility Improvements Phase 3 project. This project will provide much needed building improvements for operations, maintenance, and administrative staff. Building 2 will see much of its current layout changed to accommodate a training facility, an improved driver break area, increased size of the dispatch operations center, and the addition of office space for road supervisors and administrative staff. The building 2 maintenance garage will get a new furnace system, painting and replacement of mobile column lifts that are outdated. Upgrades will also be done to multiple facilities to replace failing or outdated equipment.

3. IL-111 & Chain of Rocks Road Transit Hub

MCT desires to construct a new passenger transfer center to serve the large and growing Gateway Commerce Center Business Park, Lakeview Commerce Center Business Park and the newly opened Gateway Tradeport Business Park, all located in close proximity to I-270 and I-255. Presently, MCT is operating a transfer hub with only a small bus shelter/chemical toilet on Liberty Street in the Village of Pontoon Beach. This shelter serves four bus routes, the Cross County #4 and #6, the Shuttle #20 and the
Express #20X. While several locations have been considered, a site has not been selected for the new transfer center, but a central location to serve all three parks is imperative.

The new facility would include a building, climate-controlled passenger waiting area and transfer station, 8 bus bays with canopy, bus loop connecting to the street system, lighting, security features and landscaping. The approximately 2,000 square foot building would include a 24-hour passenger lobby with small convenience store, passenger restrooms, driver restrooms, satellite law enforcement office and server room for security features.

4. US 40 Corridor Park and Ride Enhancements

This application seeks funds to improve two park and ride lots along the US 40 corridor that serves the Madison County Transit express bus routes to and from downtown St. Louis. The existing park and ride lot in Highland has asphalt pavement that is failing and needs replaced. The funds would be used to replace the asphalt with new concrete pavement. The parking lot has 246 parking stalls and includes a bus shelter with benches and trash receptacle. Buses pull in off the highway into the park and ride lot and stop at the bus shelter for passengers. The entrances and bus lane are constructed of concrete pavement and are in good condition. The parking lot lights will be replaced with energy efficient LED fixtures.

The second park and ride lot is located in St. Jacob and needs to be replaced to improve ingress and egress. Currently the park and ride lot is very narrow within US 40 right of way. Parking blocks have been placed to block vehicles from parking too close to the entrance and exit of US 40 to allow sufficient room for the turning movement of the bus. A new approximately 50 car park and ride lot is being proposed. New LED lighting and bus shelter will be constructed. Additional property will be acquired to move the park and ride lot far enough off US 40 to allow for the necessary bus turning movements into the parking lot.

US 40 is a minor arterial with an ADT of 5,250 at the Highland park and ride lot and an ADT of 8,550 at the St. Jacob park and ride lot. On US 40 the speed limit is 55 mph west and 45 mph east of the Highland park and ride lot and at the St. Jacob park and ride lot the speed limit is 45 mph.

5. Transit Automation and Communication Technology

The Madison County Mass Transit District (MCT) is seeking $3,050,000 in Re-Build Illinois Capital Assistance funds to purchase a Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) system, passenger information screens, and upgrades to existing communication infrastructure. The CAD/AVL system will be implemented across 98 fixed route buses. Passenger information screens will be installed on 98 fixed route buses and at 6 transit/transfer stations within Madison County IL. Upgrades to existing communication infrastructure will be completed at MCT base facilities, transit stations, park and ride lots, and microwave radio sites. Purchasing driver scheduling software and upgrading two-way radios will also be a part of this project.

6. Fixed-Route Light Duty Bus Replacements

MCT’s fixed route system uses a variety of vehicle sizes to maximize efficiency for operations and accommodate the unique needs of the communities we serve.
Project bus total of seventeen (17) Fixed Route Coach on Chassis Light Duty Buses; Replacement of thirteen (13) existing Fixed Route Coach on Chassis Light Duty Buses and the addition of four (4) Fixed Route Coach on Chassis Light Duty Buses. All buses are equipped with wheelchair lifts.

Pre-Acceptance Bus Manufacturing Inspection Services for the 17 Fixed Route Light Duty Coach on Chassis Light Duty Buses

7. Yellowhammer Trail & Bridge Project

This application seeks funds to construct the Yellowhammer Trail and Bridge, a 1,900-foot-long bicycle/pedestrian trail to provide a critical connection between the campus of Southern Illinois University Edwardsville and the greater Edwardsville community. Specifically, this project would extend the existing Delyte Morris Bikeway, (which connects directly to the classroom buildings, administrative offices, recreation facilities, fine arts venues, and residential centers on the SIUE campus), to the Madison County Transit (MCT) Goshen Trail creating access to thousands of Edwardsville area residents, as well as the entire northern part of Edwardsville, and the vital Downtown business and entertainment district. This longtime missing link between campus and community features a 450-foot-long bike bridge to carry cyclists and pedestrians seamlessly over the ravine. The project will be mostly constructed on a former streetcar corridor, known as the “Yellowhammer” which operated between Edwardsville and nearby Mitchell for multiple decades in the early part of the 20th century.

8. IL-157 Schoolhouse Trail Bridge Project

This application seeks funds to construct a 400-foot-long bicycle/pedestrian bridge over IL-157 just south of the signalized IL-157 intersection with Horseshoe Lake Road in Collinsville. Pedestrians/bicyclists on the Schoolhouse Trail currently cross IL-157 at a pedestrian signal at the south leg of the intersection. Pedestrian signals and push buttons are provided at the crossing. The existing at grade crossing crosses six traffic lanes (two thru lanes in each direction, free flow right lane, and a left turn lane). The proposed bridge over IL-157 will be on the Schoolhouse Trail alignment. The profile of the bridge will be designed and constructed in accordance with ADA guidelines. IL-157 is a minor arterial with an ADT of 16,700 south of Horseshoe Lake Road and an ADT of 7,150 north of Horseshoe Lake Road. Horseshoe Lake Road is a minor arterial with an ADT of 10,000 west of IL-157. The posted speed limit on IL-157 is 45 mph south of the intersection and 50 mph for the north of the intersection. Horseshoe Lake Road has a posted speed limit of 55 mph.
1. Administration Building

Since the inception of MCT operations over three decades ago, MCT has expanded significantly. The design allows for 50 administrative employees to be housed in the new building and allow for the consolidation of four different facilities. Overcrowding will be eliminated and substandard office space will be retired. Additional conference spaces will be added with the new building to create an efficient and collaborative work environment. The design also is anticipated to include employee amenities such as expanded conference room space and breakroom.

Enhanced security also will be addressed by the project. Video surveillance will be included in the new building and the entire TOC. Access control readers at TOC entrances and in the new building will be included to create a safer work environment. Bullet resistant glass and walls will separate the public area from the work area. New gates and fencing is also being incorporated to improve site security.

2. Base Facility Improvements

The current layout of Building 2 needs to be renovated to accommodate larger and improved areas for drivers and operations staff. In the current layout spaces are being used for functions other than what they were originally designed. Renovations will allow drivers to have a larger breakroom and will provide support staff with a training facility as well as adequate office space for administrative staff. The garage area will benefit from an upgraded furnace system to keep temperature swings from happening during the winter months and to keep hose reels from freezing. Upgrades to equipment for the bush wash and fuel building will replace outdated equipment. All facilities will benefit from upgraded wireless network and virtual infrastructure expansion equipment that will replace an existing system that has reached its operational limitations.

3. IL-111 & Chain of Rocks Transit Hub

It is estimated by employers that 20% to 25% of the workforce is transit dependent and relies on MCT service to reach these employment centers. Currently passengers are forced to wait in the rain, as well as in the extreme cold and heat for their next bus. Liberty & Chain of Rocks has emerged as one of MCT’s most utilized transfer point facilities with thousands of boardings and alightings every day. As stated in Section A, the current Liberty Street location is outdated, undersized and poorly serves MCT’s bus patrons. With millions of square feet of warehouses and thousands of employees, the new facility would allow MCT to implement a business park only shuttle system to compliment the current routes going to Liberty and then routing through the parks. The project, along with the new shuttle system, would be geared to serve major employers such as Amazon, Hershey, Proctor & Gamble, World Wide Technology, Unilever and several other Fortune 500 companies. The project would not only serve the economic development goals of Madison County, but also the State of Illinois and the entire country, by efficiently bringing employees within the metropolitan area to the employers located within the three business parks.

4. US 40 Corridor Park and Ride Enhancements

The park and ride lot improvements are needed to better serve the residents of Madison County. The two park and ride lots serve express routes to downtown St. Louis. The Highland park and ride lot is at the west end of the express route and serves a rural population of over 20,000. The pavement is in poor condition and requires replacement. The pavement has required pavement patching, crack filling and
sealing. The lighting is not energy efficient and needs upgraded to high energy efficient LED light fixtures.

The park and ride lot in St. Jacob was constructed within US 40 right of way in 1995 with 43 spaces. The lot was not constructed far enough off US 40 to allow for adequate bus turning movements. Lighting is poor with only two parking lot lights. The new park and ride lot improvements include a bus shelter and necessary LED lighting for safety and security. The new park and ride lot will improve the safety for the community and bus drivers.

5. Transit Automation and Communication Technology

The installation of a CAD/AVL system will provide MCT the realtime data that it needs to make important decisions. Currently MCT has Automated Passenger Counters (APC) on 42 thirty-foot buses and plans to have its forty-foot buses equipped with them upon the next replacement cycle. APC data needs to communicate with a CAD/AVL system to provide real time passenger loading in the event that an emergency or in times when MCT must follow guidance from another organization such as the Centers for Disease Control like we are experiencing with the pandemic. Additional benefits of a CAD/AVL system include the ability to track on time performance, route deviations, safety, and security.

Installing passenger information screens on the fixed route buses and at transit stations will provide passengers with real time information about the MCT fixed route bus services. Passengers will be able to see when the next bus will arrive at their location as well as being able to be kept informed of any route deviations or safety notices.

Upgrading MCT’s existing communications infrastructure will greatly improve its ability to prepare for increased real time data transmission and retention. Currently MCT has a microwave radio “wide area network” that provides security video and access control monitoring for multiple transit stations. The limitations of that network are in its ability to move large amounts of data across the connections that were installed early on in the building of the wide area network. Increased data transmission has put a strain on the system that currently has its main backhaul capable of moving data at 200mb/s. This main backhaul from the MCT main base facility to an offsite tower location is a critical piece in providing data back to MCT from offsite locations as well as providing MCT with the ability to store backup data at a secondary location. MCT will also need to expand its current video storage system for meeting the goal of increased retention. MCT will also need to install a firewall system to allow outside law enforcement agencies access to video without compromising the integrity of its own internal network.

Purchasing driver scheduling software will enhance our current planning software so that dispatcher and schedulers can more accurately staff and more effectively bid transit runs.

Upgrading the two way radios for all vehicles is crucial as parts and replacements for existing radios have become increasingly difficult to find. Upgrading the entire network of radios will ensure familiarity with employees that use multiple vehicle types.

6. Fixed-Route Light Duty Bus Replacements

Seventeen (17) Coach on Chassis Light Duty Buses configured to provide Fixed Rout Service are requested. Thirteen (13) Fixed Route Coach on Chassis Light Duty Buses will replace existing Buses that will have met or exceeded useful life expectancy and no longer economical to maintain. Four (4) additional Fixed Route Coach on Chassis Light Duty Buses are needed to service the expanding local Warehouse District in the IL-111, I-270, I-255 corridors, and to provide Fixed Route Service in areas where the ingress and egress of Heavy Duty Buses are not currently possible.
Pre-Acceptance Bus Manufacturing Inspection Services will be solicited and awarded to an experienced and qualified bus production line inspection Team. On-site inspections during the manufacturing process will ensure compliant post-delivery audits, monitor the production quality, and ensure that each bus is built properly in accordance with specifications as provided by MCT for a quantity of 17 Fixed Route Coach on Chassis Light Duty Buses as requested within this application.

7. Yellowhammer Trail & Bridge Project

The 135-mile MCT Trails bikeway system serves a diverse array of residential, commercial, educational, and cultural destinations, unfortunately a direct bike/ped connection to this side of the SIUE campus has yet to be established. The Yellowhammer Trail project will literally bridge the gap and provide this crucial connection. For years, this short but critical 1/3-of-a-mile link between SIUE and the Downtown Edwardsville area has been a goal of MCT, as well as university and community leaders. Because it connects directly to the MCT Goshen Trail, (which is the primary artery of the 9-bikeway MCT Trails network), and because there are so many people and places along this path, the Yellowhammer project opens up a bevy of opportunities for new access throughout Madison County and beyond.

Furthermore, the Yellowhammer Trail and Bridge project supports MCT’s mission to reduce single occupancy vehicle use and improve air quality by creating a bicycle/pedestrian option for students, faculty, staff and visitors commuting to the SIUE campus. SIUE’s typical fall enrollment is approximately 14,000 students and more than 2,000 faculty and staff have full or part time positions at SIUE. The direct trail connection between campus and community also promotes greater resident engagement with the university (and vice-versa). Finally, the Yellowhammer project will also provide a healthy, family-friendly fitness and recreation option for thousands of regional residents.

8. IL-157 Schoolhouse Trail Bridge Project

The Schoolhouse Trail is a 15.6-mile asphalt trail. The MCT Trails System consists of more than 135 miles of trails that serve a diverse array of residential, commercial, educational, parks and cultural destinations. Over 30 bridges and tunnels have been constructed as part of the Madison County Transit Trail System to eliminate vehicle and trail user accidents at road crossings.

Implementation of the proposed countermeasures will increase safety for trail users and the traveling public by providing a grade separation between the pedestrians/cyclists and traffic. Vehicle and trail user accidents are likely to increase as vehicle traffic and ridership of the Schoolhouse Trail increases. A bridge is needed to provide a safe crossing for trail users young and old.
C. Proposed Project Budget

1. Please provide a description of each project line item and a breakdown of estimated project cost by funding source. Please specify whether state funding requested is intended to be utilized as a match to federal funding for a competitive federal grant.

<table>
<thead>
<tr>
<th>Line Item Activity</th>
<th>Total Project Cost</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
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2. Please provide additional information below that justifies the amount of funding requested for each line item.
D. Implementation Schedule

Please provide anticipated major activity dates of each project line item below.

<table>
<thead>
<tr>
<th>Project Line Item</th>
<th>Advertisement</th>
<th>Award</th>
<th>Estimated Completion</th>
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Please provide below estimated annual cash disbursements needed for each project line item.

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<th>FY2020</th>
<th>FY2021</th>
<th>FY2022</th>
<th>FY2023</th>
<th>FY2024</th>
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### C. Proposed Project Budget

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<th>Line Item Activity</th>
<th>Total Project Cost</th>
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<tr>
<td>3. IL-111 &amp; Chain of Rocks Road Transit Hub</td>
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<td>4. US 40 Corridor Park &amp; Ride Enhancements</td>
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<td>6. Fixed-Route Light Duty Bus Replacements</td>
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<td>7. Yellowhammer Trail &amp; Bridge Project</td>
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<td>8. IL-157 Schoolhouse Trail Bridge Project</td>
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### D. Implementation Schedule

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<td>7. Yellowhammer Trail &amp; Bridge Project</td>
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<td>8. IL-157 Schoolhouse Trail Bridge Project</td>
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<td>5. Transit Automation and Comm. Tech.</td>
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<td>6. Fixed-Route Light Duty Bus Replacements</td>
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<td>$ -</td>
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<td>7. Yellowhammer Trail &amp; Bridge Project</td>
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E. Other Information

1. Has this project been locally endorsed and identified in the local TIP? Projects 1-6
   X YES  O No
   If no, can the TIP be amended in 30 -60 days?  O YES  O No

2. Vehicle to be purchased from: (check one) Project 6
   X Own specifications and procurement
   O Purchase off existing state contract or CVP
   O Exercising an option on existing contract
   O Piggy-backing off another contract
   O Joint procurement

3. If using own spec/procurement: (check one) Project 6
   X Specifications are under development
   O Specs are complete-ready to bid
   O Bid process under way
Appendix A: Public Hearing Notice (Sample Language)

Notice of Public Hearing
(Name of Applicant)

RE: Capital Assistance Grant Application, Improvements to (Description and Location of Project Facilities)

I. Notice is hereby given that a public hearing will be held by the (Name of Applicant).

   Date:
   Time:
   Room:
   Place:

For the purpose of considering a project for which financial assistance is being sought from the Illinois Department of Transportation, pursuant to its Capital Grants Program. The project is generally described as follows:

   A. Project Description: (Brief Description of the Project Including Nature, Size, Location and Limits).
   B. Relocation: Relocation Assistance will not be required.
   C. Environment: This project is being implemented to minimize environmental impacts.
   D. Comprehensive Planning: This project is in conformance with comprehensive transportation planning in the area.
   E. Elderly and Handicapped: All new facilities included in this project will be accessible to the elderly and handicapped.

II. At the hearing, the (Name of Applicant) will afford an opportunity for interested persons or agencies to be heard with respect to the social, economic, and environmental aspects of the project. Interested persons may submit orally or in writing evidence and recommendations with respect to said project.

III. The (Name of Applicant) requests that any hearing impaired person wishing to attend this Public Hearing notify (Applicant Contact Person & Telephone No.) at least one week before the scheduled hearing date so that arrangements can be made to provide an interpreter.

IV. A copy of the application for a state grant for the proposed project will be made available for public inspection at (Name & Address of Applicant).

   (Contact Person Name), (Title)
   (Address)
   (Telephone)
Appendix B: Historic Preservation  
For Fixed Facility Projects Only

Basic Review Information Requirements

If the project can be considered one of those projects shown in the attached list as having no effect on historic preservation, please simply indicate same.

On the other hand, in order to request the comments of the State Historic Preservation Officer concerning possible project effects on cultural resources for purposes of the National Historic Preservation Act or the Illinois State Agency Historic Resources Protection Act, the following information should be provided:

1. Description of proposed undertaking.
2. Name of managing, funding, or licensing agency (state or federal).
3. Name of satellite agencies involved in project (state and federal).
4. Project address(es); street, municipality, and county.
5. Map (USGS 7.5 minute series topographic) of project location, and project site plan, if applicable.
6. Current photos of all standing structures within the project area (no Xerox).
7. Project plans and specifications if applicable.
8. Participating federal, state, and local funding sources/programs.

This information should be addressed to:

Deputy Historic Preservation Officer  
Preservation Services Division  
Illinois Historic Preservation Agency  
Old State Capitol  
Springfield, IL 62701
Not Applicable

Appendix B (Continued)

Projects with no effect on Historic Preservation

1. Purchase or rehabilitation of rolling stock.

2. Equipment purchases and installation.

3. Replacement / installation of railroad crossing signal systems.

4. Rebuild / resurface an existing parking lot as long as no enlargement occurs.

5. Construction of bus turnouts of less than one acre on existing right-of-way.

6. Construction of bus layover facilities of less than one acre on existing right-of-way.

7. Construction of passenger stations / shelters of less than one acre on existing property where no demolition occurs.


9. Parking deck replacement or expansion (vertical).


11. Rehabilitation work done on existing facilities less than 40 years old (garages, stations, rail yards, buildings, structures, electrical, signal, and communication systems).

12. Replacement of ballast, ties, and rail on existing right-of-way.

13. Replacement of bridges less than 40 years old where no more than one acre of new right-of-way is required.


15. Engineering / planning studies for the classes of action included above.
Appendix C: Opinion of Counsel

Opinion of Counsel

I, the undersigned, am an attorney, licensed by and duly admitted to practice law in the State of Illinois and counsel for and attorney for the Madison County Mass Transit District. In this capacity, my opinion has been requested concerning the eligibility of the Madison County Mass Transit District for grant assistance under the provisions of the Civil Administrative Code of Illinois (Act), 20 ILCS 2705-305. You are hereby advised as follows:

1. The Madison County Mass Transit District is an eligible recipient as defined in state regulations.

2. There are no provisions in Madison County Mass Transit District's charter or by-laws or in the statutes of the State, the United States of America, or any other local ordinances that preclude or prohibit the Madison County Mass Transit District from making said application for or contracting with the State for the purpose of receiving a State capital improvement grant.

3. The undersigned has no knowledge of any pending or threatened litigation, in either Federal or State courts which would adversely affect this application, or which seeks to prohibit the Madison County Mass Transit District from contracting with the State for the purpose of receiving a State capital improvement grant.

Based upon the foregoing, I am of the opinion that the Madison County Mass Transit District is an eligible recipient under the provisions of the Act, and that it is fully empowered and authorized to apply for and to accept the grant from the State.

Signature: ____________________________
Tonya Genovese

Attorney for: Madison County Mass Transit District

Date: 6/22/20
RESOLUTION 20-68

AUTHORIZING THE FILING OF AN APPLICATION WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION FOR MULTI-MODAL TRANSPORTATION BOND FUNDS FOR DOWNSTATE PUBLIC TRANSPORTATION

WHEREAS, the Madison County Mass Transit District (District) has the responsibility to operate and maintain mass transit as a public service for the welfare of the residents of the District and the vitality of Madison County, Illinois; and,

WHEREAS, Illinois transit operators provide an invaluable service to the residents of Illinois, getting people where they need to be when they need to be there. In support of those transit services, capital investments including buses, facilities and equipment are essential to keep the transit services reliably running; and,

WHEREAS, the State of Illinois Department of Transportation issued a notice of funding opportunity titled Multi-Modal Transportation Bond Fund (MMT BF) for Downstate Public Transportation; and,

WHEREAS, IL Public Act 101-0029 has appropriated funds from the MMT BF to the Department of Transportation, provided at a 100 percent state share, with no local match required, for acquisition, construction, extension, reconstruction, and improvements of mass transportation facilities, and bus and other equipment used in connection therewith, as provided by law, for the purpose of downstate public transit systems; and

WHEREAS, the Illinois Department of Transportation has the authority to make such grants and makes funds available to offset eligible capital costs required for providing and improving public transportation facilities, rolling stock, equipment and services; and

WHEREAS, District transit projects include operations facility renovations, safety and security improvements, funds for the new administration building, transit automation and communications technology, a new IL-111 transfer station, US 40 Corridor Park & Ride enhancements, and fixed route light-duty buses, totaling: twenty-one million, one-hundred fifteen thousand, seven-hundred forty-seven dollars ($21,115,747); and

WHEREAS, District trail projects include the Yellowhammer Trail and Bridge, and a bridge over IL-157 for the MCT Schoolhouse Trail, totaling: eight-million, three-hundred five thousand dollars ($8,305,000); and,

WHEREAS, it has been determined to be in the best interest of the District and the residents of Madison County, Illinois, to apply for transit and trail funding from the Illinois Department of Transportation.

WHEREAS, grants for said funds will impose certain obligations upon the recipient.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF MADISON COUNTY TRANSIT DISTRICT THAT:

1. The Madison County Mass Transit District file applications with the Division of Public & Intermodal Transportation, Department of Transportation, State of Illinois (The Department), in order to obtain an amount up to twenty-nine million, four hundred
twenty thousand, seven-hundred forty-seven dollars ($29,420,747.00) of Multi-Modal Transportation Bond Fund for Downstate Public Transportation for transit and trail projects.

1. Ronald L. Jedda, Chairman, J. Kelly Schmidt, Vice Chairman, and/or SJ Morrison, Interim Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to sign and submit such applications on behalf of the Madison County Mass Transit District.

2. Ronald L. Jedda, Chairman, J. Kelly Schmidt, Vice Chairman, and/or SJ Morrison, Interim Managing Director, of the Madison County Mass Transit District, are authorized to furnish such additional information as may be required by The Department in connection with the aforesaid applications for said grants.

3. Ronald L. Jedda, Chairman, J. Kelly Schmidt, Vice Chairman, and/or SJ Morrison, Interim Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to execute on behalf of the Madison County Mass Transit District the Grant Agreements or subsequent Grant Agreement Amendments resulting from aforesaid applications.

4. Ronald L. Jedda, Chairman, J. Kelly Schmidt, Vice Chairman, and/or SJ Morrison, Interim Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to sign such documents as may be required to request payment for the project funding authorized under aforesaid Grant Agreements.

5. Upon approval of any applications, the Madison County Mass Transit District Capital Budget line items shall be increased by an amount equivalent to the approved grant award revenues and project costs.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-second day of June 2020.

[Signatures]

Ronald L. Jedda, Chairman

J. Kelly Schmidt

Andrew F. Economy

Christopher C. Guy

Allen P. Adomite

APPROVED as to Form:

Tonya Genovese, Legal Counsel
CERTIFICATE

I, Summer Moore, do hereby certify that I am the fully qualified and acting Secretary of the Board of Trustees of the Madison County Mass Transit District, and as such Secretary, I am the keeper of the records and files of the Madison County Mass Transit District.

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Monday, June 22, 2020, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. The Madison County Mass Transit District file applications with the Division of Public & Intermodal Transportation, Department of Transportation, State of Illinois (The Department), in order to obtain an amount up to twenty-nine million, four hundred twenty thousand, seven-hundred forty-seven dollars ($29,420,747.00) of Multi-Modal Transportation Bond Fund for Downstate Public Transportation for transit and trail projects.

2. Ronald L. Jedda, Chairman, J. Kelly Schmidt, Vice Chairman, and/or SJ Morrison, Interim Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to sign and submit such applications on behalf of the Madison County Mass Transit District.

3. Ronald L. Jedda, Chairman, J. Kelly Schmidt, Vice Chairman, and/or SJ Morrison, Interim Managing Director, of the Madison County Mass Transit District, are authorized to furnish such additional information as may be required by The Department in connection with the aforesaid applications for said grants.

4. Ronald L. Jedda, Chairman, J. Kelly Schmidt, Vice Chairman, and/or SJ Morrison, Interim Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to execute on behalf of the Madison County Mass Transit District the Grant Agreements or subsequent Grant Agreement Amendments resulting from aforesaid applications.

5. Ronald L. Jedda, Chairman, J. Kelly Schmidt, Vice Chairman, and/or SJ Morrison, Interim Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to sign such documents as may be required to request payment for the project funding authorized under aforesaid Grant Agreements.

6. Upon approval of any applications, the Madison County Mass Transit District Capital Budget line items shall be increased by an amount equivalent to the approved grant award revenues and project costs.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-second day of June 2020.

Summer Moore
Appendix E: Instructions

These instructions have been developed to assist agencies in completing the application form and in complying with program requirements. Applicants should review the requirements carefully. Failure to comply with any requirements may delay or disqualify applications from consideration.

CHECKLIST
Use this page as a check-off list of the items enclosed in the application package. Mark each item with a check as it is completed. Mark any item(s) not required with “N/A” (not applicable).

PREPARING THE APPLICATION FORM

Applicant - Name of applicant organization, must be a municipality, county, or transit district or otherwise designated as eligible by state legislation.

Date of Application – Use anticipated application submittal date reflected on Page 3 of Application and referenced in Appendix D: Governing Board Resolution.

Address - Show the agency's complete mailing address.

Contact Person - Identify the name, title, and phone number of the person responsible for completing the application form.

Project Description - Describe the nature, size, location, and limits of all elements of the proposed project scope; for equipment, describe its use. If the scope-of-work proposed for grant funding is part of a larger project, describe its relationship to the larger project and whether this scope can function on a stand-alone basis. Indicate owners of record for all property required for the project. Explain any adverse impact the project may have on the environment. Attach site plans, conceptual plans, aerials, or photographs if available.

Project Justification - Indicate why the proposed improvements or equipment are necessary. Current conditions including any operational, design and capacity deficiencies should be discussed. Describe how the proposed improvement will ameliorate such conditions. Describe how the equipment will either expand current capabilities or replace other equipment. Emphasize as appropriate, accomplishment of program goals of improving access to, and reducing congestion at transit facilities. Applicants are advised to focus on project justification within the context of benefits to the transit system and its patrons.

Proposed Project Budget - Show line items with estimated costs by type of activity (appraisals; legal services; equipment procurement; land acquisition; demolition; contract and/or force account engineering, construction, construction management). Explain the basis for the cost estimate. A 10% contingency line item may also be included.
PUBLIC NOTICE
Please use Appendix A for all types of capital projects. Sample Opportunity for Public Hearing and Public Hearing notices are attached as Appendix A.

HISTORIC PRESERVATION
Projects undertaken with state funding provided by the Illinois Department of Transportation are subject to the requirements of the Illinois State Agency Historic Resources Preservation Act [20 ILCS 3420/1 et seq.]. In compliance with this statute and appurtenant interagency agreements, applicants must either:

1. Identify the appropriate project which is considered to have no effect on historic, architectural or archeological resources and thus need not be reviewed under the Illinois State Agency Historic Resources Preservation Act; see Appendix B for a listing of those types of projects that are considered to have no effect; OR

2. Submit documentation from the Illinois Historic Preservation Agency (IHPA) that the undertaking will have no effect on historic, architectural, or archeological resources (information required by IHPA for its review is contained in Appendix B); OR

3. Submit documentation of an agreement between IHPA and the applicant regarding action that will be taken to accommodate any historic, architectural, or archeological resource.

OPINION OF COUNSEL
An opinion of the applicant’s legal counsel is required stating that the applicant is legally organized, is empowered (eligible) to apply for, and receive the requested grant, and that there is no pending or threatened litigation that would adversely affect the applicant’s ability to receive the requested funds. A sample Opinion of Counsel is attached as Appendix C.

GOVERNING BOARD RESOLUTION
A resolution must be passed by the applicant’s governing board authorizing the filing of the application and execution of required grant agreement. A sample Governing Board Resolution is attached as Appendix D.