

AGENDA
Board of Trustees Meeting
Madison County Mass Transit District
8:30 a.m., Thursday, February 29, 2024
1 Transit Way, Pontoon Beach, Illinois

<u>Section</u>	<u>Item</u>	<u>Recommendation</u>
	I. Pledge of Allegiance.	
	II. Call to Order: Roll Call.	
	III. Public Comments.	
IV.	<u>Consideration of the minutes of the January 25, 2024, regular meeting, for inclusion in the District's official records.</u>	Discussion/Action
V.	<u>Financial:</u>	
	A. Payments and Claims: Consideration of the February 2024 Claims for Payment	Discussion/Action
	B. Monthly Financial Report: Review of the Monthly Financial Records as of January 31, 2023	Discussion/Action
VI.	<u>Services:</u>	
	A. Managing Directors Report	Discussion
	B. Resolution 24-37 Authorizing an Award of Contract for Design Engineering Services for Base Facilities Improvements	Discussion/Action
	C. Authorizing Approval of the May Fixed Route Service Change	Discussion/Action
	D. Resolution 24-38 Allowing all Madison County, Illinois Students in Grades K-12 to Ride the MCT Fixed Route System Free of Charge with the 2024 MCT Summer Youth Pass	Discussion/Action
	E. Resolution 24-39 Authorizing Shuttle Service for June NASCAR Event	Discussion/Action
	F. Resolution 24-40 Authorizing an Award of Contract for Light Duty Bus Inspections and Audit Services	Discussion/Action
	G. Resolution 24-41 Authorizing Equal Employment Opportunity Program Pursuant to Federal Requirements	Discussion/Action

AGENDA
Board of Trustees Meeting
Madison County Mass Transit District
8:30 a.m., Thursday, February 29, 2024
1 Transit Way, Pontoon Beach, Illinois

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|---|-------------------|
| H. Resolution 24-42 Authorizing an Award of Contract for Design Engineering Services for the Goshen Trail Connector | Discussion/Action |
| I. Resolution 24-43 Authorizing an Amendment to Agreement with Madison County State's Attorney's Office | Discussion/Action |
| J. Resolution 24-44 Authorizing an Award of Contract for Design Engineering Services for the Nature Trail Reconstruction Project | Discussion/Action |
| K. Discussion of the MCT Trails Master Plan | Discussion |
| VII. <u>Executive Session to discuss the acquisition or lease of real property under (5), of the Open Meetings Act (5 ILCS 120/2 (c)):</u> | Discussion |
| VIII. <u>Other Business</u> | |
| A. Ordinance 24-01 Approving and Accepting the Transfer of Certain Real Estate to Madison County Mass Transit District, Madison County, Illinois | Discussion/Action |
| B. Resolution 24-45 Authorizing the Acquisition of Property, including the Use of the Power of Eminent Domain | Discussion/Action |
| C. Resolution 24-46 Authorizing the Acquisition of Property, including the Use of the Power of Eminent Domain | Discussion/Action |
| D. Resolution 24-47 Authorizing the Acquisition of Property, including the Use of the Power of Eminent Domain | Discussion/Action |
| E. Resolution 24-48 Authorizing the Acquisition of Property, including the Use of the Power of Eminent Domain | Discussion/Action |
| IX. <u>Adjournment</u> | Action |

Next meeting date: March 28, 2024

MINUTES

Board of Trustees

Madison County Mass Transit District
8:30 a.m., Thursday, January 25, 2024
1 Transit Way, Pontoon Beach, Illinois

I. Pledge of Allegiance

Chairman Jedda led the reciting of the Pledge of Allegiance.

II. Call to Order: Roll Call

Jedda called the meeting to order at 8:30 a.m.

MEMBERS PRESENT: RONALD L. JEDDA, ALLEN P. ADOMITE, ANDREW F. ECONOMY, AND CHRISTOPHER C. GUY

MEMBERS ABSENT: NONE

OTHERS PRESENT: STEVEN J. MORRISON, ACT; PHIL ROGGIO, ACT; MICHELLE DOMER, ACT; PENNY BROWN, ACT; AMANDA SMITH, ACT; JULIE REPP, ACT; ROB SCHMIDT, ACT; DEBBIE BARRON, ACT; MIRIAM BELL, ACT; DAVID LIVINGSTONE, LEGAL COUNSEL; MIKE WEVER, GENERAL PUBLIC

III. Public Comments:

Mike Wever spoke giving compliments about the new administration building.

IV. Consideration of the minutes of the December 21, 2023, regular meeting for inclusion in the Official Records of the District.

ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE THE MINUTES FOR INCLUSION IN THE OFFICIAL RECORDS OF THE DISTRICT.

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED

V. Financial

A. Payments and Claims: Consideration of the January 2024 claims for payment:

ADOMITE MADE THE MOTION, SECONDED BY GUY, TO APPROVE THE PAYMENTS AND CLAIMS.

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

- B. ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE THE MONTHLY FINANCIAL REPORT AS OF DECEMBER 31, 2023

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

VI. Services

- A. Managing Director's Report:

Managing Director, SJ Morrison, presented the Managing Director's Report.

- B. ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE THE FOLLOWING RESOLUTION:

24-29 AUTHORIZING AN AWARD OF CONTRACT FOR CAD / AVL SYSTEM

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

- C. ADOMITE MADE THE MOTION, SECONDED BY GUY, TO APPROVE THE FOLLOWING RESOLUTION:

24-30 AUTHORIZING CHANGES TO THE PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE

ANDREW F. ECONOMY AYE
RONALD L. JEDDA AYE

ALL AYES. NO NAYS. MOTION CARRIED.

- D. ADOMITE MADE THE MOTION, SECONDED BY GUY, TO APPROVE THE FOLLOWING RESOLUTION:

24-31 AUTHORIZING AN AWARD OF CONTRACT FOR DESIGN ENGINEERING SERVICES FOR THE LOGISTICS VALLEY TRANSFER STATION

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE AYE
CHRISTOPHER C. GUY AYE
ANDREW F. ECONOMY AYE
RONALD L. JEDDA AYE

ALL AYES. NO NAYS. MOTION CARRIED.

- E. ADOMITE MADE THE MOTION, SECONDED BY GUY, TO APPROVE THE FOLLOWING RESOLUTION:

24-32 AUTHORIZING THE FILING OF APPLICATIONS WITH THE EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENTS FUNDS

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE AYE
CHRISTOPHER C. GUY AYE
ANDREW F. ECONOMY AYE
RONALD L. JEDDA AYE

ALL AYES. NO NAYS. MOTION CARRIED.

- F. ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE THE FOLLOWING RESOLUTION:

24-33 AUTHORIZING THE FILING OF AN APPLICATION WITH THE DEPARTMENT OF TRANSPORTATION FOR FY 2024 REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) DISCRETIONARY GRANT PROGRAM

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE AYE
CHRISTOPHER C. GUY AYE
ANDREW F. ECONOMY AYE
RONALD L. JEDDA AYE

ALL AYES. NO NAYS. MOTION CARRIED.

- G. ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE THE FOLLOWING RESOLUTION:

24-34 APPROVAL TO AWARD CONTRACTS FOR RIDEFINDERS VEHICLES

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

- H. ADOMITE MADE THE MOTION, SECONDED BY GUY, TO APPROVE THE FOLLOWING RESOLUTION:

24-35 AUTHORIZING THE FILING OF AN APPLICATION WITH THE FEDERAL GRANTS ADMINISTRATION FOR SECTION 5307, SECTION 5339, AND CMAQ GRANT FUNDS FOR VARIOUS TRANSIT RELATED PROJECTS AND ASSOCIATED PROCUREMENT ACTIONS

A ROLL CALL FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

- I. ADOMITE MADE THE MOTION, SECONDED BY GUY, TO APPROVE THE FOLLOWING RESOLUTION:

24-36 AUTHORIZING DISADVANTAGED BUSINESS ENTERPRISE PROGRAM UPDATES PURSUANT TO FEDERAL REQUIREMENTS

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

1

VII. Executive Session to discuss appointment, employment, compensation, discipline, performance, or dismissal of specific employees of the public body or legal counsel for the public body under Section (2)(c)(1) of the Open Meetings Act (5ILCS 120/2(c)(1))

ADOMITE MADE THE MOTION, SECONDED BY JEDDA, TO MOVE INTO EXECUTIVE (CLOSED) SESSION TO DISCUSS APPOINTMENT, EMPLOYMENT, COMPENSATION, DISCIPLINE, PERFORMANCE, OR DISMISSAL OF SPECIFIC EMPLOYEES OF THE PUBLIC BODY OR LEGAL COUNSEL FOR THE PUBLIC BODY UNDER SECTION (2)(C)(1) OF THE OPEN MEETINGS ACT 5ILCS 120/2(C)(1))

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

ADOMITE MADE THE MOTION, SECONDED BY JEDDA TO RETURN TO OPEN SESSION

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

VIII. Other Business

No other business.

IX. Adjournment:

ADOMITE MADE THE MOTION, SECONDED BY ECONOMY TO ADJOURN.

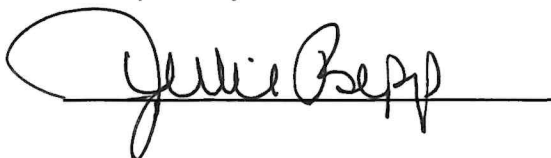
A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

Meeting adjourned at 10:00 a.m.

Respectfully submitted.





Madison County Mass Transit District (Madison C
1 Transit Way
Pontoon Beach, IL 62040
United States
37-1099038

Pay Statements
Pay Statement Board

Last Name	First Name	#	Pay Period Start	Pay Period End	Pay Date	Gross	Reimbursement	Taxes (EE)	Net Payment
JEDDA	RONALD	-9671	01/01/2024	01/31/2024	02/29/2024	\$200.00	\$13.27	\$200.00	\$13.27
GUY	CHRISTOPHER	-9670	01/01/2024	01/31/2024	02/29/2024	\$200.00	-	\$15.30	\$184.70
ECONOMY	ANDREW	-9669	01/01/2024	01/31/2024	02/29/2024	\$200.00	\$6.70	\$15.30	\$191.40
ADOMITE	ALLEN	-9668	01/01/2024	01/31/2024	02/29/2024	\$200.00	-	\$200.00	-
Report Total						\$800.00	\$19.97	\$430.60	\$389.37



CHECK REGISTER

CASH ACCOUNT: 10000000 10101 Checking Account
 CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

INV DATE

PO

WARRANT

NET

4240602	01/31/2024	PRTD	1010	East-West Gateway Co	012624	01/26/2024	012624	4,660.00
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CHECK	4240602	TOTAL:	4,660.00
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NUMBER OF CHECKS	1	*** CASH ACCOUNT TOTAL ***	4,660.00
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	COUNT	AMOUNT
TOTAL PRINTED CHECKS	1	4,660.00

*** GRAND TOTAL ***	4,660.00
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Madison County Mass Transit District



CHECK REGISTER

CASH ACCOUNT: 10000000 10101				Checking Account						
CHECK NO	CHK	DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4240603	02/12/2024	PRTD	1043	AT&T		FEB24	02/01/2024		020824	22.93
							CHECK	4240603	TOTAL:	22.93
4240604	02/12/2024	PRTD	1902	City of Collinsville		012624WSCTC	01/26/2024		020824	105.86
							CHECK	4240604	TOTAL:	105.86
4240605	02/12/2024	PRTD	1436	City of Highland		JAN24HPR	02/05/2024		020824	89.91
							CHECK	4240605	TOTAL:	89.91
4240606	02/12/2024	PRTD	3984	City of Troy		020224SPTPR	02/02/2024		020824	16.08
						020224WSTPR	02/02/2024		020824	28.60
							CHECK	4240606	TOTAL:	44.68
4240607	02/12/2024	PRTD	2047	City of Wood River		020724SPWRTC	02/07/2024		020824	6.50
						020724WSWRTC	02/07/2024		020824	8.14
							CHECK	4240607	TOTAL:	14.64
4240608	02/12/2024	PRTD	4079	East Alton Water Dep		020124EGPRIR	02/01/2024		020824	18.00
						020124EGPRWS	02/01/2024		020824	36.00
							CHECK	4240608	TOTAL:	54.00
4240609	02/12/2024	PRTD	4042	Illinois Power Marke		421122124011	01/29/2024		020824	15,228.41
							CHECK	4240609	TOTAL:	15,228.41
4240610	02/12/2024	PRTD	1220	Illinois American Wa		013024GCTC	01/30/2024		020824	148.34
							CHECK	4240610	TOTAL:	148.34
4240611	02/12/2024	PRTD	1220	Illinois American wa		020524AHSRIR	02/05/2024		020824	134.15
							CHECK	4240611	TOTAL:	134.15

Madison County Mass Transit District



CHECK REGISTER

CASH ACCOUNT: 10000000 10101 Checking Account
 CHECK NO CHK DATE TYPE VENDOR NAME VOUCHER INVOICE

INV DATE PO WARRANT NET

4240612	02/12/2024	PRTD	1220	Illinois American Wa		020624AHSRWS	02/06/2024		020824	98.21
							CHECK	4240612	TOTAL:	98.21
4240613	02/12/2024	PRTD	1220	Illinois American Wa		0724ILRt3PR	01/23/2024		020824	91.27
							CHECK	4240613	TOTAL:	91.27
4240614	02/12/2024	PRTD	1733	Johnny on the Spot #		47-000264209	01/31/2024		020824	1,496.81
							CHECK	4240614	TOTAL:	1,496.81
4240615	02/12/2024	PRTD	4102	Mansfield Power & Ga		JAN24	02/07/2024		020824	4,669.70
							CHECK	4240615	TOTAL:	4,669.70
4240616	02/12/2024	PRTD	1051	Pontoon Beach Public		020224-1	02/02/2024		020824	420.52
						020224-2	02/02/2024		020824	594.65
						020224Admin	02/02/2024		020824	370.52
						020224BW	02/02/2024		020824	581.94
						020224IRAdm	02/02/2024		020824	370.52
						020224N	02/02/2024		020824	30.00
						020224T	02/02/2024		020824	974.04
							CHECK	4240616	TOTAL:	3,342.19
4240617	02/12/2024	PRTD	1506	Village of Glen Carb		012324GLPR	01/23/2024		020824	12.62
							CHECK	4240617	TOTAL:	12.62
4240618	02/12/2024	PRTD	1932	Wex Bank		94945614	01/31/2024		020824	6,997.16
							CHECK	4240618	TOTAL:	6,997.16

CHECK REGISTER

NUMBER OF CHECKS 16 *** CASH ACCOUNT TOTAL *** 32,550.88

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	16	32,550.88

*** GRAND TOTAL *** 32,550.88

Madison County Mass Transit District



CHECK REGISTER

CASH ACCOUNT: 10000000 10101 Checking Account
 CHECK NO CHK DATE TYPE VENDOR NAME VOUCHER INVOICE

INV DATE PO WARRANT NET

4240619	02/29/2024	PRTD	4012	AAIC, Inc.		13741	02/09/2024	022924	2,000.00
						13751	02/12/2024	022924	10,743.14
						13753	02/12/2024	022924	1,883.50
							CHECK	4240619 TOTAL:	14,626.64
4240620	02/29/2024	PRTD	2501	Agency for Community		JAN24	02/20/2024	022924	38,243.00
						JAN24BW	02/20/2024	022924	82,224.34
						JAN24DR	02/20/2024	022924	249,687.25
						JAN24FR	02/20/2024	022924	1,949,617.40
						JAN24RS	02/20/2024	022924	32,109.65
						JAN24VP	02/20/2024	022924	-14,456.43
							CHECK	4240620 TOTAL:	2,337,425.21
4240621	02/29/2024	PRTD	2501	Agency for Community		2024Ins	02/06/2024	022924	2,176,571.00
							CHECK	4240621 TOTAL:	2,176,571.00
4240622	02/29/2024	PRTD	1050	Ameren Illinois		020524	02/05/2024	022924	2,181.04
							CHECK	4240622 TOTAL:	2,181.04
4240623	02/29/2024	PRTD	1050	Ameren Illinois		020524BW	02/05/2024	022924	680.16
							CHECK	4240623 TOTAL:	680.16
4240624	02/29/2024	PRTD	1050	Ameren Illinois		020524GCTC	02/05/2024	022924	551.74
							CHECK	4240624 TOTAL:	551.74
4240625	02/29/2024	PRTD	1050	Ameren Illinois		020524N	02/05/2024	022924	144.83
							CHECK	4240625 TOTAL:	144.83
4240626	02/29/2024	PRTD	1501	Ameren Illinois		012324	01/23/2024	022924	32.44

Madison County Mass Transit District



CHECK REGISTER

CASH ACCOUNT: 10000000 10101 Checking Account
 CHECK NO CHK DATE TYPE VENDOR NAME VOUCHER INVOICE

INV DATE PO WARRANT NET

							CHECK	4240626	TOTAL:	32.44
4240627	02/29/2024	PRTD	1501 Ameren Illinois		012424ATC	01/24/2024		022924		390.14
							CHECK	4240627	TOTAL:	390.14
4240628	02/29/2024	PRTD	1501 Ameren Illinois		020124Admin	02/01/2024		022924		2,544.24
							CHECK	4240628	TOTAL:	2,544.24
4240629	02/29/2024	PRTD	1501 Ameren Illinois		020524ETC	02/05/2024		022924		203.64
							CHECK	4240629	TOTAL:	203.64
4240630	02/29/2024	PRTD	1501 Ameren Illinois		020624AHSR	02/06/2024		022924		94.69
							CHECK	4240630	TOTAL:	94.69
4240631	02/29/2024	PRTD	1501 Ameren Illinois		JAN24	02/06/2024		022924		2,338.07
							CHECK	4240631	TOTAL:	2,338.07
4240632	02/29/2024	PRTD	1501 Ameren Illinois		JAN24L	02/05/2024		022924		246.60
							CHECK	4240632	TOTAL:	246.60
4240633	02/29/2024	PRTD	1501 Ameren Illinois		JANMainGTAdm	02/02/2024		022924		40.44
							CHECK	4240633	TOTAL:	40.44
4240634	02/29/2024	PRTD	4109 Brown Equipment Comp		INV24263	01/26/2024	12400005	022924		28,053.16
							CHECK	4240634	TOTAL:	28,053.16
4240635	02/29/2024	PRTD	2031 Best-One Fleet Servi		3200013292	02/02/2024		022924		20,537.50
					3200013304	02/05/2024		022924		576.50
					3200013375	02/07/2024		022924		-1,204.50
					3200013367	02/08/2024		022924		731.00

Madison County Mass Transit District



CHECK REGISTER

CASH ACCOUNT: 10000000 10101 Checking Account
 CHECK NO CHK DATE TYPE VENDOR NAME VOUCHER INVOICE

INV DATE PO WARRANT NET

							CHECK	4240635	TOTAL:	20,640.50
4240636	02/29/2024	PRTD	4056	Budget Signs	849214	02/12/2024	12400023	022924		130.57
							CHECK	4240636	TOTAL:	130.57
4240637	02/29/2024	PRTD	4048	Dovetail Inc.	INV-23936	01/31/2024	12200029	022924		866.25
							CHECK	4240637	TOTAL:	866.25
4240638	02/29/2024	PRTD	1092	The Edwardsville Int	301003744	01/28/2024	12400024	022924		131.05
							CHECK	4240638	TOTAL:	131.05
4240639	02/29/2024	PRTD	1029	Fort Russell Townshi	013124	01/30/2024		022924		223.42
							CHECK	4240639	TOTAL:	223.42
4240640	02/29/2024	PRTD	4083	HeartLands Conservan	2023-116	12/31/2023	12300013	022924		15,273.38
					2024-007	01/31/2024	12300013	022924		20,470.99
							CHECK	4240640	TOTAL:	35,744.37
4240641	02/29/2024	PRTD	1220	Illinois American Wa	021324SPATC	02/13/2024		022924		68.57
							CHECK	4240641	TOTAL:	68.57
4240642	02/29/2024	PRTD	1220	Illinois American Wa	021324WSATC	02/13/2024		022924		193.73
							CHECK	4240642	TOTAL:	193.73
4240643	02/29/2024	PRTD	3920	The Jerry Costello G	MAR24	02/05/2024		022924		7,000.00
							CHECK	4240643	TOTAL:	7,000.00
4240644	02/29/2024	PRTD	1439	Juneau Associates, I	49472	12/31/2023		022924		4,328.00
					49471	12/31/2023		022924		18,907.50
					49384	12/31/2023		022924		1,332.60

Madison County Mass Transit District



CHECK REGISTER

CASH ACCOUNT: 10000000 10101 Checking Account
 CHECK NO CHK DATE TYPE VENDOR NAME VOUCHER INVOICE

INV DATE PO WARRANT NET

							CHECK	4240644	TOTAL:	24,568.10
4240645	02/29/2024	PRTD	1602	Madison County State		MAR24	02/05/2024	022924	8,000.00	
							CHECK	4240645	TOTAL:	8,000.00
4240646	02/29/2024	PRTD	1874	Main Street Communit		020124	02/01/2024	022924	257.19	
							CHECK	4240646	TOTAL:	257.19
4240647	02/29/2024	PRTD	1698	O'Brien Tire & Auto		0248062	01/19/2024	022924	30.00	
							0248058	01/19/2024	022924	2,633.56
							0248260	01/31/2024	022924	30.00
							0248168	01/25/2024	022924	1,354.82
							0248478	02/12/2024	022924	17.00
							0248477	02/12/2024	022924	1,659.26
							CHECK	4240647	TOTAL:	5,724.64
4240648	02/29/2024	PRTD	1173	Oates Associates, In		38575	02/07/2024	022924	5,067.50	
							38577	02/07/2024	022924	6,375.00
							CHECK	4240648	TOTAL:	11,442.50
4240649	02/29/2024	PRTD	3897	SSPRF		021624	02/16/2024	022924	9.64	
							CHECK	4240649	TOTAL:	9.64
4240650	02/29/2024	PRTD	3980	The Bancorp Bank		628815	01/31/2024	12100078 022924	706.54	
							CHECK	4240650	TOTAL:	706.54
4240651	02/29/2024	PRTD	1530	The Kiesel Company		558241	01/18/2024	022924	13,404.23	
							558275	01/22/2024	022924	18,024.67
							558486	01/25/2024	022924	17,954.61
							558654	01/30/2024	022924	18,802.11

Madison County Mass Transit District



CHECK REGISTER

CASH ACCOUNT: 10000000 10101 Checking Account
 CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

INV DATE

PO

WARRANT

NET

						558655	01/30/2024	022924	13,852.25
						558816	02/02/2024	022924	20,356.45
						558925	02/06/2024	022924	19,740.09
						559082	02/09/2024	022924	14,668.94
						559114	02/12/2024	022924	21,973.30
						559062	02/09/2024	022924	793.54
						559063	02/09/2024	022924	725.28
							CHECK	4240651 TOTAL:	160,295.47
4240652	02/29/2024	PRTD	3811	Thouvenot, Wade & Mo	83451		01/31/2024	022924	6,090.00
							CHECK	4240652 TOTAL:	6,090.00
4240653	02/29/2024	PRTD	1506	Village of Glen Carb	INV00722		02/01/2024	022924	290.99
							CHECK	4240653 TOTAL:	290.99
4240654	02/29/2024	PRTD	4006	Volkert Inc.	00201223		01/31/2024	022924	370.00
							CHECK	4240654 TOTAL:	370.00
4240655	02/29/2024	PRTD	3923	Xerox Corporation	020621624		02/01/2024	022924	57.00
							CHECK	4240655 TOTAL:	57.00
NUMBER OF CHECKS 37						*** CASH ACCOUNT TOTAL ***			4,848,934.57
						COUNT	AMOUNT		
TOTAL PRINTED CHECKS						37	4,848,934.57		
*** GRAND TOTAL ***									4,848,934.57

Madison County Mass Transit District



CHECK REGISTER

CASH ACCOUNT: 10000000 10101				Checking Account						
CHECK NO	CHK	DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4240656	02/29/2024	PRTD	1050	Ameren Illinois		021424EGPR	02/14/2024		022924B	587.44
							CHECK	4240656	TOTAL:	587.44
4240657	02/29/2024	PRTD	1501	Ameren Illinois		022124	02/21/2024		022924B	32.44
							CHECK	4240657	TOTAL:	32.44
4240658	02/29/2024	PRTD	1501	Ameren Illinois		022324ATC	02/23/2024		022924B	346.27
							CHECK	4240658	TOTAL:	346.27
4240659	02/29/2024	PRTD	2031	Best-One Fleet Servi		3200013742	02/22/2024		022924B	1,113.50
							CHECK	4240659	TOTAL:	1,113.50
4240660	02/29/2024	PRTD	3929	Brewster Companies,		021624	02/16/2024	12400020	022924B	60,081.70
							CHECK	4240660	TOTAL:	60,081.70
4240661	02/29/2024	PRTD	1433	City of Edwardsville		022324L	02/23/2024		022924B	70.51
						022324SPEPR	02/23/2024		022924B	10.76
						022324WSEPR	02/23/2024		022924B	69.33
							CHECK	4240661	TOTAL:	150.60
4240662	02/29/2024	PRTD	1436	City of Highland		34	02/20/2024		022924B	592.38
						35	02/20/2024		022924B	326.23
							CHECK	4240662	TOTAL:	918.61
4240663	02/29/2024	PRTD	1220	Illinois American Wa		022624GCTC	02/26/2024		022924B	155.48
							CHECK	4240663	TOTAL:	155.48
4240664	02/29/2024	PRTD	1220	Illinois American wa		0824ILRt3PR	02/22/2024		022924B	91.33
							CHECK	4240664	TOTAL:	91.33

Madison County Mass Transit District



CHECK REGISTER

CASH ACCOUNT: 10000000 10101 Checking Account										
CHECK NO	CHK	DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4240665	02/29/2024	PRTD	1439	Juneau Associates, I	49587		01/27/2024		022924B	12,265.00
					49588		01/27/2024		022924B	14,368.00
							CHECK	4240665	TOTAL:	26,633.00
4240666	02/29/2024	PRTD	1437	Keller Construction,	021624		02/07/2024	12400006	022924B	291,416.50
							CHECK	4240666	TOTAL:	291,416.50
4240667	02/29/2024	PRTD	1257	Madison County Title	7681		02/16/2024		022924B	300.00
							CHECK	4240667	TOTAL:	300.00
4240668	02/29/2024	PRTD	1698	O'Brien Tire & Auto	0248580		02/16/2024		022924B	1,714.58
					0248743		02/26/2024		022924B	396.00
							CHECK	4240668	TOTAL:	2,110.58
4240669	02/29/2024	PRTD	4104	Republic Services #3	50-005513509		02/20/2024		022924B	85.00
							CHECK	4240669	TOTAL:	85.00
4240670	02/29/2024	PRTD	4071	S.M. Wilson & Co.	0322003-19		02/27/2024	12200090	022924B	62,408.45
							CHECK	4240670	TOTAL:	62,408.45
4240671	02/29/2024	PRTD	4061	Sheppard, Morgan & S	42290		02/19/2024		022924B	9,536.25
							CHECK	4240671	TOTAL:	9,536.25
4240672	02/29/2024	PRTD	1530	The Kiesel Company	559198		02/16/2024		022924B	20,489.88
					559410		02/20/2024		022924B	20,408.77
					559408		02/20/2024		022924B	14,710.19
					559506		02/23/2024		022924B	20,135.25
							CHECK	4240672	TOTAL:	75,744.09

CHECK REGISTER

NUMBER OF CHECKS 17 *** CASH ACCOUNT TOTAL *** 531,711.24

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	17	531,711.24

*** GRAND TOTAL *** 531,711.24

Madison County Transit District
Management Report of Revenue and Expenses
January, 2024

	Current Month	Current YTD	Prior YTD	Percentage Increase / (Decrease) Over Prior YTD	FY24 Budget	Budget % Expended (58% of FY)
Revenue						
Operating Revenue						
Sales Tax Revenue	\$1,111,799.55	\$7,857,527.73	\$7,679,363.71	2%	\$12,500,000	63%
Investment Income	180,607.80	1,056,208.63	338,283.40	212%	700,000	151%
Investment Gains/Losses	1,420.67	1,420.67	0.00	100%	0	0%
Investments-Mark to Market	176,548.34	1,122,002.26	(84,713.95)	100%	0	100%
IDOT Operating Assistance	0.00	9,608,148.50	7,722,838.01	0%	18,000,000	53%
Federal CARES Act/CRRSAA/ARPA	321,750.00	1,854,368.00	953,193.00	0%	2,790,000	66%
Local Sales Tax Reform Fund	324,798.89	2,051,681.95	2,175,888.16	-6%	3,100,000	66%
CMAQ Rideshare Marketing and Outreach	101,855.00	121,404.00	44,510.00	0%	750,000	16%
Commuter Initiative	9,118.43	36,409.42	10,519.03	0%	150,000	24%
Fares	218,174.24	849,924.23	191,287.92	0%	570,000	149%
Other Revenue	(4,704.60)	37,268.86	26,401.05	41%	147,000	25%
Lease/Rental Income	0.00	31,421.89	32,046.93	0%	0	0%
Total Operating Revenue	\$2,441,368.32	\$24,627,786.14	\$19,089,617.26	29%	\$38,707,000	64%
Capital Revenue						
FTA Transit Admin Section 5307	\$20,409.00	\$48,573.00	\$2,534,533.00	0%	\$7,675,994	1%
FTA Transit Admin Section 5339	0.00	0.00	0.00	0%	3,780,000	0%
Congestion Mitigation Air Quality	0.00	0.00	0.00	0%	5,270,000	0%
Rebuild Illinois	0.00	0.00	48,610.90	0%	25,121,000	0%
Illinois Department of Transportation	0.00	1,325,609.65	393,119.28	0%	1,450,000	91%
Illinois Department of Natural Resources	0.00	0.00	0.00	0%	553,000	0%
Intergovernmental Agreements	0.00	0.00	0.00	0%	100,000	0%
Metro East Park and Recreation District	0.00	34,032.50	49,273.00	0%	2,350,000	1%
Other Revenue - Capital	0.00	0.00	0.00	0%	0	0%
Future Grants	0.00	0.00	0.00	0%	18,310,800	0%
Total Capital Revenue	\$20,409.00	\$1,408,215.15	\$3,025,536.18	0%	\$64,610,794	2%
Total Revenues	\$2,461,777.32	\$26,036,001.29	\$22,115,153.44	18%	\$103,317,794	25%
Expenses						
Operating Expenses						
Fixed Route and Paratransit	\$2,664,572.65	\$18,497,475.37	\$17,773,183.74	4%	\$32,176,000	57%
ACT Administrative Contract	38,243.00	267,701.00	0.00	100%	490,000	55%
Rideshare	41,043.09	492,623.18	524,915.15	-6%	1,000,000	49%
Professional and Other Services	50,744.37	158,274.45	106,620.16	48%	547,000	29%
Trustee Expenses	881.17	6,181.08	7,776.62	-21%	30,000	21%
District Office Expenses	57,439.56	351,538.35	199,463.70	76%	450,000	78%
Facilities Maintenance	85,614.09	704,363.34	591,128.81	19%	1,076,000	65%
District Budget Contingency	0.00	0.00	0.00	0%	1,000,000	0%
Total Operating Expenses	\$2,938,537.93	\$20,478,156.77	\$19,203,088.18	7%	\$36,769,000	56%
Capital Expenses						
Bikeways	\$355,048.35	\$2,278,743.92	\$1,758,154.34	30%	\$44,660,000	5%
Bus Station/Stops and Park & Ride	3,332.60	40,912.15	30,700.70	100%	10,746,000	0%
Cooperative Police Bicycle Grant Program	0.00	10,944.98	10,823.00	100%	75,000	15%
Facility Improvements	49,183.64	5,750,283.61	5,317,278.47	8%	22,450,000	26%
Maintenance Equipment	4,256.53	83,320.53	0.00	0%	671,200	12%
MIS Equipment	0.00	0.00	0.00	0%	5,450,000	0%
Transit Support Equipment	28,053.16	400,324.19	114,984.45	100%	873,000	46%
Vehicles - Buses	0.00	0.00	0.00	0%	28,513,550	0%
Vehicles - Rideshare Vans	0.00	0.00	130,290.00	100%	1,056,000	0%
Vehicles - Transit Support	0.00	0.00	45,386.00	100%	1,928,000	0%
Contingency	0.00	0.00	0.00	0%	2,000,000	0%
Total Capital Expenses	\$439,874.28	\$8,564,529.38	\$7,407,616.96	16%	\$118,422,750	7%
Total Expenses	\$3,378,412.21	\$29,042,686.15	\$26,610,705.14	9%	\$155,191,750	19%
Excess Revenue Over (Under) Expenses	(\$916,634.89)	(\$3,006,684.86)	(\$4,495,551.70)	-33%	(\$51,873,956)	6%

Madison County Mass Transit District
Income Statement with Budget Variance for the
Period Ended January 31, 2024

Description	Current Period				Year to Date			
	<u>Actual</u>	<u>Budget</u>	<u>Deviation</u>	<u>Pct</u>	<u>Actual</u>	<u>Budget</u>	<u>Deviation</u>	<u>Pct ytd</u>
OPERATING REVENUE								
Sales Tax Revenue	1,111,799.55	1,041,666.67	70,132.88	106.73	7,857,527.73	7,291,666.67	565,861.06	107.76
Investment Income	180,607.80	58,333.33	122,274.47	309.61	1,056,208.63	408,333.33	647,875.30	258.66
Investment Realized Gains/Losses	1,420.67	0.00	1,420.67	0.00	1,420.67	0.00	1,420.67	0.00
Investments-Mark to Market	176,548.34	0.00	176,548.34	0.00	1,122,002.26	0.00	1,122,002.26	0.00
IDOT Operating Assistance	0.00	1,500,000.00	-1,500,000.00	0.00	9,608,148.50	10,500,000.00	-891,851.50	91.51
Federal CARES Act/CRRSAA/ARPA	321,750.00	232,500.00	89,250.00	138.39	1,854,368.00	1,627,500.00	226,868.00	113.94
Local Sales Tax Reform Fund	324,798.89	258,333.33	66,465.56	125.73	2,051,681.95	1,808,333.33	243,348.62	113.46
CMAQ Rideshare Marketing & Outreach	101,855.00	62,500.00	39,355.00	162.97	121,404.00	437,500.00	-316,096.00	27.75
Commuter Initiative	9,118.43	12,500.00	-3,381.57	72.95	36,409.42	87,500.00	-51,090.58	41.61
Fares	218,174.24	47,500.00	170,674.24	459.31	849,924.23	332,500.00	517,424.23	255.62
Other Revenue	-4,704.60	12,250.00	-16,954.60	-38.40	37,268.86	85,750.00	-48,481.14	43.46
Lease/Rental Income	0.00	0.00	0.00	0.00	31,421.89	0.00	31,421.89	0.00
TOTAL OPERATING REVENUE	2,441,368.32	3,225,583.33	-784,215.01	75.69	24,627,786.14	22,579,083.33	2,048,702.81	109.07
CAPITAL REVENUE								
Fed Transit Admin Section 5307	20,409.00	639,666.17	-619,257.17	3.19	48,573.00	4,477,663.17	-4,429,090.17	1.08
Fed Transit Admin Section 5339	0.00	315,000.00	-315,000.00	0.00	0.00	2,205,000.00	-2,205,000.00	0.00
Congestion Mitigation Air Quality	0.00	439,166.67	-439,166.67	0.00	0.00	3,074,166.67	-3,074,166.67	0.00
Rebuild Illinois	0.00	2,093,416.67	-2,093,416.67	0.00	0.00	14,653,916.67	-14,653,916.67	0.00
Illinois Dept of Transportation	0.00	120,833.33	-120,833.33	0.00	1,325,609.65	845,833.33	479,776.32	156.72
Illinois Dept of Natural Resources	0.00	46,083.33	-46,083.33	0.00	0.00	322,583.33	-322,583.33	0.00
Metro East Park and Recreation District	0.00	195,833.33	-195,833.33	0.00	34,032.50	1,370,833.33	-1,336,800.83	2.48
Future Grants	0.00	1,525,900.00	-1,525,900.00	0.00	0.00	10,681,300.00	-10,681,300.00	0.00
Intergovernmental Agreements	0.00	8,333.33	-8,333.33	0.00	0.00	58,333.33	-58,333.33	0.00
TOTAL CAPITAL REVENUE	20,409.00	5,384,232.83	-5,363,823.83	0.38	1,408,215.15	37,689,629.83	-36,281,414.68	3.74
TOTAL REVENUES	2,461,777.32	8,609,816.16	-6,148,038.84	28.59	26,036,001.29	60,268,713.16	-34,232,711.87	43.20
OPERATING EXPENSES								
Fixed Route and Paratransit	2,664,572.65	2,681,333.33	-16,760.68	99.37	18,497,475.37	18,769,333.33	-271,857.96	98.55
ACT Administrative Contract	38,243.00	40,833.33	-2,590.33	93.66	267,701.00	285,833.33	-18,132.33	93.66
Rideshare	41,043.09	83,333.33	-42,290.24	49.25	492,623.18	583,333.33	-90,710.15	84.45
Professional and Other Services	50,744.37	45,583.33	5,161.04	111.32	158,274.45	319,083.33	-160,808.88	49.60
Trustee Expenses	881.17	2,500.00	-1,618.83	35.25	6,181.08	17,500.00	-11,318.92	35.32
District Office Expenses	57,439.56	37,500.00	19,939.56	153.17	351,538.35	262,500.00	89,038.35	133.92
Facilities Maintenance	85,614.09	89,666.67	-4,052.58	95.48	704,363.34	627,666.67	76,696.67	112.22
District Budget Contingency	0.00	83,333.33	-83,333.33	0.00	0.00	583,333.33	-583,333.33	0.00
TOTAL OPERATING EXPENSES	2,938,537.93	3,064,083.32	-125,545.39	95.90	20,478,156.77	21,448,583.32	-970,426.55	95.48
CAPITAL EXPENSES								
Bikeways	355,048.35	3,721,666.67	-3,366,618.32	9.54	2,278,743.92	26,051,666.67	-23,772,922.75	8.75
Bus Station/Stops and Park & Ride	3,332.60	895,500.00	-892,167.40	0.37	40,912.15	6,268,500.00	-6,227,587.85	0.65
Cooperative Police Bicycle Grant Program	0.00	6,250.00	-6,250.00	0.00	10,944.98	43,750.00	-32,805.02	25.02
Facility Improvements	49,183.64	1,870,833.33	-1,821,649.69	2.63	5,750,283.61	13,095,833.33	-7,345,549.72	43.91
Maintenance Equipment	4,256.53	55,933.33	-51,676.80	7.61	83,320.53	391,533.33	-308,212.80	21.28
MIS Equipment	0.00	454,166.67	-454,166.67	0.00	0.00	3,179,166.67	-3,179,166.67	0.00
Transit Support Equipment	28,053.16	72,750.00	-44,696.84	38.56	400,324.19	509,250.00	-108,925.81	78.61
Vehicles - Buses	0.00	2,376,129.17	-2,376,129.17	0.00	0.00	16,632,904.17	-16,632,904.17	0.00
Vehicles - Rideshare Vans	0.00	88,000.00	-88,000.00	0.00	0.00	616,000.00	-616,000.00	0.00
Vehicles - Transit Support	0.00	160,666.67	-160,666.67	0.00	0.00	1,124,666.67	-1,124,666.67	0.00
Contingency	0.00	166,666.67	-166,666.67	0.00	0.00	1,166,666.67	-1,166,666.67	0.00
TOTAL CAPITAL EXPENSES	439,874.28	9,868,562.51	-9,428,688.23	4.46	8,564,529.38	69,079,937.51	-60,515,408.13	12.40
TOTAL EXPENSES	3,378,412.21	12,932,645.83	-9,554,233.62	26.12	29,042,686.15	90,528,520.83	-61,485,834.68	32.08
EXCESS REVENUE OVER EXPENSE	-916,634.89	-4,322,829.67	3,406,194.78	21.20	-3,006,684.86	-30,259,807.67	27,253,122.81	9.94

UNAUDITED

ASSETS

Checking Account	453,938.31
Savings Accounts	77,896.05
Illinois Funds Investment Pool	1,999,683.73
Investments	65,050,000.00
Investments-Mark to Market	1,190,426.53
Inventory	1,225,562.56
Capital Grants Receivables	1,770.00
Sales Tax Receivable	3,340,880.75
Interest Receivable	284,100.12
Prepaid Expenses	121,623.95
TOTAL ASSETS	73,745,882.00

LIABILITIES

Accounts Payable	4,465,509.14
Retainage Payable	648,570.86
TOTAL LIABILITIES	5,114,080.00

FUND BALANCE

Nonspendable Fund Balance	2,547,196.50
Committed Fund Balance	34,000,000.00
Assigned Fund Balance	28,424,956.00
Beginning Unassigned Fund Balance	6,666,334.36
Excess Revenue Over Expenses	-3,006,684.86
Total Unassigned Fund Balance	3,659,649.50
TOTAL FUND BALANCE	68,631,802.00

TOTAL LIABILITIES AND FUND BALANCE	73,745,882.00
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UNAUDITED

MCT DETAILED SCHEDULE OF INVESTMENTS
AT JANUARY 31, 2024

INSTITUTION	PURCHASE DATE	CD OR ACCOUNT NUMBER	MATURITY DATE	INTEREST RATES	CERTIFICATE AMOUNT	WEIGHTED AVERAGE INTEREST
<u>INVESTMENTS PURCHASED DIRECTLY BY MCT</u>						
CERTIFICATES OF DEPOSIT (CD)						
Bradford National Bank	09-01-23	***41643	03-01-26	4.65%	500,000.00	
Bradford National Bank	09-01-23	***41644	09-01-26	4.50%	500,000.00	
FCB Banks	03-03-23	***56721	09-30-25	4.36%	2,000,000.00	
FCB Banks	10-27-23	***56722	10-27-25	4.93%	1,000,000.00	
First Mid Bank & Trust	06-30-23	***60357	06-30-25	4.75%	1,000,000.00	
First Mid Bank & Trust	06-30-23	***60368	12-31-25	4.50%	1,000,000.00	
First Mid Bank & Trust	06-30-23	***60379	06-30-26	4.50%	1,000,000.00	
State Bank of St. Jacob	07-27-23	***12687	07-27-24	4.67%	630,000.00	
TOTAL CD'S					<u>7,630,000.00</u>	4.58%
CERTIFICATES OF DEPOSIT ACCOUNT REGISTRY SERVICE (CDARS)						
Edwardsville Bank	10-19-23	***09215	10-14-27	4.82%	500,000.00	
Edwardsville Bank	11-02-23	***26729	11-02-28	4.20%	2,000,000.00	
Edwardsville Bank	11-02-23	***26702	11-02-27	4.20%	3,270,000.00	
Bank of Springfield	12-07-23	***99437	12-05-24	5.25%	1,500,000.00	
Bank of Springfield	12-07-23	***03256	12-03-26	4.75%	1,000,000.00	
Bank of Springfield	12-07-23	***03264	12-07-28	4.35%	2,175,000.00	
TOTAL CDARS					<u>10,445,000.00</u>	4.46%
TOTAL INVESTMENTS PURCHASED DIRECTLY BY MCT					<u>18,075,000.00</u>	
FUNDS TRANSFERRED TO PORTFOLIO MANAGED BY BUSEY BANK (SEE SEPARATE REPORT FOR DETAILS)				varies	46,975,000.00	varies
GRAND TOTAL MCT INVESTMENTS					65,050,000.00	
CASH ACCOUNTS						
MCT checking account				3.04%	453,938.31	
MCT savings accounts				3.04%	77,896.05	
Illinois Funds investment pool				5.451%	<u>1,999,683.73</u>	
TOTAL CASH					<u>2,531,518.09</u>	4.94%
TOTAL CASH AND INVESTMENTS					67,581,518.09	

Madison County Mass Transit District Agency

STATEMENT REPORT

As of 1/31/2024

ACCOUNTS

Madison County Mass Transit District Agency

Monthly Market Update

(as of 1/31/2024)

Economic Recap

- The US economy ended the year on a strong note as fourth quarter real gross domestic product (GDP) grew at a 3.3% annual rate, well ahead of the 2.0% consensus estimates. Consumer spending was strong once again, growing by 2.8% in the quarter. The biggest surprise in the fourth quarter GDP report was the expansion of exports. Exports grew by 6.3% in the fourth quarter. When the US dollar is strong relative to other foreign currencies, as it was in the quarter, it tends to slow export demand, but that was not the case in the fourth quarter. The Federal Reserve is expecting 1.4% US real GDP growth in 2024.
- Preliminary readings on the manufacturing and services sectors for January are pointing to a pick-up in activity. The S&P Global US Manufacturing PMI rose from 47.9 in December to 50.3 in January. A reading above 50 indicates growth within the sector. The S&P Global US Services PMI rose as well from 51.4 in December to 52.9 indicating accelerating growth within the US services sector. With both readings above 50, it seems the US economy could hold strong in the first quarter of 2024.
- The December Personal Consumption Expenditures (PCE) index reading showed encouraging signs that inflation continues to moderate. Core PCE (excludes food and energy costs) is the Federal Reserve's preferred measure of inflation. Both headline PCE and core PCE inflation rose 0.2% in December. Year-on-year headline PCE inflation remained unchanged at 2.6% while year-on-year core PCE inflation fell from 3.2% to 2.9%, under 3% for the first time since March 2021 and closer to the Fed's 2% inflation target.

Economic Data

	<u>Current</u>	<u>20-Year Average</u>	<u>Percentile</u>
Unemployment Rate	3.7%	5.9%	10%
CPI YoY (Urban)	3.4%	2.6%	73%
Inflation Expectations (5-Year)	2.2%	2.1%	55.8%
Fed Deficit (% of GDP)	6.5%	5.3%	69.6%
Household Debt/Income (Disposable)	97.3%	111%	6.2%
Housing Affordability Index	93.4	150.1	0%
US Dollar Index	103.3	89	94.5%

Source: Bloomberg

Monthly Market Update

(as of 1/31/2024)

Equity Recap

- The S&P 500 continued to rise in January, although at a more modest pace, returning nearly 2% for the month. The Federal Reserve held rates steady and signaled it would be slow to cut given a preponderance of strong economic data. Investors were disappointed, trimming stock gains to close the month.
- Communication Services and Technology stocks led the S&P, returning 5% and 4%, respectively. Real Estate, Materials and Consumer Discretionary lagged, each falling 4-5%. December quarter earnings reports have so far been mixed, with a higher-than-average number of companies reporting negative surprises. Technology and Consumer Staples have reported the highest proportion of positive surprises, while Communication Services and Financials earnings have fared the worst.
- U.S. mid-cap stocks lost nearly 2% in January, and small-cap stocks dropped 4%. International developed markets posted slight gains, while emerging markets fell nearly 5%. Oil gained nearly 6% as Middle East tensions escalated. Gold fell 1% as the US dollar gained 2%.

Equity Data

	<u>1-Month</u>	<u>YTD</u>	<u>1-Year</u>	<u>3-Year</u>	<u>5-Year</u>
S&P 500	1.7%	1.7%	20.8%	11.0%	14.3%
S&P 400 Midcap	-1.7%	-1.7%	4.7%	6.9%	10.0%
Russell 2000	-3.9%	-3.9%	2.4%	-0.8%	6.8%
MSCI EAFE	0.6%	0.6%	10.7%	5.2%	7.5%
MSCI Emerging Markets	-4.6%	-4.6%	-2.6%	-7.2%	1.3%
MSCI ACWI	0.6%	0.6%	15.3%	6.6%	10.7%

Source: Bloomberg

Monthly Market Update

(as of 1/31/2024)

Fixed Income Recap

- In January, interest rates initially rose but later declined. The Yield Curve remains inverted as the difference between 2-year and 10-year Treasury yields is now 0.33% or 33 basis points. This inversion has historically been an indicator of potential economic challenges but has become less severe since March 2023, suggesting improving sentiment.
- Although the Federal Reserve left rates unchanged on January 30 and expressed reservations about a rate cut at the March 20 meeting, markets expect a rate cut by the May 1 FOMC meeting, with even higher expectations for a cut by June 12. Fed Funds Futures prices indicate a 97% probability of a cut by June 12 and a total of six cuts by January 29, 2025, resulting in rates dropping from 5.32% to 3.69%. We recommend lengthening Duration to lock in long-term rates and potentially benefiting from price appreciation when rates are anticipated to decline.
- Corporate spreads tightened by an average of approximately 10 basis points. Among investment-grade corporates, Subordinated Financials experienced the most significant narrowing, exceeding 15 basis points. Such spread reductions indicate increased investor confidence in this asset class and the overall economy.

Fixed Income Data

	<u>1-Month</u>	<u>YTD</u>	<u>1-Year</u>	<u>3-Year</u>	<u>5-Year</u>
US Treasury	-0.3%	-0.3%	1.2%	-3.6%	0.4%
US Corporate	-0.2%	-0.2%	4.2%	-2.9%	2.1%
US Aggregate	-0.3%	-0.3%	2.1%	-3.2%	0.8%
US High Yield	0.0%	0.0%	9.3%	1.9%	4.4%
Global Agg Ex-US	-2.3%	-2.3%	-0.2%	-7.6%	-2.4%
US Municipal	-0.5%	-0.5%	2.9%	-0.8%	2.0%

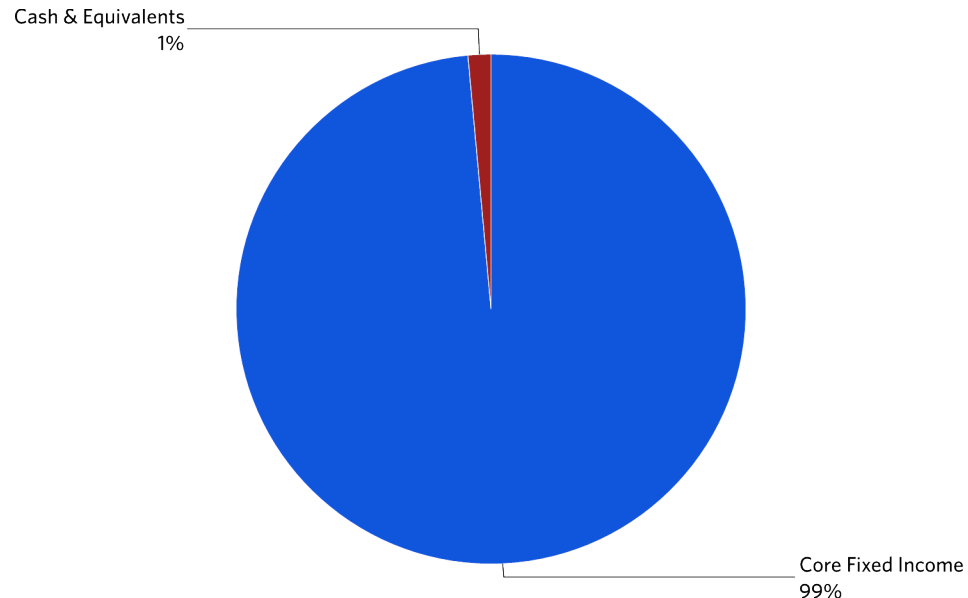
Source: Bloomberg

Portfolio Value Summary

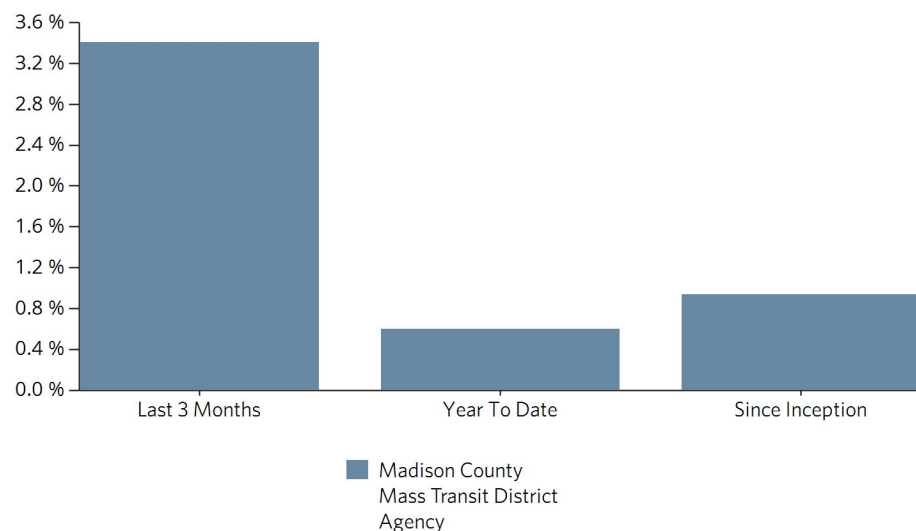
	Last 3 Months	Year To Date	Since 11/30/2021
Beginning Value	41,378,930	48,182,953	0
Net Additions	5,570,164	0	46,936,109
Gain/Loss	1,527,666	293,807	1,540,651
Ending Value	48,476,760	48,476,760	48,476,760
Return	3.4%	0.6%	0.9% ¹
MSCI ALL COUNTRIES ACWI Return	15.1%	0.6%	2.0%
BARCLAYS CAPITAL INTERMEDIATE GOV'T/CREDIT IN...	5.3%	0.2%	-1.6%
S&P 500 TOTAL RETURN INDEX Return	16.0%	1.7%	4.4%
MSCI DEVELOPED EAFE(USD)(TRN) Return	15.8%	0.6%	3.2%
CONSUMER PRICE INDEX - (Monthly) Return	-0.3%	0.0%	4.7%
MSCI EM EMERGING MARKETS(USD)(TRN) Return	7.0%	-4.6%	-7.2%

¹ Annualized return

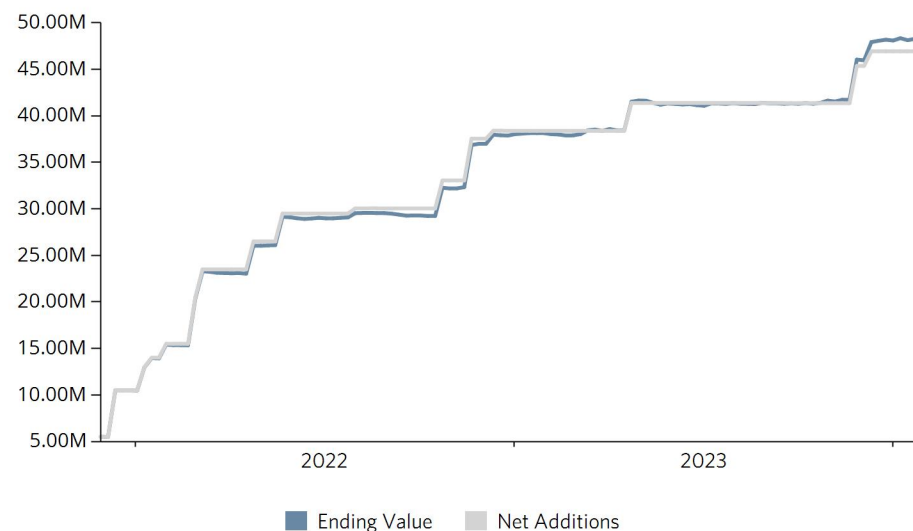
Asset Class Allocation



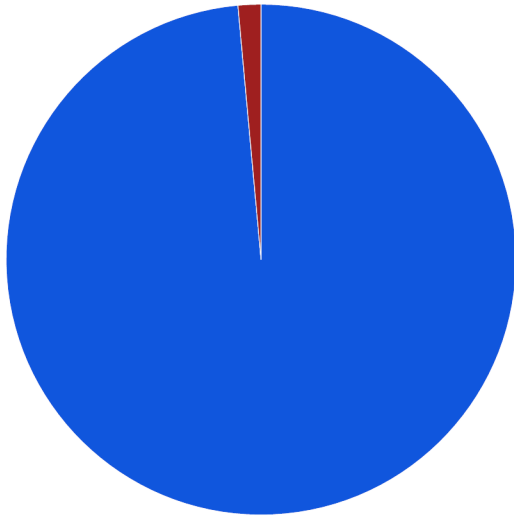
Portfolio Returns



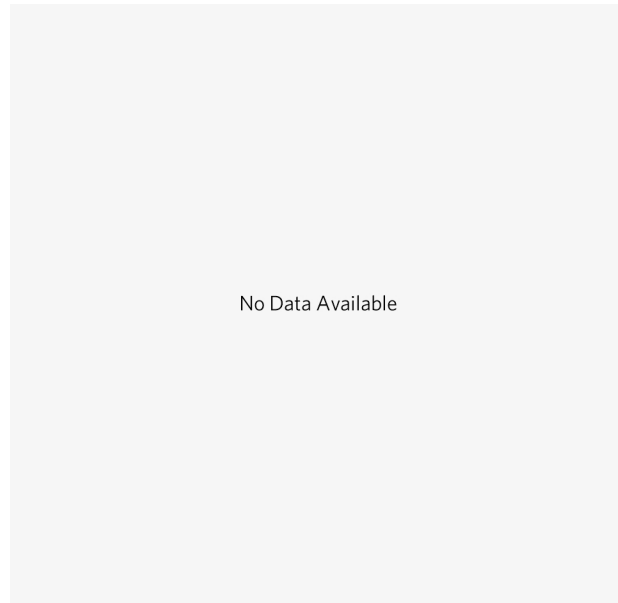
Net Additions and Market Value



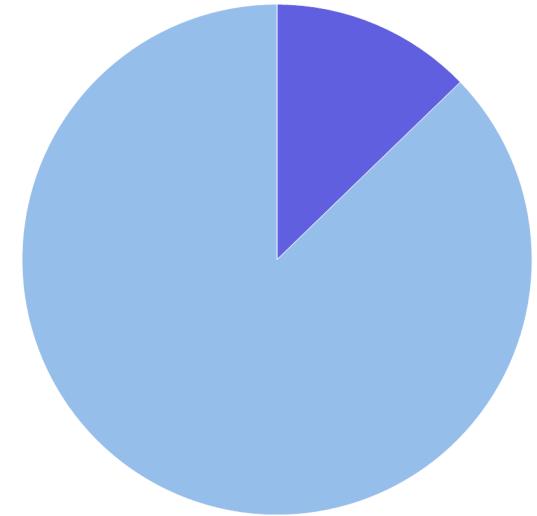
Asset Class Allocation



Core Equity and Satellites Allocation



Core Fixed Income Allocation



	Ending Value	Allocation
Madison County Mass Transit District Agency	48,476,760	100.0%
Core Fixed Income	47,773,852	98.6%
Cash & Equivalents	702,909	1.4%

No Data Available

	Ending Value	Allocation
Madison County Mass Transit District Agency	47,773,852	100.0%
Muni Bonds	6,101,393	12.8%
Taxable Bonds	41,672,458	87.2%

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
Madison County Mass Transit District Agency		47,968,145		48,476,760		508,615	2.7%	1,248,403
1035033783 - Madison County Mass Transit District Agency		47,968,145		48,476,760		508,615	2.7%	1,248,403
■ Muni Bonds		5,994,794		6,101,393		106,599	2.8%	163,722
CALIFORNIA ST 2.65% 04/01/2026	1,000,000	957,482	96	973,067	96	15,585	2.7%	26,500
CALIFORNIA ST 5.5% 10/01/2025	1,000,000	1,024,187	102	1,031,916	101	7,729	5.4%	55,000
CENTENNIAL INDPT SCH DIST NO 0 1.005% 02/01/2024	175,000	175,000	100	175,884	100	884	1.0%	879
JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026	630,000	563,167	89	581,798	92	18,631	1.1%	6,577
LINCOLN NEB WEST HAYMARKET JT 5% 12/15/2025	500,000	503,620	101	506,364	101	2,744	5.0%	25,000
PENNSYLVANIA ST 0.95% 08/01/2025	700,000	649,316	93	664,864	95	15,548	1.0%	6,650
PORT SEATTLE WASH REV 2.836% 05/01/2024	500,000	499,085	100	500,969	99	1,884	2.9%	7,090
SAN JOSE EVERGREEN CALIF CMNTY 0.921% 09/01/2025	500,000	465,615	93	474,712	95	9,096	1.0%	4,605
VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027	500,000	440,357	88	458,143	91	17,786	1.6%	7,285
WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027	750,000	716,965	96	733,676	97	16,711	3.3%	24,135
■ Taxable Bonds		41,270,442		41,672,458		402,016	2.6%	1,047,496
ALLY BK SANDY UTAH 3.2% 2025	245,000	245,000	100	239,912	98	-5,088	3.3%	7,840
AMERICAN EXPRESS NATL BK BROK 4.35% 2025	245,000	245,000	100	247,288	100	2,288	4.4%	10,658
BANK WIS DELLS WIS 4.6% 2026	245,000	245,000	100	247,171	101	2,171	4.6%	11,270
BARCLAYS BK DEL 3.05% 2025	230,000	230,655	100	226,586	98	-4,069	3.1%	7,015
BMW BK NORTH AMER UTAH 4.75% 2028	245,000	248,243	101	255,608	103	7,365	4.6%	11,638
CAPITAL ONE NATL ASSN VA 4.55% 2026	245,000	245,000	100	248,122	100	3,122	4.5%	11,148
CARROLL CNTY TR CO MO 4.5% 2028	245,000	245,000	100	249,184	102	4,184	4.4%	11,025
CIBC BK USA 4.35% 2027	245,000	244,816	100	249,334	101	4,518	4.3%	10,658
CITY NATL BK LOS ANGELES CALIF 4.9% 2025	245,000	245,306	100	248,807	101	3,500	4.9%	12,005
DISCOVER BK 3.4% 2025	245,000	245,000	100	244,480	98	-520	3.5%	8,330
DORT FINL CR UN GRAND BLANC MI 4.75% 2027	235,000	235,000	100	240,989	102	5,989	4.7%	11,163
FIRST CTZNS BK & TR CO RALEIGH 4.7% 2025	245,000	245,000	100	248,411	100	3,411	4.7%	11,515
FIRST FNDTN BK IRVINE CA 4.9% 2026	225,000	225,000	100	231,777	101	6,777	4.9%	11,025

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026	245,000	245,000	100	252,161	101	7,161	4.7%	11,760
FIRST NATL BK AMER EAST LANS 4.3% 2028	250,000	250,000	100	253,353	101	3,353	4.2%	10,750
GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028	245,000	245,000	100	252,624	103	7,624	4.7%	11,882
GOLDMAN SACHS BK USA 3% 2024	235,000	246,721	105	237,344	100	-9,377	3.0%	3,525
JOHN MARSHALL BANCORP INC 4.4% 2027	250,000	250,000	100	252,667	101	2,667	4.4%	11,000
LAFAYETTE FED CR UN ROCKVILLE 4.9% 2026	250,000	250,000	100	255,373	102	5,373	4.8%	12,250
MEDALLION BK UTAH 4.5% 2027	470,000	470,000	100	476,464	101	6,464	4.4%	21,150
MORGAN STANLEY PRIVATE BK NATL 5.05% 2026	250,000	250,000	100	260,556	103	10,556	4.9%	12,625
PEOPLES BK CO COLDWATER OHIO 4.7% 2027	245,000	245,000	100	249,459	102	4,459	4.6%	11,515
PROVIDENCE BK ROCKY MT NC 4.6% 2027	225,000	225,000	100	228,959	102	3,959	4.5%	10,350
SALLIE MAE BK MURRAY UTAH 4.4% 2028	250,000	250,000	100	255,684	102	5,684	4.3%	11,000
SOUTHERN BK POPLAR BLUFF MO 4.5% 2027	245,000	245,000	100	248,369	101	3,369	4.4%	11,025
SYNCHRONY BANK 4.45% 2028	225,000	225,000	100	237,065	103	12,065	4.3%	10,013
SYNCHRONY BANK 5% 2028	240,000	245,847	102	252,691	104	6,843	4.8%	12,000
THREAD BK ROGERSVILLE TENN 4.6% 2026	250,000	250,000	100	253,347	101	3,347	4.6%	11,500
UBS BK USA SALT LAKE CITY UT 4.6% 2026	245,000	244,510	100	246,846	100	2,336	4.6%	11,270
UNITED STATES TREAS NTS 0.25% 06/30/2025	1,500,000	1,441,706	96	1,414,903	94	-26,803	0.3%	3,750
UNITED STATES TREAS NTS 0.375% 04/15/2024	500,000	498,175	100	495,538	99	-2,637	0.4%	938
UNITED STATES TREAS NTS 0.375% 08/15/2024	1,000,000	955,459	96	977,092	98	21,633	0.4%	3,750
UNITED STATES TREAS NTS 0.5% 03/31/2025	1,500,000	1,450,300	97	1,433,751	95	-16,549	0.5%	7,500
UNITED STATES TREAS NTS 0.75% 01/31/2028	1,700,000	1,527,302	90	1,501,747	88	-25,555	0.8%	12,750
UNITED STATES TREAS NTS 0.75% 08/31/2026	750,000	680,035	91	691,970	92	11,935	0.8%	5,625
UNITED STATES TREAS NTS 0.875% 06/30/2026	750,000	693,750	93	695,906	93	2,156	0.9%	6,563
UNITED STATES TREAS NTS 1.125% 10/31/2026	750,000	688,518	92	695,745	92	7,226	1.2%	8,438
UNITED STATES TREAS NTS 1.25% 03/31/2028	1,675,000	1,519,446	91	1,511,512	90	-7,935	1.4%	20,938
UNITED STATES TREAS NTS 1.25% 04/30/2028	1,500,000	1,339,796	89	1,349,079	90	9,284	1.4%	18,750
UNITED STATES TREAS NTS 1.25% 11/30/2026	540,000	491,948	91	501,358	93	9,410	1.3%	6,750

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
UNITED STATES TREAS NTS 1.25% 12/31/2026	750,000	691,570	92	694,595	93	3,026	1.4%	9,375
UNITED STATES TREAS NTS 1.375% 10/31/2028	1,140,000	993,359	87	1,020,096	89	26,738	1.5%	15,675
UNITED STATES TREAS NTS 1.5% 01/31/2027	425,000	399,268	94	395,170	93	-4,098	1.6%	6,375
UNITED STATES TREAS NTS 1.75% 01/31/2029	770,000	690,883	90	695,562	90	4,680	1.9%	13,475
UNITED STATES TREAS NTS 1.875% 02/28/2027	1,240,000	1,156,921	93	1,173,783	94	16,862	2.0%	23,250
UNITED STATES TREAS NTS 1.875% 06/30/2026	750,000	708,902	95	713,760	95	4,858	2.0%	14,063
UNITED STATES TREAS NTS 2% 02/15/2025	500,000	501,326	100	491,070	97	-10,256	2.1%	10,000
UNITED STATES TREAS NTS 2.125% 03/31/2024	1,450,000	1,450,364	100	1,452,914	99	2,549	2.1%	15,406
UNITED STATES TREAS NTS 2.25% 02/15/2027	800,000	739,625	92	768,425	95	28,800	2.4%	18,000
UNITED STATES TREAS NTS 2.25% 03/31/2026	1,500,000	1,429,950	95	1,452,724	96	22,775	2.3%	33,750
UNITED STATES TREAS NTS 2.375% 02/29/2024	500,000	504,051	101	503,837	100	-214	2.4%	5,938
UNITED STATES TREAS NTS 2.5% 03/31/2027	1,500,000	1,424,741	95	1,447,020	96	22,279	2.6%	37,500
UNITED STATES TREAS NTS 2.625% 01/31/2026	400,000	385,552	96	387,981	97	2,428	2.7%	10,500
UNITED STATES TREAS NTS 2.75% 02/15/2028	1,500,000	1,429,985	95	1,453,190	96	23,205	2.9%	41,250
UNITED STATES TREAS NTS 2.75% 04/30/2027	300,000	287,689	96	290,870	96	3,181	2.9%	8,250
UNITED STATES TREAS NTS 2.75% 07/31/2027	400,000	380,871	95	384,218	96	3,347	2.9%	11,000
UNITED STATES TREAS NTS 2.875% 05/15/2028	400,000	379,243	95	386,043	96	6,800	3.0%	11,500
UNITED STATES TREAS NTS 2.875% 08/15/2028	535,000	498,595	93	519,305	96	20,710	3.0%	15,381
UNITED STATES TREAS NTS 3.125% 08/31/2027	500,000	484,860	97	492,778	97	7,917	3.2%	15,625
UNITED STATES TREAS NTS 3.125% 11/15/2028	1,000,000	948,633	95	973,030	97	24,397	3.2%	31,250
UNITED STATES TREAS NTS 3.25% 06/30/2027	500,000	488,124	98	490,076	98	1,952	3.3%	16,250
UNITED STATES TREAS NTS 3.5% 01/31/2028	700,000	685,617	98	688,853	98	3,236	3.6%	24,500
UNITED STATES TREAS NTS 3.5% 09/15/2025	1,500,000	1,488,911	99	1,499,659	99	10,747	3.5%	52,500
UNITED STATES TREAS NTS 3.875% 11/30/2027	1,000,000	984,063	98	1,003,940	100	19,878	3.9%	38,750
UNITED STATES TREAS NTS 3.875% 12/31/2027	500,000	499,297	100	500,557	100	1,260	3.9%	19,375
UNITED STATES TREAS NTS 4.125% 09/30/2027	1,000,000	990,898	99	1,019,715	101	28,817	4.1%	41,250
UNITED STATES TREAS NTS 4.125% 10/31/2027	500,000	503,378	101	508,187	101	4,809	4.1%	20,625

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
UNITED STATES TREAS NTS 4.5% 07/15/2026	500,000	496,431	99	505,615	101	9,184	4.5%	22,500
UNITED STATES TREAS NTS 4.625% 11/15/2026	825,000	829,802	101	845,507	102	15,705	4.6%	38,156
WELLS FARGO BANK NATL ASSN 4.55% 2027	250,000	250,000	100	254,748	102	4,748	4.5%	11,375
■ Money Markets		702,909		702,909		0	5.3%	37,185
GOLDMAN FED FUND 520	702,909	702,909	1	702,909	1	0	5.3%	37,185

Summary Analytics Report

	Ending Value	Coupon Rate	Maturity Date	Call Date	S&P Rating	Moody's Rating	Yield to Maturity	Yield to Call	Modified Duration
Madison County Mass Transit District Agency									
Madison County Mass Transit District Agency									
ALLY BK SANDY UTAH 3.2% 2025	239,912	3.200%	7/28/2025	—	—	—	4.7	—	1.4
AMERICAN EXPRESS NATL BK BROK 4.35% 2025	247,288	4.350%	10/14/2025	—	—	—	4.6	—	1.7
BANK WIS DELLS WIS 4.6% 2026	247,171	4.600%	8/17/2026	—	—	—	4.4	—	2.4
BARCLAYS BK DEL 3.05% 2025	226,586	3.050%	5/19/2025	—	—	—	4.8	—	1.3
BMW BK NORTH AMER UTAH 4.75% 2028	255,608	4.750%	3/17/2028	—	—	—	4.1	—	3.7
CALIFORNIA ST 2.65% 04/01/2026	973,067	2.650%	4/1/2026	—	AA-	Aa2	4.4	—	2.1
CALIFORNIA ST 5.5% 10/01/2025	1,031,916	5.500%	10/1/2025	—	AA-	Aa2	4.7	—	1.6
CAPITAL ONE NATL ASSN VA 4.55% 2026	248,122	4.550%	5/18/2026	—	—	—	4.4	—	2.3
CARROLL CNTY TR CO MO 4.5% 2028	249,184	4.500%	3/30/2028	—	—	—	4.1	—	3.8
CENTENNIAL INDPT SCH DIST NO 0 1.005% 02/01/2024	175,884	1.005%	2/1/2024	—	AAA	—	0.0	—	0.0
CIBC BK USA 4.35% 2027	249,334	4.350%	4/27/2027	—	—	—	4.2	—	3.0
CITY NATL BK LOS ANGELES CALIF 4.9% 2025	248,807	4.900%	11/24/2025	—	—	—	4.6	—	1.8
DISCOVER BK 3.4% 2025	244,480	3.400%	8/8/2025	—	—	—	4.7	—	1.4
DORT FINL CR UN GRAND BLANC MI 4.75% 2027	240,989	4.750%	6/21/2027	—	—	—	4.2	—	3.3
FIRST CTZNS BK & TR CO RALEIGH 4.7% 2025	248,411	4.700%	10/28/2025	—	—	—	4.6	—	1.6
FIRST FNDTN BK IRVINE CA 4.9% 2026	231,777	4.900%	2/18/2026	—	—	—	4.5	—	1.9
FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026	252,161	4.800%	9/30/2026	—	—	—	4.3	—	2.4
FIRST NATL BK AMER EAST LANS 4.3% 2028	253,353	4.300%	12/28/2028	—	—	—	4.1	—	4.4
GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028	252,624	4.850%	3/22/2028	—	—	—	4.1	—	3.8
GOLDMAN SACHS BK USA 3% 2024	237,344	3.000%	3/6/2024	—	—	—	5.5	—	0.1
JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026	581,798	1.044%	9/1/2026	—	—	Aa1	4.4	—	2.5
JOHN MARSHALL BANCORP INC 4.4% 2027	252,667	4.400%	6/15/2027	—	—	—	4.2	—	3.1
LAFAYETTE FED CR UN ROCKVILLE 4.9% 2026	255,373	4.900%	12/14/2026	—	—	—	4.3	—	2.7
LINCOLN NEB WEST HAYMARKET JT 5% 12/15/2025	506,364	5.000%	12/15/2025	—	AAA	Aa1	4.7	—	1.8
MEDALLION BK UTAH 4.5% 2027	476,464	4.500%	6/16/2027	—	—	—	4.2	—	3.1
MORGAN STANLEY PRIVATE BK NATL 5.05% 2026	260,556	5.050%	10/19/2026	—	—	—	4.0	—	2.7
PENNSYLVANIA ST 0.95% 08/01/2025	664,864	0.950%	8/1/2025	—	A+	Aa3	4.8	—	1.5
PEOPLES BK CO COLDWATER OHIO 4.7% 2027	249,459	4.700%	3/17/2027	—	—	—	4.2	—	2.9
PORT SEATTLE WASH REV 2.836% 05/01/2024	500,969	2.836%	5/1/2024	—	AA-	A1	4.9	—	0.2
PROVIDENCE BK ROCKY MT NC 4.6% 2027	228,959	4.600%	8/20/2027	—	—	—	4.2	—	3.3
SALLIE MAE BK MURRAY UTAH 4.4% 2028	255,684	4.400%	12/13/2028	—	—	—	4.1	—	4.3

Summary Analytics Report

	Ending Value	Coupon Rate	Maturity Date	Call Date	S&P Rating	Moody's Rating	Yield to Maturity	Yield to Call	Modified Duration
SAN JOSE EVERGREEN CALIF CMNTY 0.921% 09/01/2025	474,712	0.921%	9/1/2025	—	—	Aa1	4.6	—	1.5
SOUTHERN BK POPLAR BLUFF MO 4.5% 2027	248,369	4.500%	6/16/2027	—	—	—	4.2	—	3.1
SYNCHRONY BANK 4.45% 2028	237,065	4.450%	8/11/2028	—	—	—	3.7	—	4.0
SYNCHRONY BANK 5% 2028	252,691	5.000%	3/24/2028	—	—	—	4.1	—	3.7
THREAD BK ROGERSVILLE TENN 4.6% 2026	253,347	4.600%	12/11/2026	—	—	—	4.3	—	2.7
UBS BK USA SALT LAKE CITY UT 4.6% 2026	246,846	4.600%	5/5/2026	—	—	—	4.5	—	2.1
UNITED STATES TREAS NTS 0.25% 06/30/2025	1,414,903	0.250%	6/30/2025	—	—	Aaa	4.5	—	1.4
UNITED STATES TREAS NTS 0.375% 04/15/2024	495,538	0.375%	4/15/2024	—	—	Aaa	5.5	—	0.2
UNITED STATES TREAS NTS 0.375% 08/15/2024	977,092	0.375%	8/15/2024	—	—	Aaa	5.1	—	0.5
UNITED STATES TREAS NTS 0.5% 03/31/2025	1,433,751	0.500%	3/31/2025	—	—	Aaa	4.7	—	1.1
UNITED STATES TREAS NTS 0.75% 01/31/2028	1,501,747	0.750%	1/31/2028	—	—	Aaa	4.0	—	3.9
UNITED STATES TREAS NTS 0.75% 08/31/2026	691,970	0.750%	8/31/2026	—	—	Aaa	4.1	—	2.5
UNITED STATES TREAS NTS 0.875% 06/30/2026	695,906	0.875%	6/30/2026	—	—	Aaa	4.1	—	2.3
UNITED STATES TREAS NTS 1.125% 10/31/2026	695,745	1.125%	10/31/2026	—	—	—	4.1	—	2.7
UNITED STATES TREAS NTS 1.25% 03/31/2028	1,511,512	1.250%	3/31/2028	—	—	Aaa	4.0	—	4.0
UNITED STATES TREAS NTS 1.25% 04/30/2028	1,349,079	1.250%	4/30/2028	—	—	Aaa	4.0	—	4.1
UNITED STATES TREAS NTS 1.25% 11/30/2026	501,358	1.250%	11/30/2026	—	—	Aaa	4.1	—	2.7
UNITED STATES TREAS NTS 1.25% 12/31/2026	694,595	1.250%	12/31/2026	—	—	Aaa	4.0	—	2.8
UNITED STATES TREAS NTS 1.375% 10/31/2028	1,020,096	1.375%	10/31/2028	—	—	Aaa	3.9	—	4.5
UNITED STATES TREAS NTS 1.5% 01/31/2027	395,170	1.500%	1/31/2027	—	—	Aaa	4.0	—	2.9
UNITED STATES TREAS NTS 1.75% 01/31/2029	695,562	1.750%	1/31/2029	—	—	Aaa	3.9	—	4.7
UNITED STATES TREAS NTS 1.875% 02/28/2027	1,173,783	1.875%	2/28/2027	—	—	Aaa	4.1	—	2.9
UNITED STATES TREAS NTS 1.875% 06/30/2026	713,760	1.875%	6/30/2026	—	—	Aaa	4.1	—	2.3
UNITED STATES TREAS NTS 2% 02/15/2025	491,070	2.000%	2/15/2025	—	—	Aaa	4.7	—	1.0
UNITED STATES TREAS NTS 2.125% 03/31/2024	1,452,914	2.125%	3/31/2024	—	—	Aaa	5.4	—	0.2
UNITED STATES TREAS NTS 2.25% 02/15/2027	768,425	2.250%	2/15/2027	—	—	Aaa	4.0	—	2.9
UNITED STATES TREAS NTS 2.25% 03/31/2026	1,452,724	2.250%	3/31/2026	—	—	Aaa	4.2	—	2.1
UNITED STATES TREAS NTS 2.375% 02/29/2024	503,837	2.375%	2/29/2024	—	—	Aaa	5.6	—	0.1
UNITED STATES TREAS NTS 2.5% 03/31/2027	1,447,020	2.500%	3/31/2027	—	—	Aaa	4.0	—	3.0
UNITED STATES TREAS NTS 2.625% 01/31/2026	387,981	2.625%	1/31/2026	—	—	Aaa	4.3	—	1.9
UNITED STATES TREAS NTS 2.75% 02/15/2028	1,453,190	2.750%	2/15/2028	—	—	Aaa	4.0	—	3.7
UNITED STATES TREAS NTS 2.75% 04/30/2027	290,870	2.750%	4/30/2027	—	—	Aaa	4.0	—	3.0
UNITED STATES TREAS NTS 2.75% 07/31/2027	384,218	2.750%	7/31/2027	—	—	Aaa	4.0	—	3.3

Summary Analytics Report

	Ending Value	Coupon Rate	Maturity Date	Call Date	S&P Rating	Moody's Rating	Yield to Maturity	Yield to Call	Modified Duration
UNITED STATES TREAS NTS 2.875% 05/15/2028	386,043	2.875%	5/15/2028	—	—	Aaa	4.0	—	4.0
UNITED STATES TREAS NTS 2.875% 08/15/2028	519,305	2.875%	8/15/2028	—	—	Aaa	3.9	—	4.1
UNITED STATES TREAS NTS 3.125% 08/31/2027	492,778	3.125%	8/31/2027	—	—	Aaa	4.0	—	3.3
UNITED STATES TREAS NTS 3.125% 11/15/2028	973,030	3.125%	11/15/2028	—	—	Aaa	3.9	—	4.4
UNITED STATES TREAS NTS 3.25% 06/30/2027	490,076	3.250%	6/30/2027	—	—	Aaa	4.0	—	3.2
UNITED STATES TREAS NTS 3.5% 01/31/2028	688,853	3.500%	1/31/2028	—	—	Aaa	4.0	—	3.7
UNITED STATES TREAS NTS 3.5% 09/15/2025	1,499,659	3.500%	9/15/2025	—	—	Aaa	4.4	—	1.5
UNITED STATES TREAS NTS 3.875% 11/30/2027	1,003,940	3.875%	11/30/2027	—	—	Aaa	4.0	—	3.5
UNITED STATES TREAS NTS 3.875% 12/31/2027	500,557	3.875%	12/31/2027	—	—	Aaa	4.0	—	3.6
UNITED STATES TREAS NTS 4.125% 09/30/2027	1,019,715	4.125%	9/30/2027	—	—	Aaa	4.0	—	3.3
UNITED STATES TREAS NTS 4.125% 10/31/2027	508,187	4.125%	10/31/2027	—	—	Aaa	4.0	—	3.4
UNITED STATES TREAS NTS 4.5% 07/15/2026	505,615	4.500%	7/15/2026	—	—	Aaa	4.1	—	2.3
UNITED STATES TREAS NTS 4.625% 11/15/2026	845,507	4.625%	11/15/2026	—	—	Aaa	4.1	—	2.6
VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027	458,143	1.457%	8/1/2027	—	—	Aa2	4.3	—	3.3
WELLS FARGO BANK NATL ASSN 4.55% 2027	254,748	4.550%	12/13/2027	—	—	—	4.2	—	3.6
WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027	733,676	3.218%	5/1/2027	—	AA	Aa2	4.2	—	3.0
Total Madison County Mass Transit District Agency	47,773,852	2.577%	11/14/2026	—	AA-	Aaa	4.3	—	2.6
Total Madison County Mass Transit District Agency	47,773,852	2.577%	11/14/2026	—	AA-	Aaa	4.3	—	2.6

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Comprehensive and Goal-Based Financial Planning

- Retirement Plan Status Review
- Estate Planning
- Asset Protection
- Tax Planning
- Corporate Executive Stock Option Strategies

Retirement Planning

- Income Planning
- Distribution Strategies
- Employer Plan Rollovers
- Long-Term Care Planning

Insurance Solutions

- Asset Preservation
- Income Replacement and Family Protection
- Policy Reviews

Investment Management

- Portfolio Review and Construction
- Enhanced Asset Allocation Strategies
- Goal Based Asset Allocation
- Tax Efficient Strategies
- Distribution Planning

Estate Planning

- Personal Trust Services
- Document Review (wills, trusts, power of attorney)
- Executor and Trustee Services
- Philanthropic Advisory Services

The Private Client Service Approach

- Personal Banking and Lending Services

Farm Management and Real Estate Brokerage

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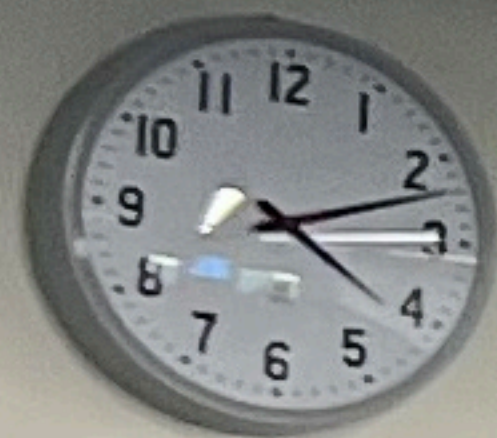
Madison County Transit
1 Transit Way
Pontoon Beach, IL 62040
618-797-4600

Freedom of Information Act (FOIA) Report
January 2024

The following FOIA request was received:

Cloether Tidwell
(Received via Mail 1/29/2024 – Response sent via Mail 2/1/2024)


Seeking one copy of Case #22-LA-985 (AKA) Stephanie Hicks vs. Madison County Transit



EXIT

Madison County Transit

**Agency for
Community Transit**

 **Madison County Transit**

 **Agency for
Community Transit**



Freightway And SITE Priority Project List

Project-specific and regional freight advocacy efforts

Key Accomplishments

- Improved cross-sector partnerships that increased regional competitiveness for funding to benefit freight mobility and economic development.
- Created a list of priority freight projects to help inform regional and state decision-makers in their development of transportation improvement programs.
- Fostered relationship and consensus-building across industry sectors and jurisdictions leading to improved freight decision-making, project development and funding success.

MULTI-MODAL PRIORITIES FOR SOUTHWESTERN ILLINOIS




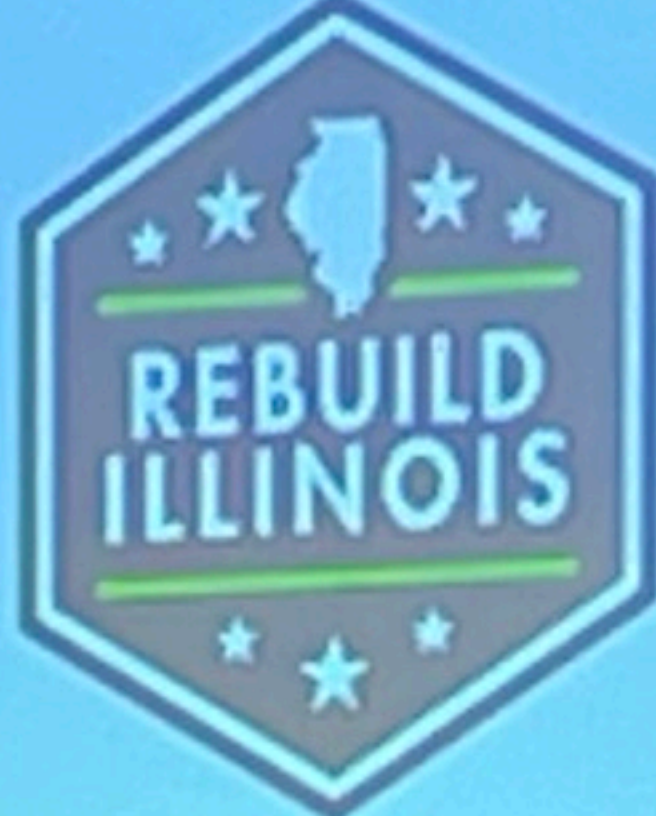
2024 PRIORITY FREIGHT PROJECTS


- ST LOUIS REGIONAL FREIGHTWAY**
- Missouri State Department of Transportation (MoDOT) - I-55 Corridor Study
 - Illinois State Toll Highway Authority (ISHTHA) - I-55 Corridor Study
 - Illinois State Toll Highway Authority (ISHTHA) - I-55 Corridor Study
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- Freightway Improvement Projects**
- Missouri State Department of Transportation (MoDOT) - I-55 Corridor Study
 - Illinois State Toll Highway Authority (ISHTHA) - I-55 Corridor Study
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FY 24 – FY 29 MULTI-YEAR PLAN

- ▶ \$3 BILLION (FY 24 – FY 29) FOR STATE HIGHWAYS IN D8






Leadership Council Southwestern Illinois

Mission

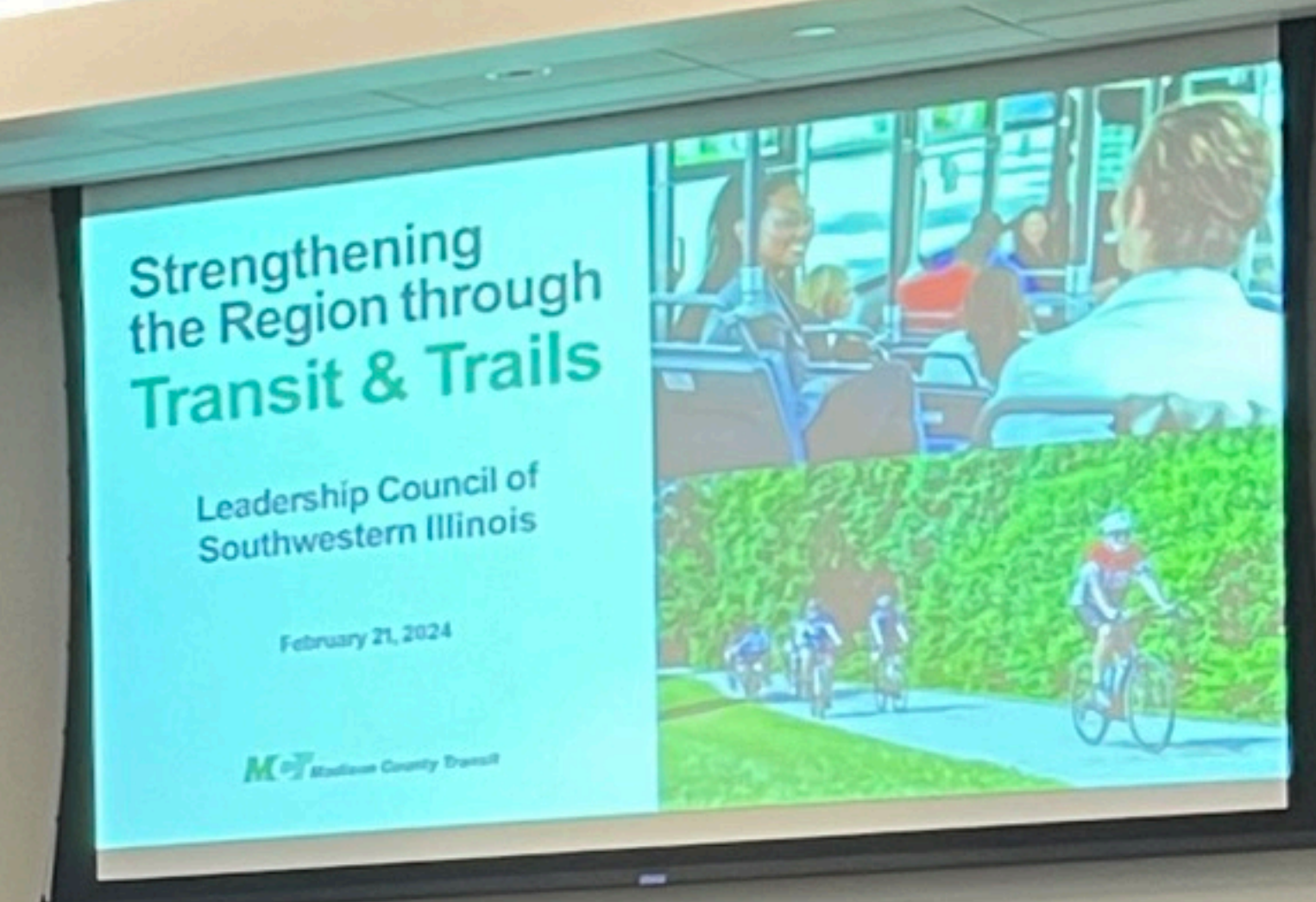
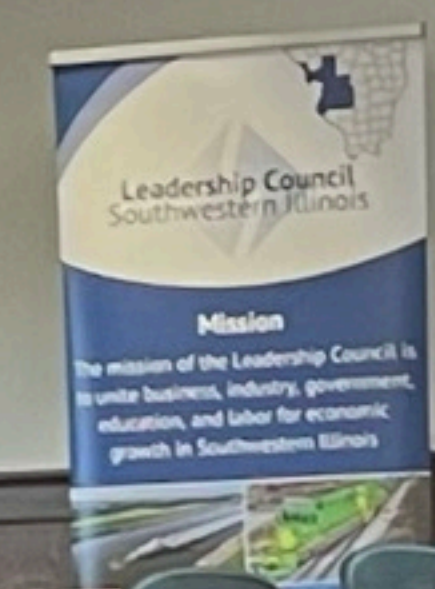
The mission of the Leadership Council is to unite business, industry, government, education, and labor for economic growth in Southwestern Illinois





Madison County Transit







Strengthening the Region through Transit & Trails

Leadership Council of
Southwestern Illinois

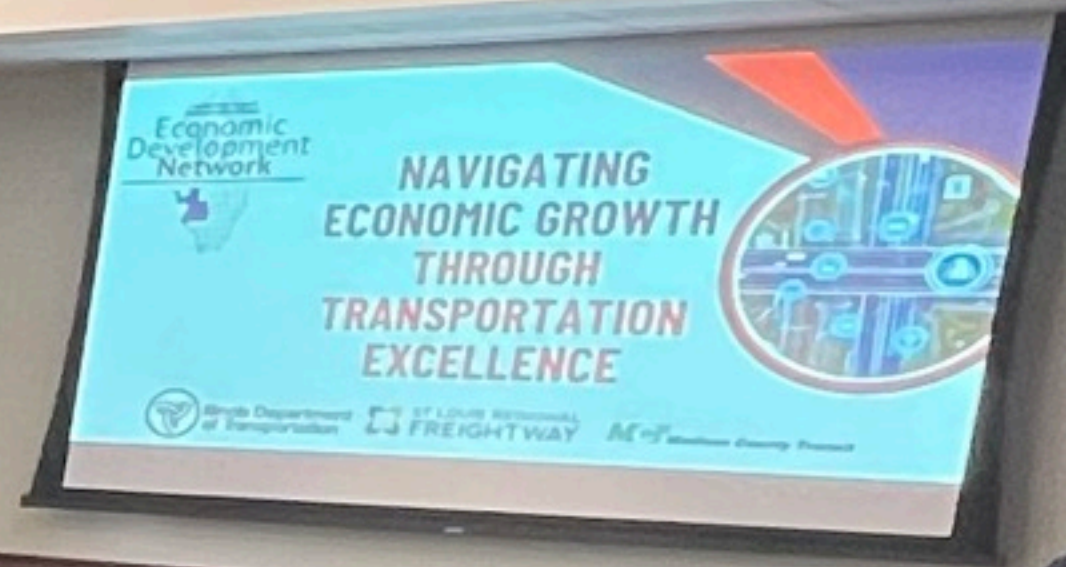
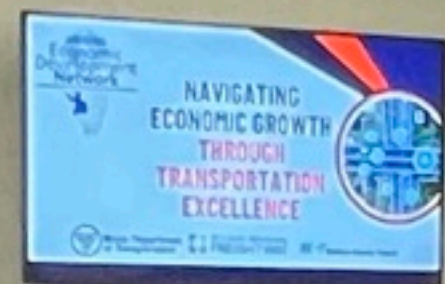
February 21, 2024

 Madison County Transit




Madison County Transit

City Transit



RESOLUTION 24-37

AUTHORIZING AN AWARD OF CONTRACT FOR DESIGN ENGINEERING SERVICES FOR BASE FACILITIES IMPROVEMENTS

WHEREAS, Madison County Mass Transit District (District) was created in December 1980 by resolution of the Madison County Board pursuant to Section 3 of the Local Mass Transit District Act, approved July 21, 1959, as amended (70 ILCS 3610/1 et. seq.); and,

WHEREAS, the District intends to make improvements to Building 1, Building 2 and other infrastructure located at the District Base Facility in Pontoon Beach, Illinois; and,

WHEREAS, said improvements will upgrade dated base facilities and improve operational efficiencies for the District; and,

WHEREAS, the District has been awarded three million, one hundred thousand dollars (\$3,100,000.00) in Rebuild Illinois funds and intends to utilize an additional eight hundred thousand dollars (\$800,000.00) of FTA 5307 funds, matched with two hundred thousand dollars (\$200,000.00) in local funds, for the construction of the Base Facilities Improvements project; and,

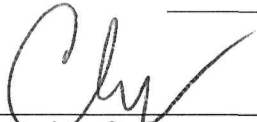
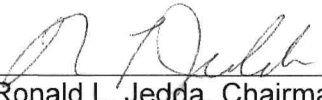

WHEREAS, the District requires the services of a qualified firm to provide design architectural and engineering services to assist with the implementation of the aforesaid Base Facilities Improvements project; and,

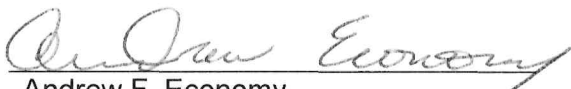
WHEREAS, it has been determined to be in the best interest of the District and the residents of Madison County, Illinois, to award a contract to AAIC, Inc. of Collinsville, Illinois, utilizing local funds, to provide design engineering services for the design and construction phase of the Base Facilities Improvement project.

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

1. Madison County Mass Transit District authorizes the award of a contract to AAIC, Inc. of Collinsville, Illinois, in the not to exceed amount of four hundred seventy-seven thousand seven hundred twenty dollars (\$477,720.00), including reimbursables, to provide design architectural and engineering services for the Base Facilities Improvement project, located in Pontoon Beach, Illinois.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.


ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of February 2024.

 _____ Christopher C. Guy	 _____ Ronald L. Jedda, Chairman	 _____ Allen P. Adomite
--	--	---



Andrew F. Economy

APPROVED as to Form:



Legal Counsel

CERTIFICATE

I, Julie Repp, 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.

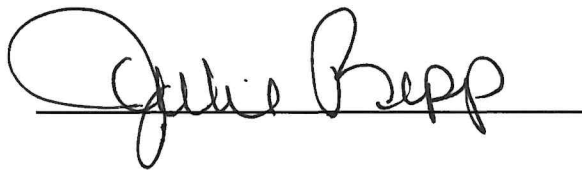
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, February 29, 2024, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District 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. Madison County Mass Transit District authorizes the award of a contract to AAIC, Inc. of Collinsville, Illinois, in the not to exceed amount of four hundred seventy-seven thousand seven hundred twenty dollars (\$477,720.00), including reimbursables, to provide design architectural and engineering services for the Base Facilities Improvement project, located in Pontoon Beach, Illinois.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-ninth day of February 2024.

A handwritten signature in black ink, reading "Julie Repp", is written over a horizontal line.



February 23RD, 2024

SJ Morrison
Managing Director
Madison County Transit
1 Transit Way
Pontoon Beach, IL 62040

RE: Design Services Proposal – Building 1, Building 2 Renovations & Site Civil Improvements

Dear Mr. Morrison,
AAIC is pleased to submit our proposal for professional services for the above-referenced project. AAIC has teamed with the following consultants to provide the required services MCT has requested and expects.

CONSULTANTS

- Horner Shifrin – Civil Engineering
- Horner Shifrin – Mechanical, Electrical, Plumbing, Fire Alarm, IT/Security Engineering
- Fendrich – Structural Engineering

SCOPE OF WORK

Site Civil Improvements: includes demolition of existing pavement areas, restriping, expanded existing pavement areas, replacement of an existing gravel parking lot with concrete parking. Scope includes “Buy America” requirements.

- New concrete parking area for bus weights.
- Restriping existing parking lot north of building 2.
- Remove striping and restripe bus training course east of building 1.
- New enclosure north of new drive aisle for dumpster(s) and truck parking.
- Seal and restripe existing asphalt pavement.
- Remove existing deteriorated pavement at front of base, provide seed/straw.
- Site lighting at new concrete parking lot for “turtle top busses and ridefinder vehicle” parking.
- Provide “rough-in” conduit for electric charging vehicles at expanded concrete parking area.
- Selective Fence demolition.
- New Islands / protection for existing Fire Hydrant and transformer.
- 24’ drive aisle between existing parking lots. (approx. 150’ in length).
- Initial assessment of the increased storm volume during Schematic Design to see if the outfall pipe will adequately choke back our increase in flow, along with confirming the basin will allow our additional volume with no changes.
- IL EPA Notice of Intent for Construction Activity submittal / review.
- Virtual Design / Owner Meetings.

Building 1: includes renovation of approximately 5,600 sf of an existing structure.

- The proposed layout (enclosed) includes a new Gym, Foyer, Conference Room, (2) Offices, and Training Room.
- The scope also includes new windows and door hardware throughout the structure.

One Design Mesa

Collinsville, Illinois

62234

618-345-1270

fax 618-345-1282

www.aaicinc.com

architects

interiors

planners

- A new vestibule will be required at the existing exterior door into the Training Room.
- New finishes and ceilings will be provided in the renovated spaces.
- New finishes in existing men and women locker rooms.
- New finishes in existing men and women restrooms.
- MEP/FP will consist of new systems to accommodate the renovated spaces. A new HVAC unit will be provided to serve the renovated spaces and the owner provided storage (Plan Room) space on the 2nd floor.
- IT consultant to work with MCT's IT department to design exterior cameras around the building to maintain proper coverage.
- Virtual Design / Owner Meetings

Building 2: includes renovation of approximately 9,200 sf of an existing structure.

- The proposed layout (enclosed) includes a Meeting Room, Road Supervisor Office, Dispatch area which includes 4 offices, 1 conference room, 1 breakroom and copier work area, Driver Cafeteria, Driver Lounge, a Quiet Room, Fleet Breakroom, and Offices.
- The existing Locker Room to receive new fixtures, new toilet partitions, new lavatory's, new flooring, and reconstructed plumbing chase with new plumbing fixture carriers and heavy-duty metal studs. Men's plumbing fixture to include and 2 urinals and 2 sinks in lieu of 1 urinal and 3 sinks.
- Provide an outdoor patio with a new exterior door from renovated space.
- Relocate existing fire door from Bus parking garage and provide new fire shutter to maintain existing fire rating.
- New finishes and ceilings in renovated spaces, excluding men's and women's toilets and lockers equipment / benches.
- MEP/FP will consist of new systems to accommodate the renovated spaces.
- IT consultant to work with MCT's IT department to design exterior cameras around the building to maintain proper coverage.
- Virtual Design / Owner Meetings

DESIGN AND CONSTRUCTION DOCUMENTS

- Conduct site investigations and conduct meetings with building users to determine preferences for Buildings 1 and 2.
- Coordinate Building 1 and 2 construction phasing to maintain building operation during construction.
- Included is Structural Engineering consultant for joist reinforcement of new roof mounted HVAC unit.
- Included is MEP/FP Engineering for renovated spaces in Building 1 and 2, and Site Parking Lot Expansion lighting and cameras.
- Included is full design of security and fire alarm systems in Building 1 and 2.
- Included is Civil Engineering for Site Parking Improvements including surveying, stormwater study of existing run-off volumes and existing basin volume, pavement thickness design, and striping requirements, and demolition constraints.
- Provide 30% (SD), 60% (DD), 100% (CD) level design documents for review and approval for Building Renovations.
- Provide 30% (SD), and 100% (CD) level design documents for review and approval of Site Improvements.
- Design documentation will progress to a public bidding document level and all aspects of the design and detailing will be fully vetted and documented.
- Final construction estimates will be produced based on 100% level submittal for approvals.

- Specification manuals will be produced for bidding purposes including all material technical specifications along with coordination and inclusion of any MCT/IL required front end specifications. (2) Front-end specifications required for (2) bidding periods.
- Included are bi-monthly design meeting updates to facilitate completion of documentation and addressing design issues between AAIC+Team and MCT.
- 100% Level design documents will be submitted for review and approval before processing bidding level documentation.

BIDDING PHASE

- Coordinate with MCT for required (2) public advertisements.
- Preparation of bidding documents to relevant bidders and plan holding websites.
- Attend (2) pre-bid meetings.
- Answer RFI's and process any required addenda.
- Attend (2) bid openings and making recommendations to MCT.

CONSTRUCTION PHASE SERVICES

- Conducting (2) pre-construction meeting with the awarded contractor(s).
 - 1 Meeting for Site Parking Lot Expansion
 - 1 Meeting for Building 1 and 2 Renovations
- Processing submittals, shop drawings, samples.
- Processing monthly pay applications (8 included).
- Architect to visit site monthly, to review quality concurrent with pay application meetings.
- (3) On-site visits by Civil Engineer.
- (2) On-site visits by MEP/FP Engineers
- Processing ASI's, RFP's and CO's if necessary.
- Provide final punch out and substantial completions.
 - 1 for Site Parking
 - 1 for Building 1 and 2
- Processing final completion documentation.
 - 1 for Site Parking
 - 1 for Building 1 and 2

SCHEDULE

We can start this project within 2-3 weeks after approval.

Building 1 and 2

- Schematic Design anticipates 8 weeks.
- Design Development anticipates 8 weeks.
- Construction Documents anticipates 12 weeks.
- Construction anticipates roughly 6-8 months, pending phasing, for construction.

Site Parking

- Schematic Design anticipates 8 weeks
- Construction Documents anticipates 8 weeks.
- Construction anticipates roughly 4 months.

BASIC SERVICES

AAIC proposes to perform the work for a fixed fee basis and will be billed monthly per percentage complete.

Design / Construction Documents	\$ 312,520.00
Bidding Phase:	<u>\$ 17,700.00</u>

Total (SD, DD, CD, Bid) \$ 330,220.00

CONSTRUCTION PHASE SERVICES

AAIC proposes to perform this work on a fixed fee basis and will be billed monthly per percentage complete.

CA Fee \$ 97,080.00

Total Basic Services \$ 427,300.00

REIMBURSABLES

Expenses encountered as needed or requested by MCT will be charged outside of our basic services and be billed as direct costs with no markup. Estimated items/amounts are as follows:

Stormwater System Redesign	\$ 12,300.00
Printing	\$ 2,500.00
Travel	\$ 450.00
Sewer Camera	\$ 4,500.00
Historical Preservation Report	\$ 5,000.00
Topographic Survey	\$ 9,800.00
SWPPP	\$ 250.00
Design/Const. Material Testing	\$ 5,500.00
Site Observation	\$ 10,120.00

Total Reimbursables \$ 50,420.00

EXCLUSIONS

Our services do not include:

- Environmental Engineering, Inspection, or Abatement.
- Cost estimating through construction will be by contractor. Design cost estimating will be performed during design phase milestone submittals.
- City of Pontoon Beach Planning and Zoning Meetings / Review.
- Lot Consolidation or Subdivision Plat.
- Utility, Drainage, or Ingress/Egress Easements or easement vacations.
- PUD Revisions.
- Public or Private Utility Design and Relocations, other than those listed.
- Master Planning for future site expansion.
- Storm lift station upgrades or design.
- Water Quality Design.
- Floodplain analysis.
- Wetland delineation.
- Retaining wall design.
- Title search.
- Irrigation plan / design.
- Fence or Gate design.
- Commissioning Services.
- Water test on Existing fire suppression system.
- Submittal Processing Website (Specify to be by Contractor)

ASSUMPTIONS

Our services are based upon the following:

- Geotechnical Survey dated 2/5/2021 by Quality Testing and Engineering, Inc. will be utilized for this project scope.
- Cost estimates will be delivered at each design milestone stage. Level of estimate will be based upon level of design phase.
- The owner vendor will be available to coordinate with head end security and IT systems.
- Fire protection design will consist of showing sprinkler head types on a reflected ceiling plan, showing sprinkler zones, main zone valves and providing design specifications describing the system design criteria.
- Drawings will show rough-in only for Telephone, Data and TV. Rough-in will consist of a backbox and cable to head-end equipment. Final connection to head-end equipment will be made by the owner's IT staff.
- The existing fire suppression system has enough water pressure for reconfigured sprinkler layout in Building 1 and 2.
- More than 1 acre of disturbed area will require IEPA NOI.
- Existing retention basin calculations are available for review / modification for increased run-off.
- Property is not within an effective FEMA floodplain and does not include delineated wetlands.
- Existing surveys may be available, but an additional topographic survey of the project area is likely needed to properly design the parking lot improvements. See Reimbursable Item for Topographic Survey.

We truly appreciate the opportunity to meet and discuss this project with you and thank you for the opportunity to provide professional services for this project. Please call if you have any questions or need additional information.

Respectfully Submitted,
AAIC inc.



L. E. Morris
Principal

Accepted:

Agency for Community Transit

CC.: Rob Schmidt
Phil Roggio
Dave Massey

May 2024 Service Change for Board Approval

To: MCT Board of Trustees
From: SJ Morrison; Planning Staff
Date: February 29, 2024

SUMMARY

In preparation for the upcoming May 2024 Service Change, effective May 5, 2024, the following adjustments are recommended for Board approval after seeking public comment, as well as soliciting driver and road supervisor feedback:

PROPOSED SERVICE ADJUSTMENTS:

#5 Tri-City Regional:

- Reduce the number of weekday express trips serving downtown St. Louis due to low ridership.
 - Morning trips reduced from six (6) to two (2).
 - Afternoon trips reduced from five (5) to two (2).
 - Passengers in the Granite City area would still be able to access downtown St. Louis via #5 to MetroLink or by boarding the #1X Riverbend Express at the MCT IL-3 Park & Ride in Granite City.
- Replace eliminated St. Louis trips with service to Emerson Park MetroLink Station.
- Adjust running times between Canal & 3rd and Market & Gardner to improve on-time performance.
- Adjust various start times to balance frequency.
- Adjust routing of last weekday Southbound trip to Emerson Park MetroLink to operate via Madison Ave, 3rd St, and IL-203. Frequent train delays south of Brooklyn on IL-3 result in missed bus-to-train connections.

#12 Bethalto Shuttle:

- Add two weekday evening trips in both directions to better serve passengers, with service ending in the 6:00 p.m. hour.

#20 Granite City – Pontoon Beach Shuttle:

- Eliminate 15-minute frequency between 5:47 a.m. and 6:17 a.m. by removing the 6:02 a.m. trip between Liberty & Chain of Rocks and Granite City Station.
- Adjust last evening trip from Liberty & Chain of Rocks to end at Granite City Station to increase amount of recovery time.

TOTALS:

Annual VSH Decrease: 1,297.95	FTE Decrease: 0.62	Annual Cost Decrease: \$140,723
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Public Comments Proposed May 2024 Service Change

Summary of Outreach:

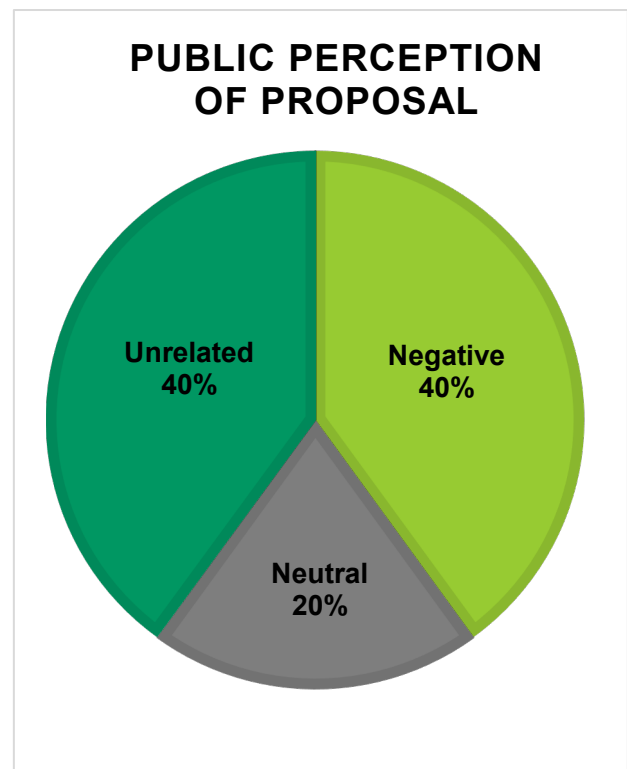
During the first week in February, MCT staff held two virtual public meetings to engage the public, gather feedback, and answer questions about the proposed May 2024 Service Change. Initially, the proposal suggested discontinuing service to and from downtown St. Louis on the #5 Tri-Cities Express route, due to low ridership. Following initial engagement efforts, Planning staff adjusted the proposal, opting for a reduction in service instead of a complete elimination to downtown St. Louis. Subsequently, staff reached out to passengers who would be impacted by this adjustment for further follow-up.

Information about the proposal was presented to all #5 Express passengers via an onboard customer advisory, talking points were given to all dispatchers and customer service representatives, and drivers were educated via breakroom communication. Additional information was posted on the MCT website and on Facebook. A legal notice was issued in the Edwardsville Intelligencer on January 12, 2024. Questions and comments could be submitted in a variety of ways.

Date	Public Meeting Location	Time
Thurs., February 1, 2024	Virtual	11:30 – 12:30 PM
Thurs., February 1, 2024	Virtual	4:30 – 5:30 PM

Summary of Public Comments:

- Comments Received: 10 individuals
- Number of Relevant Comments: 6
- Perception of Changes:
 - Positive: 0
 - Negative: 4
 - Neutral: 2
 - Unrelated: 4



Comments Received

Comments via Email:

Juliana			@gmail.com
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I take this bus Mon-Fri, for the last 4 years. It is the only bus you have in service that lets me off near my work. Taking this bus makes my route 40 minutes. If you force this change, it would add another hour or two to my route seeing as Emerson Park is in the completely wrong direction and will add on a train and another bus onto my route. That is if everything lines up well enough for a transfer. Not to mention having to spend extra money because MCT and Metro are separate entities. I also don't want to be out of my house for 12 hours a day with the added time. I already work 8 hours a day.

Also, there is no "low ridership". I don't know where you got that information because it's not accurate. The morning buses in particular are pretty packed. If the evening buses aren't busy enough for you, it might be because of the time changes you did last year. Yet more inconveniences for your riders. Also, I'm standing for those who didn't receive the message of the possible change. I hope you'll have a service that can drop me off close to work in you decide to go away and make my life more difficult by taking away the most efficient and nearby route.

NOTE: Second draft of the proposal was sent asking for feedback. Response stated: Emerson Park would technically work, however, I would not be happy with the added money and time this would require me to spend on just getting to and from work. I like how I'm only paying for MCT at the moment and I get to take one bus for my whole route. If the Emerson Park route is forced on me, you take away the convenience that this transportation service is supposed to be.

Teri			@yahoo.com
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I'm writing to ask that you reconsider your proposal to eliminate the #5 bus to downtown St. Louis. This is an important route to me and, I'm sure, other riders. I have been riding this route for about 20 years and it is the most time and energy efficient way for me to get to and from work. I have health problems which make Metrolink travel difficult for me and I have always been grateful that the #5 bus has taken me straight to my workplace. Commuting via Metrolink adds a great deal of time and inconvenience to my work commute, and involves walking longer distances than I can manage comfortably and safely. I also feel safer health wise on the bus versus a crowded train car, which I believe would increase our susceptibility to the dangerous respiratory diseases that keep cycling through the city. I get that #5 ridership is currently down, but people are just now beginning to work more and are making the move from teleworking back to commuting to the city. #5 has been a trusted, reliable, and easy way to get to and from St. Louis for decades. Please don't eliminate this essential commuter route.

NOTE: Second draft of the proposal was sent asking for feedback. Response stated: Thank you for the information. I take the #5 to Tucker and Spruce to the federal building. Unfortunately, the proposed busses to downtown won't fit my schedule. In the morning I take the bus leaving GC Station at 548 and to go home, I take the bus that hits

14th and Market at 3:30pm. My work schedule is 6:30-3pm. I am aware that the Riverbend Express goes to downtown. I would be able to take it in the morning but then I'd have to wait almost an hour to go home. I'd have to drive to the Park and Ride while I am able to catch the bus on my block now. It was a major part in choosing where to buy a house. I'm sad to see this route go away.

Dana			@gmail.com
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Eliminating routes that cross the bi-state is a bold move. What about people that are unable to make the commute due to anxiety of dealing with Missouri's untrained drivers? A highly limited and uninclusive public transit system? Who are you serving?? I would think the system should serve individuals who are unable to rely on private transit such as a car. How does the elimination solve travel issues for bi-state folks that have car maintenance or other issues that require them to ride transit for a short time?

The system in Chicago had presented at a conference I was at in East Peoria about a program they established (due to lack of drivers) that prioritized car and van pools for monthly rates, which individuals applying to drive if they meet certain criteria. This system allowed drivers to take the car or van home in the evenings and for them to get a discounted rate on their monthly service. The rider system provided the gas and vehicle insurance. MCT should look into adopting a similar model or system to address the need. I drive past the East Alton Station everyday and it's almost completely full.

I also have feedback regarding signage that remains at bus stops from other past route eliminations. On College Ave and Worden, a sign remains. I would work remote from my house behind the sign on college and see individuals standing waiting for what seemed like an eternity for no bus to show. Take some responsibility and make sure if a route is eliminated or not in service, remove the signs that show the location as a bus stop if it truly isn't anymore.

NOTE: Second draft of the proposal was sent asking for feedback. Response stated: proposed changes for the #5 bus looks good to me. I didn't realize the express buses in the system still connect. The bus will still run to those spots, but not in between at a few times and I understand the need for cutting unnecessary costs.

Hope this helps!

I will be looking into more information on MCT's ride share program and more in the near future.

Shane			@gmail.com
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I want to formally register my opposition to #5 express to St Louis closing in May. This would add 2h per day, 10h per week to my commute. That is so much time I would be away from my wife and daughter every week. I don't know what else to do. The express 5 is such a awesome service, please don't cancel it.

Comments via Social Media:

Ashtyn			
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This is extremely inconvenient for people when they are unable to make the express bus, for whatever the reason may be. There have been a few days where if the five did not exist, I wouldn't have been able to get to work at all.

I can tell you this too - for every time I have ever been on the number 5 bus, especially when boarding at Emerson Park, it has always been a full bus. Clearly, there are plenty of riders.

NOTE: This passenger misunderstood the proposal, believing MCT was proposing to eliminate the #5 entirely. Once informed that was not the case, she recognized she was unaffected by the proposed changes.

Denise			
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I can't make it in please don't f*** with the 18. I count on it everyday for work.

Martha			
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We need a bus that goes to Highland Walmart

Damon			
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Can there be a bus stop at Alton High School because I am sure that it's hard for their staff who don't have transportation to get to a stop closer to the school? At least a "Redbirds Express"

Nikolas			
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Would love more bus options that go to Milton Rd in Alton. Or better transportation to Godfrey.

Shanisha			
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I'm a 5 rider and the bus to Downtown Convention Center is very important to me. I hate it don't run on the weekends.

RESOLUTION 24-38

**ALLOWING ALL MADISON COUNTY, ILLINOIS STUDENTS IN GRADES K-12
TO RIDE THE MCT FIXED ROUTE SYSTEM FREE OF CHARGE
WITH THE 2024 MCT SUMMER YOUTH PASS**

WHEREAS, the Madison County Mass Transit District (MCT) is the provider of multi-modal transportation services for Madison County, Illinois, including the MCT Fixed Route bus system, the Runabout Paratransit service, the 137 miles of separated Class One bikeways known as the MCT Trails, and RideFinders, the St. Louis regional rideshare program; and,

WHEREAS, access to affordable transportation continues to create a burden on families and students attempting to get to employment opportunities, classes, commercial districts, medical centers, recreation areas and other life-sustaining trips; and,

WHEREAS, educating Madison County students about the importance of alternative transportation modes to a community and to an individual includes not only instructing students, but also providing them with an opportunity to experience public transportation firsthand; and,

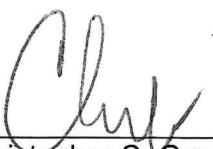
WHEREAS, for the last fifteen years, MCT has provided Madison County students in grades K-12 with unlimited boardings from Memorial Day to Labor Day on MCT Fixed Route buses through the MCT Summer Youth Pass (SYP) program; and,

WHEREAS, in 2023, MCT distributed 9,500 Summer Youth Passes to students at 65 schools and organizations, and since 2008, Summer Youth Pass riders have accounted for more than 590,000 boardings.


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 issue free MCT Summer Youth Passes to the students of Madison County, Illinois, for unlimited rides on MCT Fixed Route buses from Memorial Day to Labor Day 2024.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the District, are hereby authorized and directed to take all action necessary to execute, complete, and perform the obligations set forth in this resolution, on behalf of and in a manner most beneficial to the District.

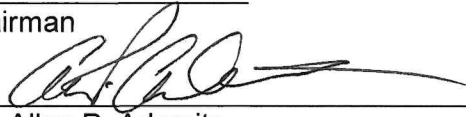
ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of February 2024.



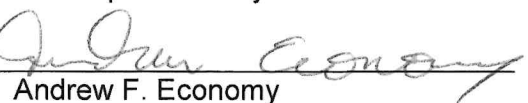
Christopher C. Guy



Ronald L. Jedda, Chairman

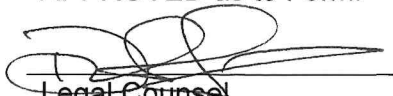


Allen P. Adomite



Andrew F. Economy

APPROVED as to Form:



Legal Counsel

CERTIFICATE

I, Julie Repp, 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 Thursday, February 29, 2024, 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 issue free MCT Summer Youth Passes to the students of Madison County, Illinois, for unlimited rides on MCT Fixed Route buses from Memorial Day to Labor Day 2024.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the District, are hereby authorized and directed to take all action necessary to execute, complete, and perform the obligations set forth in this resolution, on behalf of and in a manner most beneficial to the District.

I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-ninth day of February 2024.

A handwritten signature in black ink, reading "Julie Repp", is written over a horizontal line.

RESOLUTION 24-39

AUTHORIZING SHUTTLE SERVICE FOR JUNE NASCAR EVENT

WHEREAS, the Madison County Mass Transit District (District) is the provider of multi-modal transportation services for Madison County, Illinois, including the MCT Fixed Route bus system, the Runabout Paratransit service, the 137 miles of separated Class One bikeways known as the MCT Trails, and RideFinders, the St. Louis regional rideshare program; and,

WHEREAS, the Worldwide Technology Raceway in Madison, Illinois, will be hosting a NASCAR Cup event on June 1-2, 2024, known as the "Enjoy Illinois 300," which is expected to draw 88,000 attendees from 48 states and multiple countries, and is anticipated to generate \$60 million in revenue for the region; and,

WHEREAS, due to limited parking options, the District has been approached about offering shuttle service from various locations in Madison County to serve not only Madison County residents, but also visitors to Madison County who will be staying in the approximately 3,000 hotel rooms, many of which have already been booked for this event; and,

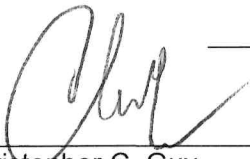
WHEREAS, partial funding assistance for these services may be provided by the Illinois Department of Transportation, through its Downstate Operating Assistance Grants.

WHEREAS, the District, has, in the past, offered limited free rides on designated routes to provide a valuable public service for an event of regional significance, to promote the service, to encourage ridership, to benefit the communities and to serve the residents of Madison County, Illinois.

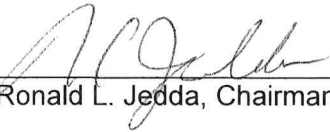
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. The Madison County Mass Transit District operate shuttle service, which will be open to the public, to and from the Worldwide Technology Raceway in Madison, Illinois, for the NASCAR Cup event taking place on Sunday, June 2, 2024.
2. The District provide this shuttle service for free to all riders and request partial reimbursement for these services from the Illinois Department of Transportation through its Downstate Operating Assistance Grants.
3. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the District, are hereby authorized and directed to take all action necessary to execute, complete, and perform the obligations set forth in this resolution, on behalf of and in a manner most beneficial to the District.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of February 2024.



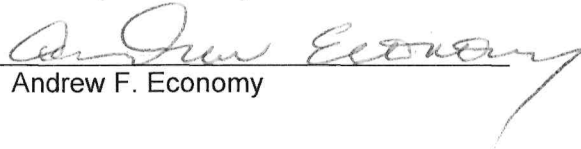
Christopher C. Guy



Ronald L. Jedda, Chairman



Allen P. Adomite



Andrew F. Economy

APPROVED as to Form:



Legal Counsel

CERTIFICATE

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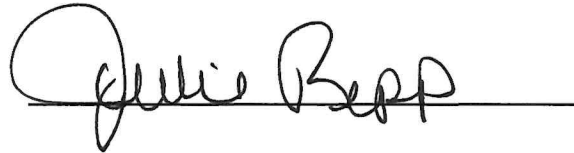
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NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. The Madison County Mass Transit District operate shuttle service, which will be open to the public, to and from the Worldwide Technology Raceway in Madison, Illinois, for the NASCAR Cup event taking place on Sunday, June 2, 2024.
2. The District provide this shuttle service for free to all riders and request partial reimbursement for these services from the Illinois Department of Transportation through its Downstate Operating Assistance Grants.
3. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the District, are hereby authorized and directed to take all action necessary to execute, complete, and perform the obligations set forth in this resolution, on behalf of and in a manner most beneficial to the District.

I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-ninth day of February 2024.

A handwritten signature in black ink, reading "Julie Repp", is written over a horizontal line.

RESOLUTION 24-40

AUTHORIZING AN AWARD OF CONTRACT FOR LIGHT DUTY BUS INSPECTIONS AND AUDIT SERVICES

WHEREAS, Madison County Mass Transit District (District) was created in December 1980 by resolution of the Madison County Board pursuant to Section 3 of the Local Mass Transit District Act, approved July 21, 1959, as amended (70 ILCS 3610/1 et. seq.); and,

WHEREAS, a Request for Quote (RFQ) was issued on February 5, 2024 in order to select the lowest responsive and responsible bidder for a bus production line inspection team and Federal Transit Administration (FTA) compliant post-delivery audit services for thirteen (13) light-duty, gasoline powered 17-passenger transit buses; and,

WHEREAS, two bids were received, and Ameritrans Service Corporation dba Transit Resource Center of Winter Springs, Florida was identified as the apparent low bidder with a bid amount of twelve thousand fifty dollars (\$12,050.00); and,

WHEREAS, a price analysis deemed Ameritrans Service Corporation dba Transit Resource Center bid price fair and reasonable and a responsibility determination review concluded they exhibit adequate organization and other characteristics necessary to successfully carry out the project; and,

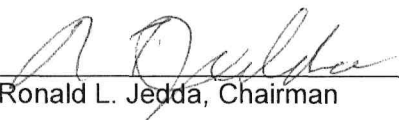
WHEREAS, recommendation is being made for a contract award to the lowest responsive and responsible bidder, Ameritrans Service Corporation dba Transit Resource Center, for a bus production line inspection team and FTA compliant post-delivery audit services for thirteen (13) light-duty, gasoline powered 17-passenger transit buses; and,

WHEREAS, section 5307 funds are available for this project at an 80/20 Federal/local ratio through a grant administered by the Federal Transit Administration.

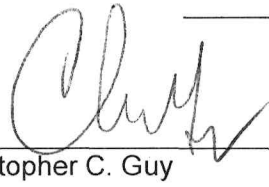
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. A contract be awarded to Ameritrans Service Corporation dba Transit Resource Center, for a bus production line inspection team and Federal Transit Administration (FTA) compliant post-delivery audit services for thirteen (13) light-duty, gasoline powered 17-passenger transit buses in the amount of twelve thousand fifty dollars (\$12,050.00); and,
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the District.

ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of February 2024.



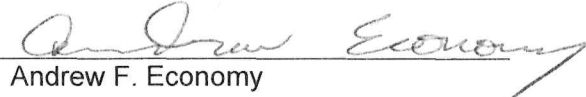
Ronald L. Jedda, Chairman



Christopher C. Guy



Allen P. Adomite



Andrew F. Economy

APPROVED as to Form:



Legal Counsel

CERTIFICATE

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

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the District held on Thursday, February 29, 2024, a resolution was adopted in full accordance and conformity with the by-laws of the 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 DISTRICT THAT:

1. A contract be awarded to Ameritrans Service Corporation dba Transit Resource Center, for a bus production line inspection team and Federal Transit Administration (FTA) compliant post-delivery audit services for thirteen (13) light-duty, gasoline powered 17-passenger transit buses in the amount of twelve thousand fifty dollars (\$12,050.00); and,
1. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the District.

I further certify that the original of the complete said resolution is on file in the records of the District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the District on this twenty-ninth day of February 2024.



Contract Award Recommendation

To: SJ Morrison, Managing Director

From: Penny Brown, Director of Grants and Procurement
Emily Schmidt, Procurement Associate

Project: LD Bus Inspections and Audit Services No. 24-1-21600

Date: February 23, 2024

A Request for Quotes (RFQ) was issued on February 5, 2024, seeking quotes for a bus production line inspection team and Federal Transit Administration (FTA) compliant post-delivery audit services for thirteen (13) light-duty, gasoline powered 17-passenger transit buses to be manufactured at Turtle Top in New Paris, Indiana. The RFQ stated that a contract would be awarded to the lowest responsive and responsible bidder whose bid meets or exceeds the minimum qualifications and the bidder's price represents the lowest price as determined by the Total Bid Price.

Two bids were received. Ameritrans Service Corporation dba Transit Resource Center was identified as the apparent low bidder. A price analysis deemed their bid price fair and reasonable. A responsibility determination review concluded they exhibit adequate organization and other characteristics necessary to successfully carry out the project's requirements.

Bidder	Total Bid Price
Ameritrans Service Corporation dba Transit Resource Center Winter Springs, FL	\$12,050.00
Vehicle Technical Consultants, Inc. Apple Valley, UT	\$15,050.00

Recommendation is being made for a contract award to the responsive and responsible bidder, Ameritrans Service Corporation dba Transit Resource Center, in the amount of \$12,050.00 for the above referenced project.

Section 5307 funds are available for this project at an 80/20 Federal/local ratio through a grant administered by the Federal Transit Administration.

RESOLUTION 24-41

AUTHORIZING EQUAL EMPLOYMENT OPPORTUNITY PROGRAM PURSUANT TO FEDERAL REQUIREMENTS

WHEREAS, the Madison County Mass Transit District (District) is responsible for the provision of public mass transportation services pursuant to Section 3 of the Local Mass Transit District Act, as approved July 21, 1959, as amended (70 ILCS 3610/1 et. seq.); and,

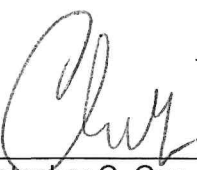
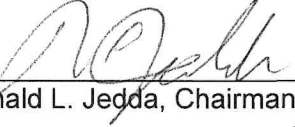
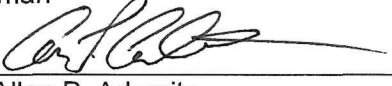
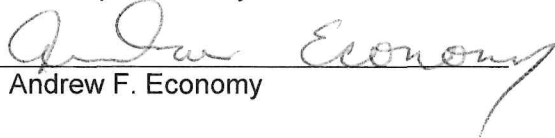
WHEREAS, as a recipient of federal funds, the District is required by the United States Department of Transportation, Federal Transit Administration to administer an ongoing Equal Employment Opportunity (EEO) Program; and,

WHEREAS, the District is required by the United States Department of Transportation, Federal Transit Administration to submit or prepare and maintain an Equal Employment Opportunity Program to ensure the District meets the Equal Employment Opportunity Program requirements described in Federal Transit Administration Circular 4704.1A.


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 adopts the attached Equal Employment Program, revised February 2024.
2. The Madison County Mass Transit District file with the United States Department of Transportation, Federal Transit Administration the revised Equal Employment Opportunity Program.
3. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to take any and all actions as may reasonably be required to submit or prepare and maintain an Equal Employment Opportunity Program to ensure the District meets the Equal Employment Opportunity Program requirements described in Federal Transit Administration Circular 4704.1A.

ADOPTED by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of February 2024.

 _____ Christopher C. Guy	 _____ Ronald L. Jedda, Chairman	 _____ Allen P. Adomite
 _____ Andrew F. Economy		

APPROVED as to Form:



Legal Counsel

CERTIFICATE

I, Julie Repp, 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 Thursday, February 29, 2024, 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 adopts the attached Equal Employment Program, revised February 2024.
2. The Madison County Mass Transit District file with the United States Department of Transportation, Federal Transit Administration the revised Equal Employment Opportunity Program.
3. Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to take any and all actions as may reasonably be required to submit or prepare and maintain an Equal Employment Opportunity Program to ensure the District meets the Equal Employment Opportunity Program requirements described in Federal Transit Administration Circular 4704.1A.

I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-ninth day of February 2024.

A handwritten signature in black ink, reading "Julie Repp", is written over a horizontal line.

**EQUAL EMPLOYMENT OPPORTUNITY
PROGRAM**

FY 2024-2027

**MADISON COUNTY MASS TRANSIT DISTRICT
PONTOON BEACH, ILLINOIS**

February 2024

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I. BACKGROUND

This report presents the updated FY 2020-2023 Equal Employment Opportunity Program (EEO Program) of the Madison County Mass Transit District (MCT). MCT was created in 1980 to improve local public transportation services in Madison County, Illinois. Since that time, the system has grown steadily to its current fleet of 114 fixed route and paratransit vehicles operated in daily service.

MCT itself operates no services directly, but historically has contracted with three entities for service delivery. Until 1985, the system was entirely fixed route, and all services were operated by the St. Louis regional operator, Bi-State Development Agency of the Missouri–Illinois Metropolitan District, d/b/a Metro. When MCT inaugurated new paratransit service in 1985, it contracted with the Agency for Community Transit, Inc. (ACT) for service delivery. ACT, a private, non-profit 501(c)(3) agency incorporated in the State of Illinois, was created specifically for the purpose of serving MCT in this manner. ACT was given added responsibility for local fixed route shuttle services beginning in 1986 and has steadily acquired additional operating responsibilities in subsequent years. By 1991, transit system expansion led MCT to contract with Mayflower Contract Services (later Laidlaw Transit Services, Inc.), a private, for-profit operator. The contract with Laidlaw was terminated in early 1997, and much of the service operated by Metro was transferred to ACT on December 1, 1997. Since May 1998, ACT has operated all regular fixed routes and complementary paratransit services. Providing transit and paratransit services on behalf of MCT continues to be ACT's exclusive function. As the board of MCT appoints the board of ACT, for accounting purposes ACT is considered to be a blended subcomponent of MCT.

MCT is overseen by a five-member Board of Trustees appointed by the Madison County Board, and a Managing Director who serves as MCT's chief executive officer. The Board has a long-term contract with ACT to provide management services for MCT, including employment of the Executive Director and other personnel necessary to deliver transit services. The Managing Director of MCT serves as the Executive Director of ACT, and the current Chairman of MCT also sits on the ACT board.

As described in Federal Transit Administration (FTA) Circular 4704.1A, MCT is responsible for having an Equal Employment Opportunity Program by virtue of its status as a recipient and sub-recipient of FTA Section 5307 and 5309 funds. Although MCT itself does not employ 50 or more transit-related employees, the exclusive functional relationship between MCT and ACT, which does retain over 50 transit-related employees for the purposes of MCT, dictates that an EEO Program be maintained. The EEO Program is intended to be a written, detailed, results oriented set of procedures designed to achieve prompt and full utilization of minorities and women at all levels and in all parts of MCT and ACT's work force.

Recognizing the unique relationship between MCT and ACT, this updated FY 2024-2027 EEO Program presents the affirmative action goals for the combined work force of both organizations. Accordingly, subsequent references to MCT and ACT throughout this document may be considered interchangeable.

ACT has strived to eliminate all outstanding incidences of significant underutilization of minorities and females in its work force. This is the result of the documented measures taken to assure nondiscrimination on the basis of race, color, religion, national origin, sex (including gender identity, sexual orientation, and pregnancy), age, genetic information, disability, veteran status, or other protected class in matters of employment. This updated plan additionally defines an ongoing strategy to prevent future statistical imbalances in minority and female employment relative to their availability in the applicable local and regional labor markets, and to maintain full utilization of minorities and women at all levels of ACT's work force. Implementation of this plan will ensure that ACT avoids any practice or procedure that might foster or perpetuate discriminatory barriers to employment for all individuals in the future.

II. POLICY STATEMENT

Agency for Community Transit, Inc. (ACT) is committed to extending equal employment opportunities to all persons without regard to race, color, religion, national origin, sex, (including gender identity, sexual orientation, and pregnancy) age, genetic information, disability, veteran status or other protected class. This commitment relates to all terms and conditions of employment, such as recruitment, selection, promotion, termination, transfer, layoff, recall, training, and compensation, except where there is a bona fide occupational qualification.

To support attainment of its commitment, it is the policy of ACT to implement and maintain an equal employment opportunity (EEO) program that includes goals and timetables to achieve employment levels for minorities and females consistent with their availability in the relevant labor market. Implementation of this program is the responsibility of Julie Repp, who shall act as the EEO Officer under the direction of the ACT Executive Director. All ACT management and supervisory personnel share this responsibility and perform specific tasks as assigned by the Director to assure that EEO program goals and timetables are achieved. Managers and supervisors will be evaluated in part based on the success of their efforts in carrying out EEO program activities.

All ACT employees and applicants for employment shall be treated fairly in all matters of employment and shall have the right to file a complaint with the EEO Officer if they believe that they have been discriminated against by ACT.

Successful achievement of this policy will benefit ACT through fuller utilization and development of previously underutilized human resources.

A written policy statement, signed by the Executive Director, is conspicuously posted at various locations throughout the workplace.

AGENCY FOR COMMUNITY TRANSIT

EQUAL EMPLOYMENT OPPORTUNITY PROGRAM POLICY STATEMENT

Agency for Community Transit (ACT) has a strong commitment to the community we serve and our employees. As an equal opportunity employer, we strive to have a workforce that reflects the community we serve. No person is unlawfully excluded from employment opportunities based on race, color, religion, national origin, sex (including gender identity, sexual orientation, and pregnancy), age, genetic information, disability, veteran status, or other protected class.

ACT's Equal Employment Opportunity (EEO) policy applies to all employment actions, including but not limited to, recruitment, hiring, selection for training, promotion, transfer, demotion, layoff, termination, rates of pay or other forms of compensation.

All applicants and employees have the right to file complaints alleging discrimination. Retaliation against an individual who files a charge or complaint of discrimination, participates in an employment discrimination proceeding (such as an investigation or lawsuit), or otherwise engages in protected activity is strictly prohibited and will not be tolerated.

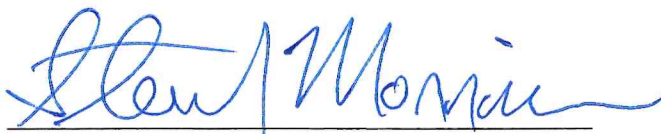
ACT is committed to providing reasonable accommodations to applicants and employees who need them because of a disability or to practice or observe their religion, absent undue hardship.

As ACT's Executive Director, I maintain overall responsibility and accountability for ACT's compliance with its EEO Policy and Program. To ensure day-to-day management, including program preparation, monitoring, and complaint investigation, the Board has appointed Julie Repp, eeo@mct.org, as ACT's EEO Officer. Ms. Repp will report directly to me and acts with my authority with all levels of management, labor unions, and employees.

All ACT's executives, management, and supervisory personnel, however, share in the responsibility for implementing and monitoring ACT's EEO Policy and Program within their respective areas and will be assigned specific tasks to ensure compliance is achieved. ACT will evaluate its managers' and supervisors' performance on their successful implementation of ACT's policies and procedures, in the same way ACT assesses their performance regarding other agency's goals.

ACT is committed to undertaking and developing a written nondiscrimination program that sets forth the policies, practices and procedures, with goals and timetables, to which the agency is committed and make the EEO Program available for inspection by any employee or applicant for employment upon request.

I am personally committed to a workplace that acts upon its daily responsibility to treat all applicants and employees with dignity and respect, as well as equitably under the guidelines of our EEO Policy and Program.


Steven J. Morrison
Executive Director

February 29, 2024
Date

III. DISSEMINATION PROCESS

A critical element of EEO Program implementation is the aggressive notification of the various parties involved regarding organizational commitments to equal employment opportunity and affirmative action. ACT utilizes a variety of internal and external communication measures to ensure effective communications. These are summarized in the following paragraphs.

A. Internal Communication

ACT employees are informed about the EEO Program through the following methods:

1. The EEO Program policy statement is posted conspicuously on all employee bulletin boards located throughout the ACT facility.
2. The EEO Program policy statement is included in the ACT Base Employee Resource Manual distributed to each new employee and discussed during employee orientation.
3. A copy of the EEO Program is available for review at ACT's administrative office by all interested employees and applicants for employment.
4. Meetings with management and supervisory personnel have been convened in the past to explain the intent of the policy and individual responsibilities for effective implementation. Additional meetings will be held with new supervisors and managers within 90 days of their appointment. Meetings with top management will be held semiannually to discuss the EEO Program and its implementation.
5. Nondiscrimination clauses are included in all union agreements.
6. Meetings are held with employees to seek input on program implementation.

B. External Communication

Applicants, vendors, and other interested parties outside of the organization are notified of the EEO Program through the following methods:

1. Employee recruitment sources are notified verbally and/or in writing of ACT's policy regarding nondiscrimination. Minority organizations such as the Madison County Urban League, International Institute of St. Louis, Urban League of St. Louis, Hispanic Chamber of Commerce, and the St. Louis American Newspaper receive written notification regarding ACT's EEO policy.
2. All recruitment advertisements state that ACT is an equal opportunity employer. Minority organizations and newspapers are notified regularly when ACT is undertaking a recruitment action.
3. The ACT employment application is reviewed periodically to ensure that every applicant is afforded the maximum opportunity to display his/her job-related qualifications.
4. ACT includes EEO provisions in all specifications used for competitive procurements.

IV. RESPONSIBILITY FOR EEO PROGRAM IMPLEMENTATION

Responsibility for implementation of ACT's Equal Employment Opportunity Program is shared by all directors, managers, and supervisors within the organization. The specific role of each is described below:

A. Board of Directors

The Board oversees the continuing implementation and refinement of the EEO Program.

B. Executive Director

The Executive Director of ACT is responsible for the development and effective implementation of the EEO Program, including the approval of personnel actions. Specific functions of the Executive Director include:

- Recommending to the Board of Directors solutions to problems identified in the realm of equal employment opportunity;
- Review and investigation of all formal charges of discrimination, including recommendations for appropriate response and coordination with applicable regulatory agencies;
- Review of all requests for reasonable accommodation of work duty for people with disabilities as applicable to the Americans with Disabilities Act;
- Monitoring employment recruitment, selection, promotion, layoff, termination and transfer policies and practices to ensure conformance to EEO policies;
- Liaison between ACT and MCT, FTA and the Illinois Department of Transportation;
- Liaison between ACT and external organizations concerned with employment opportunities for minorities and women.

C. Administrative Assistant / EEO Officer

The Executive Director has assigned Julie Repp, as the EEO Officer to carry out the day-to-day implementation of the EEO Program. In the event that the designated EEO Officer is unable to fulfill the obligations of the position (i.e. due to an extended leave of absence, change in employment status, etc.), the Executive Director is authorized to designate an interim and/or replacement EEO Officer. The EEO Officer is responsible for the following:

- Developing and recommending EEO Policy, a written EEO Program, and internal and external communication procedures;
- Designing, implementing, and monitoring internal audit and reporting systems to measure program effectiveness and to determine where progress has been made and where further action is needed;
- Assisting management in collecting and analyzing employment data, identifying problem areas, setting goals and timetables, and developing programs to achieve goals;

- Reporting at least semiannually to the Executive Director on progress of each unit in relation to ACT goals;
- Providing assistance to ACT managers and supervisors with particular aspects of the EEO Program;
- Reviewing the agency's nondiscrimination plan with all managers and supervisors to ensure the policy is understood;
- Review of all requests for reasonable accommodation of work duty for people with disabilities as applicable to the American with Disabilities Act;
- Monitoring employment recruitment, selection, promotion, layoff, termination and transfer policies and practices to ensure conformance to EEO policies;
- Concurring in the hiring and promotion process;
- Investigation of all formal charges of discrimination, including recommendations for appropriate response and coordination with applicable regulatory agencies;
- Liaison between ACT/MCT, government agencies, and external organizations;
- In conjunction with human resources, periodically reviewing employment practices policies (e.g., hiring, promotions, training), complaint policies, reasonable accommodation policies, performance evaluation, grievance procedures, and union agreements;
- In conjunction with human resources, advising employees and applicants of available training programs and professional development opportunities; and
- Auditing postings of the EEO policy statement to ensure compliance information is posted and up to date.

D. Managers and Supervisors

It is the responsibility of all managers and supervisory personnel to cooperate with efforts to implement the EEO Program. Managers and supervisors are responsible for the following:

- Assisting in identifying problem areas and establishing agency and unit goals and objectives;
- Ensuring that all employee qualifications are considered for promotions and/or transfers;
- Participating in the review and/or investigation of complaints;
- Holding regular discussions with other managers, supervisors, and employees to assure ACT policies and procedures are being followed;
- Participating in periodic audits to ensure that each agency unit is in compliance (e.g., EEO posters are properly displayed on employee bulletin boards);
- In conjunction with the EEO Officer, maintaining and updating the required personnel report database;
- Encouraging employee participation to help support advancement of the EEO program.

V. UTILIZATION ANALYSIS

The purpose of this analysis is to identify those job categories where there is an underutilization or concentration of minorities and female employees within the ACT organization in relation to their availability in the applicable (local or regional) labor market. This determination is made by comparing the distribution of females and minority male incumbents within each job classification to the availability of these groups in the applicable

labor market from which future ACT employees are recruited. The results are used as the basis for the action plan that includes goals and timetables for elimination of the underutilization or concentration.

A. Work Force Analysis

Table 1, available on page 12, reflects the current distribution of ACT employees by sex, race and job category. As of June 30, 2023, ACT employed 290 persons, an increase of 13 employees since the close of FY 2019 and the completion of the previous EEO Program. Approximately 58% of all ACT employees are transportation operative workers with the remainder distributed among maintenance and administrative positions. Changes in work force composition during the preceding three years are noted below:

- The total number of minority employees in the ACT work force increased from 90 to 110 (32% to 38%). A majority of the minority employees were of African American origin, with four persons of Hispanic origin, one American Indian-Alaska Native, and three employees claiming two or more origins.
- The total number of female employees in the ACT work force increased to 45%. The present female work force includes 55 of African American origin, and one American Indian or Alaskan Native.
- The percentage of white males in the work force decreased, from 40% at the close of FY 2019 to 36% at the close of FY 2023.

B. Labor Availability Analysis

Also appearing on Table 1 is the most recent available distribution of labor availability by sex, race and job category. This information, based on 2018 census data, was obtained from the State of Illinois Department of Employment Security, Economic Information and Analysis Division for the local (Madison County) and regional (St. Louis MSA - Illinois section, consisting of five counties) labor markets.

The assumption was made that employees who are recruited into positions within the Officials/Managers, Professionals, and Sales Workers job classifications are likely to be drawn from the five-county region, and that all other job categories are likely to be drawn from within Madison County.

The data indicates that availability of minority applicants range from a low of 5.0% among

Craft Workers to a high of 16.9% among Service Workers. Minority population comprised approximately 18.5% of the population of Madison County in 2020.

The availability of female applicants ranges from 2.3% among the Craft Workers to 77.1% among Administrative Support Workers. Female population comprised approximately 45% of the population of Madison County in 2023.

C. Incidence of Underutilization/Concentration

For purposes of this discussion, *underutilization* refers to a condition in which there are fewer minorities and/or females in a particular job category than would reasonably be expected based on their presence in the relevant labor market. *Concentration* means a higher representation of a particular minority group in a job category as compared to their representation in the relevant labor market.

1. Female Employees

Overall, the percentage of female employees in the ACT work force increased from 121 (44%) in FY 2019 to 130 (45%) in FY 2023. At the close of FY 2023, minority female employees comprised 45% of all female employees. Fifty-five of the minority females employed by ACT at the close of FY 2023 were African American, and one American Indian or Alaskan Native.

A comparison of the work force and labor market by employee classification at the end of FY 2023 revealed that underutilization of females occurred in the following classifications: Professionals (18%), Technicians (54%), Sales Workers (61%), Administrative Support Workers (7%) and Craft Workers (2%).

2. Minority Employees

Overall, the percentage of minority employees increased from 90 (32%) in FY 2019 to 110 (38%) in FY 2023. Minority male employees in the work force increased from 15% to 19% during the same period. Minority males, as a percentage of total male employees, is 27%. Forty-seven of the minority males employed by ACT at the close of FY 2023 were of African American origin, four were of Hispanic ancestry, and three employees identified with two or more races.

A comparison of the work force and labor market by employee classification at the end of FY 2023 revealed that underutilization of minorities occurred in four categories: Officials and Managers (5%), Professionals (8%), Technicians (17%), and Service Workers (17%). A concentration of minority employees was present in four employee categories at the close of FY 2023. These included Sales Workers (87%), Operative Workers (40%), Laborers (13%), and Administrative Support Workers (5%). These figures are affected by the small number of positions in all job categories other than Operative Workers and Administrative Support Workers.

TABLE 1
Madison County Mass Transit District / Agency for Community Transit
Work Force Analysis

CHART 1

Dept. Job Title or Number	Wage / Salary Range ⁽¹⁾	Current Period as of: June 30, 2023																	Current				Availability % ⁽²⁾		% of Under Utilization		Goal	
		All Employees			Employees																							
					Male								Female								Minority							
		Total	Male	Female	W	AA	HISP	API	AIAN	NHOPI	MULTI	W	AA	HISP	API	AIAN	NHOPI	MULTI	#	%	#	%	Minority	Female	Minority	Female	Minority	Female
Officials and Managers	\$80,000 - \$165,000	14	8	6	7	1	-	-	-	-	-	6	-	-	-	-	-	-	1	7.1%	6	42.9%	12.1%	43.0%	-5.0%	-0.1%	0.69	0.02
Professionals	\$50,000 - \$113,500	20	11	9	10	-	-	-	-	-	1	9	-	-	-	-	-	-	1	5.0%	9	45.0%	13.4%	62.8%	-8.4%	-17.8%	1.68	3.56
Technicians	\$55,000 - \$59,000	2	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.0%	0	0.0%	17.0%	53.6%	-17.0%	-53.6%	0.34	1.07
Sales Workers	\$44,000 - \$46,000	2	2	0	-	1	-	-	-	-	1	-	-	-	-	-	-	-	2	100.0%	0	0.0%	10.6%	60.9%	89.4%	-60.9%		1.22
Administrative Support Workers	\$41,000 - \$68,000	30	9	21	7	2	-	-	-	-	-	19	2	-	-	-	-	-	4	13.3%	21	70.0%	8.5%	77.1%	4.8%	-7.1%		2.13
Craft Workers	\$57,000 - \$78,000	16	16	0	13	-	3	-	-	-	-	-	-	-	-	-	-	-	3	18.8%	0	0.0%	5.0%	2.3%	13.8%	-2.3%		0.37
Operatives	\$41,600 - \$76,000	167	82	85	43	37	1	-	-	-	1	36	48	-	-	1	-	-	88	52.7%	85	50.9%	12.5%	13.0%	40.2%	37.9%		
Laborers	\$10,500 - \$59,000	38	29	9	23	6	-	-	-	-	-	4	5	-	-	-	-	-	11	28.9%	9	23.7%	15.7%	20.7%	13.2%	3.0%		
Service Workers	\$41,000 - \$42,000	1	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0.0%	0	0.0%	16.9%	66.8%	-16.9%	0.0%	0.17	0.67
Total		290	160	130	106	47	4	0	0	0	3	74	55	0	0	1	0	0	110	37.9%	130	44.8%						

Notes:
W - White
AA - African American
HISP - Hispanic
API - Asian Pacific Islander
AIAN - American Indian or Alaskan Native
NHOPI - Native Hawaiian or Other Pacific Islander
Multi - Two or More Races

⁽¹⁾ Hourly rates, where applicable, were annualized on an assumption of 2,080 hours per year rounded to the nearest \$1,000
⁽²⁾ Market area for officials/managers, and sales workers is St. Louis MSA (IL Part) as determined by the Illinois Department of Employment Security. For all other categories, the area is Madison County, Illinois.

VI. GOALS AND TIMETABLES

A. Analysis of FY 2020-2023 Program Goal Achievement

ACT is committed to making its work force profile more closely reflect the available labor force in its relevant market area for each job category. Although not all goal categories were realized, the overall program should be considered a success.

At the close of FY 2023, approximately 58% of the ACT employees were Transportation Operative Workers with the remainder distributed among the other eight job categories. Therefore, even a single hire affects the numerical percentages.

B. FY 2024-2027 EEO Program Goals

The following action plan is proposed to address the conditions described in Section V Utilization Analysis. Consistent with Federal guidelines, the plan includes short-range numerical hiring goals and longer-range percentage goals for attaining a balanced work force.

Based on current information, ACT expects the workforce to remain relatively stable during FY 2024 through FY 2027. Total employment is projected to increase from 290 to 291 employees by June 30, 2024.

Short Range Goals – FY 2024 (July 1, 2023 – June 30, 2024)

Table 2, available on page 16, provides the numerical hiring goals for FY 2024. The goals are designed to maintain minority and female employment levels in all labor classifications. In order to avoid double-counting minority females in the current ACT work force, the goals shown on Table 2 are distinguished between *all females* and *minority males*.

ACT estimates the need to fill fifty positions during FY 2024. Thirty-six of the fifty employment opportunities will be Transportation Operative positions.

Discussion of the hiring goals follows.

- Officials/Managers (0 expansion positions, 0 replacement position)

At the close of FY 2023, the work force consisted of 14 officials and managers, of whom six were females, seven were white males and one was a minority male. A review of the Work Force Analysis indicates that minorities are underutilized by 5% (one employee) for this job class.

- Professional Workers (1 expansion position)
At the close of FY 2023, the work force consisted of 20 Professional Workers, 11 were white males and nine were white females. A review of the Work Force Analysis indicates that minorities are underutilized by 8% (two employees) and females are underutilized by 18% (four employees) for this job class. ACT will endeavor to recruit one minority during FY 2024.
- Technicians (0 replacement positions)
At the close of FY 2023, the work force consisted of two Technicians, both white males. A review of the Work Force Analysis indicates that minorities are underutilized by 17% (one employee) and females are underutilized by 54% (one employee) for this job class.
- Sales Workers (2 replacement positions)
At the close of FY 2023, the work force consisted of two Sales Workers both males. One African American male and one male identified with two or more races. A review of the Work Force Analysis indicates that females are underutilized by 61% (one employee). ACT will endeavor to recruit two female Sales Workers during FY 2024.
- Administrative Support Workers (1 replacement position)
At the close of FY 2023, the work force consisted of 30 Administrative Support Workers; of whom 19 were white females, seven were white males, two were African American males, and two were African American females. A review of the Work Force Analysis indicates that females are underutilized by 7% (three employees). ACT will endeavor to recruit one female employee during FY 2024.
- Craft Workers (0 replacement positions)
At the close of FY 2023, the work force consisted of sixteen Craft Workers, of whom 13 were white males and three were Hispanic. A review of the Work Force Analysis indicates females are underutilized by 2% (one employee).
- Transportation Operative Workers (36 replacement positions)
At the close of FY 2023, the work force consisted of 167 transportation operative workers (bus drivers and road supervisors), of whom 43 were white males, 37 were African American males, one Hispanic male, one male identified with two or more races, 36 white females, 48 African American females and one American Indian or Alaskan Native female. During FY 2024, 20 existing positions are expected to occur. As there is currently a concentration of both minority males and females within this job classification, ACT will endeavor to maintain current percentages of these categories of individuals.
- Laborers (10 replacement positions)
At the close of FY 2023, the work force consisted of 38 Laborers, of whom 23 were white males, six were African American males, four were white females and five were African American females. During FY 2023, eight vacancies in the Laborers job category are anticipated. As there is currently a concentration of both minority males and females

within this job class, ACT will endeavor to maintain current percentages of these categories of individuals.

- Service Workers (0 replacement positions)

At the close of FY 2023, the work force consisted of one Service Worker; of whom was a white male. A review of the Work Force Analysis indicates that minorities are underutilized by 17% (one employee).

Long Range Goals – FY 2024 – FY 2025

The combination of short range and long-range employment goals, as displayed in Table 1 (page 13) and Table 2 (page 16), indicate the underutilization of females in the job categories for Officials and Managers, Professionals, Technicians, Sales Workers, Administrative Support Workers, and Craft Workers. It is projected that ACT's workforce will remain stable in the next four years. ACT's goal will be to maintain the work force composition at approximately 15% minority males and increase the number of female employees to 44% by the close of FY 2020. Balancing adjustments within particular job classifications will be attempted as vacancies arise.

TABLE 2
MADISON COUNTY MASS TRANSIT DISTRICT
WORK FORCE GOALS & TIMETABLES BY JOB TITLE AND GROUP
FY 2024 - 2027

Job Category	Total Employees as of 6/30/2023				Future Period: July 1, 2024 - June 30, 2025							
	Male		Female		Anticipated Openings			Job Openings to be Filled by				
	Total	White	All	Minority	Attrition	Expansion	Total	Reclass	Transfer	Promotion	New Hire	Total
Officials/Managers	14	7	6	1	0	0	0	0	0	0	0	0
Professionals	20	10	9	1	0	1	1	0	0	0	1	1
Technicians	2	2	0	0	0	0	0	0	0	0	0	0
Sales Workers	2	0	0	2	2	0	2	0	0	0	2	2
Administrative Support	30	7	21	2	1	0	1	0	0	0	1	1
Craft Workers	16	13	0	3	0	0	0	0	0	0	0	0
Operatives	167	43	85	39	36	0	36	0	0	0	36	36
Laborers	38	23	9	6	10	0	10	0	0	0	10	10
Service Workers	1	1	0	0	0	0	0	0	0	0	0	0
Total	290	106	130	54	49	1	50	0	0	0	50	50

NUMERIC GOALS FOR FY 2024

Job Category	New Hires			Promotions			Total			% Rate of Anticipated Hires		Anticipated Workforce 6/30/2024
	Male	Female	Male	Male	Female	Male	Male	Female	Male	Female	Male	
	White	All	Minority	White	All	Minority	White	All	Minority	All	Minority	
Officials/Managers	0	2	1	0	0	0	0	2	1	4.0%	2.0%	14
Professionals	0	2	0	0	0	0	0	2	0	4.0%	0.0%	21
Technicians	0	0	0	0	0	0	0	0	0	0.0%	0.0%	2
Sales Workers	0	0	2	0	0	0	0	0	2	0.0%	4.0%	2
Administrative Support	0	5	0	0	0	0	0	5	0	10.0%	0.0%	30
Craft Workers	2	1	0	0	0	0	2	1	0	2.0%	0.0%	16
Operatives	7	9	4	0	0	0	7	9	4	18.0%	8.0%	167
Laborers	3	5	1	0	0	0	3	5	1	10.2%	2.0%	38
Service Workers	0	0	0	0	0	0	0	0	0	0.0%	0.0%	1
Total	12	24	8	0	0	0	12	24	8	48.2%	16.0%	291

VII. ASSESSMENT OF EMPLOYMENT PRACTICES

ACT has applied equal employment opportunity practices consistently since its formation in 1985. The following paragraphs summarize ACT's current practices. Tables 3-5, found on pages 21-23, provide statistical data on ACT's current employment practices.

A. **Recruitment**

Agency for Community Transit, Inc. (ACT) is committed to extending equal employment opportunities to all persons regardless of race, color, religion, national origin, sex (including gender identity, sexual orientation, and pregnancy), age, genetic information, disability, veteran status, or other protected class.

This commitment relates to all terms and conditions of employment, such as recruitment, selection, promotion, termination, transfer, layoff, recall, training, and compensation, except where there is a bona fide occupational qualification.

ACT's recruitment efforts include, but are not limited to, the following actions to increase the pool of qualified candidates for hiring consideration:

1. Posting *Drivers Wanted* signage, with nearby interstate visibility, at the ACT headquarters.
2. Employment applications are available at ACT headquarters and online.
3. Participation in local job fairs
4. Advertising job opportunities in digital media, and/or vocational or trade publications, when applicable to position
5. Promoting job opportunities on ACT's social media page and internal job board
6. Advertising job opportunities utilizing online career posting websites such as IllinoisJobLink.com and Indeed and utilizing temporary employment agencies.
7. Communicating with local colleges and universities to reach potential applicants.

B. **Employee Selection**

The selection of personnel for all ACT position classifications adheres to a defined process that accommodates all applicable Federal regulations, including the Commercial Driver License (CDL) for all vehicle operatives and selected maintenance positions, as well as FTA/USDOT Alcohol/Drug Screening and Americans with Disabilities Act (ADA) regulations for all positions.

1. **Resume/Application Screening** - Incoming resumes are reviewed in the context of applicable preference criteria.

For bus driver positions, preference criteria include: (a) prior driving experience; (b) valid CDL license with bus endorsement; (c) stable employment record

reflecting a pattern of long tenure in positions and few gaps between jobs; (d) prior experience working with the public; and (e) consistent wage and benefit expectation.

For maintenance positions, preference criteria include: (a) prior experience in related maintenance positions i.e. for a mechanic prior experience with servicing, maintenance and repair of buses or comparable vehicles; (b) relevant education or training; (c) stable employment record reflecting a pattern of long tenure in positions and few gaps between jobs; and (d) consistent wage and benefit expectations.

For administrative positions, preference criteria include: (a) appropriate academic background and attainment; (b) prior experience in a relevant job, field or discipline; (c) stable employment record reflecting a pattern of long tenure in positions and few gaps between jobs; and (d) consistent wage and benefit expectations.

Every candidate is required to complete the standard employment application prior to the interview meeting.

- 1. Telephone Interview** – If circumstances warrant, a telephone interview is conducted. Qualified candidates are contacted to discuss the position and determine their interest in employment with ACT. A face-to-face interview is scheduled if appropriate.
- 2. Interview** - Candidates meet with the appropriate position supervisor to discuss work history and qualifications. Situational exercises are used to assess knowledge base and decision-making skills. If warranted, skills tests are administered in Microsoft Office. Bus driver and dispatcher candidates are queried for knowledge of Madison County community locations and street network. Candidates for supervisory and management positions may participate in a second interview with other managers and/or the Executive Director.
- 3. Physical Examination** - All offers of employment are contingent upon the positive outcome of a pre-employment physical examination, and a negative drug screen result.
- 4. Staff Review** – Upon completion of interviews, interview notes and application are reviewed by Agency staff as appropriate, including the position supervisor, Human Resources Manager, EEO Officer and the Executive Director.

5. **Background Check** – Offers of employment are contingent upon acceptable confirmation of motor vehicle reports, criminal records, and employment verifications. These background records are completed on each candidate. Personal references may be contacted by telephone and/or written verification. Education may be verified.

C. Seniority, Upgrading and Training

ACT does not generally apply seniority-based criteria to define employment rights, except as provided for by its collective bargaining agreement with the Service Employees International Union – Local 1 to determine the sequence of bidding and extra work assignment awards among comparably qualified employees. The tenure of non-represented employees may be considered by individual supervisors when assigning work shifts or assignments to comparably qualified employees within a position classification.

Internal candidates are given full and equal consideration for open positions. However, decisions regarding upgrading, promoting, or transferring current ACT employees into different positions are made based on an employee's performance record and qualifications and how those qualifications meet the needs of the position available.

Prior to driving in revenue service, all bus drivers are provided with four weeks of training. Maintenance personnel are provided with individualized training appropriate to the position classification. Administrative personnel, including managers, primarily train on the job. All employees complete a new employee orientation which includes awareness training of the EEO policy.

D. Compensation Practices

Wages and benefits for represented bus drivers are determined through the collective bargaining agreement. This covers 58% of the positions in the organization.

Non-represented personnel are compensated according to an established wage range commensurate with the general market for related skills and duties and are subject to periodic adjustment.

All full-time employees, not represented through a collective bargaining unit are eligible for a benefits package consisting of health and welfare insurance, and paid time for vacation, personal holiday, holidays, and sick leave. Upon hire, all non-represented employees are eligible to participate in a 403b retirement plan. After one year of continuous service, ACT will match the employee contribution within established limits.

E. Disciplinary, Discharge and Termination Practices

Disciplinary, discharge, and termination practices for collective bargaining unit represented bus drivers are covered under the collective bargaining agreement. This covers 58% of the positions in the organization. The agreement contains grievance and arbitration language to guide the adjudication of disputes or differences of opinion raised by a bus driver or drivers against the Agency in matters involving disciplinary actions up to and including termination.

Non-represented employees are advised in writing upon offer of employment that they are considered at-will employees of ACT. Disciplinary actions up to and including termination, are determined on the basis of the policy infraction and past work performance of the employee. A non-represented employee who commits a criminal act or an act of serious malfeasance or negligence that endangers a fellow employee or ACT property is subject to immediate termination. An employee whose work performance falls below acceptable standards in matters such as the quality of work undertaken or accomplished, quality of judgment exercised, recurring absence or tardiness, inappropriate behavior and the like, is subject to progressive discipline as is appropriate. Such discipline may include any or all of the following:

- The employee receives written warning notification of the inappropriate action/behavior. This notice includes the future expectations for the employee's behavior/action and future disciplinary action should the behavior/action at issue continue or reoccur.
- The employee receives an unpaid suspension from work duties. Upon notification of the disciplinary suspension, the employee receives written warning notification of the inappropriate action/behavior. This notice includes the future expectations for the employee's behavior/action and future disciplinary action should the inappropriate behavior/action continue or reoccur.
- The employee is terminated from employment with the Agency for Community Transit.

Non-termination disciplinary actions are generally administered by the direct supervisor of the subject employee. Prior to a final termination action, the performance records and current inappropriate action/behavior of the employee are reviewed by both the EEO Officer and Executive Officer.

F. Assessment of Inhibiting Practices

ACT believes that none of its employee recruitment, selection, or compensation practices inhibits the recruitment, selection and retention of minorities and females as described in the FTA circular. This is reflected by the generally balanced utilization of the ACT work force.

TABLE 3
Madison County Mass Transit District / Agency for Community Transit
Employment Practices
June 30, 2023

Separations	Male							Female						
Race/Ethnicity	White	Black / African American	Hispanic	Asian	American Indian or Alaskan Native	Native Hawaiian or Pacific Islander	Multi Racial	White	Black / African American	Hispanic	Asian	American Indian or Alaskan Native	Native Hawaiian or Pacific Islander	Multi Racial
Resignation	20	7			1		2	12	9	1				1
Retirement														
Retirement in Lieu of Termination														
Termination/Discipline	8	6						2	5					
Disability Retirement														
Reduction in Force (RIF)														
Transfer														
Total	28	13	0	0	1	0	2	14	14	1	0	0	0	1

Disciplinary Actions	Male							Female						
Race/Ethnicity	White	Black / African American	Hispanic	Asian	American Indian or Alaskan Native	Native Hawaiian or Pacific Islander	Multi Racial	White	Black / African American	Hispanic	Asian Pacific Islander	American Indian or Alaskan Native	Native Hawaiian or Pacific Islander	Multi Racial
Termination														
30-day Suspension														
5-day Suspension														
3-day Suspension	3	3							2					
1-day Suspension														
Written Warning	3	5						3	15					
Verbal Warning														
Suspension w/out Pay														
Reserved														
Reserved														
Total	6	8	0	0	0	0	0	3	17	0	0	0	0	0

TABLE 4: Employment Practices
Madison County Mass Transit District / Agency for Community Transit
June 30, 2023

Promotions #	Male																				
Race/Ethnicity	White			Black / African American			Hispanic			Asian			American Indian or Alaskan			Native Hawaiian or Pacific			Multi Racial		
	Applied	Promoted	% Promoted	Applied	Promoted	% Promoted	Applied	Promoted	% Promoted	Applied	Promoted	% Promoted	Applied	Promoted	% Promoted	Applied	Promoted	% Promoted	Applied	Promoted	% Promoted
Officials and managers																					
Professionals	4	4	100%																		
Technicians																					
Sales Workers																					
Administrative Support																					
Craft Workers	1	1	100%																		
Operatives																					
Laborers	1	1	100%																		
Service Workers																					
Total	6	6	100%																		

Promotions #	Female																				
Race/Ethnicity	White			Black / African American			Hispanic			Asian			American Indian or Alaskan			Native Hawaiian or Pacific			Multi Racial		
	Applied	Promoted	% Promoted	Applied	Promoted	% Promoted	Applied	Promoted	% Promoted	Applied	Promoted	% Promoted	Applied	Promoted	% Promoted	Applied	Promoted	% Promoted	Applied	Promoted	% Promoted
Officials and managers	2	2	100%																		
Professionals	2	2	100%																		
Technicians	2	2	100%	1	1	100%															
Sales Workers																					
Administrative Support	2	2	100%																		
Craft Workers																					
Operatives																					
Laborers																					
Service Workers																					
Total	8	8	100%	1	1	100%															

TABLE 5: Employment Practices
Madison County Mass Transit District / Agency for Community Transit
June 30, 2023

Hires #	Male																				
Race/Ethnicity	White			Black / African American			Hispanic			Asian			American Indian or Alaskan			Native Hawaiian or Pacific			Multi Racial		
	Applied	Hired	% Hired	Applied	Hired	% Hired	Applied	Hired	% Hired	Applied	Hired	% Hired	Applied	Hired	% Hired	Applied	Hired	% Hired	Applied	Hired	% Hired
Officials and managers	45	0	0%																		
Professionals	112	4	4%	1	1	100%															
Technicians	18	1	6%	4	0	0%															
Sales Workers	6	0	0%	4	2	50%															
Administrative Support	61	1	0	2	0	0%															
Craft Workers	200	3	2%	3	0	0%	1	1	100%												
Operatives	281	12	4%	48	13	27%															
Laborers	426	11	3%	48	7	15%															
Service Workers																					
Total	1149	32	3%	110	23	21%	1	1	100%												

Hires #	Female																				
Race/Ethnicity	White			Black / African American			Hispanic			Asian			American Indian or Alaskan			Native Hawaiian or Pacific			Multi Racial		
	Applied	Hired	% Hired	Applied	Hired	% Hired	Applied	Hired	% Hired	Applied	Hired	% Hired	Applied	Hired	% Hired	Applied	Hired	% Hired	Applied	Hired	% Hired
Officials and managers	42	0	0%																		
Professionals	25	0	0%	1	0	0%															
Technicians	44	0	0%	3	0	0%															
Sales Workers	4	0	0%																		
Administrative Support	73	2	3%	2	1	50%													1	0	0%
Craft Workers	10	0	0%																		
Operatives	240	4	2%	51	12	24%	1	1	100%										5		0%
Laborers	137	1	1%	16	3	19%							1	0	0%						
Service Workers																					
Total	575	7	1%	73	16	22%	1	1	100%				1	0	0%				6	0	0%

VIII. MONITORING AND REPORTING SYSTEM

The EEO Officer reviews all recruitment actions, hiring practices, training programs and disciplinary procedures.

Two systems, the Applicant Tracking and the Personnel System, provide tracking mechanisms for all recruitment, training, transfer, promotions and discipline actions. These programs allow for the tracking of all events by race and gender. Standard quarterly and semi-annual reports from the Applicant Tracking and Personnel System are generated by the EEO Officer and used to monitor and evaluate the status of the ACT work force. Additional reports are developed and sourced as appropriate.

The EEO Officer provides a formal EEO Status report on an annual basis at a routine meeting of the ACT Directors. Quarterly updates are provided when deemed applicable.

The Executive Director provides direction to the EEO Officer and periodically presents EEO Program progress reports to the Board of Directors. Quarterly updates are given to the Executive Director and others when applicable.

The EEO Officer tracks all EEO complaints in an Excel spreadsheet accessible to the Executive Director.

IX. COMPLAINT PROCEDURE

Agency for Community Transit Equal
Employment Opportunity Program
Complaint Procedure

Any person who believes that he or she, individually, or as a member of any specific class of person, has been subjected to discrimination on the basis of race, color, religion, national origin, sex (including gender identity, sexual orientation, and pregnancy), age, genetic information, disability, veteran status, or other protected class may file a written complaint with the Agency for Community Transit.

Filing Complaints of Discrimination

- A. Complaints may be submitted in writing to the EEO Officer or Executive Director.
Agency for Community Transit
EEO Officer
1 Transit Way
Pontoon Beach, IL 62040
- B. All complaints must be submitted promptly.
- C. The complaint must state, as fully as possible, the specific facts and circumstances of the alleged discrimination.
- D. In cases in which the complainant is unable or incapable of providing a written statement, a verbal complaint of discrimination may be made to the EEO Officer. The EEO Officer will assist the person in converting the verbal complaint to a written document.
- E. All complaints submitted must be signed by the complainant or his/her representative.

Investigation of the Complaint

- A. The EEO Officer and Executive Director or his/her designee shall promptly review the complaint to determine if there is sufficient merit to warrant an investigation.
- B. A complaint shall be regarded as meriting investigation unless:
 - 1. It clearly appears on its face to be frivolous or trivial;
 - 2. During the review process, the party complained against voluntarily concedes noncompliance and agrees to take appropriate remedial action;

3. During the review process, the complainant withdraws the complaint; or,
 4. Another good cause for not investigating the complaint exists.
- C. In the event that the complainant has not provided sufficient information to make a determination, the EEO Officer will request additional information providing adequate time for the complainant to respond. Failure of the complainant to submit additional information within the designated timeline may be considered good cause to terminate the investigation.
- D. The EEO Officer and Executive Director or his/her designee shall promptly and thoroughly investigate the complaint of discrimination.
- E. Investigators' report will include:
1. Summary of the complaint;
 2. Description of the investigation, including summary of interviews conducted and person(s) contacted; and,
 3. Statement of investigator's findings.

Disposition of Complaint

- A. If an investigation results in the confirmation of an act of discrimination the appropriate corrective action will be taken.
- B. If an investigation does not result in confirmation of an act of discrimination all parties will be so notified.

X. REASONABLE ACCOMMODATION PROCESS

Agency for Community Transit Reasonable Accommodation Process

ACT is committed to extending equal employment opportunities to all persons regardless of race, color, religion, national origin, sex (including gender identity, sexual orientation, and pregnancy), age, genetic information, disability, veteran status, or other protected class.

This commitment applies to the recruitment, selection, training, and supervision of all employees in all job categories without regard to the above listed attributes, except where there exists a bona fide occupational qualification.

The Agency shall comply with all applicable requirements of the Americans with Disabilities Act (ADA) and the Illinois Human Rights Act (IHRA). The EEO Officer under the direction of the ACT Executive Director, is responsible for the implementation and compliance of these processes.

Requests for Reasonable Accommodation

Any individual, whether an employee or applicant, who is disabled as defined under the statutes of the ADA and IHRA, who satisfies the skill, experience and education requirements of the employment position, and who, with or without reasonable accommodation, can perform the essential functions of such position, may request a reasonable accommodation.

- A. Reasonable accommodation requests are submitted in writing to the Administrative Assistant who serves as the EEO Officer.

Requests must include:

1. Name of the employee or applicant requesting the accommodation.
2. Position currently held or being applied for.
3. A description of the accommodation being requested.
4. Explanation of the disability and its limitations applicable to the request for accommodation.
5. Signature and date of the requester.

- B. Upon receipt of the request the EEO Officer will meet with the individual making the request to determine whether reasonable accommodation is necessary to enable the individual to perform the essential functions of the position.

As applicable, a direct supervisor(s), Human Resource Manager, and Executive Director may participate in exploratory information meetings and the decision to determine whether a request for accommodation is reasonable as outlined by the ADA and IHRA.

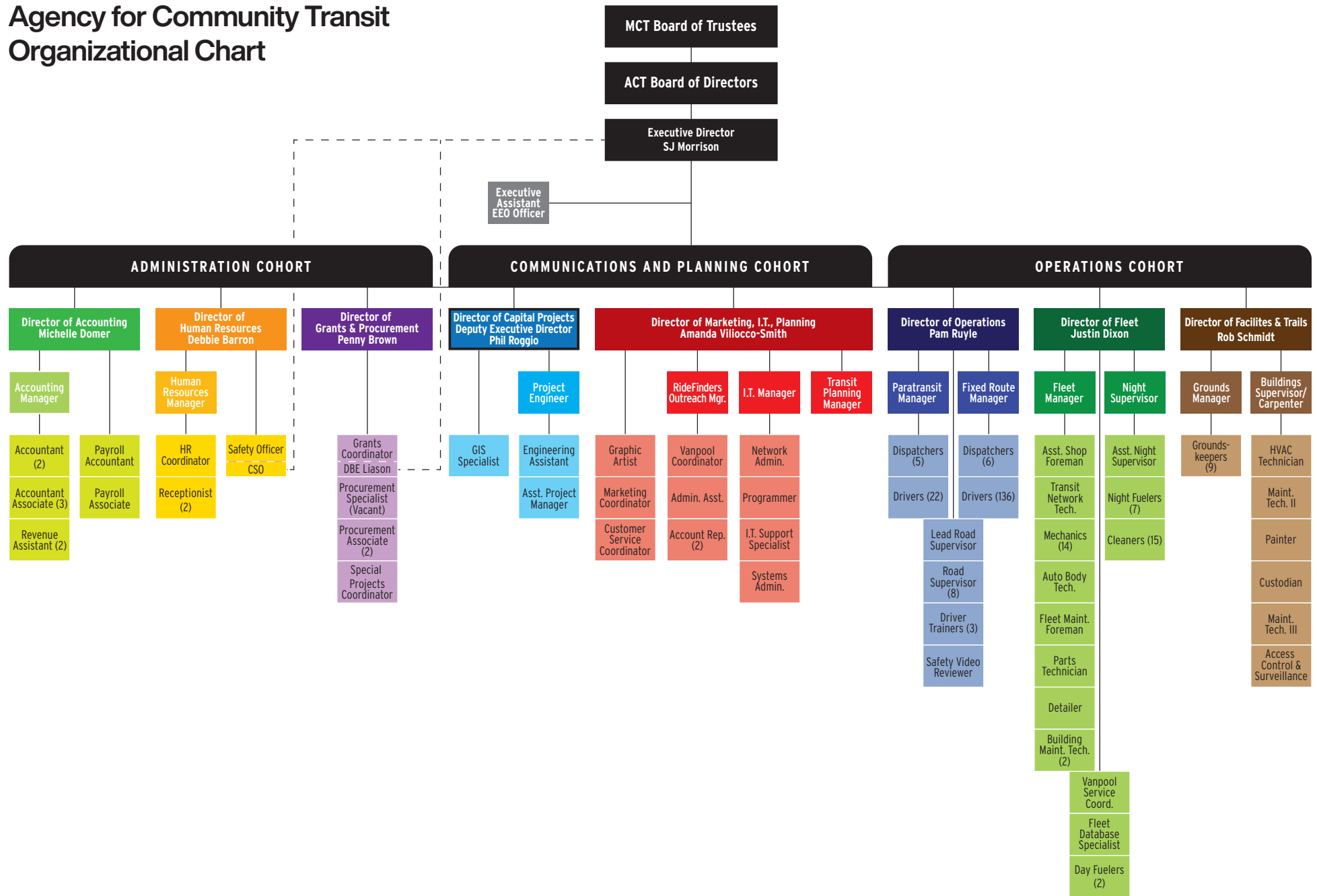
- C. The requesting individual will receive notice of the decision in a timely manner.

Grievance Procedure

Any individual, whether a current employee or applicant, who believes that he/she has been discriminated against, has been informed of conduct constituting discrimination, or who witnesses discrimination, should promptly submit a complaint to the EEO Officer or Executive Director in accordance with the following procedures. Once informed, the EEO Officer and/or the Executive Director shall be responsible for the investigation and grievance procedures contained herein.

- A. Any individual wishing to submit a complaint must submit a statement to the EEO Officer or Executive Director. The statement should state the specific facts and/or perceived wrongful act (e.g., location, names, dates, times) to be investigated. All such complaints should be submitted promptly.
- B. The EEO Officer and Executive Director or his/her designee shall promptly and thoroughly investigate the complaint describing the claimed discriminatory violation.
- C. If an investigation confirms a violation has occurred, the Agency will take corrective action, including discipline of any employee found to be willfully negligent and/or discriminatory as applicable to the ADA or IHRA.

Agency for Community Transit Organizational Chart



RESOLUTION 24-42

AUTHORIZING AN AWARD OF CONTRACT FOR DESIGN ENGINEERING SERVICES FOR THE GOSHEN TRAIL CONNECTOR

WHEREAS, Madison County Mass Transit District (District) was created in December 1980 by resolution of the Madison County Board pursuant to Section 3 of the Local Mass Transit District Act, approved July 21, 1959, as amended (70 ILCS 3610/1 et. seq.); and,

WHEREAS, the Local Mass Transit District Act, 70 ILCS 3610/5 (14) provides for the general powers of the Board of Trustees of the District to include "to use its established funds, personnel, and other resources to acquire, construct, operate and maintain bikeways and trails. Districts may cooperate with other governmental and private agencies in bikeway and trail programs"; and,

WHEREAS, the District subsequently acquired more than 100 miles of former railroad alignments and developed more than 135 miles of separated Class One bikeways known as the MCT Trails, connecting many of the municipalities within Madison County; and,

WHEREAS, the District desires to utilize excess excavated material from the Yellowhammer Trail project to improve the existing trail ramp from Grand Avenue to the Goshen Trail (Goshen Trail Connector) near Edwardsville, Illinois; and,

WHEREAS, the District desires to use local funds to complete the design work for the Goshen Trail Connector project; and,

WHEREAS, the District requires the services of a qualified firm to provide design engineering services to assist with the implementation of the Goshen Trail Connector project; and,

WHEREAS, the District has previously retained Juneau Associates, Inc., of Edwardsville, Illinois, to complete professional engineering and surveying services for similar District projects; and,

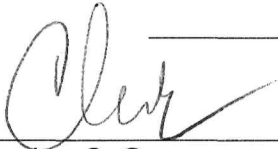
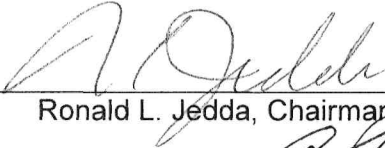
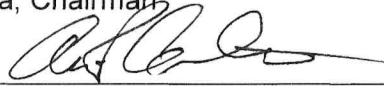
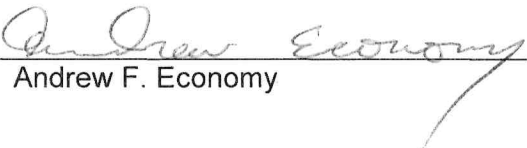
WHEREAS, it has been determined to be in the best interest of the District and the residents of Madison County, Illinois, to award a contract to Juneau Associates, Inc., of Edwardsville, Illinois, to provide design engineering services for the Goshen Trail Connector project located near Edwardsville, Illinois.

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


1. Madison County Mass Transit District authorizes the award of a contract to Juneau Associates, Inc., Edwardsville, Illinois, in the amount of twenty three thousand seven hundred dollars (\$23,700.00) to provide design engineering services for the Goshen Trail Connector project located near Edwardsville, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement.

2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of February 2024.

 _____ Christopher C. Guy	 _____ Ronald L. Jedda, Chairman	 _____ Allen P. Adomite
 _____ Andrew F. Economy		

APPROVED as to Form:



Legal Counsel

CERTIFICATE

I, Julie Repp, 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 Thursday, February 29, 2024, 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. Madison County Mass Transit District authorizes the award of a contract to Juneau Associates, Inc., Edwardsville, Illinois, in the amount of twenty three thousand seven hundred dollars (\$23,700.00) to provide design engineering services for the Goshen Trail Connector project located near Edwardsville, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-ninth day of February, 2024.

A handwritten signature in black ink, reading "Julie Repp", is written over a horizontal line.

February 20, 2024
Job No. 999970

Mr. SJ Morrison, Managing Director
Madison County Transit District
One Transit Way
P.O. Box 7500
Granite City, Illinois 62040

Re: Civil Engineering and Land Surveying Services
Ramp Improvements (Grand Avenue to Goshen Trail)
Edwardsville, Illinois

Dear Mr. Morrison:

Juneau Associates appreciates the opportunity to submit our proposal to provide civil engineering and land surveying services to the Madison County Transit District (MCT) in connection with the improvements to the Goshen Trail within the City of Edwardsville in Madison County, Illinois.

The project includes the improvements to the existing ramp from Grand Avenue to the Goshen Trail. The improvements consist of removal and replacement of the existing ramp to provide a less steep longitudinal slope.

Based on our review of the project and our meeting with MCT, we have prepared the following scope of basic project services.

SCOPE OF SERVICES

Engineering

DEVELOPMENT: During this phase of the project, we will coordinate with the Transit District, as well as pertinent utility companies to confirm that no utilities have facilities within the limits of the project. This early contact and coordination will aid in determining the development criteria for the project as well as any special requirements or variances which may be necessary for proceeding with the project.

DESIGN: Under this phase of the project, we propose to provide civil engineering services typically required in connection with a project of this nature. We will provide normal design services for the preparation of contract plans, special provisions, and cost estimates for preliminary and final approval by MCT. An outline of the expected plan sheets is listed in Exhibit B.

BID AND AWARD: Upon release of the project for bidding, we will assist MCT with answering any questions that would include any addenda which may be required during bid.

CONSTRUCTION PHASE: Upon awarding the construction contract, we will attend the Pre-Construction meeting. The MCT will perform daily on-site construction inspection, material testing, and completion of any permits.

■ 2100 State Street
P.O. Box 1325
Granite City, IL 62040
618-877-1400 • F.618-452-5541

✓ 100 N. Research Dr.
Edwardsville, IL 62025
618-659-0900 • F.618-659-0941

■ 1111 Burlington Ave., Suite 100
Lisle, IL 60532
630-441-7081 • F.618-452-5541

■ 330 N. Fourth Street, Suite 200
St Louis, MO 63102
314-241-4444 • F.314-909-1331

Surveying

As requested, Juneau will perform the following surveying related items of work:

- 1) Perform a topographic survey to collect data including:
 - a.) Culvert outfall and ditch through the adjacent neighbor's property.
 - b.) Groundline along the prior dedicated permanent easement.
 - c.) Toe of slope along the existing ramp.
- 2) Stake the previously dedicated permanent easement.
- 3) Prepare an exhibit and legal description of a strip permanent drainage easement to encompass the proposed cutoff swale that will be constructed at the West embankment toe of slope. This work also includes staking of the permanent drainage easement in the field.

FEES AND PAYMENT

Compensation for the basic services described above, including expenses typically associated with such services will be based on a Lump Sum fee of \$23,700.00 (Twenty-Three Thousand Seven Hundred Dollars).

Monthly invoices will be submitted based on the percentage complete of the respective phase. All invoices shall be due and payable within forty-five (45) days after the date of billing, provided the invoices are approved by the Transit District.

ADDITIONAL SERVICES

If desired, and approved by the Transit District, Juneau Associates will furnish or arrange for additional services (i.e. archaeological or environmental investigations, construction staking, as-built surveys, material testing, etc.) beyond those typically required to complete the work described in the Scope of Services. Additional services rendered by Juneau Associates in connection with the project will be billed in accordance with the attached "Schedule of Hourly Rates" or at a negotiated rate prior to provision of services. The following specific items of work are not included in the proposed Basic Project Services:

1. Development of temporary easements.
2. On- site construction observation, material testing, layout and completion of any permits.
3. Archaeological and/or environmental surveys.
4. Layout of utility adjustments and/or relocations.
5. Design of off-site utility systems or facilities.
6. Services relating to negotiation and acquisition of off-site easements or right of way including land surveys and preparation of related documents.
7. Services to revise the plans and specifications for civil site improvements when such revisions are:
 - inconsistent with approvals or instructions previously given by the Transit District or it's representative;
 - required by changes in laws, rules, regulations, ordinances, codes or orders enacted subsequent to preparation of the preliminary plan;
 - the result of information being revealed about the site which was previously not visible, withheld from us or differs from that which was previously made available;
 - determined to be the result of inaccurate data provided by the Transit District.
8. Furnishing services in connection with legal proceedings or arbitration of claims.

CLIENT RESPONSIBILITIES

In order that we may adequately provide the professional services required for this project, we ask that the Client provide the following:

1. Electronic files of the existing topography and right of way, if available.
2. The name of a representative to whom we will report and from whom we will receive review comments, instructions, directions and authorizations.
3. All criteria and information regarding the requirements of the project including design objectives, schedules, constraints and budgetary limitations.
4. Any and all existing data concerning the project which may be available.
5. Such legal, accounting and insurance consulting services if any, which may be necessary to complete the project.

REPRESENTATIONS AND WARRANTIES

By executing this Agreement, Juneau Associates makes the following express representations and warranties to the Transit District:

1. Juneau Associates is professionally qualified to act as the engineer and is licensed to practice engineering by all public entities having jurisdiction over Juneau and the project;
2. Juneau Associates shall maintain all necessary licenses, permits or other authorizations necessary to act as engineer for the project until such duties hereunder have been fully satisfied;
3. Juneau Associates has become familiar with the project site and the local conditions under which the project is to be designed, constructed, and operated;
4. Juneau Associates shall prepare all documents required by this Agreement, in such a manner that they shall be accurate, coordinated and adequate for construction and shall conform and comply with all applicable law, codes and regulations;
5. Juneau Associates assumes full responsibility to Transit District for improper acts and/or omissions determined to be the result of negligence on the part of Juneau its consultants or others employed or retained by Juneau Associates in connection with the Project.

INDEMNITY

Juneau Associates agrees, to the full extent permitted by law, to indemnify and hold harmless, the Transit District, its Commissioners, Administrators, officers, staff and employees (collectively referred to as the Transit District) against all damages liabilities or cost, including reasonable attorney's fees and defense cost, to the extent caused by Juneau's negligent performance of professional services under this Agreement and that of its subcontractors or anyone for whom Juneau Associates is legally liable to the extent that Juneau is responsible for such damages, liabilities and cost on a comparative basis of fault and responsibility between Juneau Associates and the Transit District. Juneau shall not be obligated to indemnify the Transit District for the Transit District's own negligence.

NO THIRD PARTY BENEFICIARIES

Nothing contained herein shall create any relationship, contractual or otherwise, with, or any rights in favor of, any third party.



PROFESSIONAL LIABILITY INSURANCE

Juneau Associates shall maintain professional liability insurance at all times this Agreement is in effect and for a period of 2 years after final completion of the project. The coverage provided herein shall contain an endorsement providing sixty (60) days' notice to the Transit District prior to any cancellation of said coverage. Said coverage shall be written by an insurer acceptable to the Transit District and shall be in a form and in amounts acceptable to the Transit District.

GENERAL CONSIDERATIONS

We expect to start our work promptly after receipt of written notice of your acceptance of this Agreement. Design completion of the project will be contingent on review and approval of permits.

This agreement may be terminated by either party by seven day written notice through no fault of the terminating party. If this agreement is so terminated, Juneau Associates shall be paid for all services rendered to the date of termination.

This proposal, Exhibit A "Schedule of Hourly Rates" and Exhibit B "Manhour and Fee Estimate" represents the entire understanding between you and us with respect to this project and may only be modified in writing signed by both of us.

If this letter and the attachments satisfactorily set forth your understanding of our Agreement, we would appreciate your signing below in the space provided and returning this proposal to us.

We appreciate the opportunity to provide you with this proposal for engineering services and look forward to working with you on this project.

Respectfully submitted,

JUNEAU ASSOCIATES, INC., P.C.

A handwritten signature in blue ink that reads "Brian F. Kulick".

Brian F. Kulick, PE, PLS, PTOE, PMP

BFK/bjm

Attachments

Accepted this _____ day of _____, 2024

MADISON COUNTY TRANSIT DISTRICT

By: _____

Attest: _____

CURRENT SCHEDULE OF HOURLY RATES

Professional VIII	200.00
Professional VII	185.00
Professional VI	155.00
Professional V	133.00
Professional IV	120.00
Professional III	107.00
Professional II	95.00
Professional I	81.00
Technician V	110.00
Technician IV	90.00
Technician III	80.00
Technician II	60.00
Technician I	55.00
Aide	42.00
Clerical	70.00

* Our most common survey crew consists of one (1) Technician V and one (1) Technician III.
The Licensed Professional Surveyor is classified as a Professional VII.

If the assignment requires payment of premium for overtime hours, these rates will be increased by 50% for those overtime hours.

REIMBURSABLE EXPENSES

Boat Rental	\$10.00/hr.	Personal Vehicle-Mileage	\$0.655/mi.
Computer/CADD	\$10.00/hr.	Photocopies, black & white	\$0.15 each
Computer/Word Proc.	\$5.00/hr.	Photocopies, color, 8 ½ x 11	\$0.75 each
Concrete Monuments	\$17.00 each	Photocopies, color, 8 ½ x 14	\$1.00 each
Company Vehicle	\$20.00/hr.	Photocopies, color, 11 x 17	\$1.50 each
Drone	\$250.00/hr.	Photocopy Prints	\$0.30/s.f.
Fence Posts	\$7.00 each	Postage	Actual Cost
Gator	\$10.00/hr.	PVC Pipe – 5 foot	\$10.00 each
Misc. Costs & Rental Fees	Actual Cost	Rebar	\$3.00 each
Mylar	\$4.00/s.f.	Robotic Total Station	\$50.00/hr.
Outside Services	Actual Cost	Surveying Instrument	\$8.00/hr.
Per Diem (Per day per man)	\$125.00	Wood Stakes	\$0.85 each
Paint	\$8.00 each		

Non-salary costs of authorized travel per diem outside the St. Louis metropolitan area, fees associated with permits, the recording of documents, "express mail" and other direct expenses of items requested by the Client will be billed at cost.

This schedule is subject to reasonable change without prior notice. In any event, this schedule will expire and be superseded by a new schedule annually.

Revised 05/16/2023



Project:	MCT Goshen Trail Ramp Down Final Design
Location:	Edwardsville, IL
Description:	Civil engineering services for the final plans and special provisions for the Goshen Trail ramp at Grand Avenue in the City of Edwardsville.

Job No.	999970
Date:	February 20, 2024
Client:	MCT

Item or Design Element	Item Total	Total	P-VIII	P-VII	P-VI	P-V	P-IV	P-III	P-II	P-I	T-V	T-IV	T-III	T-II	T-I	Aide	Cler
CONSTRUCTION DOCUMENTS PHASE (50%)	\$ 12,585.00	115															
ADMINISTRATION	\$ 185.00	1															
Attend Meetings	185.00	1		1													
DESIGN ENGINEERING (50% PLANS)	\$ 12,400.00	114															
Review Existing Digital Terrain Model	240.00	2					2										
Topo survey of existing culvert outfall, existing ditch, existing easement groundline,and existing toe of slope	3,550.00	33		2			1				18	12					
Conduct Preliminary Utility Review (N/A)	-																
Utility Coordination on Conflicts and Adjustments (N/A)	-																
Cover Sheet	440.00	4									4						
General Notes	330.00	3									3						
Summary of Quantities	720.00	8										8					
Plan and Profile Sheets	2,640.00	24									24						
Miscellaneous Details	660.00	6									6						
Cross Sections	1,760.00	16									16						
Estimate of Cost	960.00	8					8										
Project Specifications	1,100.00	10					8										2
Sub-Total Hours		115		3			19				71	20					2
CONSTRUCTION DOCUMENTS PHASE (100%)	\$ 9,720.00	86.5															
ADMINISTRATION	\$ 185.00	1															
Attend Meetings	185.00	1		1													
DESIGN ENGINEERING (FINAL PLANS)	\$ 9,535.00	85.5															
Review Permit Status/Approvals (N/A)	-																
Review Comments and Address Plan Revisions	1,560.00	14					2				12						
Cover Sheet	110.00	1									1						
General Notes	110.00	1									1						
Summary of Quantities	660.00	6									6						
Plan and Profile Sheets	880.00	8									8						
Miscellaneous Details	440.00	4									4						
Cross Sections	880.00	8									8						
Estimate of Cost	480.00	4					4										
Project Specifications	790.00	7					6										1
Prepare & Submit NOI & SWPPP to IEPA (N/A)	-																
Prepare Perm. Drainage Ease. Exhibit & Legal Desc.	810.00	6		2							4						
Stake Permanent Drainage Easement (New)	800.00	8									4	4					
Stake Permanent Easement (Prior)	2,015.00	18.5		3			2				7		3	3.5			
Sub-Total Hours		86.5		6			14				55	4	3	3.5			1
TOTAL HRS.		201.5		9			33				126	24	3	3.5			3
Rate			200.00	185.00	155.00	133.00	120.00	107.00	95.00	81.00	110.00	90.00	80.00	60.00	55.00	42.00	70.00
TOTAL				1,665.00			3,960.00				13,860.00	2,160.00	240.00	210.00			210.00

Total Manhours 201.50

Total Estimated JAI Manhour Cost \$ 22,305.00

Project: **MCT Goshen Trail Ramp Down Final Design**

Job No. **999970**

Location: **Edwardsville, IL**

Description: **Civil engineering services for the final plans and special provisions for the Goshen Trail ramp at Grand Avenue in the City of Edwardsville.**

Prepared by: BFK

Reimbursable Expense	Unit	Rate	Estimated Quantity	Amount
CONSTRUCTION DOCUMENTS PHASE (50%)				
CADD	Hour	\$10.00	69	\$690.00
Trans-Co Vehicle	Day	\$65.00	1	\$65.00
Postage & Delivery Services	At Cost	\$1.00		\$0.00
Photocopies	Each	\$0.15		\$0.00
Bond Copies: Estimate 3 Review Sets @ 15 Sheets/set	Sq. Foot	\$0.30		\$0.00
Subtotal				\$755.00
CONSTRUCTION DOCUMENTS PHASE (100%)				
CADD	Hour	\$10.00	56	\$560.00
Trans-Co Vehicle	Day	\$65.00	0.5	\$32.50
Postage & Delivery Services	At Cost	\$1.00		\$0.00
Photocopies	Each	\$0.15		\$0.00
Bond Copies: Estimate 3 Review Sets @ 15 Sheets/set	Sq. Foot	\$0.30		\$0.00
Subtotal				\$592.50
Estimated JAI Reimbursable Expenses				\$1,347.50

RESOLUTION 24-44

AUTHORIZING AN AWARD OF CONTRACT FOR DESIGN ENGINEERING SERVICES FOR THE NATURE TRAIL RECONSTRUCTION PROJECT

WHEREAS, Madison County Mass Transit District (District) was created in December 1980 by resolution of the Madison County Board pursuant to Section 3 of the Local Mass Transit District Act, approved July 21, 1959, as amended (70 ILCS 3610/1 et. seq.); and,

WHEREAS, the Local Mass Transit District Act, 70 ILCS 3610/5 (14) provides for the general powers of the Board of Trustees of the District to include "to use its established funds, personnel, and other resources to acquire, construct, operate and maintain bikeways and trails. Districts may cooperate with other governmental and private agencies in bikeway and trail programs"; and,

WHEREAS, the District subsequently acquired more than 100 miles of former railroad alignments and developed more than 135 miles of separated Class One bikeways known as the MCT Trails, connecting many of the municipalities within Madison County; and,

WHEREAS, various paved sections and structures on the Nature Trail, due to age, are in need of renovation and/or replacement; and,

WHEREAS, the District desires to use local funds to complete trail pavement inspections, structure inspections, and prepare a detailed report for the Nature Trail Reconstruction project from Mockingbird Lane in Granite City, Illinois to Bluff Road in Edwardsville, Illinois; and,

WHEREAS, the District requires the services of a qualified firm to provide said professional inspection services to assist in determining the project scope of work and project budget for the the Nature Trail Reconstruction project; and,

WHEREAS, the District has previously retained Thouvenot, Wade & Moerchen, Inc., of Glen Carbon, Illinois, to complete professional engineering and surveying services for similar District projects; and,

WHEREAS, it has been determined to be in the best interest of the District and the residents of Madison County, Illinois, to award a contract to Thouvenot, Wade & Moerchen, Inc., of Glen Carbon, Illinois, to provide design engineering services for the Nature Trail Reconstruction project.

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

1. Madison County Mass Transit District authorizes the award of a contract to Thouvenot, Wade & Moerchen, Inc., Glen Carbon, Illinois, in the amount of sixty eight thousand three hundred eighty eighth dollars (\$68,388.00), including reimbursables, to provide design engineering services for the Nature Trail Reconstruction project from Mockingbird Lane in Granite City, Illinois to Bluff Road in

Edwardsville, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement.

2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of February 2024.



Christopher C. Guy



Ronald L. Jedda, Chairman



Allen P. Adomite



Andrew F. Economy

APPROVED as to Form:



Legal Counsel

CERTIFICATE

I, Julie M. Repp, 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 Thursday, February 29, 2024, 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:

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2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-ninth day of February, 2024.

A handwritten signature in black ink, reading "Julie Repp", is written over a horizontal line.



SHORT FORM OF AGREEMENT BETWEEN OWNER AND ENGINEER
FOR PROFESSIONAL SERVICES

THOUVENOT, WADE & MOERCHEN, INC.
204 Evergreen, Unit B
Glen Carbon, IL 62034
618.656.4040
WWW.TWM-INC.COM

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THIS IS AN AGREEMENT effective as of _____, 2024 ("Effective Date") between **Madison County Transit**, ("Owner") and **Thouvenot, Wade & Moerchen, Inc.** ("Engineer").

Owner's Project, of which Engineer's services under this Agreement are a part, is generally identified as follows: **Nature Trail – Mockingbird Lane – Bluff Road** ("Project").

Engineer's services under this Agreement are generally identified as follows: ("Services").

1. Structural Inspection & Report

The Engineer will provide structural inspections and one report as described below for the bridges included in the Scope of Services.

- a. Site visit to determine condition of the bridges, to obtain measurements for retrofitting the bridges with approach slabs and as required for load rating the railroad bridges for retrofitting with concrete decks.
- b. Perform load rating calculations to determine if the railroad bridges (Bridges 3 & 4 noted below) are structurally adequate for a concrete deck retrofit.
- c. Coordinate with Pre-Engineered bridge manufacturer to determine if existing structures can be retrofitted with concrete deck.
- d. Perform preliminary concrete deck design for bridges that have adequate capacity for concrete deck retrofits.
- e. Determine recommended repairs for each bridge and prepare an opinion of cost for the recommended repairs.
- f. Prepare a brief report that includes all bridges in the Scope of Services documenting the results of the items above.

Bridges Included in Scope of Services:

- a. Pre-Engineered Truss Bridge #1 at Sta 5+083 - 1-Span (34') x 12' Wide
- b. Pre-Engineered Truss Bridge #2 at Sta 6+084 – 1-Span (55') x 12' Wide
- c. Rehabilitated Railroad Bridge at Sta 9+710.50 – 3-Span (±20'-35'-25') x 12' Wide
- d. Rehabilitated Railroad Bridge at Sta 12+555.50 – 1-Span (38') x 12' Wide

To be Provided by Owner:

- a. Brush clearing near the bridges prior to Engineer's site visits. (if required)

Limitations:

- a. Inspections provide information about the condition of a structure at the time of the inspection and TWM makes no guarantee, expressed or implied, of the future condition of any structure.
- b. It is anticipated that the inspections will be carried out visually and with limited physical inspection techniques. While the rental of special access equipment and traffic control is not anticipated, if it is required by special circumstances and approved by the Owner, the additional work will be provided under the provisions for "Additional Services".

Appendix 2, Engineers Standard Hourly Rates

EJCDC® E-520, Short Form of Agreement Between Owner and Engineer for Professional Services.
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and American Society of Civil Engineers. All rights reserved.



Exclusions:

- a. TWM will not inspect structures facilities for compliance with accessibility regulations, including, but not limited to the Americans with Disabilities Act.
- b. Hydraulic and hydrologic calculations
- c. Structural inspection of culverts
- d. Existing truss analysis

2. Trail Inspection & Report

Engineer will provide the following items to analyze the existing trail conditions and provide recommendations for upgrades throughout the project limits.

- a. Prepare plan sheets of project limits with aerial overlay.
- b. Visual site inspection of pavement and determine pavement condition throughout the project limits.
- c. Inspection of culverts within project limits. An option has been provided to provide a camera inspection of all culverts within the alignment.
- d. Analyze the on-road section at Mockingbird Lane and provide recommendations for upgrades.
- e. Analyze Lake Dr intersection and recommend improvements at this crossing.
- f. Analyze Sand Road on-road section and recommend improvements.
- g. Prepare existing typical sections for project limits.
- h. Prepare proposed typical sections for project limits.
- i. Prepare Opinion of Probable Costs for recommended improvements.
- j. Report preparation.
- k. Attend meetings as requested.

Owner and Engineer further agree as follows:

1.01 Basic agreement and period of service

- A. Engineer shall provide or furnish the Services set forth in this Agreement. If authorized by Owner or if required because of changes in the Project, Engineer shall furnish services in addition to those set forth above ("Additional Services").
- B. Engineer shall complete its Services within the following specific time period: Project to be completed by 3 months from Notice to Proceed.
- C. If, through no fault of Engineer, such periods of time or dates are changed, or the orderly and continuous progress of Engineer's Services is impaired, or Engineer's Services are delayed or suspended, then the time for completion of Engineer's Services, and the rates and amounts of Engineer's compensation, shall be adjusted equitably.

2.01 Payment procedures

- A. Invoices: Engineer shall prepare invoices in accordance with its standard invoicing practices and submit the invoices to Owner on a monthly basis. Invoices are due and payable within 45 days of receipt. If Owner fails to make any payment due Engineer for Services, Additional Services, and expenses within 45 days after receipt of Engineer's invoice, then (1) the amounts due Engineer will be increased at the rate of 1.5% per month (or the maximum rate of interest permitted by law, if less) from said thirtieth day, and (2) in addition Engineer may, after giving seven days written notice to Owner, suspend Services under this Agreement until Engineer has been paid in full all amounts due for Services, Additional Services, expenses, and other related charges. Owner waives any and all claims against Engineer for any such suspension.
- B. Payment: As compensation for Engineer providing or furnishing Services and Additional Services, Owner shall pay Engineer as set forth in Paragraphs 2.01, 2.02 (Services), and 2.03 (Additional Services). If Owner disputes

Appendix 2, Engineers Standard Hourly Rates

EJCDC® E-520, Short Form of Agreement Between Owner and Engineer for Professional Services.
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an invoice, either as to amount or entitlement, then Owner shall promptly advise Engineer in writing of the specific basis for doing so, may withhold only that portion so disputed, and must pay the undisputed portion.

2.02 *Basis of Payment – Lump Sum*

A. Owner shall pay Engineer for Services as follows:

1. A Lump Sum amount of \$ **68,188.00**.

a. Structural Inspections & Report	Lump Sum Fee	\$ 35,169.00
b. Trail Inspection and Report	Lump Sum Fee	\$ 29,730.00
c. Camera Inspection (cross trail culverts)	Lump Sum Fee	\$ 3,289.00

2. In addition to the Lump Sum amount, reimbursement for the following expenses: **\$200.00 for mileage**.

B. The portion of the compensation amount billed monthly for Engineer's Services will be based upon Engineer's estimate of the percentage of the total Services actually completed during the billing period.

2.03 *Additional Services:* For Additional Services, Owner shall pay Engineer an amount equal to the cumulative hours charged in providing the Additional Services by each class of Engineer's employees, times standard hourly rates for each applicable billing class; plus reimbursement of expenses incurred in connection with providing the Additional Services and Engineer's consultants' charges, if any. Engineer's standard hourly rates are attached as Appendix 2.

3.01 *Termination*

A. The obligation to continue performance under this Agreement may be terminated:

1. For cause,

- a. By either party upon 30 days written notice in the event of substantial failure by the other party to perform in accordance with the Agreement's terms through no fault of the terminating party. Failure to pay Engineer for its services is a substantial failure to perform and a basis for termination.
- b. By Engineer:
 - 1) upon seven days written notice if Owner demands that Engineer furnish or perform services contrary to Engineer's responsibilities as a licensed professional; or
 - 2) upon seven days written notice if the Engineer's Services are delayed for more than 90 days for reasons beyond Engineer's control, or as the result of the presence at the Site of undisclosed Constituents of Concern, as set forth in Paragraph 5.01.H.
- c. Engineer shall have no liability to Owner on account of a termination for cause by Engineer.
- d. Notwithstanding the foregoing, this Agreement will not terminate as a result of a substantial failure under Paragraph 3.01.A.1.a if the party receiving such notice begins, within seven days of receipt of such notice, to correct its substantial failure to perform and proceeds diligently to cure such failure within no more than 30 days of receipt of notice; provided, however, that if and to the extent such substantial failure cannot be reasonably cured within such 30 day period, and if such party has diligently attempted to cure the same and thereafter continues diligently to cure the same, then the cure period provided for herein shall extend up to, but in no case more than, 60 days after the date of receipt of the notice.

2. For convenience, by Owner effective upon Engineer's receipt of written notice from Owner.

B. In the event of any termination under Paragraph 3.01, Engineer will be entitled to invoice Owner and to receive full payment for all Services and Additional Services performed or furnished in accordance with this Agreement, plus

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reimbursement of expenses incurred through the effective date of termination in connection with providing the Services and Additional Services, and Engineer's consultants' charges, if any.

4.01 *Successors, Assigns, and Beneficiaries*

- A. Owner and Engineer are hereby bound and the successors, executors, administrators, and legal representatives of Owner and Engineer (and to the extent permitted by Paragraph 4.01.B the assigns of Owner and Engineer) are hereby bound to the other party to this Agreement and to the successors, executors, administrators, and legal representatives (and said assigns) of such other party, in respect of all covenants, agreements, and obligations of this Agreement.
- B. Neither Owner nor Engineer may assign, sublet, or transfer any rights under or interest (including, but without limitation, money that is due or may become due) in this Agreement without the written consent of the other party, except to the extent that any assignment, subletting, or transfer is mandated by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Agreement.
- C. Unless expressly provided otherwise, nothing in this Agreement shall be construed to create, impose, or give rise to any duty owed by Owner or Engineer to any Constructor, other third-party individual or entity, or to any surety for or employee of any of them. All duties and responsibilities undertaken pursuant to this Agreement will be for the sole and exclusive benefit of Owner and Engineer and not for the benefit of any other party.

5.01 *General Considerations*

- A. The standard of care for all professional engineering and related services performed or furnished by Engineer under this Agreement will be the care and skill ordinarily used by members of the subject profession practicing under similar circumstances at the same time and in the same locality. Engineer makes no warranties, express or implied, under this Agreement or otherwise, in connection with any services performed or furnished by Engineer. Subject to the foregoing standard of care, Engineer and its consultants may use or rely upon design elements and information ordinarily or customarily furnished by others, including, but not limited to, specialty contractors, manufacturers, suppliers, and the publishers of technical standards.
- B. Engineer shall not at any time supervise, direct, control, or have authority over any Constructor's work, nor shall Engineer have authority over or be responsible for the means, methods, techniques, sequences, or procedures of construction selected or used by any Constructor, or the safety precautions and programs incident thereto, for security or safety at the Project site, nor for any failure of a Constructor to comply with laws and regulations applicable to such Constructor's furnishing and performing of its work. Engineer shall not be responsible for the acts or omissions of any Constructor.
- C. Engineer neither guarantees the performance of any Constructor nor assumes responsibility for any Constructor's failure to furnish and perform its work.
- D. Engineer's opinions (if any) of probable construction cost are to be made on the basis of Engineer's experience, qualifications, and general familiarity with the construction industry. However, because Engineer has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractors' methods of determining prices, or over competitive bidding or market conditions, Engineer cannot and does not guarantee that proposals, bids, or actual construction cost will not vary from opinions of probable construction cost prepared by Engineer. If Owner requires greater assurance as to probable construction cost, then Owner agrees to obtain an independent cost estimate.
- E. Engineer shall not be responsible for any decision made regarding the construction contract requirements, or any application, interpretation, clarification, or modification of the construction contract documents other than those made by Engineer or its consultants.
- F. All documents prepared or furnished by Engineer are instruments of service, and Engineer retains an ownership and property interest (including the copyright and the right of reuse) in such documents, whether or not the Project is completed. Owner shall have a limited license to use the documents on the Project, extensions of the Project,

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and for related uses of the Owner subject to receipt by Engineer of full payment due and owing for all Services and Additional Services relating to preparation of the documents and subject to the following limitations:

1. Owner acknowledges that such documents are not intended or represented to be suitable for use on the Project unless completed by Engineer, or for use or reuse by Owner or others on extensions of the Project, on any other project, or for any other use or purpose, without written verification or adaptation by Engineer;
 2. any such use or reuse, or any modification of the documents, without written verification, completion, or adaptation by Engineer, as appropriate for the specific purpose intended, will be at Owner's sole risk and without liability or legal exposure to Engineer or to its officers, directors, members, partners, agents, employees, and consultants;
 3. Owner shall indemnify and hold harmless Engineer and its officers, directors, members, partners, agents, employees, and consultants from all claims, damages, losses, and expenses, including attorneys' fees, arising out of or resulting from any use, reuse, or modification of the documents without written verification, completion, or adaptation by Engineer; and such limited license to Owner shall not create any rights in third parties.
- G. Owner and Engineer may transmit, and shall accept, Project-related correspondence, documents, text, data, drawings, information, and graphics, in electronic media or digital format, either directly, or through access to a secure Project website, in accordance with a mutually agreeable protocol.
- H. The parties acknowledge that Engineer's Services do not include any services related to unknown or undisclosed Constituents of Concern. If Engineer or any other party encounters, uncovers, or reveals an unknown or undisclosed Constituent of Concern, then Engineer may, at its option and without liability for consequential or any other damages, suspend performance of Services on the portion of the Project affected thereby until such portion of the Project is no longer affected, or terminate this Agreement for cause if it is not practical to continue providing Services.
- I. This Agreement is to be governed by the law of the state in which the Project is located.
- J. Engineer's Services and Additional Services do not include: (1) serving as a "municipal advisor" for purposes of the registration requirements of Section 975 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (2010) or the municipal advisor registration rules issued by the Securities and Exchange Commission; (2) advising Owner, or any municipal entity or other person or entity, regarding municipal financial products or the issuance of municipal securities, including advice with respect to the structure, timing, terms, or other similar matters concerning such products or issuances; (3) providing surety bonding or insurance-related advice, recommendations, counseling, or research, or enforcement of construction insurance or surety bonding requirements; or (4) providing legal advice or representation.

6.01 Insurance

- A. The Engineer shall secure and endeavor to maintain professional liability insurance, commercial general liability insurance, and automobile liability insurance to protect the Engineer from claims for negligence, bodily injury, death or property damage which may arise out of the performance of the Engineer's services under this Agreement. The Engineer shall also carry Worker's Compensation Insurance. The Engineer shall, if requested in writing, provide certificates of insurance to the Owner.

7.01 Indemnification

- A. The Engineer shall indemnify and hold harmless the Owner and its officers, members, directors, partners, agents, employees, and sub-consultants against any and all claims, damages, losses and expenses to the extent they are caused by the negligent acts, errors, or omissions of the Engineer and its officers, members, directors, partners, agents, employees, and sub-consultants in the performance of its services under this Agreement, subject to the Risk Allocation provisions. The Owner shall indemnify and hold harmless the Engineer and its officers, members, directors, partners, agents, employees and sub-consultants from and against any and all claims, damages, losses

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and expenses arising out of or resulting from the performance of the services, provided that any such claims, damage, loss or expense is caused in whole or in part by the negligent act or omission and/or strict liability of the Owner, anyone directly or indirectly employed by the Owner (except the ENGINEER) or anyone for whose acts any of them may be liable. This indemnification shall include any claim, damage or loss due to the presence of hazardous materials. Neither party shall have any obligation to defend or pay for the defense costs of the other party until such time as there is a determination of fault of the parties and in that event, the party found at fault shall only be obligated to reimburse the other party for its reasonable defense costs on a percentage basis in direct proportion, as determined by the court, to the percentage of fault of the party who was found at fault.

- B. For third party claims, to the fullest extent permitted by law, the Owner hereby agrees to indemnify, hold harmless and defend the Engineer, including its officers, members, directors, partners, agents, employees, and sub-consultants from and against all third party claims, including bodily injury, property damage, products liability, demands, damages and losses, causes of actions, judgments, fines, penalties and claims expense including attorney fees, caused by or alleged to have been caused by anything other than negligent performance by the Engineer of services under the agreement related to this project. Said indemnification shall also apply to any deductible that the Engineer may be obligated to pay under its Professional Liability Policy resulting therefrom.
- C. In recognition of the relative risks, rewards and benefits of the Project to both the Owner and the Engineer, the risks have been allocated such that the Owner agrees that, to the fullest extent permitted by law, the Engineer's total liability to the Owner and any third parties for any and all injuries, claims, losses, expenses, damages or claim expenses arising out of this Agreement, from any cause or causes, inclusive of all costs including attorney and expert fees shall not exceed the amount of \$50,000, or the amount of the Engineer's fees (whichever is greater). Such cause or causes include, but are not limited to, the Engineer's negligent acts, errors, omissions, strict liability, breach of contract, breach of expressed or implied warranty, or any other theory of legal liability. This limitation of liability shall apply to the Engineer and its officers, members, directors, partners, agents, employees, and sub-consultants.
- D. Owner and Engineer agree to negotiate each dispute between them in good faith during the 30 days after notice of dispute. If negotiations are unsuccessful in resolving the dispute, then the dispute shall be mediated. If mediation is unsuccessful, then the parties may exercise their rights at law.

8.01 *Total Agreement*

- A. This Agreement (including any expressly incorporated attachments), constitutes the entire agreement between Owner and Engineer and supersedes all prior written or oral understandings. This Agreement may only be amended, supplemented, modified, or canceled by a duly executed written instrument.

9.01 *Definitions*

- A. *Constructor*—Any person or entity (not including the Engineer, its employees, agents, representatives, and consultants), performing or supporting construction activities relating to the Project, including but not limited to contractors, subcontractors, suppliers, Owner's work forces, utility companies, construction managers, testing firms, shippers, and truckers, and the employees, agents, and representatives of any or all of them.
- B. *Constituent of Concern*—Asbestos, petroleum, radioactive material, polychlorinated biphenyls (PCBs), hazardous waste, and any substance, product, waste, or other material of any nature whatsoever that is or becomes listed, regulated, or addressed pursuant to (a) the Comprehensive Environmental Response, Compensation and Liability Act, 42 U.S.C. §§9601 et seq. ("CERCLA"); (b) the Hazardous Materials Transportation Act, 49 U.S.C. §§5101 et seq.; (c) the Resource Conservation and Recovery Act, 42 U.S.C. §§6901 et seq. ("RCRA"); (d) the Toxic Substances Control Act, 15 U.S.C. §§2601 et seq.; (e) the Clean Water Act, 33 U.S.C. §§1251 et seq.; (f) the Clean Air Act, 42 U.S.C. §§7401 et seq.; or (g) any other federal, State, or local statute, law, rule, regulation, ordinance, resolution, code, order, or decree regulating, relating to, or imposing liability or standards of conduct concerning, any hazardous, toxic, or dangerous waste, substance, or material.

Attachments:

Appendix 2, Engineers Standard Hourly Rates

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ATTACHMENTS	Included	Not Included
Appendix I, Scope of Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Appendix II, Engineer's Standard Hourly Rates	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IN WITNESS WHERE OF, the parties hereto have executed this Agreement, the Effective Date of which is indicated on page 1.

Owner: Madison County Transit

Engineer: Thouvenot, Wade & Moerchen, Inc.

By:

By:

Print name:

Title:

Date Signed:

Justin Venvertloh

Print name:

Title:

Date Signed:

Justin Venvertloh, PE

Glen Carbon Branch Manager

2/16/2024

Engineer License or

Firm's Cert. No. (if required): 184-001220 (IL)

State of: Illinois

Address for Owner's receipt of notices:

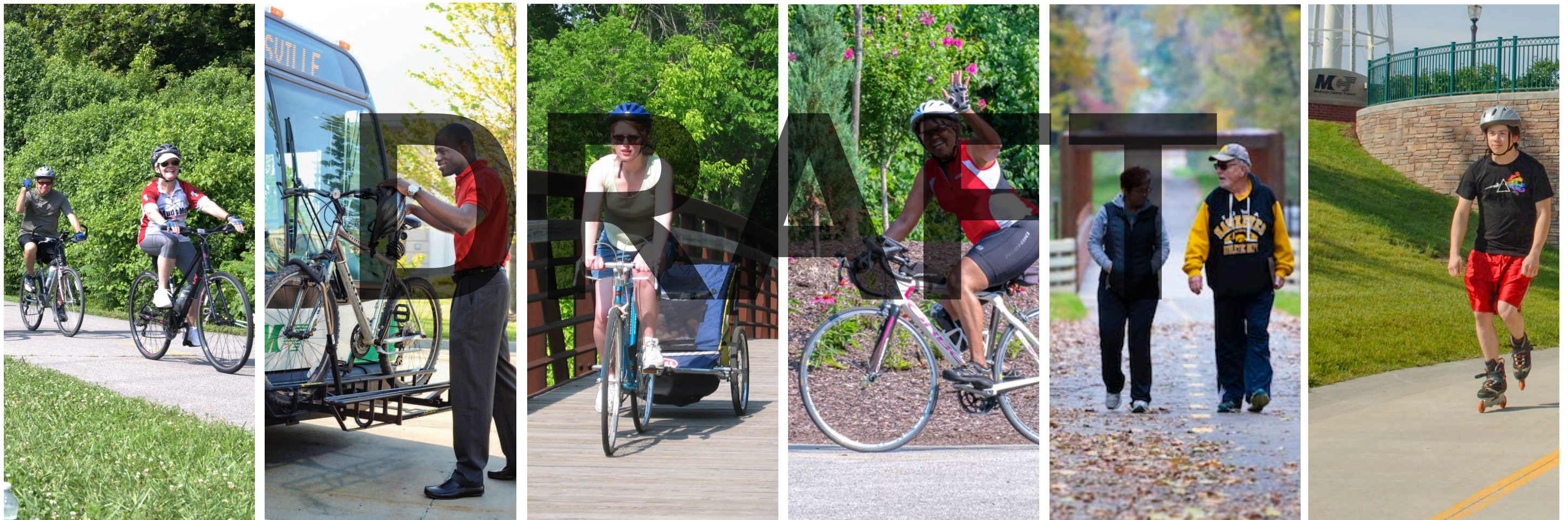
One Transit Way PO Box 7500
Granite City, Illinois 62040-7500
618-797-4600

Address for Engineer's receipt of notices:

204 Evergreen, Unit B
Glen Carbon, IL 62034
618.656.4040

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MCT TRAILS MASTER PLAN

www.mcttrails.org

2024



Acknowledgments

Special thanks to the residents of Madison County, to various community stakeholders and to the team at Agency for Community Transit (ACT) and Madison County Transit (MCT). Without their insight, support, and enthusiasm, this project could not have been completed.



MCT Board of Trustees

Ronald Jedda, *Chairman*
Chris Guy, *Vice Chairman*
Allen Adomite
Andy Economy



ACT Board of Directors

Mark Achenbach, *President*
Ron Jedda, *Vice President*
Lisa Ciampoli
Diane Coppens
Manoucheka McBee
Patrick McRae
Chrissy Wiley

ACT Project Team

SJ Morrison, *Executive Director*
Amanda Viliocco-Smith, *Director of Marketing, IT and Planning*
Philip S. Roggio, *Director of Capital Projects*
David Cobb, *GIS Specialist*
Mark Steyer, P.E., *Engineering*
Miriam Bell, *Grants Coordinator*



HLC Project Team

HeartLands Conservancy (HLC)

All photos, drone stills, and social media images provided by MCT or HeartLands Conservancy unless otherwise noted.



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Executive Summary



Executive Summary

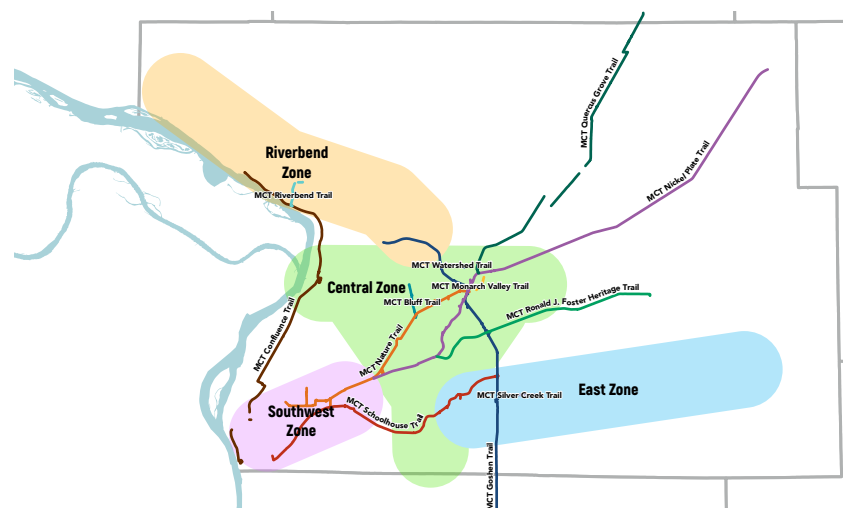
Heartlands Conservancy has prepared this Master Plan for the MCT Trails system in Madison County, Illinois. The Master Plan will serve as the long-term guiding vision for this Class 1 bikeway network serving Madison County residents and visitors. The goals, strategies, and projects recommended in this Master Plan are all focused on helping to achieve the envisioned future for the MCT Trails for all residents and visitors to Madison County.

During the planning process, an online survey of trail users gathered input from over 1,000 trail commuters, pedestrians, dog walkers, runners, and bicyclists with vast knowledge of the MCT Trails. The survey results were supplemented with feedback from hundreds of people who engaged with the Project Team over the course of 4 events. One thing is clear, the trail network is held in high regard by experienced trail users across the St. Louis region, who greatly appreciate the safe, extensive, and well-maintained MCT Trails system.

A key reason for preparing the systemwide Master Plan was to learn firsthand from Madison County's residents and visitors how to better serve their transportation and recreation needs. Much of the plan is focused on pursuing opportunities that overcome the barriers identified through community engagement. Particular attention was paid to the four zones noted below.

Some of the top suggestions raised during the process and addressed in this Master Plan are:

- » **Extend the MCT Trails system to more communities, neighborhoods, and key destinations;**
- » **Construct more trail-to-trail connections;**
- » **Enhance the safety of trail intersections and railroad crossings**
- » **Provide more comfort and safety amenities;**
- » **Allocate sufficient resources to maintain the MCT Trails in good condition as the system grows.**



Vision Statement

A well-crafted vision statement sets the tone for any planning initiative and guides the overall direction of plan development. It is simply a brief description of the ideal future state of the community or infrastructure being planned. In other words, it is the outcome that is hoped for after the plan is implemented – everything to be achieved.

The vision statement to carry this plan forward is the following:

The MCT Trails system is a safe, accessible, and unique network of Class 1 bikeways that connects Madison County residents and visitors of all ages and abilities to employment, education, shopping, recreation, transit, and other destinations.



Riders along the MCT Trails. Photo by MCT

Master Plan Goals

Achieving the desired outcomes of a vision statement requires significant work, time, and resources. Goals are written to break down the efforts and investments into smaller, more achievable components. They are categories of action that help move the organization closer to the envisioned future. The goals of this Master Plan targeted as “6P” subject areas of programs, policies, projects, promotions, people, and partnerships.



Goal 1: Programs

Offer programs that enhance the experience of using the MCT Trails and attract new trail users.



Goal 2: Policies

Establish policies that support the development, maintenance, and operation of a safe, accessible, and unique trail system.



Goal 3: Projects

Prioritize capital investments that are cost-effective, expand access to disadvantaged areas and populations, improve safety, and enhance the experience of using the MCT Trails.



Goal 4: Promotions

Engage in communications that foster a positive image of the MCT Trails and effectively promote MCT events, opportunities, projects, and organizational accomplishments.



Goal 5: People

Ensure that all residents and visitors are informed of and have access to the MCT Trails and their benefits.



Goal 6: Partnerships

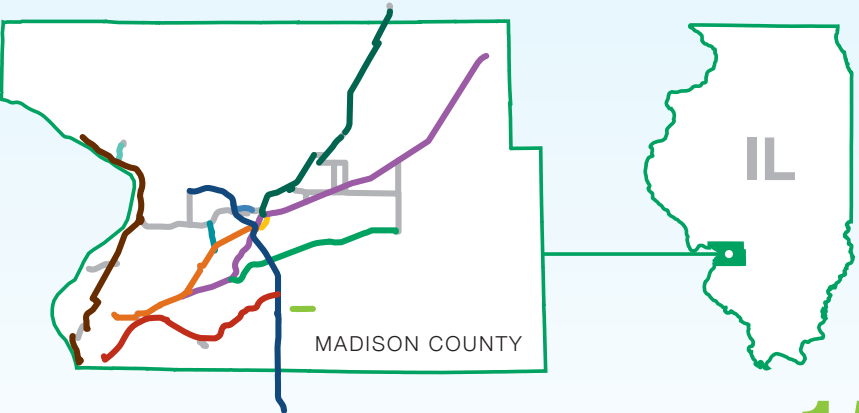
Cultivate mutually beneficial organizational relationships that can be leveraged to support the vision of the MCT Trails.

MCT TRAILS SYSTEM CURRENT EXISTING

MCT TRAILS SYSTEM PROPOSED

138 miles

of Class-One Bikeways that pass through or across



21 Communities

12 Trails

50 Bridges

23 Tunnels

1,585 Acres of Greenspace

MCT Trails Master Plan by the Numbers

6 Goals

17 Capital Projects

17 Long Term & Stakeholder Recommended Projects

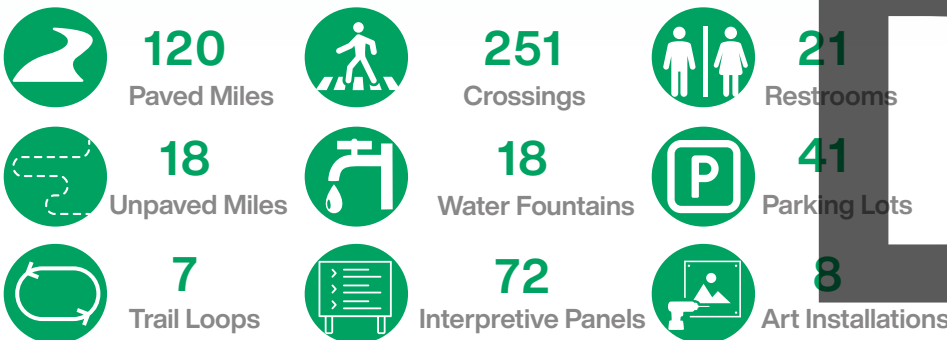
99 Strategies

+2 Grade Separations

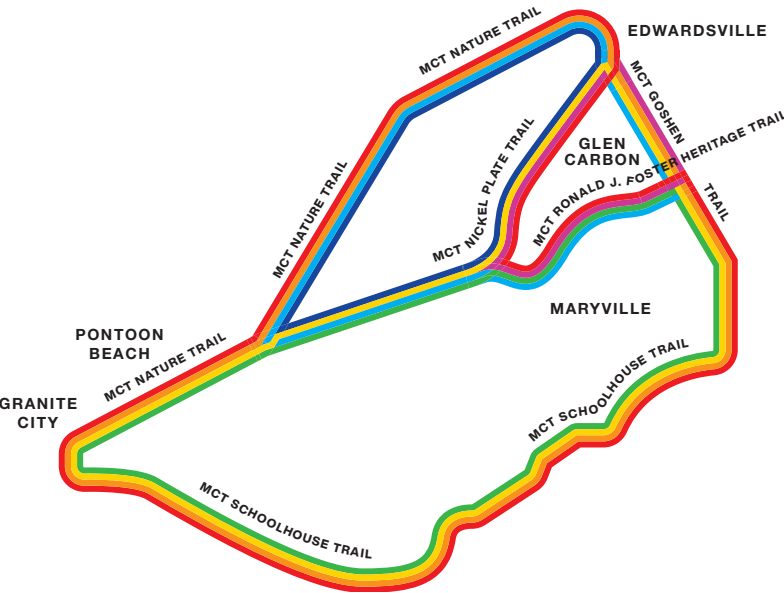
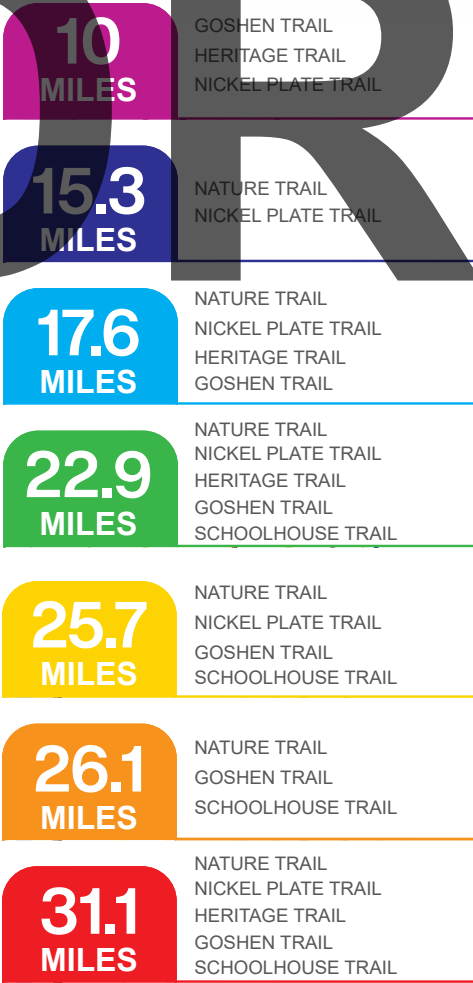
+29 Capital Project Trail Miles

+913 Capital Project Acres of Greenspace

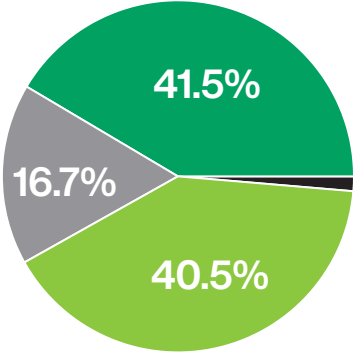
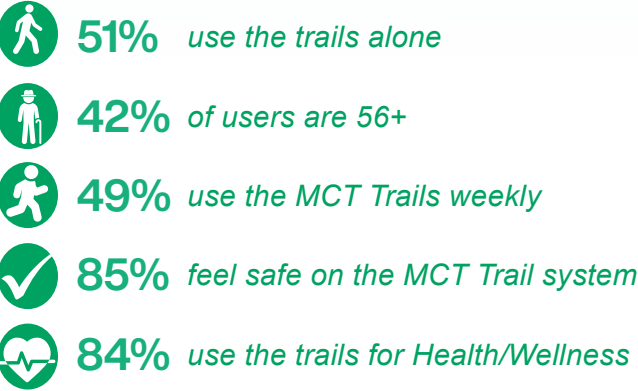
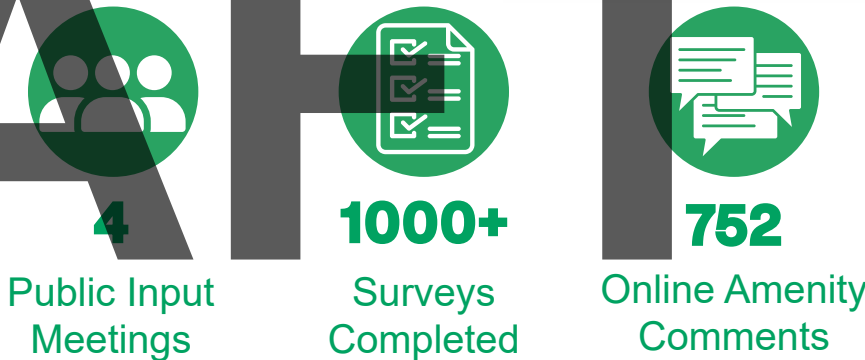
TRAILS AT A GLANCE



MCT Trail Loops

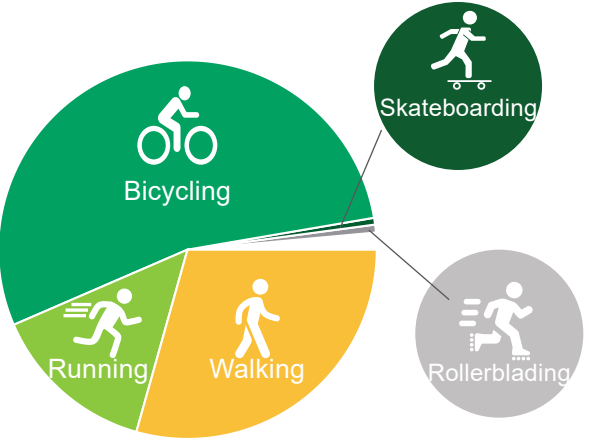


2023 Community Engagement



MCT Trail User Travel Distance

- Under 1 Mile
- 1-5 Miles
- 5-10 Miles
- 10+ Miles



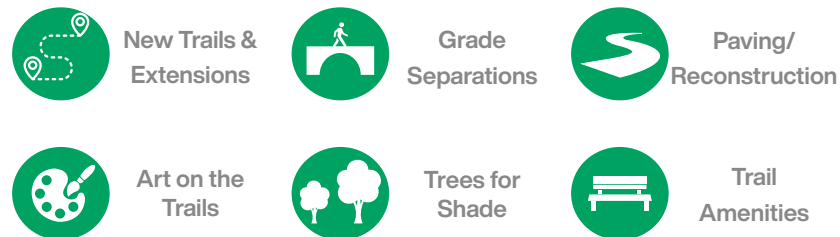
Source: MCT Trails Survey, 2023

System Needs

The system assessment compared community and trail user input against the existing MCT Trails inventory. System needs identified by the evaluation include:

- » Specific gaps in system coverage.
- » Needed trail extensions to unserved communities.
- » Areas in need of high-impact investments to overcome barriers to mobility and safe travel.
- » Unpaved trail segments in need of improvement.
- » High-priority at-grade intersections recommended for grade separation.

MCT TRAILS SYSTEM RECOMMENDATIONS



Community members providing insight on needs for MCT Trails Master Plan

MCT Trails System Capital Plan

A Capital Plan consisting of 17 trail projects has been identified through the planning process. The list of projects represents a 10-year program for trail project construction. The Capital Plan Map on the next page is labeled to correspond with the project list on the right. The list does not reflect order of priority. In addition to these projects, continued implementation and expansion of the Art on the Trails initiative is recommended.

On the map, Capital Plan projects with known alignments are depicted with a solid bright green line. Any project for which the alignment has not been finalized is shown as a project corridor with a dashed line indicating the general area where the trail will be aligned.

MCT Trails Capital Plan Projects

1. Alton Greenway Corridor
2. Godfrey Trail
3. Goshen Trail to Bethalto Phase 1
4. Goshen Trail to Bethalto Phase 2
5. Goshen Trail to Bethalto Phase 3
6. South Roxana Spur
7. Heritage Trail to Goshen Rd Connector
8. IT Trail Phase 2
9. East-West Confluence Trail Connection
10. Schoolhouse Trail Grade Separation @ Pleasant Ridge Rd
11. Schoolhouse Trail Grade Separation @ IL-111 and Horseshoe Lake Rd
12. Confluence Trail to Wilson Park Connection
13. Madison Schoolhouse Trail Extension
14. Venice Bike/Ped Connector
15. Formosa Trail (east and west segments)
16. Silver Creek Trail Phase 4
17. Silver Creek Trail Phase 5

Long-Term and Stakeholder Project Recommendations

Another 17 projects were identified through the needs assessment and engagement with stakeholders and trail users. These projects are recommended for further assessment and implementation as the Capital Plan projects are completed and future capital budgets are developed. These projects are listed and illustrated in Section 6 on pages 58-59 of the Master Plan.

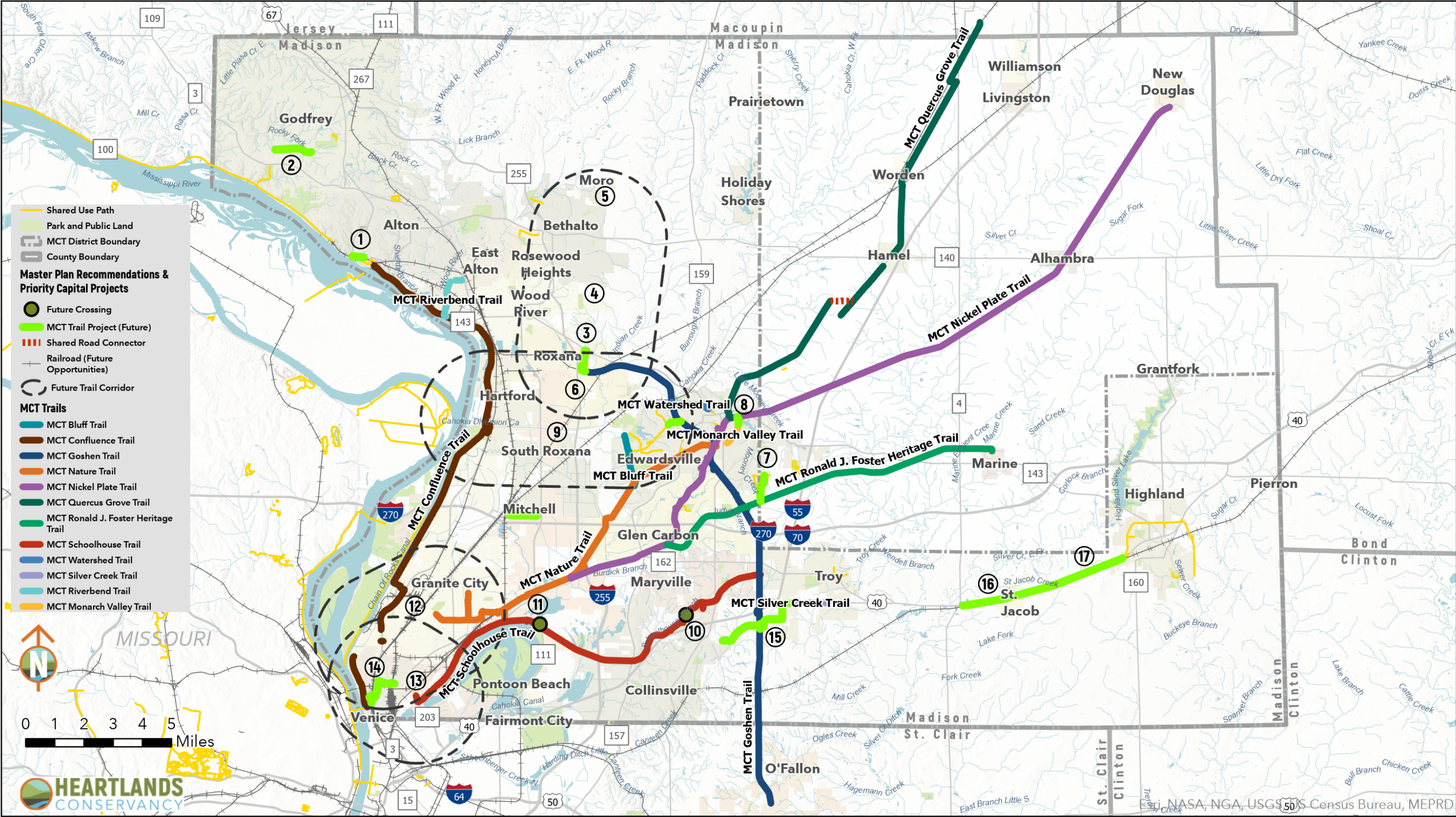


Art Sculpture Marina located south of Alton on the Confluence Trail



Implementation of projects providing safe connections for communities

MCT Trails System Capital Plan Map



Master Plan Implementation

The Master Plan is built around a framework with the vision and goals guiding overall direction. Objectives and strategies complete the framework and set the plan in motion toward implementation. Objectives organize the work efforts into actionable categories. Strategies are the actions and efforts that move the plan forward.

The implementation strategies of the Master Plan are organized by goals and objectives, then prioritized to establish a manageable and realistic plan of action. A total of 99 implementation strategies are prioritized as follows:

Continuous Priorities: 18 strategies that should be initiated as soon as practical, if not underway already, and sustained after initiation.

Immediate Priorities: 17 strategies that should be initiated within **1 year**.

Short Term Priorities: 41 strategies that should be initiated in **1-5 years**.

Mid Term Priorities: 19 strategies that should be initiated in **5-10 years**.

Long Term Priorities: 4 strategies that should be initiated after **10 years**.

Implementation & Funding

Before any project can be constructed, costs must be determined, sources of sufficient funding must be identified and secured, and the project must be programmed in the Capital Plan. Significant resources are invested into the development, maintenance, and operation of a trail network such as the MCT Trails system.

The amount of available funding and the number of funding sources fluctuates continually. This is especially true for governmental and not-for-profit grant programs. Securing project funds through grant programs takes substantial effort. It requires continuous tracking, determining project eligibility, gathering information, completing applications, and writing proposals. In addition, grant programs are extremely competitive and the hard work is often a losing effort. Nevertheless, grants are very much worth pursuing. Organizations that are willing to put forth the effort can be tremendously successful at winning grants to fund projects.

Grants alone cannot fully fund a trail system. Most programs require matching funds from other sources. Public agencies must utilize every funding tool at their disposal – sales taxes, property taxes, user fees, or other mechanism – to leverage sufficient funding for a successful capital program. This is especially true when actively implementing a Master Plan.

The following recommendations are provided to assist in securing adequate funds to complete the recommended MCT Trails projects.

Funding Recommendations

- Investigate grants continually.
- Investigate public/private partnerships.
- Explore low-interest loans or bonds
- Develop a fiscal plan to create an endowment.
- Conduct community fundraising campaigns.
- Seek private donors.
- Develop partnerships to offset costs.
- Develop shovel-ready projects.
- Pursue projects within Special Service Areas and TIF districts.
- Enact equitable increases.
- Review projects for funding opportunities on a regular basis.
- Keep detailed and accurate records of all grants awarded.
- Leverage in-kind work as a grant match.
- Subscribe to grant notification services.



Installation of trail amenities often includes trees for shade



Art on the Trails - Newt Installation



Community Interpretive Panels unveiling by MCT

Introduction



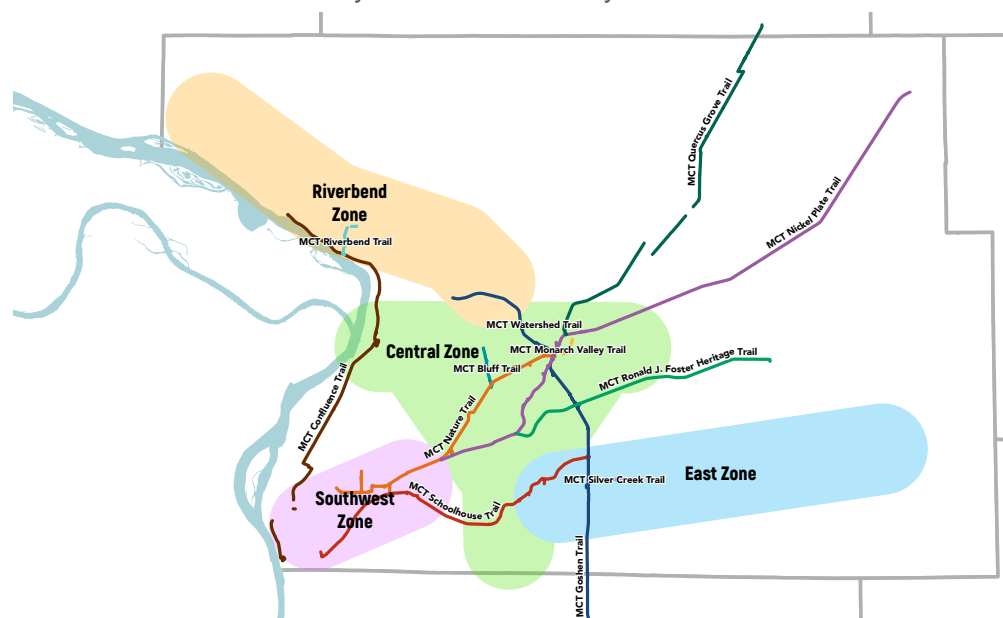
Project Purpose

HeartLands Conservancy was hired as the project consultant to prepare this Master Plan for a county-wide bicycle and pedestrian trail system in Madison County, Illinois known as MCT Trails. This trail system is operated by the Agency for Community Transit (ACT), the private non-profit organization is responsible for operating the Madison County Transit (MCT) public and para-transit bus services, carpool/vanpool program, and the MCT Trails system.

The core function of MCT, as with any transit agency, is to connect people to the places they need to go. Every person traveling by public transit begins and ends each trip with walking, which for the purposes of this plan includes the use of wheelchairs and other mobility aids. Bicycles and electric-powered micro-mobility devices, such as e-bikes and e-scooters, can serve the same role as walking and, generally speaking, may utilize the same facilities. However, walking and biking may also be primary modes of transportation, rather than being secondary to transit. So, through facilitating walking, biking, riding transit, or any combination of the three, the MCT Trails system is a logical extension of MCT's transportation mission.

The development of this Master Plan serves the following main purposes:

- Emphasize the transportation function of the MCT Trails system
- Reinforce the role of the MCT Trails system as the “backbone” that connects a network of fine-grained municipal facilities throughout Madison County
- Review and assess the existing inventory of the MCT Trails and amenities
- Recommend future facility needs of the MCT Trails system;
- Assess the safety of the MCT Trails system



Organizational Profile

The Madison County Transit District (MCT) is a public transportation agency that serves 16 townships in Madison County, Illinois. Through the MCT Fixed-Route bus system and the expanding MCT Trails network, Madison County Transit connects people and communities of Madison County.

In partnership with the Agency for Community Transit (ACT), MCT is dedicated to providing public mass transportation within Madison County, Illinois. In addition to managing RideFinders, the St. Louis area ridesharing program, MCT offers the region Runabout Paratransit services that satisfy ADA criteria for the elderly and disabled and the integration of the MCT bikeways with the MCT public bus routes. As part of a network of interconnected regional transportation organizations, MCT serves as a crucial link in the delivery chain.

MCT Trails system is an interconnected network of bikeways that provide a free, kid-friendly network of transportation and recreation for Madison County residents and visitors. The Class 1 bikeways, also known as “bike paths” or “shared-use paths” encompass a range of natural landscapes (prairies, forests, lakes, the bluffline, and the Mississippi River) and span more than 138 miles. Located primarily on former rail corridors, MCT Trails are completely separated from the road and separated from vehicular traffic, offering a safe and stress-free ride for recreation, fitness, commuting, or running errands. MCT Trails system include 12 trails, 50 bridges, 23 tunnels, 1,585 acres of green space, and a few at-grade crossings. The bridges and tunnels are utilized to create a safe and seamless experience for trail users of all ages, skills levels, and abilities. The system also forms a series of 7 trail loops of varying lengths.

At a community and neighborhood level, the MCT Trails system provides an exceptional groundwork for alternative modes of mobility. MCT is one of the only transit systems in the country with a fully integrated bus and bikeway system, creating a seamless connection between trails and transit: The 12 distinct bikeways in the MCT Trails system connect 21 communities and travel near the Edwardsville and Alton downtown areas, museums, local and state parks, schools, historic sites, commercial centers, and various shopping and food destinations.

12 Trails


21 Communities

23 Tunnels

50 Bridges

138 Miles

1,585 Acres of Greenspace



MCT investments have improved the facilities for cyclists and pedestrians in Madison County for both locals and tourists. Since 2004, MCT has fitted all of its buses with bike racks to allow easy access between the MCT Trails and bus systems. MCT has provided 19 ruggedized police patrol bicycles to 8 different Madison County communities. Partnering police departments patrol the MCT Trails by bicycle.

MCT also started a project called “Art on the Trails” to improve the MCT Trails’ aesthetic, creativity, and playfulness. Eight trail critter sculptures captivate hikers of all ages and enhance the natural setting with a touch of artistic flair.

The Transit District boundaries only encompass the Madison County townships that have elected to join the Transit District, as shown in the Madison County Reference Map on page 12. This is the area served with public and paratransit bus services. However, the MCT Trails system extends into areas of Madison County outside of the Transit District boundaries.

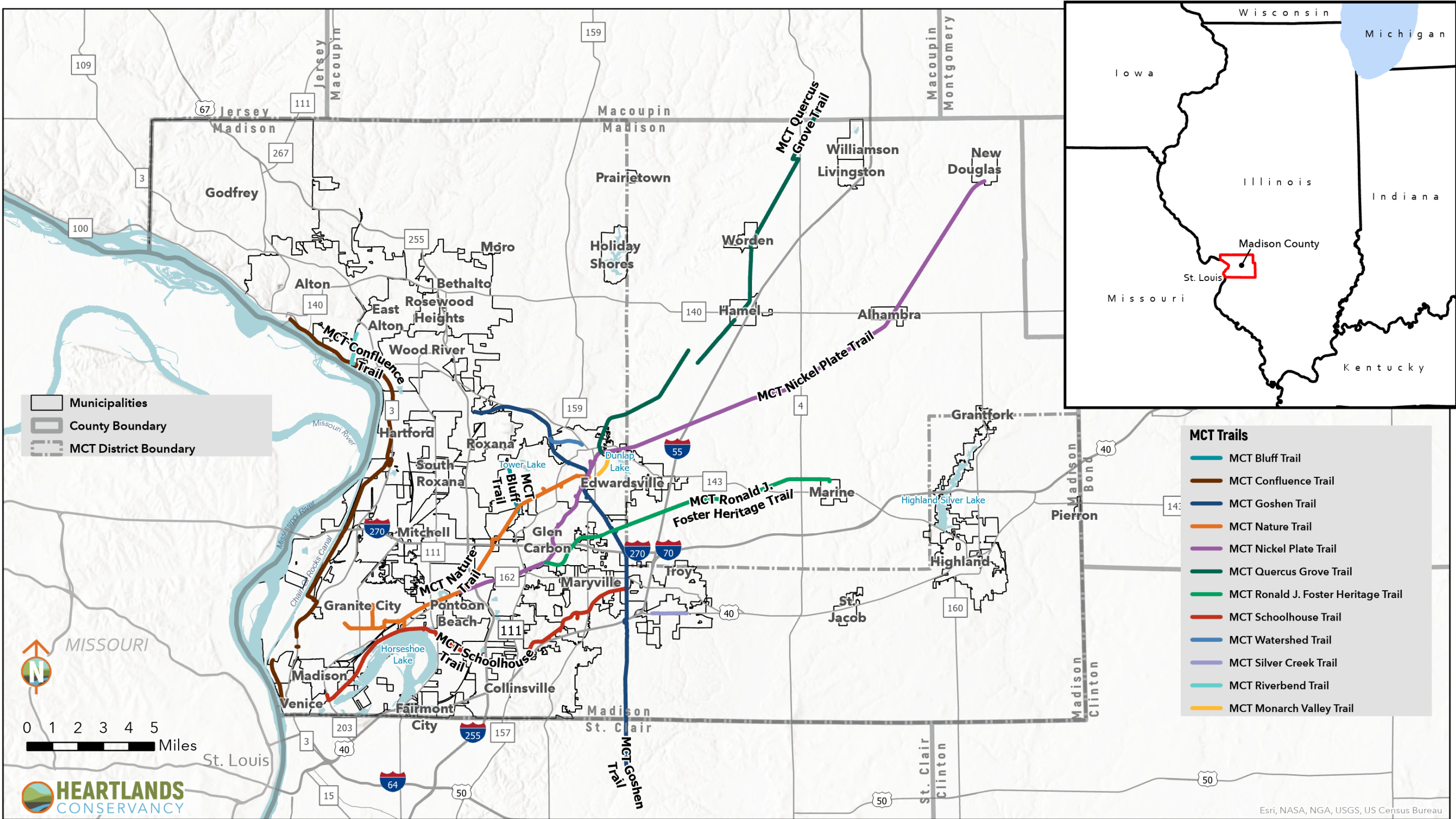
Discover landscapes, cultural institutions, historical neighborhoods, and unique communities that make Madison County an exceptional place to live and work.

-The MCT Board of Trustees



Madison County Transit Gateway Sign

Map 1: Madison County Reference Map



Community Profile

To understand the primary population served by the MCT Trails system, US Census data was examined for Madison County as a whole, and the Census tracts located in the county. Census Tracts were used to assess location-based demographic information because it is the level of geography used for the Justice40 Initiative. This initiative was enacted by the current Biden-Harris US Presidential Administration to pursue a goal of ensuring that at least 40% of overall benefits from federal investments flow to disadvantaged communities. The data analysis breaks information down by disadvantaged census tracts, non-disadvantaged census tracts, and county-wide, per the USDOT Equitable Transportation Community Explorer. Further information about the Justice40 Initiative methodology and data is found in Appendix D.

Madison County contains a total of 63 Census tracts, of which the following 22 are identified as disadvantaged (as defined by the US Census Bureau):

- | | | | |
|-----------|-----------|-----------|-----------|
| • 4001.01 | • 4001.02 | • 4002 | • 4006 |
| • 4007 | • 4008.02 | • 4010 | • 4011.01 |
| • 4011.02 | • 4012 | • 4013 | • 4014 |
| • 4015 | • 4017.01 | • 4019.05 | • 4014 |
| • 4015 | • 4017.01 | • 4019.05 | • 4021 |
| • 4022 | • 4023 | • 4024 | • 4025 |
| • 4026 | • 4040 | | |

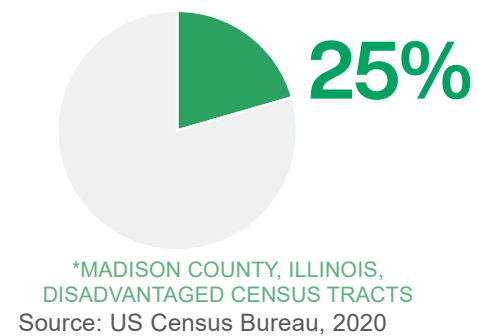


Table 1A summarizes selected demographic characteristics of Madison County that are particularly relevant to the operation, maintenance, and expansion of the MCT Trails system. Map 2 shows the disadvantaged Census tracts that make up what is referred to in this Plan as the High Impact Investment Area. Maps 3 and 4 are additional demographic maps for Madison County. This information is referenced periodically throughout the Plan, as relevant to the discussion.

The High Impact Investment Area skirts the eastern bank of the Mississippi River, which is also the western extents of Madison County. There are several reasons for naming this location the High Impact Investment Area. The area's substantial industrial and shipping/warehousing land uses follow the historic land development pattern that leveraged the Mississippi River as a primary shipping route for goods and resources, such as timber and coal. Heavy industries located in this belt have historically included coal-fired electric plants, oil refineries, and steel mills, which rely heavily on the barge ports, rail yards, and trucking terminals located there.

The demographic characteristics of the population within these disadvantaged Census tracts, as seen in Table 1A, resemble those of industrial communities throughout the U.S. Residents of these areas traditionally deal with low income, high poverty rates, low property values, heavy traffic, along with excessive air, water, noise, and light pollution – the negative impacts of industry.

Residents of this area have faced significant secondary impacts as well. This includes infrastructure disinvestment and reliance on public programs and services, including the transportation services offered by Madison County Transit. Investment within this area is essential to mitigating these negative impacts and, in turn, improving the residents' health, wellbeing, and quality of life.

Investments in the MCT Trails system made within the High Impact Investment Area are assumed to support the goals of the Justice40 Initiatives, at least to the extent with which they address the Component of Burden for the applicable Census tract, per Table 1B. In the event a subsequent Presidential Administration discontinues the Justice40 Initiative, MCT leadership may continue to invest in the High Impact Investment Area in pursuit of local goals that address community challenges such as those identified by the Justice40 Initiative.

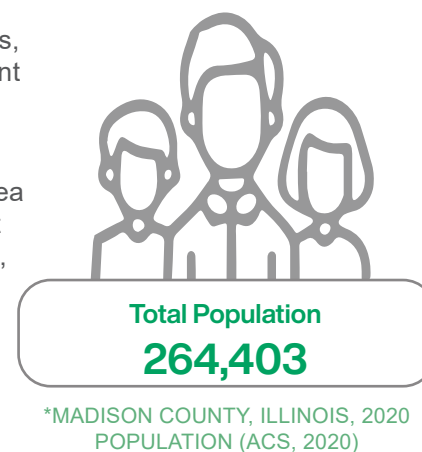
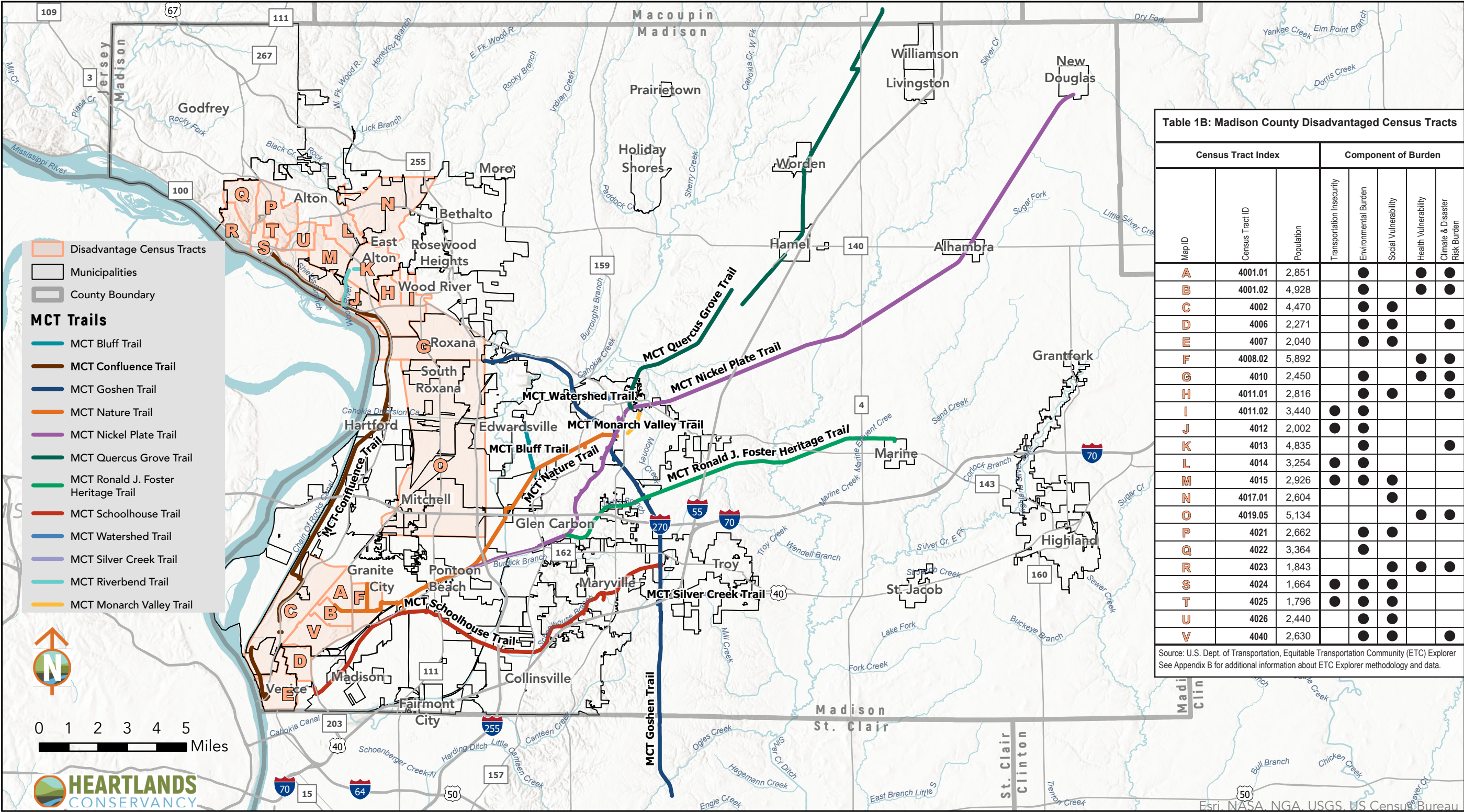


Table 1A: Selected Demographic Characteristics - Madison County, Illinois

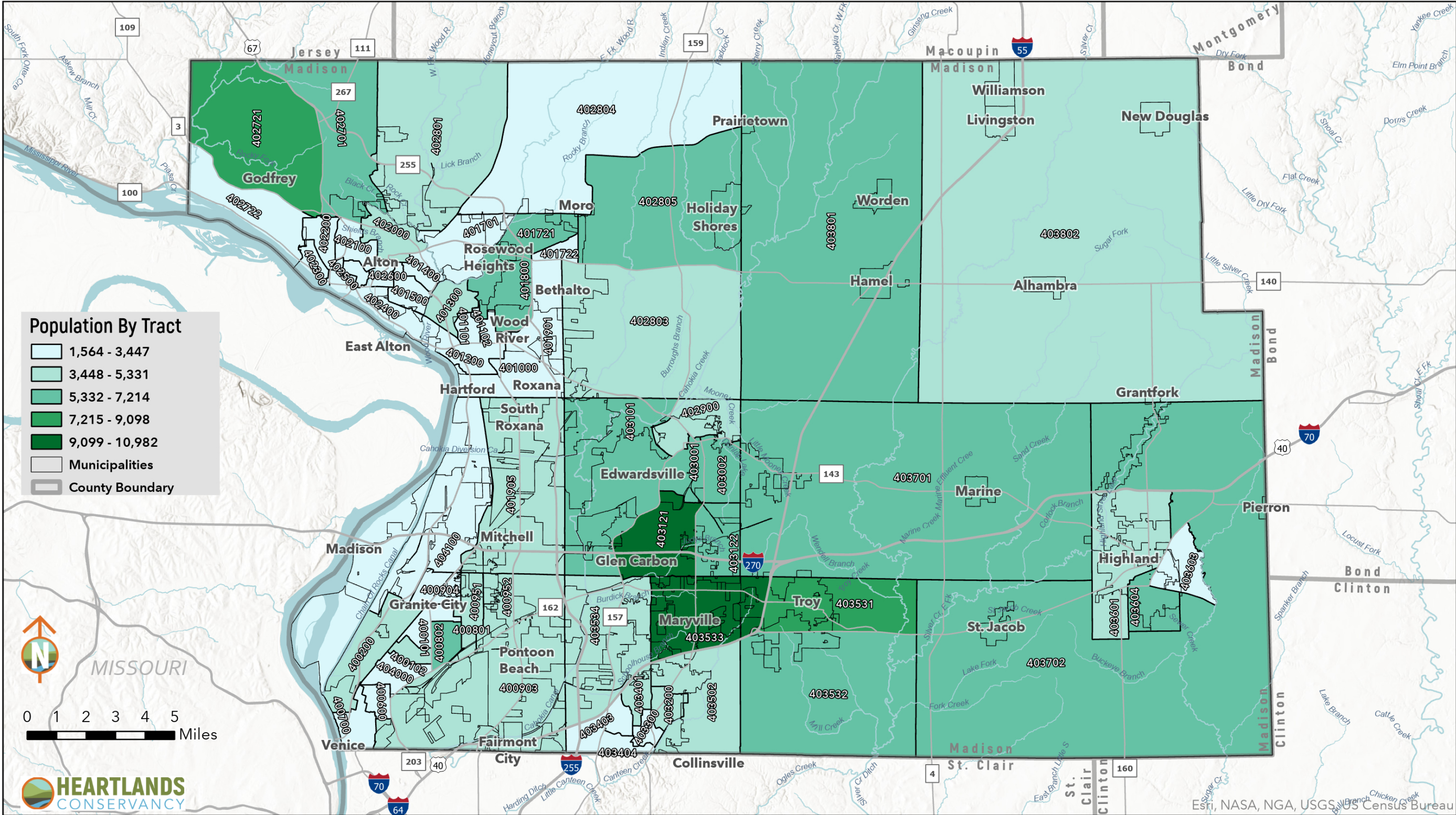
	Disadvantaged Census Tracts		Non-Disadvantage Census Tracts		Madison County All	
POPULATION	#	%	#	%	#	%
Total Population	68,312	(X)	196,091	(X)	264,403	(X)
Male	33,179	48.6%	95,643	48.8%	128,822	48.7%
Female	35,133	51.4%	100,448	51.2%	135,581	51.3%
Under 5 years	3,974	5.8%	11,142	5.7%	15,116	5.7%
Under 18 years	15,634	22.9%	42,103	21.5%	57,737	21.8%
18 years and over	52,678	77.1%	153,988	78.5%	206,666	78.2%
65 years and over	10,716	15.7%	34,912	17.8%	45,628	17.3%
Median age (years)*	39.0	(X)	41.8	(X)	40.3	(X)
RACE	#	%	#	%	#	%
One race	65,759	96.3%	191,278	97.5%	257,037	97.2%
White	52,850	77.4%	176,323	89.9%	229,173	86.7%
Black/African American	12,061	17.7%	10,926	5.6%	22,987	8.7%
American Indian/Alaska Native	107	0.2%	217	0.1%	324	0.1%
Asian	233	0.3%	2,448	1.2%	2,681	1.0%
Native Hawaiian/Other Pacific Islander	3	0.004%	24	0.01%	27	0.01%
Some other race	505	0.7%	1,340	0.7%	1,845	0.7%
Two or more races	2,553	3.7%	4,813	2.5%	7,366	2.8%
Hispanic or Latino (of any race)	2,797	4.1%	6,088	3.1%	8,885	3.4%
HOUSING	#	%	#	%	#	%
Total housing units	33,960	(X)	85,700	(X)	119,660	(X)
Occupied housing units	29,008	85.4%	79,421	92.7%	108,429	90.6%
Unoccupied housing units	4,952	14.6%	6,279	7.3%	11,231	9.4%
HOUSEHOLDS	#	%	#	%	#	%
Total households	29,008	(X)	79,421	(X)	108,429	(X)
Avg. household size	2.32	(X)	2.41	(X)	2.39	(X)
FINANCES	#	%	#	%	#	%
Med. Household Income (\$)*	\$45,188	(X)	\$71,850	(X)	\$64,045	(X)
Med. Monthly Housing Costs (\$)*	\$764	(X)	\$1,014	(X)	\$905	(X)
Population Below Poverty Level	15,630	24.3%	16,522	8.9%	32,152	12.4%
Unemployment Rate (age 16+)	(X)	8.0%	(X)	4.5%	(X)	4.9%
EDUCATIONAL ATTAINMENT	#	%	#	%	#	%
Population age 25+	47,702	(X)	137,555	(X)	185,257	(X)
Less than HS diploma/equivalency	6,113	12.8%	7,391	5.4%	13,504	7.3%
HS diploma/equivalency	16,916	35.5%	36,555	26.6%	53,471	28.9%
Some college/Associate's degree	18,068	37.9%	48,794	35.5%	66,862	36.1%
Bachelor's degree/higher	6,605	13.8%	44,815	32.6%	51,420	27.8%
MEANS OF TRANSPORTATION TO WORK	#	%	#	%	#	%
Workers age 16+	30,008	(X)	96,386	(X)	126,394	(X)
Car, truck, or van	27,729	92.4%	88,099	91.4%	106,762	91.1%
Public transportation (excl. taxicab)	543	1.8%	1,186	1.2%	1,717	1.3%
Walked	297	1.0%	1,242	1.3%	1,506	1.2%
Bicycle	11	0.0%	101	0.1%	107	1.2%
Taxicab/motorcycle/other	281	0.9%	461	0.5%	772	0.6%
Worked from home	1,150	3.8%	5,308	5.5%	6,405	5.7%
No vehicle available	888	3.0%	1,225	1.3%	5,056	1.6%

* Calculated as the average median amount for applicable Census Tracts, except countywide total.
Source: US Census Bureau, 2020 5-year American Community Survey

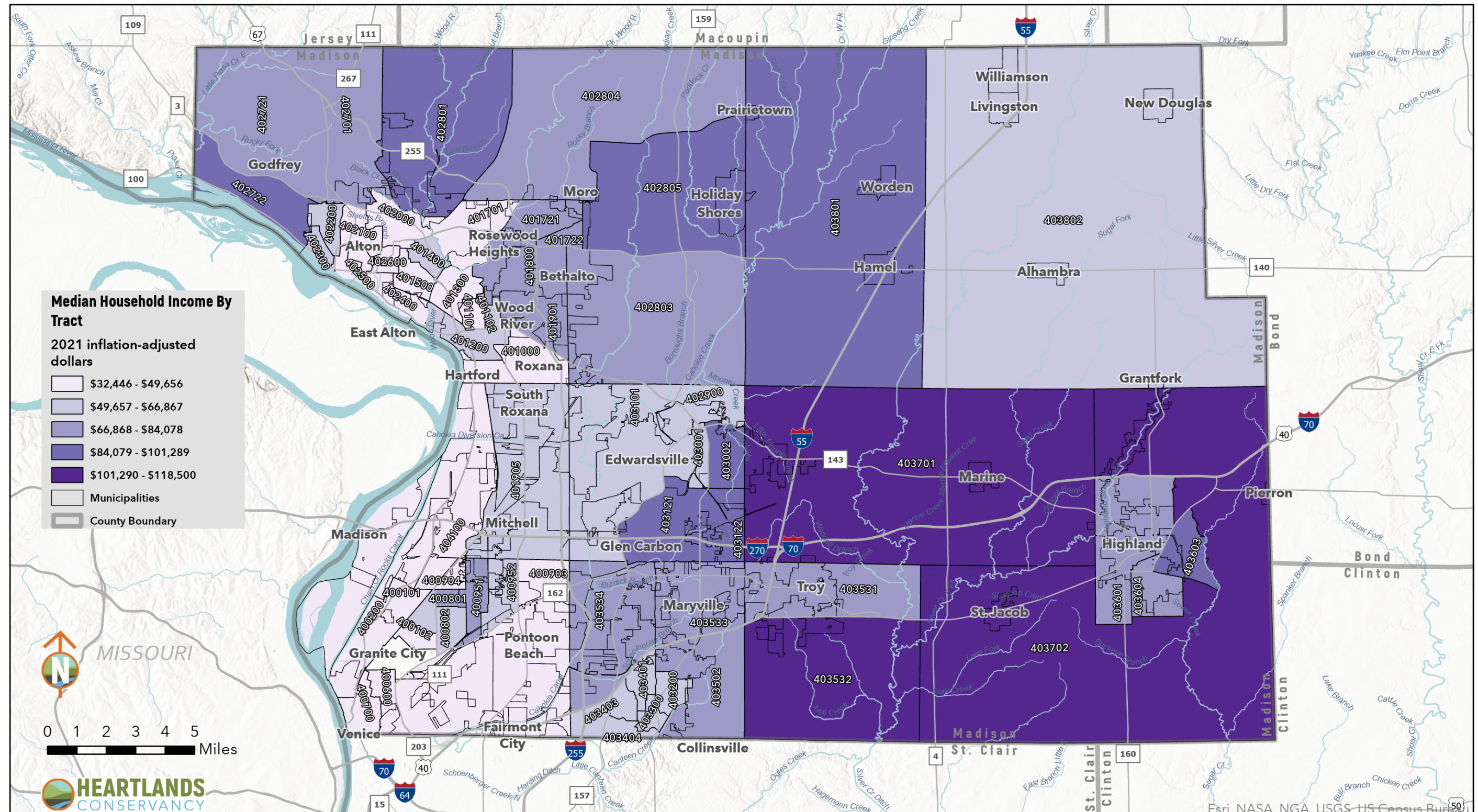
Map 2: High Impact Investment Area Map (Includes Table 1B: Madison County Disadvantaged Census Tracts)



Map 3: Population By Census Tract



Map 4: Median Household Income By Census Tract



Planning Framework



Planning Framework

This Section outlines the framework around which the Plan was drafted. The framework is comprised of a vision statement, goals, objectives, and strategies.

Vision Statement

A vision statement is a brief, concise summary of the desired future or outcome to be achieved when the Master Plan is fully implemented. It states the guiding principles for preparing the Master Plan content and for operating, maintaining, and growing the MCT Trails system over time. The MCT Trails vision statement is:

The MCT Trails system is a safe, accessible, and, unique network of Class-1 bikeways that connects Madison County residents and visitors of all ages and abilities to employment, education, shopping, recreation, transit, and other destinations.

Goals, Objectives, & Strategies

Goals communicate general organizational or planning expectations as related to specific topics. While topic-specific, goals are reasonably broad statements that, if achieved, move the organization closer to the stated vision. The goals for this Master Plan were developed around a “6P” concept, consisting of the following six categories beginning with the letter P:

Objectives define the elements of each goal to provide direction toward achieving the goals. They clarify the intent and purpose of each goal, breaking them down into more actionable divisions that allow the organization to focus on and address critical issues.

Strategies are action items that implement the vision, goals, objectives, and, ultimately, the Master Plan itself. They are specific enough to direct action, yet broad enough to allow flexibility in how they are accomplished. This allows implementation to move forward in consideration of organizational needs, budgetary/fiscal constraints, and changing circumstances.

This framework of goals, objectives, and strategies is outlined beginning on the next page. For logical organization and identification, goals are assigned a single-digit ID (i.e. 1. Programs Goal), objectives are assigned a two-digit ID with the first digit being the ID for the goal to which it is linked (i.e. Programs Objective 1.1.), and strategies are assigned a three-digit ID with the second digit being the ID for the objective to which it is linked (i.e. Programs Strategy 1.1.1.).

Please note that some strategies have overlapping impacts and are included under multiple objectives. In addition, the strategies are also found in Section 6, which address the trail system, facilities, safety, and implementation. Where found in later Sections, the strategies may be accompanied by additional discussion and recommendations to help guide implementation.



Programs



Policies



Projects



People



Promotions



Partnerships

Programs



GOAL:

Offer programs that enhance the experience of using the MCT Trails and attract new trail users.

Objective 1.1

Offer group activities that attract new trail users, further engage existing trail users, and promote social interactions between participants.

Strategies

- 1.1.1.** Sponsor and coordinate group bike rides, fun runs, and similar events for trail users of varying interests, fitness levels, and skill levels.
- 1.1.2.** Conduct walking tours that familiarize participants with the MCT Trails system, while introducing them to sites of cultural and historic interest in close proximity to the trails.
- 1.1.3.** With all group events, provide opportunities for socialization among participants with similar interests and abilities.

Objective 1.2

Establish an adopt-a-trail program to encourage trail stewardship and beautification, as a complement to the existing Tree & Bench Donation program.

Strategies

- 1.2.1.** Research existing adopt-a-trail programs and develop a programmatic framework for the MCT Trails that incorporates the agency's preferred policies and rules of participation.
- 1.2.2.** Identify trail segments or locations suitable for adoption by participants of the future MCT adopt-a-trail program.
- 1.2.3.** Allocate sufficient funding to establish and operate a successful adopt-a-trail program.
- 1.2.4.** Develop marketing materials to recruit participants in the implemented adopt-a-trail program.

Objective 1.3

Explore the feasibility of implementing a bike share program to expand trail access.

Strategies

- 1.3.1.** Utilize MCT surveys and other public engagement efforts to gauge the level of interest and support for establishing a bike share program for the MCT Trails system.
- 1.3.2.** If justified by local interest in a bike share program, engage a qualified consultant to conduct a feasibility study and provide programmatic recommendations.
- 1.3.3.** If determined feasible, implement a bike share program that expands access to the MCT Trails system for Madison County residents and visitors.

Objective 1.4

Enhance safety through education and training for trail users.

Strategies

- 1.4.1.** Offer pedestrian and/or bicyclist safety training.
- 1.4.2.** Develop educational materials and/or training on MCT Trails rules, the location and use of safety call boxes, trail etiquette, and proper street/intersection crossing practices.
- 1.4.3.** Offer bike helmet fittings that also train participants on the proper fitting, wearing, and use of bicycle helmets.
- 1.4.4.** Offer training on bicycle maintenance to help riders keep their bicycles in safe operating condition and minimize mechanical issues that could cause injury.
- 1.4.5.** Identify organizational partnership opportunities for delivering education and training on topics that enhance the safety of those using the MCT Trails.

Objective 1.5

Establish a program to recognize partner agencies and communities that expand connections to the MCT Trails.

Strategies

- 1.5.1.** Identify all local governments, park districts, and other agencies that own and operate trail systems within and adjacent to Madison County; track the trail projects of those agencies that interface or are planned to interface with the MCT Trails system.
- 1.5.2.** Develop an award/recognition program for agencies that partner with MCT to improve trail access and enhance mobility within Madison County and adjacent jurisdictions.



MCT Trail users exploring the trails on a hot summer day



Dedicated volunteers removing trash from MCT Trails

Policies



GOAL:

Establish policies that support the development, maintenance, and operation of a safe, enjoyable, and accessible trail system.

Policies Objective 2.1

Elevate safety as an organizational priority.

Strategies

- 2.1.1.** Implement the safety-related goals, objectives, and strategies of this Master Plan.
- 2.1.2.** Conduct safety reviews on all proposed capital projects. Modify project scopes, designs, and amenities to maximize safety, as deemed feasible and cost-effective.
- 2.1.3.** Continuously review safety data, constituent surveys, and public input against MCT programs to identify potential safety education needs that can be addressed with new programmatic solutions or changes to existing programs.
- 2.1.4.** Continuously train MCT employees on the current safety rules and best practices applicable to their functional roles.
- 2.1.5.** Incentivize good safety practices by recognizing performance at the organizational and departmental/divisional levels.

Policies Objective 2.2

Focus system expansion and functionality on meeting transportation needs of trail users, with recreational use as a secondary benefit.

Strategies

- 2.2.1.** Prioritize capital investments that provide demonstrable transportation benefits.
- 2.2.2.** Place emphasis on new trail and trail extension projects that fill gaps in system coverage, reach disadvantaged populations, and connect neighborhoods to MCT bus routes, employment nodes, healthcare providers, and shopping districts.
- 2.2.3.** Working in partnership with other agencies, pursue projects that connect trails across major physical barriers, such as the Mississippi River and interstate highways.
- 2.2.4.** Consider expanding trail access beyond the current dawn to dusk operational hours to facilitate more commuting by bicycle, walking, and transit.
- 2.2.5.** Continue to allow the use of electronic micro-mobility devices like e-bikes/scooters, subject to reasonable rules and policies per Objective 2.6.

- 2.2.6.** Provide secure bicycle parking to facilitate additional use of the MCT Trails for commuting, shopping, and combined bus/bike trips.

Policies Objective 2.3

Increase transparency and opportunities for public input in making trail system investments.

Strategies

- 2.3.1.** Prioritize Safe Routes to School and multi-modal transit/trail commuter connectivity.
- 2.3.2.** Develop and conduct periodic trail user surveys to capture route preferences, desired trail amenities, and geographic information on trip origination, first-mile, and last-mile usage.
- 2.3.3.** Integrate multiple public workshops or engagement opportunities into the capital planning process.
- 2.3.4.** Consider a web-based engagement tool, such as Engagement HQ or CitizenLab, to expand the effectiveness of community engagement and public information efforts related to capital improvements and facility planning.

Policies Objective 2.4

Ensure that capital investments are distributed equitably across the MCT service area.

Strategies

- 2.4.1.** Establish an organizational definition of equity/equitable, as related to capital investments, and develop goals and benchmarks for the equitable distribution of investments.
- 2.4.2.** Gather, maintain, and monitor the data needed to implement equitable transportation goals and assess organizational performance against benchmarks.
- 2.4.3.** Integrate the equity definition, goals, and benchmarks referenced in Strategy **2.4.1.** into the master planning and capital improvement planning processes.

Policies Objective 2.5

Position MCT Trails as the “backbone” system that individual communities will connect to in furtherance of developing a comprehensive fine-grained transportation network.

Strategies

- 2.5.1.** Recommend new trail facilities in this Master Plan and future updates to this Master Plan that support the development of a backbone trail system.
- 2.5.2.** Coordinate with local governments and park districts in connecting to the backbone MCT Trails system, in order to provide fine-grained bicycle and pedestrian travel options within individual communities.

- 2.5.3.** In marketing materials and communications with local government agencies and park districts, emphasize the transportation mission of MCT and the main role of the MCT Trails system being to provide safe, viable options for alternative modes of travel countywide.

Policies Objective 2.6

Establish policies for the accommodation and acceptable use of electric-powered micro-mobility devices such as bicycles, scooters, and skateboards on the MCT Trails.

Strategies

- 2.6.1.** Develop and enforce appropriate trail use rules for electric-powered micro-mobility devices.
- 2.6.2.** Ensure that standards for facility design and trail amenities adequately account for any use of electric-powered micro-mobility devices that are allowed on the MCT Trails. This should include potential countermeasures that maximize the safety of all trail users, maintain adequate trail system operations, and minimize interference with other users' enjoyment of the trails.
- 2.6.3.** Update adopted rules, policies, and guidelines as needed to keep up with changing technologies, emerging trends, and consumer demand for electric-powered micro-mobility devices.
- 2.6.4.** Ensure that implemented policies regarding electric-powered micro-mobility devices adequately consider and account for the needs of all disabled trail users and their mobility devices in compliance with applicable guidance and laws.

Policies Objective 2.7

Explore the feasibility of expanding the Transit District jurisdiction into adjacent areas.

Strategies

- 2.7.1.** Work with townships adjacent to the current MCT service area to explore the possibility of expanding transit district services and trail facilities for transportation to schools, jobs, destinations, and neighborhoods.
- 2.7.2.** Prioritize Safe Routes to School and multi-modal transit/trail commuter connectivity to encourage unserved areas to consider participation in the Transit District.
- 2.7.3.** Develop and conduct periodic trail user surveys to: capture geographic information on trip origination, first-mile, and last-mile usage; determine the level of demand for MCT services in areas that lack access to those services.

Projects



GOAL:

Prioritize capital investments that are cost-effective, expand access to disadvantaged areas and populations, improve safety, and enhance the experience of using the MCT Trails.

Objective 3.1

Provide safe options for crossing streets and highways in appropriate locations, particularly in the vicinity of crash hotspots and high-traffic roadways.

Strategies

3.1.1. Prioritize street and highway crossings at intersection locations, with stop controlled and signalized intersections being preferred.

3.1.2. Avoid mid-block road crossings where feasible. Prioritize trail alignments that utilize roadway intersections, designed in accordance with national guidance, which may include rerouting existing trails to intersections located within a reasonable distance. Where existing mid-block crossings are modified, provide a physical barrier to discourage cut-through bicycle and pedestrian traffic.

3.1.3. Consider grade separated crossings in mid-block locations where a bridge, tunnel, or overpass is determined to be a feasible means of improving safety.

3.1.4. For mid-block crossings, develop criteria for determining the optimal crossing location and preferred facility type, based on national guidance, site conditions, benefit-cost ratio, available funding, and other relevant factors.

3.1.5. Coordinate with the appropriate external agencies, such as IDOT, Madison County, and municipalities, on the precise location and design of all street and highway crossings.

Objective 3.2

Beautify, expand access, and add comfort and safety amenities to the MCT Trails system.

Strategies

3.2.1. Adopt context-sensitive design guidelines for determining what amenities/features are required, along with standards for determining preferred installation locations/spacing and quantities.

The costs and organizational capacity to maintain these amenities must also be a consideration. The strategies below offer additional guidance for specific amenities.

3.2.2. Provide comfort amenities, such as benches, water fountains, and restrooms in appropriate locations. These amenities are highly desired by trail users. Benches, trash receptacles, and pet waste stations, if provided, should be more closely spaced along high traffic trails and in urban locations than lower traffic trails and in rural areas. Given the necessary water and sanitary sewer connections for water fountains and restrooms, it is only feasible to provide a few of these amenities in critical high traffic locations with utility access. A factor for consideration is that trash receptacles and pet waste stations must be emptied frequently and restrooms need to be cleaned daily.

3.2.3. Continue to beautify the MCT Trails with trees, landscaping, and public art in appropriate locations. Establishing the adopt-a-trail program per Objective 1.2. would potentially reduce concerns related to maintenance costs and capacity. Explore the planting of shade trees along trails in conjunction with bench installations, particularly on isolated trail segments lacking adjacent tree cover.

3.2.4. Continue to enhance access to the MCT Trails by providing parking lots, access points/trailheads, wayfinding signage, and secure bicycle parking where appropriate. Consider assigning formal names to access points and include those points on wayfinding signage. Also consider installing street signs at certain crossing locations to aid in access and navigation.

3.2.5. Install safety amenities, such as security phones and trail lighting, where feasible. Location standards may need to account for access to electric and telephone utilities, unless reliable solar powered and wireless communication options are available. Where provided, trail lighting installations should be designed to minimize light pollution, particularly in isolated rural locations.

Objective 3.3

Consider facility alignment options other than rail-to-trail and street corridors, where other alternatives are deemed a feasible and effective means of achieving project objectives.

Strategies

3.3.1. Identify public works agencies, utility providers, flood control/levee districts, and other organizations that operate infrastructure within linear easements or rights-of-way.

3.3.2. Coordinate with infrastructure providers to incorporate standard language in certain easement documents that allows bicycle/pedestrian facilities to be located within said easements, which are otherwise typically limited to the single purpose of the easement grantee.

3.3.3. Coordinate with infrastructure providers on the development of a standard agreement that enables MCT bicycle/pedestrian facilities within their easements and rights-of-way. Said agreement would outline the specific responsibilities of each party as related to the construction, maintenance, operations, and public use of the trail facilities.

Objective 3.4

In growing the MCT Trails system, prioritize facilities that connect new destinations and enhance system access for unserved people and places.

Strategies:

3.4.1. Implement the system expansion recommendations of this Master Plan and update the Master Plan periodically to add newly identified trail connections. It is recommended to review the Master Plan every 5 years to track progress, identify emerging needs, and complete minor updates. A full review and update of the Master Plan should be considered every 10 years.

3.4.2. Identify underserved neighborhoods, disadvantaged populations, and key travel destinations that lack safe options for alternative modes of travel.

3.4.3. Coordinate with local governments and park districts to pursue the construction of feasible extensions of the backbone MCT Trails system and local agency connections to the MCT system that will serve the identified underserved people and places.

Objective 3.5

Continue being good stewards of the MCT Trails system by allocating sufficient funding to maintain and repair the trail system as it grows.

Strategies

3.5.1. Continue funding maintenance/repairs at or near current budgetary proportions in order to sustain trail quality and condition as the system expands. Over 90% of trail users in a recent survey rated MCT Trail maintenance as good or very good. So, this is an appropriate target level-of-service that leaves some room for change (in either direction).

3.5.2. Monitor trail conditions on an ongoing basis to identify and make needed repairs in a timely fashion, perhaps as part of a comprehensive asset management program.



Pedestrians entering MCT Trails tunnel

Promotions



GOAL:

Engage in communications that foster a positive image of MCT Trails and effectively promote MCT events, opportunities, projects, and organizational accomplishments.

Objective 4.1

Increase publicity of events, initiatives, and programs to expand participation and inform the public.

Strategies

4.1.1. Consider a web-based engagement tool, such as Engagement HQ or CitizenLab, to expand the functionality and effectiveness of community engagement and public information efforts.

4.1.2. Identify and implement strategies to improve communications to disadvantaged populations and neighborhoods.

4.1.3. Engage grassroots efforts, local advocacy groups, and current trail users to promote the MCT Trails system.

Objective 4.2

Implement additional means of gathering input from the public.

Strategies

4.2.1. Integrate multiple public workshops or engagement opportunities into the capital planning process.

4.2.2. Implement a contact form on the MCT Trails website for the public to submit general inquiries, report issues, and comment on plans, budgets, projects, and initiatives.

4.2.3. Develop and conduct periodic trail user surveys to stay current on the issues and trends affecting users of the MCT Trails system.

Objective 4.3

Promote trail use as a critical quality of life factor that provides transportation alternatives, benefits the environment, supports active living, and improves health.

Strategies

4.3.1. Develop promotional materials targeted toward local chambers of commerce, local planning departments, economic development agencies, and developers that emphasize the health, wellbeing, financial, and environmental

benefits of the MCT Trails and their use, at both the individual and community levels.

4.3.2. Conduct surveys and research that gather the data and information to be utilized in developing the promotional materials for Strategy 4.3.1.

Objective 4.4

Consider branding/marketing efforts that highlight MCT's transportation mission, promote trips that combine trail/transit, and publicize the good work done by MCT to advance regional alternative transportation needs.

Strategies

Develop and conduct promotional campaigns and contests to promote bicycle commuting on the MCT Trails during National Bike Month (May) and National Bike to Work Day (3rd Friday in May).

4.4.1. Utilize booths at community events and festivals to engage and educate the public about the MCT Trails mission, trail system, and programs/ events.

4.4.2. Conduct promotional campaigns and contests that incentivize job commutes and other short trips on the MCT Trails, by walking, biking, and either of these modes in combination with transit.

4.4.3. Conduct promotional campaigns and contests that incentivize job commutes and other short trips on the MCT Trails, by walking, biking, and either of these modes in combination with transit.

Objective 4.5

Conduct campaigns that promote the MCT Trails system as a tourist attraction.

Strategies

4.5.1. Provide information about the MCT Trails system to municipal and regional economic development agencies for use in those agencies' tourism marketing efforts.

4.5.2. Advertise in the publications of convention and visitors bureaus in the region, perhaps in conjunction with Great Rivers Greenway or other partner organizations, to promote the MCT Trails system and other regional trail systems/facilities.

4.5.3. Advertise the MCT Trails system in regional running/walking/biking publications.



Historic Route 66 Kiosk located at the intersection of IL-157 and W. Schwarz St



MCT Monarch Valley Trail in Edwardsville, Illinois

People



GOAL:

Ensure that all residents and visitors are informed of and have access to the MCT Trails and their benefits.

Objective 5.1

Continuously improve website functionality for internet and mobile device users.

Strategies

- 5.1.1.** Provide mobile device app functionality for trail users that complements current online system mapping and offers features such as navigation, GPS-based reporting of issues/incidents, and push notifications.
- 5.1.2.** Explore the feasibility of integrating an AI chatbot into the MCT Trails website and mobile device app functionality.

Objective 5.2

Continue to connect with local elected officials and community leaders who can speak in support of the MCT Trails, highlight the value of the trail system, and offer valuable community-based feedback to inform MCT's decision-making.

Strategies

- 5.2.1.** Participate in events and networking opportunities with groups such as Southwest Illinois Council of Mayors and Southwest Illinois City Management Association to maintain good relationships with leaders of local communities and coordinate on matters of importance to the MCT Trails.
- 5.2.2.** Maintain an internal list of talking points for staff members who may coordinate with local officials, to maintain consistent messaging on matters of importance to the MCT Trails.
- 5.2.3.** Integrate public officials' forums into public engagement processes conducted by MCT.

Objective 5.3

Extend trail connections to serve a broader population that is diverse in age, income, race, etc.

Strategies

- 5.3.1.** Identify routes that connect to neighborhoods, disadvantaged communities and populations, and key travel destinations that lack safe options for alternative modes of travel.
- 5.3.2.** As appropriate and feasible, integrate the routes identified in Strategy **5.3.1.** into capital improvement plans and future updates of this Master Plan.

Objective 5.4

Ensure that programmatic support and outreach are provided to disadvantaged populations and residents with limited access to the benefits of the MCT Trails system.

Strategies

- 5.4.1.** Develop a plan to specifically engage populations that have traditionally been underrepresented in community engagement efforts and initiatives.
- 5.4.2.** Prepare a resource library of strategies, media outlets, event venues, tools, etc. that maximize the effectiveness of public engagement with underrepresented, underserved, and disadvantaged populations.

Objective 5.5

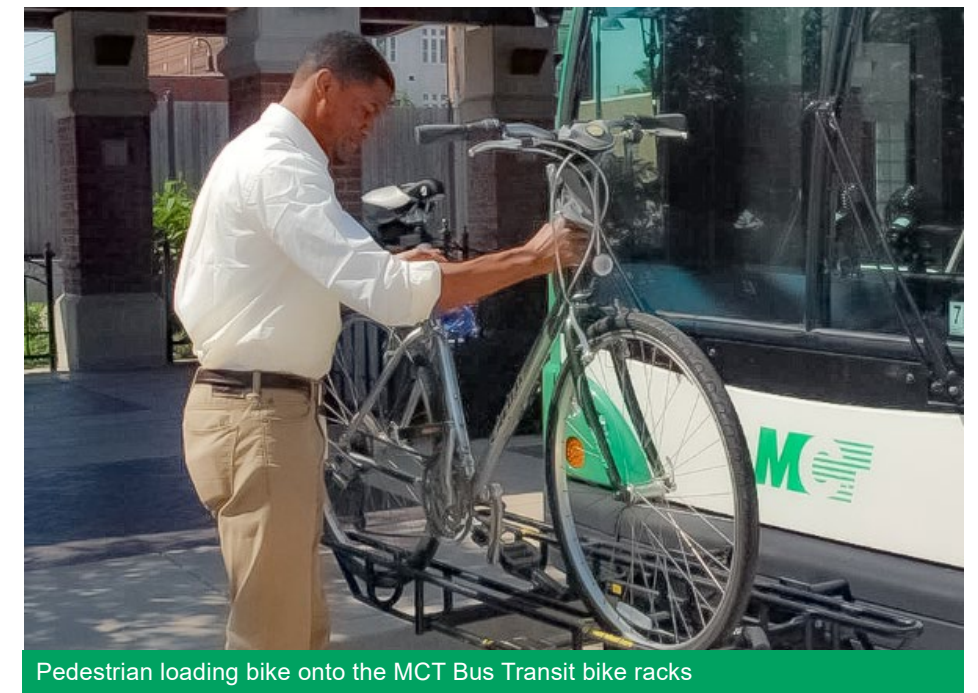
Explore the creation of an internal staff position focused on implementing MCT's alternative transportation projects and initiatives.

Strategies

- 5.5.1.** Research similar functional staff positions of other trail/transit agencies and draft a job description tailored to MCT's needs for an "alternative transportation specialist."
- 5.5.2.** Work within MCT's administrative processes to create, fund, and fill the alternative transportation specialist position.



Cyclists viewing an interpretative panel on MCT Trails



Pedestrian loading bike onto the MCT Bus Transit bike racks

Partnerships



GOAL:

Cultivate mutually beneficial organizational relationships that can be leveraged to support the vision of the MCT Trails.

Objective 6.1

Foster and leverage relationships that facilitate collaboration with public and private organizations, agencies, entities, and institutions.

Strategies

6.1.1. Participate in events and networking opportunities with regional community-based organizations, government agencies, and professional organizations to maintain good relationships with key stakeholders.

6.1.2. Establish connections with the information officials and communications personnel of local governments, public and private organizations, agencies, entities, and institutions. Utilize those organizations' resources (websites, event calendars, newsletters, etc.) to disseminate public information about the MCT Trails within their stakeholder groups.

Objective 6.2

Work with communities, developers, and businesses to advocate for and support trail-oriented development.

Strategies

6.2.1. Prepare informational materials on best practices and design guidance that support trail-oriented development.

6.2.2. Coordinate with economic development agencies, local developers, planning/zoning officials, and real estate professionals to disseminate the information prepared for Strategy **6.2.1.**

6.2.3. Participate in professional development conferences and panel discussions to promote trail-oriented design guidance and best practices.

Objective 6.3

Leverage relationships with law enforcement agencies to enhance the safety of trail users.

Strategies

6.3.1. Prepare a list of non-emergency law enforcement agency contacts and maintain an appropriate channel of communications with each law enforcement agency to coordinate on matters related to trail and traffic safety.

6.3.2. Partner with law enforcement agencies on providing bicycle and pedestrian safety training classes.

6.3.3. Explore the possibility of establishing a bicycle safety patrol program in areas with high trail traffic volumes, perhaps in conjunction with local law enforcement agencies.

Objective 6.4

Coordinate with adjacent jurisdictions, levee districts, park districts, and MEPRD on trail extensions, system connections, and facility alignments.

Strategies

6.4.1. Working in collaboration with utility providers, levee districts, park districts, and MEPRD, maintain a list of trail and linear infrastructure projects for coordinating potential alignments for backbone MCT Trails and connections to finer-grained district and municipal trail systems.

6.4.2. Establish and maintain good working relationships with external agency engineers, public works staff, and planners.

6.4.3. Continuously coordinate with external agency contacts on system planning, facility design standards, safety countermeasure preferences, trail alignments, engineering concerns, and other matters necessary to facilitate system expansion/connectivity needs.



"Covered Bridge Bike Rental" Bike Shop located in Glen Carbon, Illinois



2022 MCT Trail Summit Event

Community Engagement



Overview

This Master Plan was developed with substantial coordination between the Heartlands Conservancy project team and MCT Project Team, various stakeholders, trail users, and the public-at-large. The input provided during the planning process supplemented the project team’s extensive research and professional expertise to inform the drafting of the plan content and recommendations

In addition to the survey and events that are summarized in this Section, the project team met four times with a Project Committee made up of key ACT Staff members. These meetings were held throughout the planning process to assist with data/information needs, provide context from MCT’s perspective, review draft work, and refine the draft work products.

Trail User Survey

ACT staff members conducted an online trails survey to gauge public sentiment on the MCT Trails system and its use. The survey opened to responses on May 1, 2023 and ran through June 15, 2023, concluding with a total of 1,039 respondents. MCT exported a summary of results on June 23, which was provided to the HLC project team for analysis. The results for each question are found in the Appendix D, along with an explanation of how the responses helped the team understand relevant issues and opportunities that influence development of the MCT Trails Master Plan.



Cyclists winning MCT baskets at the 2023 Edwardsville’s Bike & Hike to Breakfast.

Engagement Events Summary

A crucial step in the planning process is community engagement. The outcomes of the public participation, along with data analysis, established the foundation for MCT Trails Master Plan.

Primary challenges and opportunities identified during the community engagement and analysis process include:

- Enhance connectivity between trail-to-trail and trail-to-neighborhood connections to connect pedestrians, bicyclists, and mobility to MCT Trails.
- Support barriers that are located on State highways that link to the wider system.
- Boost trail upkeep and maintenance following inclement weather.
- Maintain invasive plant life near trails.
- Utilize bike and pedestrian facilities to connect MCT Trails to destinations.

Public Input

A range of perspectives were gathered from resident populations in Madison County, Illinois between May 2023 and January of 2024. In meeting with community engagement participants, the thoughts, resource needs, and priorities of a diverse group of individuals were captured for inclusion into the Master Plan. Public input took place throughout the county at venues where community members had associations including the Liberty Bank Amphitheater in Alton, Land of Goshen Community Market in downtown Edwardsville, and the Metro East Park and Recreation District Office in Collinsville. A fourth community engagement meeting was held virtually on January 29, 2024. This session presented the highlights of the draft Master Plan and gave participants the chance to comment and ask questions of MCT and HLC. A summary of this review session is included in the Appendix D.

Input was gathered during the 2023 Mississippi Earth Tone Festival and Bike & Hike to Breakfast event. The 2023 Bike & Hike to Breakfast event was held on May 20, 2023. The event gathered 588 attendees. The 2023 Mississippi Earth Tone Festival event was held on September 16, 2023. The event was sponsored by Main Street Alton, Sierra Club Illinois Chapter, and Jacoby Arts Center. The Community Workshop was held on December 16, 2023. Due to unpleasant weather conditions, there were no attendees or input received during the community workshop.

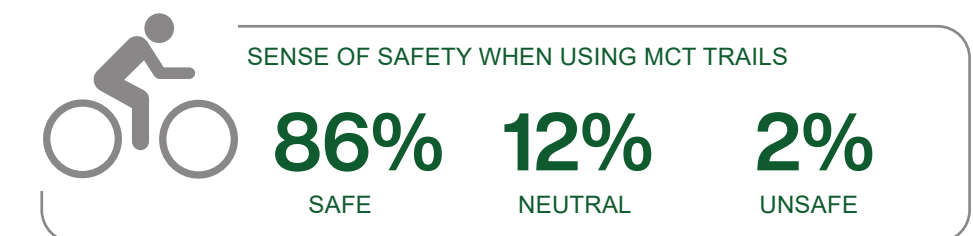
A Visual Preference Survey invited participants to vote on their preference for the features and amenities they would like to see on MCT Trails by placing stickers and comments next to images of specific type of features. Attendees were asked to describe a vision of MCT Trails and identify key issues. In addition, participants were offered to provide feedback on existing MCT Trails or propose their ideas for new routes on a series of maps. Ideas included any route extensions or improvements they desire.

Public Input Outcomes

The following is a summary of the 2 community engagement events held between May 20, 2023 and September 16, 2023. Specific details on responses from participants are included in the Appendix B. Many participants expressed their appreciation and recognized MCT for its great network. Several attendees shared that they moved to the area for the trail system.

Participants were asked “what would you like to have access to on MCT Trails?” It is particularly noted that the top five most popular options are arts on the trails, trail amenities (water stations, air pumps, bike racks, etc.), trail oriented development, trees placed for shade on rural trails, and trail supportive businesses. Nearly 100 participants voted for art on the trails. Residents recommended to include street art on underpasses and to beautify the manmade structures that exist. Many residents supported trail amenities including restrooms, restroom signage, water stations, trash cans, and benches. There was a high concern for a lack of restrooms and trashcans for pets. Trail-oriented development received a significant number of votes. Participants recommended to add bike lanes to connect the trails. Many comments indicated a desire for trees place for shade on rural trails. There were a few comments about the heat and indicated a desire to have a place for shade. Overall, there were a significant number of residents that would like to see trail supportive businesses along the trails. Various residents shared recommendations to keep the trails open 24 hours, offer a bike rental program, designate an area to park bikes, integrate mountain bike trails, and add paved rural trails.

Common themes emerged from participants during community engagement events when they were asked to describe their vision for MCT Trails. Participants showed interest in connectivity, walkability, accessibility, and wild life. There was a general consistency on the participant’s challenges and opportunities for MCT Trails. Many participants indicated a higher level of concern over safety, funding resources, and conservation. Residents recommended a safety button, “in-stream” whitewater feature, invasive plant remediation, and safe bike and pedestrian facilities. In the future, residents would like to see more and improved connections to MCT Trails.



Source: MCT Trails Community Survey, 2023



Participants identifying desired trail locations



Attendee completing the Visual-Preference Survey

Community & Stakeholder Input: Opportunities

- Support barriers on State routes connecting to the larger system
- Support workout and water stations
- Connect to municipal greenways, parks, trails, and water access.
- Trail oriented development
- Expand partnering with other agencies
- Expand biking as transportation and education programs
- Improve trail maps on mobile devices
- Connect trails to more transit-dependent populations
- Strive to serve a diverse population of trail users (age, race, income, etc.)
- Evolve policies with technology and long-lasting trends
- Explore e-bike policy & expanded use
- Expand youth & school programs to promote life-long trail users
- Explore additional trail amenities: bike parking, water stations, air pumps, bathrooms (etc.)
- Explore additional trail amenities for pedestrians, resting, and gathering
- Empower community connections
- Grow visibility of grant program
- Workout stations
- Confluence Trail-Alton, Wood River, Marine, Highland
- More water stations
- More signage
- Conservation
- Trees
- Bike Tourism
- Connecting Trails/downtown
- Erosion control

Community & Stakeholder Input: Challenges

- Lack of accessibility features to trails from nearby neighborhoods
- Safety and accessibility concerns along state routes.
- Lack of trail-to-trail connections
- Lack of trail-to-neighborhood connections
- Control invasive species along the trail
- Not enough shade in some areas
- Making enough loops of trails
- Funding for everything, all at once
- On-going maintenance
- Escalating costs
- Vandalism
- Connecting to every rooftop
- Utility availability
- Running out of trail-to-trail opportunities
- Municipal community partners are often underfunded
- Topography of the region
- Railroad crossings
- Perception of Safety
- Wide highways
- Enforcement of trail rules and speed limits
- Future maintenance needs on proposed amenities
- Pollinators VS "Bugs"
- Bentonville: Mountain Bike Trails, Art, Greenways
- Where to get on trails
- Ameren/Closing Trails (Winter)
- Erosion

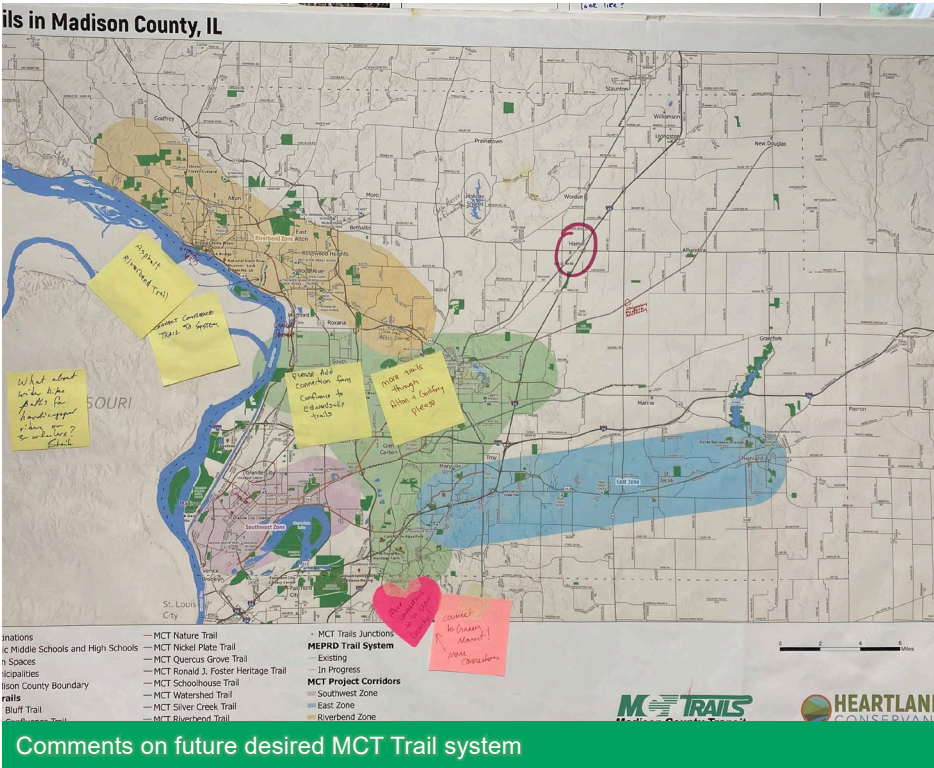
Amenities Preferences Summary

As indicated in the background discussion of the engagement events, participants were shown displays with photos of various amenities and facility enhancements that had been suggested throughout the community outreach. This survey asked to indicate their top preferences. The table below shows the combined results of the events. Shaded boxes are the most popular desired amenities.

Feature/Amenity	VOTE	COMMENT
MCT/ACT Events	28 favor	Trails should be open 24/7, What does this look like? What is ACT?
Trails as Conservation Corridors	70 favor	This is the best idea, there is animals that don't like being bothered
Lighting in city cores	55 favor	
	3 oppose	
Trail Gateways	25 favor	More connections to trails from neighborhoods
Bike Sharing Program	38 favor	More renting bikes who can't afford one, Yes please!
	3 oppose	
Youth Bike Program	38 favor	
Trail Supportive Businesses	72 favor	More of these
	1 oppose	
Trail Rangers	40	We would like to volunteer, keep our trails clean, invasive plant remediation, Safety is a must! Safety buttons/alerts at emergency points
Art on the trails	98 favor	Cool to see art, it can brighten your day, street art on underpasses, ew no! I don't want to see man-man objects in nature! Beautify the manmade structures
	2 oppose	
Bicycle Fix It Stations	39 favor	
Open Rural Trails	33 favor	Integrate MTB trails, more paved trails
Trees for Shade on Rural Trails	85 favor	It can get really hot!
More Bikes/Bus Connections	21 favor	More alternative transit
More Historic Interpretive Panels	23 favor	Maybe, Learning + nature = awesome
Stormwater Integration	57 favor	*A lot of money emoji's*, it looks beautiful! This can include interpretive learning experiences, perhaps consider building an "in-stream" whitewater feature when stormwater is surging
Trail Amenities: Water, Air Pumps, Bike Racks, etc.	82 favor	Better connections to downtown Edwardsville parking, Trash cans for dog doodoo, potties, bathrooms and water, bathrooms, water, benches, signage for bathrooms, place for pet waste, this is essential, bathrooms too
	3 oppose	
Trail-Oriented Development	89 favor	Stop building B&W buildings! They're ugly. Bring back color! Safe bike & pedestrian access to grocery store, workplace, etc. Area to lock bikes up. Please don't add businesses on trails-the nature is perfect-trails to business would be more ideal, This would be awesome! This would be cool! Bike lanes to connect trails, I would use the trails so much more!
	3 oppose	
Places to gather along trail	69 favor	RV parking, no RV parking
	2 oppose	

Top 7 Most Desired Trail Amenities

- 1 Art on the Trails
- 2 Trail Oriented Development
- 3 Trees for Shade
- 4 Trail Amenities: Water, Air Pumps, Bike Racks, etc.
- 5 Trail Supportive Businesses
- 6 Trails as Conservation Corridors
- 7 Places to gather
- 8 Stormwater Integration: Green Infrastructure



Existing Conditions Analysis



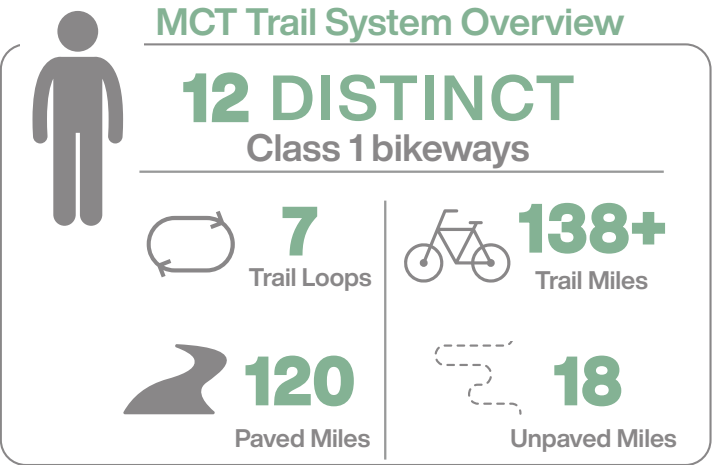
System Inventory & Conditions

The MCT Trails system is a network almost entirely made up of Class I bike paths. Per the CalTrans manual, “A Guide to Bikeway Classification” (<https://bicycleinfrastructuremanuals.com>), this refers to paved, shared-use paths that are completely separated from roadways and dedicated to bicycle and/or pedestrian use. Table 4A is a summary of the current inventory owned and operated by the MCT Trails system. Currently, the system consists of 12 individual trails with 138 miles of trail, 120 of which are Class I bikeways. Only 18 miles of the system are unpaved.

Table 4A: MCT Trails System Inventory

MCT Trails System Existing Inventory	
Feature	Count
Trails	12
Trail Mileage	138
Paved Miles	120
Unpaved Miles	18
Bridges	4
Tunnels	22
Parking Lots	41
Restrooms	24
Water Fountains	22
Pet Waste Stations	7
Information Kiosks	72
Art Installations	8

Source: MCT Trails



Map 5 illustrates the MCT Trails system. Generally, the system radiates outward from Edwardsville, the Madison County Seat and most central municipality in the county. This is a reflection of the former railroad corridors that contain most of the MCT Trails network. The following is a description of the MCT Trails in alphabetical order.

Bluff Trail:

This is a 1.9-mile paved trail along Stadium Drive in Edwardsville that connects several SIUE athletic facilities.

Confluence Trail:

This is a paved trail running 19.2 miles along the east bank of the Mississippi, connecting between Alton in the north and Venice near the southern Madison County line.

Goshen Trail:

This paved trail extends southward 19.2 miles from Roxana through Edwardsville, Glen Carbon, Maryville, and Troy, connecting to O’Fallon in St. Clair County.

Monarch Valley Trail:

This incomplete 0.8-mile paved trail serves north-central Edwardsville. When completed, it will connect the Nickel Plate Trail to the Nature Trail.

Nature Trail:

This trail is paved and extends 13.3 miles southwest from IL Route 159 in Edwardsville, passing north of Horseshoe Lake State Park, and into Granite City at Wilson Park.

Nickel Plate Trail:

This is the longest trail in the MCT Trails system at 28.7 miles. The trail runs northeast from the Nature Trail near Pontoon Beach, through Glen Carbon and Edwardsville, continuing on to New Douglas. About 18.2 miles are unpaved south of New Douglas.

Quercus Grove Trail:

This trail runs north and east from the Nickel Plate Trail near Schwarz Drive in Edwardsville, through Hamel and Worden, to Staunton in southern Macoupin County. The 17.2-mile trail is discontinuous, requiring trail users to navigate several short on-street and unpaved segments.

Riverbend Trail:

This trail extends north from the Confluence Trail near IL Route 143 in East Alton to the Eastgate Plaza Shopping Center on IL Route 3.

Ronald J. Foster Heritage Trail:

This 12.2-mile paved trail extends from Citizen Park in Glen Carbon east to Heritage Park in Marine.

Schoolhouse Trail:

This paved trail runs east from the community of Madison through Horseshoe Lake State Park, extending 15.3 miles east to the Goshen Trail between Maryville and Troy.

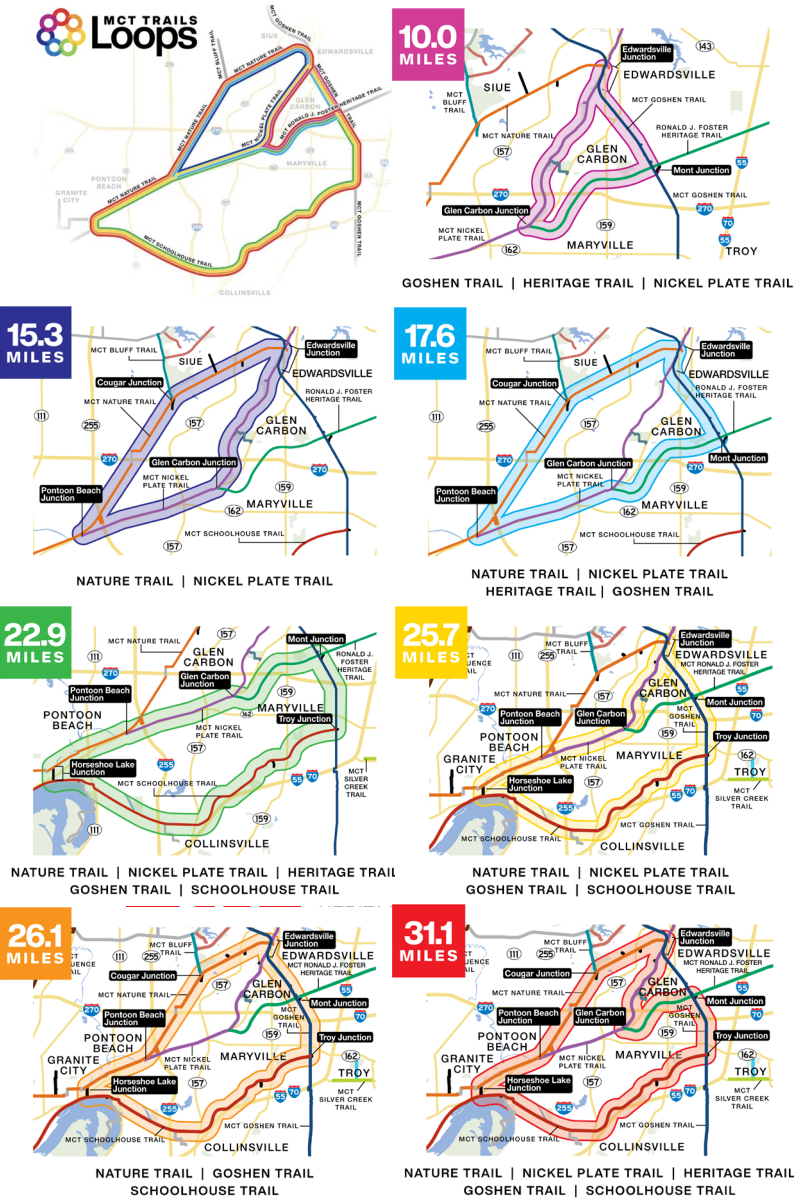
Silver Creek Trail:

This is a 1.4-mile paved trail that runs along the north side of US Highway 40 between the I-55 interchange and Troy city limits.

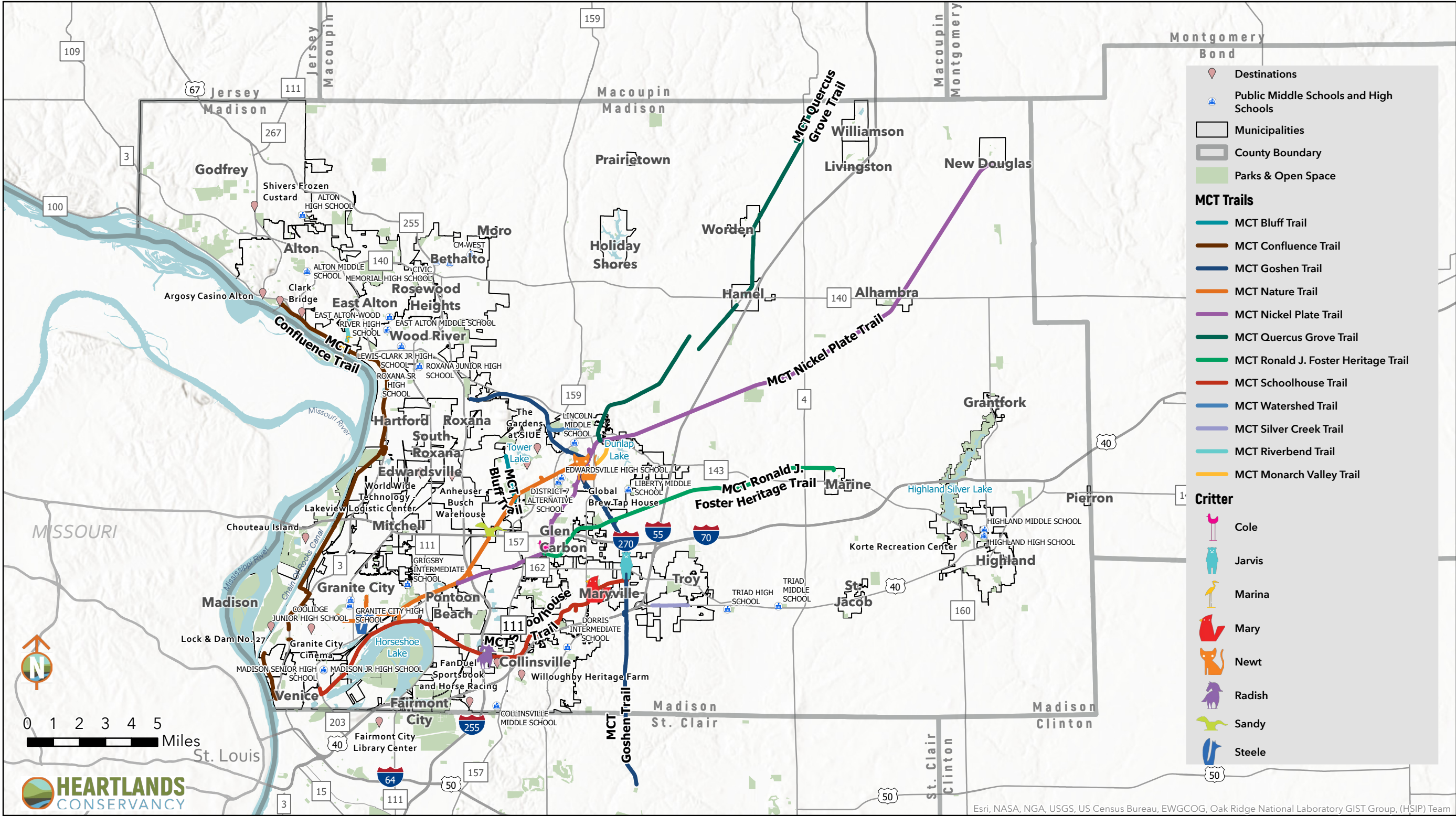
Watershed Trail:

This 1.3-mile paved trail is found within Edwardsville. It connects the Goshen Trail near the Watershed Nature Center to the Madison County Administration Building on N. 2nd Street.

Many of these trails are connected to form loops. The MCT Trails website touts 7 loops, ranging from 10 to 31 miles in length. The loops return trail users to their starting point without backtracking, making them particularly popular among bicyclists and long-distance runners.



Map 5: MCT Trails Existing System Map



In the existing MCT Trails system there are 238 locations where the trail crosses a roadway and 13 locations where a railroad is crossed. Trail crossings are summarized in Table 4B. Of these crossings, 169 are at-grade (5 railroad, 164 roadway). This means the trail and road or railroad cross each other at the same level, requiring trail traffic to cross through the traffic carried by the intersecting facility.

The remaining 82 crossings are grade-separated, meaning that a bridge or tunnel is provided to separate trail traffic from the roadway or rail traffic. Of the grade separated crossings, MCT Trails owns and operates 4 bridges and 22 tunnels. The remainder belong to a separate entity, such as the Illinois Department of Transportation, a municipality, or a railroad. All trail crossing locations are identified on Map 6, which also includes the vehicle and pedestrian crash information discussed in the Safety Assessment section.

There are many safety and comfort amenities provided on the MCT Trails (please reference Table 4A). For example, restrooms and water fountains are found along some trails, primarily in urban locations. Information kiosks display trail maps and rules in 72 locations across the system. The system inventory also includes 41 parking lots to accommodate users who do not have convenient trail access from their residence.

Table 4B: Trail Crossing Inventory

Crossing Type	#	%
Total Crossings	251	-
Trail-Rail Crossings	13	5%
At-grade rail	5	2%
Bridge, rail over	4	2%
Bridge, rail under	4	2%
Trail-Road Crossings	238	95%
At-grade road	164	65%
Bridge, road over	36	14%
Bridge, road under	10	4%
Tunnel, trail under	28	11%

Source: MCT Trails; HeartLands Conservancy



System Needs

By and large, the MCT Trails system is highly regarded among the many walkers, runners, and bicyclists who frequent the MCT Trails. The broad extent and good condition of the system is particularly appreciated. However, many event attendees took the opportunity to note specific locations in need of trail maintenance and comment on overall system needs. Specific needs identified through engagement activities include intersection/crossing safety improvements (addressed in the Safety Assessment), sustaining good trail conditions, reducing vandalism, specific desired trail extensions, trail-to-trail connection preferences, and closing gaps in system coverage. This assessment agrees with and supports the community-identified system, facilities, amenities, and safety needs for the MCT Trails.

The assessment discovered one particular need that was not identified through engagement. Of the 138 miles of trail in the MCT system, only 14 miles, about 10%, serve the High Impact Investment Area. Yet, this area is home to 26% of Madison County’s residents. Given the previously mentioned negative impacts of industry and historic disinvestment in the area, new investment is to overcome the inherent barriers and burdens. Specifically related to this Master Plan is the need to facilitate mobility, safe travel, and access to public transit services.



MCT Goshen Trail bike/pedestrian bridge over IL-162



MCT Goshen Trail Bridge over active railroad tracks



Cyclist traveling along Class-One bikeway with an at-grade crossing.

Safety Assessment

A Safety Action Plan was prepared supplemental to this analysis and provided under separate cover as an appendix to this Master Plan. It can be referenced for a more detailed safety assessment and further recommended safety actions.

Motor Vehicle Conflicts

As with most trail networks, the preeminent safety concern for the MCT Trails system is the potential for conflicts and crashes with motor vehicles. It is hard to determine the extent to which motor vehicle conflicts impact MCT Trail users, mainly because the available data are derived from the standardized accident reports from the Illinois State Police and local law enforcement agencies.

These reports are intended to gather information on motor vehicle crashes occurring on public roads and highways. As such, they identify pedestrians and bicyclists as the objects of a collision that occurred on the public road or highway. Little information is reported about the pedestrian or bicyclist, beyond crash severity (i.e. injury or fatality) and the name of the road or highway on which the impact occurred. The reports do not indicate if the impacted pedestrian/bicyclist was using an intersecting trail or bikeway at the time of collision.

Most of the MCT Trails are rail-to-trail shared use paths. This generally limits the location of pedestrian and bicycle crashes to at-grade road and railroad crossings, and system gaps that require bicyclists to ride on-street between established trail segments. While multiple users of the MCT Trails have undoubtedly been struck by a motor vehicle, only one such crash has been positively identified, albeit anecdotally through MCT staff. That was a fatal crash involving a bicyclist using the MCT Schoolhouse Trail who was struck and killed while crossing IL Route 111.

Despite the lack of available information on verifiable crashes involving users of the MCT Trails, there are ample reasons to discuss and address this important safety concern. The first and foremost justification is the severity of crashes. Nearly all crashes involving a pedestrian or bicyclist result in injury or death. Table 4C summarizes these crashes for Madison County in the years 2016-2020, while Map 6 shows their locations. Of the 309 such crashes reported for the analysis period, 302 (98%) resulted in injury or death, with 22 being fatal. Almost 43% of all pedestrian and bicycle crashes were attributed to intersection related causes, but over 52% of bicycle crashes (58 out of 111) were intersection related.

Another important reason for addressing crashes is illustrated by Map 7 on page 34, which includes a heat map of pedestrian and bicycle crash density. Crash density generally corresponds with population density. So, the hotspots are seen in and around municipalities.

Two high-crash corridors are evident in Madison County. One corresponds with the High Impact Investment Area and contains the two predominant hotspots, which are found in and around Alton and Granite City. This corridor contains a concentration of high-traffic road and rail crossings, significant heavy commercial traffic volumes, along with being some of the more populous Census tracts in Madison County. The other high-crash corridor corresponds with the central population corridor that includes Edwardsville, Glen Carbon, Maryville, Troy, and Collinsville. The MCT Trails in this corridor carry the highest volumes of trail traffic and cross numerous roads, highways, and railroads. These two corridors warrant special consideration in the provision of grade-separated trail crossings and the design of at-grade trail intersections and crossings.

Table 4C: Summary Table of Pedestrian & Bicycle Crashes

	Pedestrian		Bicycle		Totals	
	#	%	#	%	#	%
Total Crashes	198	-	111	-	309	-
CRASH SEVERITY	-	-	-	-	-	-
Fatal	19	9.6%	3	2.7%	22	7.1%
Injury	177	89.4%	103	92.8%	280	90.6%
Property Damage Only	2	1.0%	5	4.5%	7	2.3%
Total Fatalities	19	-	3	-	22	-
Total Injuries*	186	-	104	-	290	-
CRASH CAUSE	-	-	-	-	-	-
Intersection Related	74	37.4%	58	52.3%	132	42.7%
Vision Obscured	14	7.1%	7	6.3%	21	6.8%
Failing to Yield Right of Way	45	22.7%	32	28.8%	77	24.9%
Other	65	32.8%	14	12.6%	79	25.6%

* Some reported crashes involved multiple injuries.
Source: Illinois Department of Transportation (IDOT), Madison County Crash Data 2016-2020

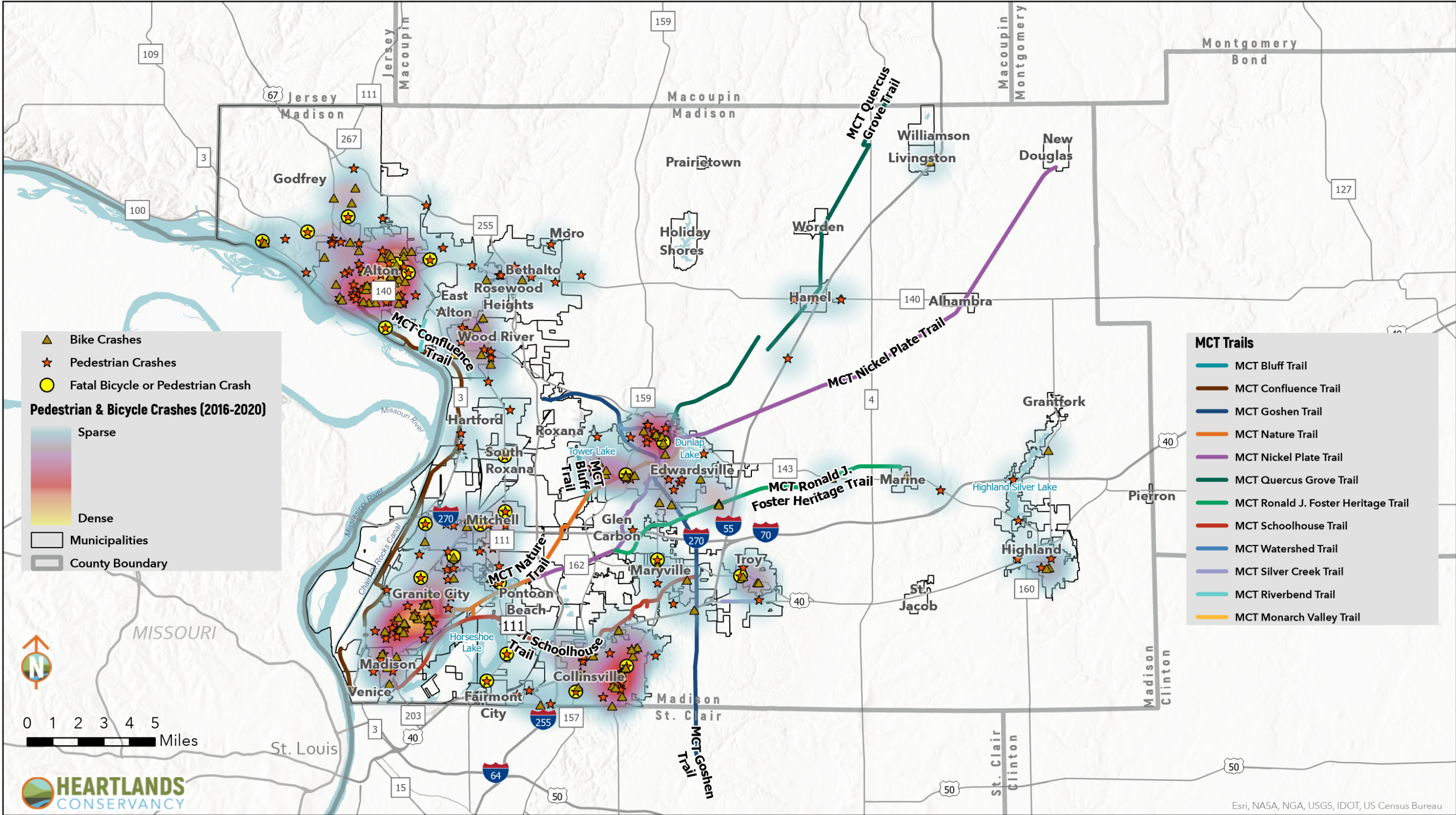


MCT Trails kiosks with rules and speed signage



MCT Trails Scavenger Hunt participant wearing helmet using maps and locator sign.

Map 7: Pedestrian and Bicycle Crash Map



Safety Concerns

Several concerns related to crime and personal safety, or at least perceived crime and safety, were raised during community engagement activities.

MCT Trails does not have a police department or safety patrol to deter crime, enforce trail safety rules, or report potentially unsafe trail conditions. The MCT Trails website (mcttrails.org) encourages trail users to be their “eyes and ears when [they] cannot be everywhere at once” by reporting trail maintenance concerns or obstructions, vandalism, and suspicious behavior.

Incidents of vandalism and graffiti can be repaired by MCT Trails when reported. However, there is little the agency can do about in-progress criminal activity, health emergencies, or injuries. So, users are advised to call 911 in the event of emergency. Such calls are routed to the local law enforcement agency or emergency service provider having jurisdiction, based on the caller’s location on the trail and type of incident. MCT Trails would be aware of such an incident only if notified by the emergency response agency.

There is also little that MCT Trails can do to enforce trail rule violations reported by trail users. In most cases, the only recourse and enforcement of trail safety rules would be for MCT Trails personnel to witness a rules violation and intervene while it is ongoing.

Some commenters view the lack of systemwide trail lighting as a safety concern. The lack of visibility at night makes it difficult to see potential obstacles and makes users more vulnerable to crime. These concerns are somewhat diminished by the fact that the MCT Trails are closed from dusk to dawn and there should not be any nighttime trail users. However, the hours of operation are subject to change. Should that happen in the future, lighting standards may need to be reconsidered.



Source: MCT Trails Community Survey, 2023

Many stretches of trail in the MCT Trails system are rural and isolated. These remote trail segments tend to have fewer comfort amenities, with some even lacking hard pavement. If provided, most amenities are found in urban areas where trail traffic is highest. The safety of users on isolated trail segments would benefit from additional shade trees that offer respite from heat, and benches to provide a resting spot during strenuous exercise. Other amenities that could enhance safety are water fountains and safety call boxes, depending on the availability of applicable utility services.

Safety concerns have emerged in recent years with the rise in popularity of electric-powered micro-mobility devices, particularly e-bikes and e-scooters. While these devices have become vital mobility tools, they can be very fast, with some models capable of speeds approaching 60 mph. Not only are trails not designed for such speeds, pedestrians and traditional bicyclists cannot react quickly enough to make evasive maneuvers, if needed to avoid conflict with a fast-moving e-bike.

Most agencies that post trail speed limits set theirs at either 15 or 20 mph. A 20-mph speed limit will accommodate the top speed of Class 1 and Class 2 e-bikes. The MCT Trails have a 15-mph speed limit systemwide. This provides a reasonable and safe maximum speed for the mix of pedestrians, traditional bicyclists, and micro-mobility device users.

To avoid this potential safety conflict, some trail-operating agencies restrict the use of Class 3 e-bikes, which have a top speed of 28 mph, or altogether prohibit electric-powered micro-mobility devices. MCT Trails allows the use of all classes of e-bikes. MCT Trails will need to monitor and revise their micro-mobility device policies as technology evolves and their popularity continues to grow, especially if there is an increase in reported safety conflicts.

Overview of 3-Class System for E-bikes			
	Characteristics		Regulations
Class 1 E-bike	Provides Assistance:	Only when pedaling	Generally treated like a standard bicycle
	Top Assisted Speed:	20 mph	
Class 2 E-bike	Provides Assistance	When pedaling or by throttle	Generally treated like a standard bicycle. May be restricted from shared use paths or trails.
	Top Assisted Speed:	20 mph	
Class 3 E-bike	Provides Assistance:	Only when pedaling	More likely to be restricted from shared use paths or trails. May require use of a helmet, have minimum age requirements, or be subject to other regulation.
	Provides Assistance:	28mph	

Source: The League of American Bicyclist



Working with community partners to minimize vandalism along the trails.



Ribbon cutting for newest MCT Schoolhouse Trail Tunnel crossing under IL -157

Case Studies Summary

The Madison County Transit Trails (MCT Trails) provides stewardship and vision for a safe, accessible, and unique network of Class I bikeways that connects Madison County residents and visitors of all ages and abilities to employment, education, shopping, recreation, transit, and other destinations. A growing component of the regional transportation system includes the MCT Trails bicycle and pedestrian multi-use paths. These multi-use paths are an amenity that improves quality of life, offers recreational opportunities, and provides an increasingly popular alternative to driving in Madison County, Illinois.

To support this future vision, MCT Trails must have the information and tools they need to plan and organize the development of their trails. Numerous communities have creatively and effectively embarked on partnerships with outside agencies to fund and implement trails and greenway projects as public resources. Shared visions between public and private partners have helped communities use limited resources wisely through phased planning and implementation. This section aims to provide some instances of these successful trails, together with an analysis of their development and lessons learned, so that MCT Trails might learn from them and become more prepared to launch their initiatives.

The team’s ultimate goal was to identify programs and resources that can help MCT Trails better connect with the Madison County communities. Trail systems and greenway projects can be used to proactively propose alternative solutions that balance human needs with ecosystem processes that benefit the communities and the larger region. The following communities have successfully planned, designed, and implemented trails and greenways in different timelines, contexts, and processes. These case studies include a mix of different sponsorship/partnership types including arrangements between public municipalities, county, and state agencies, and not-for-profit groups:

- MCT Trails (included for comparison)
- Northwest Arkansas Regional Planning Commission: Razorback Greenway, Regional Heritage Trail
- Great Rivers Greenway: Brickline Greenway
- Indianapolis Cultural Trail, Inc.: Indianapolis Cultural Trail
- Miami Valley Regional Planning Commission: Bike Miami Valley Trail System
- City of Madison: Madison Bicycle Adventure Network
- Metro Council: Oregon Regional Trail System
- Indian Nations Council of Governments: Tulsa Area Trail Systems
- City of Davis: Davis Bike & Pedestrian Plan

Project Name	Madison County Transit Trails
Location	Madison County, Illinois
Date Planned	Since 1990 (on-going)
Construction Completed	On-going
Estimated Cost	On-going
Size/Length	138 miles
Partnership	Public-Private: Madison County Mass Transit District (MCT), Madison County Board of Trustees, government partners, and Madison and St. Clair Counties
Landscape Architect/Planner	Internal ACT Team & Consultants
Managed By	MCT, ACT
Project Background and History	In the early 1990s, MCT initiated its “Rails to Trails” program to preserve urban rail corridors for future light rail possibilities and interim trail use.
Design, Development, Decision-Making Processes	The project is a result of the concept to preserve vital rail corridors. Madison County Transit (MCT) acquired former railroad rights-of-way for future light rail possibilities and interim trail use.
Program Elements	Series of interconnected separated class one bikeways that connect to neighborhoods, parks, colleges, commercial areas, and other destinations. Ex: <i>Adopt-A-Bench Program, Trail Critter Collection Sculptures, Interpretive Panels</i>
Significance	Preservation of vital transportation corridors. MCT Trails system form one of the largest networks of linear parks in the region. MCT is one of the only transit systems in the country with a fully integrated bus and bikeway system.
Limitations	Connection to all cities in Madison County, need to raise funds for maintenance and improvements.
Future Concerns	Create and support alternative modes of transportation with adequate funding per segment.

Source: Madison County Transit (MCT), MCT Trails, Agency for Community Transit (ACT)

Razorback Regional Greenway (AR)

The Razorback Regional Greenway project is an example of a long-term incremental strategy successfully embarked on through an innovative collaboration between city governments, the Northwest Arkansas Regional Planning Commission, the University of Arkansas, and the Walton Family Foundation to create a regional greenway. As a reference, Table 4-1 summarizes the Razorback Regional Greenway project.



Photo by: Northwest Arkansas Regional Planning Commission



Horsebarn Mural at Horsebarn Trailhead in Rogers Arkansas

Current Status

Since the first 5-mile section was completed in 2008, the Razorback Greenway has been extended to 40 miles. Today, Razorback Greenway is considered the “backbone of Northwest Arkansas” and has been declared a national recreation trail. The greenway links dozens of popular destinations across Washington and Benton counties and connects communities from all walks of life through world-class arts, culture, and recreation. Trail users encounter parks, and streams, and have easy access to restaurants, bike shops, and other retail establishments.

In 2022, the Razorback Greenway Alliance launched a new logo where each line represents the seven cities it runs through. The logo is on the 40-mile markers measuring the trail, with colors representing each of the seven cities they’re in.

Table 4-1. Razorback Regional Greenway Summary

Project Name	Razorback Regional Greenway
Location	Northwest Arkansas
Date Planned	2000-2018
Construction Completed	Since May 2, 2015 (On-going)
Estimated Cost	\$38 million
Size/Length	40 miles
Partnership	Public-Private: Northwest Arkansas Regional Planning Commission (NWARPC) is a governmental organization in a cooperative agreement between Benton County, Washington County, Bentonville, Fayetteville, Rogers, Siloam Springs, Springdale, the University of Arkansas, and the Walton Family Foundation. The Razorback Greenway Alliance is a nonprofit that includes a representative from each city on the greenway.
Landscape Architect/Planner	Northwest Arkansas Regional Planning Commission (NWARPC)
Managed By	Each municipality along the greenway is responsible for its section of the trail. The cities along the greenway have continued investing in their trail systems and maintained their portion of the greenway. The Razorback Greenway Alliance serves as a facilitator to standardize the trail’s maintenance.
Project Background and History	The project is a result of the concept of joining many of Northwest Arkansas’s existing trails together to create a seamless recreational and transportation corridor. The NWARC started a committee to develop the master plan for the greenway. The project involved building new trails, connecting them to existing trails, and updating some older trails. The greenway route is comprised of 22 individual trails.
Design, Development, Decision-Making Processes	Northwest Arkansas Bicycle and Pedestrian Plan was adopted by cities, which has since collaboratively maintained and developed trails.
Program Elements	The greenway allows for easy access to the communities of Fayetteville, Johnson, Springdale, Lowell, Rogers, Bentonville, and Bella Vista and hosts a wide range of activities. Trail users encounter parks and streams. Additionally, users have easy access to restaurants, bike shops, and other retail establishments. Ex: <i>Adopt-A-Trail Program, Square2Square Bike Ride</i>
Significance	The Razorback Regional Greenway is the “backbone of Northwest Arkansas” and has been declared a national recreation trail. The greenway links dozens of popular destinations across Washington and Benton counties and connects communities through world-class arts, culture, and recreation.
Limitations	Need to raise funds to maintain the greenway continuously.
Future Concerns	Continued maintenance for connectivity, accessibility, and commutability.

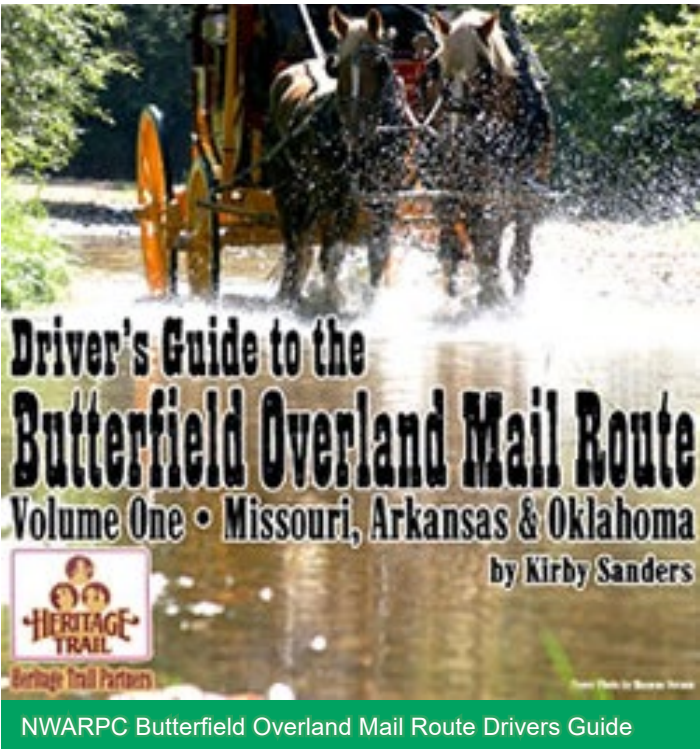
Source: Northwest Arkansas Regional Planning Commission (NWARPC); NWA Razorback Greenway

NWA Heritage Trail Plan (AR)

The Northwest Arkansas (NWA) Heritage Trail Plan illustrates a successful regional trail system in partnership between Northwest Arkansas Regional Planning Commission (NWARPC), Northwest Arkansas Heritage Partners, Benton and Washington County, city agencies, and local, state, and national organizations to provide safe pedestrian and bicycle travel and connect residents and visitors of Northwest Arkansas to the historic Butterfield Stagecoach Route, Trail of Tears, and Civil War trails. As a reference, Table 4-2 summarizes the NWA Heritage Trail Plan project.



Photo by: Andy Shupe Butterfield National Historic Trail Sign



NWARPC Butterfield Overland Mail Route Drivers Guide

Current Status

Since the advancement of the project, Heritage Trail Partners have installed Heritage Trail signage along designated roads in Benton, Crawford, and Washington counties. The NWA Heritage Plan continues to guide communities by providing the historic connections necessary for connectivity between the individual trial plans of the region’s cities. The Plan was a part of the 2040 Metropolitan Transportation Plan (MTP), the 2035 and 2030 Northwest Arkansas Regional Transportation Plan, and the 2025 Regional Transportation Plan for Metropolitan Northwest Arkansas.

In June 2018, the National Park Service announced the Butterfield Overland Trail to become a national historic trail after conducting a study to evaluate the significance, feasibility, suitability, and desirability of designating the routes associated with it as a national historic trail. On Monday, 10, 2020, August U.S. Senator John Boozman (R-AR) introduced legislation to designate the Butterfield Overland Trail as a National Historic Trail.

Table 4-2.Northwest Arkansas Heritage Trail/Plan Summary

Project Name	Razorback Regional Greenway
Location	Northwest Arkansas
Date Planned	The Regional Bike & Pedestrian Plan was adopted on October 28, 2002; Version I of the NWA Heritage Trail Plan was adopted to the 2025 Regional Transportation Plan; Version II of the NWA Heritage Trail Plan was adopted in the 2030 Northwest Arkansas Regional Transportation Plan; Version III of the NWA Heritage Trail Plan was adopted in the 2035 Northwest Arkansas Regional Transportation Plan. The Northwest Arkansas Heritage Trail Plan Version IV of the NWA Heritage Trail Plan was a part of the 2040 Metropolitan Transportation Plan (MTP); (Version V) is part of the 2045 Metropolitan Transportation Plan and the routes are all reflected in the NWA Regional Bicycle and Pedestrian Master Plan.
Construction Completed	Since 2002 (On-going)
Estimated Cost	Not Available. Major operating costs include the salary of maintenance crew and materials for features (benches, signage, interpretive panels, etc.)
Size/Length	2,800+ miles
Partnership	Public-Private: Northwest Arkansas Regional Planning Commission, city and county governments, convention and visitors' bureaus, museums, historic sites, and trail clubs formed Heritage Trail Partners. Heritage Trail Partners is a 501©3 organization in partnership with local, state, and national organizations.
Landscape Architect/Planner	Northwest Arkansas Regional Planning Commission
Managed By	Heritage Trail Partners, Member Cites Bentonville, Fayetteville, Gentry, Rogers, Siloam Springs, Springdale, Arkansas Department of Parks and Tourism, and the National Park Service
Project Background and History	The Northwest Arkansas Heritage Trail Plan is a regional trail system of off-road and on-road pedestrian and bike facilities that links Washington and Benton County of Northwest Arkansas's historic roads and trails to a full regional trail network. Heritage Trail Partners was born from a project initiated by the Northwest Arkansas Regional Planning Commission (NWARPC) in the early 2000s to develop a bicycle and pedestrian plan for the region that could link the emerging trial systems of the various communities. The NWA Heritage Trail Plan was adopted by cities in Benton and Washington County, which has since collaboratively maintained and developed trails.
Design, Development, Decision-Making Processes	The Heritage Trail Partners of Northwest Arkansas partner with local, state, and national organizations to preserve and promote historical routes in Northwest Arkansas. The organization includes membership with the City of Bentonville, City of Fayetteville, City of Gentry, City of Rogers, City of Siloam Springs, and City of Springdale.
Program Elements	The regional trail creates safe access to the historical roads and assets of Benton and Washington County. <i>Adopted an Interpretive Panel & Adopt a Heritage Trail Roadway Sign Program Driving Guide to Butterfield Overland Mail Route Brochure</i>
Significance	The NWA Heritage Plan continues to guide communities by providing the historic connections necessary for connectivity between the individual trial plans of the region’s cities. Additionally, the Butterfield Overland Route was declared a national historic trail.
Limitations	Need to continuously raise funds to maintain the trail system.
Future Concerns	A need to work with local jurisdictions to promote discussion of new public funding sources to support.

Source: Northwest Arkansas Regional Planning Commission, Northwest Arkansas Heritage Trail Partners

Brickline Greenway (MO)

The Brickline Greenway project is an urban greenway infrastructure model for long-term excellence in ecology and engaging communities in stewarding a healthy, urban environment. Great Rivers Greenway, Great Rivers Greenway Foundation, municipalities, public agencies, and nonprofit organizations successfully created a dynamic network of connecting rivers, parks, and communities. The greenway links people with St. Louis destinations, creates inspiring experiences, and contributes to equitable economic opportunity. As a reference, the Table 4-3 summarizes the Brickline Greenway project.



Current Status

The Brickline Greenway continues to create dynamic, active spaces and serves as a regional gathering place that encourages collaboration and boosts civic pride. The GRG and partners continue civic engagement, design specific greenway segments, explore public and private funding and governance operations, and coalition building for economic development and equity plans as well as other projects in the region. As of Spring 2023, the CITY PARK Stadium section of the Brickline Greenway is complete and open, including the Pillars of the Valley monument from Damon Davis. Currently, there is a two-block section built near the new Cortex MetroLink station between Boyle and Sarah, and another two-block section along Market St. between 20th and 22nd St.

The Brickline Greenway team is working with the many neighborhoods that the greenway will connect including JeffVanderLou, Covenant Blu – Grand Center, St. Louis Place, Midtown, Central West End, Downtown West, and Downtown. Possible routes for the Brickline Greenway include the Central Connector: Market Street (2024), the Northern Connector (2025), and the Central Connector: MetroLink Corridor (2025).

Table 4-3 Brickline Greenway

Project Name	Razorback Regional Greenway
Location	St. Louis City, Missouri
Date Planned	Since 2000 (on-going)
Construction Completed	2017-2030 (on-going)
Estimated Cost	\$245 million
Size/Length	0.27 miles (anticipated 20 miles)
Partnership	Major Private-Public: Great Rivers Greenway is a public agency in partnership with the City of St. Louis, residents, community leaders, small businesses, utilities & railroads, local & state agencies, nonprofit organizations, corporate leaders, philanthropic organizations, church leaders, property owners, public transportation, and service providers.
Landscape Architect/Planner	Great Rivers Greenway
Managed By	Great Rivers Greenway (GRG) is the leading effort. KWAME Building Group serves as the construction manager and program manager for the entire Brickline Greenway project.
Project Background and History	The project is a result of creating a conceptual plan to connect Forest Park to the St. Louis Arch. In the early 2000s, the GRG and its partners launched an international design competition and created a Framework Plan. The Brickline Greenway connects Forest Park to the Gateway Arch and provides connections to Fairgrounds Park and Tower Grove Park
Design, Development, Decision-Making Processes	Great Rivers Greenway developed the Framework Plan. A steering committee and four working groups from 125 institutional partners, neighborhood representatives, private funders, and city staff were assembled to discuss equity, economic development, design, development & construction, and governance. The Arts of Color Council provides guidance to design, promote, and implement art and engagement opportunities within the greenway area.
Program Elements	A series of paved, accessible pathways where community members can safely connect, commute, exercise, and explore. The short segment of the greenway parallels the Metrolink light rail line and provides a connection to the Cortex Innovation Community. The agency provides various civic engagement opportunities. <i>Ex: Green Book on the Greenway, Community Tours: Urban Archaeology, and Brickline Greenway</i>
Significance	The Brickline Greenway was highlighted in a New York Times article as one of the seven great walks in seven great cities. The Brickline Greenway is a transformative project that drives investment, promotes economic growth, and advances several positive social impacts across the St. Louis region.
Limitations	Fluid process in determining how many different projects might be moving forward at any given time.
Future Concerns	Finding innovative solutions to take care of the greenway now and for years to come.

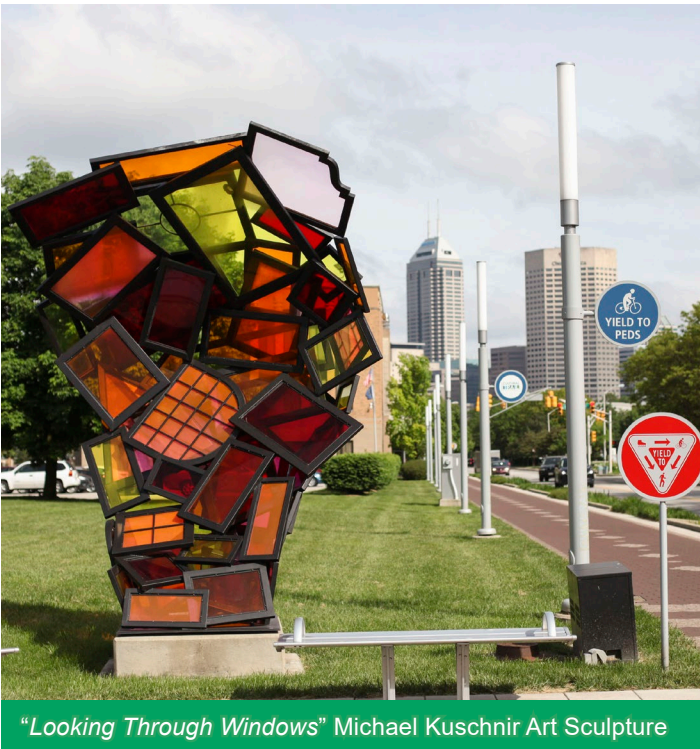
Source: Great Rivers Greenway (GRG), KWAME

Indianapolis Cultural Trail (IN)

The Indianapolis Cultural Trail is a sustainable module of high-quality programming along the Trail and ensures accessible connections in partnership with the Cultural Development Commissioners, Indianapolis Cultural Trail, Central Indiana Community Foundation, and the City of Indianapolis. The Trail is a world-class public space for residents and visitors of Indianapolis that makes the City unique. As a reference, Table 4-4 summarizes the Indianapolis Cultural Trail project.



Photo by: Indianapolis Cultural Trail, Inc. Pacers Bikeshare



"Looking Through Windows" Michael Kuschner Art Sculpture

Current Status

The Indianapolis Cultural Trail seamlessly connects neighborhoods, cultural districts, and entertainment amenities while serving as the downtown hub for central Indiana's vast greenway system. The Indianapolis Cultural Trail has long served as a canvas for showcasing the city's cultural and artistic spirit. There are currently 9 pieces of public art along the trail.

The Indianapolis Cultural Trail nonprofit organization is leading the current expansion of the Indianapolis Cultural Trail. The major capital project is extending the Cultural Trail in two distinct areas: Indiana Avenue and South Street for a total distance of almost 2 additional miles. The most recent expansion was unveiled on May 9, 2023, and consists of an extra mile of Cultural Trail. The extension includes rain gardens and public art.

Table 4-4: Indianapolis Cultural Trail Summary

Project Name	Razorback Regional Greenway
Location	Downtown Indianapolis, Indiana.
Date Planned	Since 2001 (on-going)
Construction Completed	Since May 2013 (on-going)
Estimated Cost	\$63 million
Size/Length	8 miles
Partnership	Public-Private: The Indianapolis Cultural Trail Inc. is both a 501(c)(3) not-for-profit organization and a world-class, internationally recognized linear park in partnership with the City of Indianapolis.
Landscape Architect/Planner	Cultural Development Commissioners (CDC) and R.W. Armstrong & Rundell Ernstberger Associates
Managed By	Indianapolis Cultural Trail Inc (ICT Inc)
Project Background and History	The project branched from the idea that cultural districts could be connected by an urban version of the Monon Trail for both pedestrians and bicyclists. The principles of art integration were established during a charrette that took place with the design and management team before the start of the formal design of the Trail. There are currently 9 pieces of public art along the trail. The Indianapolis Cultural Trail, Inc. nonprofit organization was formed at the inception of the Indianapolis Cultural Trail.
Design, Development, Decision-Making Processes	R.W. Armstrong & Rundell Ernstberger Associates were hired as construction managers and lead architecture design teams. The Curatorial Advisory Committee is composed of local curators of contemporary art, local artists, and relevant design professionals who review and recommend public art.
Program Elements	The trail connects 6 cultural districts and features 5 acres of garden beds with plants and trees, 25,000 square feet of rain gardens, and 3 downtown public spaces. Additionally, The Indiana Pacers Bike-share program is an important component of the city's resiliency and enhances the quality of life for Indiana residents and visitors. <i>Ex: Indiana Pacers Bike-Share Program, Adopt-A-Plant Program</i>
Significance	The Indianapolis Cultural Trail: A Legacy of Gene & Marilyn Glick is an 8-mile world-class urban bike and pedestrian path that creates, inspires, and sustains connections and cultural experiences that are accessible to all. The Trail seamlessly connects neighborhoods, cultural districts, and entertainment amenities and serves as a canvas for showcasing the city's cultural and artistic spirit.
Limitations	Indiana Cultural Trails Inc. relies on the 1,000+ volunteers annually to maintain the trails.
Future Concerns	Connect more people and neighborhoods to more cultural experiences and greenways while infusing art and nature along the Trail's newest additions.

Source: Indianapolis Cultural Trail, Inc.

Miami Valley Trails (OH)

Ohio’s Miami Valley Trail network is an example of successfully connected multi-use paths along rivers and abandoned railroad beds in partnership between the Miami Valley Regional Planning Commission, agencies, jurisdictions, and private groups. The Miami Valley Bikeways network is the result of over 40 years of work that local individuals and agencies have put into building and maintaining it. As a reference, Table 4-5 summarizes the Miami Valley Trails project.



Photo by: Miami Valley Trails, Ohio-to-Indiana Trail



“Into the River” Storybook Kiosk Display

Current Status

The Miami Valley Region boasts the Nation’s largest paved trail network, offering many benefits to the people who utilize the trails. In 2008, Bike Miami Valley founded the Miami Valley Cycling Summit, an event held biennially around the region. The most recent record-breaking achievement was bringing on full-time employees and introducing Link, the first bike-share program in southwest Ohio, in May 2015.

In 2021, the 20-year Regional Bike Plan expanded to include walking, biking, and transit access and was the first active transportation plan for the Miami Valley Region. On Friday, October 20, 2023 the Miami Conservancy District and the University of Dayton jointly celebrated the installation of a new “storybook trail” along the Great Miami River Trail in Dayton.

Table 4-5 Miami Valley Trails Trail Summary

Project Name	Razorback Regional Greenway
Location	Ohio
Date Planned	Since 1965
Construction Completed	Since 1976 (on-going)
Estimated Cost	Not Available
Size/Length	350+ miles
Partnership	Public-Private: The Miami Valley Regional Planning Commission (MVRPC) in partnership with city and county government, public agencies, non-profit organizations, and local, state, and federal organizations.
Landscape Architect/Planner	The Miami Valley Regional Planning Commission
Managed By	The Miami Valley Regional Planning Commission (MVRPC) serves as the Metropolitan Planning Organization (MPO) for Montgomery, Miami, Greene, and Shelby Counties, plus a portion of Northern Warren County.
Project Background and History	The project is a result of the concept to build a bikeway with land along the Great Miami River owned by the Miami Conservancy District. The Miami Valley Regional Bicycle Council adopted the nation’s first Regional Bikeway Plan in 1973. The Council established the “Thunder Road Bike-A-Thon” that funded the organization. The MVRPC completed the Miami Valley Regional Bike Plan in 2008. Since then, the Region has seen continuous growth and popularity of the network.
Design, Development, Decision-Making Processes	Ita Planning + Design and Burgess & Niple wrote the Regional Bikeways Plan. The Miami Valley Regional Bike Plan was adopted by cities, which have since collaboratively maintained and developed trails.
Program Elements	A series of paved, multi-use trails that connect over 40 communities and eleven counties that support bicycle-friendly communities and businesses, and safe-to-school travel plans. The individual trails are linked to form a network that is a tremendous resource for recreation, fitness, and commuting for locals, and a unique attraction for many visitors to the region. Ex: <i>Cycling Activities, local programs, on-street network building, Bike-Share Program, Complete Streets Policy, educational programs, bike maps, “Storybook Trail”</i>
Significance	Bike Miami Valley is accredited by the League of American Bicyclists as a Gold Level Bicycle Friendly Business.
Limitations	Access to trails requires riding or crossing over high-stress streets and roads which limits the percentage of the population using the trails.
Future Concerns	A comprehensive network of bike-friendly facilities is still needed throughout the region. Trail users are concerned about connectivity.

Source: Miami Valley Regional Planning Commission, Miami Valley Regional Bicycle Council, Miami Valley Trails

Madison Bicycle Adventure Trail Network (WI)

The Madison Bicycle Adventure Trail (MadBAT) Network is a model for a successful network of natural surfaces and facilities/locations for bike skills development features, bike parks, and bicycle playgrounds in a collaborative partnership between the City of Madison, International Mountain Bicycling Association, and City of Madison Partner agencies, Dane County Parks, and Capital Off Road Pathfinders. As a reference, the Table 4-6 summarizes the Madison Bicycle Adventure Trail project.



Photo by: City of Madison, Pump Track



Neighborhood Cannonball Single Track in Madison, WI

Current Status

Currently, the Trails at Quarry Park, Pump Track and Skill Loop at Aldo Leopold Park, and the Cannonball Shred to School Trail projects have been approved. The Aldo Leopold Park Pump Track was completed and opened in 2022. The park became a priority site for off-road bike facilities. The pump tracks provide riding experience and skill. The Cannonball Single Track Trail was completed and opened in 2023. The trail runs on the south side of Cannonball Path on lands owned by City Engineering and City Parks Division. Funding was secured for construction in 2022 in part by the PARC and Ride grant program from Dane County. This project connects to the asphalt pump track and skills loop in Aldo Leopold Park. Each project made improvements and designed connectivity to adjacent counties and municipal properties.

Table 4-6 Madison Bicycle Adventure Trail Summary

Project Name	Razorback Regional Greenway
Location	Madison, Wisconsin
Date Planned	2018-2021
Construction Completed	Since 2022 (on-going)
Estimated Cost	¼ Paved Trails \$65,000, ½ Paved Trails \$130,000
Size/Length	75+ miles (on-going)
Partnership	Public-Private: City of Madison Parks Division, International Mountain Bicycling Association (IMBA), Board of Park Commissioners, Dane County Parks, and Capital Off Road Pathfinders.
Landscape Architect/Planner	International Mountain Bicycling Association (IMBA)
Managed By	Madison Parks Division, adjacent counties and municipalities
Project Background and History	The City of Madison Parks Division engaged the International Mountain Bicycling Association (IMBA) - Trail Solutions Program to complete a citywide feasibility study and planning exercise. The project is a concept to develop a connected network of natural surfaces and identify locations for bike skills development features, bike parks, and bicycle playgrounds. The final citywide trail planning project was completed, and an online story map was created in 2021. This project provides a "master plan" for where trails are appropriate throughout the city. The Pump Track and Skill Loop at Aldo Leopold Park, and the Cannonball Shred to School Trail projects have been approved and constructed.
Design, Development, Decision-Making Processes	IMBA developed a plan for a citywide system of multi-use, bike-optimized, off-road trails. Other municipalities have successfully developed trail networks. Each trail segment is still treated as its project and is subject to funding being available, public input, and a city project being created.
Program Elements	The narrow trail or "single-track" provides adventures for riders with "shred to school," hills, jumps, decking and berms through woodsy natural, limestone, and chip seal trails.
Significance	Natural surface trail networks are shown to improve community health, create equitable access, increase youth engagement, and drive positive economic impacts
Limitations	There aren't immediate plans or funding allocated to all sites.
Future Concerns	Improve connectivity to enhance access and create a comprehensive system of green space connections.

Source: IMBA Story Map Series, City of Madison (WI), International Mountain Bike Association (IMBA)

Tulsa Regional Trails (OK)

The Tulsa Area Trails Systems is a successful network of trails that reduces individual and community isolation and improves access to jobs, healthcare, and community life for residents and visitors in the region. The GO Plan includes effective bicycle network recommendations, pedestrian design approaches, and policy and funding recommendations to help communities make walking and cycling safe, comfortable, and convenient. As a reference, the Table 4-7 summarizes the Tulsa Regional Trails system.



Photo by: This Machine, Tulsa Bike Share Midland Valley Trail



Photo by: This Machine, Riverpark Trails

Current Status

The City of Tulsa has the highest bicycle commute mode share in the region at 30%, according to the American Community Survey (ACS). The region’s large trail system forms the backbone of existing bicycle infrastructure in and around Tulsa. These trails take advantage of rail, highway, and natural corridors to provide long-distance, separated connections between cities and towns. They are used both for transportation and for recreation and are an attractive amenity for residents, visitors, prospective residents, and businesses.

The Tulsa Young Professionals (TYPros) group is recognized as a national trend and is pushing the city of Tulsa forward by encouraging a focus on creating more pedestrian and bike-friendly streets. Additionally, the Tulsa Hub is a nationally recognized nonprofit that provides bicycles and bicycle education to residents.

Table 4-7 Tulsa Regional Trails Summary

Project Name	Razorback Regional Greenway
Location	Tulsa, Oklahoma
Date Planned	December 2015
Construction Completed	Ongoing
Estimated Cost	Trail \$888,100/mile; Side Path \$719,000/mile
Size/Length	800-mile system of on-street facilities and routes, 165 miles of side paths, and 408 miles of off-street trails
Partnership	Intermunicipal Public-Private: Indian Nations Council of Governments (INCOG), Transportation Technical Committee & Technical Policy Committee, The Bicycle & Pedestrian Advisory Committee, the cities of Tulsa, Skiatook, Sands Springs, Bixby, Broken Arrow, Catoosa, Collinsville, Coweta, Glenpool, Jenks, and Owasso, Tulsa Bike Club, Oklahoma Bicycling Coalition, This Machine, and Bike Club.
Landscape Architect/Planner	Indian Nations Council of Governments
Managed By	INCOG provides a vision for transportation, administers funding programs, and provides member jurisdictions with resources to plan and implement projects at the local level. Trails are maintained by the City of Tulsa Parks Department, Tulsa Public Works Department, River Parks Authority, Broken Arrow Parks, Tulsa County Parks, Jenks Parks Department, the City of Skiatook, and the City of Sand Springs.
Project Background and History	The project is a result of the concept of providing a level of design that makes trail usage safe, comfortable, and convenient for the widest possible range of users. The Tulsa Regional Bike & Pedestrian Plan was adopted in 2015. The Tulsa Area Trails System is an interconnected system of bicycle and pedestrian trails maintained by several different entities
Design, Development, Decision-Making Processes	Eleven regional governments worked together to develop the GO Plan which is a regional pedestrian and bicycle master plan. The GO Plan is a Bicycle/Pedestrian Master Plan that provides a comprehensive regional plan for pedestrian and bicycle improvements; provides connectivity to the existing regional trail network using on-street treatments; improves pedestrian and bicycle safety; provides a more strategic approach to competing for pedestrian and bicycle funding; and identifies barriers, with solutions, for residents to safely access destinations using walking or bicycling modes within the Tulsa region. Pedestrian improvements are addressed through recommendations in a community-chosen focus area in each jurisdiction and through design approaches to typical pedestrian challenges in the region. The plan includes design guidelines for each mode.
Program Elements	The trail system provides bicycle and pedestrian transportation options to connect to the communities of Bixby, Broken Arrow, Catoosa, Collinsville, Coweta, Glenpool, Jenks, Owasso, Sand Springs, Skiatook, and Tulsa. Additionally, streets include bike lanes to promote bicycles for both recreational and alternative transportation uses. Ex: <i>Machine Bike Share Program, Bike Club After School Program,</i>
Significance	Tulsa is a League of American Bicyclists Bronze Level Bike Friendly Community. The region’s large trail system forms the backbone of existing bicycle infrastructure in and around Tulsa.
Limitations	Lack of pedestrian-friendly infrastructure, regional sidewalk gaps
Future Concerns	Continued maintenance of pedestrian and bike facilities

Source: Indian Nations Council of Governments (INCOG), This Machine, Tulsa Bike Share

Oregon Statewide Trails Plan (OR)

The City of Oregon illustrates a successful collaboration between the Oregon Regional Trails Advisory Council, Oregon Parks and Recreation Commission, the Oregon Parks and Recreation Department, recreational trail providers, interest groups, and citizens across the state to establish a system of recreation trails to provide trail opportunities and promote access to Oregon’s trails and waterways. As a reference, the Table 4-8 summarizes the Oregon Statewide Trails project.



Photo by: Portland Parks & Recreation



Photo by: Portland Parks & Recreation

Current Status

The last Statewide Trails Plan for Oregon was completed by the OPRD in February 2005 and maintains the state’s eligibility to participate in the Recreational Trails Program (RTP). In 2008, Oregon developed a statewide Scenic Bikeway Program. The plan has been used as an information resource as well as a planning tool to guide agencies for the following 10 years. The plan provides background on user needs and current trends affecting motorized (OHV and snowmobile), non-motorized, and water trail opportunities.

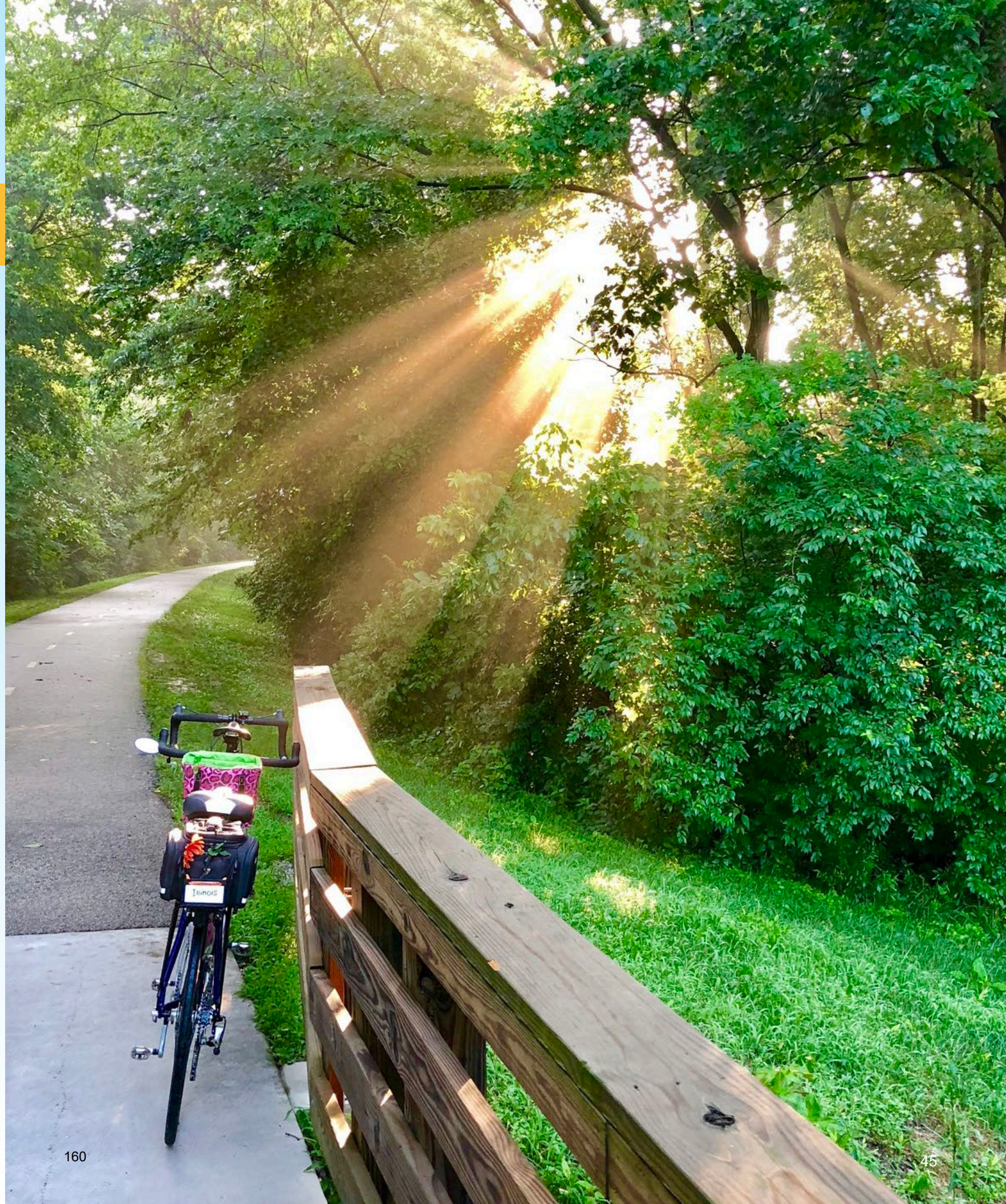
The plans trail expenditure and economic contribution analysis, conducted by Oregon State University, found that statewide, non-motorized boating, non-motorized trail, OHV trail, and snowmobile participation by Oregon residents and out-of-state visitors contribute 26,873 jobs, \$1.36 billion in value-added, and \$826 million in labor income.

Table 4-8 Beyond Platinum Bicycle Action Plan Summary

Project Name	Razorback Regional Greenway
Location	Oregon
Date Planned	1971-2025
Construction Completed	Ongoing
Estimated Cost	Not Available (Operation costs include program funding and maintenance)
Size/Length	152+ miles
Partnership	Public-Private: Oregon Regional Trails Advisory Council, Oregon Parks and Recreation Commission, the Oregon Parks and Recreation Department, recreational trail providers, interest groups, and citizens
Landscape Architect/Planner	The Oregon Parks and Recreation Department
Managed By	The Oregon Parks and Recreation Department (OPRD) oversees the designation process and management of the Scenic Bikeways, Scenic Waterways, and Scenic and Recreational Trail programs.
Project Background and History	The purpose of the Oregon Statewide Trail Plan is to provide guidance for the Recreational Trails Program (RTP), All-Terrain Vehicle (ATV) Grant Program, and information and recommendations to guide federal, state, and local units of government, as well as the private sector, in making recreational trail policy and planning decisions. The plan has been used as an information resource as well as a planning tool to guide agencies for the following 10 years
Design, Development, Decision-Making Processes	The Oregon Statewide Trails Plan establishes the framework for statewide comprehensive trail planning and the implementation process. OPRD supports the implementation of key statewide and local planning recommendations through internal and external partnerships and OPRD-administered grant programs.
Program Elements	Regional trails connect recreation sites, schools, and services, provide alternative transportation routes, and also highlight the state’s natural beauty. <i>Ex: Scenic & Regional Trail Program</i>
Significance	In 2009, Oregon became the first state to develop a statewide Scenic Bikeway program.
Limitations	Ensure resources are utilized with fiscal, social, and environmental responsibility, building on the past to provide for future generations
Future Concerns	More trails connecting towns/ public places and need for improved trail maintenance

Source: City of Portland, OR, State of Oregon Statewide Recreation Trails Plan (2016-2025)

Trail System Recommendations



Trail Facility Recommendations

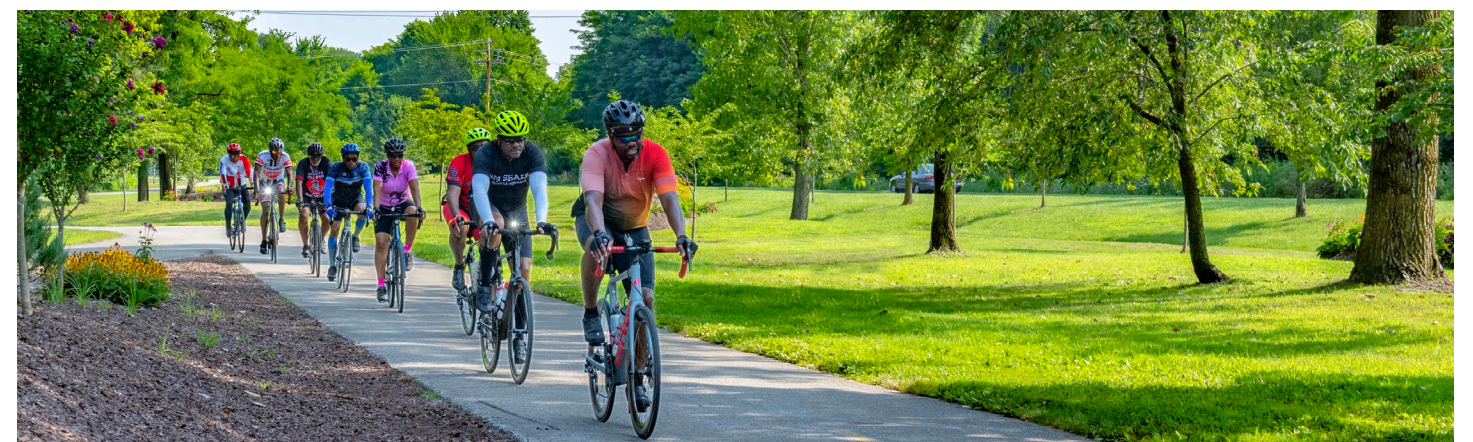
The specific facility recommendations listed below are intended to address the identified system needs for the Master Plan. The list represents future trail projects identified by MCT for programming in the MCT Capital Plan and additional project needs identified by stakeholders and trail users during the planning process. The list below is provided in no particular order. Capital Plan projects are prioritized for implementation in Section 6. Opinions of probable cost for these projects are identified in the MCT Capital Plan. Additional long-term projects recommended by stakeholders and trail users are listed in Section 6 and depicted on Map 9. Other initiatives are mentioned on the following pages and in the strategies.

Trail Projects

- System extension connecting the Goshen Trail to Highland through Troy.
- System extension of the Confluence Trail north to Piasa Park. Future extension north along the Mississippi River.
- System connections to Alton destinations. Future extension north through Alton connecting to Godfrey.
- System extension connecting Bethalto to the Goshen Trail. Future extension to Alton through Cottage Hills and back to the Riverbend Trail through East Alton.
- Connection between Roxana residential neighborhoods and the Goshen Trail. Future extension west to the Confluence Trail.
- System connection between the Schoolhouse Trail and Confluence Trail through Venice. Future extension west to Madison.
- System connection between the Nature Trail and Confluence Trail through Granite City.
- System extension from the Confluence Trail to the Old Chain of Rocks Bridge.
- System connection between the Bluff Trail and Confluence Trail through South Roxana, Hartford, and Roxana.
- Connection between Troy residential neighborhoods and the Goshen Trail.
- Upgrade unpaved segments of the Nickel Plate Trail to hard paved surface.
- System connection from the Ronald J. Foster Heritage Trail at Marine north to the Nickel Plate Trail.
- System connection between the Nickel Plate Trail and Quercus Grove Trail, connecting Alhambra and Hamel.

Grade Separated Trail Crossings

- Schoolhouse Trail bridge over IL Route 111.
- Schoolhouse Trail bridge over Pleasant Ridge Road.



Trail Amenity Recommendations

Most master plans do not conduct the type of detailed study necessary to identify specific locations for specific amenities. Rather, this is normally done at the engineering and design stage when extensive site-specific data is gathered and analyzed in detail. The guidance below is intended to inform the development of context-sensitive standards to be applied during the design stage to guide the placement and provision of specific amenities.

- **Provide comfort amenities**, such as benches, water fountains, and restrooms in appropriate locations. These amenities are highly desired by trail users. Benches, trash receptacles, and pet waste stations, if provided, should be more closely spaced along high traffic trails and in urban locations than lower traffic trails and in rural areas. Given the necessary water and sanitary sewer connections for water fountains and restrooms, it is only feasible to provide a few of these amenities in critical high traffic locations with utility access. A factor for consideration is that trash receptacles and pet waste stations must be emptied frequently, and restrooms need to be cleaned daily.
- **Continue to beautify the MCT Trails** with trees, landscaping, and public art in appropriate locations. Establishing the Adopt-a-Trail program per Objective 1.2. would potentially reduce concerns related to maintenance costs and capacity. Explore the planting of shade trees along trails in conjunction with bench installations, particularly on isolated trail segments lacking adjacent tree cover.
- **Continue to enhance access to the MCT Trails** by providing parking lots, access points/trailheads, and wayfinding signage where appropriate. Consider assigning formal names to access points and include those points on wayfinding signage. Also consider installing street signs at certain crossing locations to aid in access and navigation.
- **Install safety amenities**, such as emergency call boxes and trail lighting, where feasible. Location standards may need to account for access to electric and telephone utilities, unless reliable solar powered and wireless communication options are available. Where provided, trail lighting installations should be designed to minimize light pollution, particularly in isolated rural locations.
- **Expand the Arts on the MCT Trails** initiative beyond the Trail Critters Collection. This will enhance the MCT Trails system, while offering an interesting attractions that continue to draw trail users and visitors to Madison County and the MCT Trails.

Safety Recommendations

The safety recommendations of the Master Plan are intended to address the perceived needs identified during the planning process during community outreach. The order below does not indicate priority. Rather, specific projects recommended below are integrated into the prioritized facility recommendations found in Section 6.

- **Develop criteria for prioritizing intersection safety improvements** to at-grade trail crossings of roadways and railroads, consistent with applicable national and state guidance and standards.
- **Target the High Impact Investment Area for the construction of grade separated trail crossings** that connect residents to their destinations. Mobility is severely hampered within the area by numerous at-grade crossings of rail corridors and roadways with high heavy commercial traffic volumes.
- **Pursue funding to construct the planned Schoolhouse Trail bridge** over IL Route 111. This is the location of the only known fatal crash involving an active user of the MCT Trails system and, as such, should be considered a high priority safety improvement.
- **Identify preferred trail intersection safety modifications** in coordination with IDOT and local jurisdictions. Options should include grade separation, intersection design configurations, and mid-block crossing treatments, where such can be safely implemented.
- **Prioritize funding to upgrade unpaved trail segments** and eliminate on-street connector segments from existing MCT Trails. This would bring the system closer to the full Class I status espoused by the vision statement and enhance safety on those trails.
- **Continue to fund maintenance at current ratios or greater** as the MCT Trails system expands. Such investments will sustain the current trail conditions, which are highly rated by trail users. Maintaining trails in good condition is critical to maximizing the safety of all trail users.
- **Study the feasibility of establishing a safety patrol** at the agency level, as suggested by public feedback. A safety patrol would offer a dedicated presence along the MCT Trails to assist trail users, enforce trail rules, report trail maintenance needs, and report crimes and vandalism. This would offer peace of mind and a sense of security for trail users.

- **Explore the possibility of offering funds for bicycle police units** in partnership with local law enforcement agencies. Perhaps a local police department or the Sheriff's Department would support a pilot program to explore such a partnership. This could be done in lieu of or supplemental to a safety patrol.
- **Consider the installation of emergency call boxes** in locations where they would enhance safety and deter crime. Placement may depend on the availability of utilities and wireless broadband.
- **Monitor and revise micro-mobility device policies** as technology evolves and the popularity of such devices grows, especially if there is an increase in reported safety conflicts.
- **Determine and implement a feasible means of speed enforcement** as the proportion of micro-mobility device users on the MCT Trails grows. An alternative may be to restrict or limit the use of Class 3 e-bikes if excessive speed becomes a safety concern.



Safe for all ages and abilities. Photo submitted by MCT Scavenger Hunt participants.

Implementation



Implementation Strategy Overview

Implementation of the plan begins with its adoption and consistent use as a living and dynamic document. Understanding the flexibility in opportunity and resources and reflecting on what is relevant and important to the communities that MCT serve at the time of implementation is most critical. This section provides recommendation on phasing, engineering, opinion of probable costs, and funding opportunities.

However, in order to achieve the goals set forth in this document also require a stepped plan of action. Therefore, all projects should be reviewed, developed, and monitored by MCT staff using this plan as a guide. The implementation of the vision set forth will be ongoing from now through 10 to 20 years. It is a stepped plan to fulfill the vision and goals of MCT and the community-at-large. Improvements need to be made in a manner that is responsive to the needs the plan is addressing and that remains relevant to the population served by MCT.

To implement this plan, exploring additional funding opportunities is a necessary and vital step towards success and managing its completion. Funding options will often determine or shift the order of projects purely due to availability of options and mandated restrictions on the funds received. Market fluctuations can increase project costs significantly. It is best to create dedicated sources for funding regular and emergency maintenance and capital projects. The funding for this plan is further outlined in MCT's Capital Plan, which is available under separate cover.

Furthermore, a series of partnerships could be developed and grown to leverage the public funds and also solicit increased participation by community stakeholders in further implementation, building a more interconnected system.

The recommendations in this plan culminated from the results of the community survey, input from the community outreach, events, meetings with the MCT Project Team, and stakeholders.

These projects strategies should be considered a general guide for planning, future acquisition, and future development of the MCT Trails system, with more specific decisions being carried out in the day-to-day operations.

In more detail than goals, strategies generally identify efforts that should always be a part of ongoing work programs and efforts of MCT. However, it should be noted that implementation, project development, and management decisions are often based on opportunity, partnerships, and funding opportunities rather than recorded priority; listed priorities should not be used as justification against pursuing projects not included under this section.

Many of these strategies will benefit from multiple entities coming together and leveraging resources. Partnerships with cooperating agencies, non-governmental organizations, and volunteer organizations can be strengthened and supportive. Where appropriate, initiate discussions to consider working

with other public agencies and private organizations to provide services, activities, programming, or facilities that serve local residents and attract visitors from the region or state. All collaborations should be formalized through written memorandums of agreement.

Recommendations for Engineering Support

The recommendations made in this plan should be used as a road map for developing more detailed design-engineering plans during subsequent planning, implementation, and construction.

Specifically, projects to be built by MCT internally or hired out through contractors will be vetted through a planning and engineering review. This includes but is not limited to, the recommended facilities, new alignments for separated shared-use paths, trail-oriented development, rail-to-trail, bridges/tunnels, and new route and corridor development.

The Master Plan was developed to be consistent with the bicycle facility design material and typical sections in the Illinois Department of Transportation's (IDOT's) Bureau of Design and Engineering Manual. It also reflects the guidance presented in the American Association of State & Highway Transportation Official's (AASHTO's) Guide for the Development of Bicycle Facilities and the Manual on Uniform Traffic Control Devices (MUTCD). The National Association of City Transportation Officials (NACTO) have created the Urban Bikeway Design Guide and Urban Street Design Guide for use in cities.

These three documents are the current standard acceptable reference information for developing bicycle facilities. These documents as well as new resources should be consulted in the design-engineering/implementation phase.

The following is a list of recommended engineering tasks to consider to be completed by MCT or consultants as individual projects develop:

- Aiding MCT with assessing and selection of various alignments and routes. This work should consist of site visits, evaluating site based on existing mapping, site accessibility, acquisition potential, and possible environmental conditions (positive or negative).
- Assistance in further evaluation of critical existing facilities and infrastructure for trail corridors. This includes accessibility, road access, parking, water, sanitary sewer, and stormwater drainage.
- Develop topographic surveys for routes.
- Develop schematic plans for alignments.
- Perform alignment studies and intersection studies to more accurately determine design constraints and construction costs.
- Assist in developing updated detailed cost estimations for the capital projects based on schematic plans and the Capital Plan.

- Assist in developing projected estimated annual operations, maintenance cost information, and design costs for new facilities and amenities.
- Determine probable permitting issues with areas selected for pedestrian and bicycle facilities and routes.
- Attend future public meetings if required for additional public input during the project initiation phase.
- Develop construction plans for individual improvements or projects.
- Assist in further developing detailed Opinion of Probable Costs based on construction plans.
- Assist in attaining surveying and permitting.
- Assist in construction engineering services.

Management & Maintenance Recommendations

This plan should be considered a general guide for future corridor acquisition, planning, and development, with more specific decisions being carried out within day-to-day operations of MCT. During the planning process, the need and support of more dedicated trails staff was noted. Additionally, the additional staff support and coordination for the ongoing implementation of this plan would benefit to collaborate with external partnerships to work on policy, shared initiatives, and potential funding.

It is further recommended that MCT continue their excellent maintenance and management of their trails. As maintenance and management responsibilities expands, staff should update detailed plans for the new amenities and facilities as new projects are constructed, or installed, including land management plans for larger right-of-ways and parcels.

Capital Plan Projects & Opinion of Probable Costs

The opinions of probable construction cost in the MCT Capital Plan were developed by identifying major pay items (projects or elements of projects or facilities), to determine a rough order of magnitude cost. Additionally, pay items for specific amenities may have been assigned approximate lump sum price ranges based on the anticipated construction cost at the time of the Capital Plan’s creation. It should be noted that planning-level cost opinions often include an approximate 20-30% contingency to cover items that are undefined or are typically unknown early in the planning phase of a project. Pay item price ranges were based on 2021 dollars and were assigned based on historical cost data. It should be noted that these costs may not adequately consider the widely varying costs associated with the current market environment due to availability, seasonality, and inflation. In addition, materials and labor may be unavailable or unpredictable in the post-Covid pandemic era.

Depending on the priority project selected, the cost opinions may or may not include land acquisition costs; easement and right-of-way acquisition; permitting, or construction management; environmental documentation, special site remediation (environmental phase reports, archaeological monitoring, cultural resource review, etc.), cost escalation, and inflation; or the cost for ongoing maintenance. Also inspection, geotech, design and survey may or may not be included in the design fees and construction administration costs and fees. In the Capital Plan, a cost range has been assigned to the items; however, these costs can vary widely depending on the exact details/specifications and nature of the work. Alignment and intersection studies are recommended in order to more accurately determine project construction cost estimates and thh appropriate crossing facility. The overall cost opinions are intended to be general and used only for planning purposes.

MCT has no control over the availability of labor, equipment, or materials, market conditions, or the Contractor’s method of pricing. The opinions of probable construction costs are generally made on the basis of professional judgment and experience. The consultant makes no guarantee or warranty, expressed or implied, regarding the ultimate bids or negotiated cost of the work. Construction cost will therefore vary based on the ultimate project scope, actual site conditions/constraints, schedule, acquisition strategy, and economic conditions at the time of construction.

As MCT moves forward in developing projects and initiatives, proposed project costs should be re-evaluated with the additional information and requirements available at the time. The proposed projects should also be reviewed for cost-effective and value-added strategies, such as in-house builds, design/build bids, and multiple bids.

As funding allows and as opportunities arise, the highest priority projects should be pursued that best serve and are relevant to the population that MCT serves.

Costs to consider in updating the Capital Plan annually:

- Consider the construction year that generated the dollar amounts per item to make formulaic adjustments;
- It can be typical that there is a 20-30% contingency added or built into the cost;
- Design fees (15-25% or more);
- Construction services (10-15% or more);
- A lump sum value for construction mobilization, traffic control, etc.;
- Temporary or permanent easement acquisition;
- Additional costs for any design studies;
- Environmental phasing or studies
- Cultural Studies;
- Environmental remediation;
- Monitoring that may be necessary to complete the project;
- Permitting;
- Inflation adjustment;
- Material availability or cost increases;
- Labor cost shortages or cost increases; and
- Other factors.

Leveraging Resources

Bicycle and pedestrian improvements can be funded through a variety of federal, local, and private sources. Federal funds are well suited for larger, higher-cost infrastructure projects. Improvements that involve mainly paint, such as shared lane markings, could be implemented through routine maintenance, set-aside funds, or grouped as one federal funding application. MCT should plan for the cost of ongoing maintenance as part of capital improvement planning, as grants for maintenance are rare.

Many grants require local match. It is important to consider where that match is going to come from before applying for grant funding.

Most of the funds are available to governmental/public entities and require a local match in dollars. Often requirements can be adjusted according to the community or population that will be primarily served by the project. Each notice of funding opportunity (NOFO) will outline the eligible entities, requirements, and exceptions. Funding sources and federal/local matches vary depending on the program and the objective of the funding source. It is recommended to use a variety of funders to reduce the local share and to leverage the most dollars possible through either establishing a not-for-profit “friends” group or partnering with an existing nonprofit such as ACT. These funds can only be used for capital projects or components. A few opportunities exist for planning grants for projects that would assist in committing funds to design/engineer a transformative infrastructure project. With rare exceptions, most grant funds are not available for use for routine or deferred maintenance, or for general operating funds and past debts.

Working with partner agencies and other levels of local government entities is also beneficial on all funding options. Clear communication and collaboration are imperative for the success of these efforts. It is beneficial to invite funding partners into the implementation process early. Allow time for each entity and its staff to seek and receive the proper approval according to their individual processes.

If public partners are combined with a not-for-profit, leveraging resources becomes more desirable to funders. Most importantly, in order not to bear the full weight of the costs, MCT is best served by leveraging these partnerships to generate the maximum funds and resources available. A potential list of collaborators and funding opportunities is outlined in the upcoming pages.

Implementation Phasing & Strategies

In addition to the individual projects listed previously, the Master Plan strategies are sorted by goal category and prioritized according to the recommended implementation timeframe. These were determined based on the community support, needs assessment, general level of funding sources available, and the potential for available resources.

The implementation priorities are defined as the following phasing:

- **Continuous (On-going):** Implementation action may be underway or should be initiated as soon as practical. Once initiated, the action should be sustained.
- **Immediate Priorities:** action should be initiated within **1 year**.
- **Short Term Priorities:** action should be initiated in **2-5 years**.
- **Mid Term Priorities:** action should be initiated in **6-10 years**.
- **Long Term Priorities:** action should be initiated after **10 years**.

The listing also notes if implementation action is dependent upon prior initiation or completion of another strategy. In such cases, the strategy number of the action to be completed first is listed. If there are no strategy dependencies, the status is listed as “None.”

Overall Continuous/On-going Priorities

- Continuously explore public and grant funding partnership(s).
- Investigate opportunities in cross-programming or cross-promotions, shared facilities and amenities, and resources with local, regional, and state transportation agencies.
- Apply for grants for right-of-way acquisition, detailed planning and engineering, and construction.
- Update Capital Plan and project costs for grant cycles when appropriate.
- Continue public outreach on projects and provide updates.
- Celebrate the successes achieved from the Master Plan in funding and implementation.
- Expand special events in pedestrian-friendly districts, neighborhoods, and continue to encourage bicycling and multi-modal transportation.



Program Strategies

Immediate Priorities

Strategy 1.1.3. With all group events, provide opportunities for socialization among participants with similar interests and abilities.

Strategy Dependencies: None

Short Term Priorities

Strategy 1.1.1. Sponsor and coordinate group bike rides, fun runs, and similar events for trail users of varying interests, fitness levels, and skill levels.

Strategy Dependencies: None

Strategy 1.1.2. Conduct walking tours that familiarize participants with the MCT Trails system, while introducing them to sites of cultural and historic interest in close proximity to the trails.

Strategy Dependencies: None

Strategy 1.2.1. Research existing adopt-a-trail programs and develop a programmatic framework for the MCT Trails that incorporates the agency’s preferred policies and rules of participation.

Strategy Dependencies: None

Strategy 1.2.2. Identify trail segments or locations suitable for adoption by participants of the future MCT adopt-a-trail program.

Strategy Dependencies: None

Strategy 1.4.2. Develop educational materials and/or training on trail use rules, trail etiquette, proper street/intersection crossing, and safety best practices.

Strategy Dependencies: None

Strategy 1.4.5. Identify organizational partnership opportunities for delivering education and training on topics that enhance the safety of those using the MCT Trails.

Strategy Dependencies: None

Strategy 1.5.1. Identify all local governments, park districts, and other agencies that own and operate trail systems within and adjacent to Madison County; track the trail projects of those agencies that interface or are planned to interface with the MCT Trails system.

Strategy Dependencies: None

Mid Term Priorities

Strategy 1.2.3. Allocate sufficient funding to establish and operate a successful adopt-a-trail program.

Strategy Dependencies: **1.2.1; 1.2.2**

Strategy 1.2.4. Develop marketing materials to recruit participants in the implemented adopt-a-trail program.

Strategy Dependencies: **1.2.1; 1.2.2; 1.2.3**

Strategy 1.3.1. Utilize MCT surveys and other public engagement efforts to gauge the level of interest and support for establishing a bike share program for the MCT Trails system.

Strategy Dependencies: None

Strategy 1.3.2. If justified by local interest in a bike share program, engage a qualified consultant to conduct a feasibility study and provide programmatic recommendations.

Strategy Dependencies: **1.3.1**

Strategy 1.4.1. Offer pedestrian and/or bicyclist safety training.

Strategy Dependencies: None

Strategy 1.4.3. Offer bike helmet fittings that also train participants on the proper fitting, wearing, and use of bicycle helmets.

Strategy Dependencies: None

Long Term Priorities

Strategy 1.3.3. If determined feasible, implement a bike share program that expands access to the MCT Trails system for Madison County residents and visitors.

Strategy Dependencies: **1.3.1; 1.3.2**

Strategy 1.4.4. Offer training on bicycle maintenance to help riders keep their bicycles in safe operating condition and minimize mechanical issues that could cause injury.

Strategy Dependencies: None

Strategy 1.5.2. Develop an award/recognition program for agencies that partner with MCT to improve trail access and enhance mobility within Madison County and adjacent jurisdictions.

Strategy Dependencies: None



Policy Strategies

Continuous Priorities

Strategy 2.1.1 Implement the safety-related goals, objectives, and strategies of this Master Plan

Strategy 2.1.3. Continuously review safety data, constituent surveys, and public input against MCT programs to identify potential safety education needs that can be addressed with new programmatic solutions or changes to existing programs.

Strategy Dependencies: None

Strategy 2.1.4. Continuously train MCT employees on the current safety rules and best practices applicable to their functional roles.

Strategy Dependencies: None

Strategy 2.2.1. Prioritize capital investments that provide demonstrable transportation benefits.

Strategy Dependencies: None

Strategy 2.2.5. Continue to allow the use of electric-powered micro-mobility devices like e-bikes/scooters, subject to reasonable rules and policies per Objective 2.6. Such devices extend the functional range of trail travel to make it more viable for many people to use the MCT Trails for commuting and other transportation purposes.

Strategy Dependencies: 2.6.1

Strategy 2.2.6. Provide secure bicycle parking to facilitate additional use of the MCT Trails for commuting, shopping, and combined bus/bike trips.

Strategy Dependencies: None

Strategy 2.5.2. Coordinate with local governments and park districts in connecting to the backbone MCT Trails system, which will provide fine-grained bicycle and pedestrian travel options within individual communities.

Strategy Dependencies: None

Strategy 2.6.3. Update adopted rules, policies, and guidelines as needed to keep up with changing technologies, emerging trends, and consumer demand for electric-powered micro-mobility devices.

Strategy Dependencies: 2.6.1; 2.6.2

Immediate Priorities

Strategy 2.2.2 Place emphasis on new trail and trail extension projects that fill gaps in system coverage, reach disadvantaged populations, and connect neighborhoods to MCT bus routes, employment nodes, healthcare providers, and shopping districts.

Strategy 2.4.1. Establish an organizational definition of equity/equitable,

as related to capital projects, and develop goals and benchmarks for the equitable distribution of MCT investments, particularly within the High Impact Investment Area.

Strategy Dependencies: None

Strategy 2.4.2. Gather, maintain, and monitor the data needed to implement equitable transportation goals and assess organizational performance against benchmarks.

Strategy Dependencies: 2.4.1

Strategy 2.5.1. Recommend new trail facilities in this Master Plan and future updates to this Master Plan that support the development of a backbone trail system.

Strategy Dependencies: None

Short Term Priorities

Strategy 2.1.2. Conduct safety reviews on all proposed capital projects. Modify project scopes, designs, and amenities to maximize safety, as deemed feasible and cost-effective.

Strategy Dependencies: None

Strategy 2.1.5. Incentivize good safety practices by recognizing performance at the organizational and departmental/divisional levels.

Strategy Dependencies: 2.1.4

Strategy 2.3.1. Prioritize Safe Routes to School and multi-modal transit/trail commuter connectivity.

Strategy Dependencies: None

Strategy 2.3.2. Develop and conduct periodic trail user surveys to capture route preferences, desired trail amenities, and geographic information on trip origination, first-mile, and last-mile usage.

Strategy Dependencies: None

Strategy 2.3.3. Integrate multiple public workshops or engagement opportunities into the capital planning process.

Strategy Dependencies: None

Strategy 2.3.4. Consider a web-based engagement tool, such as Engagement HQ or CitizenLab, to expand the effectiveness of community engagement and public information efforts related to capital improvements and facility planning.

Strategy Dependencies: None

Strategy 2.4.3. Integrate the equity definition, goals, and benchmarks referenced in **Strategy 2.4.1** into the master planning and capital improvement planning processes.

Strategy Dependencies: 2.4.1; 2.4.2

Strategy 2.5.3. In marketing materials and communications with local government agencies and park districts, emphasize the transportation mission of MCT and the main role of the MCT Trails system being to provide

safe, viable options for alternative modes of travel countywide.

Strategy Dependencies: None

Strategy 2.6.1. Develop and enforce appropriate trail use rules for electric-powered micro-mobility devices in compliance with state law regarding low-speed electric bicycles.

Strategy Dependencies: None

Strategy 2.6.2. Ensure that standards for facility design and trail amenities adequately account for any use of electric-powered micro-mobility devices that are allowed on the MCT Trails. This should include potential countermeasures that maximize the safety of all trail users, maintain adequate trail system operations, and minimize interference with other users' enjoyment of the trails.

Strategy Dependencies: 2.6.1

Strategy 2.6.4. Ensure that implemented policies regarding electric-powered micro-mobility devices adequately consider and account for the needs of all disabled trail users and their mobility devices in compliance with applicable guidance and laws.

Strategy Dependencies: 2.6.1

Strategy 2.7.2. Prioritize Safe Routes to School and multi-modal transit/trail commuter connectivity to encourage unserved areas to consider participation in the Transit District.

Strategy Dependencies: None

Strategy 2.7.3. Develop and conduct periodic trail user surveys to: capture geographic information on trip origination, first-mile, and last-mile usage; determine the level of demand for MCT services in areas that lack access to those services.

Strategy Dependencies: None

Mid Term Priorities

Strategy 2.2.3. Working in partnership with other agencies, pursue projects that connect trails across major physical barriers, such as the Mississippi River and interstate highways.

Strategy Dependencies: None

Strategy 2.2.4. Consider expanding trail access beyond the current dawn to dusk operational hours to facilitate more commuting by bicycle, walking, and transit. Expanding the hours of operation would improve trail access for those with non-traditional or inconsistent work schedules, particularly lower wage service and hospitality industry employees.

Strategy Dependencies: None

Long Term Priorities

Strategy 2.7.1. Work with townships adjacent to the current MCT service area to explore the possibility of expanding transit district services and trail facilities for transportation to schools, jobs, destinations, and neighborhoods.

Strategy Dependencies: None



Project Strategies

Continuous Priorities

Strategy 3.1.5. Coordinate with the appropriate external agencies, such as IDOT, Madison County, and municipalities, on the precise location and design of all street and highway crossings.

Strategy Dependencies: None

Strategy 3.2.3. Continue to beautify the MCT Trails with trees, landscaping, and public art in appropriate locations. Establishing the adopt-a-trail program per Objective 1.2. would potentially reduce concerns related to maintenance costs and capacity. Explore the planting of shade trees along trails in conjunction with bench installations, particularly on isolated trail segments lacking adjacent tree cover.

Strategy Dependencies: None

Strategy 3.2.4. Continue to enhance access to the MCT Trails by providing parking lots, access points/trailheads, wayfinding signage, and secure bicycle parking where appropriate. It is recommended to assign formal names to access points and include those points on wayfinding signage. Also consider installing street signs at certain crossing locations to aid in access and navigation. Bicycle racks or lockers should be installed near bus stops, transit stations, business districts, and shopping centers.

Strategy Dependencies: None

Strategy 3.4.3. Coordinate with local governments and park districts to pursue the construction of feasible extensions of the backbone MCT Trails system and local agency connections to the MCT system that will serve the identified underserved people and places, with a specific focus on the High Impact Investment Area.

Strategy Dependencies: None

Strategy 3.5.1. Continue funding maintenance/repairs at or near current budgetary proportions in order to sustain trail quality and condition as the system expands. Over 90% of trail users in a recent survey rated MCT Trail maintenance as good or very good. So, this is an appropriate target level-of-service that leaves some room for change (in either direction).

Strategy Dependencies: None

Strategy 3.5.2. Monitor trail conditions on an ongoing basis to identify and make needed repairs in a timely fashion, perhaps as part of a comprehensive asset management program.

Strategy Dependencies: None

Immediate Priorities

Strategy 3.1.1. Prioritize street and highway crossings at intersection locations, with stop controlled and signalized intersections being preferred.

Strategy Dependencies: None

Strategy 3.1.2. Avoid mid-block road crossings where feasible. Prioritize trail alignments that utilize roadway intersections, designed in accordance with national guidance, which may include rerouting existing trails to intersections located within a reasonable distance. Where existing mid-block crossings are modified, provide a physical barrier to discourage cut-through bicycle and pedestrian traffic.

Strategy Dependencies: None

Strategy 3.1.3. Consider grade separated crossings in mid-block locations where a bridge, tunnel, or overpass is determined to be a feasible means of improving safety.

Strategy Dependencies: 3.1.4; 3.1.5

Strategy 3.4.1. Implement the system expansion recommendations of this Master Plan and update the Master Plan periodically to add newly identified trail connections. It is recommended to review the Master Plan every 5 years to track progress, identify emerging needs, and complete minor updates. A full review and update of the Master Plan should be considered every 10 years

Strategy Dependencies: None

Strategy 3.4.2. Identify underserved neighborhoods, disadvantaged populations, and key travel destinations that lack safe options for alternative modes of travel, particularly within the High Impact Investment Area.

Strategy Dependencies: None

Short Term Priorities

Strategy 3.1.4. For mid-block crossings, develop criteria for determining the optimal crossing location and preferred facility type, based on national guidance, site conditions, benefit-cost ratio, available funding, and other relevant factors.

Strategy Dependencies: None

Strategy 3.2.1. Adopt context-sensitive design guidelines for determining what amenities/features are required, along with standards for determining preferred installation locations/spacing and quantities. The costs and organizational capacity to maintain these amenities must also be a consideration. The strategies below offer additional guidance for specific amenities.

Strategy Dependencies: None

Strategy 3.2.2. Provide comfort amenities, such as benches, water fountains, and restrooms in appropriate locations. These amenities are highly desired by trail users. Benches, trash receptacles, and pet waste stations, if provided, should be more closely spaced along high traffic trails and in urban locations than lower traffic trails and in rural areas. Given the necessary water and sanitary sewer connections for water fountains and restrooms, it is only feasible to provide a few of these amenities in critical high traffic locations with utility access. A factor for consideration is that trash receptacles and pet waste stations must be emptied frequently and restrooms need to be cleaned daily.

Strategy Dependencies: 3.2.1

Mid Term Priorities

Strategy 3.2.5. Install safety amenities, such as security phones and trail lighting, where feasible. Location standards may need to account for access to electric and telephone utilities, unless reliable solar powered and wireless communication options are available. Where provided, trail lighting installations should be designed to minimize light pollution, particularly in isolated rural locations.

Strategy Dependencies: 3.2.1

Strategy 3.3.1. Identify public works agencies, utility providers, flood control/levee districts, and other organizations that operate infrastructure within linear easements or rights-of-way.

Strategy Dependencies: None

Strategy 3.3.2. Coordinate with infrastructure providers to incorporate standard language in certain easement documents that allows bicycle/pedestrian facilities to be located within said easements, which are otherwise typically limited to the single purpose of the easement grantee.

Strategy Dependencies: 3.3.1

Strategy 3.3.3. Coordinate with infrastructure providers on the development of a standard agreement that enables MCT bicycle/pedestrian facilities within their easements and rights-of-way. Said agreement would outline the specific responsibilities of each party as related to the construction, maintenance, operations, and public use of the trail facilities.

Strategy Dependencies: 3.3.1; 3.3.2



Promotion Strategies

Immediate Priorities

Strategy 4.1.2. Identify and implement strategies to improve communications to disadvantaged populations, communities of color, and neighborhoods.

Strategy Dependencies: None

Strategy 4.3.2. Conduct surveys and research that gather the data and information to be utilized in developing the promotional materials for Strategy 4.3.1.

Strategy Dependencies: None

Short Term Priorities

Strategy 4.1.1. Consider a web-based engagement tool, such as Engagement HQ or CitizenLab, to expand the functionality and effectiveness of community engagement and public information efforts.

Strategy Dependencies: None

Strategy 4.1.3. Engage grassroots efforts, local advocacy groups, and current trail users to promote the MCT Trails system.

Strategy Dependencies: None

Strategy 4.2.1. Integrate multiple public workshops or engagement opportunities into the capital planning process.

Strategy Dependencies: None

Strategy 4.2.2. Implement a contact form on the MCT Trails website for the public to submit general inquiries, report issues, and comment on plans, budgets, projects, and initiatives.

Strategy Dependencies: None

Strategy 4.2.3. Develop and conduct periodic trail user surveys to stay current on the issues and trends affecting users of the MCT Trails system.

Strategy Dependencies: None

Strategy 4.3.1. Develop promotional materials targeted toward local chambers of commerce, local planning departments, economic development agencies, and developers that emphasize the health, wellbeing, financial, and environmental benefits of the MCT Trails and their use, at both the individual and community levels.

Strategy Dependencies: 4.3.2

Strategy 4.4.1. Develop and conduct promotional campaigns and contests to promote bicycle commuting on the MCT Trails during National Bike Month

(May) and National Bike to Work Day (3rd Friday in May).

Strategy Dependencies: 4.3.1; 4.3.2

Strategy 4.4.2. Utilize booths at community events and festivals to engage and educate the public about the MCT Trails mission, trail system, and programs/events.

Strategy Dependencies: 4.3.1; 4.3.2

Strategy 4.5.1. Provide information about the MCT Trails system to municipal and regional economic development agencies for use in those agencies' tourism marketing efforts.

Strategy Dependencies: 4.3.1; 4.3.2

Mid Term Priorities

Strategy 4.4.3. Conduct promotional campaigns and contests that incentivize job commutes and other short trips on the MCT Trails, by walking, biking, and either of these modes in combination with transit.

Strategy Dependencies: None

Strategy 4.5.2. Advertise in the publications of convention and visitors bureaus in the region, perhaps in conjunction with Great Rivers Greenway or other partner organizations, to promote the MCT Trails system and other regional trail systems/facilities.

Strategy Dependencies: 4.3.1; 4.3.2

Strategy 4.5.3. Advertise the MCT Trails system in regional running/walking/ biking publications.

Strategy Dependencies: 4.3.1; 4.3.2



People Strategies

Continuous Priorities

Strategy 5.2.2. Maintain an internal list of talking points for staff members who may coordinate with local officials, to maintain consistent messaging on matters of importance to the MCT Trails.

Strategy Dependencies: None

Immediate Priorities

Strategy 5.2.1. Participate in events and networking opportunities with groups such as Southwest Illinois Council of Mayors and Southwest Illinois City Management Association to maintain good relationships with leaders of local communities and coordinate on matters of importance to the MCT Trails.

Strategy Dependencies: None

Strategy 5.3.1. Identify routes that connect to neighborhoods, disadvantaged communities and populations, and key travel destinations that lack safe options for alternative modes of travel, with special focus on projects within the High Impact Investment Area.

Strategy Dependencies: None

Strategy 5.3.2. As appropriate and feasible, integrate the routes identified in Strategy 5.3.1. into capital improvement plans and future updates of this Master Plan. It is recommended that the Master Plan be reviewed and minor updates made at least every 5 years, with major updates occurring on a 10-year cycle.

Strategy Dependencies: 5.3.1

Strategy 5.4.1. Develop a plan to specifically engage populations that have traditionally been underrepresented in community engagement efforts and initiatives.

Strategy Dependencies: None

Short Term Priorities

Strategy 5.1.1. Provide mobile device app functionality for trail users that complements current online system mapping and offers features such as navigation, GPS-based reporting of issues/incidents, and push notifications.

Strategy Dependencies: None

Strategy 5.2.3. Integrate public officials' forums into public engagement processes conducted by MCT.

Strategy Dependencies: None

Strategy 5.4.2. Prepare a resource library of strategies, media outlets, event venues, tools, etc. that maximize the effectiveness of public engagement with underrepresented, underserved, and disadvantaged populations.

Strategy Dependencies: 5.4.1

Strategy 5.5.1. Research similar functional staff positions of other trail/ transit agencies and draft a job description tailored to MCT's needs for an "alternative transportation specialist."

Strategy Dependencies: None

Mid Term Priorities

Strategy 5.1.2. Explore the feasibility of integrating an AI chatbot into the MCT Trails website and mobile device app functionality.

Strategy Dependencies: None

Strategy 5.5.2. Work within MCT's administrative processes to create, fund, and fill the alternative transportation specialist position.

Strategy Dependencies: 5.5.1



Partnership Strategies

Continuous Priorities

Strategy 6.1.1. Participate in events and networking opportunities with regional community-based organizations, government agencies, and professional organizations to maintain good relationships with key stakeholders.

Strategy Dependencies: None

Strategy 6.4.2. Establish and maintain good working relationships with external agency engineers, public works staff, and planners.

Strategy Dependencies: None

Strategy 6.4.3. Continuously coordinate with external agency contacts on system planning, facility design standards, safety countermeasure preferences, trail alignments, engineering concerns, and other matters necessary to facilitate system expansion/connectivity needs.

Strategy Dependencies: None

Immediate Priorities

Strategy 6.3.1. Prepare a list of non-emergency law enforcement agency contacts and maintain an appropriate channel of communications with each law enforcement agency to coordinate on matters related to trail and traffic safety.

Strategy Dependencies: None

Short Term Priorities

Strategy 6.1.2. Establish connections with the information officials and communications personnel of local governments, public and private organizations, agencies, entities, and institutions. Utilize those organizations' resources (websites, event calendars, newsletters, etc.) to disseminate public information about the MCT Trails within their stakeholder groups.

Strategy Dependencies: None

Strategy 6.2.1. Prepare informational materials on best practices and design guidance that support trail-oriented development.

Strategy Dependencies: None

Strategy 6.2.3. Participate in professional development conferences and panel discussions to promote trail-oriented design guidance and best practices.

Strategy Dependencies: 6.2.1

Strategy 6.3.3. Explore the possibility of establishing a bicycle safety patrol program in areas with high trail traffic volumes, perhaps in conjunction with local law enforcement agencies.

Strategy Dependencies: 6.3.1

Strategy 6.4.1. Working in collaboration with utility providers, levee districts, park districts, and MEPRD, maintain a list of trail and linear infrastructure projects for coordinating potential alignments for backbone MCT Trails and connections to finer-grained district and municipal trail systems.

Strategy Dependencies: None

Mid Term Priorities

Strategy 6.2.2. Coordinate with economic development agencies, local developers, planning/zoning officials, and real estate professionals to disseminate the information prepared for **Strategy 6.2.1.**

Strategy Dependencies: 6.2.1

Strategy 6.3.2. Partner with law enforcement agencies on providing bicycle and pedestrian safety training classes.

Strategy Dependencies: 6.3.1



Tabling and promoting at partners events.



Connecting and incorporating national destinations into the MCT Trail System.



Promoting the Class-1 MCT Trail System with other national-level partners.

MCT Trails System Capital Plan

Based on the system assessment, identified needs, and system recommendations, a total of 17 trail and grade separation projects are recommended for prioritization and programming in the MCT Capital Plan. These projects are listed and summarized in Table 6B below.

The project numbers listed in Table 6B correspond with the project labels shown Map 8: MCT Trails System Capital Plan Map on the next page. Solid bright green lines on the map represent trail projects with known alignments. Recommended projects for which the alignments have not been determined are illustrated as future trail corridors for planning purposes. The ultimate alignments for those projects will likely be located within the identified project corridors depicted on the map with a dark gray dashed line.

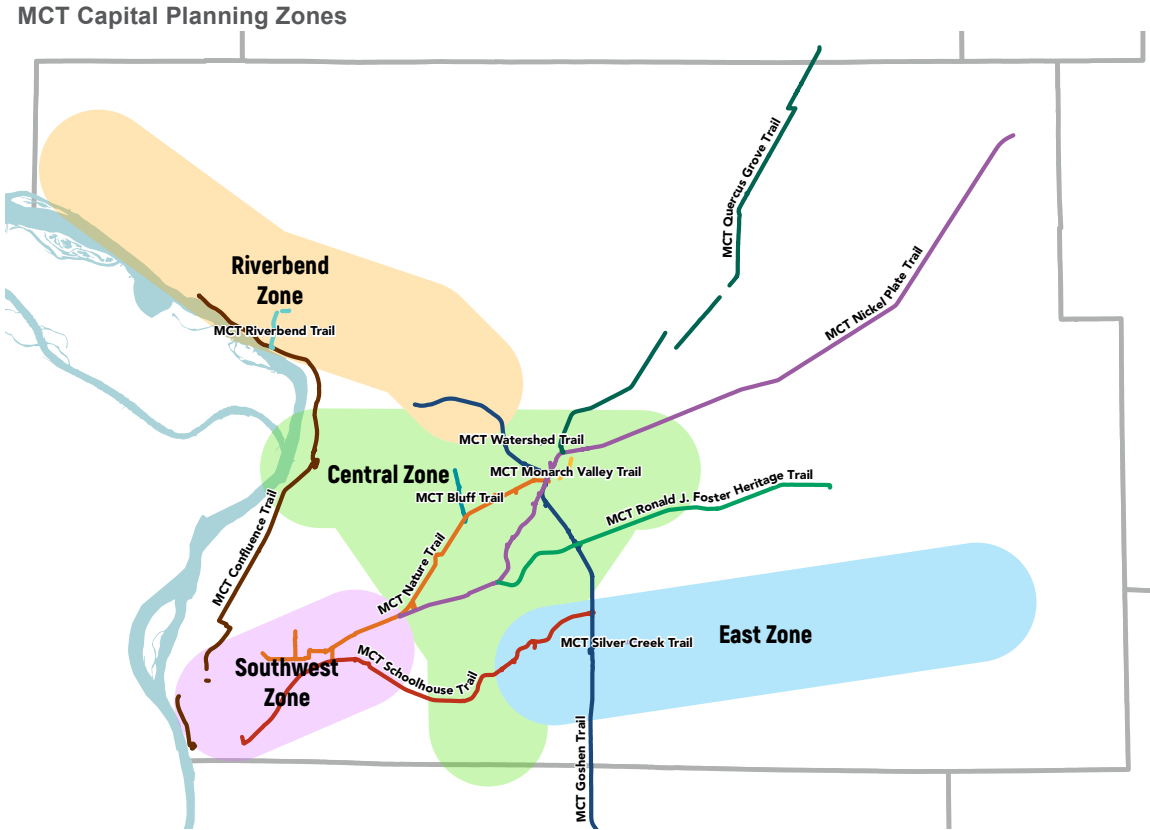
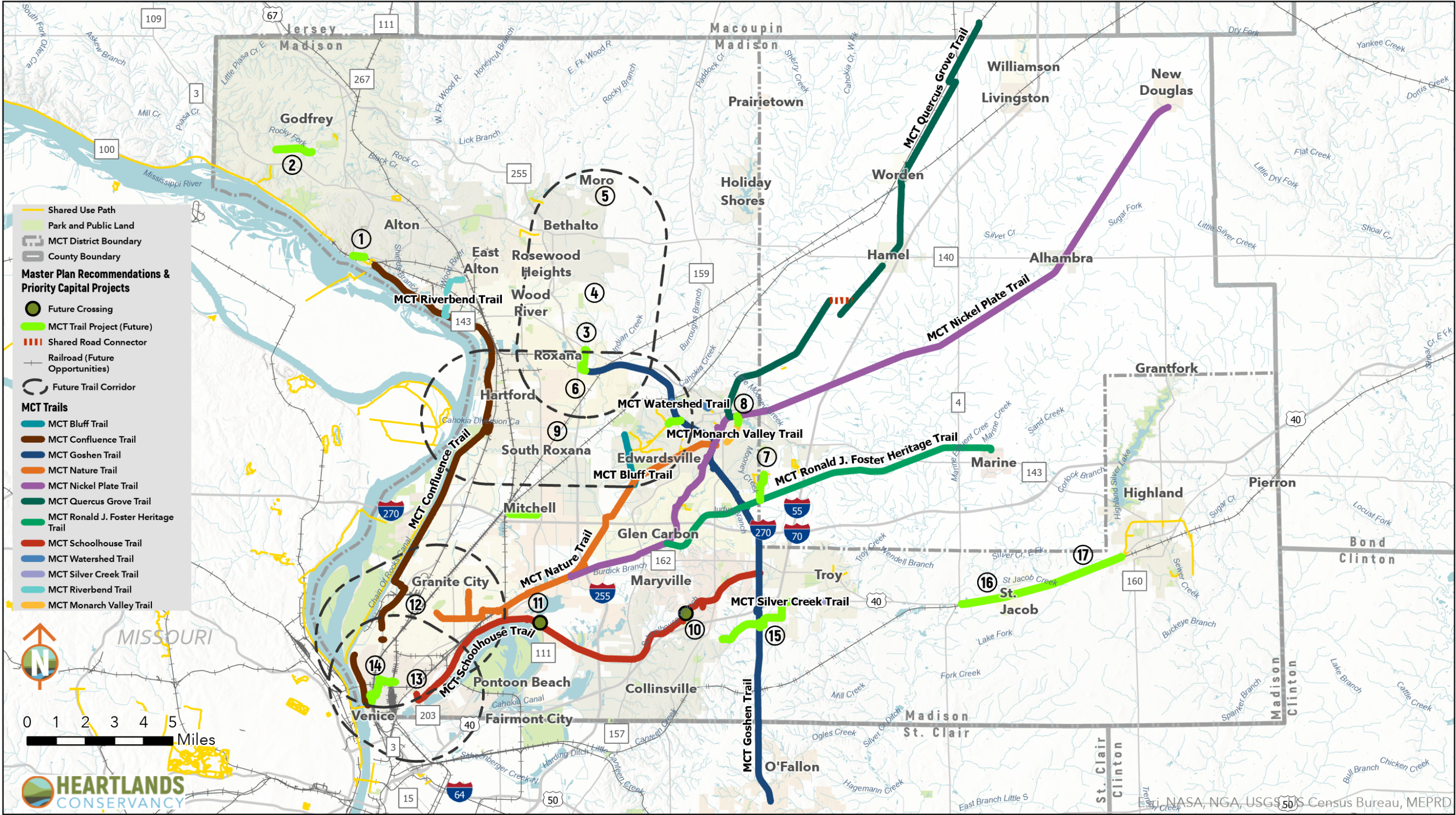


Table 6B: MCT Trails Sytem Capital Plan Projects

	Project Name	Capital Plan Zone	Recommended Facility	Alignment Determined	Approx.Length (Miles)	Current Property Ownership (Per Madison County GIS)
1	Alton Greenway	Riverbend	Shared Use Path	Y	1.11	City of Alton
2	Godfrey Trail	Riverbend	Shared Use Path	Y	2.96	Madison County Transit District, MESD, Private Property, Undetermined*
3	Goshen Trail to Bethalto - Phase 1	Riverbend	Shared Use Path	N	TBD	Unknown
4	Goshen Trail to Bethalto - Phase 2	Riverbend	Shared Use Path	N	TBD	Unknown
5	Goshen Trail to Bethalto - Phase 3	Riverbend	Shared Use Path	N	TBD	Unknown
6	South Roxana Spur	Riverbend	Shared Use Path	Y	1.49	Madison County Transit District, IDOT, Village of South Roxanna, Private Property
7	Heritage Trail to Goshen Road Connector	Central Madison Co.	Shared Use Path	Y	0.93	Village of Glen Carbon, Private Property
8	IT Trail Phase 2 (Irma to Schwarz)	Central Madison Co.	Shared Use Path	Y	0.23	Madison County Transit District, Private Property
9	East - West Confluence Trail Connection (Bluff Trail to Confluence Trail)	Central Madison Co.	Shared Use Path	Y	4.80	City of Edwardsville, Gateway Eastern, Madison County Trustee, Missouri Pacific Railroad, Norfolk & Western Railway Co., Union Pacific Railroad Co., Madison County, Private Property
10	Schoolhouse Trail Grade Separation @ Pleasant Ridge Rd	Central Madison Co.	Bridge	NA	0.05	Madison County Mass Transit District, Village of Maryville
11	Schoolhouse Trail Grade Separartion @ IL-111 & Horseshoe Lake Rd	SW Madison Co.	Bridge	NA	0.46	Madison County Mass Transit District, IDOT
12	Confluence Trail to Wilson Park	SW Madison Co.	Shared Use Path	N	TBD	Unknown
13	Madison Schoolhouse Trail Extension	SW Madison Co.	Shared Use Path	Y	1.00	IDOT, City of Madison, Norfolk & Western Railway Co., Private Property
14	Venice Bike/Ped Connector	SW Madison Co.	Shared Use Path	Y	1.72	City of Venice, Church of the Living God, IDOT, St Louis Merchants Bridge, Venice Park District, Wabash RR, Illinois Central Gulf RR, Norfolk & Wstrn RR Co Lessee, Madison Ill RR & St Louis RR Co, Private Property
15	Formosa Trail (East & West Segments)	East Madison Co.	Shared Use Path	Y	3.27	Private Property
16	Silver Creek Trail Phase 4 (IL-4 to St. Jacob and Bridge into St. Jacob)	East Madison Co.	Shared Use Path	Y	3.76	IDOT
17	Silver Creek Trail Phase 5 (St. Jacob to Highland Park & Ride)	East Madison Co.	Shared Use Path	Y	4.01	IDOT, Private Property

Map 8: MCT Trails System Capital Plan Map



MCT Trails Long-Term & Stakeholder Project Recommendations

Another 17 projects were identified through the needs assessment and engagement with stakeholders and trail users. These projects are recommended for further assessment and implementation as the Capital Plan projects are completed and future capital budgets are developed. These projects are listed in Table 6C to the right and shown on the Long-Term & Stakeholder Project Recommendations map on the next page.

Table 6C is organized by project type, but the order of listing is not prioritized:

- **System-to-System Connections:** Trail connections between the MCT Trails system and the adjacent trail networks of other agencies.
- **MCT Trail Connections & Extensions:** Projects that extend an existing trail, connect two or more existing or planned trails, or connect a community to the MCT Trails system.
- **Improvements to Existing MCT Trails:** Projects that improve the condition or safety of an existing trail, such as paving or grade-separation of a trail crossing.

These projects should be reviewed and prioritized in a manner that supports the vision, goals, objectives, and strategies of this Master Plan. As Capital Plan projects are completed, these projects can then be further detailed, prioritized, budgeted, and programmed in future updates to the MCT Capital Plan.

Table 6C: Long-Term & Stakeholder Recommended Projects

	Recommended Future Project Name
System-to-System Connections	
1	Confluence Trail to Great River Road Trail Connection
2	Confluence Trail to Old Chain of Rocks Bridge Connection
3	Schoolhouse Trail Connection to St. Clair County
MCT Trail Connections & Extensions	
4	Alton to Godfrey Connection via Foster Township
5	Alton to Bethalto Connection
6	Riverbend to Goshen Trail Connection (connects E. Alton-Wood River-Roxana)
7	Goshen to Quercus Grove Trail Connection (connects Bethalto-Holiday Shores-Worden)
8	Quercus Grove to Nickel Plate Trail Connection (connects Livingston-Williamson-New Douglas)
9	Quercus Grove to Nickel Plate to Silver Creek Trail Connection (connects Hamel-Alhambra-Grantfork-Highland)
10	Silver Plate Trail Future Extension (connects Highland-Pierron)
11	Silver Plate to Heritage to Nickel Plate Trail Connection (connects St. Jacob-Marine-Alhambra)
12	Silver Plate Trail Phase 3 Connection (connects Troy-St. Jacob)
13	Schoolhouse to Confluence Trail Connection (along or near Chain of Rocks Rd)
Improvements to Existing MCT Trails	
14	Confluence Trail Improvements South of Lock & Dam
15	Quercus Grove Trail Improvements (Replace on-road segments with trail)
16	Nickel Plate Trail Improvements (Pave existing unpaved trail segments)
17	Nature Trail Improvement (I-255 to Mockingbird Ln to Sand Rd)



Construction on the bridge along Goshen Trail

Map 9: Long-Term & Stakeholder Project Recommendations Map



Funding Strategy & Resources

Successful implementation of the plan will require strategic targeting and phased implementation of the most critical projects and most urgent improvements balanced with funding. Funding is needed to potentially acquire rights-of-way, easements, corridors, build trails improvements, amenities, facilities, and beautification within the public realm. The funding strategy will serve as a tool for MCT and staff to move forward in the implementation of all these factors.

Funding priorities and opportunities fluctuate over time. Below is a dynamic list of resources. The agencies, organizations, and foundations referenced are frequently affected by policy change, economic shifts, and depletion or change in funding sources. Therefore, it is important to investigate each source of funds, requirements, regulations, and outcomes prior to seeking the funds.

Funding for projects can come from a variety of sources: donations, fundraising, loans, assessments, ordinances, and grants (local, state, and federal agencies), foundations, non-government organizations, environmental organizations, and financial entities.

In support of this plan to connect the regional MCT trails to communities throughout their district with safe and accessible crossings at intersections. Communities are welcome and encouraged to partner to achieve localized and broader connections, especially those leading to parks, recreation facilities, and schools of all levels. The bicycle/mobility amenities and facility improvements, especially those addressing accessibility and connecting students to schools, can be funded through a variety of federal, local, and private sources.

To assist in securing funding, two additional analyses were conducted in supplement to this Master Plan and provided under separate cover as appendices. First, a spreadsheet-based benefit-cost analysis tool was prepared in accordance with national guidance and methodology. The tool was used to analyze and report the project benefits versus the costs of constructing a specific high-priority safety project recommended in the plan. The report is being used for a funding proposal to construct a bridge on the Schoolhouse Trail over IL Route 111, north of Horseshoe Lake.

The second supplemental report is a Safety Action Plan. This report summarizes a more detailed safety assessment, with recommended projects, policies, and actions to enhance the safety of the MCT Trails system.

Funding Recommendations

- **Investigate grants.** This includes grants for infrastructure, capital improvements, programs, best management practices, and amenities. These often require cash expenditures upfront for match; or are reimbursable after work is complete. These take a tremendous amount of effort and are not guaranteed to be successful. Often funds are reallocated in budget shortfalls or emergencies.
- **Investigate public/private partnerships for infrastructure and improvements,** including and relating to maintenance and management. This means municipalities, townships, county, state, NGOs, developers, and others may participate in conjunction per an agreed-upon arrangement yet to be determined.
- **Explore low-interest loans or bonds** offered from other public agencies as well as credit unions, and financial institutions. Often the urgency of capital projects benefit from low-interest loans instead of accruing more deferred maintenance, while collecting monies - risking liability and risk - and potentially a higher final cost.
- **Develop a fiscal plan to create an endowment** towards future maintenance or replacement.
- **Community fundraising campaigns** (big and small) involving network users to promote involvement: social media campaigns, letters, donor signs, etc.
- **Approach private donors.** Consider naming rights, development partnerships, challenge grants, etc.
- **Develop partnerships that may be used or collaborations for offsetting programming costs** for special events, or in a longer partnership through an MOU/MOA outlining mutual benefits.
- **Develop “shovel ready” capital project plans and corresponding marketing materials** to have ready for funding opportunities such as inquiries from funders, donors, or partners, “shovel ready” opportunities. This plan can also be provided as an attachment to most applications.
- **Consider creating prioritizing projects in Special Service Areas (SSA) or TIF districts** to help pay for capital projects or maintenance.
- **Develop an equitable stepped increase in fees for usage** of amenities, facilities, and venues. Consider these as revenue sources in developing a business plan.
- **Review each project for ongoing funding opportunities on a regular basis.**
- **Keep detailed and accurate records** once grants are received for required grant reports.
- **Increase and document work in-kind opportunities for match** within MCT, ACT, and partners.
- **Subscribe to grant notification services** to watch for applicable grants for which to apply and/or partner, such as:
 - Grants.gov <https://www.transportation.gov/bipartisan-infrastructure-law/key-notice-funding-opportunity>
 - <https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-programs/itep.html>
 - East-West Gateway’s weekly email briefings
 - <https://www.railstotrails.org/policy/funding/tool/> (Use RTC’s funding tool to help determine which federal funding source may be best suited for your project.)

Other Potential Revenue Sources

Capital Improvement Budget Set-Aside

MCT continues to set aside a percentage of capital improvement budgets to fund future bicycle and pedestrian capital projects. These projects could be incorporated into scheduled local or state road work to be stand-alone projects. These funds can then potentially be leveraged as local match to secure federal funds.

Property Taxes

Property taxes can provide a steady stream of financing while broadly distributing the tax burden. In other parts of the country, this mechanism has been popular with voters as long as the increase is restricted to recreation, parks, and open space. Note, other public agencies compete vigorously for these funds, and taxpayers are generally concerned about high property tax rates.

Economic Development Sales Taxes

Cities in the state of Illinois have the option to impose a local sales tax up to 4.75% to be used to fund projects that could include pedestrian & bicycle, stormwater (curb and gutter), and other improvements related to economic development. This can also be increased by expanding the service area.

The Metro-East Mass Transit District (MED) imposes taxes in certain townships in Madison and St. Clair counties at the following rates.

- 0.25 percent sales tax on general merchandise and sales of qualifying food, drugs, and medical appliances* in Madison County.
- 0.75 percent sales tax on general merchandise (excluding items that are titled or registered) and sales of qualifying food, drugs, and medical appliances* in St. Clair County.
- 0.25 percent sales tax on sales of titled or registered property in St. Clair County and Madison County (plus a fee of \$20 or 0.5%, whichever is less, in MED townships in St. Clair County).

Sales Taxes

Metro East Park and Recreation District (MEPRD) is the public body responsible for the development of an interconnected system of parks, greenways, and trails in Madison and St. Clair Counties. MEPRD is partially funded by sales taxes, not property taxes. This program is approved by voters, to collect a 1/10th sales tax for parks, open space, trails, and other conservation programs. Fund divisions are determined by state statute with 50% directed to regional projects and 50% directed to county and local projects. This is an excellent source of funds for corridor protection, trailhead, partner implementation, projects, and construction.

Special Districts - Special Service Area, TIF Districts, or future special fees

As a partner to MCT Trails, municipalities could consider a special assessment to develop amenities benefiting the community. Generally, this is a technique that may have to be put on a ballot and voted by the public. An SSA can also specifically fund the maintenance of the public space or corridors. Future TIF funds could be used as well.

Unique Opportunities

Some immediate or revolving funding sources to investigate for Rebuilding and Reopening Illinois in relation to 2020-22 events:

Infrastructure Investment and Jobs Act Release of funds is TBD through multiple U.S. Departments.

Inflation Reduction Act Release of funds is TBD through multiple U.S. Departments.

U.S. Department of Commerce - EDA/Cares Act Recovery Assistance - Releases of grants are ongoing.

Rebuild Illinois Grant Program - Rebuild Illinois will make \$45 billion worth of investments in roads, bridges, railroads, universities, early childhood centers, and state facilities over the next six years, creating and supporting an estimated 540,000 jobs over the life of the plan and revitalizing local economies across the state. Releases of grants are ongoing.

Conservation Easements - Through the federal tax code, charitable gift and estate tax benefits exist for long-term land protection. With a conservation easement, a landowner limits future development opportunities and reduces the value of the property while ensuring long term conservation protection and receiving tax benefits. This program is administered through a local land trust, such as Great Rivers Land Trust or HeartLands Conservancy or a governing entity. These can be implemented on large right-of-ways, adjacent parcels, a portion of large parcel or acreage.

Public Agency Grants

Public improvements, including pedestrian and bicycle amenities and facilities can be funded through a variety of federal, state, local, and public mechanisms. These sources are competitive, and generally require matching funds.

All grants, regardless of source, can fluctuate from year-to-year based on annual budgets and fund availability. The list below has traditionally been valid. However, due to various unforeseen circumstances, all funding sources, information, and grant applications should be reviewed. Projects should be prioritized via timeline or as opportunities of funding present themselves for specific endeavors.

Descriptions of grants and funding opportunities have been provided from the agencies websites. Where possible, links have also been provided.

Federal Programs

Congressional Funding

These funds support local priorities and are requested by members of Congress. This process for funding is referred to as “Congressionally Directed Spending” in the Senate and “Community Project Funding” in the House.

EPA

EPA’s Environmental and Climate Justice Community Change Grants program (Community Change Grants) will invest approximately \$2 billion dollars in Inflation Reduction Act funds in environmental and climate justice activities to benefit disadvantaged communities through projects that reduce pollution, increase community climate resilience, and build community capacity to respond to environmental and climate justice challenges. This may include multi-modal transportation alternatives, best management practices, and green infrastructure/nature-based solutions for stormwater and pollution reduction.

FEMA

Building Resilient Infrastructures and Communities (BRIC) grant - This program is for states, local communities, tribes and territories for mitigation activities. BRIC is a FEMA annual hazard mitigation program. The priorities are to: incentivize natural hazard risk reduction activities that mitigate risk to public infrastructure; prioritize benefits to disadvantaged communities; mitigate risk to one or more community lifelines; incorporate nature-based solutions; enhance climate resilience and adaptation; and increase funding to applicants that facilitate the adoption and enforcement of the latest published editions of building codes.

National Endowment for the Arts

This one of the most well-known resources for public art is the National Endowment for the Arts, which operates numerous grant programs.

<https://www.arts.gov/grants>

U.S. Department of Transportation

The USDOT has created a very detailed and comprehensive chart documenting all their pedestrian and bicycle funding sources. This document includes project types and links to funding sources. More information can be found on the following pages on the chart (as of 11/2023) or by following this link: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf

MAP-21, the most recent federal transportation funding law, consolidated a number of bicycle and pedestrian transportation funding programs that were previously available under SAFETEA-LU into a broader program called Transportation Alternatives. This singular program is the largest federal source for trail funding.

Transportation Alternatives Program

The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) Section 1524 requires the U.S. Department of Transportation to encourage States and regional transportation planning agencies to use qualified youth service and conservation corps to perform appropriate transportation-related projects. This section of law remains in effect.

The Rails-to-Trails Conservancy operates the Transportation Alternatives Data Exchange (TRADE).

https://www.fhwa.dot.gov/environment/transportation_alternatives/

Safe Streets and Roads for All Grants

On February 1, 2023, the U.S. Department of Transportation announced the first round of SS4A awards totaling \$800 million, all of which will go towards projects dedicated to making it safer to bike and walk in the United States.

The program has \$5 billion in total (5 years of funding) for critical safety projects that help people bike and walk in their communities. The next Notice of Funding Opportunity for this program — with up to \$1.1 billion in funding — is expected to be released by USDOT in April.

USDOT's website to receive emails when it goes live:

https://service.govdelivery.com/accounts/USDOT/subscriber/new?topic_id=USDOT_165

RAISE Infrastructure Grant

RAISE discretionary grants help project sponsors, including municipalities, complete critical freight and passenger transportation infrastructure projects. RAISE projects are evaluated on statutory criteria of safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation.

The goal of the RAISE program is to fund eligible surface transportation projects that will have a significant local or regional impact that advance the Departmental priorities of safety, equity, climate and sustainability, and workforce development, job quality, and wealth creation, consistent with law.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants

Distributed by USDOT, RAISE grants typically range from \$1 million to \$25 million and are an excellent opportunity to plan and build impactful

transportation projects. This program allows applications for either planning, construction, or engineering and construction within single grant awards. The most recent round of funding applications, with approximately \$2.2 billion in awards expected, closes in February, but communities can start planning ahead of the FY2024 RAISE grant cycle today. Last year, RAISE grants funded numerous bike projects, including trails, bike paths, improved crossings, bike bridges, and protected bike lanes.

USDOT's INFRA, Mega, and Rural Surface Transportation Grants

With more than \$15 billion available over five years, the INFRA, Mega, and Rural Surface Transportation Grant programs support large, complex infrastructure projects, including highways, bridges, freight, port, and passenger rail, as well as public transportation projects that are integral to such projects. Although stand-alone bike projects don't appear to be eligible for these programs, larger multimodal projects that include bike components are. As with their other competitive grant programs, USDOT is expected to announce annual application windows until they distribute the total funding provided for these programs.

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm

Congestion Relief Program

The Congestion Relief Program to provide discretionary grants to eligible entities to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States with an urbanized area population greater than 1,000,000. The goals of the program are to reduce highway congestion, reduce economic and environmental costs associated with that congestion, including transportation emissions, and optimize existing highway capacity and usage of highway and transit systems through: (1) improving intermodal integration with highways, highway operations, and highway performance; (2) reducing or shifting highway users to off- peak travel times or to nonhighway travel modes during peak travel times; and (3) pricing of, or based on, as applicable, parking; use of roadways, including in designated geographic zones; or congestion.

Reconnecting Communities and Neighborhoods (RCN) Program

The Office of the Secretary of Transportation (OST) has released a joint Notice of Funding Opportunity (NOFO) for the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs, which will combine two major discretionary grants into one NOFO. Together, this combined program will be known as the Reconnecting Communities and Neighborhoods (RCN) Program. While they remain separate programs for the purposes of award, the programs share many common characteristics, including:

- Prioritizing disadvantaged communities;
- Aiming to improve access to daily needs such as jobs, education, healthcare, food, and recreation;
- Fostering equitable development and restoration;

- Reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

The RCN NOFO solicits grant applications for the Reconnecting Communities Pilot discretionary grant program, established by the Bipartisan Infrastructure Law (BIL), and for the newly created Neighborhood Access and Equity discretionary grant program, established by the Inflation Reduction Act (IRA).

Under the combined RCN Program, USDOT offers three grant types:

1. *Capital Construction* - To fund both reconnecting-focused projects and smaller projects focused on reducing environmental harm and improving access in disadvantaged communities. Projects may address:
 - A dividing facility
 - Mitigating a “burdening” facility (a source of air pollution, noise, stormwater, or other burden)
 - Improving access and building or improving Complete Streets.
2. *Community Planning* - To provide funds for planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges. Projects may address:
 - Planning to restore community connectivity
 - Community/public engagement
 - Assessing environmental impacts from transportation in underserved communities (i.e., air quality, greenhouse gas emissions, extreme heat hotspots, gaps in tree canopy coverage, or flood-prone transportation infrastructure)
 - Developing local anti-displacement policies and community benefit agreements
3. *Regional Partnerships Challenge* - To incentivize stronger partnerships between local governments, Tribal governments, MPOs/RPOs, State DOTs, and non-profit, private, and community partners to tackle persistent equitable access and mobility challenges, as well as greenhouse gas emissions reductions. Applicants must consist of a partnership between two or more eligible agencies.

<https://www.transportation.gov/grants/rcnprogram>

Climate Pollution Reduction Grants

The Climate Pollution Reduction Grants (CPRG) program provides \$5 billion in grants to states, local governments, tribes, and territories to develop and implement ambitious plans for reducing greenhouse gas emissions and other harmful air pollution. Authorized under Section 60114 of the Inflation Reduction Act, this two-phase program provides \$250 million for noncompetitive planning grants, and approximately \$4.6 billion for competitive implementation grants.

<https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>

Active Transportation Infrastructure Investment Program (ATIIP)

Congress authorized the Active Transportation Infrastructure Investment Program (ATIIP) as part of the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Bill (BIL), 117 H.R.3684. Funding for the program should be appropriated at \$200 million in FY 2024, the level it was authorized in the BIL, to begin to meet its potential and chip away at growing state and local demand for this investment. This funding will enable a transformation across rural, suburban and urban communities to safely meet the mobility needs of millions of Americans who cannot drive or choose not to for at least some of their trips.

State Programs

Illinois Department of Transportation (IDOT)

Illinois Safe Routes to School (SRTS) - Eligible infrastructure projects include sidewalk improvements, traffic calming/speed reduction improvements, traffic control devices, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle facilities, and secure bicycle parking facilities. Eligible non-infrastructure projects include events, equipment, and supplies that help to address areas of Education, Encouragement, and Evaluation.

Illinois Green Streets Initiative - The Illinois Green Streets Initiative is part of the Replanting the Prairie State Initiative to further reduce greenhouse emissions in the state. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. Funds for this program can only be used for planting of trees or prairie grasses, and the program is overseen by the Illinois Department of Transportation.

The Illinois Transportation Enhancement Program (ITEP) - provides funding for community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.

Pedestrian and Bicycle Safety Program - Funds cost-effective projects that improve bicycle and pedestrian safety through education and enforcement. May fund projects such as a bicycle and pedestrian plan, development and distribution of maps with safety information, Educational materials, safety equipment, and vehicle feedback signs.

The Surface Transportation Program (STP) - provides funding for all types of transportation projects, including pedestrian and bicycle facilities. Projects are selected through the State Highway Improvement Program.

Illinois Department of Natural Resources (IDNR)

Bike Path Grant Program - This program assists local units of government to acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities.

Federal Recreational Trails Program - The IDNR administers RTP funds and stipulates that funds can be utilized for trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title. The RTP program can provide up to 80 percent federal funding on approved projects and requires a minimum 20 percent non-federal funding match. Eligible applicants include municipalities and counties, schools, and private, non-profit and for-profit businesses.

Illinois Department of Commerce and Economic Opportunity (DCEO)

The Illinois Department of Commerce and Economic Opportunity maintains a current list of grant programs that are open for application. Grant opportunities may range from funding for public infrastructure projects, programs focused on economic development initiatives, to the Department seeking a partner to administer support services to Illinoisans. Each program's unique eligibility requirements will include opportunities for various types of communities, businesses and/or non-profit organizations.

<https://www2.illinois.gov/dceo/AboutDCEO/GrantOpportunities/Pages/default.aspx>

The Illinois Community Development Assistance - The Office of Community Development supports economic development, community development, and infrastructure improvements in Illinois communities with substantial low-to-moderate-income populations.

The office administers the federally funded Community Development Block Grant (CDBG) program that assists low-income populations. In addition, federal aid is provided for disaster recovery and housing rehabilitation in these communities.

<https://www2.illinois.gov/dceo/CommunityDevelopment/Pages/default.aspx>

Regional & Local Programs

ACT Grant - Known as the ACT Community Action Grants Program, this annual funding opportunity is available to cities, cities, townships, park districts, transit districts, airport districts, and 501(c)(3) non-profit organizations based in or providing services within Madison County, Illinois. The ACT Community Action Grants Program will provide an opportunity for entities serving Madison County residents to apply for grant funding to complete projects that will expand or enhance local transportation opportunities. Eligible projects must improve transportation, bicycle safety and/or access, pedestrian safety and/or access, ADA accessibility, and/or related projects. Each eligible entity can apply for as much as \$100,000 per year.

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program - is part of the Competitive Programs that East-West Gateway

Council of Governments (EWG) administers. CMAQ projects, are included in the Transportation Improvement Program that EWG develops for the region. The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas, including the St. Louis region, that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). CMAQ funds can be used for projects such as: traffic flow improvements; demand management; shared ride services; bicycle and pedestrian facilities; transit vehicles/facilities; and operating assistance for new transit projects. This program is authorized by the current transportation law the Fixing America's Surface Transportation (FAST) Act.

<http://www.ewgateway.org/trans/TIP/CMAQ/cmaq.htm>

Madison County Resource Management Environmental Grants - This grant program is designed to assist with environmental objectives and projects including solid waste management, air quality initiatives, energy efficiencies, smart growth, and stormwater abatement. The goal of the program is to promote best management practices and case studies of positive environmental projects within Madison County. Examples of funding use include; native landscaping, stormwater BMPs/green infrastructure, and solar initiatives. This is perhaps applicable to the trail corridor amenities and beautification.

Madison County Park Enhancement Program (PEP) Grants - The Madison County Park and Recreation Program is designed to assist municipalities and park and recreation districts within Madison County to develop, enhance or expand park operations and facilities. The grant program, administered by Madison County Community Development is designed to supplement community funding for park operations.

Metro-East Park and Recreation District (MEPRD) MEPRD provides grants to supplement the efforts of local governments, special districts, and other jurisdictions that are already working on the planning, construction, and management of bike, pedestrian, and park facilities to further their mission.

Park and Trail Grant - MEPRD funds projects that would fulfill two primary objectives, i.e. (1) encourage the development of regional trail segments throughout MEPRD's jurisdiction; and (2) increase MEPRD's grant funding for park projects located in currently under-served locations. Provides up to \$300,000 for construction, implementation, and acquisition. MEPRD funds must not exceed 40% of the total project cost.

Event Sponsorship Grant - Fund a variety of events include walking, running, and/or biking events hosted by a public agency/department or a nonprofit organization. At least 10% of the event proceeds must go towards funding developments, improvements, or recreational programs to a public park or trail.

Non-Governmental (NGOs) & Not-For-Profit Organizations

The following groups may have programs or funds to help carry out their missions at any given time:

HeartLands Conservancy – Works to protect diverse natural resources and habitats of southern Illinois.

The PeopleForBikes – The not-for-profit Industry Community Grant Program provides funding for projects that make bicycling better in communities across the U.S.

The Sierra Club Illinois Piasa Palisades Group – Supports projects that protect this region from sprawl, unsustainable agriculture, air and water pollution, wetlands destruction, and deforestation.

The Conservation Fund – Conservation loans and green bonds programs offer flexible financing as well as sustained and expert technical assistance to land trusts and other organizations aiming to protect key properties in their communities, increase access to green and open-space, recover natural habitats, provide conservation education programs, and help people connect with nature.

Trees Forever – The Working Watersheds – Buffers and Beyond program provides a 50% cost share (up to a maximum of \$2,000) to implement water quality project/demonstration sites, e.g. riparian buffers.

Non-grant Funding Opportunities

- Community Partnerships
- The Great River Road National Scenic Byway follows the Mississippi River through from northern Minnesota to the Gulf of Mexico. Join communities to jointly fund efforts.
- Corporate/Business Sponsorships
- Local or Crowd-sourced Fundraisers
- Sports Tournaments
- Programs/Events - Diversify programming, events, and rentals to increase revenue from the park in fun and creative ways for the benefit of the community.
- Service Organizations
- Charitable Donations
- Volunteer Work

Potential Private Foundations/Companies

Many communities have successfully solicited trail infrastructure funding from private foundations and philanthropic benefactors. Foundations are excellent sources of funding for the acquisition of land for green space, public art siting, interpretation, education, and project-specific purposes. They fund a wide variety of features, including shade structures, tree planting, pollinator gardens, ADA improvements, and educational programs. Additionally, corporations often have separate foundations or grant programs to support environmental missions. Below are some examples of these funding opportunities:

- AARP
- Alton Memorial Health Services Foundation
- Ameren Corporation Charitable Trust
- American Water Charitable Foundation
- The American Hiking Society awards grants from its National Trails Fund
- American Academy of Dermatology (Shade Structure Program)
- America's Central Port
- Bank of America Charitable Foundation
- Boy Scouts of America
- Building Better Communities Program (NRPA)
- Conservation Alliance
- The Conservation Fund
- Home Depot Foundation
- KaBOOM!
- Lewis & Clark Community College
- Lowe's Charitable and Education Foundation
- National Trails Fund
- National Recreation & Park Association (NRPA)
- National Association of Realtors
- The Nature Institute
- PeopleForBikes Community Grant Program
- REI
- Scotts Miracle-Grow Foundation
- The Trust for Public Land
- U.S. Soccer Foundation
- Walmart Family Foundation



Parking meters on trails are helping to raise funds in Steamboat Springs, Colorado. Photo by the City of Steamboat Springs

Think Outside the Box to Entice Users to Donate

In Steamboat Springs, Colorado the city decided to think about trail funding in a different way. Rather than go through the government or through a private corporation, why not reach trail users directly, while they are on the trail, and therefore the most likely to be thinking about those trail benefits? The city took ten parking meters from their original urban centers and parked them at trailheads, painting them a bright orange color so trail users can't miss them. The visuals of this had the added effect of creating novelty, which creates publicity, which makes people want to be a part of things. Users immediately started donating, swiping their credit cards at the re-purposed parking meters with a minimum \$5 donation, and raising thousands within weeks of installation. The city ultimately projects a whopping \$1.5 million by the year 2026 from this program, with all of those funds going into the trails.

Source: American Trails, 2020

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Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds
as of November 16, 2023

This table indicates likely eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																													
	Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
	Federal Highway Administration														Federal Lands			OST Grant						OST Loan		FTA		NHTSA		
Activity or Project Type	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	NFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Access enhancements to public transportation (benches, bus pads, lighting)	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan	\$		\$						\$	\$	\$		\$		\$	\$					\$		TA				\$	~\$		
Barrier removal for ADA compliance	\$	\$	\$				\$	\$	\$	\$	\$	\$		\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Bicycle plans	\$		\$					\$	\$	\$		\$	\$		\$	\$	\$			~\$	\$					\$	\$	~\$		
Bicycle helmets (project or training related)	~\$				\$				\$	\$SRTS		\$				\$														\$
Bicycle helmets (safety promotion)	~\$				\$				\$	\$SRTS		\$				\$														
Bicycle lanes on road	\$		\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	~\$	~\$	\$	\$			~\$	~\$	\$				
Bicycle parking (see Bicycle Parking Solutions)	\$		\$	\$			\$		\$	\$	\$	\$		\$	\$	\$		~\$	~\$	\$	~\$			~\$	\$	\$				
Bike racks on transit	\$		\$	\$					\$	\$					\$	\$			~\$	\$	\$	~\$			~\$	\$				
Bicycle repair station (air pump, simple tools, electric outlets)	\$		\$						\$	\$					\$	\$			~\$	\$	~\$			~\$	~\$	\$				
Bicycle share (capital and equipment including charging stations and outlets; not operations)	\$		\$	\$			\$		\$	\$					\$	\$		~\$	~\$	\$	~\$			~\$	~\$	\$				
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations)	\$		\$	\$					\$	\$					\$	\$			~\$	\$	~\$			~\$	\$	\$				
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Bus shelters and benches	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Charging stations for electric bicycles and scooters NEW	\$		\$	\$					\$	\$	\$				\$	\$						~\$		~\$	~\$					
Coordinator positions: State/local (CMAQ/STBG limited)				\$					\$	\$SRTS		\$				\$					~\$									
Community Capacity Building (develop organizational skills and processes)	~\$												\$			\$				NAE	~\$		TA				~\$	~\$		
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Curb ramps	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Counting equipment	\$				\$	\$	\$		\$	\$	\$	\$	\$		\$	\$	\$	\$		\$	~\$				~\$	\$				
Data collection and monitoring for pedestrians and/or bicyclists	\$		\$		\$	\$	\$		\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$				~\$	\$	~\$	~\$		
Emergency and evacuation routes for pedestrians and/or bicyclists	\$		\$				\$	\$	\$	\$	\$	\$			\$	\$		\$	\$	\$	~\$				\$	\$	~\$	~\$		
Encouragement and education activities related to safe access for bicyclists and pedestrians NEW	~\$			\$	\$				\$	\$SRTS	\$	\$	\$			\$					~\$	~\$								
Historic preservation (pedestrian, bicycle, transit facilities)	~\$		\$						\$	\$				\$	\$	\$			~\$	~\$	~\$			~\$	~\$	\$				
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water fountains); usually part of larger project	\$		\$				~\$	\$	\$	\$					\$	\$		~\$	~\$	~\$	~\$			~\$	~\$	\$				
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Maps (for pedestrians and/or bicyclists) (see Idea Book)	\$		\$	\$					\$	\$		\$	\$			\$					\$					\$				
Micromobility projects, including scooter share (capital and equipment, including charging stations and outlets; not operations)	\$		\$	\$					\$	\$					\$	\$			\$	\$	~\$	~\$		~\$	~\$					
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	~\$	\$	\$	\$			~\$	~\$					
Pedestrian plans	\$		\$					\$	\$	\$		\$	\$		\$	\$	\$	~\$	\$	~\$	\$					\$	\$	\$		
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety NEW	~\$				\$				\$	\$SRTS		\$				\$													\$	\$

November 16, 2023

	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																													
	Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
	Federal Highway Administration														Federal Lands			OST Grant						OST Loa		FTA			NHTSA	
Activity or Project Type	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF	NFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	TIFIA	FTA	AoPP	TOD	402	405
Rail at-grade crossings	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$			\$	\$	\$				
Recreational trails	\$							\$	\$	\$	\$			\$	\$	\$				\$	\$	~\$			~\$					
Resilience improvements to pedestrian and bicycle facilities or to protect or enhance use. REVISED	\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	note	\$	\$	\$		\$	\$	\$	~\$	~\$		~\$	~\$					
Road Diets (pedestrian and bicycle portions)	\$		\$	\$	\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	\$	\$			~\$	\$					
Road Safety Assessment for pedestrians and bicyclists	\$				\$	\$			\$	\$			\$		\$	\$	\$			\$	\$		TA		~\$		~\$			
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws	~\$				\$				\$	\$SRTS		\$	\$			\$					\$						~\$	~\$	\$	\$
Safety education positions					\$				\$SRTS	\$SRTS		\$				\$					\$									\$
Safety enforcement (including police patrols)					\$				\$SRTS	\$SRTS		\$				\$					\$									\$
Safety program technical assessment (for peds/bicyclists)	~\$				\$				\$SRTS	\$SRTS		\$	\$		\$	\$					\$	\$		TA						\$
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Shared use paths / transportation trails	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$		\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$				
Signing for pedestrian or bicycle routes	\$		\$	\$	\$		\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use) REVISED	\$		\$	~\$	\$	\$	\$		\$	\$	\$	\$			\$	\$	\$	\$	\$	~\$	\$	~\$		~\$	~\$	\$				
Stormwater mitigation related to pedestrian and bicycle project impacts REVISED	\$				\$	\$	\$	\$	\$	\$	\$	\$	note		\$	\$	\$	\$	\$	\$	~\$			~\$	~\$	\$	note	note		
Technical Assistance (see Cross-cutting notes) NEW	~\$			~\$	\$				\$	\$	\$	\$	note			\$	\$			~\$	~\$	~\$	TA							
Traffic calming	\$		\$		\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$				
Trail bridges	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$			~\$	\$					
Trail construction and maintenance equipment	\$		\$						\$	\$	\$				~\$	~\$	~\$				~\$			~\$	~\$					
Trail/highway crossings and intersections	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$					
Trailside/trailhead facilities (restrooms, water, but not general park amenities)	\$		~\$						\$	\$	\$			\$	\$	\$			~\$					~\$	~\$					
Training	~\$			\$	\$				\$	\$	\$	\$	\$			\$					\$		TA				~\$	~\$	\$	
Training for law enforcement on ped/bicyclist safety laws	~\$			~\$	\$				\$SRTS	\$SRTS		\$				\$					\$						~\$	~\$	\$	\$
Tunnels / underpasses for pedestrians and/or bicyclists	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$			\$	\$	\$				
Vulnerable Road User Safety Assessment	\$				\$				\$	\$		\$	\$			\$	\$				\$		TA				~\$	~\$		

Abbreviations (alphabetical order)

<p>ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973</p> <p>AoPP: Areas of Persistent Poverty Program</p> <p>ATIIP: Active Transportation Infrastructure Investment Program [web link under development]</p> <p>BIL: Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act (Pub. L. 117-58)</p> <p>BRI: Bridge Programs, including: BFP: Bridge Formula Program; BIP: Bridge Investment Program; BRR: Bridge Replacement and Rehabilitation Program</p> <p>CMAQ: Congestion Mitigation and Air Quality Improvement Program</p> <p>CRP: Carbon Reduction Program</p> <p>FLTTP: Federal Lands and Tribal Transportation Programs: Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Federal Lands Planning Program and related programs for Federal and Tribal lands such as the Nationally Significant Federal Lands and Tribal Projects program</p> <p>FTA: Federal Transit Administration Capital Funds</p>	<p>PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)</p> <p>PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation</p> <p>RAISE: Rebuilding American Infrastructure with Sustainability and Equity</p> <p>RCN: Reconnecting Communities and Neighborhoods Grant Program (includes Reconnecting Communities Pilot Program (RCP) and Neighborhood Access and Equity programs)</p> <p>RHCP: Railway-Highway Crossings (Section 130) Program</p> <p>RRIF: Railroad Rehabilitation and Improvement Financing (loans)</p> <p>RTP: Recreational Trails Program</p> <p>SMART: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program</p> <p>SRTS: Safe Routes to School Program (and related activities)</p> <p>SS4A: Safe Streets and Roads for All</p> <p>STBG: Surface Transportation Block Grant Program</p>
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HSIP : Highway Safety Improvement Program IIJA : Infrastructure Investment and Jobs Act (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law INFRA : Infrastructure for Rebuilding America Discretionary Grant Program NAE : Neighborhood Access and Equity Program NHPP : National Highway Performance Program NHTSA 402 : National Highway Traffic Safety Administration State and Community Highway Safety Grant Program NHTSA 405(g) : National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety) NSBP : National Scenic Byways Program	TASA : Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements) Thrive : Thriving Communities Initiative (TA: Technical Assistance) TIFIA : Transportation Infrastructure Finance and Innovation Act (loans) TOD : Transit-Oriented Development TTP : Tribal Transportation Program TTPSF : Tribal Transportation Program Safety Fund
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Cross-cutting notes

This table indicates likely eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs can also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. The Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See FHWA's [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#).
- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance), [Publications](#), [Pedestrian and Bicyclist Safety](#), and Bicycle transportation and pedestrian walkways statute at [23 U.S.C. 217](#).
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and [TASA](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TASA](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Lighting](#), [Pedestrian Hybrid Beacons](#), and [Rectangular Rapid Flashing Beacons](#).
- Technical Assistance includes assisting local agencies and other potential grantees to identify pedestrian and bicycle safety and infrastructure issues, and to help them develop and implement successful projects. Technical assistance may be authorized under a program or sometimes as a limited portion of a program. See FHWA links to [Technical Assistance and Local Support](#).
- The [DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Operation costs: In general, ongoing and routine operation costs (such as ongoing costs for bike sharing or scooter sharing) are not eligible unless specified within program legislation. See links to program guidance for more information.

Program-specific notes

DOT funding programs have specific requirements that activities and projects must meet. Eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

FHWA Programs

- [ATIIP](#) (IIJA § 11529): Subject to appropriations. Projects costing at least \$15,000,000 to develop or complete active transportation networks and spines, or at least \$100,000 to plan or design for active transportation networks and spines.
- [BRI](#): [BFP](#), (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge; project must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.
- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the [CMAQ guidance](#) for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain noninfrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPP](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133): Broad eligibility for pedestrian, bicycle, and micromobility projects under 23 U.S.C. 206, 208, and 217 (23 U.S.C. 133(b)(7)). Activities marked "\$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Nonconstruction projects related to safe access for bicyclists and pedestrians (such as bicycle and pedestrian education) are eligible under STBG (23 U.S.C. 217(a)).

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- [TASA](#) (23 U.S.C. 133(h)): Broad eligibility for pedestrian, bicycle, and micromobility projects. Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training. Transportation planning associated with activities would be eligible, SPR and PL funds are not available for project implementation or construction.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be located on or near an eligible designated scenic byway.

FHWA Federal Lands Programs

- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or Tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTP) program.
 - [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
 - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or Tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally recognized Tribal governments for projects within Tribal boundaries and public roads that access Tribal lands.
- [TTPSF](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to federally recognized Indian Tribes through a competitive, discretionary program to plan and implement transportation safety projects.

OST Grant Programs

- [INFRA](#) (IIJA § 11110): Funds projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RAISE](#) (IIJA § 21202): Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and equity.
- [RCN](#): Combines [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)), which provides funds for planning grants and capital construction grants that relate to a transportation facility that creates a barrier to community connectivity and [Neighborhood Access and Equity Grant Program](#), Inflation Reduction Act (IRA) § 60501; enacted as Pub. L. 117-169, 23 U.S.C. 177, which provides funds for projects that improve walkability, safety, and affordable transportation access and funding for planning and capacity building activities in disadvantaged or underserved communities.
- [SMART](#) (IIJA § 25005): Provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.

OST Loan Programs

- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFIA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.

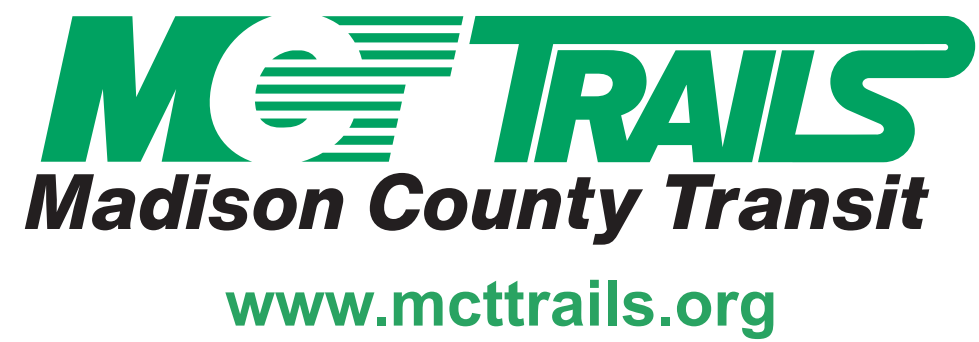
FTA Programs

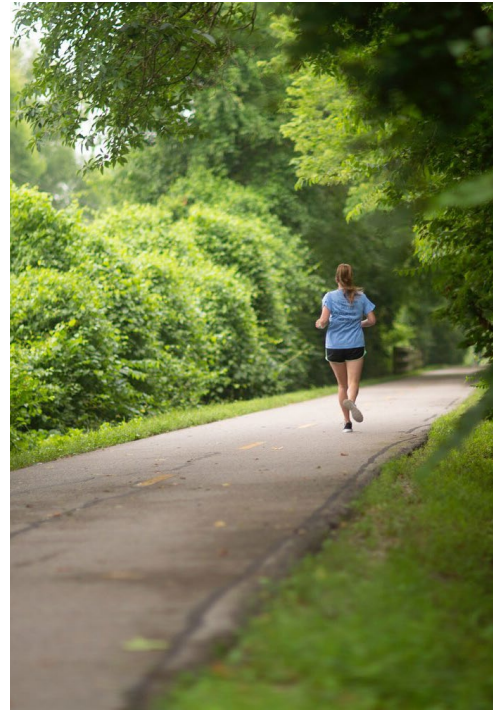
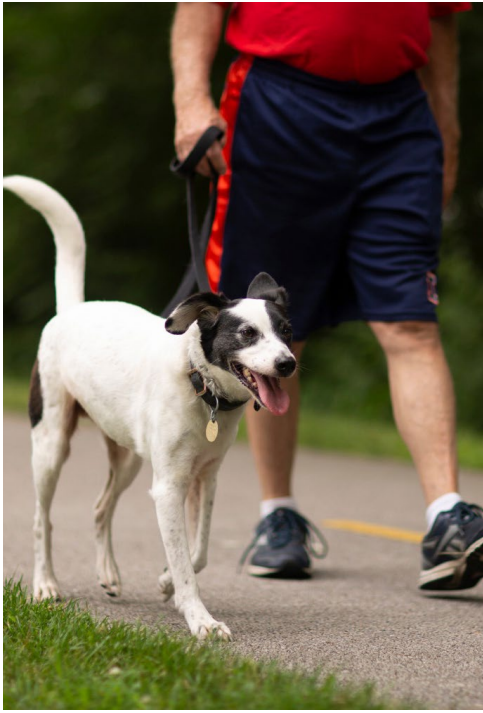
- [FTA](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit, Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
 - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
 - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA AoPP](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress, not for capital purchases.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation, services, and facilities, including for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.

NHTSA Programs

- NHTSA [402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- NHTSA [405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024. [See 23 U.S.C. 1300.26](#). For prior year grant awards, FAST Act eligible uses remain in place.
- Project agreements involving safety education, or any other positions must specify hours of eligible activity required to perform the project. Project agreements may not be expressed in terms of full or part time positions.

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MCT TRAILS MASTER PLAN

2024

DRAFT

Appendices





Appendix A: Case Studies

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Case Studies

Project Name	Madison County Transit Trails
Location	Illinois
Date Planned	Since 1990 (on-going)
Construction Completed	On-going
Estimated Cost	\$45 million
Size/Length	138 miles
Partnership	Public-Private: Madison County Mass Transit District (MCT), Madison County Board of Trustees, government partners, and Madison and St. Clair Counties
Landscape Architect/Planner	-
Managed By	MCT and ACT
Project Background and History	In the early 1990s, MCT initiated its “ <i>Rails to Trails</i> ” program to preserve urban rail corridors for future light rail possibilities and interim trail use.
Design, Development, Decision-Making Processes	The project is a result of the concept to preserve vital rail corridors. Madison County Transit (MCT) acquired former railroad rights-of-way for future light rail possibilities and interim trail use.
Program Elements	Series of interconnected separated class one bikeways that connect to neighborhoods, parks, colleges, commercial areas, and other destinations. <i>Adopt-A-Bench Program, Trail Critter Collection Sculptures, Interpretive Panels</i>
Significance	Preservation of urban rail corridors for the future light rail possibilities and interim trail use.
Limitations	Create and support alternative modes of transportation with adequate funding per segment.
Future Concerns	Create and support alternative modes of transportation.

Background:

The MCT Trails system provides 138 miles of interconnected separated class-one bikeways that span a range of natural landscapes. The MCT Trails stretch across Madison County, Illinois, and travel through the cities and villages of Edwardsville, Alton, Glen Carbon, Maryville, O’Fallon, Granite City, Alhambra, South Roxana, Pontoon Beach, Hamel, Marine, Warden, Staunton, Madison, and Troy. The trails are located on abandoned railroad corridors and pass near the historic LeClair neighborhood, Horseshoe Lake State Park, the Watershed Nature Center, and Southern Illinois Edwardsville University.

The MCT Trails system connects to the Edwardsville and Alton downtown areas, museums, local and state parks, schools, historic sites, commercial centers, and various shopping and food destinations. MCT Trails feature 12 trails, 49 bridges, 22 tunnels, 1585 acres of green space, and a few at-grade crossings. Trails may be explored by bike, rollerblade, or on foot.

In the early 1990s, MCT initiated its “*Rails to Trails*” program to preserve urban rail corridors for future light rail possibilities and interim trail use. MCT Trails is the only transit system in the United States with an integrated transportation system connecting its bikeways to the county’s bus system.

Current Status:

Since the 1990s, MCT Trails has developed an extensive network of separated class one bikeways in Madison County, Illinois. MCT Trails has secured \$45 million in federal and state funding to implement ongoing construction and development programs designed to create and support alternative modes of transportation. MCT Trails has increased the market for bicycles. Along the paths, locals and tourists can find unique towns, historic neighborhoods, cultural institutions, and scenery.

Trail Activities, Events, & Programs:

- Tree Bench Program
- 2022 Bike & Pedestrian Summit
- MCT Trails Rider Group
- 2023 “Bike & Hike Breakfast” Event (City of Edwardsville), 2023 “I Scream for Ice Cream Ride” Event (City of Edwardsville)

Project Successes & Key Takeaways

- “Art on the Trail/Trail Critter Sculpture” Initiative
- Innovation Award - League of Illinois Bicyclist
- Trail Web Maps
- MCT Trail Closures
- Trail Loops
- Trail Rules
- Trail Safety & Courtesy
- Bike Racks on all MCT buses

Razorback Regional Greenway (AR)

The Razorback Regional Greenway project is an example of a long-term incremental strategy successfully embarked on through an innovative collaboration between city governments, the Northwest Arkansas Regional Planning Commission, the University of Arkansas, and the Walton Family Foundation to create a regional greenway. As a reference, Table 1 summarizes the Razorback Regional Greenway project.

Table 1. Razorback Regional Greenway Case Study Summary

Project Name	Razorback Regional Greenway
Location	Northwest Arkansas
Date Planned	2000-2018
Construction Completed	Since May 2, 2015 (On-going)
Estimated Cost	\$38 million
Size/Length	40 miles
Partnership	Public-Private: Northwest Arkansas Regional Planning Commission (NWARPC) is a governmental organization in a cooperative agreement between Benton County, Washington County, Bentonville, Fayetteville, Rogers, Siloam Springs, Springdale, the University of Arkansas, and the Walton Family Foundation. The Razorback Greenway Alliance is a nonprofit that includes a representative from each city on the greenway.
Landscape Architect/Planner	Northwest Arkansas Regional Planning Commission (NWARPC)
Managed By	Each municipality along the greenway is responsible for its section of the trail. The cities along the greenway have continued investing in their trail systems and maintained their portion of the greenway. The Razorback Greenway Alliance serves as a facilitator to standardize the trail's maintenance.
Project Background and History	The project is a result of the concept of joining many of Northwest Arkansas's existing trails together to create a seamless recreational and transportation corridor. The NWARC started a committee to develop the master plan for the greenway. The project involved building new trails, connecting them to existing trails, and updating some older trails. The greenway route is comprised of 22 individual trails.
Design, Development, Decision-Making Processes	Northwest Arkansas Bicycle and Pedestrian Plan was adopted by cities, which has since collaboratively maintained and developed trails.
Program Elements	The greenway allows for easy access to the communities of Fayetteville, Johnson, Springdale, Lowell, Rogers, Bentonville, and Bella Vista and hosts a wide range of activities. Trail users encounter parks and streams. Additionally, users have easy access to restaurants, bike shops, and other retail establishments. Ex: <i>Adopt-A-Trail Program, Square2Square Bike Ride</i>
Significance	The Razorback Regional Greenway is the “backbone of Northwest Arkansas” and has been declared a national recreation trail. The greenway links dozens of popular destinations across Washington and Benton counties and connects communities through world-class arts, culture, and recreation.
Limitations	Need to raise funds to maintain the greenway continuously.
Future Concerns	Continued maintenance for connectivity, accessibility, and commutability.

SOURCE: NWA Razorback Regional Greenway | Northwest Arkansas Regional Planning Commission. (n.d.). <https://www.nwarpc.org/bicycle-and-pedestrian/nwa-razorback-regional-greenway/>; Razorback Greenway. (2023, October 10). Home | Razorback Greenway. <https://razorbackgreenway.org/>

Background

The Razorback Regional Greenway is a 40-mile regional trail system of shared paved trails and side paths that link the six major cities of Northwest Arkansas, Bentonville, Rogers, Lowell, Springdale, Johnson, and Fayetteville. The trail's northern terminus is in the City of Fayetteville and the southern terminus is in the City of Bentonville. The City of Bentonville's portion of the greenway begins on the north end connecting to Bella Vista at Wishing Springs Trail, travels south to the North Bentonville Trail, merging with Crystal Bridges Trail. It travels through downtown then onto the Town Branch Trail which connects to the J Street Trail that then links to the South Bentonville Trail, linking with Rogers on the south end. The greenway connects seven downtown areas, three major hospitals, 23 schools, the University of Arkansas, and the corporate headquarters of Walmart, JB Hunt Transport Services, and Tyson Foods.

The Northwest Arkansas Regional Planning Commission (NWARPC) is a governmental organization established under ACA 14-56- 501 et seq. and was formed in 1966 through a cooperative agreement between Benton County, Washington County, Bentonville, Fayetteville, Rogers, Siloam Springs, and Springdale. In 1983, NWARPC was designated as the Metropolitan Planning Organization (MPO) under U.S. DOT regulations for transportation planning purposes. Since that time, the Commission has grown to include 38 units of government and other public agency partners. The NWARPC provides a wide range of services to member governments including multi-jurisdictional planning, community planning, information services, and special projects.

The NWARPC played a key role in developing the idea for a regional greenway project. The commission formed a task force to hold public hearings and help the Northwest Arkansas municipalities work together cohesively. A \$15 million federal grant from the U.S. The Department of Transportation was matched by the Walton Family Foundation to develop, design, and construct the inaugural miles of the Razorback Regional Greenway. The project involved building new trails, connecting them to existing trails, and updating some older trails.

The NWA Razorback Regional Greenway went under construction in the early 2000s. In 2006, the City of Fayetteville voters approved dedicated funding of \$2.1 million to begin construction of the trail. The first 5 miles of north-south trails (Frisco and Scull Creek Trails) in Fayetteville were completed in 2008. Since then, the trail has been extended south as planning efforts, land acquisition, and development funds became available.

Current Status

Since the first 5-mile section was completed in 2008, the Razorback Greenway has been extended to 40 miles. Today, Razorback Greenway is considered the “backbone of Northwest Arkansas” and has been declared a national recreation trail. The greenway links dozens of popular destinations across Washington and Benton counties and connects communities from all walks of life through world-class arts, culture, and recreation. Trail users encounter parks, and streams, and have easy access to restaurants, bike shops, and other retail establishments.

In 2022, the Razorback Greenway Alliance launched a new logo where each line represents the seven cities it runs through. The logo is on the 40-mile markers measuring the trail, with colors representing each of the seven cities they're in.

Trail Activities, Events, & Programs:

- *2024 Fall Square 2 Square Bike Ride* - a festive, family-friendly experience that allows participants to take in the scenery and camaraderie of the Razorback Greenway.
- *Do-It-Yourself Ride (DIY)* - Virtual option.
- *“Greenway Bike Ride”* - guided bike ride. (Monthly)
- *Bentonville Trail System Bike Patrol Team* - 10 Bentonville Police Department officers (IMPBA certified)
- *OZ MTB Patrol* - a group of volunteers trained in first aid, CPR, and trailside bike repair.
- *Online Merchandise Shop* - Razorback Greenway provides a website for users to shop Razorback Green brand headwear, apparel, and accessories.
- *Adopt-A-Trail Program* - a partnership between the City of Bentonville and the community to keep the trail network and park system safe, free of trash, tree limbs, and other debris, aesthetically pleasing, and in the best condition possible. Participants are asked to volunteer a minimum of three times per year.
- *Trail Pilot* - unique audio that guides trail users (regional).
- *Safe Routes to School*

Project Successes

- The Razorback Regional Greenway is a national model for active transportation, healthy living, equitable and sustainable economic development, and public-private partnerships.
- The Razorback Greenway connects commuting to work, safe routes to schools, access to transit, complete streets, tourism, and smart growth efforts.
- The Razorback Greenway is a draw for tourists and new residents, bringing financial, health, transportation, and tourism benefits to the region.

- According to the Walton Family Foundation research, cycling provided \$137 million in economic benefits to Northwest Arkansas in 2017.

NWA Heritage Trail Plan (AR)

The Northwest Arkansas (NWA) Heritage Trail Plan illustrates a successful regional trail system in partnership between Northwest Arkansas Regional Planning Commission (NWARPC), Northwest Arkansas Heritage Partners, Benton and Washington County, city agencies, and local, state, and national organizations to provide safe pedestrian and bicycle travel and connect residents and visitors of Northwest Arkansas to the historic Butterfield Stagecoach Route, Trail of Tears, and Civil War trails. As a reference, Table 2 summarizes the NWA Heritage Trail Plan project.

Table 2. NWA Heritage Trail Plan Case Study Summary

Project Name	NWA Heritage Trail Plan
Location	Northwest Arkansas
Date Planned	The Regional Bike & Pedestrian Plan was adopted on October 28, 2002; Version I of the NWA Heritage Trail Plan was adopted to the 2025 Regional Transportation Plan; Version II of the NWA Heritage Trail Plan was adopted in the 2030 Northwest Arkansas Regional Transportation Plan; Version III of the NWA Heritage Trail Plan was adopted in the 2035 Northwest Arkansas Regional Transportation Plan. The Northwest Arkansas Heritage Trail Plan Version IV of the NWA Heritage Trail Plan was a part of the 2040 Metropolitan Transportation Plan (MTP); (Version V) is part of the 2045 Metropolitan Transportation Plan and the routes are all reflected in the NWA Regional Bicycle and Pedestrian Master Plan.
Construction Completed	Since 2002 (On-going)
Estimated Cost	Not Available. Major operating costs include the salary of maintenance crew and materials for features (benches, signage, interpretive panels, etc.)
Size/Length	2,800+ miles
Partnership	Public-Private: Northwest Arkansas Regional Planning Commission, city and county governments, convention and visitors' bureaus, museums, historic sites, and trail clubs formed Heritage Trail Partners. Heritage Trail Partners is a 501©3 organization in partnership with local, state, and national organizations.
Landscape Architect/Planner	Northwest Arkansas Regional Planning Commission
Managed By	Heritage Trail Partners, Member Cities Bentonville, Fayetteville, Gentry, Rogers, Siloam Springs, Springdale, Arkansas Department of Parks and Tourism, and the National Park Service
Project Background and History	The Northwest Arkansas Heritage Trail Plan is a regional trail system of off-road and on-road pedestrian and bike facilities that links Washington and Benton County of Northwest Arkansas's historic roads and trails to a full regional trail network. Heritage Trail Partners was born from a project initiated by the Northwest Arkansas Regional Planning Commission (NWARPC) in the early 2000s to develop a bicycle and pedestrian plan for the region that could link the emerging trail systems of the various communities. The NWA Heritage Trail Plan was adopted by cities in Benton and Washington County, which has since collaboratively maintained and developed trails.
Design, Development, Decision-Making Processes	The Heritage Trail Partners of Northwest Arkansas partner with local, state, and national organizations to preserve and promote historical routes in Northwest Arkansas. The organization includes membership with the City of Bentonville, City of Fayetteville, City of Gentry, City of Rogers, City of Siloam Springs, and City of Springdale.
Program Elements	The regional trail creates safe access to the historical roads and assets of Benton and Washington County. <i>Adopt an Interpretive Panel & Adopt a Heritage Trail Roadway Sign Program Driving Guide to Butterfield Overland Mail Route Brochure</i>
Significance	The NWA Heritage Plan continues to guide communities by providing the historic connections necessary for connectivity between the individual trail plans of the region's cities. Additionally, the Butterfield Overland Route was declared a national historic trail.
Limitations	Need to continuously raise funds to maintain the trail system.
Future Concerns	A need to work with local jurisdictions to promote discussion of new public funding sources to support.

SOURCE: Home | *Historic Trails of Northwest Arkansas*. (n.d.). https://www.heritagetrailpartners.com/NWA_Heritage_Trail_Plan | Northwest Arkansas Regional Planning Commission. (n.d.). <https://www.nwarpc.org/bicycle-and-pedestrian/nwa-heritage-trail-plan/>

Background

The Northwest Arkansas Heritage Trail is a regional trail system of off-road and on-road pedestrian and bike facilities that links the Washington and Benton Counties of Northwest Arkansas's historic roads and trails to a full regional trail network. The extensive system of trails combines the historic Butterfield Stagecoach Route, Trail of Tears and Civil War trails, and other important components of Arkansas culture. The trail's northern terminus is in Washington County and the southern terminus is in Benton County.

The regional trail network connects to ten downtowns, parks, work centers, retail shopping, Butterfield Stagecoach Stops, Trail of Tears Sites, Civil War Sites, museums, the University of Arkansas, Northwest Arkansas Community College, and the Northwest Arkansas Technical Institute.

The Northwest Arkansas Planning Commission (NWAPC) led the planning efforts for the project. In 2002, the Commission developed a regional Bike and Pedestrian Plan for Northwest Arkansas that set a framework to link the emerging trail systems of the region's cities. All of the cities in Washington and Benton County adopted the Bike and Pedestrian Plan. The original "backbone" of the trail included the historic roads associated with the Butterfield Overland Mail Route (1858-1861). This concept was later expanded to include the Trail of Tears (1837-1839) and Civil War troop movements (1861-1865). John McLarty, assistant director of NWAPC, and independent historian Kirby Sanders led the research study for the project.

This research, aided by numerous area historians and public input, led to the NWA Heritage Trail Plan, "a regional network of bicycle and pedestrian facilities connecting Northwest Arkansas citizens and visitors to our rich heritage, our recreational and cultural assets, a healthier lifestyle, and to each other."

The Heritage Trail Plan is primarily a "with road" component of the regional system that utilizes historic roads in the area. It can also be promoted as an auto tour and is a component of a larger statewide Heritage Trail. The research on historic routes is ongoing. Additional routes or adjustments are completed by the Arkansas Department of Parks and Tourism or the National Park Service. The Plan is part of the 2045 MTP.

In the early 2000s, the Heritage Trail Partners (organization) was formed by Sanders, McLarty (assistant director), representatives from city and county governments, convention and visitors' bureaus, museums, historic sites, and trail clubs. The organization is dedicated to promoting and supporting the design, development, preservation, and advancement of the Heritage Trail. Heritage Trail Partners was granted 501(c)3 status in 2004.

The organization supported the research, design, and installation of interpretive markers along the Trail of Tears (Evansville), Butterfield Overland Mail (Lake Fayetteville Park, Pea Ridge National Military Park), and the Civil War (Cane Hill, Head's Ford) routes.

A logo contest sponsored by Heritage Trail Partners in 2004 resulted in a winning entry submitted by architect and developer Collins Haynes of Rogers, Arkansas. The logo is displayed on signage linking the Heritage Trail in Benton, Crawford, and Washington counties.

In 2006, the Butterfield Overland Mail Route brochure was published and distributed to chambers of commerce, museums, and state tourism centers. Heritage Trail Partners signs were installed at Old Missouri Road and Highway 265, beginning a project to mark the Butterfield route through Fayetteville. Letter received from Joe Shipman, District 4 Engineer with the Arkansas Highway and Transportation Department, approving locations for placement of signs in Fayetteville. Twenty route markers were placed in Fayetteville.

Current Status

The entire network is identified as a bicycle and pedestrian route providing safety for both cyclists and pedestrians. The routes are marked with unique signage and informational brochures. Since the advancement of the project, Heritage Trail Partners have installed Heritage Trail signage along designated roads in Benton, Crawford, and Washington counties.

The NWA Heritage Plan continues to guide communities by providing the historic connections necessary for connectivity between the individual trial plans of the region's cities. The Plan was a part of the 2040 Metropolitan Transportation Plan (MTP), the 2035 and 2030 Northwest Arkansas Regional Transportation Plan, and the 2025 Regional Transportation Plan for Metropolitan Northwest Arkansas.

In June 2018, the National Park Service (NPS) announced the Butterfield Overland Trail meets the requirements to become a national historic trail after conducting a study to evaluate the significance, feasibility, suitability, and desirability of designating the routes associated with it as a national historic trail. On Monday, 10, 2020, August U.S. Senator John Boozman (R-AR) introduced legislation to designate the Butterfield Overland Trail as a National Historic Trail.

In December 2023, representatives from the National Park Service, residents, city representatives, planners, historians, and more gathered for a kick-off of the planning process for the Butterfield Overland National Historic Trail.

Trail Activities, Events, & Programs:

- *Public program/education activities:*
- *“Cherokee Footsteps in Northwest Arkansas” symposium (educational podcast)*
- *“History Right Under Your Feet: Traveling the Heritage Trail in Northwest Arkansas” (educational podcast)*
- *“Hardships on the Home Front: Civilians and Soldiers in the Civil War Ozarks” living history event.*
- *Butterfield Overland Mail Trail Ride*
- *Support of the University of Arkansas’s Indigenous Peoples Day event*
- *Professional development workshop for educators*
- *Publication of Driving Guide to Butterfield Overland Mail Route (Missouri, Arkansas, Oklahoma)*
- *Publication and free distribution of Butterfield Overland Mail Route driving map through Benton and Washington counties*
- *Adopt an Interpretive Panel Program*
- *Adopt a Heritage Trail Roadway Sign program.*

Project Successes

- The Northwest Arkansas (NWA) Heritage Trail Plan is a national model for a regional network of existing trails and bike facilities that connect communities to historic routes and recreational and cultural assets.
- The Heritage Plan created travel and recreational opportunities by providing access to the region’s attractions.
- The Heritage Plan enhanced economic development opportunities through the promotion of heritage-based tourism.
- Heritage Trail Partners has sponsored the installation of interpretive panels as well as a variety of public programs, reenactments, and trail rides, all focusing on the rich history found along the Heritage Trail.

Brickline Greenway (MO)

The Brickline Greenway project is an urban greenway infrastructure model for long-term excellence in ecology and engaging communities in stewarding a healthy, urban environment. Great Rivers Greenway, Great Rivers Greenway Foundation, municipalities, public agencies, and nonprofit organizations successfully created a dynamic network of connecting rivers, parks, and communities. The greenway links people with St. Louis destinations, creates inspiring experiences, and contributes to equitable economic opportunity. As a reference, Table 3 summarizes the Brickline Greenway project.

Table 3. Brickline Greenway Case Study Summary

Project Name	Brickline Greenway
Location	St. Louis, Missouri
Date Planned	Since 2000 (on-going)
Construction Completed	2017-2030
Estimated Cost	\$245 million
Size/Length	0.27 miles (anticipated 20 miles)
Partnership	Major Private-Public: Great Rivers Greenway is a public agency in partnership with the City of St. Louis, residents, community leaders, small businesses, utilities & railroads, local & state agencies, nonprofit organizations, corporate leaders, philanthropic organizations, church leaders, property owners, public transportation, and service providers.
Landscape Architect/Planner	Great Rivers Greenway
Managed By	Great Rivers Greenway (GRG) is the leading effort. KWAME Building Group serves as the construction manager and program manager for the entire Brickline Greenway project.
Project Background and History	The project is a result of creating a conceptual plan to connect Forest Park to the St. Louis Arch. In the early 2000s, the GRG and its partners launched an international design competition and created a Framework Plan. The Brickline Greenway connects Forest Park to the Gateway Arch and provides connections to Fairgrounds Park and Tower Grove Park

Design, Development, Decision-Making Processes	Great Rivers Greenway developed the Framework Plan. A steering committee and four working groups from 125 institutional partners, neighborhood representatives, private funders, and city staff were assembled to discuss equity, economic development, design, development & construction, and governance. The Arts of Color Council provides guidance to design, promote, and implement art and engagement opportunities within the greenway area.
Program Elements	A series of paved, accessible pathways where community members can safely connect, commute, exercise, and explore. The short segment of the greenway parallels the Metrolink light rail line and provides a connection to the Cortex Innovation Community. The agency provides various civic engagement opportunities. Ex: <i>Green Book on the Greenway, Community Tours: Urban Archaeology, and Brickline Greenway</i>
Significance	The Brickline Greenway was highlighted in a <i>New York Times</i> article as one of the seven great walks in seven great cities. The Brickline Greenway is a transformative project that drives investment, promotes economic growth, and advances several positive social impacts across the St. Louis region.
Limitations	Fluid process in determining how many different projects might be moving forward at any given time.
Future Concerns	Finding innovative solutions to take care of the greenway now and for years to come.

SOURCE: Great Rivers Greenway. (2023, October 7). *Great Rivers Greenway*. <https://greatriversgreenway.org/>; KWAME – Construction Advisor, Consultant & Management in St. Louis. (n.d.). <https://kwamebuildinggroup.com/>

Background

The Brickline Greenway, formerly known as the Chouteau Greenway, is a 0.27-mile trail that travels through the St. Louis region. The Brickline Greenway's first project began at Boyle Avenue to Sarah Avenue. The St. Louis region was awarded a \$10.3 million U.S. Department of Transportation TIGER grant (Transportation Investment Generating Economic Recovery) to construct a new MetroLink light rail station along with the first segment of the greenway to allow employees and visitors to walk or bike to the Cortex Innovation Community.

The Brickline Greenway connects Forest Park to the Gateway Arch and provides connections to Fairgrounds Park and Tower Grove Park. The short segment parallels the Metrolink light rail line and provides a connection to the Cortex Innovation Community.

The Great Rivers Greenway (GRG) was a key component of the project. In the early 2000s, the agency and partners launched an international design competition and created a Framework Plan that set the tone and provided overall recommendations for the greenway project and the process. In September 2017, a steering committee and four working groups from 125 institutional partners, neighborhood representatives, private funders, and city staff were assembled to discuss equity, economic development, design, development & construction, and governance. In addition, GRG began community engagement to understand the wants and needs of residents. In July 2018, GRG, and the support of the Whitaker Foundation assembled a new Artists of Color Council to provide guidance to design, promote, and implement art and engagement opportunities within the greenway area.

In 2019, four major feedback and fun fests were held to gather people's input. The Framework Plan was completed in Fall 2019. In spring 2021, the Central Connector was awarded \$4 million in federal funding. In fall 2021, partners launched a panel discussion to kick off Mill Creek Valley monuments along Market Street. The Brickline Greenway Northern Segment was awarded \$15 million in construction funds from the U.S. Department of Transportation. In 2022, GRG hired its first Equity and Economic Impact director.

Current Status

The Brickline Greenway transforms St. Louis by connecting people and the City's most treasured places, creating inspiring experiences, and equitable growth opportunities. The greenway continues to create dynamic, active spaces and serves as a regional gathering place that encourages collaboration and boosts civic pride. The Brickline Greenway was highlighted in a *New York Times* article as one of the seven great walks in seven great cities.

The GRG and partners continue civic engagement, design specific greenway segments, explore public and private funding and governance operations, and coalition building for economic development and equity plans as well as other projects in the city. As of Winter/Spring 2023, the CITY PARK Stadium section of the Brickline Greenway is complete and open, including the Pillars of the Valley monument from Damon Davis. Currently, there is a two-block section built near the new Cortex MetroLink station between Boyle and Sarah, and another two-block section along Market St. between 20th and 22nd St.

The Brickline Greenway team is working with the many neighborhoods that the greenway will connect including

JeffVanderLou, Covenant Blu – Grand Center, St. Louis Place, Midtown, Central West End, Downtown West, and Downtown. Possible routes for the Brickline Greenway include the Central Connector: Market Street (2024), the Northern Connector (2025), and the Central Connector: MetroLink Corridor (2025).

- Trail Activities, Events, & Programs:
- Sunset Yoga on the Greenway
- Northside Night Out
- Community Tour: Urban Archaeology and Brickline Greenway
- Green Book on the Greenway Part One & Part Two (Separate events)
- “Add Your Voice” submission
- “Behind the Brickline Greenway” Podcast
- Call for Artists” submission

Project Successes

- \$462 million in economic benefit from trail construction, operations, & maintenance.
- Brickline Greenway will have a significant impact on travel times, the potential to improve safety, and would provide users with more transportation choices while reducing vehicle dependency.
- The Brickline Greenway connects people to St. Louis’ neighborhoods, institutions, transit, jobs, destinations, and public spaces.
- Based on the principles of engagement, equity, collaboration, opportunity, and sustainability, key outcomes of the project include civic well-being, connectivity, economic growth, environmental leadership, and talent attraction
- The Brickline Greenway creates equitable growth opportunities and inspires continued investment in places for people to live, work, play, and visit.
- The Brickline Greenway encourages exploration, activity, exercise, and alternative transportation to enhance physical and mental well-being for people of all ages.

Indianapolis Cultural Trail (IN)

The Indianapolis Cultural Trail is a sustainable module of high-quality programming along the Trail and ensures accessible connections in partnership with the Cultural Development Commissioners, Indianapolis Cultural Trail, Central Indiana Community Foundation, and the City of Indianapolis. The Trail is a world-class public space for residents and visitors of Indianapolis that makes the City unique. As a reference, Table 4 summarizes the Indianapolis Cultural Trail project.

Table 4. Indianapolis Cultural Trail Case Study Summary

Project Name	Indianapolis Cultural Trail
Location	Downtown Indianapolis, Indiana.
Date Planned	Since 2001 (on-going)
Construction Completed	Since May 2013 (on-going)
Estimated Cost	\$63 million
Size/Length	8 miles
Partnership	Public-Private: The Indianapolis Cultural Trail Inc. is both a 501(c)(3) not-for-profit organization and a world-class, internationally recognized linear park in partnership with the City of Indianapolis.
Landscape Architect/Planner	Cultural Development Commissioners (CDC) and R.W. Armstrong & Rundell Ernstberger Associates
Managed By	Indianapolis Cultural Trail Inc (ICT Inc)
Project Background and History	The project branched from the idea that cultural districts could be connected by an urban version of the Monon Trail for both pedestrians and bicyclists. The principles of art integration were established during a charrette that took place with the design and management team before the start of the formal design of the Trail. There are currently 9 pieces of public art along the trail. The Indianapolis Cultural Trail, Inc. nonprofit organization was formed at the inception of the Indianapolis Cultural Trail.
Design, Development, Decision-Making Processes	R.W. Armstrong & Rundell Ernstberger Associates were hired as construction managers and lead architecture design teams. The Curatorial Advisory Committee is composed of local curators of contemporary art, local artists, and relevant design professionals who review and recommend public art.

Program Elements	The trail connects 6 cultural districts and features 5 acres of garden beds with plants and trees, 25,000 square feet of rain gardens, and 3 downtown public spaces. Additionally, The Indiana Pacers Bike-share program is an important component of the city's resiliency and enhances the quality of life for Indiana residents and visitors. Ex: <i>Indiana Pacers Bike-Share Program, Adopt-A-Plant Program</i>
Significance	The Indianapolis Cultural Trail: A Legacy of Gene & Marilyn Glick is an 8-mile world-class urban bike and pedestrian path that creates, inspires, and sustains connections and cultural experiences that are accessible to all. The Trail seamlessly connects neighborhoods, cultural districts, and entertainment amenities and serves as a canvas for showcasing the city's cultural and artistic spirit.
Limitations	Indiana Cultural Trails Inc. relies on the 1,000+ volunteers annually to maintain the trails.
Future Concerns	Connect more people and neighborhoods to more cultural experiences and greenways while infusing art and nature along the Trail's newest additions.

SOURCE: Indianapolis Cultural Trail, Inc. (2023, April 5). *Indianapolis Cultural Trail*. Indianapolis Cultural Trail. <https://indyculturaltrail.org/>

Background

The Indianapolis Cultural Trail: A Legacy of Gene & Marilyn Glick is an 8-mile world-class urban bike and pedestrian path in downtown Indianapolis, Indiana. There is no official start or end of the trail. The northeastern terminus meets with the Monon Trail heading north. The southeastern terminus in Fountain Square meets with the Pleasant Run Parkway, and the Trail user may hop on the White River Trail to the northwest.

The Indianapolis Cultural Trail connects and supports the vibrancy of downtown Indianapolis. Users pass by and through many cultural destinations that make Indianapolis a recognized leader in the arts.

In 1999, Indianapolis designated six cultural districts. The Cultural Development Commission (CDC) was charged with finding ways to promote the city's cultural assets. The president of the Central Indiana Community Foundation had the idea that cultural districts could be connected by an urban version of the Monon Trail for both pedestrians and bicyclists. From 2001-2003, \$4 million was raised for initial design studies and concepts. In 2005, R.W. Armstrong & Rundell Ernstberger Associates were hired as construction managers and lead architecture design teams. The principles of art integration were established during a charrette that took place with the design and management team before the start of the formal design of the Trail.

In 2007, \$15 million was donated by Eugene and Marilyn Glick and construction of the trail took place at the southeast corner of Alabama and North Streets. In 2010, the trail was awarded a \$20.5 million grant from the U.S. Department of Transportation Investment Generating Economic Recovery (TIGER) grant. \$4 million of public art was reviewed and recommended by a Curatorial Advisory Committee composed of local curators of contemporary art, local artists, and relevant design professionals. In May 2013, the 8 miles of Trail was opened. The Indianapolis Cultural Trail, Inc. nonprofit organization was formed at the inception of the Indianapolis Cultural Trail. Indianapolis Cultural Trail is the world-class leader in urban trails and linear parks and is committed to a sustainable funding model that ensures accessible connections for future generations on the Indianapolis Cultural Trail.

Current Status

The Indianapolis Cultural Trail seamlessly connects neighborhoods, cultural districts, and entertainment amenities while serving as the downtown hub for central Indiana's vast greenway system. The Indianapolis Cultural Trail has long served as a canvas for showcasing the city's cultural and artistic spirit. There are currently 9 pieces of public art along the trail.

The Indianapolis Cultural Trail nonprofit organization is leading the current expansion of the Indianapolis Cultural Trail. The major capital project is extending the Cultural Trail in two distinct areas: Indiana Avenue and South Street for a total distance of almost 2 additional miles.

The most recent expansion was unveiled on May 9, 2023, and consists of an extra mile of Cultural Trail that runs from the corner of South Street and Capitol Street westward to Kentucky Avenue and Henry Street, where it crosses the White River over a newly designed multi-modal bridge on Henry Street.

Both extensions follow the same standards and quality of the Cultural Trail including gardens and public art. In addition, the extension will contribute funds for the Cultural Trail's maintenance endowment, public art collection, programs, and gardens along each of the two parts. The expansion also includes funding for the Cultural Trail's maintenance endowment and additions to the Trail's public art collection, programming, and gardens along each of the two segments.

Trail Activities, Events, & Programs:

- Spring Clean 2023 Event
- Pop-Up Dog Park event
- “Tuesday Run event”
- Free Group Bike Rides
- First Day 5k Event
- Family Yoga Event
- Sunrise Yoga Event
- Mindfulness Walks Event
- Curling on the Canal (December-March)
- Live Music Series
- Adaptive Bikes Program
- Indiana Pacers Bikeshare Program
- Everybody Rides Program

Project Successes

The Indiana Pacers Bikeshare program is a community asset used for transportation, recreation, and exercise that provides the community with access to affordable transportation through bikes. Pacers Bikeshare is available 24 hours a day, 365 days a year. The program includes 50 stations and 500 bikes along the city’s expanding bike lane and greenway network. A bike-share program is an important component of a city’s resiliency and enhances the quality of life for residents.

- The Cultural Trail employs ecological gardening principles and techniques.
- Public Art Policy: <https://s3.amazonaws.com/indyculturaltrail.org/wp-content/uploads/2018/07/19155718/ICTPublicArtPolicy-updated71918.pdf>
- 5 acres of Garden beds, 25,000 square feet of rain gardens, 3 downtown public spaces

Miami Valley Trails (OH)

Ohio’s Miami Valley Trail network is an example of successfully connected multi-use paths along rivers and abandoned railroad beds in partnership between the Miami Valley Regional Planning Commission, agencies, jurisdictions, and private groups. The Miami Valley Bikeways network is the result of over 40 years of work that local individuals and agencies have put into building and maintaining it. As a reference, Table 5 summarizes the Miami Valley Trails project.

Table 5. Miami Valley Trail System Case Study Summary

Project Name	Miami Valley Trail System
Location	Ohio
Date Planned	Since 1965
Construction Completed	Since 1976 (on-going)
Estimated Cost	Not Available
Size/Length	350+ miles
Partnership	Public-Private: The Miami Valley Regional Planning Commission (MVRPC) in partnership with city and county government, public agencies, non-profit organizations, and local, state, and federal organizations.
Landscape Architect/Planner	The Miami Valley Regional Planning Commission
Managed By	The Miami Valley Regional Planning Commission (MVRPC) serves as the Metropolitan Planning Organization (MPO) for Montgomery, Miami, Greene, and Shelby Counties, plus a portion of Northern Warren County.
Project Background and History	The project is a result of the concept to build a bikeway with land along the Great Miami River owned by the Miami Conservancy District. The Miami Valley Regional Bicycle Council adopted the nation’s first Regional Bikeway Plan in 1973. The Council established the “Thunder Road Bike-A-Thon” that funded the organization. The MVRPC completed the Miami Valley Regional Bike Plan in 2008. Since then, the Region has seen continuous growth and popularity of the network.
Design, Development, Decision-Making Processes	Ita Planning + Design and Burgess & Niple wrote the Regional Bikeways Plan. The Miami Valley Regional Bike Plan was adopted by cities, which have since collaboratively maintained and developed trails.

Program Elements	A series of paved, multi-use trails that connect over 40 communities and eleven counties that support bicycle-friendly communities and businesses, and safe-to-school travel plans. The individual trails are linked to form a network that is a tremendous resource for recreation, fitness, and commuting for locals, and a unique attraction for many visitors to the region. <i>Ex: Cycling Activities, local programs, on-street network building, Bike-Share Program, Complete Streets Policy, educational programs, bike maps</i>
Significance	Bike Miami Valley is accredited by the League of American Bicyclists as a Gold Level Bicycle Friendly Business.
Limitations	Access to trails requires riding or crossing over high-stress streets and roads which limits the percentage of the population using the trails.
Future Concerns	A comprehensive network of bike-friendly facilities is still needed throughout the region. Trail users are concerned about connectivity.

SOURCE: MVRPC. (n.d.). <https://www.mvrpc.org/> ; *Miami Valley Bike Trails | 330 miles of trails to explore!* (n.d.). <https://www.miamivalleytrails.org/>

Background

The Ohio Miami Valley region provides over 330 miles of paved, multi-use recreational trails. The trails connect schools, parks, historic landmarks, and area attractions. The Miami Valley Regional Bicycle Council (MVRBC) was established in 1973. The initial 8.2-mile section of the bikeway was built by the Conservancy District and was dedicated to Dayton's First River Festival in 1978. The MVRBC established the "Thunder Road Bike-A-Thon" which was the major source of funding for the organization and helped area charities from 1978 to 1999. The MVRPC completed the Miami Valley Regional Bike Plan in 2015. In 2021, the 20-year Regional Bike Plan expanded to include walking, biking, and transit access and was the first active transportation plan for the Miami Valley Region.

Current Status

The Miami Valley Region boasts the Nation's largest paved trail network, offering many benefits to the people who utilize the trails. In 2008, Bike Miami Valley founded the Miami Valley Cycling Summit, an event held biennially around the region. The most recent record-breaking achievement was bringing on full-time employees and introducing Link, the first bike-share program in southwest Ohio, in May 2015. Bike Miami Valley is accredited by the League of American Bicyclists as a Gold Level Bicycle Friendly Business.

Trail Activities, Events, & Programs:

- Link Dayton Bike Share
- Bike on Bus Program
- Pedal Pals Program
- Miami Valley Ohio Bikeways Map
- "Safe Cycling Tips" YouTube video
- National Bike Month Event
- Miami Valley Cycling Summit Event
- Advocacy Training
- Bike Miami Concert Series
- Bike Miami Membership
- Safety Analysis Program
- "Mayor's Challenge for Safer People and Safer Streets"
- Safe Routes to School
- The Ohio Commuter Challenge
- Bicycle Counting Program
- Walkable Communities Program

Project Successes

- The Miami Valley Trails system is the nation's largest paved trail network. The regional system of trails enhances the wellness and quality of life of Miami Valley residents and visitors. The trail system provides several ongoing efforts to encourage and accommodate individuals who use active transportation. These efforts have increased reach and connectivity as well as increased the growing partnership and collaboration of the many agencies that manage parts of the system.
- Several of the 2008 plan recommendations for new routes, additional signage, bike hubs, and stations have been completed.
- The annual economic impact from the trails is estimated to be over \$13 million.
- The trails connect over 40 communities and eleven counties.
- 91,000 unique visitors travel the trails, accounting for over 793,000 trail visits annually.

- 30% of residents live within a half mile of the trails.
- 45% of regional jobs are within a half mile of the trails.
- \$13.4 million in economic activity is generated through the trails.
- All trails are free and open to the public every day from dawn to dusk
- 96% of trail users rate the cleanliness of the trails as good or excellent.
- 37 Bike sharing hubs within the Dayton, Ohio metro area. Link attracted more than 2,800 unique users to the Bike share program which took more than 19,000 trips in 2022.

Madison Bicycle Adventure Trail Network (WI)

The Madison Bicycle Adventure Trail (MadBAT) Network is a model for a successful network of natural surfaces and facilities/locations for bike skills development features, bike parks, and bicycle playgrounds in a collaborative partnership between the City of Madison, International Mountain Bicycling Association, and City of Madison Partner agencies, Dane County Parks, and Capital Off Road Pathfinders. As a reference, Table 6 summarizes the Madison Bicycle Adventure Trail project.

Table 6. Madison Bicycle Adventure Trail Network Case Study Summary

Project Name	Madison Bicycle Adventure Trail Network
Location	Madison, Wisconsin
Date Planned	2018-2021
Construction Completed	Since 2022 (on-going)
Estimated Cost	¼ Paved Trails \$65,000, ½ Paved Trails \$130,000
Size/Length	75+ miles (on-going)
Partnership	Public-Private: City of Madison Parks Division, International Mountain Bicycling Association (IMBA), Board of Park Commissioners, Dane County Parks, and Capital Off Road Pathfinders.
Landscape Architect/Planner	International Mountain Bicycling Association (IMBA)
Managed By	Madison Parks Division, adjacent counties and municipalities
Project Background and History	The City of Madison Parks Division engaged the International Mountain Bicycling Association (IMBA) - Trail Solutions Program to complete a citywide feasibility study and planning exercise. The project is a concept to develop a connected network of natural surfaces and identify locations for bike skills development features, bike parks, and bicycle playgrounds. The final citywide trail planning project was completed, and an online story map was created in 2021. This project provides a “master plan” for where trails are appropriate throughout the city. The Pump Track and Skill Loop at Aldo Leopold Park, and the Cannonball Shred to School Trail projects have been approved and constructed.
Design, Development, Decision-Making Processes	IMBA developed a plan for a citywide system of multi-use, bike-optimized, off-road trails. Other municipalities have successfully developed trail networks. Each trail segment is still treated as its project and is subject to funding being available, public input, and a city project being created.
Program Elements	The narrow trail or “singletrack” provides adventures for riders with “shred to school,” hills, jumps, decking and berms through woodsy natural, limestone, and chip seal trails.
Significance	Natural surface trail networks are shown to improve community health, create equitable access, increase youth engagement, and drive positive economic impacts
Limitations	There aren’t immediate plans or funding allocated to all sites.
Future Concerns	Improve connectivity to enhance access and create a comprehensive system of green space connections.

SOURCE: *Story Map series*. (n.d.). <https://imba.maps.arcgis.com/apps/MapSeries/index.html?appid=39513e34d0034bc19cf057a591001244>; The City of Madison. (n.d). <https://www.cityofmadison.com/>

Background

The City of Madison Parks Division engaged the International Mountain Bicycling Association (IMBA) - Trail Solutions Program to complete a citywide feasibility study and planning exercise. Madison Parks received a matching funds grant for \$20,000 from IMBA to develop a trail concept plan connecting greenspaces throughout the city. The City worked with IMBA to compile land records and planning files to produce a citywide trail plan.

In October 2020, the City of Madison Parks Division hosted three community engagement meetings. In September 2021, the Board of Park Commissioners approved the plan for MadBAT. The final citywide trail planning project was completed, and an online story map was created.

Current Status

Currently, the Trails at Quarry Park, Pump Track and Skill Loop at Aldo Leopold Park, and the Cannonball Shred to School Trail projects have been approved. The Aldo Leopold Park Pump Track was completed and opened in 2022. The park became a priority site for off-road bike facilities. The pump tracks provide riding experience and skill. The Cannonball Single Track Trail was completed and opened in 2023. The trail runs on the south side of Cannonball Path on lands owned by City Engineering and City Parks Division. Funding was secured for construction in 2022 in part by the PARC and Ride grant program from Dane County. This project connects to the asphalt pump track and skills loop in Aldo Leopold Park. Each project made improvements and designed connectivity to adjacent counties and municipal properties.

Project Successes

- The Madison Bicycle Adventure Trail (MadBAT) Network
- Appropriate trail types, technical trail features, and bike-optimized facilities were dedicated in the MadBATS feasibility report.
- The City of Madison has 75 miles of hard surface shared-use paths and 150 miles of on-street bike lanes that connect a vast majority of the 240 parks throughout the city.
- The planning team has identified a potential 30 miles of natural surface, singletrack, trail connections, and 86 parks that could support bike-optimized facilities ranging from a few bike skill features to a full bike park. Tulsa Regional Bicycle & Pedestrian Plan

Tulsa Regional Trails (OK)

The Tulsa Area Trails Systems is a successful network of trails that reduces individual and community isolation and improves access to jobs, healthcare, and community life for residents and visitors in the region. The GO Plan includes effective bicycle network recommendations, pedestrian design approaches, and policy and funding recommendations to help communities make walking and cycling safe, comfortable, and convenient. As a reference, Table 7 summarizes the Tulsa Regional Trail project.

Table 7. Tulsa Regional Trail System Case Study Summary

Project Name	Tulsa Regional Trails
Location	Oklahoma
Date Planned	December 2015
Construction Completed	Ongoing
Estimated Cost	Trail \$888,100/mile; Side Path \$719,000/mile
Size/Length	800-mile system of on-street facilities and routes, 165 miles of side paths, and 408 miles of off-street trails
Partnership	Intermunicipal Public-Private: Indian Nations Council of Governments (INCOG), Transportation Technical Committee & Technical Policy Committee, The Bicycle & Pedestrian Advisory Committee, the cities of Tulsa, Skiatook, Sands Springs, Bixby, Broken Arrow, Catoosa, Collinsville, Coweta, Glenpool, Jenks, and Owasso, Tulsa Bike Club, Oklahoma Bicycling Coalition, This Machine, and Bike Club.
Landscape Architect/Planner	Indian Nations Council of Governments
Managed By	INCOG provides a vision for transportation, administers funding programs, and provides member jurisdictions with resources to plan and implement projects at the local level. Trails are maintained by the City of Tulsa Parks Department, Tulsa Public Works Department, River Parks Authority, Broken Arrow Parks, Tulsa County Parks, Jenks Parks Department, the City of Skiatook, and the City of Sand Springs.

Project Background and History	The project is a result of the concept of providing a level of design that makes trail usage safe, comfortable, and convenient for the widest possible range of users. The Tulsa Regional Bike & Pedestrian Plan was adopted in 2015. The Tulsa Area Trails System is an interconnected system of bicycle and pedestrian trails maintained by several different entities
Design, Development, Decision-Making Processes	Eleven regional governments worked together to develop the GO Plan which is a regional pedestrian and bicycle master plan. The GO Plan is a Bicycle/Pedestrian Master Plan that provides a comprehensive regional plan for pedestrian and bicycle improvements; provides connectivity to the existing regional trail network using on-street treatments; improves pedestrian and bicycle safety; provides a more strategic approach to competing for pedestrian and bicycle funding; and identifies barriers, with solutions, for residents to safely access destinations using walking or bicycling modes within the Tulsa region. Pedestrian improvements are addressed through recommendations in a community-chosen focus area in each jurisdiction and through design approaches to typical pedestrian challenges in the region. The plan includes design guidelines for each mode.
Program Elements	The trail system provides bicycle and pedestrian transportation options to connect to the communities of Bixby, Broken Arrow, Catoosa, Collinsville, Coweta, Glenpool, Jenks, Owasso, Sand Springs, Skiatook, and Tulsa. Additionally, streets include bike lanes to promote bicycles for both recreational and alternative transportation uses. Ex: Machine <i>Bike Share Program, Bike Club After School Program,</i>
Significance	Tulsa is a League of American Bicyclists Bronze Level Bike Friendly Community. The region's large trail system forms the backbone of existing bicycle infrastructure in and around Tulsa.
Limitations	Lack of pedestrian-friendly infrastructure, regional sidewalk gaps
Future Concerns	Continued maintenance of pedestrian and bike facilities

SOURCE: \ INCOG | Tulsa, OK | Regional Partners - Regional Solutions. (n.d.). https://www.incog.org/Transportation/transportation_bikeped.html#masterplan

Background

The Tulsa Area Trails System is an interconnected system of bicycle and pedestrian trails maintained by several different entities. Eleven regional governments worked together to develop a GO Plan which is a regional pedestrian and bicycle plan. The plan creates a bicycle/pedestrian network that connects major destinations in the region, including significant employment centers, downtown business districts, schools and universities, and the existing trail system. The plan also outlines pedestrian and bicycle improvements; provides connectivity to the existing regional trail network using on-street treatments; improves pedestrian and bicycle safety; provides a more strategic approach to competing for pedestrian and bicycle funding; and identifies barriers, with solutions, for residents to safely access destinations using walking or bicycling modes within the Tulsa region.

The trail system provides connectivity across the Tulsa Region. The 918 Trails System includes both on- and off-street facilities. Existing off-street bicycle facilities consist of paved multi-use trails, traveling through multiple municipalities. On-street bike lanes and routes follow the rectilinear street grid, while the off-street network largely follows miles of waterways, roadways, and historic railroad lines.

The Master Trails Plan was adopted by INCOG in 1999 to set a vision for the development of a robust trail system that reaches and connects all communities. The Go Plan was developed between 2014 and 2015. There were various opportunities for public participation. The 918 Trail Brand and Wayfinding Signage Guideline is the result of gathering stakeholder and community input. Agencies follow these guidelines to coordinate with Tulsa.

Current Status

The City of Tulsa has the highest bicycle commute mode share in the region at 30%, according to the American Community Survey (ACS). The region's large trail system forms the backbone of existing bicycle infrastructure in and around Tulsa. These trails take advantage of rail, highway, and natural corridors to provide long-distance, separated connections between cities and towns. They are used both for transportation and for recreation and are an attractive amenity for residents, visitors prospective residents, and businesses.

Trail Activities, Events, & Programs:

- Machine Bike Sharing System
- Biennial Trail Count Program
- Events - Bike to Work Day, Bike & Walk to School Days, Bike Summit, Tulsa Tough
- Bicycle & Walking Maps - comfort map that uses a Level of Traffic Stress assessment to indicate to bicycles what

streets are most comfortable for a large range of bicyclist types.

- Bicycle Friendly Training in CLEET
- Bicycle Patrol Units
- Oklahoma Safety Office Grant - radio ads for bicycle safety
- Safety Videos (YouTube)
- "Travel With Care" Campaign

Project Successes

- The Tulsa Young Professionals (TYPros) group has seen this national trend and is pushing the city forward by encouraging a focus on creating more pedestrian and bike-friendly streets.
- The Tulsa Hub is a nationally recognized nonprofit that provides bicycles and bicycle education to residents.
- The Bicycle & Pedestrian Advisory Committee works to promote all five E's by advising the Transportation Committee on technical and policy matters, and by serving as a resource to member jurisdictions seeking public input about the bicycle and pedestrian environment.
- INCOG is the lead organizer of Bike to Work Day (BTWD). In most bicycle-friendly communities, this is the major bicycle event of the year to encourage more people to ride.

Davis Beyond Platinum Bicycle Action Plan (CA)

The City of Davis Bike and Pedestrian Infrastructure is an example of a sustainable, multi-modal transportation system. The City prides itself on being innovative and designing streets for people who drive, bike, and walk. The Beyond Platinum Bicycle Action Plan provides a model for an active transportation plan that focuses on bicycling as the primary mode and integrates walking and transit. As a reference, Table 8 summarizes the Davis Beyond Bicycle Action Plan project.

Table 8. Davis Beyond Platinum Bicycle Action Plan Case Study Summary

Project Name	Beyond Platinum Bicycle Action Plan
Location	California
Date Planned	In 2005, the City of Davis created its first Bicycle Advisory Commission to take an active role in bicycle planning and project review
Construction Completed	The Plan was adopted in February 2014 (Ongoing)
Estimated Cost	\$140,000 annually (\$100,000 to infrastructure project, \$40,000 to program division)
Size/Length	169 miles
Partnership	Public-Private: City of Davis, Public Works Department, Community Partners
Landscape Architect/Planner	City of Davis, Bicycle and Pedestrian Coordinator
Managed By	Davis Bike & Pedestrian Plan was adopted by the City of Davis
Project Background and History	The concept of the project streams from the initiative to develop simple and specific ways to make bicycling a safe and attractive option for all residents. The Beyond Platinum Bicycle Action Plan is an active transportation plan that focuses on bicycling as the primary mode and integrates walking and transit. The combination of the three modes creates the perfect trifecta to achieve a sustainable transportation system. The plan helps the City of Davis achieve its long-term emissions reductions and mode share goals.
Design, Development, Decision-Making Processes	City of Davis. The plan was designed to provide a detailed roadmap for implementing bicycle programs to increase bicycling rates in Davis and strengthen the bicycling culture. The plan is organized around the League of American Bicyclists 5 E's
Program Elements	The bicycle network provides convenient connectivity to activity centers, such as downtown, parks, schools, shopping centers, and the UC Davis campus. 1 mile of bicycle boulevards, 1 mile of cycle track, 4 miles of buffered bike lanes, 3 miles of pathways, and 102 miles of bike lanes. <i>Ex: Bike & Pedestrian Program, Ride Walk Davis: Active Transportation Program, Smart Streets Program, The Bicycle Friendly Community Program</i>
Significance	Davis is the bicycle capital of the U.S. The City is noted as a great place to ride a bicycle because of its bicycle-friendly community and infrastructure
Limitations	Davis faces a changing landscape. Current transportation infrastructure is reaching the end of its life cycle and is in urgent need of repair.

Future Concerns	Collaborate with other platinum-level bicycle-friendly communities and the League of American Bicyclists to design new, advanced bicycle-friendly community destinations.
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SOURCE: City of Davis (2014) Beyond Platinum—Bicycle Action Plan; The [City of Davis, CA | Home](#)

Background

Every 4 years, the City of Davis completes the recertification application to be designated as a bicycle-friendly community. Since 2005, the Platinum Award has recognized the City of Davis's commitment to improving conditions for all people who bike through investments in bike education programs, regular bike events that promote and encourage people to choose biking, pro-bike policies, and bike infrastructure.

The City adopted a Bike Plan in 1977, 1993, 2009, and 2014. In 2014, the Davis City Council adopted the City of Davis Bicycle Action Plan (BAP). The plan was authored by the previous Bicycle and Pedestrian Coordinator with input from community partners. The plan was designed to provide a detailed roadmap for implementing bicycle programs to increase bicycling rates in Davis and strengthen the bicycling culture. The plan is organized around the League of American Bicyclists 5 E's (engineering, education, encouragement, enforcement, and evaluation).

Current Status

The City of Davis is considered to be the bicycle capital of the United States. The City has 63 miles of pathways and 102 miles of bike lanes. In addition, the City has 25 grade-separated crossings as well as eleven intersections with bike traffic signals for cyclists and pedestrians. In total, the City of Davis provides 160 miles in the road network, 1 mile of bicycle boulevards, 1 mile of cycle track, and 4 miles of buffered bike lanes. The City provides 4,300 bike racks within the City. In 2020, updates to the 2014 City of Davis Bicycle Action Plan identified specific programs and activities to amend. A Bicycle Action Plan Implementation Table was created.

Trail Activities, Events, & Programs:

- Bike & Pedestrian Program
- SPIN - Shared Mobility Program
- Bike Registration Bike Index (Bike Theft Reduction Programs)
- Cycling Savvy Program
- Ride Walk Davis: Active Transportation Program
- The Ride Walk Website
- Newly Designed Bicycle Map and Mobile Application
- "Be Seen" Bike Light Safety Program
- Davis Bicycle Ambassador Program
- Street Smarts Program (Davis Safe Routes to School)
- Bicycle Encouragement and Safety Outreach Events at High Schools
- Junior Cycling Program with the Davis Bike Club
- Junior High/High School Mentorship Program
- High School Cycling League
- Bicycling at Night with Lights Program
- Bike Safety Talks & Tours
- Diversion Program
- Student Orientation Bike Safety Information
- Traffic Skills 101 and LC1 Seminars
- Monthly Bike Safety Stations
- Bicycle Safety Road Shows
- Biannual Senior Travel Training Events
- Bike Parking Policy
- Bike Share Business
- Davis Pathfinder

Project Successes

- The city's history and accomplishments have demonstrated that Davis truly is the "Bicycle Capital of America" and worthy of hearty celebration.
- Installed interactive, interpretive, self-guided bicycle tours showcasing Davis' cycling history and existing and future innovative cycling infrastructure.
- Installation and operation of a bike share system in Davis (City and UC Davis)

- Davis has been selected as one of only a few cities to participate in the folding bicycles for hire program through the Capital Corridor Joint Powers Authority (CCJPA).
- The current bike rack configuration at the train station offers roughly 150 bicycle parking spaces.

Oregon Statewide Trails Plan (OR)

The City of Oregon illustrates a successful collaboration between the Oregon Regional Trails Advisory Council, Oregon Parks and Recreation Commission, the Oregon Parks and Recreation Department, recreational trail providers, interest groups, and citizens across the state to establish a system of recreation trails to provide trail opportunities and promote access to Oregon's trails and waterways. As a reference, Table 9 summarizes the Oregon Statewide Trails project.

Table 9. Oregon Statewide Trails Plan Case Study Summary

Project Name	Oregon Regional Trail Plan
Location	Oregon
Date Planned	1971-2025
Construction Completed	Ongoing
Estimated Cost	Not Available (Operation costs include program funding and maintenance)
Size/Length	331 miles
Partnership	Public-Private: Oregon Regional Trails Advisory Council, Oregon Parks and Recreation Commission, the Oregon Parks and Recreation Department, recreational trail providers, interest groups, and citizens
Landscape Architect/Planner	The Oregon Parks and Recreation Department
Managed By	The Oregon Parks and Recreation Department (OPRD) oversees the designation process and management of the Scenic Bikeways, Scenic Waterways, and Scenic and Recreational Trail programs. T
Project Background and History	The purpose of the Oregon Statewide Trail Plan is to provide guidance for the Recreational Trails Program (RTP), All-Terrain Vehicle (ATV) Grant Program, and information and recommendations to guide federal, state, and local units of government, as well as the private sector, in making recreational trail policy and planning decisions. The plan has been used as an information resource as well as a planning tool to guide agencies for the following 10 years
Design, Development, Decision-Making Processes	The Oregon Statewide Trails Plan establishes the framework for statewide comprehensive trail planning and the implementation process. ORPD supports the implementation of key statewide and local planning recommendations through internal and external partnerships and ORPD-administered grant programs.
Program Elements	Regional trails connect recreation sites, schools, and services, provide alternative transportation routes, and also highlight the state's natural beauty. <i>Ex: Scenic & Regional Trail Program</i>
Significance	In 2009, Oregon became the first state to develop a statewide Scenic Bikeway program.
Limitations	Ensure resources are utilized with fiscal, social, and environmental responsibility, building on the past to provide for future generations
Future Concerns	More trails connecting towns/ public places and need for improved trail maintenance

SOURCE: Oregon Statewide Recreation Trails Plan (2016-2025) ; Oregon Parks and Recreation : Bikeways, Waterways, Trails : Bikeways, Waterways & Trails : State of Oregon. (n.d.). Bikeways, Waterways, Trails : Oregon Parks and Recreation. <https://www.oregon.gov/oprd/BWT/Pages/BWT-overview.aspx>

Background

The Oregon Regional Trail System is 331 miles of built regional trails within the Metro area. Oregon has an extensive network of federal, state, and local trails and some are state-designated scenic and regional trails. Scenic trails showcase Oregon's outstanding natural features including rivers, mountains, waterfalls, and the Pacific Ocean. Oregon's regional trails connect recreation sites, schools, and services and are alternative transportation routes.

The Oregon Parks and Recreation Department (OPRD) took an innovative approach to state-wide trail planning by conducting simultaneous OHV, snowmobile, non-motorized, and water trail planning efforts. The ORPD was given responsibility for recreational trails planning in 1971. Public outreach was a key emphasis in the planning effort, which included statistically reliable surveys of trail users and non-motorized boaters resulting in feedback and opinions from

7,450 randomly selected residents. The planning effort included four distinct methods to identify trail funding needs for each of the four categories of trail-related recreation at the state and regional levels. The purpose of this planning effort was to provide guidance for the Recreational Trails Program (RTP), All-Terrain Vehicle (ATV) Grant Program, and information and recommendations to guide federal, state, and local units of government, as well as the private sector, in making recreational trail policy and planning decisions. In addition, it provides recommendations to the Oregon State Park System operations, administration, planning, development, and recreation programs.

The All-Terrain Vehicle (ATV) program began in 1985 with the creation of a funding method for improving motorized recreation trails and areas. Funding for this program comes from a portion of the motor vehicle fuel tax and ATV permits. The Oregon Scenic Waterway Program was established in 1969 and is administered under the authority of the State Parks Commission through the State Parks and Recreation Department. The scenic waterway program seeks to preserve, protect, and enhance scenic, recreational, fish, wildlife, and cultural values possessed by each scenic waterway.

Current Status

The last Statewide Trails Plan for Oregon was completed by the OPRD in February 2005 and maintains the state's eligibility to participate in the Recreational Trails Program (RTP). In 2008, Oregon developed a statewide Scenic Bikeway Program. The plan has been used as an information resource as well as a planning tool to guide agencies for the following 10 years. The plan provides background on user needs and current trends affecting motorized (OHV and snowmobile), non-motorized, and water trail opportunities.

Trail Activities, Events, & Programs:


- Scenic and Regional Trail Program- provides access to Oregon's outstanding natural features and Regional Trails that create connections in and around communities.
- Scenic Bikeway Program- 17 designated bicycle routes that showcase Oregon's breathtaking landscapes, cultural treasures and western hospitality.
- The Sidewalk Improvement Program (SWIP)
- Pedestrian & Bicycle Program -provides resources to help the OTO achieve its mission.
- Free ODOT Safety Education Brochures & Handouts
- Safe Routes to School
- Pedestrian and Bicycle Strategic Funding Program

Project Successes

Entertainment value of recreation, trails also provide health, transportation, community, and environmental benefits.

The plans trail expenditure and economic contribution analysis, conducted by Oregon State University, found that statewide, non-motorized boating, non-motorized trail, OHV trail, and snowmobile participation by Oregon residents and out-of-state visitors contribute 26,873 jobs, \$1.36 billion in value-added, and \$826 million in labor income.

Oregon became the first state to develop a statewide Scenic Bikeway Program in 2009.



Appendix B: Comprehensive Safety Action Plan

DRAFT

Comprehensive Safety Action Plan

Madison County Transit (MCT)

March 2024



Comprehensive Safety Action Plan

INTRODUCTION

Project Background

HeartLands Conservancy was hired as the project consultant to prepare a Trail System Master Plan for a countywide bicycle and pedestrian trail system in Madison County, Illinois known as MCT Trails. This trail system is operated by the Agency for Community Transit (ACT), the private non-profit organization is responsible for operating the Madison County Transit (MCT) public and paratransit bus services, carpool/vanpool program, and the MCT Trails system.

The core function of MCT, as with any transit agency, is to connect people to the places they need to go. Every person traveling by public transit begins and ends each trip with walking, which for the purposes of this plan includes the use of wheelchairs and other mobility aids. Bicycles and electric-powered micro-mobility devices, such as e-bikes and e-scooters, can serve the same role as walking and, generally speaking, may utilize the same facilities. However, walking and biking may also be primary modes of transportation, rather than being secondary to transit. So, through facilitating walking, biking, riding transit, or any combination of the three, the MCT Trails system is a logical extension of MCT's transportation mission.

Preparation of this Comprehensive Safety Action Plan (Safety Plan) was a task included in the scope of work for the Master Plan. As such, stakeholder coordination, community engagement activities, data gathering, analysis, and other work for this Safety Plan were conducted as part of the master planning process. It is important to note that MCT does not own or operate any roadways. Therefore, aside from trail crossings of streets and railroads, this Safety Plan is focused on the safety of trail facilities and their pedestrian and bicyclist users.

System Inventory

The MCT Trails system is a network almost entirely made up of Class I bike paths. This refers to paved, shared-use paths that are completely separated from roadways and dedicated to bicycle and/or pedestrian use. Currently, the system consists of 12 individual trails with 138 miles of trail, 120 of which are Class I bikeways. Only 18 miles of the system are unpaved.

Generally, the system radiates outward from Edwardsville, the Madison County Seat and most central municipality in the county. This is a reflection of the former railroad corridors that contain most of the MCT Trails network. Below is a description of the MCT Trails in alphabetical order.

- Bluff Trail: This is a 1.9-mile paved trail along Stadium Drive in Edwardsville that connects several SIUE athletic facilities.
- Confluence Trail: This is a paved trail running 19.2 miles along the east bank of the Mississippi, connecting Alton in the north to Venice near the southern Madison County line.
- Goshen Trail: This paved trail extends southward 19.2 miles from Roxana through Edwardsville, Glen Carbon, Maryville, and Troy, connecting to O'Fallon in St. Clair County.



- Monarch Valley Trail: This incomplete 0.8-mile paved trail serves north-central Edwardsville. When completed, it will connect the Nickel Plate Trail to the Nature Trail.
- Nature Trail: This trail is paved and extends 13.3 miles southwest from IL Route 159 in Edwardsville, passing north of Horseshoe Lake State Park, and into Granite City at Wilson Park.
- Nickel Plate Trail: This is the longest trail in the MCT Trails system at 28.7 miles. The trail runs northeast from the Nature Trail near Pontoon Beach, through Glen Carbon and Edwardsville, continuing to New Douglas. About 18.2 miles are unpaved south of New Douglas.
- Quercus Grove Trail: This trail runs north and east from the Nickel Plate Trail near Schwarz Drive in Edwardsville, through Hamel and Worden, to Staunton in southern Macoupin County. The 17.2-mile trail is discontinuous, requiring trail users to navigate several short on-street and unpaved segments.
- Riverbend Trail: This trail extends north from the Confluence Trail near IL Route 143 in East Alton to the Eastgate Plaza Shopping Center on IL Route 3.
- Ronald J. Foster Heritage Trail: This 12.2-mile paved trail extends from Citizen Park in Glen Carbon east to Heritage Park in Marine.
- Schoolhouse Trail: This paved trail runs east from the community of Madison through Horseshoe Lake State Park, extending 15.3 miles east to the Goshen Trail between Maryville and Troy.
- Silver Creek Trail: This is a 1.4-mile paved trail that runs along the north side of US Highway 40 between the I-55 interchange and Troy city limits.
- Watershed Trail: This 1.3-mile paved trail is found within Edwardsville. It connects the Goshen Trail near the Watershed Nature Center to the Madison County Administration Building on N. 2nd Street.

Many of these trails are connected to form loops. The MCT Trails website touts 7 loops, ranging from 10 to 31 miles in length. The loops return trail users to their starting point without backtracking, making them particularly popular among bicyclists and long-distance runners.

In the existing MCT Trails system there are 238 locations where the trail crosses a roadway and 13 locations where a railroad is crossed. Of these crossings, 169 are at-grade (5 railroad, 164 roadway). This means the trail and roadway/railroad cross each other at the same level, requiring trail traffic to cross through the traffic carried by the intersecting facility. The remaining 82 crossings are grade separated, meaning that a bridge or tunnel is provided to separate trail traffic from the roadway or rail traffic. Of the grade separated crossings, MCT Trails owns and operates 4 bridges and 22 tunnels. The remainder belong to a separate entity, such as the Illinois Department of Transportation, a municipality, or a railroad.

There are many safety and comfort amenities provided on the MCT Trails. For example, restrooms and water fountains are found along some trails, primarily in urban locations. Information kiosks display trail maps and rules in 72 locations across the system. The system inventory also includes 41 parking lots to accommodate users who do not have convenient trail access from their residence.

Trail conditions and maintenance were discussed during community engagement efforts. A recent survey of trail users had over 1,000 respondents. Half of them reported weekly trail usage and more than 35% reported daily use of the MCT Trails. So, the results are a reliable indicator of opinion regarding the MCT Trails. In this survey, trail maintenance was rated good or very good by over 90% of respondents, with less than 2% rating maintenance as poor or very poor. The engagement events were also attended by many experienced trail users who offered great insight into trail conditions. In general, event attendees expressed agreement with the survey results showing high satisfaction with trail maintenance and overall conditions.



SAFETY PARTNERS & STAKEHOLDERS

Stakeholders who engaged in this planning process included:

- ACT staff and technical experts
- MCT Trustees & ACT Directors
- Experienced MCT Trails system pedestrians and bicyclists
- General public, primarily Madison Co. residents

As a countywide network that passes through numerous jurisdictions, the MCT Trails system has many partners in developing and maintaining safe trail facilities, ensuring the safety of trail users, and enforcing safety related rules and laws. These partners will need to be engaged in future efforts to identify specific programmatic, policy, and trail infrastructure needs.

The main partners for facility safety assessment, project development, and engineering/design are Illinois Department of Transportation (IDOT), Madison Co. Highway Department, and municipal public works/engineering departments. The main partners for safety program/policy initiatives and enforcement activities are local biking/walking advocacy organizations, Illinois State Police (ISP), Madison Co. Sheriff's Department, and municipal law enforcement agencies.

PLAN DEVELOPMENT PROCESS

As indicated, this Safety Plan was prepared as part of the planning process for the MCT Trails System Master Plan. Safety related work was a component of the overall Master Plan scope of work and the data gathering, assessment, and engagement activities conducted during that process. Safety specific engagement activities, results, and findings are outlined in this section. Trail system analysis and safety assessment content is found in the Data Analysis & Summary section of this Safety Plan.

Overview of Engagement Effort

This Safety Plan was developed with substantial coordination between the HeartLands Conservancy project team and agency staff, various stakeholders, trail users, and the public-at-large. The input provided during the planning process supplemented the project team's extensive research and professional expertise to inform the drafting of the plan content and recommendations

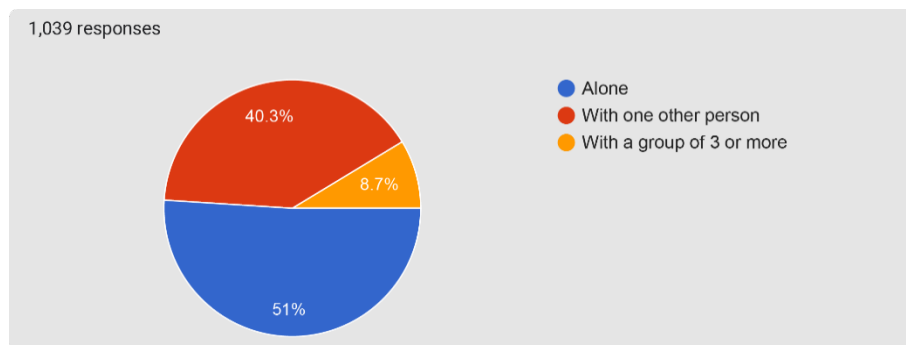
In addition to the survey and events that are summarized in this chapter, the project team met four times with a Project Committee made up of key ACT staff members. These meetings were held throughout the planning process to assist with data/information needs, provide context from the agency's perspective, review draft work, and refine the draft work products.

Trail User Survey

ACT staff conducted an online trails survey to gauge public sentiment on the MCT Trails system and its use. The survey opened to responses on May 1, 2023 and ran through June 15, 2023, concluding with a total of 1,039 respondents. ACT exported a summary of results on June 23, which was provided to the HLC project team for analysis. The results for each question are found below, along with an explanation of how the responses helped the team understand relevant issues and opportunities that influence development of the MCT Trails Master Plan. The safety related survey questions and response results are summarized beginning below.



Q4: Typically, do you use the MCT Trails alone or with others?

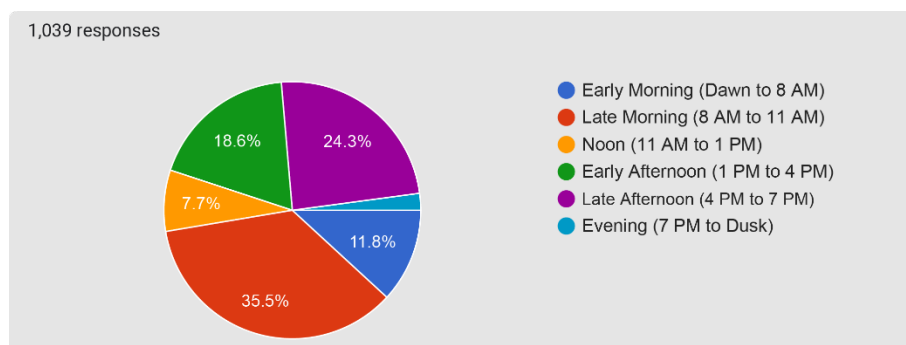


Lone trail users slightly outpaced group trail use respondents 51% to 49%. About 40.3% of respondents use the trails with one other person and 8.7% typically use the MCT Trails in groups of 3 or more.

These results indicate that about half of respondents use the trails (in part) for social interactions and that group participation in trail use activities is important to many individuals who strive for a healthy, active lifestyle.

This also indicates that half of users feel safe using the trail alone.

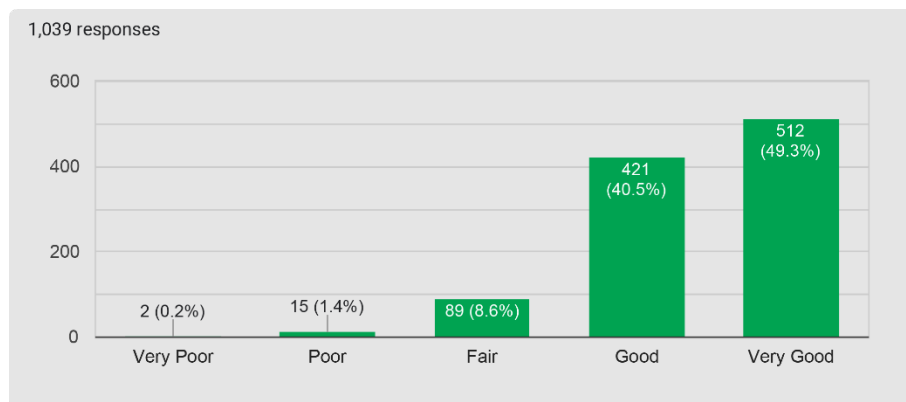
Q9: Generally, what time of day do you begin using the MCT Trails?



The most popular time of day for trail use is late morning, which was the choice of 35.5% of respondents. This is followed by late afternoon with over 24% of responses. About 14% use the trails in the evening (11.8%) or early morning (2.1%).

Combined, about 36% of respondents are early morning or late afternoon trail users that could be impacted by AM or PM peak hour traffic (daily rush hours). This may specifically impact the planning and design of at-grade roadway intersections/crossings and on-road trail segments. Roughly 14% of respondents are early morning or evening trail users. These users may be impacted by low ambient light levels, particularly during late autumn through early spring. These trail users may benefit from enhanced trail lighting, particularly along trail segments in undeveloped or low-population areas.

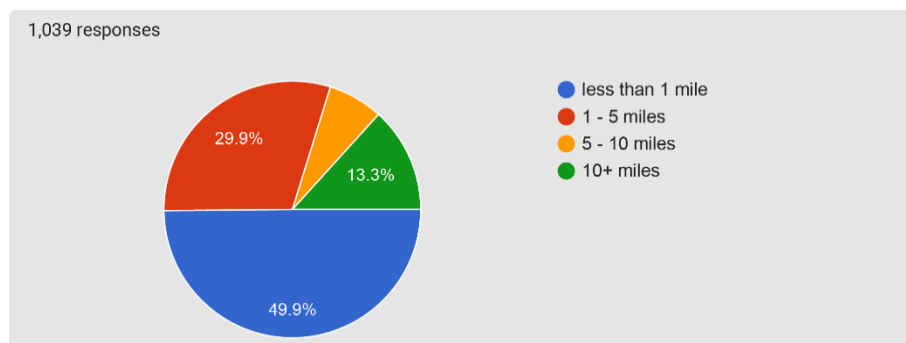
Q13: How would you rate the maintenance of the MCT Trails?



Almost 90% of all respondents rated MCT Trail maintenance as very good (49.3%) or good (40.5%). Conversely, less than 2% rated trail maintenance as poor or very poor. The remaining 8.6% rated maintenance as fair.

By and large, the experienced MCT Trail users who were respondents have a positive impression of MCT Trail maintenance. This indicates that MCT, as an agency, has met or exceeded the maintenance expectations of their trail users. It also shows that MCT leadership has allocated sufficient funding to adequately maintain the quality of trail facilities as the system has grown. Given the small number of negative responses, they likely reflect site-specific conditions observed along a familiar trail, rather than generalized system-level commentary.

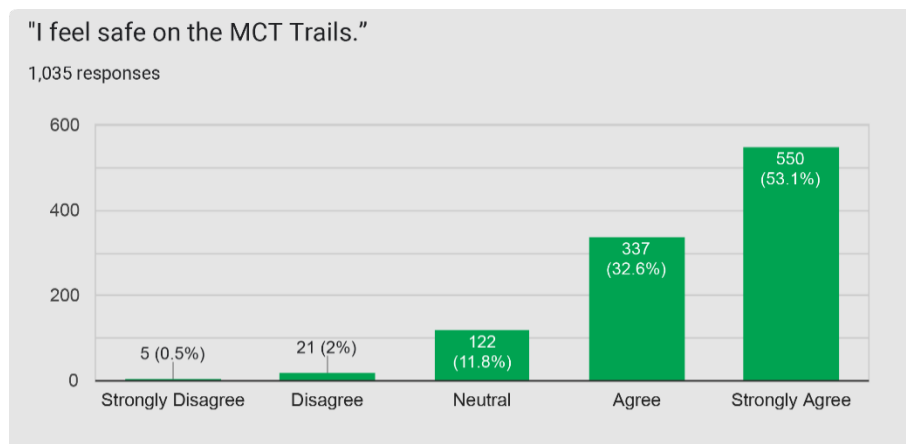
Q15: How far do you travel to reach an MCT Trails access point?



About 50% of respondents reported living within 1 mile of an MCT Trails access point, with almost 30% living 1-5 miles from one. The remainder 20.2% live 5 or more miles from an access point, of which 13.3% live over 10 miles away.

Two primary observations can be drawn from these results. First, the MCT Trails system has very good coverage within Madison Co., particularly within the more populated communities. Access points are located such that many users can avoid a car trip to start their walk, run, or ride. Second, the MCT Trails system draws a fair number of users from outside Madison Co. who are willing to travel at least 10 miles to an access point. With this in mind, it would be useful to determine the top access points for non-resident trail users. This would help identify the highest priority locations for future parking lots.

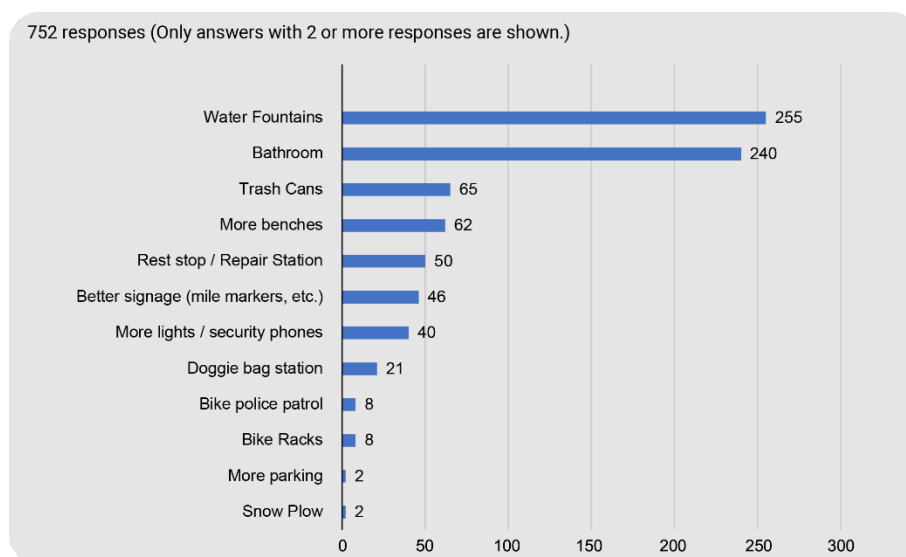
Q17: Indicate below your level of agreement/disagreement with the following statement:



When asked level of agreement with the statement "I feel safe on the MCT Trails," an 85.7% majority of respondents agreed (32.6%) or strongly agreed (53.1%). Only 2.5% of respondents disagreed or strongly disagreed, with another 11.8% selecting neutral.

The results convey a general sense of safety when using the trail, but do not reveal the trail system attributes that influence a user's perceptions regarding safety. These perceptions are probably based on a combination of characteristics: facility design, intersections/road crossings, locations, surrounding conditions, and provision of amenities. Future surveys should attempt to identify the factors or attributes that most influence a trail user's sense of safety.

Q19: What amenities would improve your MCT Trails experience?



Responses to this question were written-in instead of being selected from a pre-determined list. All answers with 2 or more responses are shown above. Comfort and safety amenities were the most requested types of amenities, with water fountains (255) and bathrooms (240) being the top responses by far.

There is no doubt that these types of amenities significantly influence how a trail user perceives their trail use experiences. There are a few practical considerations, however, that must factor into any decision on the provision of comfort and safety amenities. Water fountains and bathrooms must be connected to water and sanitary sewer systems, which are most likely to be found in a municipal setting. Lighting and

security phones may need to be hard wired to electrical and telecommunication utilities, if neither suitable equipment nor sufficient access to solar radiation or wireless signal is available. These factors will affect the number and location of such amenities.

Maintenance funding and capacity also must be considered. Bathrooms must be cleaned. Trash cans and doggie bag stations must be emptied. Furthermore, there is insufficient commuter/transportation use of the system to justify snow plowing the trails. These factors affect staffing and funding levels.

There are jurisdictional concerns with police patrolling of the MCT Trails. MCT is not a law enforcement agency. This would have to be done in close coordination with municipal police departments and the Madison Co. Sheriff's Office, which would need to fund and staff such policing activities.

Engagement Events Summary

Overview

A crucial step in the planning process is community engagement. The outcomes of the public participation, along with data analysis, established the foundation for MCT Trails Master Plan.

Primary challenges and opportunities identified during the community engagement and analysis process include:

- Enhance connectivity between trail-to-trail and trail-to-neighborhood connections to connect pedestrians, bicyclists, and mobility to MCT Trails.
- Support barriers that are located on State highways that link to the wider system
- Boost trail upkeep and maintenance following inclement weather
- Maintain invasive plant life near trails
- Utilize bike and pedestrian facilities to connect MCT Trails to destinations

Public Input

A range of perspectives were gathered from resident populations in Madison County, Illinois between May and December of 2023. In meeting with community engagement participants, the thoughts, resource needs, and priorities of a diverse group of individuals were captured for inclusion into the Master Plan. Public input took place throughout the county at venues where community members had associations including the Liberty Bank Amphitheater in Alton, Land of Goshen Community Market in downtown Edwardsville, and the Metro East Park and Recreation District Office in Collinsville.

The 2023 Bike & Hike to Breakfast event was held on May 20, 2023. The event gathered 588 attendees. The 2023 Mississippi Earth Tone Festival event was held on September 16, 2023. The event was sponsored by Main Street Alton, Sierra Club Illinois Chapter, and Jacoby Arts Center. The Community Workshop was held on December 16, 2023. Due to unpleasant weather conditions, there were no attendees or input received during the community workshop.

Input was gathered during the 2023 Mississippi Earth Tone Festival and Bike & Hike to Breakfast event. A Visual Preference Survey invited participants to vote on their preference for the features and amenities they would like to see on MCT Trails by placing stickers and comments next to images of specific type of features. Attendees were asked to describe a vision of MCT Trails and identify key issues. In addition, participants were offered to provide feedback on existing MCT Trails or propose their ideas for new routes on a series of maps. Ideas included any route extensions or improvements they desire.

Public Input Outcomes

The following is a summary of the 2 community engagement events held between May 20, 2023 and September 16, 2023. Specific details on responses from participants is included in the Appendix B. Many participants expressed their appreciation and recognized the trail for its great network. Several attendees shared that they moved to the area for the trail system.



Participants were asked “what would you like to have access to on MCT Trails?” It is particularly noted that the top five most popular options are arts on the trails, trail amenities (water stations, air pumps, bike racks, etc.), trail oriented development, trees placed for shade on rural trails, and trail supportive businesses. Nearly 100 participants voted for art on the trails. Residents recommended to include street art on underpasses and to beautify the manmade structures that exist. Many residents supported trail amenities including restrooms, restroom signage, water stations, trash cans, and benches. There was a high concern for a lack of restrooms and trashcans for pets. Trail-oriented development received a significant number of votes. Participants recommended to add bike lanes to connect the trails. Many comments indicated a desire for trees place for shade on rural trails. There were a few comments about the heat and indicated a desire to have a place for shade. Overall, there were a significant number of residents that would like to see trail supportive businesses along the trails. Various residents shared recommendations to keep the trails open 24 hours, offer a bike rental program, designate an area to park bikes, integrate mountain bike trails, and add paved rural trails.

Common themes emerged from participants during community engagement events when they were asked to describe their vision for MCT Trails. Participants showed interest in connectivity, walkability, accessibility, and wild life. There was a general consistency on the participant's challenges and opportunities for MCT Trails. Many participants indicated a higher level of concern over safety, funding resources, and conservation. Residents recommended a safety button, “in-stream” whitewater feature, invasive plan remediation, and safe bike and pedestrian facilities. In the future, residents would like to see more and improved connections to MCT Trails.

Challenges

- Perception of Safety
- Lack of accessibility features to trails from nearby neighborhoods
- Safety and accessibility concerns along state routes.
- Lack of trail-to-trail connections
- Lack of trail-to-neighborhood connections
- Control invasive species along the trail
- Not enough shade in some areas
- Making enough loops of trails
- Funding for everything, all at once
- On-going maintenance
- Escalating costs
- Vandalism
- Connecting to every rooftop
- Utility availability
- Running out of rail-to-trail opportunities
- Municipal community partners are often underfunded
- Topography of the region
- Railroad crossings
- Wide highways
- Enforcement of trail rules and speed limits
- Future maintenance needs on proposed amenities
- Pollinators VS “Bugs”
- Bentonville: Mountain Bike Trails, Art, Greenways
- Where to get on trails
- Ameren/Closing Trails (Winter)
- Erosion



Opportunities

- Support barriers on State routes connecting to the larger system
- Support workout and water stations
- Connect to municipal greenways, parks, trails, and water access.
- Trail oriented development
- Expand partnering with other agencies
- Expand biking as transportation and education programs
- Improve trail maps on mobile devices
- Connect trails to more transit-dependent populations
- Strive to serve a diverse population of trail users (age, race, income, etc.)
- Evolve policies with technology and long-lasting trends
- Explore e-bike policy & expanded use
- Expand youth & school programs to promote life-long trail users
- Explore additional trail amenities: bike parking, water stations, air pumps, bathrooms (etc.)
- Explore additional trail amenities for pedestrians, resting, and gathering
- Empower community connections
- Grow visibility of grant program
- Workout stations
- Confluence Trail-Alton, Wood River, Marine, Highland
- More water stations
- More signage
- Conservation
- Trees
- Bike Tourism
- Connecting Trails/downtown
- Erosion control

VISION, GOALS, & OBJECTIVES

Vision Statement

A well-crafted vision statement sets the tone for any planning initiative and guides the overall direction of plan development. It is simply a brief description of the ideal future state of the community or infrastructure being planned. In other words, it is the outcome that is hoped for after the plan is implemented – everything to be achieved. The vision statement of the MCT Trails System Master Plan and this Safety Plan is:

“The MCT Trails system is a safe, accessible, and unique network of Class I bikeways that connects Madison County residents and visitors of all ages and abilities to employment, education, shopping, recreation, transit, and other destinations.”

Safety Goals & Objectives

Achieving the desired outcomes of a vision statement requires significant work, time, and resources. Goals are written to break down the efforts and investments into smaller, more achievable components. They are categories of action that help move the organization closer to the envisioned future. Objectives define the elements of each goal to provide direction toward achieving the goals. They clarify the intent and purpose of each goal, breaking them down into more actionable divisions that allow the organization to focus on and address critical issues.



The goals and objectives of the Master Plan that are related to safety, and therefore constitute the goals and objectives of this Safety Plan are outlined below with objectives listed under the goal they support. Strategies that help implement the objectives are included in the Projects & Strategies section.

Safety Goal #1

Offer programs that enhance the experience of using the MCT Trails and attract new trail users.

Safety Objective 1.1.

Enhance safety through education and training for trail users.

Safety Goal #2

Establish policies that support the development, maintenance, and operation of a safe, accessible, and unique trail system.

Safety Objective 2.1.

Elevate safety as an organizational priority.

Safety Objective 2.2.

Establish policies for the accommodation and acceptable use of electric-powered micro-mobility devices, such as e-bikes and e-scooters on the MCT Trails.

Safety Goal #3

Prioritize capital investments that are cost-effective, expand access to disadvantaged areas and populations, improve safety, and enhance the experience of using the MCT Trails.

Safety Objective 3.1.

Provide safe options for crossing streets and highways in appropriate locations, particularly in the vicinity of crash hotspots and high-traffic roadways.

Safety Objective 3.2.

Beautify, expand access, and add comfort and safety amenities to the MCT Trails system.

Safety Objective 3.3.

Continue being good stewards of the MCT Trails system by allocating sufficient funding to maintain and repair the trail system as it grows.

Safety Goal #5

Cultivate mutually beneficial organizational relationships that can be leveraged to support the vision of the MCT Trails.

Safety Objective 5.1.

Leverage relationships with law enforcement agencies to enhance the safety of trail users.



DATA ANALYSIS & SUMMARY

Crash Data

Madison Co. crash data were obtained from IDOT for the years 2016-2020 and analyzed relative to bicycle and pedestrian safety. Most of the MCT Trails are rail-to-trail shared use paths. This generally limits the location of pedestrian and bicycle crashes to at-grade road and railroad crossings, and system gaps that require bicyclists to ride on-street between established trail segments.

Despite the lack of available information on verifiable crashes involving users of the MCT Trails, there are ample reasons to discuss and address this important safety concern. The first and foremost justification is the severity of crashes. Nearly all crashes involving a pedestrian or bicyclist result in injury or death. The Bicycle & Pedestrian Crash Summary Table below shows these crashes for Madison County in the years 2016-2020, while the Bicycle & Pedestrian Crash Map on the next page shows their locations. Of the 309 such crashes reported for the analysis period, 302 (98%) resulted in injury or death, with 22 being fatal. Almost 43% of all pedestrian and bicycle crashes were attributed to intersection related causes, but over 52% of bicycle crashes (58 out of 111) were intersection related.

Bicycle & Pedestrian Crash Summary Table

	Pedestrian		Bicycle		Totals	
	#	%	#	%	#	%
Total Crashes	198	-	111	-	309	-
CRASH SEVERITY	-	-	-	-	-	-
Fatal	19	9.6%	3	2.7%	22	7.1%
Injury	177	89.4%	103	92.8%	280	90.6%
Property Damage Only	2	1.0%	5	4.5%	7	2.3%
Total Fatalities	19	-	3	-	22	-
Total Injuries*	186	-	104	-	290	-
CRASH CAUSE	-	-	-	-	-	-
Intersection Related	74	37.4%	58	52.3%	132	42.7%
Vision Obscured	14	7.1%	7	6.3%	21	6.8%
Failing to Yield Right of Way	45	22.7%	32	28.8%	77	24.9%
Other	65	32.8%	14	12.6%	79	25.6%

Source: Illinois Department of Transportation (IDOT), Madison County Crash Data 2016-2020

* Some reported crashes involved multiple injuries.

System Needs

By and large, the MCT Trails system is highly regarded among the many walkers, runners, and bicyclist who frequent the MCT Trails. The broad extent and good condition of the system is particularly appreciated. However, many stakeholders have noted specific locations in need of trail maintenance and safety improvements. Specific needs identified through engagement activities include intersection/crossing safety improvements (further addressed in the Safety Assessment), sustaining good trail conditions, reducing vandalism, specific desired trail extensions, trail-to-trail connection preferences, and closing gaps in system coverage. This assessment agrees with and supports the community-identified system, facilities, amenities, and safety needs for the MCT Trails.



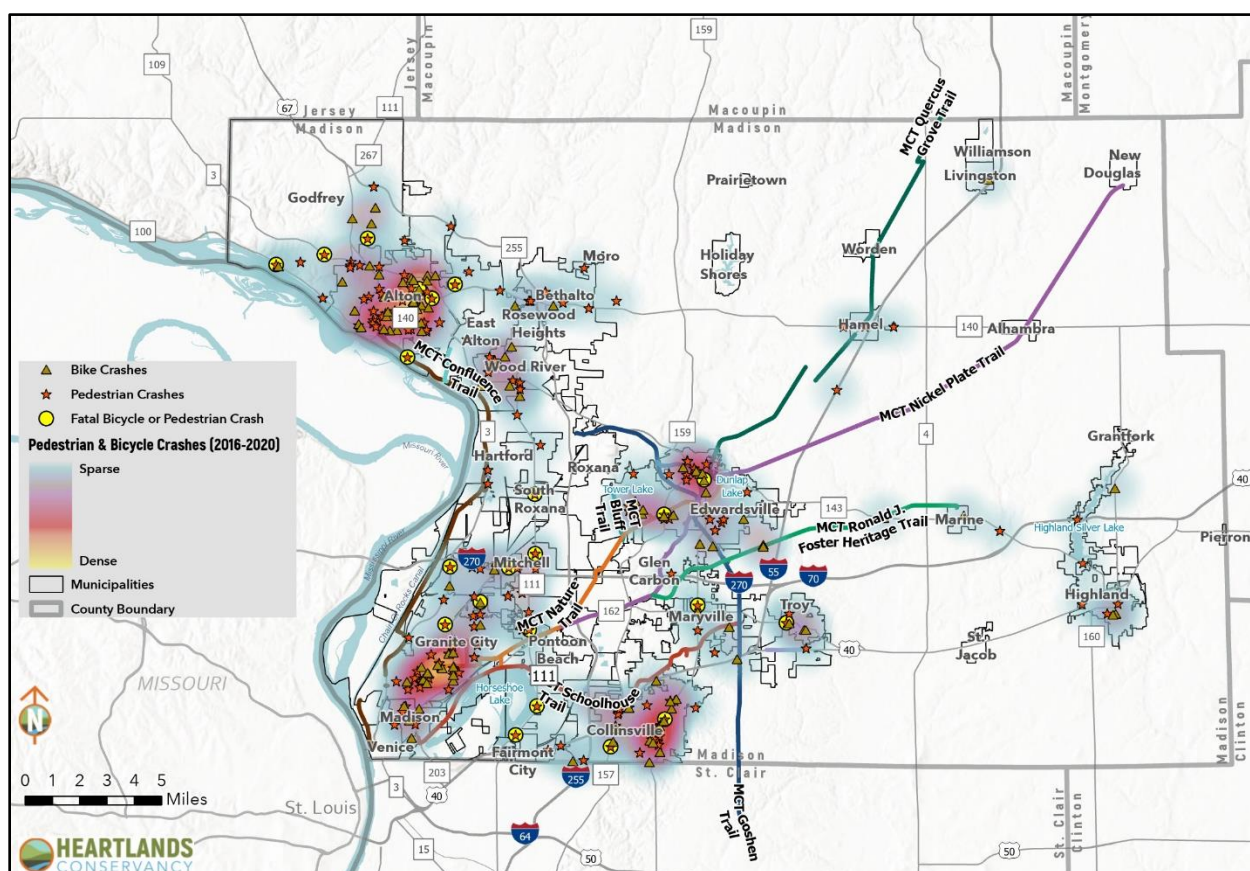
Safety Assessment

Motor Vehicle Conflicts

As with most trail networks, the preeminent safety concern for the MCT Trails system is the potential for conflicts and crashes with motor vehicles. It is hard to determine the extent to which motor vehicle conflicts impact MCT Trail users, mainly because the available data are derived from the standardized accident reports from the Illinois State Police and local law enforcement agencies.

These reports are intended to gather information on motor vehicle crashes occurring on public roads and highways. As such, they identify pedestrians and bicyclists as the objects of a collision that occurred on the public road or highway. Little information is reported about the pedestrian or bicyclist, beyond crash severity (i.e. injury or fatality) and the name of the road or highway on which the impact occurred. The reports do not indicate if the impacted pedestrian/bicyclist was using an intersecting trail or bikeway at the time of collision. While multiple users of the MCT Trails have undoubtedly been struck by a motor vehicle, only one such crash has been positively identified. That was a fatal crash involving a bicyclist using the MCT Schoolhouse Trail who was struck and killed while crossing IL-111.

Bicycle & Pedestrian Crash Map



Another important reason for addressing crashes is illustrated in the above map, which includes a heat map of pedestrian and bicycle crash density. Crash density generally corresponds with population density. So, the hotspots are seen in and around municipalities.

Crime and Personal Safety Concerns

Several concerns related to crime and personal safety, or at least perceived crime and safety, were raised during community engagement activities.

MCT Trails does not have a police department or safety patrol to deter crime, enforce trail safety rules, or report potentially unsafe trail conditions. The MCT Trails website (mcttrails.org) encourages trail users to be their “eyes and ears when [they] cannot be everywhere at once” by reporting trail maintenance concerns or obstructions, vandalism, and suspicious behavior.

Incidents of vandalism and graffiti can be repaired by MCT Trails when reported. However, there is little the agency can do about in-progress criminal activity, health emergencies, or injuries. So, users are advised to call 911 in the event of emergency. Such calls are routed to the local law enforcement agency or emergency service provider having jurisdiction, based on the caller’s location on the trail and type of incident. MCT Trails would be aware of such an incident only if notified by the emergency response agency.

There is also little that MCT Trails can do to enforce trail rule violations reported by trail users. In most cases, the only recourse and enforcement of trail safety rules would be for agency personnel to witness a rules violation and intervene while it is ongoing.

Some commenters view the lack of systemwide trail lighting as a safety concern. The lack of visibility at night makes it difficult to see potential obstacles and makes users more vulnerable to crime. These concerns are somewhat diminished by the fact that the MCT Trails are closed from dusk to dawn and there should not be any nighttime trail users. However, the hours of operation are subject to change. Should that happen in the future, lighting standards may need to be reconsidered.

Many stretches of trail in the MCT Trails system are rural and isolated. These remote trail segments tend to have fewer comfort amenities, with some even lacking hard pavement. If provided, most amenities are found in urban areas where trail traffic is highest. The safety of users on isolated trail segments would benefit from additional shade trees that offer respite from heat, and benches to provide a resting spot during strenuous exercise. Other amenities that could enhance safety are water fountains and emergency call boxes, depending on the availability of applicable utility services.

Safety concerns have emerged in recent years with the rise in popularity of electric-powered micro-mobility devices, particularly e-bikes and e-scooters. While these devices have become vital mobility tools, they can be very fast, with some models capable of speeds approaching 60 mph. Not only are trails not designed for such speeds, pedestrians and traditional bicyclists cannot react quickly enough to make evasive maneuvers, if needed to avoid conflict with a fast-moving e-bike.

In Illinois, e-bikes are regulated by state law under 625 ILCS 5/11-1517. Essentially, e-bikes that comply with the provisions of the statute qualify as “low-speed electric bicycles” and are generally treated as pedal bicycles under state law. Local jurisdictions may establish rules for each of the classes that are consistent with this framework. E-bikes that do not comply with the regulation do not qualify as a low-speed electric bicycles.

Most agencies that post trail speed limits set theirs at either 15 or 20 mph. A 20-mph speed limit will accommodate the top speed of Class 1 and Class 2 e-bikes. The MCT Trails have a 15-mph speed limit systemwide. This provides a reasonable and safe maximum speed for the mix of pedestrians, traditional bicyclists, and micro-mobility device users.

To avoid this potential safety conflict, some trail-operating agencies restrict the use of Class 3 e-bikes, which have a top speed of 28 mph, or altogether prohibit electric-powered micro-mobility devices. MCT Trails allows the use of all low-speed e-bikes and other micro-mobility devices when operated within the rules established for pedal bicycles.



EMPHASIS AREAS & COUNTERMEASURES

Two high-crash corridors are evident in Madison County. One corresponds with the High Impact Investment Area and contains the two predominant hotspots, which are found in and around Alton and Granite City. This corridor contains a concentration of high-traffic road and rail crossings, significant heavy commercial traffic volumes, along with being some of the more populous Census tracts in Madison County. The other high-crash corridor corresponds with the central population corridor that includes Edwardsville, Glen Carbon, Maryville, Troy, and Collinsville. The MCT Trails in this corridor carry the highest volumes of trail traffic and cross numerous roads, highways, and railroads. These two corridors warrant special consideration in the provision of grade separated trail crossings and the design of at-grade trail intersections and crossings.

PROJECTS & STRATEGIES

Trail Project Recommendations

Specific facility recommendations are intended to address the identified system needs of the Safety Plan. Safety related project recommendations are listed below in no particular order. However, these projects are the highest priority locations for trail improvements.

Trail Projects

- Upgrade unpaved segments of the Nickel Plate Trail to hard paved surface.
- Replace on-street connecting segments of the Quercus Grove Trail with Class 1 bikeway connections.
- Grade separate the Schoolhouse Trail crossing of IL-111.
- Grade separate the Schoolhouse Trail crossing of Pleasant Ridge Road.

Other Safety Recommendations

The safety recommendations of the Master Plan are intended to address the greatest needs identified during the planning process. The order of listing does not indicate priority. Rather, specific projects recommended below are intended to help prioritize capital expenditures.

- **Develop criteria for prioritizing intersection safety improvements** to at-grade trail crossings of roadways and railroads, consistent with applicable national and state guidance and standards.
- **Target the High Impact Investment Area of the MCT Trails System Master Plan for the construction of grade separated trail crossings** that connect residents to their destinations. Mobility is severely hampered within the area by numerous at-grade crossings of rail corridors and roadways with high heavy commercial traffic volumes.
- **Pursue funding to construct the planned Schoolhouse Trail bridge** over IL Route 111. This is the location of the only known fatal crash involving an active user of the MCT Trails system and, as such, should be considered a high priority safety improvement.
- **Identify preferred trail intersection safety modifications** in coordination with IDOT and local jurisdictions. Options should include grade separation, intersection design configurations, and mid-block crossing treatments, where such can be safely implemented.
- **Prioritize funding to upgrade unpaved trail segments and eliminate on-street connector segments** from existing MCT Trails. This would bring the system closer to the full Class I status espoused by the vision statement and enhance safety on those trails.
- **Continue to fund maintenance at current ratios or greater** as the MCT Trails system expands. Such investments will sustain the current trail conditions, which are highly rated by trail users. Maintaining trails in good condition is critical to maximizing the safety of all trail users.



- **Study the feasibility of establishing a safety patrol** at the agency level, as suggested by public feedback. A safety patrol would offer a dedicated presence along the MCT Trails to assist trail users, enforce trail rules, report trail maintenance needs, and report crimes and vandalism. This would offer peace of mind and a sense of security for trail users.
- **Explore the possibility of offering funds for bicycle police units** in partnership with local law enforcement agencies. Perhaps a local police department or the Sheriff's Department would support a pilot program to explore such a partnership. This could be done in lieu of or supplemental to a safety patrol.
- **Consider the installation of emergency call boxes** in locations where they would enhance safety and deter crime. Placement may depend on the availability of utilities and wireless broadband.
- **Monitor and revise micro-mobility device policies** as technology evolves and the popularity of such devices grows, especially if there is an increase in reported safety conflicts.
- **Determine and implement a feasible means of speed enforcement** as the proportion of micro-mobility device users on the MCT Trails grows. An alternative may be to restrict or limit the use of Class 3 e-bikes if excessive speed becomes a safety concern.

Prioritized Safety Strategies

The safety strategies listed below are prioritized according to the recommended implementation timeframe. These represent actions that should be taken to address identified safety concerns for the MCT Trails system. Strategies are numbered in order below and do not determine the order of priority within each implementation timeframe. The implementation priorities are defined as follows:

The safety strategies are prioritized for implementation below according to the recommended implementation timeframe. The implementation priorities are defined as follows:

- **Continuous:** Implementation action may be underway or should be initiated as soon as practical. Once initiated, the action should be sustained.
- **Short Term:** Implementation action should be initiated within 1 year.
- **Mid Term:** Implementation action should be initiated in 1-5 years.
- **Long Term:** Implementation action should be initiated in 5-10 years.

Continuous Priority Strategies

Strategy 1. Continuously review safety data, constituent surveys, and public input against MCT programs to identify potential safety education needs that can be addressed with new programmatic solutions or changes to existing programs.

Strategy 2. Continuously train MCT employees on the current safety rules and best practices applicable to their functional roles.

Strategy 3. Prioritize capital investments that provide demonstrable transportation benefits.

Strategy 4. Update adopted rules, policies, and guidelines as needed to keep up with changing technologies, emerging trends, and consumer demand for electric-powered micro-mobility devices.

Strategy 5. Coordinate with the appropriate external agencies, such as IDOT, Madison County, and municipalities, on the precise location and design of all street and highway crossings.

Strategy 6. Continue funding maintenance/repairs at or near current budgetary proportions in order to sustain trail quality and condition as the system expands. Over 90% of trail users in a recent survey rated MCT Trail maintenance as good or very good. So, this is an appropriate target level-of-service that leaves some room for change (in either direction).

Strategy 7. Monitor trail conditions on an ongoing basis to identify and make needed repairs in a timely fashion, perhaps as part of a comprehensive asset management program.



Strategy 8. Continuously coordinate with external agency contacts on system planning, facility design standards, safety countermeasure preferences, trail alignments, engineering concerns, and other matters necessary to facilitate system expansion/connectivity needs.

Short Term Priority Strategies

Strategy 9. Prioritize street and highway crossings at intersection locations, with stop controlled and signalized intersections being preferred.

Strategy 10. Avoid mid-block road crossings where feasible. Prioritize trail alignments that utilize roadway intersections, designed in accordance with national guidance, which may include rerouting existing trails to intersections located within a reasonable distance. Where existing mid-block crossings are modified, provide a physical barrier to discourage cut-through bicycle and pedestrian traffic.

Strategy 11. Consider grade separated crossings in mid-block locations where a bridge, tunnel, or overpass is determined to be a feasible means of improving safety.

Strategy 12. Identify routes that connect to neighborhoods, disadvantaged communities and populations, and key travel destinations that lack safe options for alternative modes of travel, with special focus on projects within the High Impact Investment Area.

Strategy 13. Prepare a list of non-emergency law enforcement agency contacts and maintain an appropriate channel of communications with each law enforcement agency to coordinate on matters related to trail and traffic safety.

Mid Term Priority Strategies

Strategy 14. Develop educational materials and/or training on trail use rules, trail etiquette, proper street/intersection crossing, and safety best practices.

Strategy 15. Identify organizational partnership opportunities for delivering education and training on topics that enhance the safety of those using the MCT Trails.

Strategy 16. Conduct safety reviews on all proposed capital projects. Modify project scopes, designs, and amenities to maximize safety, as deemed feasible and cost-effective.

Strategy 17. Incentivize good safety practices by recognizing performance at the organizational and departmental/divisional levels.

Strategy 18. Prioritize Safe Routes to School and multi-modal transit/trail commuter connectivity.

Strategy 19. Develop and enforce appropriate trail use rules for electric-powered micro-mobility devices in compliance with state law regarding low-speed electric bicycles.

Strategy 20. Ensure that standards for facility design and trail amenities adequately account for any use of electric-powered micro-mobility devices that are allowed on the MCT Trails. This should include potential countermeasures that maximize the safety of all trail users, maintain adequate trail system operations, and minimize interference with other users' enjoyment of the trails.

Strategy 21. Ensure that implemented policies regarding electric-powered micro-mobility devices adequately consider and account for the needs of all disabled trail users and their mobility devices in compliance with applicable guidance and laws.

Strategy 22. Prioritize Safe Routes to School and multi-modal transit/trail commuter connectivity to encourage unserved areas to consider participation in the Transit District.

Strategy 23. For mid-block crossings, develop criteria for determining the optimal crossing location and preferred facility type, based on national guidance, site conditions, benefit-cost ratio, available funding, and other relevant factors.

Strategy 24. Provide mobile device app functionality for trail users that complements current online system mapping and offers features such as navigation, GPS-based reporting of issues/incidents, and push notifications.



Strategy 253. Explore the possibility of establishing a bicycle safety patrol program in areas with high trail traffic volumes, perhaps in conjunction with local law enforcement agencies.

Long Term Priority Strategies

Strategy 26. Offer pedestrian and/or bicyclist safety training.

Strategy 27. Offer bike helmet fittings that also train participants on the proper fitting, wearing, and use of bicycle helmets.

Strategy 28. Install safety amenities, such as security phones and trail lighting, where feasible. Location standards may need to account for access to electric and telephone utilities, unless reliable solar powered and wireless communication options are available. Where provided, trail lighting installations should be designed to minimize light pollution, particularly in isolated rural locations.

Strategy 29. Partner with law enforcement agencies on providing bicycle and pedestrian safety training classes.

Strategy 30. Offer training on bicycle maintenance to help riders keep their bicycles in safe operating condition and minimize mechanical issues that could cause injury.

IMPLEMENTATION & EVALUATION


Strategy Implementation & Evaluation

The 30 safety strategies described in this Safety Plan should be implemented in order of priority implementation timeframe, as provided in the previous section. Implementation and evaluation of these strategies will be dependent upon identifying which individuals or organizations are responsible for carrying out the actions, and upon the development of specific measures to evaluate their effectiveness. Ample funding must be budgeted toward implementation of these strategies in each annual operating budget.

Project Implementation & Evaluation

Project implementation will occur as projects are developed, designed, and programmed into the MCT Trails Capital Plan. The Capital Plan should be updated periodically as projects are completed and new safety projects are identified. It will be difficult to evaluate project effectiveness because, as discussed in the Data Analysis & Summary section there is no means of identifying crashes that involve MCT Trails users. However, tracking the number of safety improvement projects that are funded, designed, constructed, and ultimately used is a simple way to evaluate implementation progress. Should an effective method of identifying MCT trail user safety incidents be identified, it should be implemented and used to evaluate facility and user safety within the MCT Trails system.





Appendix C: Benefit Cost Analysis

Technical Memo in Support of an Application to USDOT RAISE Grant Program
for Schoolhouse Trail over IL-111 Grade Separation Project

DRAFT

MCT Schoolhouse Trail over IL-111

Benefit-Cost Analysis Technical Memo

Prepared for Madison County Transit
By HeartLands Conservancy
February 16, 2024

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Executive Summary

This benefit-cost analysis (BCA) was conducted on behalf of Madison County Transit (MCT) as a requirement for an application to the U.S. Department of Transportation (USDOT) FY 2024 RAISE discretionary grant program. MCT is seeking funds for the proposed grade-separation of the Schoolhouse Trail crossing of IL-111, part of the MCT Trails system.

This analysis was done according to the methodology and parameters provided in current USDOT guidance. The recently updated USDOT Benefit-Cost Analysis Spreadsheet Template was utilized to conduct the analysis.

This memo describes the data, methods, and assumptions used in calculating project benefits, costs, and BCA results. The calculated benefits would be accrued upon the estimated 2026 project completion and continue through the 20-year operational period in 2045. Exhibit 1 below is a summary table of the project description, benefits, and costs.

Table 1: Project Summary Table

Project Description	Construct a bicycle/pedestrian bridge on the Schoolhouse Trail to replace the at-grade crossing of IL-111 on the south leg of the Horseshoe Lake Rd. intersection.
Project Benefits	Reduced costs to maintain a new facility.
	Improved safety for pedestrians, bicyclists, and highway traffic.
	Travel time savings for bicycle and pedestrian commuters.
	Enhanced facility quality and travel comfort experienced by users of the new amenities.
	Health benefits of active transportation realized by new users of the Schoolhouse Trail.
Project Costs	Construction includes installation of a pre-engineered pedestrian bridge and 10-foot wide asphalt connecting trail segments, remediation of replaced trail segments, along with necessary excavation, drainage, landscaping, lighting, and other improvements.

Methods & Assumptions

This BCA was done according to the USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs (December 2023) and utilized the USDOT Benefit-Cost Analysis Spreadsheet Template, Model Date 1/4/2024. An unlocked copy of the Microsoft Excel file was submitted per program grant application requirements.

The USDOT-prepared model was used in its original form with no modifications. Therefore, costs and benefit values were discounted to FY 2022 dollars as a function of the model at the 3.1% discount rate recommended per the BCA guidance. This analysis uses the 20-year operational period indicated for projects that address operating deficiencies of an existing facility. Based on this service life and a 1-year construction period in FY 2025, the analysis period runs from the estimated project opening in 2026 through 2045.

The spreadsheet model includes all original worksheet tabs, although some were not used and remain blank per instructions. Benefit values were calculated using the recommendations of Appendix A in the USDOT BCA Guidance and copied in the “Parameter Values” tab of the model. User-provided data and calculations are found in the furnished applicant workspace found on each tab of the model. Source citations, methodology notes, and other comments are also provided in this workspace to aid in reviewing the analysis. Much of the project-specific information is sourced from a project engineering study, preliminary cost estimate, trail traffic counts, and other information furnished by MCT. Localized traffic safety and crash data for Madison County were obtained from various Illinois Department of Transportation (IDOT) resources.

Project Description & Need

Figure 1 shows the project location on the MCT Schoolhouse Trail at the intersection of Horseshoe Lake Rd. and IL-111. This is a wide highway section with four through-lanes, dedicated turning lanes, and a paved center median. The Schoolhouse Trail runs east-west connecting Madison, Granite City, Pontoon Beach, Collinsville, Maryville, and Troy along a 15.5-mile former railroad corridor. The Schoolhouse Trail provides access to numerous employers and destinations in these cities and key connections to other facilities in the MCT Trails system, making it an important bicycle commuter route that is also popular among recreational riders.

Figure 1: Project Location Map



In order to safely cross IL-111, the existing Schoolhouse Trail veers north from the established alignment approaching IL-111 from the east and hugs the highway as a sidepath for about 795 feet (0.15 miles) to the signalized intersection at Horseshoe Lake Rd. The trail then crosses over the south leg of the intersection by way of a push button actuated crossing signal,

continuing west along Horseshoe Lake Rd. almost 840 feet where it re-connects to the corridor alignment. The total travel distance of the detour route is approximately 1,635 feet.

The proposed pedestrian bridge would cross over IL-111 essentially on-alignment, cutting the straight-line travel distance between the two connecting points to about 1,340 feet. The total project length is 2,450 feet, ample distance to reach the required vertical clearance height of 17 feet 3 inches at a safe approach grade and tie back into the existing trail at each end. The net reduction in travel distance is about 295 feet.

The project is viewed as a high-priority safety improvement, as this intersection is the site of a 2012 crash that killed a Schoolhouse Trail bicyclist - the only documented traffic fatality involving an active user of the MCT Trails. The proposed project is needed to eliminate the at-grade conflict point between trail and highway traffic, which will enhance the safety of this regional bicycle commuter route.

Project Costs

Construction includes installation of a pre-engineered pedestrian bridge and 10-foot wide asphalt connecting trail segments, removal/remediation of replaced trail segments, along with excavation, fill, grading, drainage, landscaping, lighting, signage, pavement markings, and other improvements. Construction costs were recently updated by MCT and estimated at \$7,318,000 in 2024 dollars. Utilizing an estimated inflation rate of 5% per year results in estimated year of expenditure capital costs of \$6,321,564 in 2022 dollars.

Breakdown of Estimated Costs

Construction.....	\$6,098,300
Mobilization (~ 5%)	\$304,900
Miscellaneous (~ 5%).....	\$304,900
Contingency (~ 10%)	\$609,900
Total in 2024 Dollars	\$7,318,000
Adjusted to 2022 Dollars (5% inflation)	\$6,321,000

Project Benefits

This section summarizes the data and methods used to quantify the project benefits and calculate their estimated value. The analysis quantified five primary benefits of the proposed Schoolhouse Trail pedestrian bridge:

- Reduced costs to maintain a new facility.
- Improved safety for pedestrians, bicyclists, and highway traffic.
- Enhanced facility quality and travel comfort experienced by users of the new amenities.
- Travel time savings for bicycle and pedestrian commuters.
- Health benefits of active transportation realized by new users of the Schoolhouse Trail.

Maintenance Savings

Per MCT, the average annual cost to maintain the MCT Trails system is approximately \$10,000 per mile of trail. Because this is an annual average amount, there was no conversion to 2022 dollars. No Build maintenance costs were calculated at \$3,097 per year based on the existing travel distance of 1,635 feet or 0.31 miles. Build maintenance costs were calculated at \$2,538 per year based on the post-construction travel distance of 1,340 feet or 0.25 miles. To account for the reduced maintenance needs of a new facility, maintenance costs are assumed at 20% of the average annual amount for year one operations in 2026, escalating 20% per year through 2030. Annual savings are the difference between No Build and Build maintenance costs during each year of operation. Undiscounted maintenance savings for the 20-year operational period are valued at \$16,250, while total discounted savings are valued at \$11,874.

Safety Benefits

A multi-step process was used to calculate project safety benefits. Madison County crash data were obtained from IDOT for the 5-year period of 2016 – 2020. Annualized bicycle and pedestrian crash rates per centerline mile were calculated for rural local roads, rural US/state highways, urban local roads, and urban US/state highways, then applied to the length of each roadway adjacent to the trail segments. Annual No Build safety costs were then estimated in 2022 dollars based on the average crash costs by severity (property damage only; injury; fatality) found in the BCA guidance.

There are no safety costs associated with the Build scenario because the proposed project would eliminate all crossing conflicts between trail users and motor vehicle traffic. So, the annual safety benefits are equal to the annual No Build safety costs of \$56,697. Table 2 is a breakdown of the estimated annual No Build crash costs. Undiscounted safety benefits for the 20-year operational period are valued at \$1,133,948, while total discounted benefits are valued at \$762,623.

Table 2: Annual No Build Crash Cost Estimates (2022 dollars)

Project Segment	Crash Severity			Totals
	Prop. Damage	Injury	Fatal	
IL-111	\$6.65	\$9,146.89	\$32,198.21	\$41,351.75
Horseshoe Lake Rd	\$2.47	\$3,394.42	\$11,948.78	\$15,345.67
Totals	\$9.12	\$12,541.31	\$44,146.99	\$56,697.42

Travel Time Savings

Multiple steps were also required to calculate the benefits realized from travel time savings. The “User Volumes” tab of the model was used to estimate trail traffic volumes through the analysis period based on the most recent MCT trail counts from 2022. Volume estimates utilized annual growth rates of 2% for bicycle traffic and 1% for pedestrian traffic, per historic growth adjusted for project area land uses and the regional function of the Schoolhouse Trail. Induced trips for the Build scenario were calculated at 12% growth for bicycle traffic and 3% for pedestrians based on observed volumes following the grade separation of the nearby Schoolhouse Trail crossing of IL-157.

The No Build and Build travel distances were multiplied by the applicable bicycle and pedestrian travel speeds found in the BCA guidance to determine average travel time per user, and travel costs per user calculated by applying the recommended rate of \$35.80 per hour. The resulting costs per user were then multiplied by the estimated annual trail volumes to determine total

annual travel costs for each scenario, with the difference between the No Build and Build costs being the annual savings. Table 3 summarizes the values and assumptions used in these calculations.

Table 3: Travel Time Values & Assumptions (2022 dollars)

Values & Assumptions	No Build		Build	
	Pedestrians	Bicycles	Pedestrians	Bicycles
Avg. Speed (mpg)	3.2	9.8	3.2	12.1
Travel Distance (mi)	0.31	0.31	0.25	0.25
Travel Cost (per hr)	\$35.80	\$35.80	\$35.80	\$35.80
Avg. Travel Time (user hrs)	0.097	0.032	0.079	0.021
Avg. Cost per User Hour	\$3.46	\$1.13	\$2.84	\$0.75

Undiscounted travel time savings for the 20-year operational period are valued at \$588,806, while total discounted travel time savings are valued at \$389,210.

Amenity Benefits

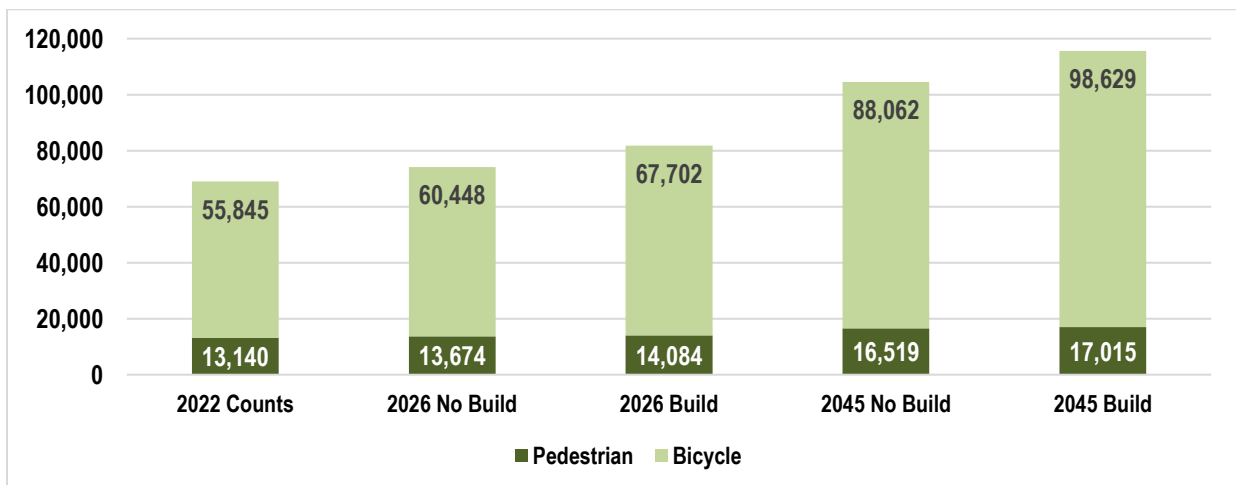
No amenity benefits were identified for pedestrian users of the proposed project. Bicycle traffic counts and travel distances from the “Travel Time Savings” tab of the model were used to calculate amenity benefits for bicycle users. No Build benefits were calculated for each year using the recommended value of \$1.57 per mile traveled on a cycling path with at-grade crossings. Build calculations used the recommended value of \$1.97 per mile traveled on a cycling path with no at-grade crossings. The difference between the two represents the annual value of amenity benefits.

Undiscounted amenity benefits for the 20-year operational period are valued at \$281,988, while total discounted amenity benefits are valued at \$184,201.

Health Benefits

Health benefit calculations utilized the number of induced trips generated by the project, as provided in the “User Volumes” tab of the model. The monetization values and user proportions recommended in the BCA guidance were then applied to the induced trip counts to calculate annual health benefits. Figure 2 is a graph depicting projected growth in Schoolhouse Trail traffic over the 20-year operational life.

Figure 2: Schoolhouse Trail Estimated Traffic Growth



Undiscounted health benefits for the 20-year operational period are valued at \$753,972, while total discounted health benefits are valued at \$497,321.

Summary of Benefits

Table 4 summarizes the life cycle benefits for the Schoolhouse Bridge over IL-111. The value of these benefits were calculated in 2022 dollars using BCA guidance recommendations.

Quantifiable benefits were identified for inclusion in this analysis for maintenance savings, safety (due to crash reduction), travel time savings, amenity value, and health improvement. Other benefits certainly exist but were not identified for analysis due to a lack of available data, inability to quantify determining measures/factors, or inability to monetize benefits. These benefits may be discussed in the grant application, if deemed appropriate.


Table 4: Summary of Project Life Cycle Benefits (2022 dollars)

Year	Undiscounted Values by Benefit						Total Discounted Benefit Value
	Maintenance Savings	Safety Benefits	Travel Time Savings	Amenity Value	Health Benefits	Undiscounted Total	
2026	(\$2,589)	\$56,697	\$24,926	\$4,461	\$31,231	\$119,903	\$106,120
2027	(\$2,081)	\$56,697	\$25,350	\$12,151	\$31,834	\$128,114	\$109,977
2028	(\$1,574)	\$56,697	\$25,783	\$12,394	\$32,449	\$128,897	\$107,322
2029	(\$1,066)	\$56,697	\$26,223	\$12,642	\$33,076	\$129,705	\$104,748
2030	(\$559)	\$56,697	\$26,671	\$12,894	\$33,716	\$130,538	\$102,251
2031	(\$559)	\$56,697	\$27,128	\$13,152	\$34,368	\$131,905	\$100,215
2032	(\$559)	\$56,697	\$27,593	\$13,415	\$35,033	\$133,298	\$98,228
2033	(\$559)	\$56,697	\$28,067	\$13,684	\$35,711	\$134,717	\$96,289
2034	(\$559)	\$56,697	\$28,549	\$13,957	\$36,403	\$136,165	\$94,398
2035	(\$559)	\$56,697	\$29,040	\$14,236	\$37,108	\$137,640	\$92,551
2036	(\$559)	\$56,697	\$29,540	\$14,521	\$37,827	\$139,144	\$90,749
2037	(\$559)	\$56,697	\$30,049	\$14,812	\$38,560	\$140,676	\$88,990
2038	(\$559)	\$56,697	\$30,568	\$15,108	\$39,307	\$142,239	\$87,273
2039	(\$559)	\$56,697	\$31,096	\$15,410	\$40,069	\$143,831	\$85,596
2040	(\$559)	\$56,697	\$31,634	\$15,718	\$40,846	\$145,454	\$83,960
2041	(\$559)	\$56,697	\$32,182	\$16,033	\$41,639	\$147,109	\$82,362
2042	(\$559)	\$56,697	\$32,739	\$16,353	\$42,447	\$148,796	\$80,801
2043	(\$559)	\$56,697	\$33,308	\$16,680	\$43,271	\$150,515	\$79,277
2044	(\$559)	\$56,697	\$33,886	\$17,014	\$44,111	\$152,267	\$77,789
2045	(\$559)	\$56,697	\$34,476	\$17,354	\$44,968	\$154,054	\$76,335
Totals	(\$16,250)	\$1,133,948	\$588,806	\$281,988	\$753,972	\$2,774,968	-
Discounted Totals	(\$11,874)	\$762,623	\$389,210	\$184,201	\$497,321	-	\$1,845,230

BCA Results

The following is a breakdown of the BCA results calculated by the USDOT Benefit-Cost Analysis Spreadsheet Template using the methods, data, values, and assumptions described in the previous sections of this memo. This summary and the formulas used to calculate their values is found in the “Final Results” tab of the model.

Total Discounted Benefits	\$1,845,230
Total Discounted Costs	\$5,768,309
Net Present Value	-\$3,923,079
Benefit Cost Ratio	0.32



Appendix D: Supplemental Information

DRAFT

USDOT Equitable Transportation Community (ETC) Explorer

ETC Explorer - Homepage	ETC Explorer - National Results	ETC Explorer - State Results
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Understanding the Data

US Department of Transportation's (DOT) new Equitable Transportation Community (ETC) Explorer is unique because it provides data that allows users to understand how a community or project area, which may span multiple Census Tracts, is experiencing transportation disadvantage as well as Transportation Insecurity. Transportation Insecurity is a key component of transportation disadvantage. It occurs when people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, and safely. Nationally, there are well-established policies and programs that aim to address food insecurity and housing insecurity, but not transportation insecurity. DOT is working to change that as a growing body of research indicates that Transportation Insecurity is a significant factor in persistent poverty. Through the Justice40 initiative and the ETC Explorer, US DOT is providing Metropolitan Planning Organizations (MPOs), State DOT's, and local decision makers tools to help select projects that meet the transportation needs of areas, which in turn will help strengthen communities and create more equitable opportunities to improve daily life.

ETC Explorer- National Results and State Results Tools

The ETC Explorer- National Results and State Result tools present information in multiple ways.

Overall Disadvantage Component Scores (top table) are created by normalizing and then summing indicators within each component. The Explorer displays the percentile ranking of these normalized sums (in the National Results tool census tracts are percentile ranked against all other census tracts in the nation, whereas in the State Results tool census tracts are percentile ranked against all other census tracts in a particular state).

In addition, the Explorer shows separate percentile rankings for each individual *Indicator* (bottom table). This allows users to explore the underlying data before it is combined into Component Scores. However, since this data is percentile ranked and has not been combined into components, the Indicator Scores are distinct from the Component Scores. This is because the normalization method used to create components – min-max ranking – preserves the distribution of the data, while percentile ranking, displayed in the Indicator Score chart, smooths the distribution of the data.

DOT has chosen to show both Overall Component Scores and individual Indicator Rankings to give Explorer users as much visibility into the data as possible. Accordingly, each chart in the dashboard should be interpreted separately. The Component Scores chart provides information on cumulative burden within a component, and the Indicator Scores chart a comparative, national ranking of individual variables within the census tract.

Census Tracts/projects areas at “0%” are considered the least disadvantaged and “100%” are the most. DOT considers a census tract to be experiencing disadvantage if the overall index score places it in the 65% (or higher) of all US census tracts. The 65% cutoff was chosen to be consistent with CEJST, which prioritizes tracts at the 65th percentile or above for CEJST’s low-income indicator.

Index scores for Alaska, Hawaii and the territories are calculated separately due to unavailable data for certain indicators. The Explorer visualizes unavailable indicator data as “0” values.

ETC Explorer’s five components of disadvantage and the indicators used to develop them:

1. Transportation Insecurity occurs when people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, and safely. Nationally, there are well-established policies and programs that aim to address food insecurity and housing insecurity, but not transportation insecurity. A growing body of research indicates that transportation insecurity is a significant factor in persistent poverty.

- a. Transportation Access- Communities with higher scores may experience longer commute times and difficulty traveling where they want to go via cars, walking and transit. Long commute times and limited access to personal vehicles or transit can create significant barriers to employment and resources.
- b. Transportation Cost Burden- Communities with higher scores spend a great percentage of household income on transportation, including transit costs; vehicle maintenance and insurance costs; gasoline and fuel, which leaves less money for housing, medical care and food potentially leading to households living in substandard housing with higher rates of chronic illness and obesity.
- c. Transportation Safety- Communities with higher score experience higher levels of fatalities per 100,000 persons related to motor vehicle crashes. For additional safety data please visit <https://cdan.dot.gov/query>

2. The Environmental Burden component of the index includes variables measuring factors such as pollution, hazardous facility exposure, water pollution and the built environment. These environmental burdens can have far-reaching consequences such as health disparities, negative educational outcomes, and economic hardship.

- a. Ozone Level- Communities with higher scores experience higher levels of ozone in the surrounding air from sources such as emissions from vehicles and industrial activities. Transportation activities contribute to this factor by releasing compounds that interact to create ozone.
- b. PM_{2.5} Level- Communities with her scores experience higher levels of PM_{2.5}, which is the presence of fine particles or particulate matter (having a diameter of 2.5 micrometers or less) in the surrounding air from sources like burning fossil fuels, vehicle emissions, and road dust.
- c. Diesel PM Level- Communities with higher scores experience higher levels of diesel particulate matter (DPM) which are time particles in the air that come from diesel engine exhaust from sources like diesel-powered vehicles, such as trucks and buses, and industrial activities like shipping, construction and mining.

- d. Air Toxics Cancer Risk- Communities with higher scores experience higher levels of air toxics in the air from sources like industrial facilities and vehicular emissions, causing health problems such as respiratory issues, heart disease, neurological problems, increased risk of certain cancers, and elevated mortality.
- e. Hazardous Sites Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 miles of a hazardous site. Examples of these sites include brownfields and superfund sites which have been identified by the Environmental Protection Agency as contaminated by hazardous materials.
- f. Toxics Release Sites Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 mile of a toxic release site. These sites are listed under the Environmental Protection Agency's Toxic Release Inventory and are defined as having 10 or more full-time employees and either manufacture or use more than a specified amount of toxic chemicals. Living close to TRI sites and other noxious land uses can result in increased stress from noise and odor.
- g. Treatment & Disposal Facility Proximity- Communities with higher scores have a great percentage of their census tracts within 1 mile of a site responsible for handling hazardous waste. These sites may generate volatile substances.
- h. Risk Management Sites Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 mile of a risk management plan site. These facilities handle highly toxic or flammable chemicals and communities should have evacuation plans in place for responding to worst-case scenarios such as fires or explosions.
- i. Coal Mine Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 mile of a coal mine, which tend to have high air pollution concentrations caused by mining activities.
- j. Lead Mines Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 mile of a lead mine, which tend to release contaminated soil and dust into the environment.
- k. Pre-1980's Housing- Communities with higher scores have a greater percentage of housing units built before 1980. The presence of older housing, built before 1980, is a predictor of potential lead exposure.
- l. High Volume Road Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 mile of high-volume roads (functional classification 1-3). Proximity to high-volume roads, including interstates, is often lined to higher levels of ozone, diesel PM and increased noise pollution.
- m. Railways Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 mile of railways and tend to experience higher levels of noise pollution.
- n. Airports Proximity- Communities with higher scores have a greater percentage of their census tracts within 5 miles of airports and tend to experience higher levels of noise and air pollution.
- o. Ports Proximity- Communities with higher scores have a greater percentage of their census tracts within 3 miles of ports and tend to experience higher levels of air and noise pollution, as well as the potential for chemical spills.

- p. Impaired Surface Water- Communities with higher scores have a greater percentage of their census tracts' watershed area classified as impaired. An impaired body of water is one that does not meet water quality standards for designated uses, such as fishing or swimming, as set by the state or tribe with jurisdiction over the water. High levels of water pollution can result from a variety of sources, including industry, agriculture, and urban runoff.

3. Social Vulnerability is a measure of socioeconomic indicators that have a direct impact on quality of life. This set of indicators measure lack of employment, educational attainment, poverty, housing tenure, access to broadband, and housing cost burden as well as identifying household characteristics such as age, disability status and English proficiency.

- a. 200% of Poverty Line- Communities with higher scores have a greater percentage of population with incomes below 200% of the federal poverty level dependent on household size and location (i.e., in all states except AK and HI in 2020, a single person would be at 200% of the federal poverty line with an annual income of \$25,520 while a family of four would earn \$52,400)
- b. No HS Diploma- Communities with higher scores have a greater percentage of population over the age of 25 with less than a high school diploma which can have a negative impact on their ability to access job opportunities and higher wages.
- c. Unemployment- Communities with higher scores have a greater percentage of population over the age of 16 who are unemployed.
- d. House Tenure- Communities with higher scores have a greater percentage of houses that are renter occupied.
- e. Housing Cost Burden- Communities with higher scores spend a great percentage of household income on housing. When people spend a large portion of their income on housing, they have fewer resources to invest in other necessities like food, healthcare, and transportation. As a results, households may be unable to purchase cars or pay for public transportation, severely limiting their access to education, employment and other essential services.
- f. Uninsured- Communities with higher scores have a greater percentage of the population who are uninsured.
- g. Lack of Internet Access- Communities with higher scores have a greater percentage of households with no internet subscription. The absence of internet access hampers an individual's ability to seek job opportunities, education and other essential services, leading to a hindrance in their participation in decision-making processes and staying informed about environmental issues in their community.
- h. Endemic Inequality- Communities with higher scores have a larger income gap between rich and poor, indicating unequal distribution of wealth and limited access to resources for low-income households.
- i. 65 or older- Communities with higher scores have a greater percentage of population aged 65 or older. This is an important consideration when assessing socioeconomic vulnerability, as older populations frequently face access barriers to healthcare and other essential services.
- j. 17 or younger- Communities with higher scores have a greater percentage of population aged 17 or younger. It is important to understand their concentration in a community because people under 17 tend to be more vulnerable to environmental and health issues.

- k. Disability- Communities with higher scores have a greater percentage of population with a disability. Built environments and transportation infrastructure can result in inaccessibility to essential services and resources such as healthcare, transportation, and employment for people with disabilities.
- l. Limited English Proficiency- Communities with higher scores have a greater percentage of population over the age of 5 with limited English proficiency. Those with limited English proficiency can experience a lack of access to information. For example, because emergency information is frequently communicated only in English, non-English speaking communities are vulnerable and can lack access to critical information needed to stay safe.
- m. Mobile Homes- Communities with higher scores have a greater percentage of housing units that are mobile homes.

4. The Health Vulnerability category assesses the increased frequency of health conditions that may result from exposure to air, noise, and water pollution, as well as lifestyle factors such as poor walkability, car dependency, and long commute times.

- a. Asthma Prevalence- Communities with higher scores have a greater percentage of population diagnosed with asthma. Exposure to pollutants such as PM_{2.5}, ozone, and diesel particulate matter can lead to inflammation of their airways, exacerbating asthma symptoms.
- b. Cancer Prevalence- Communities with higher scores have a greater percentage of population diagnosed with cancer. Long-term exposure to pollution can be associated with an increased risk of cancer.
- c. High Blood Pressure Prevalence- Communities with higher scores have a greater percentage of the population diagnosed with high blood pressure. Lack of active transportation options and exposure to air pollutants can increase the risk of developing high blood pressure.
- d. Diabetes Prevalence- Communities with higher scores have a greater percentage of population diagnosed with diabetes. Lack of active transportation options and exposure to PM_{2.5} can increase the risk of developing diabetes.
- e. Low Mental Health Prevalence- Communities with higher scores have a greater percentage of population reported with low mental health. Lack of active transportation options and exposure to pollution can have negative impact on mental health.

5. Climate and Disaster Risk Burden reflects sea level rise, changes in precipitation, extreme weather, and heat which pose risks to the transportation system. These hazards may affect system performance, safety, and reliability. As a result, people may have trouble getting to their homes, schools, stores, and medical appointments.

- a. Anticipated Changes in Extreme Weather (Future Extreme Weather Risks)- Communities with higher scores will likely in the future experience an increased frequency and severity of extreme weather events such as heat waves, heavy rainfall, droughts, and coastal flooding.
- b. Annualized Disaster Losses (Annualized Losses Due to Hazards)- Communities with higher scores have had a higher yearly financial loss due to climate- related hazards such as floods, hurricanes, and severe weather events, as defined by the Federal Emergency Management Agency (FEMA).

Transportation Insecurity Indicators

Component	Sub-component	Indicator Description	Units	Data Source	Geographic Granularity
Transportation Insecurity	Transportation Access	Percent of households with no car	Percent households	ACS 2016-2020	Census Tract
		Average commute time to work	Minutes	ACS 2016-2020	Census Tract
		Frequency of Transit Services per Sq Mi	Count/sq mi	EPA Smart Location Database 2021	Census Block Group
		Jobs within a 45-min Drive	Count	EPA Smart Location Database 2021	Census Block Group
		Estimated Average Drive Time to Points of Interest (min)	Minutes	Esri, HIFLD	Census Block Group
		Estimated Average Walk Time to Points of Interest (min)	Minutes	Esri, HIFLD	Census Block Group
	Transportation Cost Burden	Calculated average annual cost of Transportation as percent of household income	Percent of household income towards transportation	Calculated	Census Tract
		Cost of Gas	U.S. Dollar (USD)	EIA 2023	State
		Cost of Transit	USD	NTD 2017-2021	Urbanized Area
		Time Value of Money	USD	USDOT BCA 2023	National
		Time to Work	Minutes	ACS 2016-2020	Census Tract
		Median Income	USD	ACS 2016-2020	Census Tract
		Vehicle Miles Traveled	Miles	BTS LATCH 2017	Census Tract
		Vehicle Finance Charges	USD	CES 2020-2021	Census Division
		Cost of Maintenance	USD	CES 2020-2021	Census Division
		Insurance Costs	USD	CES 2020-2021	Census Division
	Transportation Safety	Traffic Fatalities per 100,000 people	Rate	NHTSA FARS 2020	Point

Environmental Burden Indicators

Component	Sub-component	Indicator Description	Units	Data Source	Geographic Granularity
Environmental Burden	Air Pollution	Ozone level in the air	Dobson Unit	EPA's EJScreen 2022	Census Tract
		Particulate Matter 2.5 (PM2.5) level in the air	micrograms per cubic meter	EPA's EJScreen 2022	Census Tract
	Hazardous Sites	Diesel particulate matter level in air	micrograms per cubic meter	EPA's EJScreen 2022	Census Tract
		Air toxics cancer risk	Score	EPA's EJScreen 2022	Census Tract
		Percent of tract within 1 mile of known hazardous sites	Percent of area	EPA's Facility Registry Service (FRS) 2022	Point
		Percent of tract within 1 mile of known Toxics Release sites	Percent of area	EPA's Facility Registry Service (FRS) 2022	Point
		Percent of tract within 1 mile of known Treatment and Disposal Facilities	Percent of area	EPA's Facility Registry Service (FRS) 2022	Point
		Percent of tract within 1 mile of known Risk Management Plan Sites	Percent of area	EPA's Facility Registry Service (FRS) 2022	Point
		Percent of tract within 1 mile of non-abandoned Coal Mines	Percent of area	US DOL Mine Data Retrieval System 2022	Point
		Percent of tract within 1 mile of non-abandoned Lead Mines	Percent of area	US DOL Mine Data Retrieval System 2022	Point
	Infrastructure	Percent of houses built before 1980	Percent of occupied houses	ACS 2016-2020	Census Tract
		Percent of tract within 1 mile of high-volume roads	Percent of area	USDOT BTS 2022	Line
		Percent of tract within 1 mile of railways	Percent of area	USDOT BTS 2022	Line
		Percent of tract within 5 miles of airports	Percent of area	USDOT BTS 2022	Point
		Percent of tract within 3 miles of ports	Percent of area	USDOT BTS 2022	Point
	Water Pollution	Percent of tract that intersects with a Watershed containing impaired water(s)	Percent of area	EPA WSIO 2022	HUC 12 Polygon

Health Vulnerability Indicators

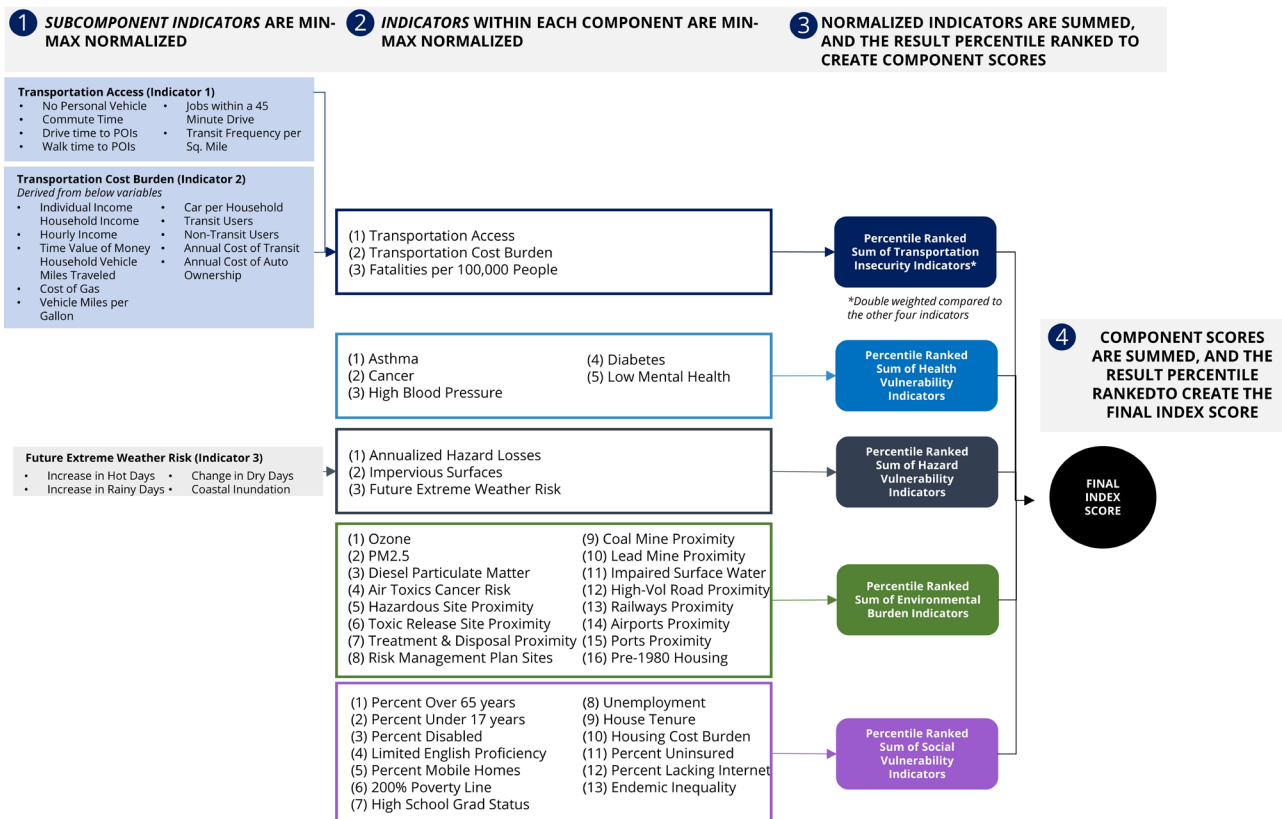
Component	Sub-component	Indicator Description	Units	Data Source	Geographic Granularity
Health Vulnerability		Asthma prevalence	Crude Prevalence (% of population)	CDC Places 2020	Census Tract
		Cancer prevalence	Crude Prevalence (% of population)	CDC Places 2020	Census Tract
		High blood pressure prevalence	Crude Prevalence (% of population)	CDC Places 2020	Census Tract
		Diabetes prevalence	Crude Prevalence (% of population)	CDC Places 2020	Census Tract
		Poor mental health prevalence	Crude Prevalence (% of population)	CDC Places 2020	Census Tract

Social Vulnerability Indicators

Component	Sub-component	Indicator Description	Units	Data Source	Geographic Granularity
Social Vulnerability	Socioeconomic Status	Percent of population with Income below 200% of poverty level	Percent	ACS 2016-2020	Census Tract
		Percent of people age 25+ with less than a high school diploma	Percent	ACS 2016-2020	Census Tract
		Percent of people age 16+ unemployed	Percent	ACS 2016-2020	Census Tract
		Percent of total housing units that are renter-occupied	Percent	ACS 2016-2020	Census Tract
		Percent of occupied houses that spend 30% or more of their income on housing with less than 75k income	Percent	ACS 2016-2020	Census Tract
		Percent of population uninsured	Percent	ACS 2016-2020	Census Tract
		Percent of households with no internet subscription	Percent	ACS 2016-2020	Census Tract
		GINI Index	Score	ACS 2016-2020	Census Tract
	Household Characteristics	Percent of population 65 years or older	Percent	ACS 2016-2020	Census Tract
		Percent of population 17 years or younger	Percent	ACS 2016-2020	Census Tract
		Percent of population with a disability	Percent	ACS 2016-2020	Census Tract
		Percent of population (age 5+) with limited English proficiency	Percent	ACS 2016-2020	Census Tract
		Percent of total housing units that are mobile homes	Percent	ACS 2016-2020	Census Tract

ETC Explorer National Results and State Results Index Methodology

Graphical Representation of Model



USDOT's ETC Explorer calculates the cumulative impacts of transportation disadvantage across 85.5 thousand 2020 census tracts. The data was normalized using min-max scaling, which transforms the data into a standard range, 0 to 1, to enable a comparison and eliminate the effect of different units of measurement.

The five components — Transportation Insecurity, Health Vulnerability, Environmental Burden, Social Vulnerability, and Climate and Disaster Risk Burden — are calculated by summing the ranked normalized

indicators for each component. The result is a composite score for each component.

USDOT then uses percentile ranking to determine each census tracts component score against all other census tracts-

- Nationally in the National Results dashboard; and
- Statewide in the State Results dashboard.

Census Tracts/ projects areas at “0%” are considered the least disadvantaged and “100%” are the most. DOT considers a census tract to be experiencing disadvantage if the overall index score places it in the 65% (or higher) of all US census tracts. The 65% cutoff was chosen to be consistent with CEJST, which prioritizes tracts at the 65th percentile or above for CEJST’s low-income indicator and verified as the appropriate cutoff for the ETC Explorer through sensitivity analyses.

The ranked Component Scores are then summed across all components to generate an Overall Score. The Transportation Insecurity component was double weighted in generating the final score in response to comments received through the RFI process and extensive sensitivity analyses.

The Overall Score is then again percentile ranked to generate the Final Index Score rank. This allows DOT to determine how the overall score of a given census tract compares to all the other census tracts- Nationally in the National Results dashboard; and Statewide in the State Results dashboard.

The benefit of this methodology is that it offers a deeper insight into the interactions between different factors that contribute to transportation disadvantage, allows more flexibility to qualify as disadvantaged and measures cumulative impacts. Cumulative impacts are the combined result of multiple environmental, social, or economic impacts. They can be positive or negative and may unfold over time, across locations, or through various activities. The combined impacts can often have a more significant effect than the sum of individual impacts. By examining cumulative impacts, DOT can identify the communities experiencing the highest combined burdens and funding applicants can begin to target projects to best benefit their community.

Transportation Insecurity Analysis Tool

Transportation Insecurity Analysis Tool (TIAT)- The Transportation Insecurity Analysis Tool displays selected transportation insecurity data at the state or national level. Users can filter the data via preset thresholds or enter their own. Additionally, users can select layers such as MPO boundaries, alternative fueling stations, safety data, transit routes, intercity bus routes, or any of the five Disadvantage Components to gain a deeper understanding into the relationship between transportation insecurity and the selected layer.

TIAT Filters-

- **Urbanized Areas** indicate whether a tract contains all, or a portion of, an Urban Area (UZA) with the following population sizes.
 - o Less than 50k (Definition of ‘Rural’ for most USDOT programs)
 - o Between 50k-200k (Included in definition of ‘Rural’ for RAISE)
 - o Greater than 200k

- **Percent of Population at or Below 200% of the Federal Poverty Line** indicates the percentage of a population within a tract that is at or below 200% of the federal poverty line. Communities with higher percentages have a greater percentage of population with incomes below 200% of the federal poverty level dependent on household size and location (i.e., in all states except AK and HI in 2020, a single person would be at 200% of the federal poverty line with an annual income of \$25,520 while a family of four would earn \$52,400).
 - o Less than 20%,
 - o Between 20%-29.9%
 - o Between 30% and 39.9%
 - o Greater than 40%
- **Median Household Income** indicates the median income of households within the tract, broken into the following categories.
 - o Between \$0-42,731
 - o Between \$42,732-\$56,010
 - o Between \$56,011-\$72,321
 - o Between \$72,321-\$98,194
 - o Greater than \$98,195
- **Transportation Cost Burden** measures a tract's average spend on transportation as a percentage of household income. The percentage households spent on transportation are presented in the following categories.
 - o Less than 15%
 - o Between 15%-19.9%
 - o Between 20% and 24.9%
 - o Between 25% and 29.9%
 - o Greater than 30%
- **Estimated Cost of Transportation** measures the amount an average household in the selected tract spends on transportation. The cost is broken into the following categories.
 - o Less than \$10,000
 - o Between \$10,000-\$10,999
 - o Between \$11,000-\$11,999
 - o Between \$12,000-\$12,999
 - o Between \$13,000-\$13,999
 - o Greater than \$14,000
- **Housing Cost Burden** measures a tract's average spend on housing as a percentage of household income. The percentage households spent on housing are presented in the following categories.
 - o Less than 15%
 - o Between 15%-24.9%
 - o Between 25% and 34.9%
 - o Greater than 35%
- **Estimate of households without vehicles** indicates the estimated number of households within the tract without a vehicle.
 - o Less than 50
 - o 50-99
 - o 100-149

- o 150-249
- o Greater than 250
- **Transit Availability** measures the frequency of transit service per square mile within the tract, as reported by the EPA Smart Location Database. Tracts without any data reported are categorized as “no data reported.” Some of these tracts may have transit service that is not reported to USDOT. Tracts with data reporting are broken into thirds based on transit frequency and categorized as some transit, moderate transit, or lots of transit.
 - o No data reported
 - o Some transit
 - o Moderate transit
 - o Lots of transit
- **Drive Time to POIs** were estimated by calculating the average drive time on a Tuesday at 8am from all block group centroids in a tract to the nearest two points of interest. The following points of interest were measured: Adult Education (e.g., colleges, trade schools), Grocery Stores, Medical Facilities, and Parks. Average drive time to the POIs are presented within the following categories.
 - o Less than 15 minutes
 - o 15-29 minutes
 - o 30-60 minutes
 - o Greater than 60 minutes
- **Walk Times to POIs** were estimated by calculating the average walk time from all block group centroids in a tract to the nearest two points of interest. The following points of interest were measured: Adult Education (e.g., colleges, trade schools), Grocery Stores, Medical Facilities, and Parks. Average walk time to the POIs are presented within the following categories.
 - o Less than 5 minutes
 - o 5-14 minutes
 - o 30-60 minutes
 - o Greater than 30 minutes
- **Broadband Access Categories** indicates the percentage of households within the tract with no broadband internet service. The percentages are broken out into the following categories.
 - o Less than 5%
 - o Between 5%-14.9%
 - o Between 15%-24.9%
 - o Greater than 25%
- **Fatalities** are based on the 2017-2021 fatality analysis report system data and the fatality rate per 100k people is broken out into quartiles for tracts experiencing at least one fatality over the time period.
 - o Zero
 - o Low
 - o Average

TIAT Indicators and Filters

Urbanized Areas	Urbanized Areas	2020 Urban Area with Population less than 50k, between 50k-200k, greater than 200k
Cost Burden Filters	Percent of Population at or Below 200% of the Federal Poverty Line	Less than 20%, between 20%-29.9%, between 30% and 39.9%, greater than 40%
	Median Household Income	Between \$0-42,731, between \$42,732-\$56,010, between \$56,011-\$72,321, greater than \$72,321
	Transportation Cost Burden	Less than 15%, between 15%-19.9%, between 20% and 24.9%, between 25% and 29.9%, greater than 30%
	Estimated Cost of Transportation	Less than \$10,000, between \$10,000-\$10,999, between \$11,000-\$11,999, between \$12,000-\$12,999, between \$13,000-\$13,999, greater than \$14,000
	Housing Cost Burden (Percent of Households Spending 30%+ of Income on Housing)	Less than 15%, between 15%-24.9%, between 25% and 34.9%, greater than 35%
Access Burden Filters	Estimate Households without Vehicles	Less than 50, 50-99, 100-149, 150-249, greater than 250
	Transit Availability	No data reported, some transit, moderate transit, lots of transit
	Drive Time to Adult Education (minutes)	Less than 15 minutes, 15-29 minutes, 30-60 minutes, greater than 60 minutes
	Drive Time to Grocery Stores (minutes)	Less than 15 minutes, 15-29 minutes, 30-60 minutes, greater than 60 minutes
	Drive Time to Medical Facilities (minutes)	Less than 15 minutes, 15-29 minutes, 30-60 minutes, greater than 60 minutes
	Drive Time to Parks (minutes)	Less than 15 minutes, 15-29 minutes, 30-60 minutes, greater than 60 minutes
	Walk Time to Adult Education (minutes)	Less than 5 minutes, 5-14 minutes, 30-60 minutes, greater than 30 minutes
	Walk Time to Grocery Stores (minutes)	Less than 5 minutes, 5-14 minutes, 30-60 minutes, greater than 30 minutes
	Walk Time to Medical Facilities (minutes)	Less than 5 minutes, 5-14 minutes, 30-60 minutes, greater than 30 minutes
	Walk Time to Parks (minutes)	Less than 5 minutes, 5-14 minutes, 30-60 minutes, greater than 30 minutes
	Broadband Access Categories (% of Households with No Internet)	Less than 5%, between 5%-14.9%, between 15%-24.9%, greater than 25%
Safety Filters	Motorist Fatalities	Zero, Low, Average, Above Average, High
	Non-Motorist Fatalities	Zero, Low, Average, Above Average, High

Data: E-Bike Classification State Law

(625 ILCS 5/11-1517)

Sec. 11-1517. Low-speed electric bicycles.

(a) Except as otherwise provided in this Section, the provisions of this Chapter that apply to bicycles also apply to low-speed electric bicycles.

(b) Each low-speed electric bicycle operating in this State shall comply with equipment and manufacturing requirements adopted by the United States Consumer Product Safety Commission under 16 CFR 1512. Each Class 3 low-speed electric bicycle shall be equipped with a speedometer that displays the speed the bicycle is traveling in miles per hour.

(c) Beginning on or after January 1, 2018, every manufacturer and distributor of low-speed electric bicycles shall apply a label that is permanently affixed to the bicycle in a prominent location. The label shall contain, in Arial font in at least 9-point type:

- (1) a classification number for the bicycle that corresponds with a class under Section 1-140.10 of this Code;
- (2) the bicycle's top assisted speed; and
- (3) the bicycle's motor wattage.

No person shall knowingly tamper or modify the speed capability or engagement of a low-speed electric bicycle without replacing the label required under this subsection (c).

(d) A Class 2 low-speed electric bicycle shall operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied. A Class 1 low-speed electric bicycle and a Class 3 low-speed electric bicycle shall operate in a manner so that the electric motor is disengaged or ceases to function when the rider stops pedaling.

(e) A person may operate a low-speed electric bicycle upon any highway, street, or roadway authorized for use by bicycles, including, but not limited to, bicycle lanes.

(f) A person may operate a low-speed electric bicycle upon any bicycle path unless the municipality, county, or local authority with jurisdiction prohibits the use of low-speed electric bicycles or a specific class of low-speed electric bicycles on that path.

(g) A person may not operate a low-speed electric bicycle on a sidewalk.

(h) A person may operate a Class 3 low-speed electric bicycle only if he or she is 16 years of age or older. A person who is less than 16 years of age may ride as a passenger on a Class 3 low-speed electric bicycle that is designed to accommodate passengers.

(Source: P.A. 100-209, eff. 1-1-18.)

Outdoor Electric Assist Devices

Toys & Tools with Opportunity & Opposition



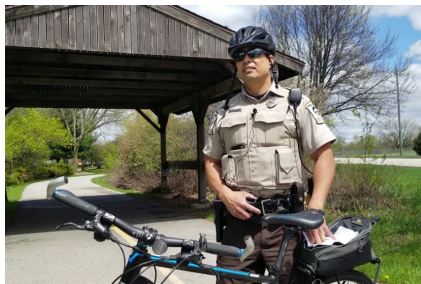
Presented by John Kremer
Director of Operations, Planning & Public Safety

Evolution

2018 E-Bike Warning - Officer Montgomery

2021 One Wheel encounter - Chief King

2023 Time to Evolve



Electronic Recreational Devices

- Bikes
- Scooters
- Skateboards/hover boards
- Unicycles
- "Micro Mobility Device"



E-Bikes

Many Shapes & Sizes
Industry + States = Classifications
Unclassified = Unregulated



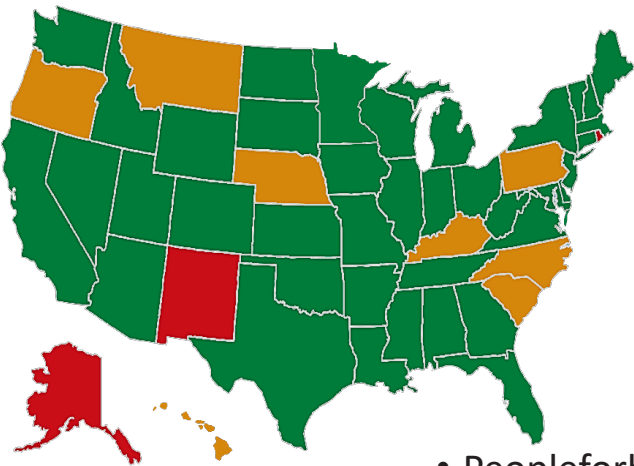
Overview of the 3-Class System for E-bikes

	Characteristics		Regulations
Class 1 E-bike	Provides Assistance:	Only when pedaling	Generally treated like a standard bicycle.
	Top Assisted Speed:	20 mph	
Class 2 E-bike	Provides Assistance:	When pedaling or by throttle	Generally treated like a standard bicycle. May be restricted from shared use paths or trails.
	Top Assisted Speed:	20 mph	
Class 3 E-bike	Provides Assistance:	Only when pedaling	More likely to be restricted from shared use paths or trails. May require use of a helmet, have minimum age requirements, or be subject to other regulation.
	Top Assisted Speed:	28 mph	

Industry & States Work to Guide Approach

ELECTRIC BICYCLE RULES FOR THE ROAD

MODEL LEGISLATION	» States that have enacted PeopleForBikes' model law, which defines and regulates three classes of electric bicycles within states' motor vehicle codes, gives riders similar rights and duties to that of traditional bicycle riders.
ACCEPTABLE	» Regulated as a bicycle » Passengers allowed » No age minimum » No licensing or registration required » Can use existing bike infrastructure
PROBLEMATIC	» Regulated as a moped or motor vehicle » Confusing equipment - use requirements » Confusing licensing - registration requirements » Confusing access to bike infrastructure



• Peopleforbikes



Micro Mobility Device No Classification = Challenges

- No limits; classifications; definitions
- Difficult to accommodate





Fast and All Terrain Capable ***“Go where no “person” has gone before.”***



Reduced Carbon Footprint
Less Resources Needed to Manufacture
Could replace 27% of Transportation Greenhouse Gas
Commuter Freedom



Why Get an E-bike?

In 2017, British researchers offered 80 people in Brighton a free e-bike for 12 months. The study found that participants drove 20 percent fewer miles while they had an e-bike, and, after the trial, they had lost weight and they worked one day on their own. Even in a country as vast as the United States, e-bikes are becoming a popular mode of transport. In 2016, there were over six million—and e-bikes offer powerful advantages for daily lives. Steagallville, for instance, became a town. An e-bike's extra boost gives you comfortably match the speed of car traffic while en route to a meeting—and avoid sitting in a pool of your own sweat. Particularly for those with limited mobility, like Joe Lee, a resident of the town of Lee, Missouri, who is now designing his own e-bike), the addition of battery power can be life changing.

Every trip taken by a bike instead of automobile is a win for the planet. The average car uses 20 gallons of gas resources than e-bikes to construct and operate (at \$1000s, pounds, the battery of a Ford Focus Lightning costs about \$10,000, 233 lbs (105 kg) e-bike batteries). And according to one market estimate, e-bikes now cost about \$1,000 less than a car. In the United States, about 800,000 were purchased in 2016. But a look across the Atlantic shows a much faster rate of growth: Germany, a country with just about as quarter of America's population, sold 1.2 million e-bikes in the first six months of last year alone.

70 | FALL 2021

Opportunity Fitness & Time Outdoors

Health Benefits of Physical Activity

Mental Health Benefits of Being Outdoors



Opportunity: Users

Expanded User Groups

Seniors – Injured – Regain Fitness Level

Expanded Range - Extend Ability - Provide Opportunity



Opposition

Access and/or Impact on Remote Areas

- Bikes = History of managing
- Electric Micro Mobility Devices = Learning
- If it can....someone will!



Purest Perspective: Human vs E-Assist



Opposition Speed/Experience

The inexperienced are now going fast.

- Past = Speed set by experience and person pedal power
- Now, a 10 year old is rolling 28 mph on a bike/60 mph on a scooter
- If it can someone will!



Opposition Safety Perspective

Very Limited Accident Data; E-assist vs Conventional

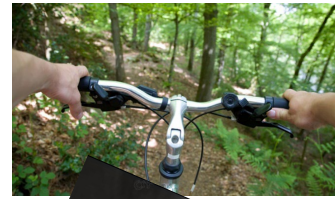
- One study by NPS shows a slight increase

NPS: NO!; then YES!; then Maybe; now study

Observations

- Cornering, Breaking, Safety Gear, Rules of the Trail

Peopleforbikes: *"It is important to practice with any new bike to feel confident starting, stopping and maneuvering."*



Evolving to Accommodate – E-Bikes

Managed Approach vs “Wild West” Two Approaches – ride ILLINOIS

**Require Pedaling vs Regulate Speed
Classification will guide**

<https://rideillinois.org/>

Pedaling “motor bike vs bicycle”
Speed – Safety

More Resources

Peopleforbikes

- <https://www.peopleforbikes.org/>

The League of American Bicyclists

- <https://www.bikeleague.org/>



Evolving to Accommodate – Micro Mobility Devices

Wild West

- No Classifications, No Parameters, No Restrictions
- Result = Agencies just say “no”
- Hope Industry & States to Work Together



PDRMA Recent Perspective

Develop an Ordinance

- Defined Parameters
- Clear & Concise
- Unique to Circumstances
- Posted – Website



Model Ordinance Components

Fit to your intent

Forest Preserves of Cook County

- All bicycle and e-bike riders must travel... under 15 mph
- **These e-bikes are allowed on trails where bicycles are allowed** (except on [single track mountain biking trails](#)):
 - **Class 1 e-bikes** – Electric bicycles when the rider is pedaling and stops assisting at 20 mph
 - **Class 2 e-bikes** – Electric bicycles ... without the rider pedaling and stops assisting at 20 mph
- **These e-bikes and other recreational devices are NOT allowed anywhere:**
 - Class 3 + gas powered + electric powered recreational devices
 - Defined



Enforcement

Keep Ordinance Simple = Enforcement Easier

- Speed vs Pedaling
- Problematic Areas: Safety Watch Program
- Safety Rather than Compliance
- Pick your Battles – Wide Open Trail vs Hills and Corners



The New Wheelchair

Rapidly Evolving Electronic Assist Device

- Exciting Advancements
- Prototypes Now Being Produced
- No Longer Confined to Smooth, Mostly Level Surface



Re-Think Public Access

Freedom

- Not just small loops.
- Full access to a site.

Ordinance Modifications

- Most agencies have a policy already.
Time to review to anticipate new tool.
- Proof, operate safely, speed limits,
where people could walk
- Be concise but vary with situation:
Bike Trail vs Hiking Trail



Conclusions

E-bikes Have the Most Definitions = Easier Micro Mobility Devices More Challenging

- Looking for help from the industry.

Ordinances/Policy Evolution

- Fit your situation
- Look to ride Illinois, PDRMA, and national bike organizations
- References

Electronic Assist Devices are Evolving

- Exciting for opening areas of parks/preserves
- Review ordinances





Summary of MCT Trails Survey

Conducted by Madison Co. Transit (MCT) May 1 – June 15, 2023

Summary prepared by Heartlands Conservancy (HLC)

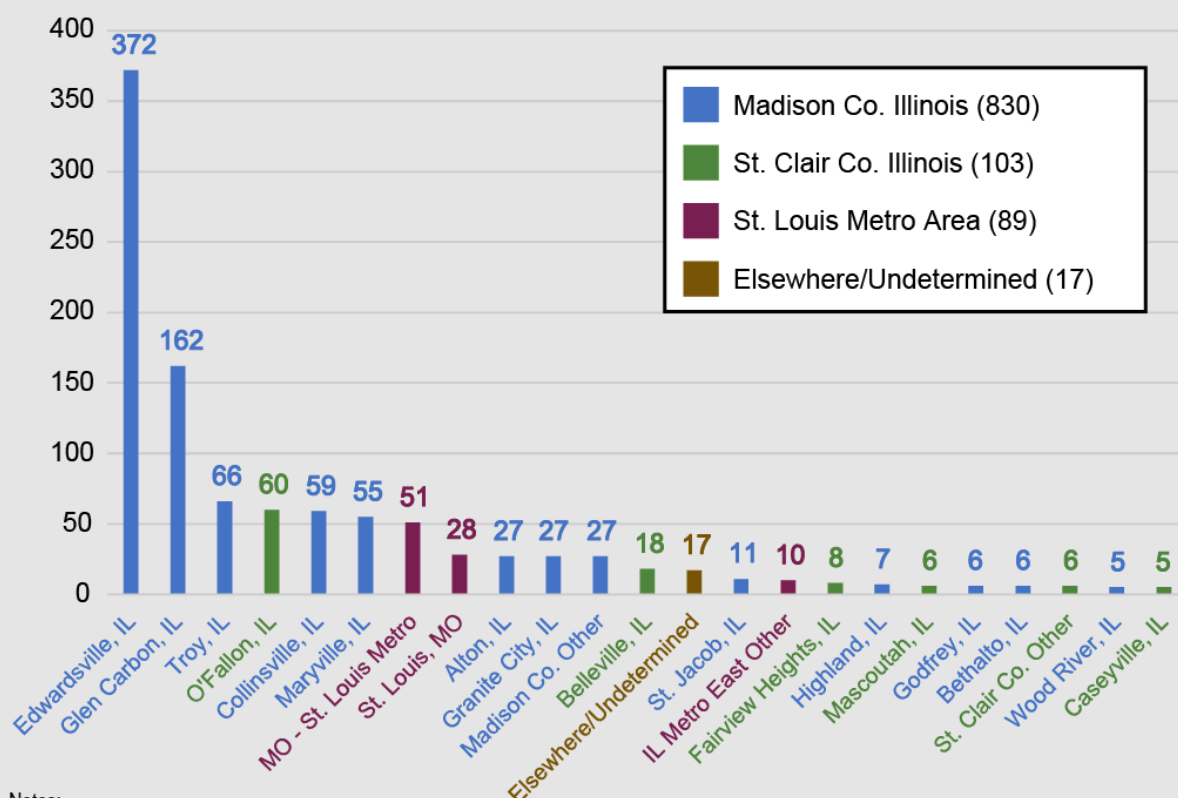
December 4, 2023

Overview

MCT conducted an online trails survey to gauge public sentiment on the MCT trail system and its use. The survey opened to responses on May 1, 2023 and ran through June 15, 2023, concluding with a total of 1,039 respondents. MCT exported a summary of results on June 23, which was provided to the HLC project team. This report includes those results for each question, along with an explanation of how the responses helped the team understand relevant issues and opportunities that influence development of the MCT Trails Master Plan.

Q1: What is your zip code? (Responses grouped by city)

1,039 responses from 85 unique zip codes



Notes:

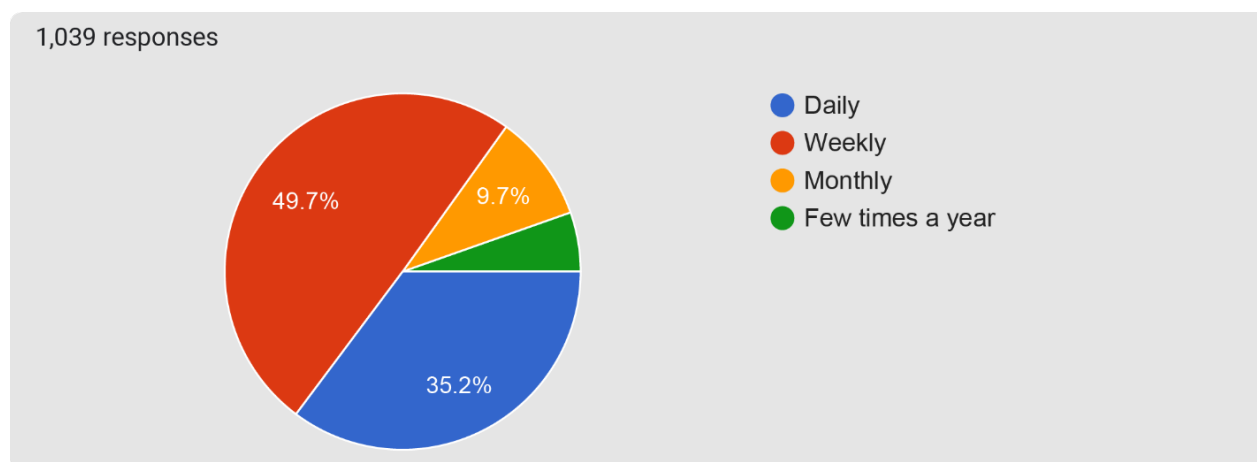
1) Cities with multiple zip codes are combined by city. 2) Only cities with 5 or more responses are listed individually. 3) Collinsville is included in Madison Co. for this chart, although the city limits extend into St. Clair Co.

MCT Trails Survey Results Summary

This question had 1,039 respondents, of which 830 (79.9%) reside in Madison Co., 103 (9.9%) live in neighboring St. Clair Co., and 89 (8.6%) live elsewhere in the St. Louis Metropolitan Statistical Area (MSA). So, over 98% of responses came from the City of St. Louis or the 13 surrounding counties, including 6 Missouri counties (St. Louis, St. Charles, Franklin, Jefferson, Lincoln, Warren) and 8 Illinois counties (Madison, St. Clair, Monroe, Bond, Calhoun, Clinton, Jersey, Macoupin). The remaining 17 respondents (1.6%) were either from beyond the St. Louis MSA (including 1 each from Nebraska and Texas) or the location could not be determined due to a partial or non-zip code response.

Because 80% of responses came from Madison Co., the results are highly representative of the primary service area geography. However, the range of respondent locations illustrates that the MCT trails are frequented by users from throughout the region. Responses also indicate potential demand for system connections with adjacent jurisdictions and additional connections to local municipal and park district trail systems. In particular, this may support additional connections to St. Clair Co. and across the Mississippi River to Missouri.

Q2: How often do you use the MCT Trails?



All respondents indicate that they are trail users. About half (49.7%) of the 1,039 respondents indicated they use the MCT trails weekly, while more than one-third (35.3%) are daily users. So, 85% of respondents use the MCT trails at least once a week. This leaves 15% of respondents who only use the trails monthly to a few times a year.

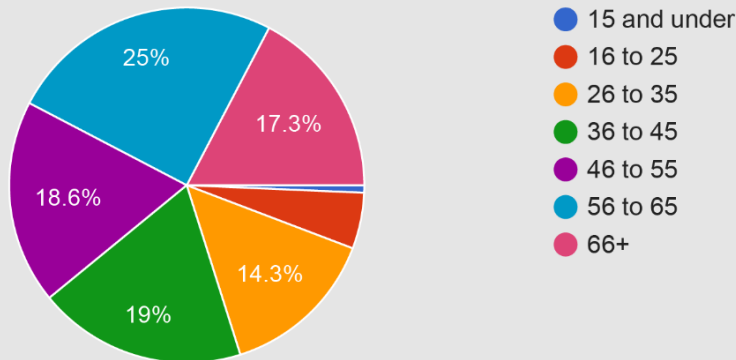
This indicates that the results, by and large, represent the opinions and observations of frequent users who have experienced much of the trail system. This instills confidence in the opinions and preferences expressed in the survey results, absent the ability to calculate statistical validity.*

* This was conducted as an opinion survey with no controls on participation. Therefore, there is no known population size with which to calculate measures of statistical validity.

MCT Trails Survey Results Summary

Q3: What is your age group?

1,039 responses

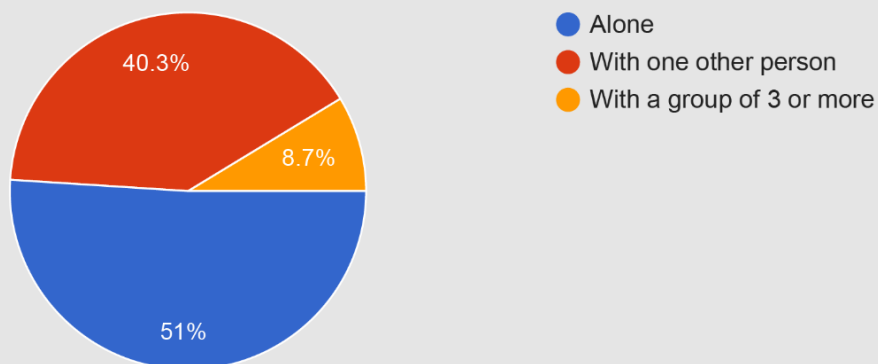


Responses were fairly evenly distributed amongst age groups over the age of 25, ranging from 14.3% for the 26-35 age and the 56-65 age group representing 25% of responses. The 66+, 46-55, and 36-45 age groups accounted for 17.3%, 18.6%, and 19% respectively. Meanwhile, the remaining 5.8% came from two age groups under age 26, but the MCT-furnished report does not label the proportional split between those two groups.

Absent additional information, it cannot be assumed that this age distribution applies to trail users in general. Rather, with 42.3% of responses coming from individuals over age 55, survey responses may skew toward an age group with less physical mobility than other groups. The results may also under-represent trail users younger than age 56, in particular the 2 age groups under 25 years, since together they account for less than 6% of respondents.

Q4: Typically, do you use the MCT Trails alone or with others?

1,039 responses

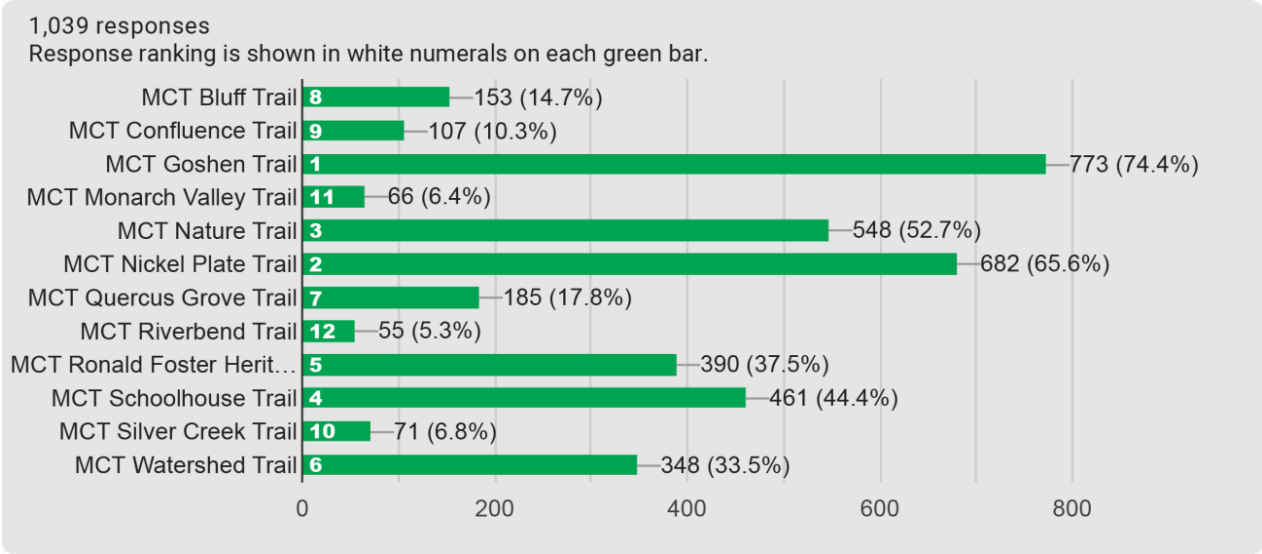


Lone trail users slightly outpaced group trail use respondents 51% to 49%. About 40.3% of respondents use the trails with one other person and 8.7% typically use the MCT trails in groups of 3 or more.

These results indicate that about half of respondents use the trails (in part) for social interactions and that group participation in trail use activities is important to many individuals who strive for a healthy, active lifestyle.

MCT Trails Survey Results Summary

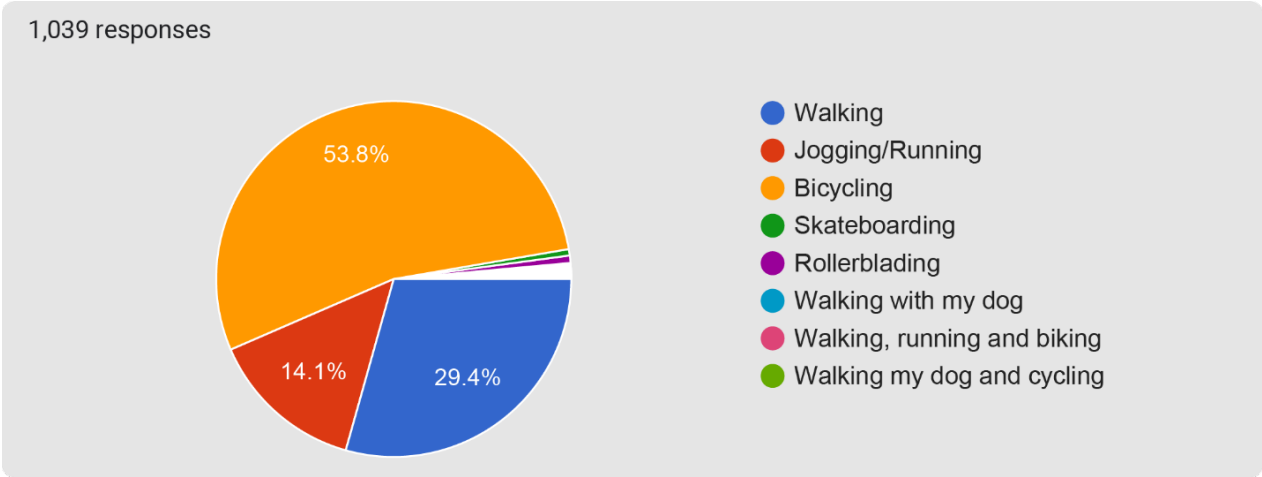
Q5: Which MCT Trails do you use most often (select all that apply)?



The Goshen Trail was the most used MCT trail, as identified by 773 respondents (74.4%). This trail connects the zip codes of the top 6 respondent communities (Edwardsville, Glen Carbon, Troy, O’Fallon, Collinsville, Maryville) per Question 1, which account for over 74% of all respondents. Furthermore, the Nickel Plate Trail (2nd ranked, 684 responses) and the Nature Trail (3rd ranked, 548 responses) respectively, intersect the Goshen Trail near the center of Edwardsville. Additionally, the 4th through 6th ranked trails (Schoolhouse, Ronald Foster Heritage, Watershed) intersect the Goshen Trail.

These results indicate that the Goshen Trail serves as the trail equivalent of an arterial roadway, linking to trails that serve communities disconnected from the central population corridor and those that reach into less-populated areas with fewer trail users.

Q6: What is your primary activity on the MCT Trails?

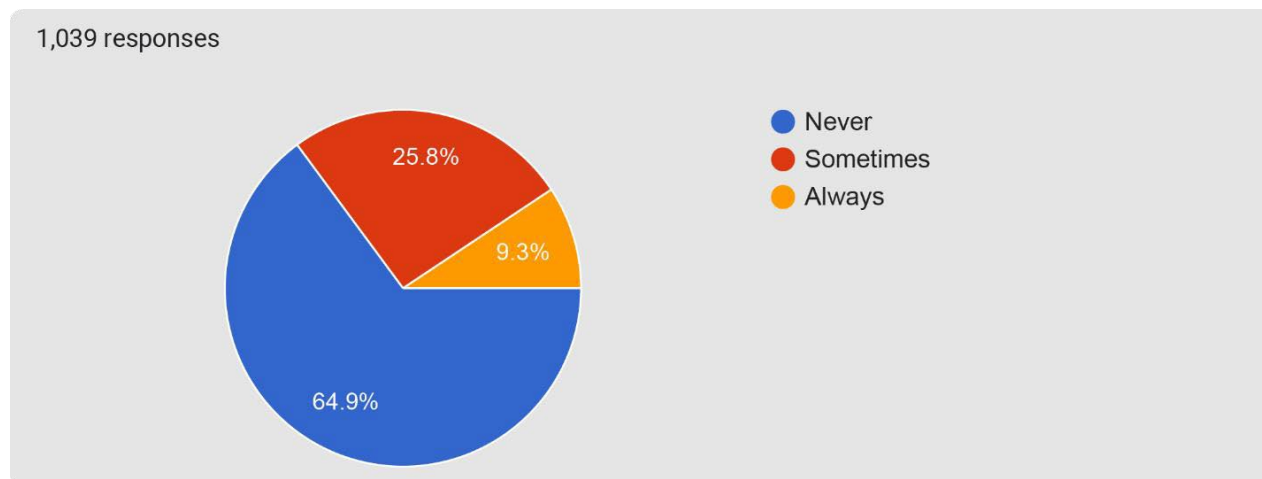


A 53.8% majority of respondents reported bicycling as their primary activity on the MCT trails, with 43.5% indicating walking/jogging/running as their primary trail activity. Less than 3% of respondents reported a different primary activity: skateboarding; rollerblading; walking with my dog; walking, running and biking; walking my dog and cycling.

MCT Trails Survey Results Summary

These results indicate the vast majority of MCT trail users are bicycling, walking, jogging or running. So, most trail amenities should support these core users, with some features that account for dog walkers. Such a mix of amenities would also accommodate skateboarders and rollerbladers, while generally supporting the needs of those with limited mobility and users of mobility devices.

Q7: How often, if ever, do you bring a pet with you on the MCT Trails?



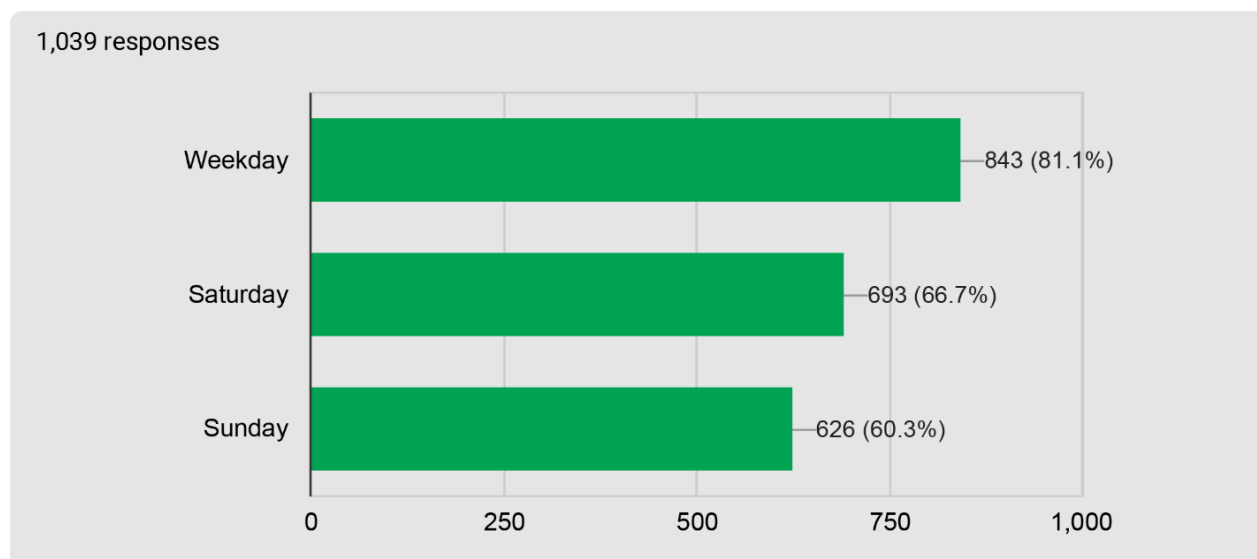
A solid majority of respondents (64.9%) indicated that they never take a pet when using the MCT trails. Just over 9% of respondents reported always taking a pet with them to use the MCT trails, while almost 26% sometimes take a pet.

These results somewhat conflict with the results for Question 6, but are likely more in line with the actual number of trail users who take a pet with them. This is because Question 6 referred to the **primary** activity undertaken, and was structured with the first 3 listed choices being walking, jogging/running, and bicycling. So, some respondents to Question 6 may have assumed that taking their dog was secondary to their main trail use activity of walking, jogging/running, or bicycling. Other respondents are likely to have selected one of the first 3 listed choices and moved on, without realizing that dog walking was listed as a response option.

With about 35% of respondents indicating they sometimes or always take a pet, this segment of users is sizeable enough to be accounted for in providing amenities, setting trail use policies, and enforcing trail use rules. Such accommodations are mainly intended to minimize impacts to other trail users, like pet waste stations, pet waste clean-up requirement, and leashing rules. However, this may justify adding pet watering stations in locations where drinking fountains may be planned for installation, particularly along high-traffic trail facilities.

MCT Trails Survey Results Summary

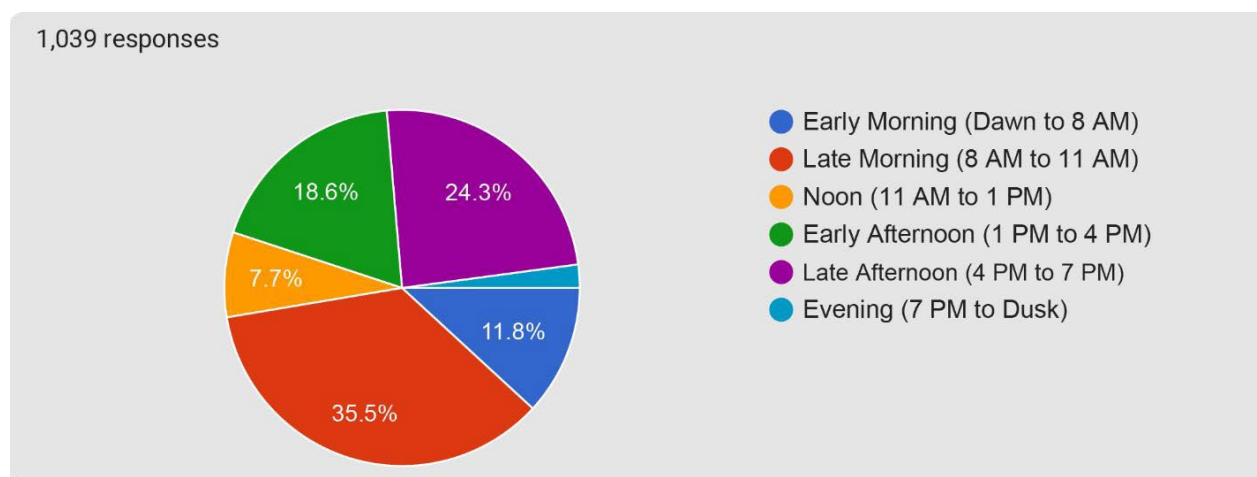
Q8: Generally, when do you use the MCT Trails (select all that apply)?



Weekdays was the top response for day of use with 81% of respondents, followed by Saturday (66.7%) and Sunday (60.3%). However, the 1,039 respondents provided 2,162 answers to this question, with each respondent selecting 2.08 answers on average. This means most respondents use the MCT trails during both weekdays and weekends.

These responses are fairly well distributed and do not identify any obvious trends that would affect plan development. Because individual weekdays could not be selected as a response, no meaningful observations can be made regarding trail use on a given weekday or in comparison to weekend usage.

Q9: Generally, what time of day do you begin using the MCT Trails?



The most popular time of day for trail use is late morning, which was the choice of 35.5% of respondents. This is followed by late afternoon with over 24% of responses. About 14% use the trails in the evening (11.8%) or early morning (2.1%).

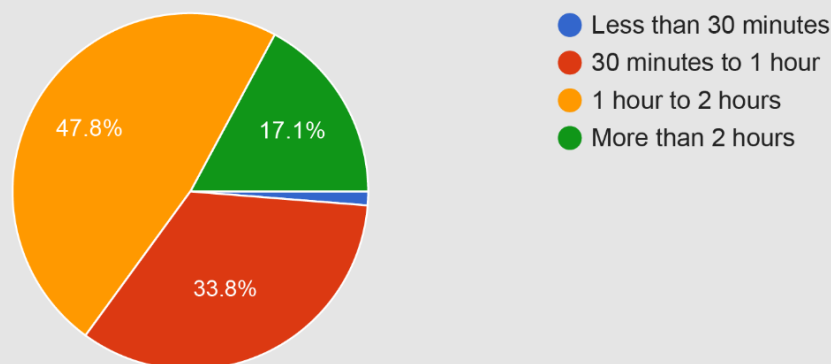
Combined, about 36% of respondents are early morning or late afternoon trail users that could be impacted by AM or PM peak hour traffic (daily rush hours). This may specifically impact the planning and design of at-grade roadway intersections/crossings and on-road trail segments.

MCT Trails Survey Results Summary

Roughly 14% of respondents are early morning or evening trail users. These users may be impacted by low ambient light levels, particularly during late autumn through early spring. These trail users may benefit from enhanced trail lighting, particularly along trail segments in undeveloped or low-population areas.

Q10: How much time do you typically spend on the MCT Trails each visit?

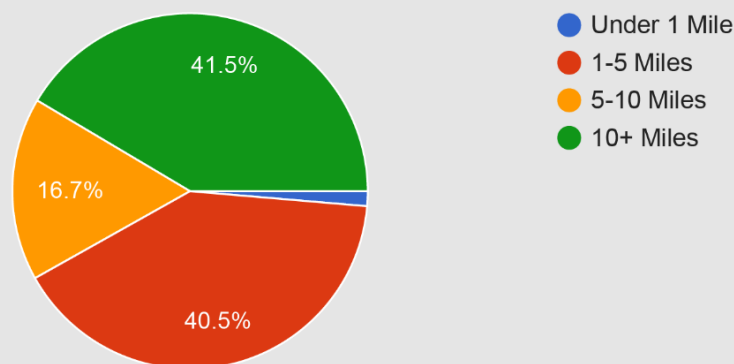
1,039 responses



Only 1.3% of respondents reported typical trail use of less than 30 minutes. The remaining 98.7% typically use the trails for 30 minutes or longer, with 64.9% reporting 1 hour or longer and 17.1% reporting typical trail use of more than 2 hours. Planning considerations are discussed under Question 11.

Q11: How far do you typically go when using the MCT Trails?

1,039 responses



Only 1.3% of respondents indicated they typically travel less than a mile when using the MCT trails. Travel distance of 10 plus miles and 1-5 miles is about equal at 41.5% and 40.5% of respondents respectively. The remaining 16.7% reported typical travel of 5-10 miles when using the MCT trails.

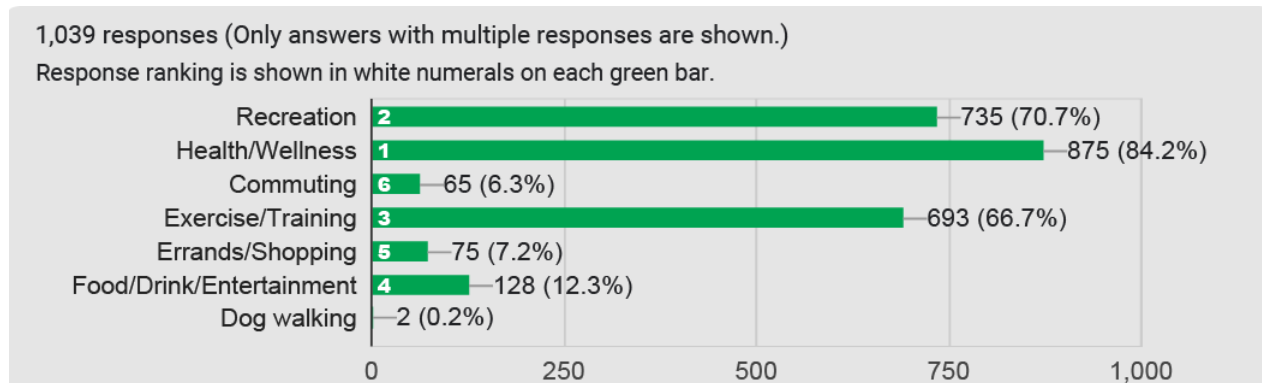
The results of Questions 10 and 11 are best discussed together, as they are closely related. Respondents reported typical use of less than 30 minutes at the same proportion as those who reported typical travel less than a mile. There is certainly significant, if not exact, overlap between those respondent groups. The other end of the spectrum accounts for the 17.1% of

MCT Trails Survey Results Summary

The 47.8% of Question 10 respondents who reported typical use duration of 1-2 hours is most likely comprised of the 16.7% who typically travel 5-10 miles, plus the 24.4% who travel 10-plus miles in 1-2 hours (after subtracting 2-hour plus users from Question 10), plus the 6.7% who travel 1-5 miles in 1-2 hours (after subtracting the ½ - 1 hour users from Question 10).

These results infer a few things about who uses the MCT trails and how they are used. Casual recreational walkers, inexperienced bicyclists, dog walkers, commuters, errand-runners, and those with limited mobility likely comprise the respondent group that spends less than 30 minutes traveling under a mile during a typical trail visit. The next group of respondents typically travels 1-5 miles in 30 minutes to one hour. This group probably includes recreational walkers/runners/cyclists and fitness users seeking low-moderate intensity exercise, along with a few commuters and errand-runners. Another group most likely includes avid runners and fitness cyclists seeking moderate-high intensity exercise for longer periods over farther distances. Finally, long-distance training rides of 50-100 miles and runs of 10+ miles are fairly routine for experienced bicyclists and advanced runners. These individuals are typically competitive athletes and “fitness buffs” seeking high intensity exercise. While these are generalized descriptions, they help recognize the diversity of trail user groups and their differing needs.

Q12: How would you categorize your trail use (select all that apply)?



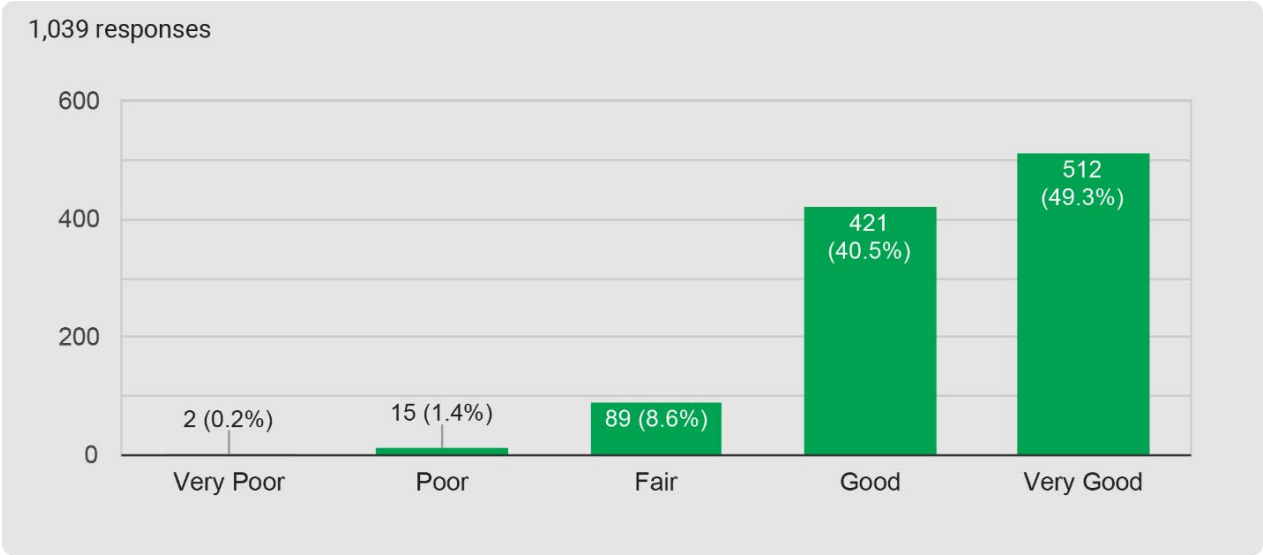
Health/wellness was the top ranked trail use category reported by respondents, followed by 2nd ranked recreation and 3rd ranked exercise/training. At least two-thirds of respondents selected each of these response options. Responses for other categories fell significantly from there, with the 4th ranked food/drink/entertainment accounting for only 12.3% of responses.

Errands/shopping and commuting were ranked 5th and 6th respectively. Dog walking, which was selected by 2 respondents, was the only other option that received multiple responses.

Question 12 results generally validate the considerations discussed for Questions 10 and 11. The most important observation, however, is that few respondents (less than 12.3%) use the MCT trails for **transportation** purposes. Madison Co. Transit is a transportation agency. State and federal transportation programs have funded a substantial portion of the existing MCT trail system and this will likely continue for the foreseeable future.

MCT Trails Survey Results Summary

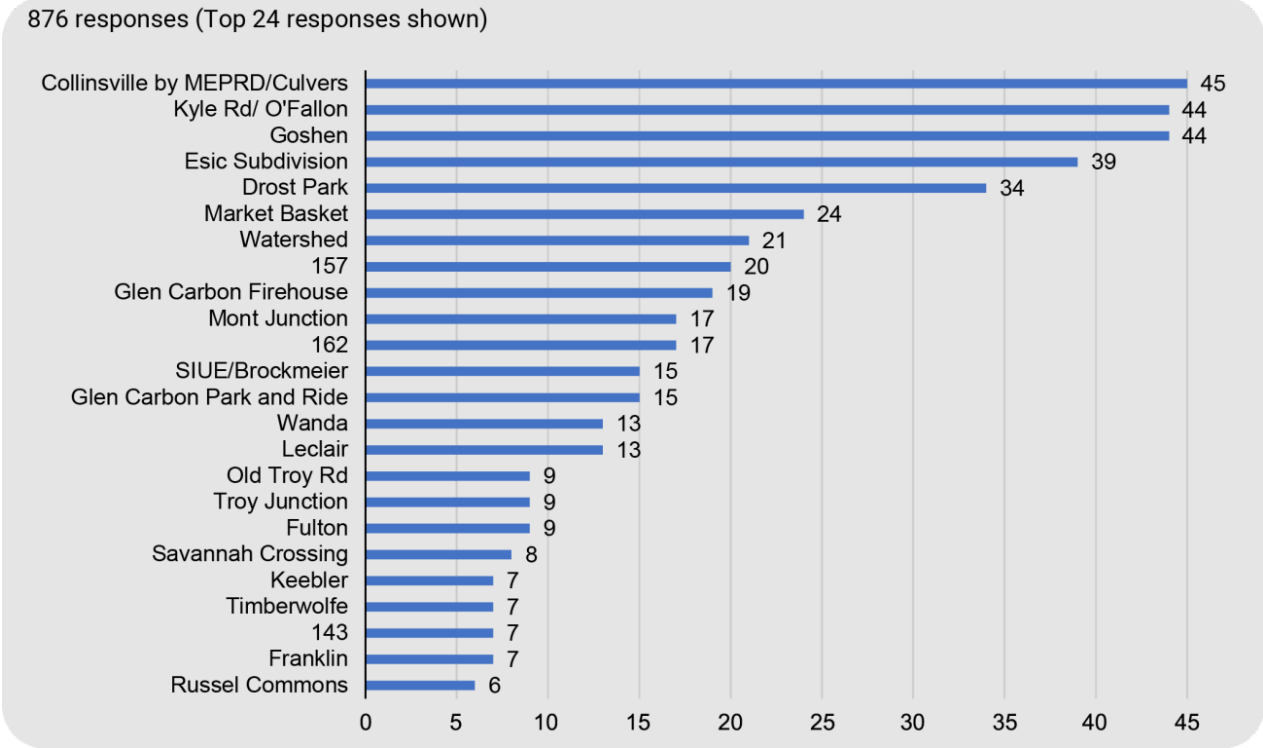
Q13: How would you rate the maintenance of the MCT Trails?



Almost 90% of all respondents rated MCT trail maintenance as very good (49.3%) or good (40.5%). Conversely, less than 2% rated trail maintenance as poor or very poor. The remaining 8.6% rated maintenance as fair.

By and large, the experienced MCT trail users who were respondents have a positive impression of MCT trail maintenance. This indicates that MCT, as an agency, has met or exceeded the maintenance expectations of their trail users. It also shows that MCT leadership has allocated sufficient funding to adequately maintain the quality of trail facilities as the system has grown. Given the small number of negative responses, they likely reflect site-specific conditions observed along a familiar trail, rather than generalized system-level commentary.

Q14: Which trail access point do you use most frequently when visiting the MCT Trails?

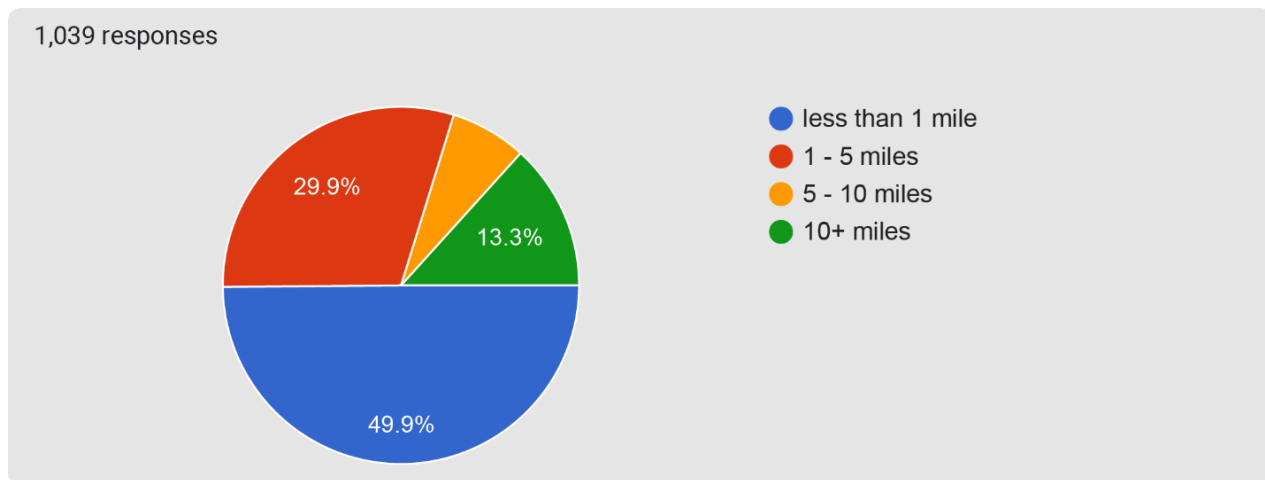


MCT Trails Survey Results Summary

Responses to this question were written-in, rather than selected. The graph above shows only the top 24 responses. Because these access points have not been furnished in map form, the locations were examined based on name. This being said, at least 21 of the top 24 responses have been positively identified as being along trails within the central population corridor referenced for Question 5.

Mapping each official MCT trail access point or trailhead and assigning each a formal name would facilitate system planning and help trail users better identify these access locations, particularly in conjunction with installation of wayfinding signs. Interestingly, the 2nd ranked response, Kyle Rd/O’Fallon, is in St. Clair Co., showing potential demand for additional connections to the south.

Q15: How far do you travel to reach an MCT Trails access point?

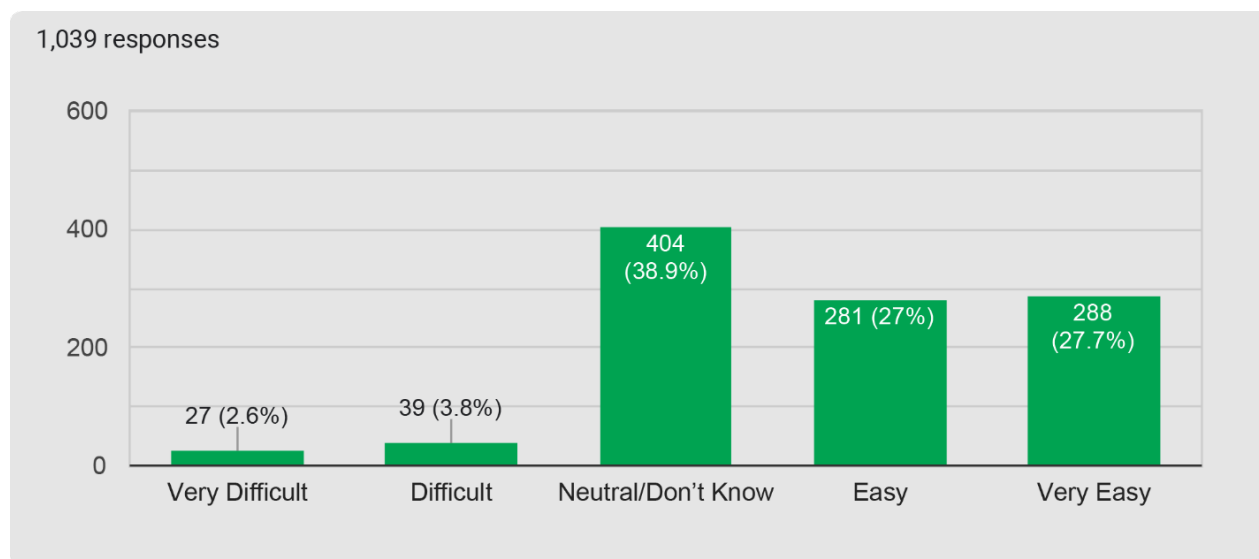


About 50% of respondents reported living within 1 mile of an MCT trails access point, with almost 30% living 1-5 miles from one. The remainder 20.2% live 5 or more miles from an access point, of which 13.3% live over 10 miles away.

These results track closely with Question 1 results, in which 79.9% of respondents reported residing in Madison Co. Two primary observations can be drawn from these results. First, the MCT trail system has very good coverage within Madison Co., particularly within the more populated communities. Access points are located such that many users can avoid a car trip to start their walk, run, or ride. Second, the MCT trail system draws a fair number of users from outside Madison Co. who are willing to travel at least 10 miles to an access point. With this in mind, it would be useful to determine the top access points for non-resident trail users. This would help identify the highest priority locations for future parking lots.

MCT Trails Survey Results Summary

Q16: How would you rate the ease of connecting between different parts of the MCT Trails and MCT bus system?



Question 16 results almost certainly reflect assumption-based perceptions, rather than experience-based opinions, except for the 38.9% who responded neutral/don't know. This observation is based partly on a comparison to the 5.1% combined mode share for commuting by walking, bicycling, or transit per the US Census 2021 American Community Survey (ACS).

There is also discrepancy between these responses and Question 12, which asked how respondents used the trails in a "select all that apply" format. So, presumably, each respondent selected every category applicable to their use of the MCT trails. On Question 12, 12.3% use the MCT trails to access food/drink/entertainment, 7.2% selected shopping/errands, and 6.3% selected commuting (25.8% total). Even if it is assumed that no Question 12 respondents selected more than one of these three options, that total would fall well short of the 61.1% of Question 16 respondents who had an opinion on the ease of connecting between trails and buses.

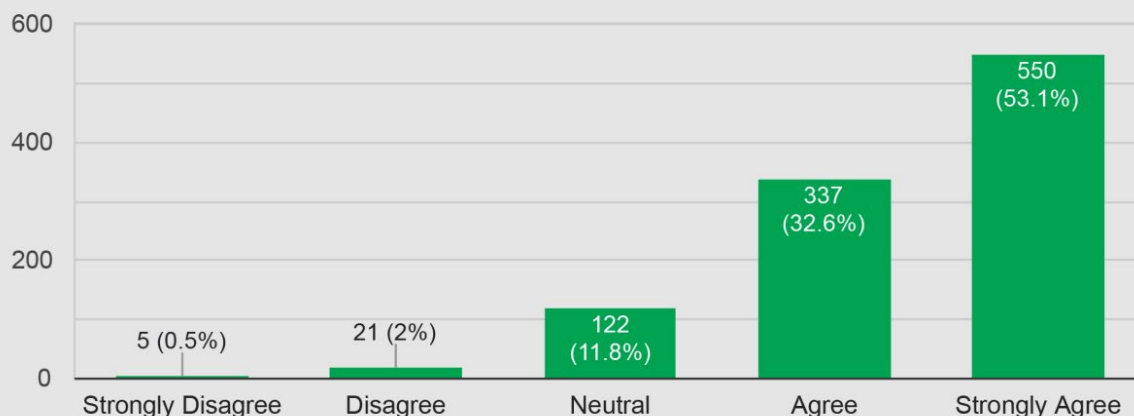
The 1,039 respondents to this survey overwhelmingly use the MCT trails for recreational or exercise purposes, not transportation. It would be useful to compare Question 16 results to those of a similar question asked to MCT bus riders, who would be using the trails for transportation when combined with a bus trip. This would provide experience-based opinions, rather than assumption-based perceptions, to inform the development of MCT policies and projects that facilitate transportation on and between the MCT trail and bus systems.

MCT Trails Survey Results Summary

Q17: Indicate below your level of agreement/disagreement with the following statement:

"I feel safe on the MCT Trails."

1,035 responses



When asked level of agreement with the statement “I feel safe on the MCT trails,” an 85.7% majority of respondents agreed (32.6%) or strongly agreed (53.1%). Only 2.5% of respondents disagreed or strongly disagreed, with another 11.8% selecting neutral.

The results convey a general sense of safety when using the trail, but do not reveal the trail system attributes that influence a user’s perceptions regarding safety. These perceptions are probably based on a combination of characteristics: facility design, intersections/road crossings, locations, surrounding conditions, and provision of amenities. Future surveys should attempt to identify the factors or attributes that most influence a trail user’s sense of safety.

Q18: Is there a specific community, neighborhood, school, park, or commercial area the MCT Trails should be added and/or extended [to reach]?

Responses to this question were written-in instead of being selected from a pre-determined list. The 564 responses varied widely and the results are difficult to present graphically. So, top responses will be presented as numbered and bullet lists. Responses are grouped into two main categories: individual communities, and specific destinations within individual communities.

Top Desired Community Connections

1. Troy (28)
2. Alton (17)
3. Highland (11)
4. Bethalto (9)
5. Collinsville, O’Fallon (8)
6. Godfrey, Wood River (7)
7. Granite City, St. Jacob (4)
8. Marine, Maryville (3)

Most listed connections will be addressed, at least partially, with extensions/connections already in the planning stages. The Silver Creek Trail will connect Troy and Highland to the Goshen Trail upon completion. Alton is already connected to the system via the Confluence Trail and

MCT Trails Survey Results Summary

Riverbend Trail. However, a planned route in Foster Township would connect Alton to Godfrey, while another connection is planned to extend from the Riverbend Trail into East Alton and Wood River. Roxana, South Roxana, and Bethalto will be served by future connections to the northern terminus of the Goshen Trail. Other facilities are planned to connect the Confluence Trail to other MCT trails through Venice, Madison, Granite City, and South Roxana. There is also a desire to make additional system connections between smaller municipalities in the eastern and northeastern portions of Madison Co., such as Marine, Alhambra, and Hamel.

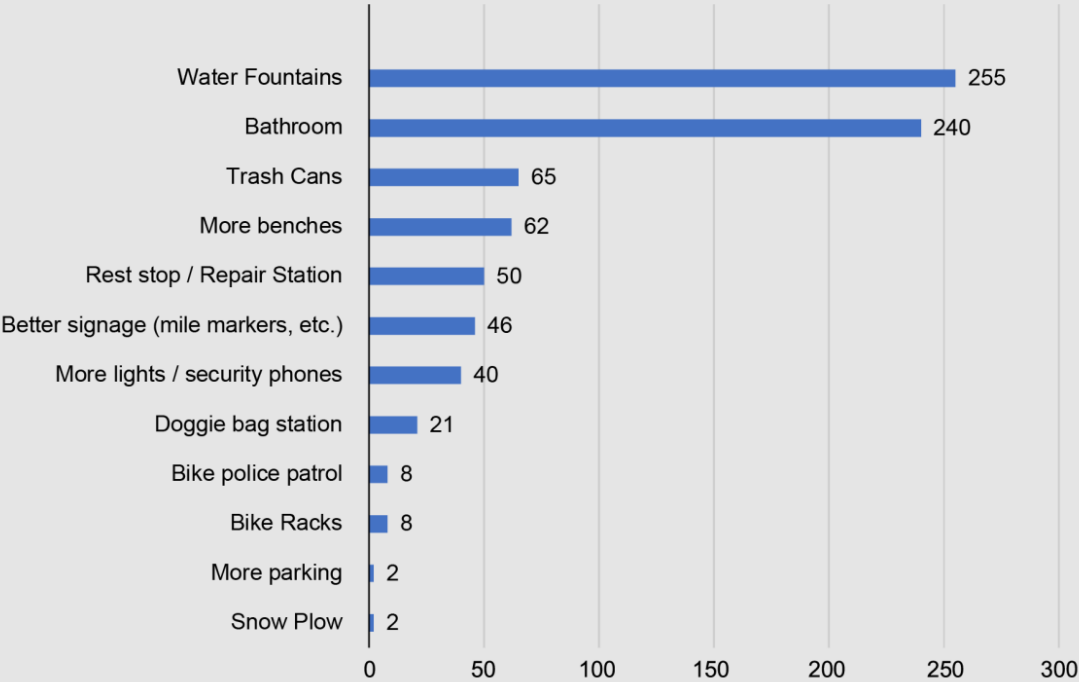
Top Desired Destination Connections (listed by community)

- Alton: Confluence Trail through Hartford/Roxana (5), River Road (4)
- Collinsville: Library/High School (8), Woodland Park (5)
- Edwardsville: Plummer Park (18), Downtown (17)
- Glen Carbon: Glenwood Estates (31), Aldi/Walmart (6)
- Granite City/Venice: Multiple (5)
- Highland: Lebanon Rd./St. Jacob (2), Marine (2)
- Marine: IL-143 to Heritage/Nickel Plate Trail (23)
- Maryville: Copper Creek (3), Anderson Hospital (2), Nottingham Estates (2)
- St. Clair Co.: Multiple (22)
- Troy: Tri-Township Park (9), Silver Creek Trail (7)
- Other: Schoolhouse Trail to McKinley Bridge (14), Pavement to Marine/Alhambra (11)

Several of these destinations would be addressed by a planned route discussed above. Other trail connections within individual communities should be the responsibility of the applicable municipality or park district, as they would help provide finer-grained connections to the backbone MCT system.

Q19: What amenities would improve your MCT Trails experience?

752 responses (Only answers with 2 or more responses are shown.)



MCT Trails Survey Results Summary

Responses to this question were written-in instead of being selected from a pre-determined list. All answers with 2 or more responses are shown above. Comfort and safety amenities were the most requested types of amenities, with water fountains (255) and bathrooms (240) being the top responses by far.

There is no doubt that these types of amenities significantly influence how a trail user perceives their trail use experiences. There are a few practical considerations, however, that must factor into any decision on the provision of comfort and safety amenities. Water fountains and bathrooms must be connected to water and sanitary sewer systems, which are most likely to be found in a municipal setting. Lighting and security phones may need to be hard wired to electrical and telecommunication utilities, if neither suitable equipment nor sufficient access to solar radiation or wireless signal is available. These factors will affect the number and location of such amenities.

Maintenance funding and capacity also must be considered. Bathrooms must be cleaned. Trash cans and doggie bag stations must be emptied. Furthermore, there is insufficient commuter/transportation use of the system to justify snow plowing the trails. These factors affect staffing and funding levels.

There are jurisdictional concerns with police patrolling of the MCT Trails. MCT is not a law enforcement agency. This would have to be done in close coordination with municipal police departments and the Madison Co. Sheriff's Office, which would need to fund and staff such policing activities.

Q20: Provide us with your email address if you wish to be added to the MCT Trails email list.

There is no analysis for this question.



Summary of MCT Community Engagement at Bike & Hike to Breakfast in Edwardsville, IL

Saturday, May 20, 2023 8:00 a.m. - 12:00 a.m.

Prepared by Heartlands Conservancy

May 25, 2023

Overview

Edwardsville had its first Bike and Hike to Breakfast on May 20, 2023. Residents were invited to walk, jog, or bike over to the Land of Goshen Community Market in downtown Edwardsville which hosted 11 exhibitors. 588 people attended the event and while enjoying a free pancake breakfast residents were invited to provide input on MCT's trail system.

Visual Preference Survey Summary:

Participants were asked to give their input on what they would like to see on MCT Trails at an engagement activity with emoji stickers or comments at the Bike & Hike to Breakfast in Edwardsville, IL. The most popular options are art on the trails, trail amenities (water, air pumps, bike racks, etc.), trail oriented development, trees placed for shade on rural trails, trail supportive businesses. Comments can be viewed on the boards on page 3.

1. Art on the trails (72 votes in favor, 1 vote against)
2. Trail amenities: water, air pumps, bike racks, etc. (66 votes in favor, 2 votes against)
3. Trail oriented development (66 votes in favor, 3 votes against)
4. Trees placed for shade on rural trails (57 votes in favor, 0 vote against)
5. Trail supportive businesses (55 votes in favor, 1 vote against)

For more selections and more details refer to the Visual Preference Survey on page 3.

One Word to Describe Your Vision:

Participants were asked to write down one word to describe their vision of MCT Trails. Participants showed interest in: connectivity, walkability, nature, equity, brand, opportunity, wildlife, green, art, people, and community.

For more details refer to the One Word To Describe Your Vision board on page 9.

Issues and Ideas:

MCT Community Engagement Event Summary - Edwardsville Bike & Hike

Participants were asked to write their issues and ideas for MCT Trails.

Ideas: Workout stations, Confluence Trail (Alton, Wood River, Marine, Highland), more water stations, more signage, conservation, bike tourism, connecting trails/Downtown, erosion control.

Challenges: Pollinators vs “bugs”, Bentonville (mountain bike trails, art, greenways), where to get on the trail, Ameren/closing trails (maybe should be in winter?), erosion.

For more details refer to the Issues and Ideas board on page 11.

MCT District Maps for Written Comments (Marker Maps):

Participants were invited to provide any comments about existing MCT Trails or propose their ideas for new routes on a series of maps. These include any route extensions or improvements they might want.

Comments:

Participants mentioned:

- Easier access to the trails from nearby neighborhoods.
- Barriers for better access are big roads like state routes.
- Requests for more trail-to-trail connections and trail-to-neighborhood connections.
- Need for trails to be cleaned up after storms.
- Segments of trails have severe erosion.
- It is important to note that although participants did not write down many positive comments, many of them stated their appreciation for such a great trail network.
- Many people said that they moved to the area for the trails.

Stakeholder Proposed Trails:

- Most of the trails proposed by participants call for more interconnectedness between existing trails and trail connections to more neighborhoods.

For more details refer to the Marker Maps board on page 13.



VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?






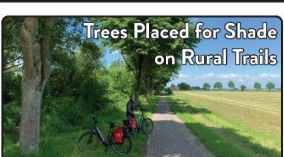
	<div>VOTE</div> <div>28</div>	<div>COMMENT</div> <div>Three people agreed that trails should be open 24/7</div>
	<div>VOTE</div> <div>47</div>	<div>COMMENT</div> <div>This is the best idea! There is animals that don't like being bothered!</div>
	<div>VOTE</div> <div>45 3</div>	<div>COMMENT</div>
	<div>VOTE</div> <div>16</div>	<div>COMMENT</div> <div>More connections to trails from neighborhoods</div>
	<div>VOTE</div> <div>22 3</div>	<div>COMMENT</div> <div>More renting bikes who can't afford one</div>
	<div>VOTE</div> <div>25</div>	<div>COMMENT</div>





VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

 <p>Trail Supportive Businesses</p>	<p>VOTE</p> <p>55</p> <p>1</p>	<p>COMMENT</p>
 <p>Trail Rangers</p>	<p>VOTE</p> <p>21</p>	<p>COMMENT</p> <p>We would volunteer! Keep our trails clean! Less pollution Invasive plant remediation (honeysuckle, wintergreen)</p>
 <p>Art on the Trails</p>	<p>VOTE</p> <p>72</p> <p>1</p>	<p>COMMENT</p> <p>Cool to see art It can brighten your day Street art on underpasses</p>
 <p>Bicycle Fix It Stations</p>	<p>VOTE</p> <p>25</p>	<p>COMMENT</p>
 <p>Open Rural trails</p>	<p>VOTE</p> <p>20</p>	<p>COMMENT</p> <p>Integrate MTB trails More paved rural trails</p>
 <p>Trees Placed for Shade on Rural Trails</p>	<p>VOTE</p> <p>57</p>	<p>COMMENT</p> <p>It can get really hot! Yes please!</p>



MCT Community Engagement Event Summary - Edwardsville Bike & Hike




VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

 More Bike/Bus Connections	VOTE 14	COMMENT
 More Historic Interpretive Panels	VOTE 18	COMMENT Maybe
 Stormwater Integration	VOTE 33	COMMENT *A lot of money emojis*
 Trail Amenities: water, air pumps, bike racks, etc.	VOTE 66 2	COMMENT Better connections to downtown Edwardsville parking Trash cans for dog doo Potties <-- Yes, this! Bathrooms and water Bathrooms, water, benches, signage for bathrooms Place for pet waste <-- Yes please!
 Trail Oriented Development	VOTE 66 3	COMMENT Stop building B&W buildings! They're ugly! Bring back color! Safe bike & ped access to grocery stores, workplace, etc. Area to lock bikes up Please don't add businesses on trails - the nature is perfect - trails to businesses would be more ideal
 Places to gather along trail	VOTE 52 2	COMMENT RV parking No RV parking
















MCT Community Engagement Event Summary - Edwardsville Bike & Hike




VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

 <p>MCT/ACT Events</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>Keep trails open 24/7</p>
 <p>Trails as Conservation Corridors</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>This is the best idea!!</p> <p><small>There's always that one idea being promoted</small></p>
 <p>Lighting in city cores</p>	<p>VOTE</p> 	<p>COMMENT</p>
 <p>Trail Gateways</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>More tenting bikes who can't afford</p>
 <p>A Bike Sharing Program</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>More tenting bikes who can't afford. ★</p>
 <p>Youth Bike Programs</p>	<p>VOTE</p> 	<p>COMMENT</p>












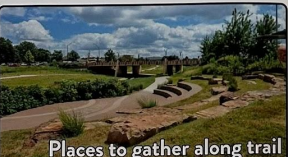






Madison County Transit


VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

 <p>More Bike/Bus Connections</p>	<p>VOTE</p> 	<p>COMMENT</p>
 <p>More Historic Interpretive Panels</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>maybe</p>
 <p>Stormwater Integration</p>	<p>VOTE</p> 	<p>COMMENT</p> 
 <p>Trail Amenities: water, air pumps, bike racks, etc.</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>Positive connections to downtown, Edwardsville Trendy young young crowd Pines - Yes! - this! -> this! X / 11 Bathrooms + H2O Bathrooms WATER places for pet waste Bicycle storage for commuters</p>
 <p>Trail Oriented Development</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>the history along the trail Safe bike path access to grocery store Work places, etc. area to get bikes up Please don't add businesses on trails - the Nature is perfect - trails ID businesses would be more ideal</p>
 <p>Places to gather along trail</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>RV Parking no RV Parking</p>




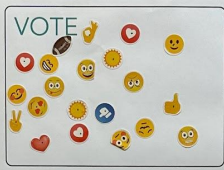











HEARTLANDS CONSERVANCY



VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

 <p>Trail Supportive Businesses</p>	<p>VOTE</p> 	<p>COMMENT</p>
 <p>Trail Rangers</p>	<p>VOTE</p> 	<p>COMMENT</p> <p><i>We would volunteer!</i></p> <p>Keeping our trails clean!</p> <p>Less pollution.</p> <p><i>Invasive plant remediation (longimetic, wintergreen)</i></p>
 <p>Art on the Trails</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>cool to see art.</p> <p>It can brighten yer day</p> <p><i>Street art on underpasses</i></p>
 <p>Bicycle Fix It Stations</p>	<p>VOTE</p> 	<p>COMMENT</p>
 <p>Open Rural trails</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>Integrate MTB Trails</p> <p><i>More paved rural trails</i></p>
 <p>Trees Placed for Shade on Rural Trails</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>I LOVE STICKERS</p> <p>It can get really hot!</p> <p><i>yes please!</i></p>



One Word To Describe Your Vision

Connectivity

Walkability

Nature

Equity

Brand

Opportunity

Wildlife

Green

Art

People

Community

To share more of your thoughts
scan the QR code using your
phone to fill out MCT's survey!



Or use the URL below

https://docs.google.com/forms/d/e/1FAIpQLSd81k3qvC18qP0jxtua_7b8785JrywC70L7egjpmakA4etg/viewform








ISSUES & IDEAS

What are OPPORTUNITIES and/or CHALLENGES for MCT Trails?

OPPORTUNITIES	CHALLENGES
<ul style="list-style-type: none">• CONNECT TO MUNIICPAL GREENWAYS, PARKS, TRAILS, & WATER ACCESS.• TRAIL ORIENTED DEVELOPMENT• EXPAND PARTNERING W/OTHER AGENCIES• EXPAND BIKING AS TRANSPORTATION & EDUCATIONAL PROGRAMS• IMPROVE TRAIL MAPS ON MOBILE DEVICES• CONNECT TRAILS TO MORE TRANSIT-DEPENDENT POPULATIONS• STRIVE TO SERVE A DIVERSE POPULATION OF TRAIL USERS (AGE, RACE, INCOME, ETC.)• EVOLVE POLICIES WITH TECHNOLOGY & LONG-LASTING TRENDS• EXPLORE E-BIKE POLICY & EXPANDED USE• EXPAND YOUTH & SCHOOL PROGRAMS TO PROMOTE LIFE-LONG TRAIL USERS• EXPLORE ADDITIONAL TRAIL AMENITIES: BIKE PARKING, WATER, AIR, BATHROOMS, ETC.• EXPLORE ADDITIONAL AMENITIES FOR PEDESTRIANS, RESTING, & GATHERING• EMPOWER COMMUNITY CONNECTIONS• GROW VISIBILITY OF GRANT PROGRAM• WORKOUT STATIONS• CONFLUENCE TRAIL - ALTON, WOOD RIVER, MARINE, HIGHLAND• MORE WATER STATIONS• MORE SIGNAGE• CONSERVATION• TREES• BIKE TOURISM• CONNECTING TRAILS/DOWNTOWN• EROSION CONTROL	<ul style="list-style-type: none">• PERCEPTION OF SAFETY• CONTROL INVASIVE SPECIES ALONG TRAILS• NOT ENOUGH SHADE IN SOME AREAS• MAKING ENOUGH LOOPS OF TRAILS• FUNDING FOR EVERYTHING, ALL AT ONCE• ON-GOING MAINTENANCE• ESCALATING COSTS• VANDALISM• CONNECTING TO EVERY ROOFTOP• UTILITY AVAILABILITY• RUNNING OUT OF RAIL-TO-TRAIL OPPORTUNITIES• MUNICIPAL COMMUNITY PARTNERS ARE OFTEN UNDERFUNDED• TOPOGRAPHY OF THE REGION• RAILROAD CROSSINGS• WIDE HIGHWAYS• ENFORCEMENT OF TRAIL RULES AND SPEED LIMITS• FUTURE MAINTENANCE NEEDS ON PROPOSED AMENTIES• POLLINATORS VS "BUGS"• BENTENVILLE: MOUNTAIN BIKE TRAILS, ART, GREENWAYS• WHERE TO GET ON TRAILS• AMEREN/CLOSING TRAILS(WINTER?)• EROSION




MCT Community Engagement Event Summary - Edwardsville Bike & Hike



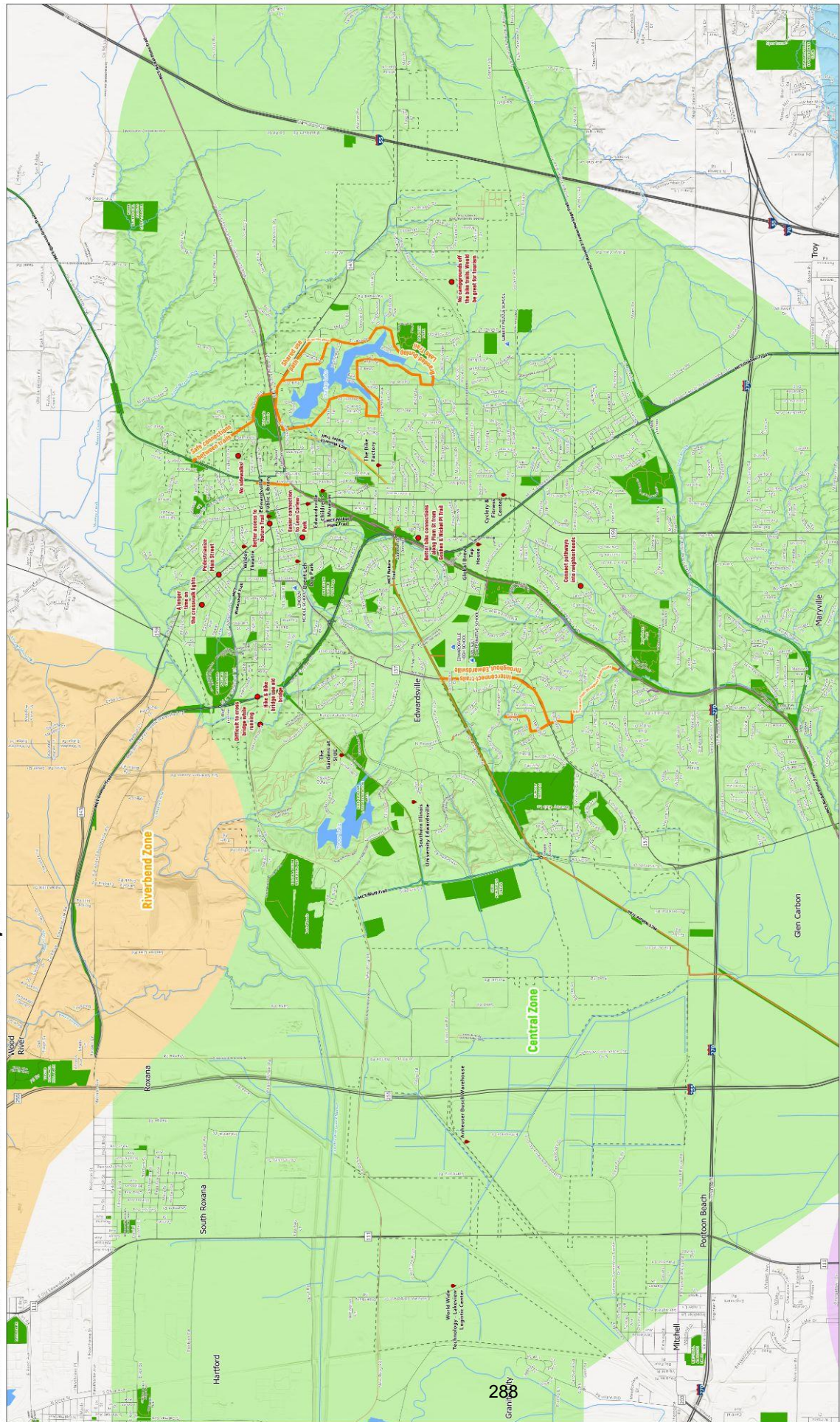
ISSUES & IDEAS

What are OPPORTUNITIES and/or CHALLENGES for MCT Trails?

OPPORTUNITIES	CHALLENGES
<p><i>Work at stations</i></p> <p><i>Foodie brewery tours</i></p> <p><i>pollinators vs bugs</i></p> <p><i>more water</i></p> <p><i>more signage</i></p> <p><i>Maine - Highland</i></p> <p><i>Benkenville:</i></p> <ul style="list-style-type: none"> • mountain bike trails • Art • greenways <ul style="list-style-type: none"> • Confluence trail - Afton, water access • CONNECT TO MUNICIPAL GREENWAYS, PARKS, TRAILS, WATER ACCESS. • RAIL ORIENTED DEVELOPMENT • EXPAND PARTNERING W/OTHER AGENCIES • EXPAND BIKING AS TRANSPORTATION & EDUCATIONAL PROGRAMS • IMPROVE TRAIL MAPS ON MOBILE DEVICES • CONNECT TRAILS TO MORE TRANSIT-DEPENDENT POPULATIONS • STRIVE TO SERVE A DIVERSE POPULATION OF TRAIL USERS (AGE, RACE, INCOME, ETC.) • EVOLVE POLICIES WITH TECHNOLOGY & LONG-LASTING TRENDS • EXPLORE E-BIKE POLICY & EXPANDED USE • EXPAND YOUTH & SCHOOL PROGRAMS TO PROMOTE LIFE-LONG TRAIL USERS • EXPLORE ADDITIONAL TRAIL AMENITIES: BIKE PARKING, WATER, AIR, BATHROOMS, ETC. • EXPLORE ADDITIONAL AMENITIES FOR PEDESTRIANS, RESTING, & GATHERING • EMPOWER COMMUNITY CONNECTIONS • GROW VISIBILITY OF GRANT PROGRAM • <i>Conservation</i> • <i>TREES</i> • <i>Bike TOURISM</i> • <i>connecting trails / Downtowns</i> • <i>Erosion control</i> 	<ul style="list-style-type: none"> • <i>Placement of signs (not in middle)</i> • PERCEPTION OF SAFETY • INVASIVE SPECIES ALONG TRAILS <i>(control)</i> • NOT ENOUGH SHADE IN SOME AREAS • MAKING ENOUGH LOOPS OF TRAILS • FUNDING FOR EVERYTHING, ALL AT ONCE • ON-GOING MAINTENANCE • ESCALATING COSTS • VANDALISM • CONNECTING TO EVERY ROOFTOP • UTILITY AVAILABILITY • RUNNING OUT OF RAIL-TO-TRAIL OPPORTUNITIES • MUNICIPAL COMMUNITY PARTNERS ARE OFTEN UNDERFUNDED • TOPOGRAPHY OF THE REGION • RAILROAD CROSSINGS • WIDE HIGHWAYS • ENFORCEMENT OF TRAIL RULES AND SPEED LIMITS • FUTURE MAINTENANCE NEEDS ON PROPOSED AMENITIES • <i>Where to get on trails</i> • <i>Amenities / closing trails (winter?)</i> • <i>Erosion</i>



Trails and Destinations in Edwardsville, IL

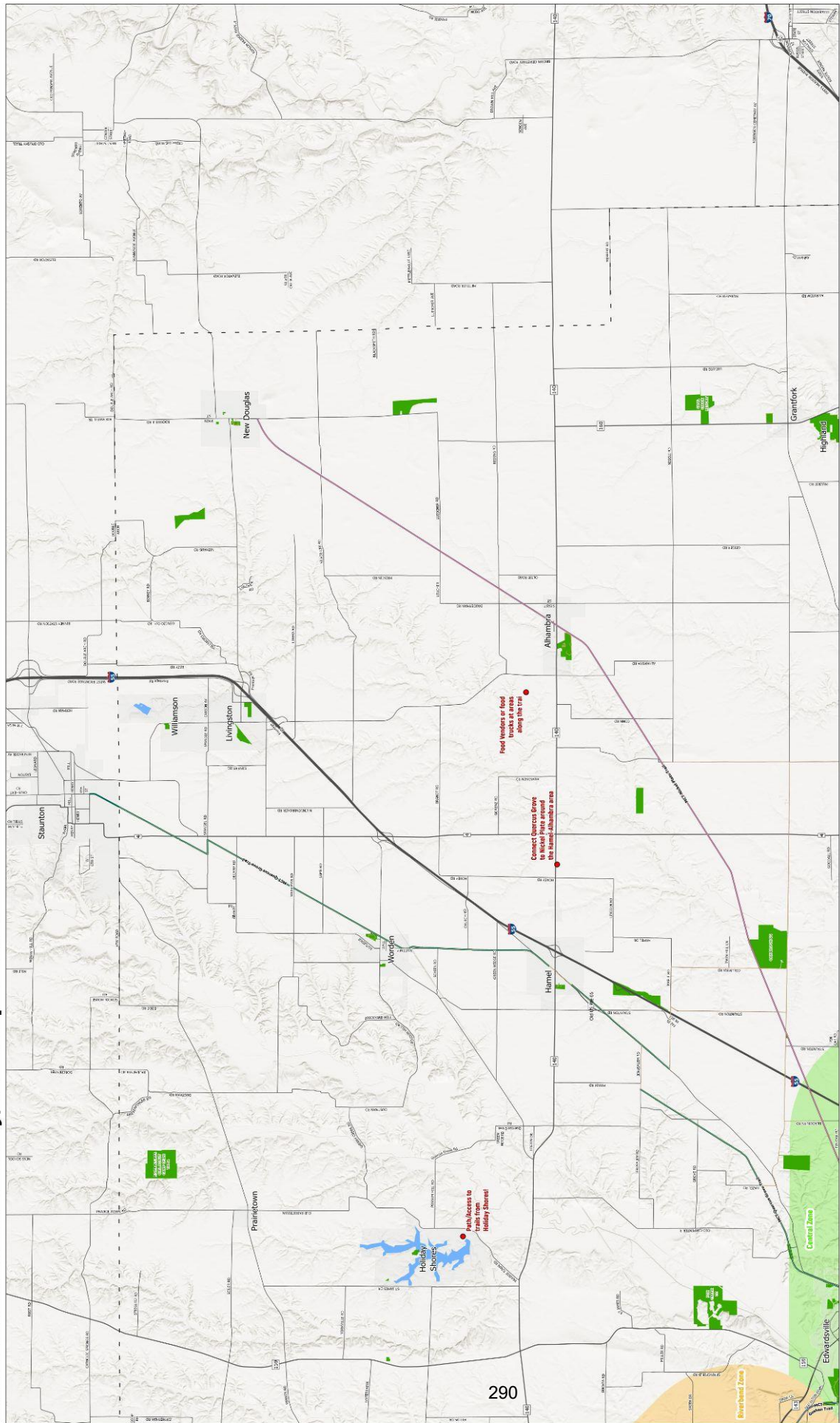


- Destinations
 - Public Middle Schools and High Schools
 - Comments
 - Stakeholder Proposed Trails
 - Open Spaces
 - Edwardsville Boundary
- MCT Trails
 - MCT Nature Trail
 - MCT Nickel Plate Trail
 - MCT Quercus Grove Trail
 - MCT Ronald J. Foster Heritage Trail
 - MCT Schoolhouse Trail
 - MCT Watershed Trail
 - MCT Silver Creek Trail
 - MCT Bluff Trail
 - MCT Confluence Trail
 - MCT Goshen Trail
 - MCT Trails Junctions
- MEPRD Trail System
 - Existing
 - In Progress
- MCT Project Corridors
 - Southwest Zone
 - East Zone
 - Riverband Zone
 - Central Zone



Trails in Madison County, IL - Map 1 of 4

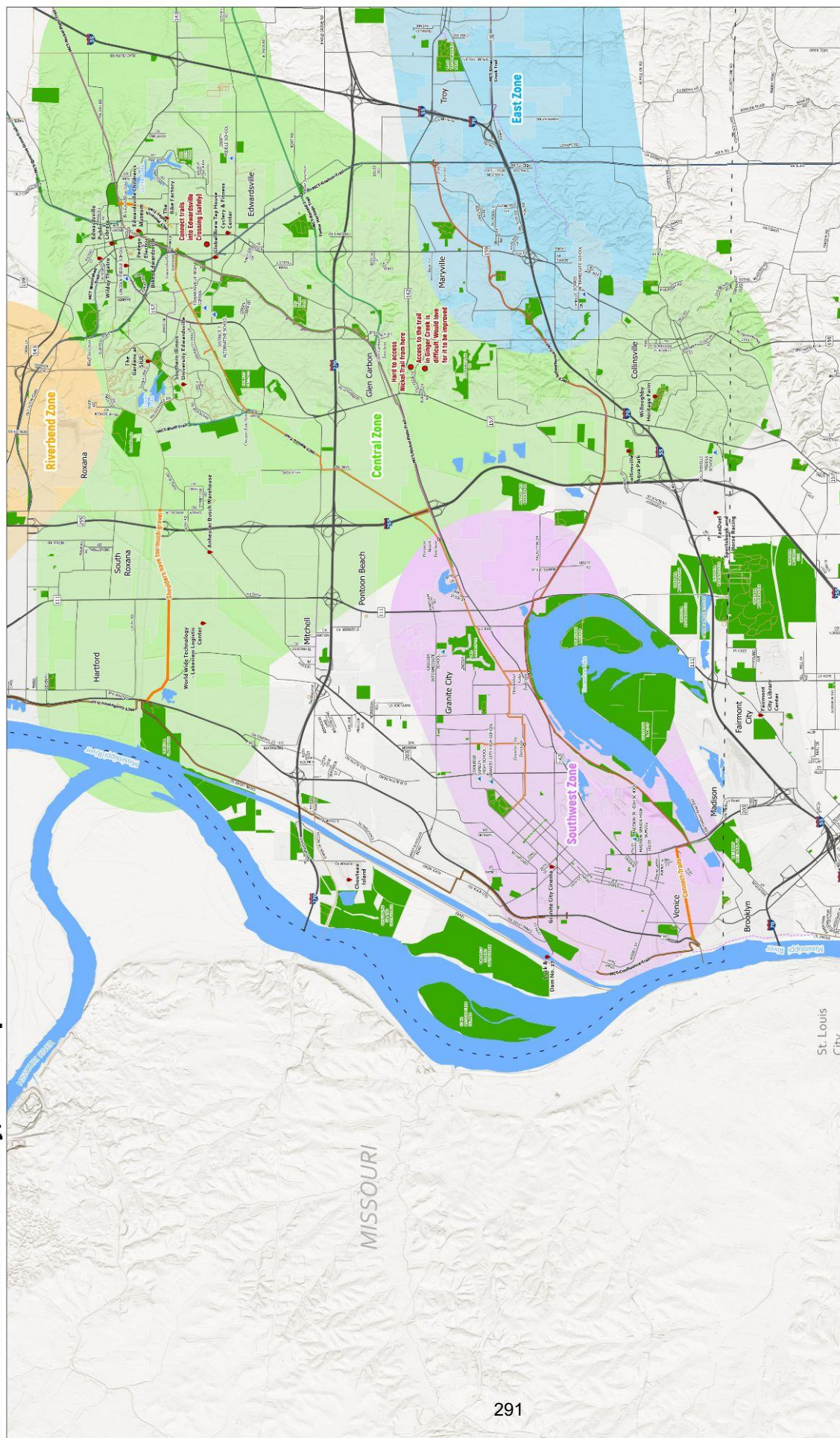




- Destinations
 - Public Middle Schools and High Schools
 - Municipalities
 - Open Spaces
 - Madison County Boundary
- MCT Trails
 - MCT Nature Trail
 - MCT Nickel Plate Trail
 - MCT Quercus Grove Trail
 - MCT Ronald J. Foster Heritage Trail
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- MEPRD Trail System
 - Existing
 - In Progress
- MCT Project Corridors
 - Southwest Zone
 - East Zone
 - Riverbend Zone
 - Central Zone

MCT Community Engagement Event Summary - Edwardsville Bike & Hike

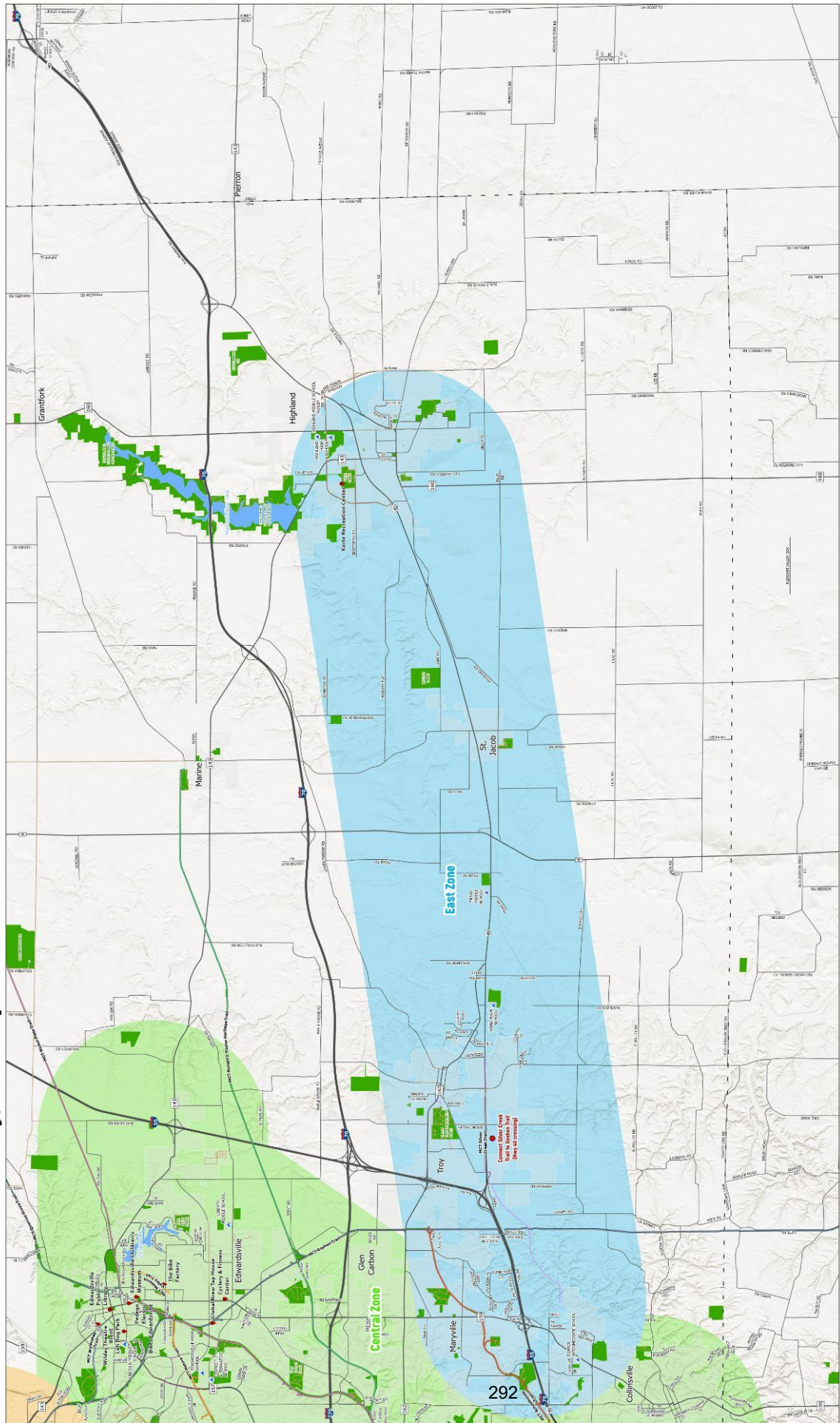
Trails in Madison County, IL - Map 3 of 4



- Destinations
- Public Middle Schools and High Schools
- Comments
- Stakeholder Proposed Trails
- Open Spaces
- Municipalities
- Madison County Boundary
- MCT Trails
- MCT Bluff Trail
- MCT Confluence Trail
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- MEPRD Trail System
- Existing
- In Progress
- MCT Project Corridors
- Southwest Zone
- East Zone
- Riverbend Zone
- Central Zone



MCT Community Engagement Event Summary - Edwardsville Bike & Hike



- Destinations**
 - Public Middle Schools and High Schools
 - Comments
 - Open Spaces
 - Municipalities
 - Madison County Boundary
- MCT Trails**
 - MCT Nature Trail
 - MCT Nickel Plate Trail
 - MCT Quercus Grove Trail
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 - MCT Riverbend Trail
 - MCT Monarch Valley Trail
 - MCT Trails Junctions
- MEPRD Trail System**
 - Existing
 - In Progress
- MCT Project Corridors**
 - Southwest Zone
 - East Zone
 - Riverbend Zone
 - Central Zone

MCT Community Engagement Event Summary - Edwardsville Bike & Hike





Summary of MCT Community Engagement at Mississippi Earthtones Festival in Alton, IL

Saturday, September 16, 2023 10:00 a.m. - 6:00 p.m.

Prepared by Heartlands Conservancy

September 19, 2023

Overview

The 17th annual Mississippi Earthtones Festival was jointly sponsored by Main Street Alton, Sierra Club Illinois Chapter and Jacoby Arts Center. The event was held on September 16, 2023 at Liberty Bank Amphitheater in Alton. The event ran from noon to 10 p.m. Heartlands Conservancy gathered attendee input at the event until 6 p.m. The event poster is attached for reference on page 18. A summary of the input received begins below, with event photos included on pages 19-20.

Visual Preference Survey Summary:

Participants were asked to vote on the features and amenities they would like to see on MCT Trails. Participants marked their preferences by placing a sticker in the "Vote" box next to a photo depicting a specific type of feature. There was also a comment box to provide additional feedback. Stickers were not used to indicate a "no" vote. Rather, negative comments were counted as "no" votes. Comments can be viewed beginning on page 3. The 5 most preferred features were:

1. Trees placed for shade on rural trails (28 votes in favor, 1 vote against)
2. Art on the trails (26 votes in favor, 1 vote against)
3. Stormwater integration (24 votes in favor, 0 votes against)
4. Trails as conservation corridors (23 votes in favor, 0 votes against)
5. Trail oriented development (23 votes in favor, 0 votes against)

For more selections and more details refer to the Visual Preference Survey on page 3.

One Word to Describe Your Vision:

Participants were asked to write down one word to describe their vision of MCT Trails. Items written in were: safety, accessibility, wider trails, and wild.

For more details refer to the One Word To Describe Your Vision board on page 9.

MCT Community Engagement Event Summary: Mississippi Earthtones Festival

Issues and Ideas:

Due to lack of available space in the booth, this board was not used for the Earthtones event. Pages 11-12 show the board and results from a previous event held in Edwardsville.

MCT District Maps for Written Comments (Marker Maps):

Participants were invited to provide any comments about existing MCT Trails or propose their ideas for new routes on a series of maps. These include any route extensions or improvements they might want, along with notes regarding conditions, obstacles, and other comments.

Comments:

- Pave MCT Riverbend Trail in asphalt.
- Wider trails for handicapped riders and 3-wheelers.
- Horses should be allowed on unpaved trails (verbal comment from Legendary Mustang Sanctuary owner).
- The segment of MCT Confluence Trail south of Hartford has cracked pavement.
- Improve the condition of the River Road Trail (not an MCT facility).
- The segment of MCT Confluence Trail near Discovery Pkwy. needs to be better protected from motor vehicle use.
- The ESIC bike crossing in Edwardsville needs to be restriped.
- The MCT online trail system map does not accurately depict the MCT Monarch Valley Trail in Edwardsville.

Stakeholder Proposed Trails:

- Connection between the MCT Confluence Trail and River Road Trail to Pere Marquette (multiple written and verbal comments).
- More connections between MCT Confluence Trail and other trails and bike routes (multiple written and verbal comments). Specific locations mentioned connecting to Edwardsville and connecting to the MCT Nickel Plate Trail in Granite City.
- More trails through Alton and Godfrey.

For more details refer to the Marker Maps board on page 13.



VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

 <p>MCT/ACT Events</p>	<p>VOTE</p> <p>0</p>	<p>COMMENT</p> <p>What does this look like? What is ACT?</p>
 <p>Trails as Conservation Corridors</p>	<p>VOTE</p> <p>23</p>	<p>COMMENT</p> <p>Interpretive learning ☺</p>
 <p>Lighting in City cores</p>	<p>VOTE</p> <p>10</p>	<p>COMMENT</p>
 <p>Trail Gateways</p>	<p>VOTE</p> <p>9</p>	<p>COMMENT</p>
 <p>A Bike Sharing Program</p>	<p>VOTE</p> <p>16</p>	<p>COMMENT</p> <p>Yes please!</p>
 <p>Youth Bike Programs</p>	<p>VOTE</p> <p>13</p>	<p>COMMENT</p>



MCT Community Engagement Event Summary: Mississippi Earthtones Festival



VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?







 <p>More Bike/Bus Connections</p>	<p>VOTE</p> <p>7</p>	<p>COMMENT</p> <p>More alternative transit</p>
 <p>More Historic Interpretive Panels</p>	<p>VOTE</p> <p>5</p>	<p>COMMENT</p> <p>Learning + Nature = Awesome!</p>
 <p>Stormwater Integration</p>	<p>VOTE</p> <p>24</p>	<p>COMMENT</p> <p>It looks beautiful! This can include interpretive learning experiences. Perhaps consider building an "in-stream" whitewater feature when stormwater is surging (See S20 Engineering on the web).</p>
 <p>Trail Amenities: water, air pumps, bike racks, etc.</p>	<p>VOTE</p> <p>16</p>	<p>COMMENT</p> <p>This is essential. Bathrooms too.</p>
 <p>Trail Oriented Development</p>	<p>VOTE</p> <p>23</p>	<p>COMMENT</p> <p>This would be awesome! This would be cool! Bike lanes to connect trails. I would use the trails so much more!</p>
 <p>Places to gather along trail</p>	<p>VOTE</p> <p>17</p>	<p>COMMENT</p> <p>Drinking fountains where feasible. Picnic tables</p>






VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

 <p>Trail Supportive Businesses</p>	<p>VOTE</p> <p>17</p>	<p>COMMENT</p> <p>More of these.</p>
 <p>Trail Rangers</p>	<p>VOTE</p> <p>19</p>	<p>COMMENT</p> <p>Safety is a must! (Bollard-mounted) Safety buttons/alerts at emergency points.</p>
 <p>Art on the Trails</p>	<p>VOTE</p> <p>26</p> <p>1</p>	<p>COMMENT</p> <p>Ew, no! I don't want to see man-made objects in nature! 3 "I disagree" with above. Beautify the manmade structures that exist.</p>
 <p>Bicycle Fix It Stations</p>	<p>VOTE</p> <p>14</p>	<p>COMMENT</p>
 <p>Open Rural trails</p>	<p>VOTE</p> <p>13</p>	<p>COMMENT</p>
 <p>Trees Placed for Shade on Rural Trails</p>	<p>VOTE</p> <p>28</p>	<p>COMMENT</p> <p>These are a must. Essential Me too! (in response to "Essential")</p>










MCT Community Engagement Event Summary: Mississippi Earthtones Festival




VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

 <p>MCT/ACT Events</p>	<p>VOTE</p>	<p>COMMENT</p> <p>What does this look like? What is ACT?</p>
 <p>Trails as Conservation Corridors</p>	<p>VOTE</p>	<p>COMMENT</p> <p>Integrate Leisure</p>
 <p>Lighting in city cores</p>	<p>VOTE</p>	<p>COMMENT</p>
 <p>Trail Gateways</p>	<p>VOTE</p>	<p>COMMENT</p>
 <p>A Bike Sharing Program</p>	<p>VOTE</p>	<p>COMMENT</p> <p>YES PLEASE!</p>
 <p>Youth Bike Programs</p>	<p>VOTE</p>	<p>COMMENT</p>





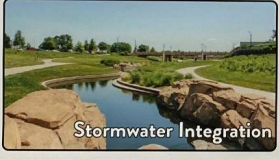





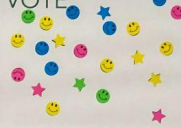





MCT Community Engagement Event Summary: Mississippi Earthtones Festival




VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

 <p>More Bike/Bus Connections</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>More alternative Transit</p>
 <p>More Historic Interpretive Panels</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>Learning + Nature + Awesome!</p>
 <p>Stormwater Integration</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>it looks beautiful!</p> <p>Perhaps consider building an "in-stream" white-water feature when stormwater is surging. (See S20 on the web) </p> <p><small>Big can include interpretation learning exp.</small></p>
 <p>Trail Amenities: water, air pumps, bike racks, etc.</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>These are essential!</p> <p>Bottom too.</p>
 <p>Trail Oriented Development</p>	<p>VOTE</p> 	<p>COMMENT</p> <p><small>bike lanes to connect-trails</small></p> <p>This would BE AWESOME!</p> <p><small>This would be cool!</small></p> <p>I would use the trails so much more!</p>
 <p>Places to gather along trail</p>	<p>VOTE</p> 	<p>COMMENT</p> <p><small>In more scenic areas where feasible</small></p> <p>Picnics</p>










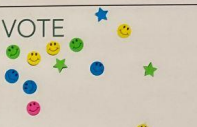





MCT Community Engagement Event Summary: Mississippi Earthtones Festival



VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

 <p>Trail Supportive Businesses</p>	<p>VOTE</p> 	<p>COMMENT</p> <p><u>MORE OF THESE</u></p>
 <p>Trail Rangers</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>SAFETY is a must! Safe buttons, ^{needs} emergency points, ^{Blacking hole} ^{run} ^{TRP}</p>
 <p>Art on the Trails</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>Ex: NO: I don't want to see man-made objects in nature. I disagree [↑] I disagree [↑] Breath the man-made structures that exist</p>
 <p>Bicycle Fix It Stations</p>	<p>VOTE</p> 	<p>COMMENT</p>
 <p>Open Rural trails</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>^{There is a trail}</p>
 <p>Trees Placed for Shade on Rural Trails</p>	<p>VOTE</p> 	<p>COMMENT</p> <p>^{needed} ESSENTIAL</p>



One Word To Describe Your Vision

Wild

Safety

Accessibility

Wider trails

Connectivity

Walkability

Nature

Equity

Brand

Opportunity

Wildlife

Green

Art

People

Community

** Items in gray text are from previous events.*

To share more of your thoughts
scan the QR code using your
phone to fill out MCT's survey!



Or use the URL below

https://docs.google.com/forms/d/e/1FAIpQLSd81k3qvC0BqPOxtua_7b8785jyweG70L7egjpmakAhtq/viewform







ISSUES & IDEAS

What are OPPORTUNITIES and/or CHALLENGES for MCT Trails?

OPPORTUNITIES	CHALLENGES
<ul style="list-style-type: none">• CONNECT TO MUNIICIPAL GREENWAYS, PARKS, TRAILS, & WATER ACCESS.• TRAIL ORIENTED DEVELOPMENT• EXPAND PARTNERING W/OTHER AGENCIES• EXPAND BIKING AS TRANSPORTATION & EDUCATIONAL PROGRAMS• IMPROVE TRAIL MAPS ON MOBILE DEVICES• CONNECT TRAILS TO MORE TRANSIT-DEPENDENT POPULATIONS• STRIVE TO SERVE A DIVERSE POPULATION OF TRAIL USERS (AGE, RACE, INCOME, ETC.)• EVOLVE POLICIES WITH TECHNOLOGY & LONG-LASTING TRENDS• EXPLORE E-BIKE POLICY & EXPANDED USE• EXPAND YOUTH & SCHOOL PROGRAMS TO PROMOTE LIFE-LONG TRAIL USERS• EXPLORE ADDITIONAL TRAIL AMENITIES: BIKE PARKING, WATER, AIR, BATHROOMS, ETC.• EXPLORE ADDITIONAL AMENITIES FOR PEDESTRIANS, RESTING, & GATHERING• EMPOWER COMMUNITY CONNECTIONS• GROW VISIBILITY OF GRANT PROGRAM• WORKOUT STATIONS• CONFLUENCE TRAIL - ALTON, WOOD RIVER, MARINE, HIGHLAND• MORE WATER STATIONS• MORE SIGNAGE• CONSERVATION• TREES• BIKE TOURISM• CONNECTING TRAILS/DOWNTOWN• EROSION CONTROL	<ul style="list-style-type: none">• PERCEPTION OF SAFETY• CONTROL INVASIVE SPECIES ALONG TRAILS• NOT ENOUGH SHADE IN SOME AREAS• MAKING ENOUGH LOOPS OF TRAILS• FUNDING FOR EVERYTHING, ALL AT ONCE• ON-GOING MAINTENANCE• ESCALATING COSTS• VANDALISM• CONNECTING TO EVERY ROOFTOP• UTILITY AVAILABILITY• RUNNING OUT OF RAIL-TO-TRAIL OPPORTUNITIES• MUNICIPAL COMMUNITY PARTNERS ARE OFTEN UNDERFUNDED• TOPOGRAPHY OF THE REGION• RAILROAD CROSSINGS• WIDE HIGHWAYS• ENFORCEMENT OF TRAIL RULES AND SPEED LIMITS• FUTURE MAINTENANCE NEEDS ON PROPOSED AMENTIES• POLLINATORS VS "BUGS"• BENTENVILLE: MOUNTAIN BIKE TRAILS, ART, GREENWAYS• WHERE TO GET ON TRAILS• AMEREN/CLOSING TRAILS(WINTER?)• EROSION



*These results are from a previous event. The "Issues & Ideas" board was not used at the Earthtones event.

MCT Community Engagement Event Summary: Mississippi Earthtones Festival

Work at stations

FOODIE
brewery tours

Pollinators
vs bugs
more water
more signs

Benkenville:
mountain bike trails
art
greenways

MCT TRAILS
Madison County Transit

ISSUES & IDEAS

What are OPPORTUNITIES and/or CHALLENGES for MCT Trails?

OPPORTUNITIES

- **Connect to municipal greenways, parks, trails, water access.**
- **RAIL ORIENTED DEVELOPMENT**
- **EXPAND PARTNERING W/OTHER AGENCIES**
- **EXPAND BIKING AS TRANSPORTATION & EDUCATIONAL PROGRAMS**
- **IMPROVE TRAIL MAPS ON MOBILE DEVICES**
- **CONNECT TRAILS TO MORE TRANSIT-DEPENDENT POPULATIONS**
- **STRIVE TO SERVE A DIVERSE POPULATION OF TRAIL USERS (AGE, RACE, INCOME, ETC.)**
- **EVOLVE POLICIES WITH TECHNOLOGY & LONG-LASTING TRENDS**
- **EXPLORE E-BIKE POLICY & EXPANDED USE**
- **EXPAND YOUTH & SCHOOL PROGRAMS TO PROMOTE LIFE-LONG TRAIL USERS**
- **EXPLORE ADDITIONAL TRAIL AMENITIES: BIKE PARKING, WATER, AIR, BATHROOMS, ETC.**
- **EXPLORE ADDITIONAL AMENITIES FOR PEDESTRIANS, RESTING, & GATHERING**
- **EMPOWER COMMUNITY CONNECTIONS**
- **GROW VISIBILITY OF GRANT PROGRAM**
- **Conservation**
- **TREES**
- **BIKE TOURISM**
- **connecting trails / Downtowns**
- **Erosion control**

CHALLENGES

- **Placement of signs (not in middle)**
- **PERCEPTION OF SAFETY**
- **INVASIVE SPECIES ALONG TRAILS** **(control)**
- **NOT ENOUGH SHADE IN SOME AREAS**
- **MAKING ENOUGH LOOPS OF TRAILS**
- **FUNDING FOR EVERYTHING, ALL AT ONCE**
- **ON-GOING MAINTENANCE**
- **ESCALATING COSTS**
- **VANDALISM**
- **CONNECTING TO EVERY ROOFTOP**
- **UTILITY AVAILABILITY**
- **RUNNING OUT OF RAIL-TO-TRAIL OPPORTUNITIES**
- **MUNICIPAL COMMUNITY PARTNERS ARE OFTEN UNDERFUNDED**
- **TOPOGRAPHY OF THE REGION**
- **RAILROAD CROSSINGS**
- **WIDE HIGHWAYS**
- **ENFORCEMENT OF TRAIL RULES AND SPEED LIMITS**
- **FUTURE MAINTENANCE NEEDS ON PROPOSED AMENITIES**
- **Where to get on trails**
- **Amen / closing trails (winter?)**
- **Erosion**

HEARTLANDS CONSERVANCY

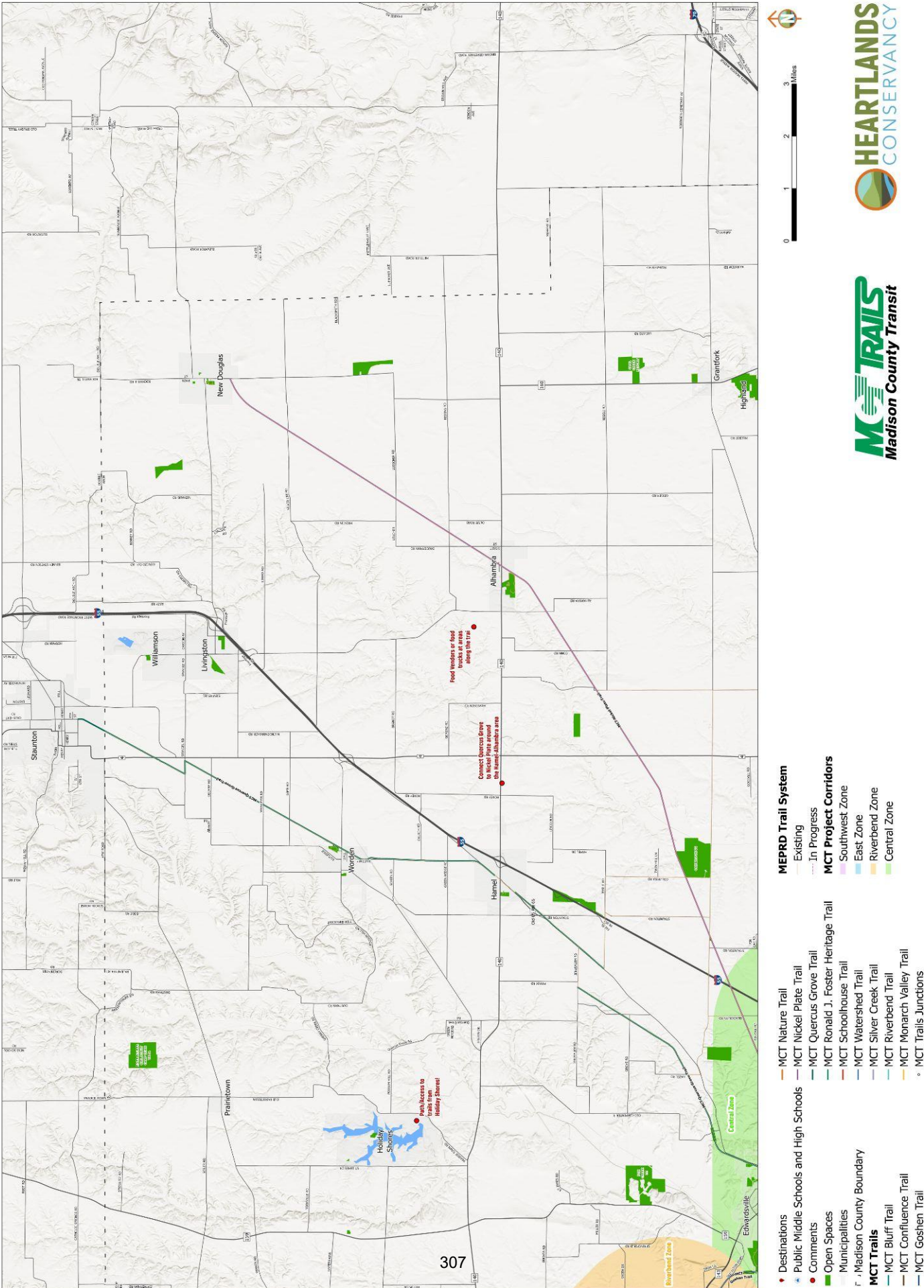
*These results are from a previous event. The "Issues & Ideas" board was not used at the Earthtones event.

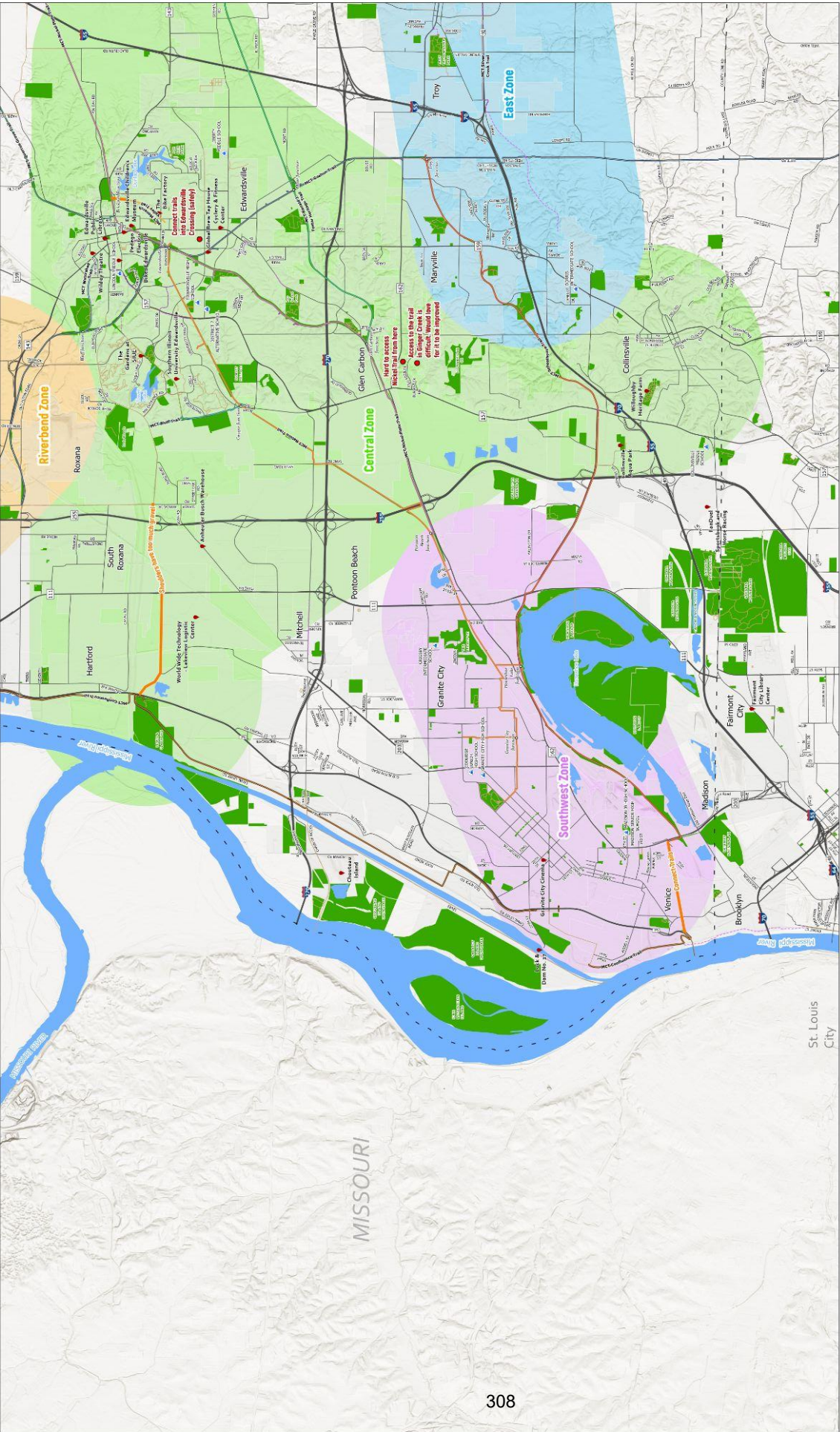
Trails in Madison County, IL - Map 1 of 4



MCT Community Engagement Event Summary: Mississippi Earthtones Festival

Trails in Madison County, IL - Map 2 of 4

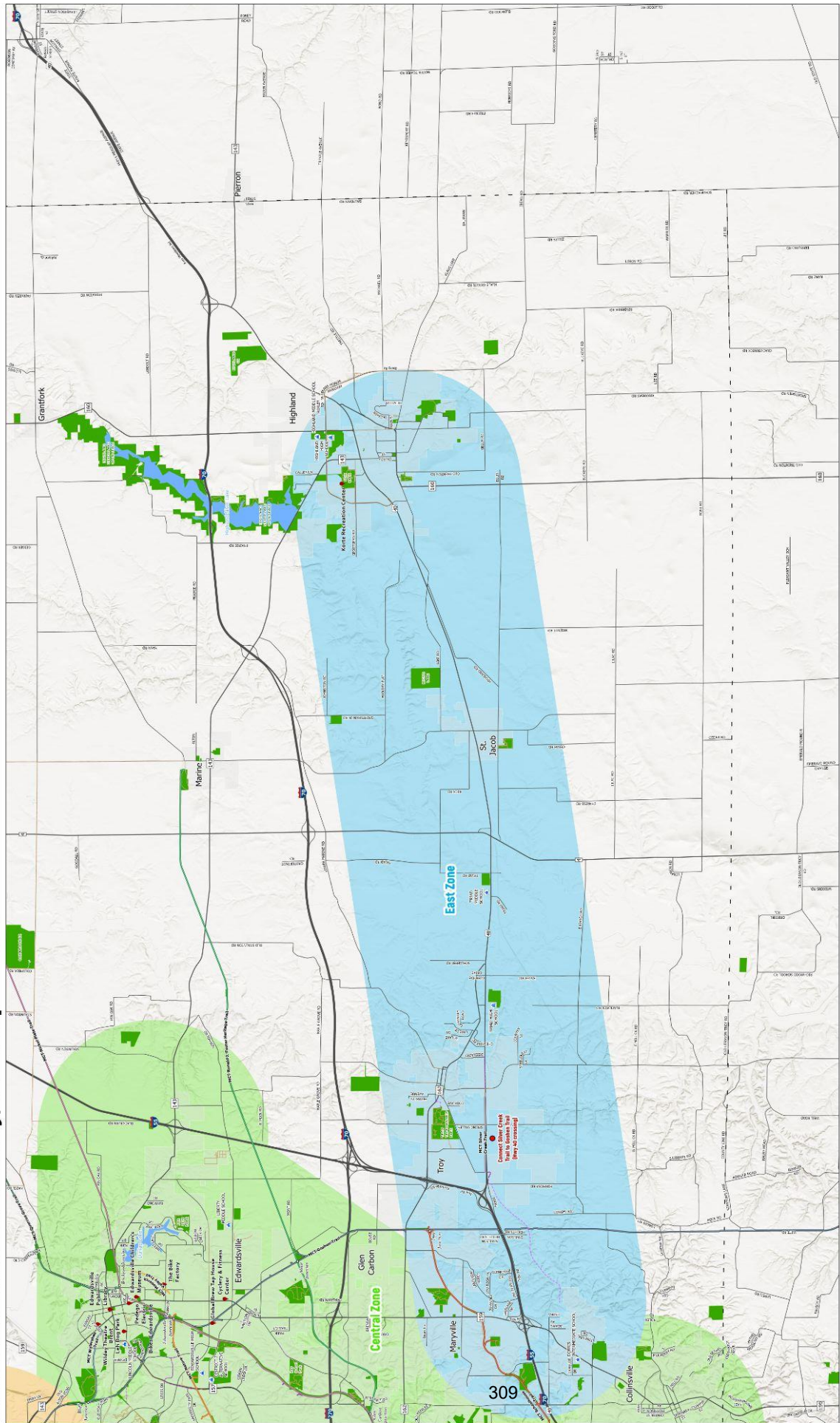




- Destinations
- Public Middle Schools and High Schools
- Comments
- Stakeholder Proposed Trails
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MCT Community Engagement Event Summary: Mississippi Earthtones Festival



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MISSISSIPPI EARTHTONES FESTIVAL

SATURDAY SEPTEMBER 16

NOON - 10PM Liberty Bank
Alton Amphitheater

**Join us for our
17th annual celebration of
our river through art, music
and conservation!**

**Free & Family Friendly
Eco-Friendly Vendors
Art Exhibits
Food & Beverages
Canoe/Kayak Race**

Live Music All Day:

- Jake's Leg**
7-10pm
- Loftys Comet**
3-6pm
- Mattie Schell & Friends**
12-2pm
- Jason "Gordo" Gordon**
2-3pm & 6-7pm

PRESENTED BY



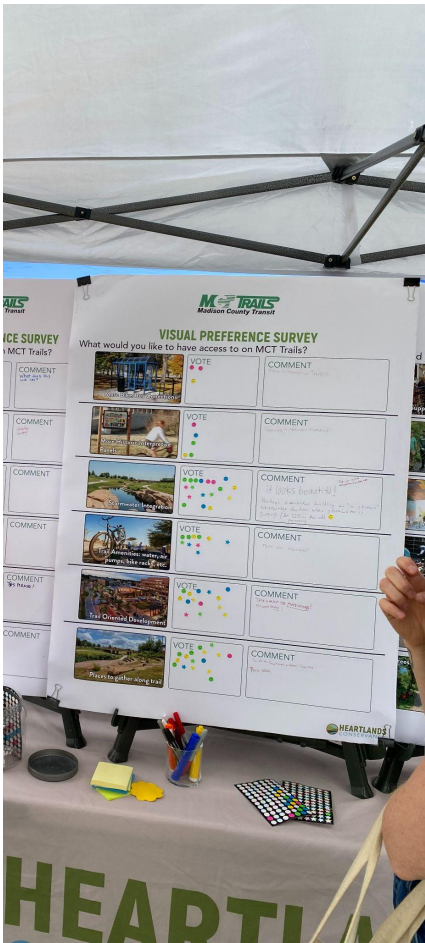


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MCT Community Engagement Event Summary: Mississippi Earthtones Festival



MCT Community Engagement Event Summary: Mississippi Earthtones Festival





Summary of MCT Community Engagement Workshop
at Metro East Park & Recreation District (MEPRD)
in Collinsville, IL

Saturday, December 16, 2023 10:00 a.m. - 2:00 p.m.

Prepared by Heartlands Conservancy
December 18, 2023

Overview

Heartlands Conservancy planned and conducted a Community Engagement Workshop on December 16, 2023 at the Metro East Park & Recreation District (MEPRD) offices in Collinsville. Heartlands Conservancy staffed the event from 10 a.m. to 2 p.m. Unfortunately, weather did not cooperate. It was rainy with temperatures in the upper 30s to lower 40s for the entire event. As a result, there were no attendees for the event and no input was received.

The photos below and on the following page show the on-site promotional signage and venue set up.



MCT Community Engagement Workshop December 2023





Date: May 9, 2023

To: MCT Project Team

From: Heartlands Project Team

MEMORANDUM

RE: Summary of Stakeholder Input

Summary of items recorded from stakeholder interviews, observations, and feedback to date. Ongoing additions will be made as stakeholder interviews continue. These are recorded under our Six P's process, categories of opportunities and challenges are put under Programs, Policies, Projects, Promotion, People, and Partnerships.

We also have been collecting names of other trail systems (listed on the last page) that are case studies to be reviewed.

Programs

- Plan event/outings/programs
- Use the open house event for the new MCT building as a milestone/opportunity to share the plan and kickoff new programs [November-ish]
- Adopt-a-Trail program
- Bike share program
- Enable not-for-profit organizations to hold fundraisers (e.g, 5K runs) safely on the trails
- Create a program to recognize communities connect to the MCT Trail system and support MCT's mission
- Safety training, helmet fittings

Policies

- Make safety a priority
- Increase public input on trail system investments
- Advocate for enforcement of automobiles yielding to pedestrians in crosswalks
- Distribute trail investments evenly across the county [concern that Edwardsville gets more than their share]

MCT Stakeholder Input Summary

- Build the “backbone” of the system before the “ribs”; encourage communities to build their own connections to the MCT Trails “backbone”
- Reduce the number of signs (clutter, maintenance costs, etc.)
- Consider expanding the MCT district to Pin Oak Township
- Transportation should be the primary focus
- E-bike policy - allow on trails & connections. Charging stations @transit centers, trailheads, MCT headquarters, etc.

Projects

- Water Trails on segments of Wood River Creek and/or Cahokia Creek
- Create destination points along the trails
- Increase safety by using bridges and tunnels for separated grade crossings
- Enhance trails with trees and landscaping, especially in windy, exposed corridors (e.g., to Highland)
- Support the inclusion of arts in transit investments by partnering with art students and colleges
- Develop recreational trails, such as mountain biking trails
- Provide more parking areas to reduce the number of vehicles that park on shoulders
- Develop trails on levees
- Add safety call boxes along trails
- Add benches along trails
- Upgrade trail surface of Confluence Trail
- Develop access points as amenities/destinations
- Extend trails and create new connections
 - Schoolhouse Trail/Eagle Park Acres (Madison) to Venice/McKinley Bridge
 - Confluence Trail
 - Cahokia Mounds
 - Eads Bridge to Fairview Heights
 - Goshen Trail to Scott AFB
 - Fix the trail gap in downtown Alton
 - Highland
 - Northern part of county
 - Poag to Confluence Trail
 - Lebanon Road (Collinsville)
 - Riverbend area; Godfrey/Alton
 - MEPRD system
 - Troy to high school
 - Edwardsville High School to SIUE
 - Godfrey to Vandalia
 - Kyle Road - O’Fallon
 - Venice to Granite City (Walmart)

Promotion

- Increase publicity to inform the public and gather feedback
- Develop messaging about the MCT Trails' contributions to quality of life (environment, health, appeal to potential residents) in Madison County
- Promote trail use as a portion of a multi-modal commute
- Promote MCT Trails at cycling events/races
- Improve website accessibility for mobile devices and build an app for trail users
 - Provide closure notices (e.g., construction)
- Rebrand MCT to reduce confusion with Madison County government

People

- Connect with elected officials; highlight the value of the trail system
- Form partnerships with Madison County corporations to provide funding for additional amenities along the trails
- Connect trails to the transit-dependent populations
- Strive to serve a population of trail users that are diverse in age, race, income, etc.
- Seek feedback from local leaders and city managers
- Support the creation of a Bike-Ped Coordinator position at the county level
- Provide support and outreach to underserved communities.
- Education Programming with School Districts, Library Districts, and Senior Services.

Partnership

- Coordinate with MEPRD's plans - develop connected greenway program.
- Coordinate with Levee Districts and MEPRD to develop blueways.
- Coordinate with Madison County Highway Department to address concerns about conflicting grades (prefer road grades to be prioritized in rural areas), traffic calming measures that "generate negative feelings for MCT" (speed tables), etc.
- Partner with IDOT
- Support Trail-Oriented Development. Work with Communities, Developers, and Business Owners.
- Partner to St. Clair County Transit trails
- Develop opportunities to use the trail system to drive tourism
- Support Transit-Oriented Development (TOD). Work with Communities, Developers, and Business Owners.
 - Daycare facility and food truck parking at Logistics Valley Transit Center
 - Food vendors (ice cream/snacks) near Schoolhouse Trail/Horseshoe Lake (small business incubators)

Systems to look at for benchmarks/case studies that were mentioned in stakeholder interviews:

- Oregon - statewide
- Davis, California
- GRG Brickline in St. Louis, Missouri
- Miami Valley Trails, Ohio
- Benton, Arkansas
- Madison, Wisconsin
- Indianapolis Cultural Trail, Indiana
- Victoria Island, Canada
- Tulsa, Oklahoma
- Others?



Summary of MCT Community Engagement MCT Draft Master Plan Review Webinar

Monday, January 29, 2024 11:30 a.m. - 12:20 p.m.

Prepared by Heartlands Conservancy

January 29, 2023

Overview

A webinar was held virtually on January 29, 2024 to review the draft Master Plan. This session presented highlights of the draft Master Plan and allowed participants to comment and ask questions. The webinar was announced on the MCT Trails social media, with meeting information, plan information, and the Executive Summary published on the MCT Trails website. HLC hosted the webinar on their Zoom® account, with HLC Project Manager, Scott Dunakey presenting the materials and Dave Cobb representing MCT as a panelist. Provided below is a summary of the questions received along with the responses provided during this Draft Master Plan review session.

Question & Answer Summary

Question 1

As residents who frequently utilize the MCT Trails, connecting to the nearby Nickel Plate Trail is common for my husband and myself. Presently, the available options include navigating a narrow sidewalk along N. Meridian Rd. or heading south on equally narrow sidewalks leaving to the trail entry at Glen Crossing Rd. I have observed some cyclists opting for the road due to the inadequacy of the sidewalks.

There is a path that has been cleared during the recent sewer line construction projected from N. Meridian Rd. to the Nickel Plate Trail, just north of Meridian Oaks Dr.

I'm curious to know if there are plans to designate the cleared path as an access point to the trail. If this has not been explored, I kindly request that you take this into consideration.

Answer 1: There are no plans to make this a connection at the moment. This was done for clearing so that the sewer line projects could be installed. MCT Trails act as more of a backbone trail system. This would be a great project for your local community or park district.

Question 2

Where is the planned route for the Godfrey Trail? Anticipated timing for this project? Thank you!

Answer 2: The alignment has not been identified for this trail yet. So, a specific road or location cannot be provided. Work is still ongoing at MCT for final program costs and scopes. The alignment will most likely be within the corridor shown on the projects map.

Question 3

Is there a list of new study areas around Granite City and details on them? Looks like two areas on each side of the bend on Madison Ave. I joined late so not sure if I missed it.

Answer 3: Yes. Through community engagements and the survey, it has been shown that connections to the Confluence Trail from the broader system are highly desired.

Question 4

When will the bridge be built at Pleasant Ridge Rd? This affects our access to the Schoolhouse Trail. We have been accessing this trail for 20 years at this location. Will there still be access when the bridge is in place?

Answer 4: There is no draft plan or finalized plan for the design of this bridge. When the time comes it will be needed to adjust the alignment of the trail as it crosses Pleasant Ridge Rd. Space around the trail and crossing will be looked at to see how the alignment can be temporarily adjusted.

Question 5

Is there a long-term plan to eventually connect the MCT trails system to the Belleville Bike trail system?

Answer 5: Currently, the Goshen Trail extends into St. Clair County and it has been recognized that there are opportunities to further connect adjacent trail systems in different jurisdictions to the MCT Trails system. This has been identified as a recommendation.

Question 6

This is a follow-up the the Schoolhouse Trail access after the bridge is constructed. If there is no access this affects two very large subdivisions that access Pleasant Ridge. This will force these trail users to use busy Main St to access the trail. So we need access.

Answer 6: It will be noted that lack of access to the trail at this location is of concern and that residents of the area desire access to be provided when the project is designed and constructed.

With no further questions, the webinar concluded at approximately 12:20 p.m.

MCT Trails Rules

Availability

The Madison County Transit (MCT) Trails shall be operated and utilized in such a manner as to maximize the intended benefits to and for the general public. The MCT Trails shall be maintained in a manner as to promote the safe and enjoyable use of the facilities by the public. The MCT Trails shall be open to the public for use and enjoyment without regard to race, color, disability, creed, or national origin. The MCT Trails are open to the public from Sunrise (Dawn) to Sunset (Dusk). Portions of the MCT Trails may be closed from time to time for maintenance.

Permitted Uses

- Walking, running, rollerblading, skating, skateboarding, bicycling, including pedal assist electric bicycles, and bicycle trailers.
- Electric scooters, segways, hover boards, and “one wheel” devices are permitted, so long as the 15 mph speed limit is observed.
- The MCT Trails are accessible to persons using walkers and wheelchairs, including motorized wheelchairs.
- Leashed pets are permitted but must be controlled on leashes six feet long or less and must remain within their caretakers designated lane. Caretakers are responsible for cleaning up after their pet and properly disposing of pet waste.
- Authorized Events are subject to an approved application:
 1. An Application for Use of MCT Trails must be submitted to the Madison County Mass Transit District at least sixty days prior to the event by the Lead Event Host. The Lead Event Host is defined as an Illinois unit of local government or a tax-exempt organization under section 501(c)(3) of the Internal Revenue Code, and must be organized and operated exclusively for exempt purposes as set forth in section 501(c)(3). The Lead Event Host must have an approved application if it intends to use any portion of the MCT Trails and/or a MCT Park & Ride Lot for a publicized organized event (run, walk, bike ride, trail cleanup event, or similar event). The Lead Event Host must be openly advertised as such at the event.
 2. Due to safety concerns, all events held on MCT Trails are only allowed under the following conditions:
 - a. Event start line and finish line cannot be on MCT Trails. Participants must travel an adequate distance before entering MCT Trails to prevent congestion on MCT Trails.
 - b. Event must have a rolling start or wave start and must allow sufficient time and distance between participants entering the event course. Mass starts are not allowed.
 3. The MCT Trails must remain open to the public during organized events. No area of MCT Trails/MCT Park & Ride Lots may be fenced, blocked, or otherwise made inaccessible to the public.
 4. If event is approved, Lead Event Host shall provide a Certificate of General Liability Insurance that names Madison County Mass Transit District as an additional insured for no less than \$1,000,000 per occurrence. The required insurance shall be submitted to MCT no later than 10 days prior to the event. The event will not be held on MCT property without an acceptable certificate of insurance.
 5. Lead Event Hosts must review and sign an MCT Trails Use Terms & Conditions document prior to the event to indicate that they are aware of MCT's rules and guidelines.

Prohibited Uses and Activities

- No unauthorized motor vehicles, gasoline powered bicycles, internal combustion engine powered vehicles of any kind, or all-terrain vehicles (ATVs) are allowed on the MCT Trails at any time.
- No horses or horseback riding allowed.
- No hunting allowed.
- No alcoholic beverages, illegal drugs, fireworks of any kind, or firearms are allowed.
- No dumping of any kind, including grass clippings, branches or yard waste.
- No unauthorized marking or signage permitted on MCT Trails for any reason.
- Commercial use of MCT property is not allowed, except as provided in Permitted Uses and Authorized Events sections above.
- Bicycle races and/or peloton bicycle riding are never allowed on MCT Trails.

Speed Limit

Maximum speed is 15 mph. Please travel at a reasonable speed, in a consistent and predictable manner. Always slow down when approaching maintenance crews.



www.mcttrails.org



ORDINANCE NO. 24-01

**APPROVING AND ACCEPTING THE TRANSFER OF CERTAIN REAL ESTATE TO MADISON
COUNTY MASS TRANSIT DISTRICT, MADISON COUNTY, ILLINOIS**

WHEREAS, Madison County Mass Transit District ("District") is a municipal corporation, in accordance with 70 ILCS 3610/3, and it is authorized to receive real estate pursuant to the Local Government Property Transfer Act (50 ILCS 605/1, *et seq.*); and

WHEREAS, the Trustees of the District believe it is necessary and in the best interests and convenience of the District to use, occupy, or improve the real estate for public purposes and more particularly delineated in this Ordinance; and

WHEREAS, the District intends to accept conveyance of the real estate pursuant to 50 ILCS 605/2.

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

Section 1. All of the foregoing recitals are hereby incorporated in and made a part of this ordinance and adopted as express findings of the District.

Section 2. It is hereby declared that it is necessary or convenient for the District to use, occupy, or improve the following real estate for public purposes:

- A. Transferor: County of Madison, Illinois. Property Description: Approximately 0.6 acre, generally situated southwest of the intersection of Governors Parkway and Plum Street, Edwardsville, IL. PPN: 14-1-15-23-00-000-004.003 (appx. 0.6 acres).
- B. Transferor: Southern Illinois University – Edwardsville. Property Description: 14-1-15-10-00-000-006 (appx. 4.86 acres)
- C. Transferor: City of Granite City, Illinois. Property Description: 22-1-20-17-14-301-062 and 22-1-20-17-14-301-001 (appx. 2 acres) See Attached Exhibit A.

Section 3. If any section, subdivision, or sentence of this ordinance shall for any reason be held invalid or to be unconstitutional, such decision shall not affect the validity of the remaining portion of this ordinance.

Section 4. District Managing Director and his designated agents are hereby authorized and directed to execute all such further documents and take all such further actions as they shall deem necessary and appropriate, in consultation with the District's legal counsel, to effectuate the property transfers contemplated and described herein.

This Ordinance is hereby adopted on this 29th day of February 2024 by the Board of Trustees of the Madison County Mass Transit District.



Ronald L. Jedda, Chairman



Andrew F. Economy

Christopher C. Guy



Allen P. Adomite

APPROVED as to Form:



Legal Counsel

CERTIFICATE

I, Julie Repp, 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 seal 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 Thursday, February 29, 2024, an ordinance 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 Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE CHAIRMAN AND THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT, AS FOLLOWS:

Section 1. All of the foregoing recitals are hereby incorporated in and made a part of this ordinance and adopted as express findings of the District.

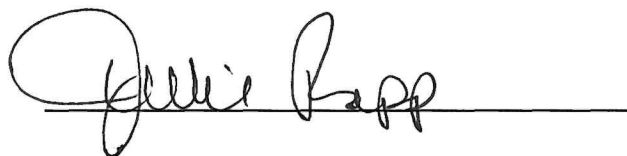
Section 2. It is hereby declared that it is necessary or convenient for the District to use, occupy, or improve the following real estate for public purposes:

- A. Transferor: County of Madison, Illinois. Property Description: Approximately 0.6 acre, generally situated southwest of the intersection of Governors Parkway and Plum Street, Edwardsville, IL. PPN: 14-1-15-23-00-000-004.003 (appx. 0.6 acres).
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Section 3. If any section, subdivision, or sentence of this ordinance shall for any reason be held invalid or to be unconstitutional, such decision shall not affect the validity of the remaining portion of this ordinance.

Section 4. District Managing Director and his designated agents are hereby authorized and directed to execute all such further documents and take all such further actions as they shall deem necessary and appropriate, in consultation with the District's legal counsel, to effectuate the property transfers contemplated and described herein.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District this twenty-ninth day of February 2024.

A handwritten signature in black ink, reading "Julie Repp", is written over a horizontal line.

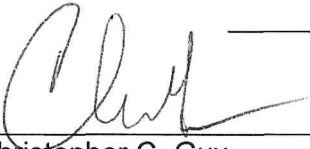
RESOLUTION 24-45

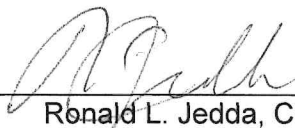
RESOLUTION AUTHORIZING THE ACQUISITION OF PROPERTY, INCLUDING THE USE OF THE POWER OF EMINENT DOMAIN

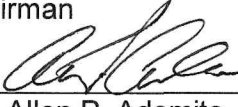
BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT AT A REGULARLY CONVENED MEETING THAT:

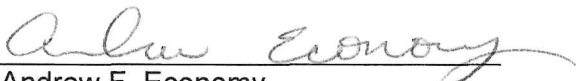
1. Said Board determines that the property described in the legal description attached hereto and incorporated herein marked "Exhibit A" (which represents property generally to the west of Wanda Rd, Unincorporated Madison County, Illinois) is within the area served by the Madison County Mass Transit District, is desirable and necessary for the purposes of the District, and is needed for a legitimate public purpose - the creation and maintenance of a public bike and pedestrian trail.
2. Said Board is authorized to acquire such property by the Local Mass Transit Act, 70 ILCS 3610/1 et seq. and may employ the Illinois Code of Civil Procedure, Eminent Domain Act, 735 ILCS 30/1-1-1 et seq., if necessary.
3. Said Board hereby authorizes the Managing Director and legal counsel of the District and their agents to take all actions appropriate and necessary to acquire ownership of and title to said parcel of property, as provided by law, and which may include the negotiation and purchase of the property from the current owners, and/or the institution and prosecution of a proceeding for acquisition in conformity with the Illinois Code of Civil Procedure, Eminent Domain Act.
4. Said Board determines there shall be no further action necessary on its part to acquire said parcel of property by whatever lawful means are employed by said Managing Director and legal counsel and their agents.

ADOPTED by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of February 2024.

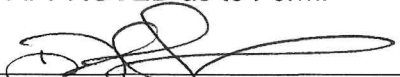

Christopher C. Guy


Ronald L. Jedda, Chairman


Allen P. Adomite


Andrew F. Economy

APPROVED as to Form:


Legal Counsel

CERTIFICATE

I, Julie Repp, 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 Thursday, February 29, 2024, 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.

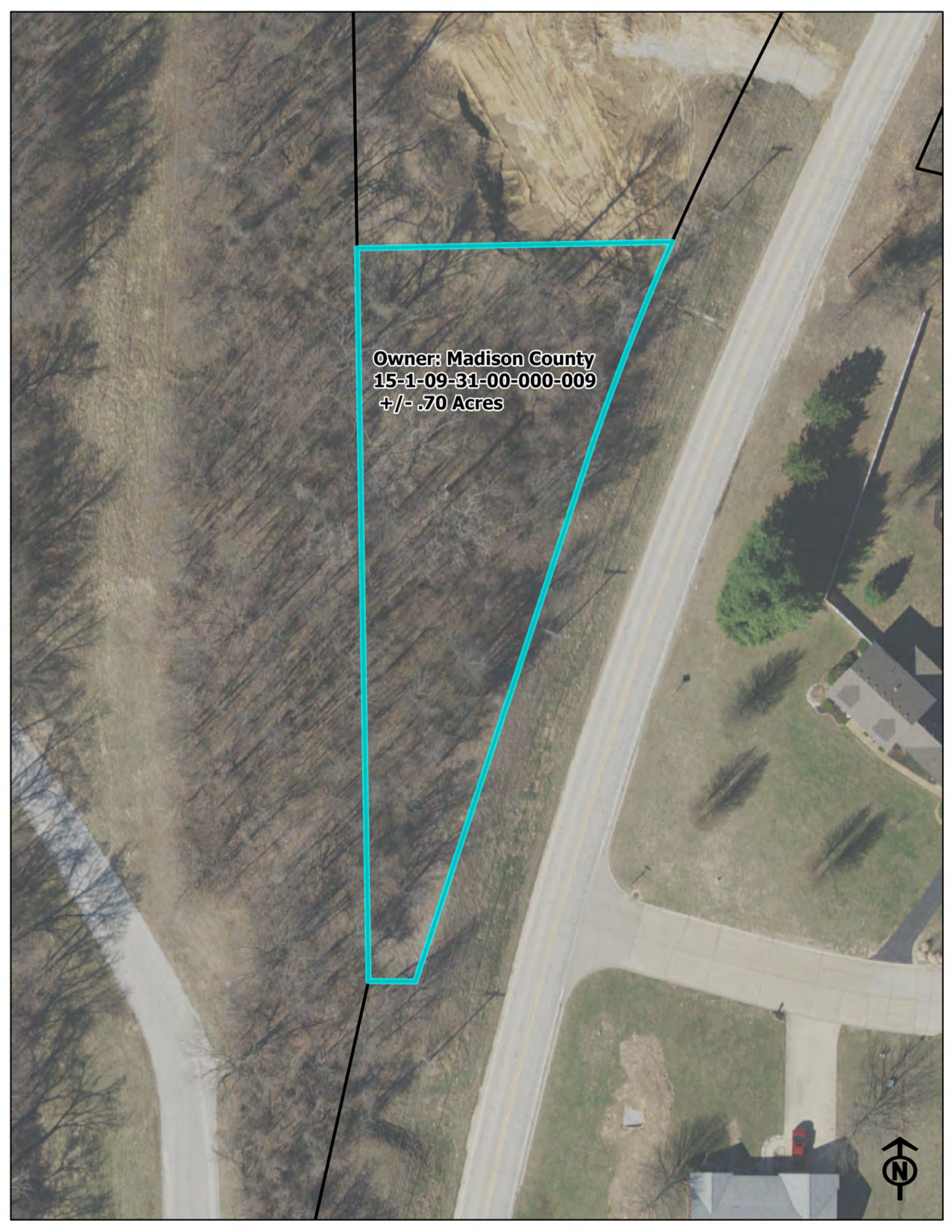
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. Said Board determines that the property described in the legal description attached hereto and incorporated herein marked "Exhibit A" (which represents property generally to the west of Wanda Rd, Unincorporated Madison County, Illinois) is within the area served by the Madison County Mass Transit District, is desirable and necessary for the purposes of the District, and is needed for a legitimate public purpose - the creation and maintenance of a public bike and pedestrian trail.
2. Said Board is authorized to acquire such property by the Local Mass Transit Act, 70 ILCS 3610/1 et seq. and may employ the Illinois Code of Civil Procedure, Eminent Domain Act, 735 ILCS 30/1-1-1 et seq., if necessary.
3. Said Board hereby authorizes the Managing Director and legal counsel of the District and their agents to take all actions appropriate and necessary to acquire ownership of and title to said parcel of property, as provided by law, and which may include the negotiation and purchase of the property from the current owners, and/or the institution and prosecution of a proceeding for acquisition in conformity with the Illinois Code of Civil Procedure, Eminent Domain Act.
4. Said Board determines there shall be no further action necessary on its part to acquire said parcel of property by whatever lawful means are employed by said Managing Director and legal counsel and their agents.

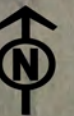
I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-ninth day of February 2024.

A handwritten signature in black ink, reading "Julie Repp", is written over a horizontal line.

An aerial photograph showing a large, irregularly shaped wooded area. A bright cyan line outlines a specific portion of this area. To the right of the outlined area is a paved road with a yellow center line. Further right, there are some green trees and a building. The overall scene is a mix of brown, leafless trees and green grass.

Owner: Madison County
15-1-09-31-00-000-009
+/- .70 Acres



WTC File Number: MCT-2023MA-913.0
Order: Goshen Trail Bethalto Extension
Parcel:

A.L.T.A. COMMITMENT FORM
-Schedule A Continued-

A TRIANGULAR TRACT OF LAND LYING IN THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 5 NORTH, RANGE 8 WEST OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

SAID TRIANGULAR TRACT IS BOUNDED ON THE WEST BY THE WEST LINE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 31, ON THE NORTH BY THE NORTH LINE OF SAID QUARTER QUARTER SECTION, AND ON THE EAST BY THE WESTERLY RIGHT OF WAY LINE OF SECTION 108 M.F.T. STATE AID ROUTE 19, AS SAID HIGHWAY IS NOW SURVEYED AND STAKED OUT BY THE SUPERINTENDENT OF HIGHWAYS OF MADISON COUNTY AS SHOWN BY PLAT RECORDED IN ROAD RECORD BOOK 7 AT PAGE 127 OF THE RECORDER'S RECORDS OF MADISON COUNTY, ILLINOIS. SITUATED IN MADISON COUNTY, ILLINOIS.

PERMANENT TAX NUMBER(S): 15-1-09-31-00-000-009

ISSUED BY:
Wheatland Title Company
105 W. Veterans Parkway
Yorkville, Illinois 60560

Agent for:
Fidelity National Title Insurance Company


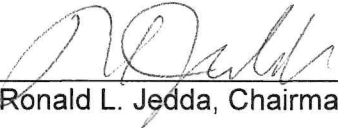

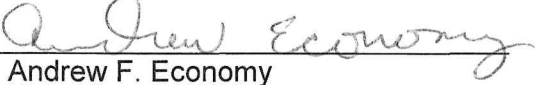
RESOLUTION 24-46

**RESOLUTION AUTHORIZING THE ACQUISITION OF PROPERTY,
INCLUDING THE USE OF THE POWER OF EMINENT DOMAIN**


BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT AT A REGULARLY CONVENED MEETING THAT:

1. Said Board determines that the property described in the legal description attached hereto and incorporated herein marked "Exhibit A" (which represents property generally to the west of Wanda Rd and south of IL-143, Roxana, Illinois) is within the area served by the Madison County Mass Transit District, is desirable and necessary for the purposes of the District, and is needed for a legitimate public purpose - the creation and maintenance of a public bike and pedestrian trail.
2. Said Board is authorized to acquire such property by the Local Mass Transit Act, 70 ILCS 3610/1 et seq. and may employ the Illinois Code of Civil Procedure, Eminent Domain Act, 735 ILCS 30/1-1-1 et seq., if necessary.
3. Said Board hereby authorizes the Managing Director and legal counsel of the District and their agents to take all actions appropriate and necessary to acquire ownership of and title to said parcel of property, as provided by law, and which may include the negotiation and purchase of the property from the current owners, and/or the institution and prosecution of a proceeding for acquisition in conformity with the Illinois Code of Civil Procedure, Eminent Domain Act.
4. Said Board determines there shall be no further action necessary on its part to acquire said parcel of property by whatever lawful means are employed by said Managing Director and legal counsel and their agents.

ADOPTED by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of February 2024.

 _____ Christopher C. Guy	 _____ Ronald L. Jedda, Chairman	 _____ Allen P. Adomite
 _____ Andrew F. Economy		

APPROVED as to Form:



Legal Counsel

CERTIFICATE

I, Julie Repp, 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 Thursday, February 29, 2024, 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. Said Board determines that the property described in the legal description attached hereto and incorporated herein marked "Exhibit A" (which represents property generally to the west of Wanda Rd and south of IL-143, Roxana, Illinois) is within the area served by the Madison County Mass Transit District, is desirable and necessary for the purposes of the District, and is needed for a legitimate public purpose - the creation and maintenance of a public bike and pedestrian trail.
2. Said Board is authorized to acquire such property by the Local Mass Transit Act, 70 ILCS 3610/1 et seq. and may employ the Illinois Code of Civil Procedure, Eminent Domain Act, 735 ILCS 30/1-1-1 et seq., if necessary.
3. Said Board hereby authorizes the Managing Director and legal counsel of the District and their agents to take all actions appropriate and necessary to acquire ownership of and title to said parcel of property, as provided by law, and which may include the negotiation and purchase of the property from the current owners, and/or the institution and prosecution of a proceeding for acquisition in conformity with the Illinois Code of Civil Procedure, Eminent Domain Act.
4. Said Board determines there shall be no further action necessary on its part to acquire said parcel of property by whatever lawful means are employed by said Managing Director and legal counsel and their agents.

I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-ninth day of February 2024.



Owner: The Barn LLC
15-1-09-31-00-000-001
+/- 7.91 Acres



WTC File Number: MCT-2023MA-914.0
Order: Goshen Trail Bethalto Extension
Parcel:

A.L.T.A. COMMITMENT FORM
-Schedule A Continued-

ALL THAT PART OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 5 NORTH, RANGE 8 WEST OF THE THIRD PRINCIPAL MERIDIAN LYING NORTHWESTERLY OF THE NORTHWESTERLY RIGHT OF WAY LINE OF THE S.A.R. ROUTE 19 (WANDA ROAD) AND SOUTHWESTERLY OF THE SOUTHWESTERLY RIGHT OF WAY LINE OF STATE ROUTE 143. SITUATED IN THE COUNTY OF MADISON AND THE STATE OF ILLINOIS. EXCEPTING THEREFROM THAT PART CONVEYED TO THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS, FOR AND ON BEHALF OF THE PEOPLE OF THE STATE OF ILLINOIS AS CONTAINED IN ORDER VESTING TITLE IN CASE NO. 89-ED-21 MORE PARTICULARLY DESCRIBED AS FOLLOWS: A TRACT DESCRIBED AS FOLLOWS: COMMENCING AT AN OLD STONE AT THE SOUTHWEST COMER OF NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 5 NORTH, RANGE 8 WEST OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, ILLINOIS, THENCE NORTH 01 DEGREE 12 MINUTES 43 SECONDS WEST ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 31, A DISTANCE OF 1,206.98 FEET TO THE CENTERLINE OF ILLINOIS ROUTE 143; THENCE ALONG SAID CENTERLINE SOUTH 52 DEGREES 42 MINUTES 25 SECONDS EAST, A DISTANCE OF 82.99 FEET; THENCE AROUND A CURVE TO THE LEFT, HAVING A RADIUS OF 4,092.70, THROUGH A CENTRAL ANGLE OF 04 DEGREES 09 MINUTES 27 SECONDS, CHORD BEARING SOUTH 54 DEGREES 47 MINUTES 09 SECONDS EAST, AN ARC DISTANCE OF 296.97 FEET; THENCE SOUTH 33 DEGREES 08 MINUTES 08 SECONDS WEST, A DISTANCE OF 50.00 FEET TO A POINT ON THE EXISTING SOUTHERLY RIGHT OF WAY LINE OF SAID ILLINOIS ROUTE 143, SAID POINT BEING THE POINT OF BEGINNING. FROM SAID POINT OF BEGINNING; THENCE ALONG SAID RIGHT OF WAY LINE AROUND A CURVE TO THE LEFT HAVING A RADIUS OF 4,142.70 FEET, THROUGH A CENTRAL ANGLE OF 04 DEGREES 45 MINUTES 29 SECONDS, CHORD BEARING SOUTH 59 DEGREES 14 MINUTES 37 SECONDS EAST, AN ARC DISTANCE OF 344.03 FEET; THENCE SOUTH 14 DEGREES 54 MINUTES 55 SECONDS EAST, A DISTANCE OF 34.18 FEET; THENCE SOUTH 31 DEGREES 57 MINUTES 53 SECONDS WEST, A DISTANCE OF 15.09 FEET; THENCE NORTH 51 DEGREES 12 MINUTES 12 SECONDS WEST, A DISTANCE OF 115.81 FEET; THENCE NORTH 58 DEGREES 57 MINUTES 52 SECONDS WEST, A DISTANCE OF 203.40 FEET; THENCE NORTH 35

ISSUED BY:
Wheatland Title Company
105 W. Veterans Parkway
Yorkville, Illinois 60560

Agent for:
Fidelity National Title Insurance Company

Date: 02/10/2023

WTC File Number: MCT-2023MA-914.0

Order: Goshen Trail Bethalto Extension

Parcel:

DEGREES 41 MINUTES 58 SECONDS WEST, A DISTANCE OF 54.53 FEET
TO THE POINT OF BEGINNING.

EXCEPT COAL, GAS, AND OTHER MINERAL RIGHTS CONVEYED,
EXCEPTED OR RESERVED IN PRIOR CONVEYANCES.

SITUATED IN THE COUNTY OF MADISON, STATE OF ILLINOIS.

PERMANENT TAX NUMBER(S): 15-1-09-31-00-000-001

ISSUED BY:

Wheatland Title Company
105 W. Veterans Parkway
Yorkville, Illinois 60560

Agent for:

Fidelity National Title Insurance Company

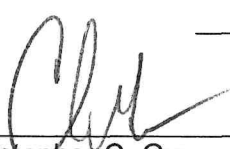
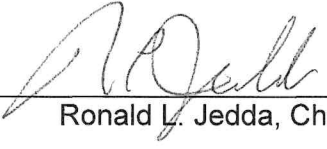
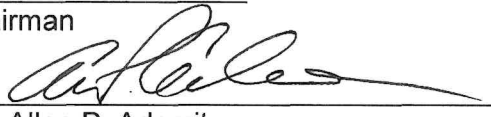
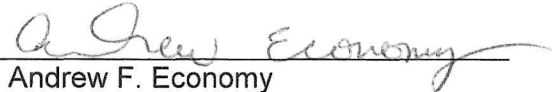
RESOLUTION 24-47

RESOLUTION AUTHORIZING THE ACQUISITION OF PROPERTY, INCLUDING THE USE OF THE POWER OF EMINENT DOMAIN

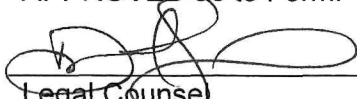
BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT AT A REGULARLY CONVENED MEETING THAT:

1. Said Board determines that the property described in the legal descriptions attached hereto and incorporated herein marked "Exhibit A (Legal Description for the WRB Refining LLC Parcels to be Acquired by the District), "Exhibit B" (Overall Map Index), "Exhibit C" (Property Purchase Exhibit Tract 2), "Exhibit D" (Temporary Construction Easement 1), and "Exhibit E" (Temporary Construction Easement 2) which represents land generally to the west of Wanda Road in Roxana, Illinois, and is within the area served by the Madison County Mass Transit District, is desirable and necessary for the purposes of the District, and is needed for a legitimate public purpose - the creation and maintenance of a public bike and pedestrian trail.
2. Said Board is authorized to acquire such property, including obtaining any necessary Permanent Easements and Temporary Construction Easements, by the Local Mass Transit Act, 70 ILCS 3610/1 et seq. and may employ the Illinois Code of Civil Procedure, Eminent Domain Act, 735 ILCS 30/1-1-1 et seq., if necessary.
3. Said Board hereby authorizes the Managing Director and legal counsel of the District and their agents to take all actions appropriate and necessary to acquire ownership of and title to said parcel of property, as provided by law, and which may include the negotiation and purchase of the property from the current owners, and/or the institution and prosecution of a proceeding for acquisition in conformity with the Illinois Code of Civil Procedure, Eminent Domain Act.
4. Said Board determines there shall be no further action necessary on its part to acquire said parcel of property by whatever lawful means are employed by said Managing Director and legal counsel and their agents.

ADOPTED by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of February 2024.

 _____ Christopher C. Guy	 _____ Ronald L. Jedda, Chairman	 _____ Allen P. Adomite
 _____ Andrew F. Economy		

APPROVED as to Form:



Legal Counsel

CERTIFICATE

I, Julie Repp, 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 Thursday, February 29, 2024, 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. Said Board determines that the property described in the legal description attached hereto and incorporated herein marked "Exhibit A (Legal Description for the WRB Refining LLC Parcels to be Acquired by the District), "Exhibit B" (Overall Map Index), "Exhibit C" (Property Purchase Exhibit Tract 2), "Exhibit D" (Temporary Construction Easement 1), and "Exhibit E" (Temporary Construction Easement 2) which represents land generally to the west of Wanda Road in Roxana, Illinois, and is within the area served by the Madison County Mass Transit District, is desirable and necessary for the purposes of the District, and is needed for a legitimate public purpose - the creation and maintenance of a public bike and pedestrian trail.
2. Said Board is authorized to acquire such property, including obtaining any necessary Permanent Easements and Temporary Construction Easements, by the Local Mass Transit Act, 70 ILCS 3610/1 et seq. and may employ the Illinois Code of Civil Procedure, Eminent Domain Act, 735 ILCS 30/1-1-1 et seq., if necessary.
3. Said Board hereby authorizes the Managing Director and legal counsel of the District and their agents to take all actions appropriate and necessary to acquire ownership of and title to said parcel of property, as provided by law, and which may include the negotiation and purchase of the property from the current owners, and/or the institution and prosecution of a proceeding for acquisition in conformity with the Illinois Code of Civil Procedure, Eminent Domain Act.
4. Said Board determines there shall be no further action necessary on its part to acquire said parcel of property by whatever lawful means are employed by said Managing Director and legal counsel and their agents.

I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-ninth day of February 2024.

A handwritten signature in black ink, appearing to read "Julie Repp", is written over a horizontal line.

Exhibit A

Legal Description for the WRB Refining, LLC

Parcels to be Acquired by the District

County: Madison
Owner: WRB Refining, LLC
Parcel: 19-1-08-36-00-000-002
Property Purchase (See Exhibit C)

Part of the Southeast Quarter of Section 36, Township 5 North, Range 9 West of the Third Principal Meridian, Madison County, Illinois, described as follows:

Commencing at the northeast corner of said Quarter Section; thence on an assumed bearing of South 00 degree 56 minutes 39 seconds East on the east line of said Quarter Section, 561.01 feet to the westerly right of way line of Wanda Road (S.A.R. 19); thence southerly 320.26 feet on said westerly right of way line, being a non-tangential curve to the left having a radius of 2,362.01 feet, the chord of said curve bears South 09 degrees 09 minutes 19 seconds West, 320.01 feet; thence South 84 degrees 43 minutes 44 seconds East continuing on said westerly right of way line, 5.00 feet; thence southerly 255.68 feet continuing on said westerly right of way line, being a non-tangential curve to the left having a radius of 2,357.01 feet, the chord of said curve bears South 02 degrees 09 minutes 48 seconds West, 255.55 feet; thence South 00 degree 56 minutes 39 seconds East continuing on said westerly right of way line, 251.37 feet to the Point of Beginning.

From said Point of Beginning; thence North 89 degrees 03 minutes 21 seconds East continuing on said westerly right of way line, 15.00 feet; thence South 00 degree 56 minutes 39 seconds East continuing on said westerly right of way line, 551.10 feet to the north line of Ahren's Heir Addition, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Book 16, Page 25; thence North 89 degrees 49 minutes 15 seconds West on said north line, 444.99 feet to the west line of said Ahren's Heir Addition; thence South 00 degree 56 minutes 39 seconds East on said west line and its southerly extension, 796.93 feet to the south line of a tract of land described in the deed to WRB Refining, LLC, recorded in said Recorder's Office as Tract 16C in Document 2008R40337; thence North 75 degrees 02 minutes 19 seconds West on said south line, 51.99 feet; thence North 00 degree 56 minutes 39 seconds West, 778.67 feet; thence North 44 degrees 37 minutes 03 seconds East, 105.02 feet; thence South 89 degrees 49 minutes 15 seconds East, 345.00 feet; thence North 44 degrees 37 minutes 03 seconds East, 84.02 feet; thence North 00 degree 56 minutes 39 seconds West, 420.79 feet to the Point of Beginning.

Said parcel contains 80,367 square feet or 1.8450 acres, more or less.

County: Madison
Owner: WRB Refining, LLC
Parcel: 19-1-08-36-00-000-002
Temporary Construction Easement 1 (See Exhibit D)

Part of the Southeast Quarter of Section 36, Township 5 North, Range 9 West of the Third Principal Meridian, Madison County, Illinois, described as follows:

Commencing at the northeast corner of said Quarter Section; thence on an assumed bearing of South 00 degree 56 minutes 39 seconds East on the east line of said Quarter Section, 561.01 feet to the westerly right of way line of Wanda Road (S.A.R. 19); thence southerly 320.26 feet on said westerly right of way line, being a non-tangential curve to the left having a radius of 2,362.01 feet, the chord of said curve bears South 09 degrees 09 minutes 19 seconds West, 320.01 feet; thence South 84 degrees 43 minutes 44 seconds East continuing on said westerly right of way line, 5.00 feet; thence southerly 255.68 feet continuing on said westerly right of way line, being a non-tangential curve to the left having a radius of 2,357.01 feet, the chord of said curve bears South 02 degrees 09 minutes 48 seconds West, 255.55 feet; thence South 00 degree 56 minutes 39 seconds East continuing on said westerly right of way line and its southerly extension, 672.16 feet; thence South 44 degrees 37 minutes 03 seconds West, 84.02 feet; thence North 89 degrees 49 minutes 15 seconds West, 216.06 feet to the Point of Beginning.

From said Point of Beginning; thence continuing North 89 degrees 49 minutes 15 seconds West, 128.94 feet; thence South 44 degrees 37 minutes 03 seconds West, 105.02 feet; thence South 00 degree 56 minutes 39 seconds East, 134.14 feet; thence South 89 degrees 03 minutes 21 seconds West, 50.00 feet; thence North 00 degree 56 minutes 39 seconds West, 260.13 feet; thence South 89 degrees 49 minutes 15 seconds East, 254.93 feet; thence South 00 degree 10 minutes 45 seconds West, 50.00 feet to the Point of Beginning.

Said parcel contains 26,015 square feet or 0.597 acre, more or less.

County: Madison
Owner: WRB Refining, LLC
Parcel: 19-1-08-36-00-000-002
Temporary Construction Easement 2 (See Exhibit E)

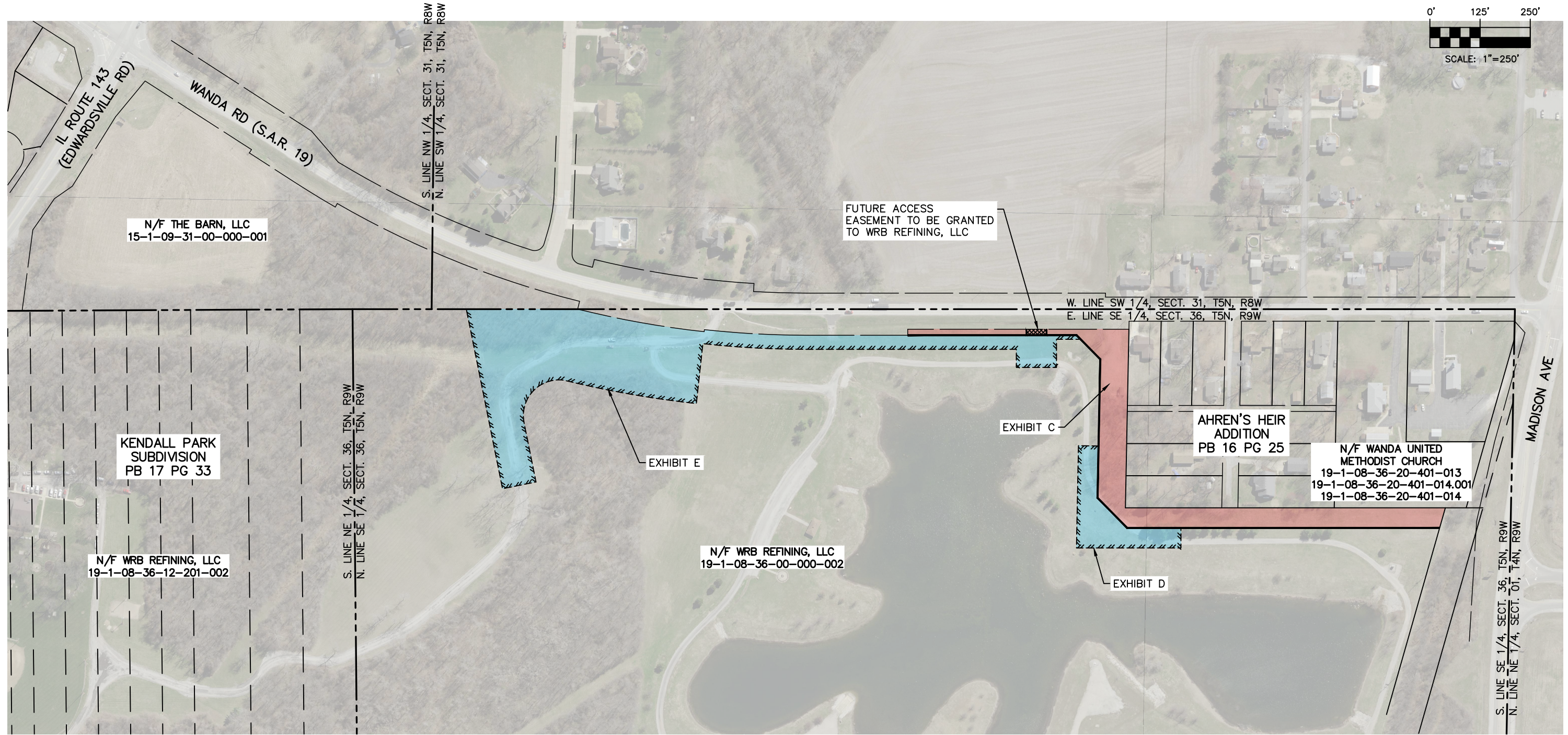
Part of the Southeast Quarter of Section 36, Township 5 North, Range 9 West of the Third Principal Meridian, Madison County, Illinois, described as follows:

Commencing at the northeast corner of said Quarter Section; thence on an assumed bearing of South 00 degree 56 minutes 39 seconds East on the east line of said Quarter section, 283.61 feet to the Point of Beginning.

From said Point of Beginning; thence continuing South 00 degree 56 minutes 39 seconds East on said east line, 277.40 feet to the westerly right of way line of Wanda Road (S.A.R. 19); thence southerly 320.26 feet on said westerly right of way line, being a non-tangential curve to the left having a radius of 2,362.01 feet, the chord of said curve bears South 09 degrees 09 minutes 19 seconds West, 320.01 feet; thence South 84 degrees 43 minutes 44 seconds East continuing on said westerly right of way line, 5.00 feet; thence southerly 255.68 feet continuing on said westerly right of way line, being a non-tangential curve to the left having a radius of 2,357.01 feet, the chord of said curve bears South 02 degrees 09 minutes 48 seconds West, 255.55 feet; thence South 00 degree 56 minutes 39 seconds East continuing on said westerly right of way line and its southerly extension, 672.16 feet; thence South 44 degrees 37 minutes 03 seconds West, 14.01 feet; thence North 00 degree 56 minutes 39 seconds West, 60.00 feet; thence South 89 degrees 03 minutes 21 seconds West, 70.00 feet; thence North 00 degree 56 minutes 39 seconds West, 100.00 feet; thence North 89 degrees 03 minutes 21 seconds East, 45.00 feet; thence North 00 degree 56 minutes 39 seconds West, 521.97 feet; thence northerly 259.48 feet on a curve to the right having a radius of 2,392.01 feet, the chord of said curve bears North 02 degrees 09 minutes 48 seconds East, 259.35 feet; thence North 84 degrees 43 minutes 44 seconds West, 150.00 feet; thence northerly 335.37 feet on a non-tangential curve to the right having a radius of 2,542.01 feet, the chord of said curve bears North 09 degrees 03 minutes 02 seconds East, 335.13 feet; thence northwesterly 169.53 feet on a non-tangential curve to the left having a radius of 89.00 feet, the chord of said curve bears North 47 degrees 46 minutes 23 seconds West, 145.04 feet; thence South 77 degrees 39 minutes 28 seconds West, 150.71 feet; thence North 12 degrees 20 minutes 32 seconds West, 85.00 feet; thence North 77 degrees 39 minutes 28 seconds East, 456.20 feet to the Point of Beginning.

Said parcel contains 162,993 square feet or 3.742 acre, more or less.

FILE NAME = 222035 - ROW GROUND.DWG



LEGEND

- TEMPORARY EASEMENT
- PROPERTY PURCHASE

 OATES ASSOCIATES	100 Lanter Court, Suite 1 Collinsville, IL 62234 618.345.2200 www.oatesassociates.com Collinsville St. Louis Belleville St. Charles ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115	OVERALL MAP INDEX WRB REFINING, LLC		PROJECT NO.: 222035	EXHIBIT: B
				DATE: 02/27/2024	
				REVISION:	

PART OF THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 5 NORTH, RANGE 9 WEST OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

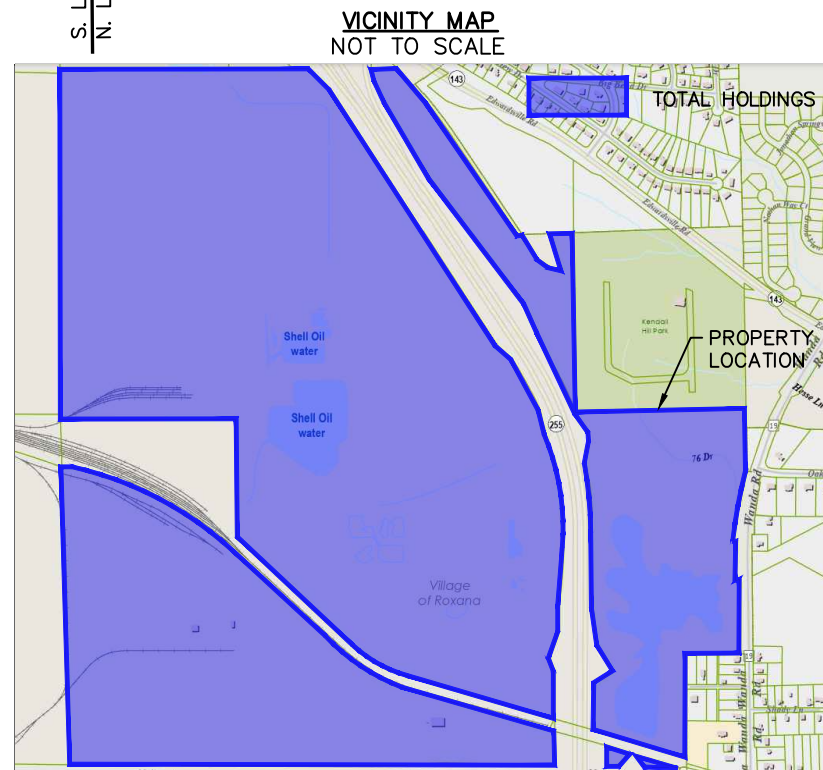
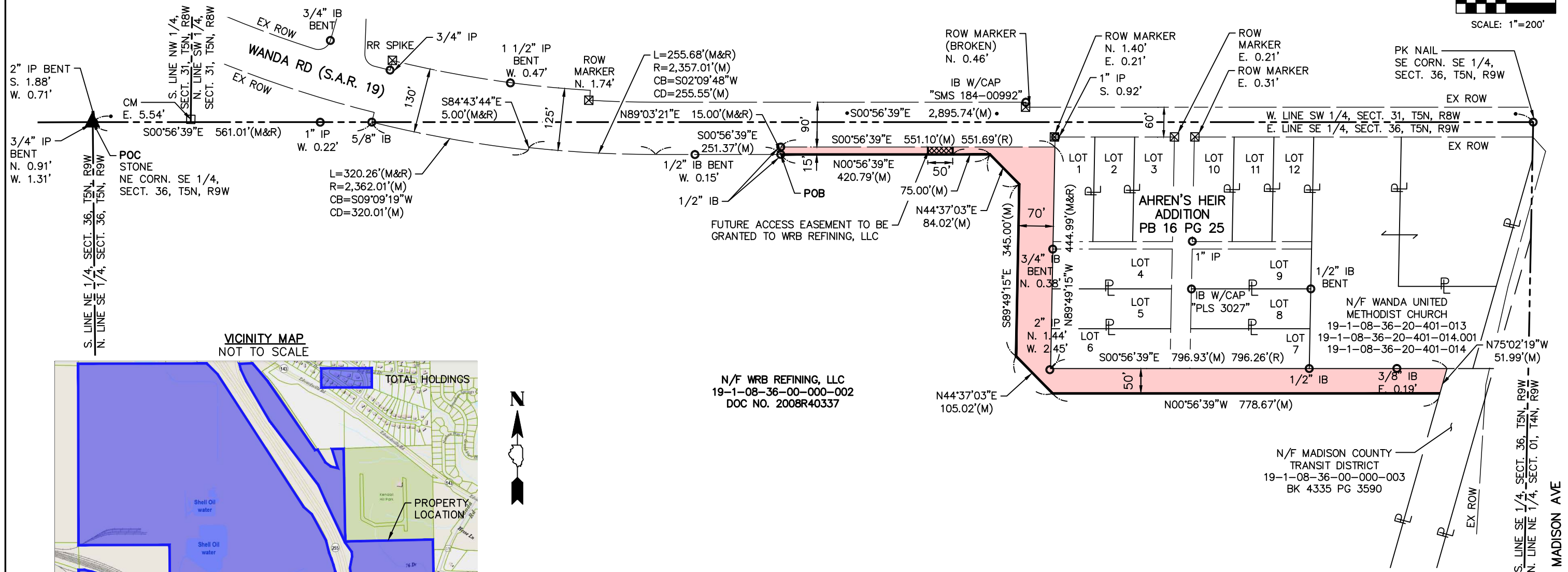
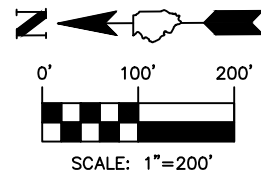
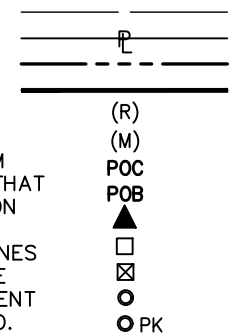
FROM SAID POINT OF BEGINNING; THENCE NORTH 89 DEGREES 03 MINUTES 21 SECONDS EAST CONTINUING ON SAID WESTERLY RIGHT OF WAY LINE, 15.00 FEET; THENCE SOUTH 00 DEGREE 56 MINUTES 39 SECONDS EAST CONTINUING ON SAID WESTERLY RIGHT OF WAY LINE, 551.10 FEET TO THE NORTH LINE OF AHREN'S HEIR ADDITION, REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE RECORDER'S OFFICE OF MADISON COUNTY, ILLINOIS, IN PLAT BOOK 16, PAGE 25; THENCE NORTH 89 DEGREES 49 MINUTES 15 SECONDS WEST ON SAID NORTH LINE, 444.99 FEET TO THE WEST LINE OF SAID AHREN'S HEIR ADDITION; THENCE SOUTH 00 DEGREE 56 MINUTES 39 SECONDS EAST ON SAID WEST LINE AND IT'S SOUTHERLY EXTENSION, 796.93 FEET TO THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN THE DEED TO WRB REFINING, LLC, RECORDED IN SAID RECORDER'S OFFICE AS TRACT 16C IN DOCUMENT 2008R40337; THENCE NORTH 75 DEGREES 02 MINUTES 19 SECONDS WEST ON SAID SOUTH LINE, 51.99 FEET; THENCE NORTH 00 DEGREE 56 MINUTES 39 SECONDS WEST, 778.67 FEET; THENCE NORTH 44 DEGREES 37 MINUTES 03 SECONDS EAST, 105.02 FEET; THENCE SOUTH 89 DEGREES 49 MINUTES 15 SECONDS EAST, 345.00 FEET; THENCE NORTH 44 DEGREES 37 MINUTES 03 SECONDS EAST, 84.02 FEET; THENCE NORTH 00 DEGREE 56 MINUTES 39 SECONDS WEST, 420.79 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 80,367 SQUARE FEET OR 1.8450 ACRES, MORE OR LESS.

* PARCEL TOTAL HOLDING AREA PER MADISON
COUNTY PROPERTY TAX RECORDS


INFORMATION SHOWN HAS BEEN OBTAINED FROM
RECORD DOCUMENTS. IT IS NOT WARRANTED THAT
THIS PLAT CONTAINS COMPLETE INFORMATION
REGARDING EASEMENTS, RESERVATIONS,
RESTRICTIONS, RIGHTS OF WAY, BUILDING LINES
AND OTHER ENCUMBRANCES. FOR COMPLETE
INFORMATION A TITLE OPINION OR COMMITMENT
FOR TITLE INSURANCE SHOULD BE OBTAINED.

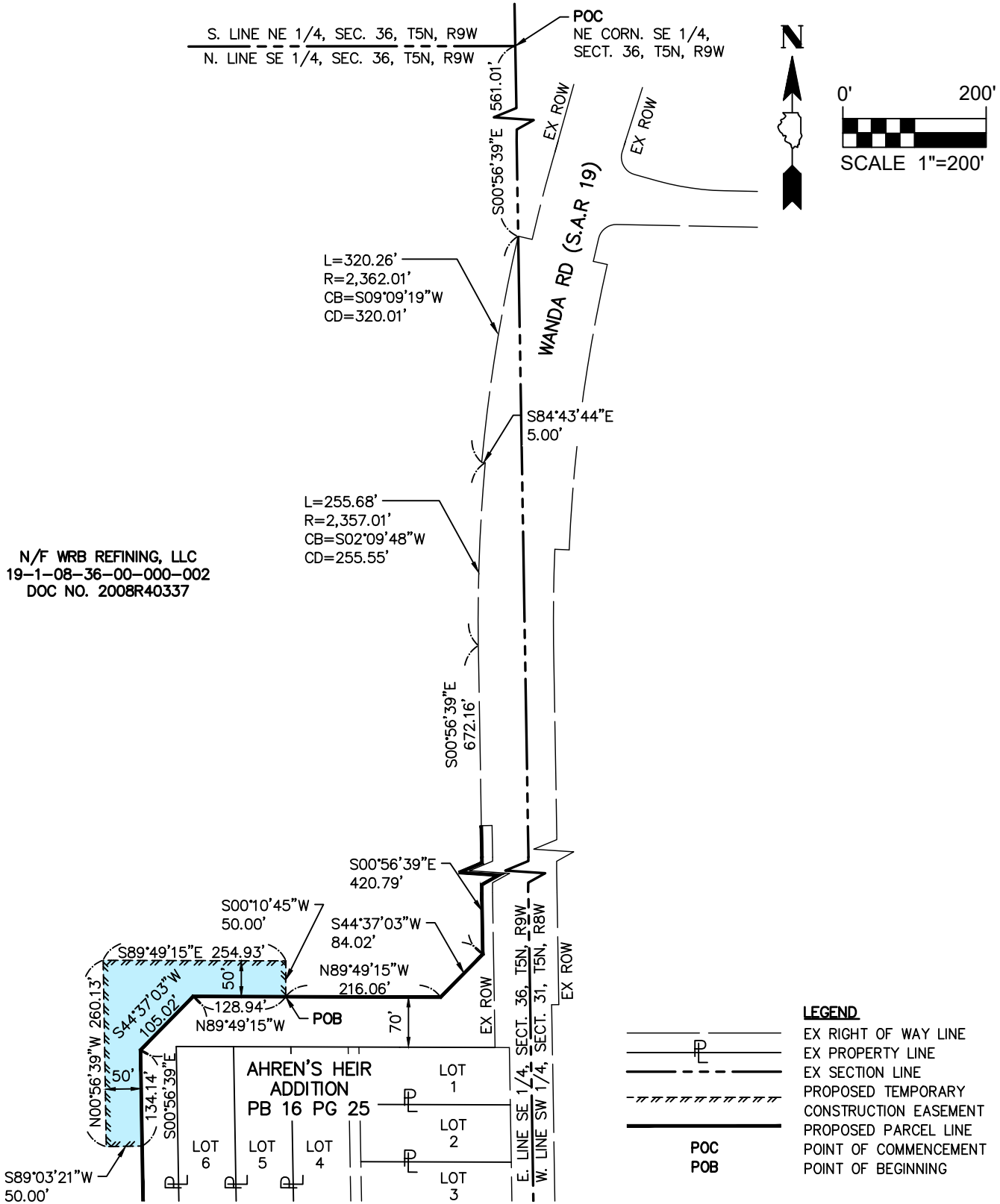
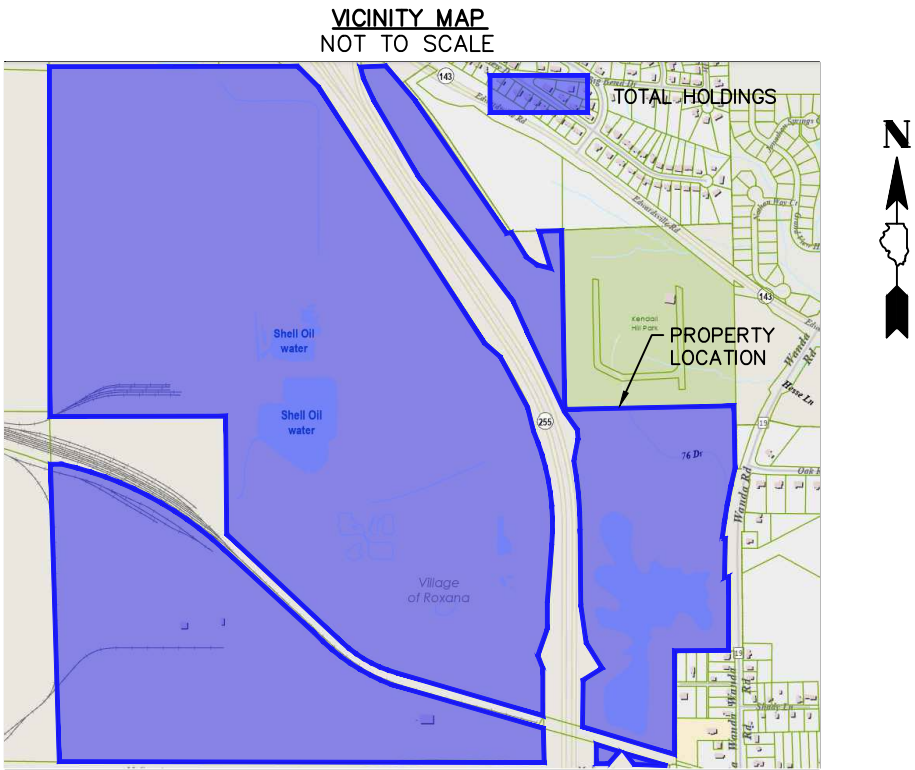
EX RIGHT OF WAY LINE
EX PROPERTY LINE
EX SECTION LINE
PROPOSED PARCEL LINE
RECORD
MEASURED
POINT OF COMMENCEMENT
POINT OF BEGINNING
FOUND STONE
FOUND CONCRETE MONUMENT
FOUND ROW MARKER
FOUND IRON BAR OR PIPE
FOUND PK NAIL



N/F WRB REFINING, LLC
19-1-08-36-00-000-002
DOC NO. 2008R40337

N/F MADISON COUNTY -
TRANSIT DISTRICT
19-1-08-36-00-000-00
BK 4335 PG 3590

PROPOSED USE: PROPERTY PURCHASE		AREA OF TRACT	
		80,367 SQ FT ±	1.845 ACRE ±
 O A T E S ASSOCIATES	100 Lanter Court, Suite 1 Collinsville, IL 62234 618.345.2200 www.oatesassociates.com	PROPERTY PURCHASE	PROJECT NO.: 222035
		EXHIBIT	DATE: 02/27/2024
		WRB REFINING, LLC	REVISION:
Collinsville St. Louis Belleville St. Charles ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115		19-1-08-36-00-000-002	C EXHIBIT:



PROPERTY DESCRIPTION (PORTION TO BE ACQUIRED)


PART OF THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 5 NORTH, RANGE 9 WEST OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID QUARTER SECTION; THENCE ON AN ASSUMED BEARING OF SOUTH 00 DEGREE 56 MINUTES 39 SECONDS EAST ON THE EAST LINE OF SAID QUARTER SECTION, 561.01 FEET TO THE WESTERLY RIGHT OF WAY LINE OF WANDA ROAD (S.A.R. 19); THENCE SOUTHERLY 320.26 FEET ON SAID WESTERLY RIGHT OF WAY LINE, BEING A NON-TANGENTIAL CURVE TO THE LEFT HAVING A RADIUS OF 2,362.01 FEET, THE CHORD OF SAID CURVE BEARS SOUTH 09 DEGREES 09 MINUTES 19 SECONDS WEST, 320.01 FEET; THENCE SOUTH 84 DEGREES 43 MINUTES 44 SECONDS EAST CONTINUING ON SAID WESTERLY RIGHT OF WAY LINE, 5.00 FEET; THENCE SOUTHERLY 255.68 FEET CONTINUING ON SAID WESTERLY RIGHT OF WAY LINE, BEING A NON-TANGENTIAL CURVE TO THE LEFT HAVING A RADIUS OF 2,357.01 FEET, THE CHORD OF SAID CURVE BEARS SOUTH 02 DEGREES 09 MINUTES 48 SECONDS WEST, 255.55 FEET; THENCE SOUTH 00 DEGREE 56 MINUTES 39 SECONDS EAST CONTINUING ON SAID WESTERLY RIGHT OF WAY LINE AND ITS SOUTHERLY EXTENSION, 672.16 FEET; THENCE SOUTH 44 DEGREES 37 MINUTES 03 SECONDS WEST, 84.02 FEET; THENCE NORTH 89 DEGREES 49 MINUTES 15 SECONDS WEST, 216.06 FEET TO THE POINT OF BEGINNING.

FROM SAID POINT OF BEGINNING; THENCE CONTINUING NORTH 89 DEGREES 49 MINUTES 15 SECONDS WEST, 128.94 FEET; THENCE SOUTH 44 DEGREES 37 MINUTES 03 SECONDS WEST, 105.02 FEET; THENCE SOUTH 00 DEGREE 56 MINUTES 39 SECONDS EAST, 134.14 FEET; THENCE SOUTH 89 DEGREES 03 MINUTES 21 SECONDS WEST, 50.00 FEET; THENCE NORTH 00 DEGREE 56 MINUTES 39 SECONDS WEST, 260.13 FEET; THENCE SOUTH 89 DEGREES 49 MINUTES 15 SECONDS EAST, 254.93 FEET; THENCE SOUTH 00 DEGREE 10 MINUTES 45 SECONDS WEST, 50.00 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 26,015 SQUARE FEET OR 0.597 ACRE, MORE OR LESS.

PROPOSED USE:	AREA OF TRACT	
	26,015 SQ FT ±	0.597 ACRE ±

 OATES ASSOCIATES 100 Lanter Court, Suite 1 Collinsville, IL 62234 618.345.2200 www.oatesassociates.com Collinsville St. Louis St. Charles ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115	TEMPORARY CONSTRUCTION EASEMENT 1 EXHIBIT WRB REFINING, LLC 19-1-08-36-00-000-002	PROJECT NO.: 222035	EXHIBIT: D
		DATE: 02/27/2024	
		REVISION:	

PROPERTY DESCRIPTION (PORTION TO BE ACQUIRED)

PART OF THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 5 NORTH, RANGE 9 WEST OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID QUARTER SECTION; THENCE ON AN ASSUMED BEARING OF SOUTH 00 DEGREE 56 MINUTES 39 SECONDS EAST ON THE EAST LINE OF SAID QUARTER SECTION, 561.01 FEET TO THE WESTERLY RIGHT OF WAY LINE OF WANDA ROAD (S.A.R. 19); THENCE SOUTHERLY 320.26 FEET ON SAID WESTERLY RIGHT OF WAY LINE, BEING A NON-TANGENTIAL CURVE TO THE LEFT HAVING A RADIUS OF 2,362.01 FEET, THE CHORD OF SAID CURVE BEARS SOUTH 09 DEGREES 09 MINUTES 19 SECONDS WEST, 320.01 FEET; THENCE SOUTH 84 DEGREES 43 MINUTES 44 SECONDS EAST CONTINUING ON SAID WESTERLY RIGHT OF WAY LINE, 5.00 FEET; THENCE SOUTHERLY 255.68 FEET CONTINUING ON SAID WESTERLY RIGHT OF WAY LINE, BEING A NON-TANGENTIAL CURVE TO THE LEFT HAVING A RADIUS OF 2,357.01 FEET, THE CHORD OF SAID CURVE BEARS SOUTH 02 DEGREES 09 MINUTES 48 SECONDS WEST, 255.55 FEET; THENCE SOUTH 00 DEGREE 56 MINUTES 39 SECONDS EAST CONTINUING ON SAID WESTERLY RIGHT OF WAY LINE, 251.37 FEET TO THE POINT OF BEGINNING.

FROM SAID POINT OF BEGINNING; THENCE NORTH 89 DEGREES 03 MINUTES 21 SECONDS EAST CONTINUING ON SAID WESTERLY RIGHT OF WAY LINE, 15.00 FEET; THENCE SOUTH 00 DEGREE 56 MINUTES 39 SECONDS EAST CONTINUING ON SAID WESTERLY RIGHT OF WAY LINE, 551.10 FEET TO THE NORTH LINE OF AHREN'S HEIR ADDITION, REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE RECORDER'S OFFICE OF MADISON COUNTY, ILLINOIS, IN PLAT BOOK 16, PAGE 25; THENCE NORTH 89 DEGREES 49 MINUTES 15 SECONDS WEST ON SAID NORTH LINE, 444.99 FEET TO THE WEST LINE OF SAID AHREN'S HEIR ADDITION; THENCE SOUTH 00 DEGREE 56 MINUTES 39 SECONDS EAST ON SAID WEST LINE AND IT'S SOUTHERLY EXTENSION, 796.93 FEET TO THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN THE DEED TO WRB REFINING, LLC, RECORDED IN SAID RECORDER'S OFFICE AS TRACT 16C IN DOCUMENT 2008R40337; THENCE NORTH 75 DEGREES 02 MINUTES 19 SECONDS WEST ON SAID SOUTH LINE, 51.99 FEET; THENCE NORTH 00 DEGREE 56 MINUTES 39 SECONDS WEST, 778.67 FEET; THENCE NORTH 44 DEGREES 37 MINUTES 03 SECONDS EAST, 105.02 FEET; THENCE SOUTH 89 DEGREES 49 MINUTES 15 SECONDS EAST, 345.00 FEET; THENCE NORTH 44 DEGREES 37 MINUTES 03 SECONDS EAST, 84.02 FEET; THENCE NORTH 00 DEGREE 56 MINUTES 39 SECONDS WEST, 420.79 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 80,367 SQUARE FEET OR 1.8450 ACRES, MORE OR LESS.

PARCEL TOTAL HOLDING	476.79* ACRES ±
ROW REQUIRED	1.84 ACRES ±
AREA REMAINING	474.95 ACRES ±

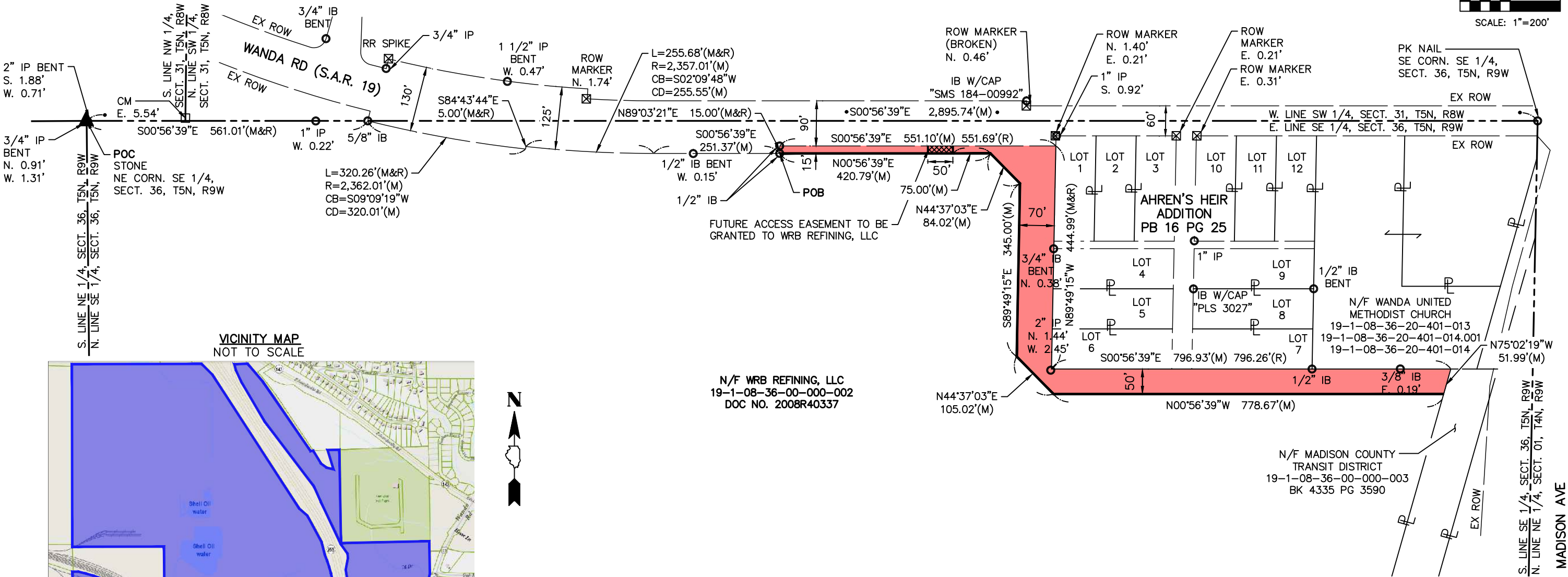
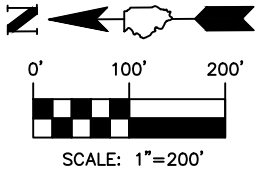
* PARCEL TOTAL HOLDING AREA PER MADISON COUNTY PROPERTY TAX RECORDS

INFORMATION SHOWN HAS BEEN OBTAINED FROM RECORD DOCUMENTS. IT IS NOT WARRANTED THAT THIS PLAT CONTAINS COMPLETE INFORMATION REGARDING EASEMENTS, RESERVATIONS, RESTRICTIONS, RIGHTS OF WAY, BUILDING LINES AND OTHER ENCUMBRANCES. FOR COMPLETE INFORMATION A TITLE OPINION OR COMMITMENT FOR TITLE INSURANCE SHOULD BE OBTAINED.

LEGEND

EX RIGHT OF WAY LINE
EX PROPERTY LINE
EX SECTION LINE
PROPOSED PARCEL LINE
RECORD
MEASURED
POINT OF COMMENCEMENT
POINT OF BEGINNING
FOUND STONE
FOUND CONCRETE MONUMENT
FOUND ROW MARKER
FOUND IRON BAR OR PIPE
FOUND PK NAIL

(R)
(M)
POC
POB
▲
□
☒
○
○ PK



N/F WRB REFINING, LLC
19-1-08-36-00-000-002
DOC NO. 2008R40337

N/F MADISON COUNTY
TRANSIT DISTRICT
19-1-08-36-00-000-003
BK 4335 PG 3590

APPRAISAL PLAT
WRB REFINING, LLC
19-1-08-36-00-000-002



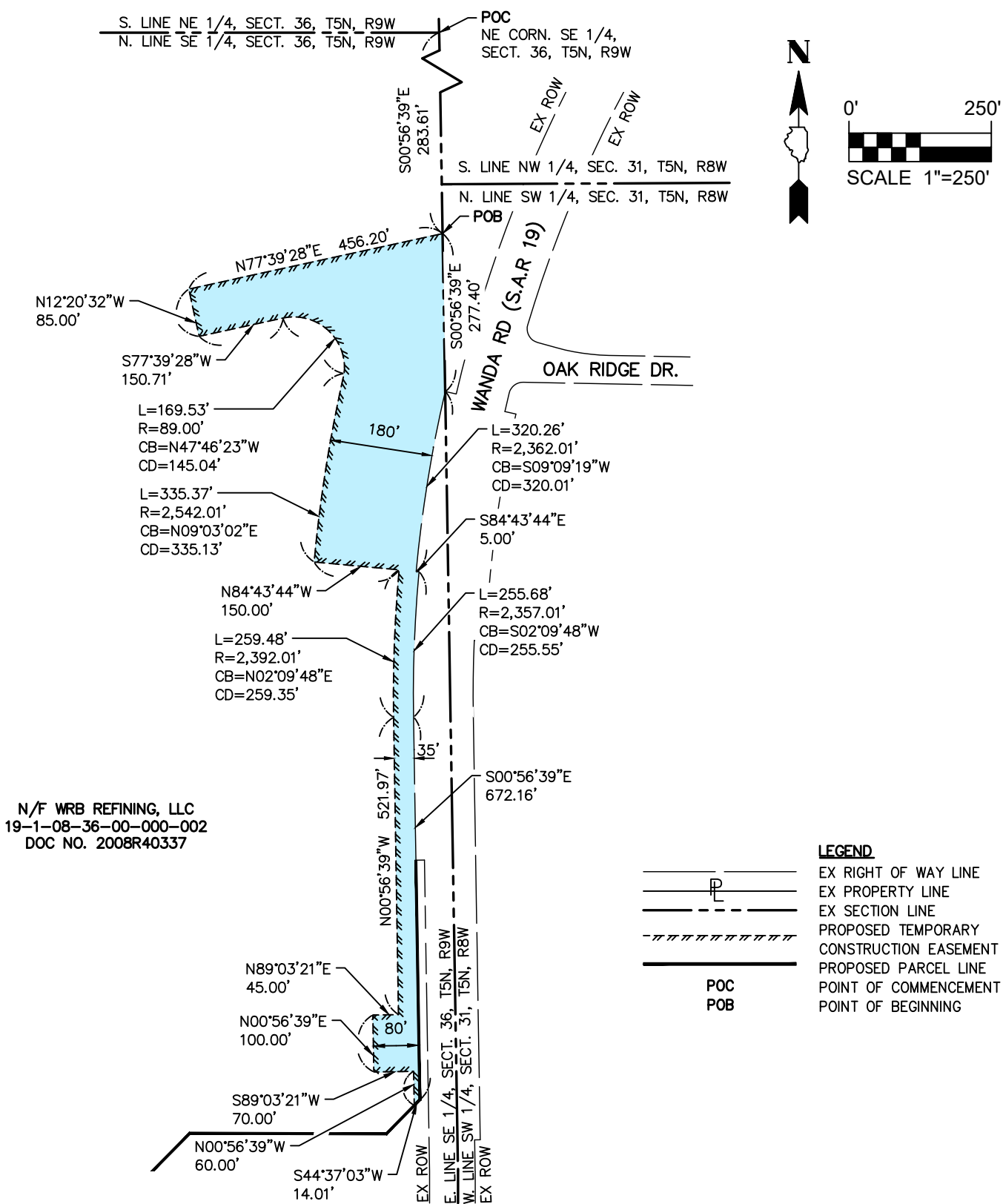
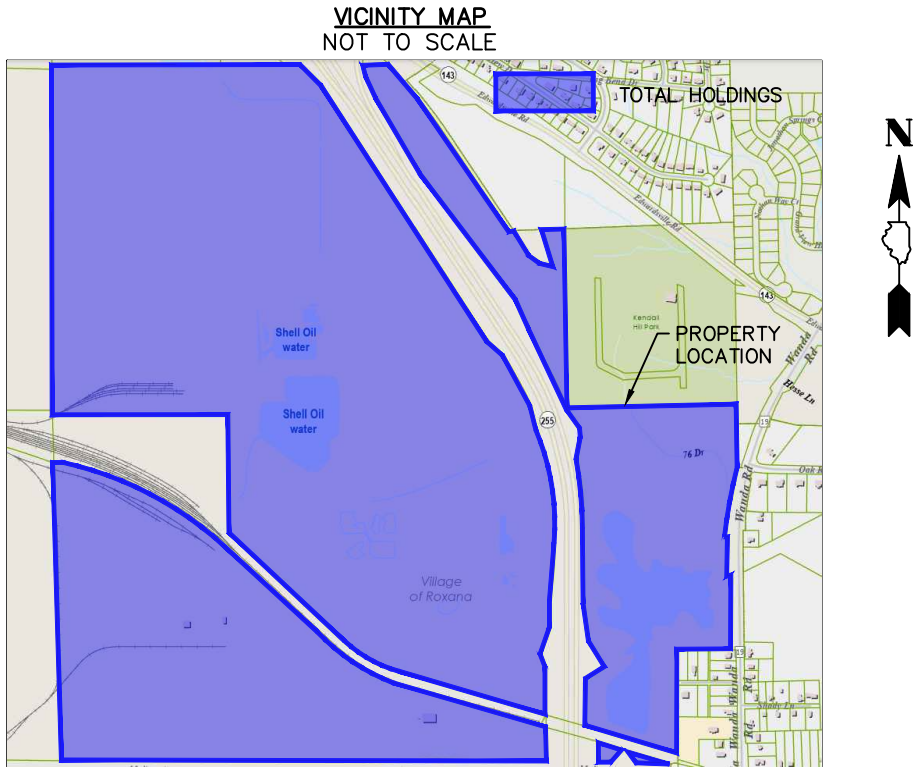
OATES ASSOCIATES

100 Lanter Court, Suite 1
Collinsville, IL 62234
618.345.2200
www.oatesassociates.com

Collinsville St. Louis Belleville St. Charles
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

DRAWN BY: ARM
CHKD BY: WAM
DATE: 02/24/2023
JOB NO.: 222035

SHEET 1 OF 1 SHEETS



PROPERTY DESCRIPTION (PORTION TO BE ACQUIRED)

PART OF THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 5 NORTH, RANGE 9 WEST OF THE THIRD PRINCIPAL MERIDIAN, MADISON COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID QUARTER SECTION; THENCE ON AN ASSUMED BEARING OF SOUTH 00 DEGREE 56 MINUTES 39 SECONDS EAST ON THE EAST LINE OF SAID QUARTER SECTION, 283.61 FEET TO THE POINT OF BEGINNING.

FROM SAID POINT OF BEGINNING; THENCE CONTINUING SOUTH 00 DEGREE 56 MINUTES 39 SECONDS EAST ON SAID EAST LINE, 277.40 FEET TO THE WESTERLY RIGHT OF WAY LINE OF WANDA ROAD (S.A.R. 19); THENCE SOUTHERLY 320.26 FEET ON SAID WESTERLY RIGHT OF WAY LINE, BEING A NON-TANGENTIAL CURVE TO THE LEFT HAVING A RADIUS OF 2,362.01 FEET, THE CHORD OF SAID CURVE BEARS SOUTH 09 DEGREES 09 MINUTES 19 SECONDS WEST, 320.01 FEET; THENCE SOUTH 84 DEGREES 43 MINUTES 44 SECONDS EAST CONTINUING ON SAID WESTERLY RIGHT OF WAY LINE, 5.00 FEET; THENCE SOUTHERLY 255.68 FEET CONTINUING ON SAID WESTERLY RIGHT OF WAY LINE, BEING A NON-TANGENTIAL CURVE TO THE LEFT HAVING A RADIUS OF 2,357.01 FEET, THE CHORD OF SAID CURVE BEARS SOUTH 02 DEGREES 09 MINUTES 48 SECONDS WEST, 255.55 FEET; THENCE SOUTH 00 DEGREE 56 MINUTES 39 SECONDS EAST CONTINUING ON SAID WESTERLY RIGHT OF WAY LINE AND ITS SOUTHERLY EXTENSION, 672.16 FEET; THENCE SOUTH 44 DEGREES 37 MINUTES 03 SECONDS WEST, 14.01 FEET; THENCE NORTH 00 DEGREE 56 MINUTES 39 SECONDS WEST, 60.00 FEET; THENCE SOUTH 89 DEGREES 03 MINUTES 21 SECONDS WEST, 70.00 FEET; THENCE NORTH 00 DEGREE 56 MINUTES 39 SECONDS WEST, 100.00 FEET; THENCE NORTH 89 DEGREES 03 MINUTES 21 SECONDS EAST, 45.00 FEET; THENCE NORTH 00 DEGREE 56 MINUTES 39 SECONDS WEST, 521.97 FEET; THENCE NORTHERLY 259.48 FEET ON A CURVE TO THE RIGHT HAVING A RADIUS OF 2,392.01 FEET, THE CHORD OF SAID CURVE BEARS NORTH 02 DEGREES 09 MINUTES 48 SECONDS EAST, 259.35 FEET; THENCE NORTH 84 DEGREES 43 MINUTES 44 SECONDS WEST, 150.00 FEET; THENCE NORTHERLY 335.37 FEET ON A NON-TANGENTIAL CURVE TO THE RIGHT HAVING A RADIUS OF 2,542.01 FEET, THE CHORD OF SAID CURVE BEARS NORTH 09 DEGREES 03 MINUTES 02 SECONDS EAST, 335.13 FEET; THENCE NORTHWESTERLY 169.53 FEET ON A NON-TANGENTIAL CURVE TO THE LEFT HAVING A RADIUS OF 89.00 FEET, THE CHORD OF SAID CURVE BEARS NORTH 47 DEGREES 46 MINUTES 23 SECONDS WEST, 145.04 FEET; THENCE SOUTH 77 DEGREES 39 MINUTES 28 SECONDS WEST, 150.71 FEET; THENCE NORTH 12 DEGREES 20 MINUTES 32 SECONDS WEST, 85.00 FEET; THENCE NORTH 77 DEGREES 39 MINUTES 28 SECONDS EAST, 456.20 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 162,993 SQUARE FEET OR 3.742 ACRE, MORE OR LESS.

PROPOSED USE:
TEMPORARY CONSTRUCTION EASEMENT 2

AREA OF TRACT

162,993 SQ FT ± 3.742 ACRE ±



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Collinsville St. Louis St. Charles
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

TEMPORARY CONSTRUCTION
EASEMENT 2 EXHIBIT
WRB REFINING, LLC
19-1-08-36-00-000-002

PROJECT NO.:
222035
DATE:
02/27/2024
REVISION:

EXHIBIT:

E

County: Madison
Owner: WRB Refining, LLC
Parcel: 19-1-08-36-00-000-002
Goshen Trail Extension Study
Temporary Construction Easement 1

Part of the Southeast Quarter of Section 36, Township 5 North, Range 9 West of the Third Principal Meridian, Madison County, Illinois, described as follows:

Commencing at the northeast corner of said Quarter Section; thence on an assumed bearing of South 00 degree 56 minutes 39 seconds East on the east line of said Quarter Section, 561.01 feet to the westerly right of way line of Wanda Road (S.A.R. 19); thence southerly 320.26 feet on said westerly right of way line, being a non-tangential curve to the left having a radius of 2,362.01 feet, the chord of said curve bears South 09 degrees 09 minutes 19 seconds West, 320.01 feet; thence South 84 degrees 43 minutes 44 seconds East continuing on said westerly right of way line, 5.00 feet; thence southerly 255.68 feet continuing on said westerly right of way line, being a non-tangential curve to the left having a radius of 2,357.01 feet, the chord of said curve bears South 02 degrees 09 minutes 48 seconds West, 255.55 feet; thence South 00 degree 56 minutes 39 seconds East continuing on said westerly right of way line and its southerly extension, 672.16 feet; thence South 44 degrees 37 minutes 03 seconds West, 84.02 feet; thence North 89 degrees 49 minutes 15 seconds West, 216.06 feet to the Point of Beginning.

From said Point of Beginning; thence continuing North 89 degrees 49 minutes 15 seconds West, 128.94 feet; thence South 44 degrees 37 minutes 03 seconds West, 105.02 feet; thence South 00 degree 56 minutes 39 seconds East, 134.14 feet; thence South 89 degrees 03 minutes 21 seconds West, 50.00 feet; thence North 00 degree 56 minutes 39 seconds West, 260.13 feet; thence South 89 degrees 49 minutes 15 seconds East, 254.93 feet; thence South 00 degree 10 minutes 45 seconds West, 50.00 feet to the Point of Beginning.

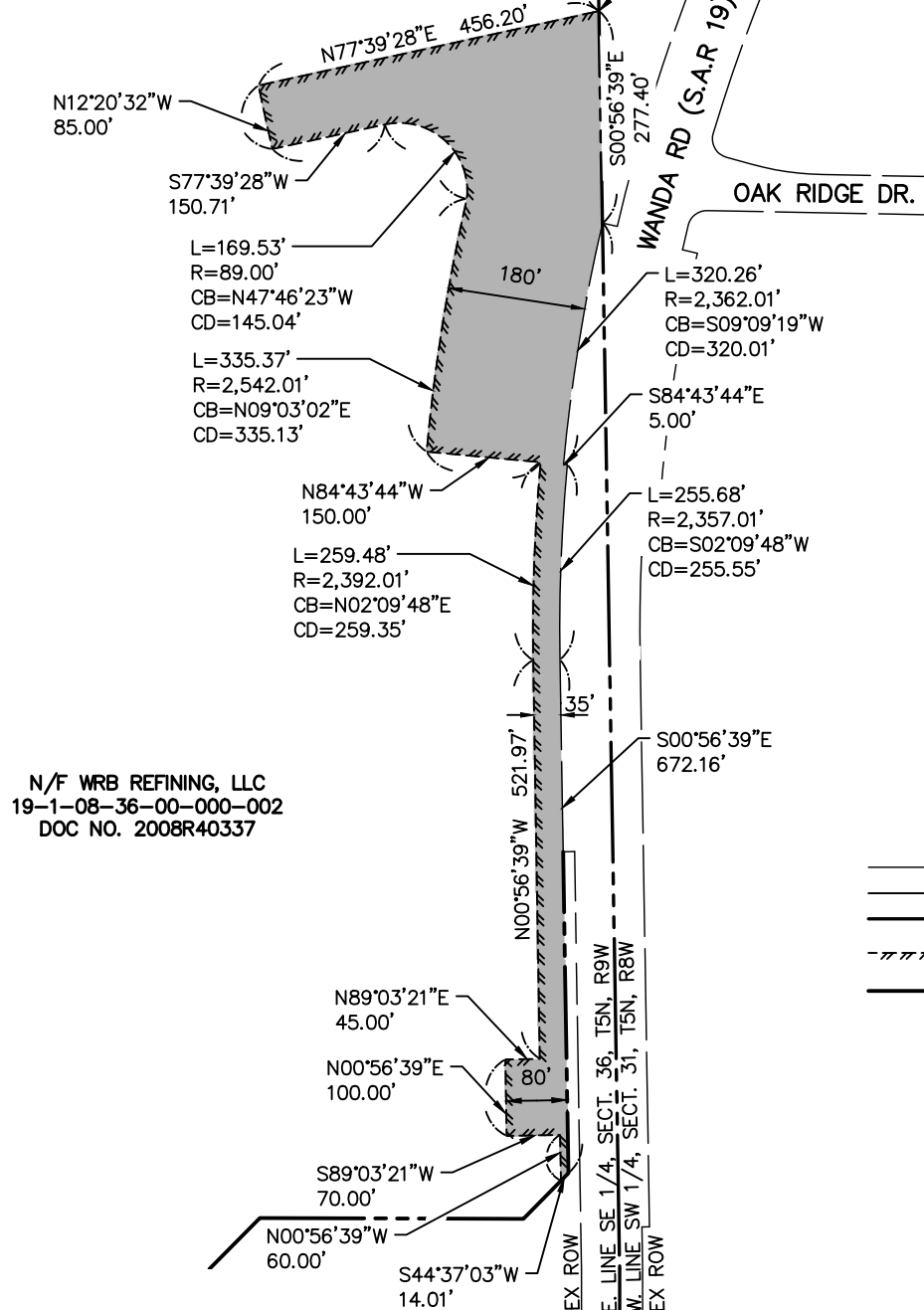
Said parcel contains 26,015 square feet or 0.597 acre, more or less.

S. LINE NE 1/4, SECT. 36, T5N, R9W
N. LINE SE 1/4, SECT. 36, T5N, R9W

POC
NE CORN. SE 1/4,
SECT. 36, T5N, R9W



0' 250'
SCALE 1"=250'



N/F WRB REFINING, LLC
19-1-08-36-00-000-002
DOC NO. 2008R40337

LEGEND

- EX RIGHT OF WAY LINE
- EX PROPERTY LINE
- EX SECTION LINE
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED PARCEL LINE
- POINT OF COMMENCEMENT
- POINT OF BEGINNING

PROPOSED USE:
TEMPORARY CONSTRUCTION EASEMENT 2

AREA OF TRACT

162,993 SQ FT ±

3.742 ACRE ±



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Collinsville, IL 62234
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TEMPORARY CONSTRUCTION
EASEMENT 2 EXHIBIT
WRB REFINING, LLC
19-1-08-36-00-000-002

PROJECT NO.:
222035

DATE:
03/06/2023

REVISION:

EXHIBIT:

C

County: Madison
Owner: WRB Refining, LLC
Parcel: 19-1-08-36-00-000-002
Goshen Trail Extension Study
Temporary Construction Easement 2

Part of the Southeast Quarter of Section 36, Township 5 North, Range 9 West of the Third Principal Meridian, Madison County, Illinois, described as follows:

Commencing at the northeast corner of said Quarter Section; thence on an assumed bearing of South 00 degree 56 minutes 39 seconds East on the east line of said Quarter section, 283.61 feet to the Point of Beginning.

From said Point of Beginning; thence continuing South 00 degree 56 minutes 39 seconds East on said east line, 277.40 feet to the westerly right of way line of Wanda Road (S.A.R. 19); thence southerly 320.26 feet on said westerly right of way line, being a non-tangential curve to the left having a radius of 2,362.01 feet, the chord of said curve bears South 09 degrees 09 minutes 19 seconds West, 320.01 feet; thence South 84 degrees 43 minutes 44 seconds East continuing on said westerly right of way line, 5.00 feet; thence southerly 255.68 feet continuing on said westerly right of way line, being a non-tangential curve to the left having a radius of 2,357.01 feet, the chord of said curve bears South 02 degrees 09 minutes 48 seconds West, 255.55 feet; thence South 00 degree 56 minutes 39 seconds East continuing on said westerly right of way line and its southerly extension, 672.16 feet; thence South 44 degrees 37 minutes 03 seconds West, 14.01 feet; thence North 00 degree 56 minutes 39 seconds West, 60.00 feet; thence South 89 degrees 03 minutes 21 seconds West, 70.00 feet; thence North 00 degree 56 minutes 39 seconds West, 100.00 feet; thence North 89 degrees 03 minutes 21 seconds East, 45.00 feet; thence North 00 degree 56 minutes 39 seconds West, 521.97 feet; thence northerly 259.48 feet on a curve to the right having a radius of 2,392.01 feet, the chord of said curve bears North 02 degrees 09 minutes 48 seconds East, 259.35 feet; thence North 84 degrees 43 minutes 44 seconds West, 150.00 feet; thence northerly 335.37 feet on a non-tangential curve to the right having a radius of 2,542.01 feet, the chord of said curve bears North 09 degrees 03 minutes 02 seconds East, 335.13 feet; thence northwesterly 169.53 feet on a non-tangential curve to the left having a radius of 89.00 feet, the chord of said curve bears North 47 degrees 46 minutes 23 seconds West, 145.04 feet; thence South 77 degrees 39 minutes 28 seconds West, 150.71 feet; thence North 12 degrees 20 minutes 32 seconds West, 85.00 feet; thence North 77 degrees 39 minutes 28 seconds East, 456.20 feet to the Point of Beginning.

Said parcel contains 162,993 square feet or 3.742 acre, more or less.

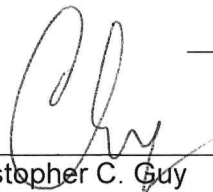
RESOLUTION 24-48

RESOLUTION AUTHORIZING THE ACQUISITION OF PROPERTY, INCLUDING THE USE OF THE POWER OF EMINENT DOMAIN


BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT AT A REGULARLY CONVENED MEETING THAT:

1. Said Board determines that the property described in the legal descriptions attached hereto and incorporated herein marked marked "Exhibit A (Legal Description for the Grand View Hills LAD, LLC Parcels to be Acquired by the District), "Exhibit B" (Overall Map Index), "Exhibit C" (Property Purchase Exhibit Lot 72), "Exhibit D" (Property Purchase Exhibit Common Ground 3), and "Exhibit E" (Property Purchase Exhibit Lot 80), "Exhibit F" (Property Purchase Exhibit Common Ground 2), "Exhibit G" (Property Purchase Exhibit Lots 53-56), "Exhibit H" (Temporary Construction Easement Exhibit Common Ground 3), "Exhibit I" (Temporary Construction Easement Exhibit Common Ground 2), "Exhibit J" (Temporary Construction Easement Exhibit Lot 57) "Exhibit K" (Temporary Construction Easement Exhibit Lot 58), "Exhibit L" (Temporary Construction Easement Exhibit Lot 59), "Exhibit M" (Temporary Construction Easement Exhibit Lot 60), "Exhibit N" (Temporary Construction Easement Exhibit Lot 61), "Exhibit O" (Temporary Construction Easement Exhibit Lot 62) which represents property generally to the west of S Moreland Rd and north of IL-143, Wood River, Illinois, and is within the area served by the Madison County Mass Transit District, is desirable and necessary for the purposes of the District, and is needed for a legitimate public purpose - the creation and maintenance of a public bike and pedestrian trail.
2. Said Board is authorized to acquire such property, including obtaining any necessary Permanent Easements and Temporary Construction Easements, by the Local Mass Transit Act, 70 ILCS 3610/1 et seq. and may employ the Illinois Code of Civil Procedure, Eminent Domain Act, 735 ILCS 30/1-1-1 et seq., if necessary.
3. Said Board hereby authorizes the Managing Director and legal counsel of the District and their agents to take all actions appropriate and necessary to acquire ownership of and title to said parcel of property, as provided by law, and which may include the negotiation and purchase of the property from the current owners, and/or the institution and prosecution of a proceeding for acquisition in conformity with the Illinois Code of Civil Procedure, Eminent Domain Act.
4. Said Board determines there shall be no further action necessary on its part to acquire said parcel of property by whatever lawful means are employed by said Managing Director and legal counsel and their agents.


ADOPTED by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of February 2024.



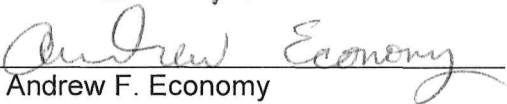
Christopher C. Guy



Ronald L. Jedda, Chairman




Allen P. Adomite



Andrew F. Economy

APPROVED as to Form:



Legal Counsel

CERTIFICATE

I, Julie Repp, 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 Thursday, February 29, 2024, 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. Said Board determines that the property described in the legal description attached hereto and incorporated herein marked "Exhibit A (Legal Description for the Grand View Hills LAD, LLC Parcels to be Acquired by the District), "Exhibit B" (Overall Map Index), "Exhibit C" (Property Purchase Exhibit Lot 72), "Exhibit D" (Property Purchase Exhibit Common Ground 3), and "Exhibit E" (Property Purchase Exhibit Lot 80), "Exhibit F" (Property Purchase Exhibit Common Ground 2), "Exhibit G" (Property Purchase Exhibit Lots 53-56), "Exhibit H" (Temporary Construction Easement Exhibit Common Ground 3), "Exhibit I" (Temporary Construction Easement Exhibit Common Ground 2), "Exhibit J" (Temporary Construction Easement Exhibit Lot 57) "Exhibit K" (Temporary Construction Easement Exhibit Lot 58), "Exhibit L" (Temporary Construction Easement Exhibit Lot 59), "Exhibit M" (Temporary Construction Easement Exhibit Lot 60), "Exhibit N" (Temporary Construction Easement Exhibit Lot 61), "Exhibit O" (Temporary Construction Easement Exhibit Lot 62) which represents property generally to the west of S Moreland Rd and north of IL-143, Wood River, Illinois, and is within the area served by the Madison County Mass Transit District, is desirable and necessary for the purposes of the District, and is needed for a legitimate public purpose - the creation and maintenance of a public bike and pedestrian trail.
2. Said Board is authorized to acquire such property, including obtaining any necessary Permanent Easements and Temporary Construction Easements, by the Local Mass Transit Act, 70 ILCS 3610/1 et seq. and may employ the Illinois Code of Civil Procedure, Eminent Domain Act, 735 ILCS 30/1-1-1 et seq., if necessary.
3. Said Board hereby authorizes the Managing Director and legal counsel of the District and their agents to take all actions appropriate and necessary to acquire ownership of and title to said parcel of property, as provided by law, and which may include the negotiation and purchase of the property from the current owners, and/or the institution and prosecution of a proceeding for acquisition in conformity with the Illinois Code of Civil Procedure, Eminent Domain Act.
4. Said Board determines there shall be no further action necessary on its part to acquire said parcel of property by whatever lawful means are employed by said Managing Director and legal counsel and their agents.

I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-ninth day of February 2024.

A handwritten signature in black ink, appearing to read "Julie Repp", is written over a horizontal line. The signature is fluid and cursive, with the first letter of each word being capitalized and prominent.

Exhibit A

Legal Description for the Grand View Hills LAD, LLC

Parcels to be Acquired by the District

County: Madison
Owner: Grand View Hills LAD LLC
Parcel: 15-2-09-31-01-101-072
Property Purchase (See Exhibit C)

Lot 72 in Grand View Hills, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Cabinet 65, Page 165.

Said parcel contains 17,597 square feet or 0.404 acre, more or less.

County: Madison
Owner: Grand View Hills LAD LLC
Parcel: 15-2-09-31-01-101-085
Property Purchase (See Exhibit D)

Part of Common Ground 3 of Grand View Hills, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Cabinet 65, Page 165, described as follows:

Beginning at the southeast corner of Lot 80 of said Grand View Hills; thence on an assumed bearing of South 04 degrees 59 minutes 46 seconds West on the easterly line of said Common Ground 3 also being the westerly right of way line of Grand View Hills Lane, 56.81 feet; thence southerly 57.79 feet continuing on said easterly line, being a curve to the left having a radius of 175.00 feet, the chord of said curve bears South 04 degrees 27 minutes 53 seconds East, 57.53 feet; thence southerly 73.06 feet on a non-tangential curve to the right having a radius of 340.00 feet, the chord of said curve bears South 04 degrees 33 minutes 08 seconds West, 72.92 feet; thence southeasterly 300.69 feet on a curve to the left having a radius of 235.00 feet, the chord of said curve bears South 25 degrees 56 minutes 52 seconds East, 280.59 feet; thence southerly 122.95 feet on a curve to the right having a radius of 75.00 feet, the chord of said curve bears South 15 degrees 38 minutes 19 seconds East, 109.64 feet; thence South 31 degrees 19 minutes 34 seconds West, 48.88 feet to the southerly line of said Common Ground 3; thence North 80 degrees 35 minutes 26 seconds West on said southerly line, 32.34 feet; thence North 31 degrees 19 minutes 34 seconds East, 60.95 feet; thence northerly 73.77 feet on a curve to the left having a radius of 45.00 feet, the chord of said curve bears North 15 degrees 38 minutes 19 seconds West, 65.78 feet; thence northwesterly 339.08 feet on a curve to the right having a radius of 265.00 feet, the chord of said curve bears North 25 degrees 56 minutes 52 seconds West, 316.41 feet; thence northerly 183.54 feet on a curve to the left having a radius of 310.00 feet, the chord of said curve bears North 06 degrees 15 minutes 11 seconds West, 180.87 feet to the northerly line of said Common Ground 3; thence North 88 degrees 41 minutes 24 seconds East on said northerly line, 55.45 feet to the Point of Beginning.

Said parcel contains 20,374 square feet or 0.468 acre, more or less.

County: Madison
Owner: Grand View Hills LAD LLC
Parcel: 15-2-09-31-01-101-080
Property Purchase (See Exhibit E)

Lot 80 in Grand View Hills, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Cabinet 65, Page 165.

Said parcel contains 13,591 square feet or 0.312 acre, more or less.

County: Madison
Owner: Grand View Hills LAD LLC
Parcel: 15-2-09-31-01-101-084
Property Purchase (See Exhibit F)

Part of Common Ground 2 of Grand View Hills Plat 2, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Cabinet 67, Page 183, described as follows:

Beginning at the southeast corner of said Common Ground 2; thence on an assumed bearing of North 85 degrees 00 minute 14 seconds West on the southerly line of said Common Ground 2 also being the north right of way line of Nathan Way Court, 30.00 feet; thence North 04 degrees 59 minutes 46 seconds East, 106.58 feet; thence North 30 degrees 34 minutes 01 second West, 167.31 feet; thence North 62 degrees 15 minutes 29 seconds West, 77.81 feet; thence North 58 degrees 26 minutes 01 second West, 108.15 feet; thence North 39 degrees 08 minutes 43 seconds West, 81.85 feet; thence North 01 degree 19 minutes 42 seconds West, 48.93 feet to the easterly line of said Common Ground 2; thence South 39 degrees 08 minutes 43 seconds East on said easterly line, 115.40 feet; thence South 58 degrees 26 minutes 01 second East continuing on said easterly line, 102.05 feet; thence South 62 degrees 15 minutes 29 seconds East continuing on said easterly line, 85.32 feet; thence South 30 degrees 34 minutes 01 second East continuing on said easterly line, 185.45 feet; thence South 04 degrees 59 minutes 46 seconds West continuing on said easterly line, 116.20 feet to the Point of Beginning.

Said parcel contains 17,192 square feet or 0.395 acre, more or less.

County: Madison

Owner: Grand View Hills LAD LLC

Parcel: 15-2-09-31-01-101-053, 15-2-09-31-01-101-054, 15-2-09-31-01-101-055, &
15-2-09-31-01-101-056

Property Purchase (See Exhibit G)

Lots 53, 54, 55, and 56 in Grand View Hills, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Cabinet 65, Page 165.

Said parcel contains 60,229 square feet or 1.383 acre, more or less.

County: Madison
Owner: Grand View Hills LAD LLC
Parcel: 15-2-09-31-01-101-085
Temporary Construction Easement (See Exhibit H)

All of the Common Ground 3 of Grand View Hills, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Cabinet 65, Page 165, except described as follows:

Beginning at the southeast corner of Lot 80 of said Grand View Hills; thence on an assumed bearing of South 04 degrees 59 minutes 46 seconds West on the easterly line of said Common Ground 3 also being the westerly right of way line of Grand View Hills Lane, 56.81 feet; thence southerly 57.79 feet continuing on said easterly line, being a curve to the left having a radius of 175.00 feet, the chord of said curve bears South 04 degrees 27 minutes 53 seconds East, 57.53 feet; thence southerly 73.06 feet on a non-tangential curve to the right having a radius of 340.00 feet, the chord of said curve bears South 04 degrees 33 minutes 08 seconds West, 72.92 feet; thence southeasterly 300.69 feet on a curve to the left having a radius of 235.00 feet, the chord of said curve bears South 25 degrees 56 minutes 52 seconds East, 280.59 feet; thence southerly 122.95 feet on a curve to the right having a radius of 75.00 feet, the chord of said curve bears South 15 degrees 38 minutes 19 seconds East, 109.64 feet; thence South 31 degrees 19 minutes 34 seconds West, 48.88 feet to the southerly line of said Common Ground 3; thence North 80 degrees 35 minutes 26 seconds West on said southerly line, 32.34 feet; thence North 31 degrees 19 minutes 34 seconds East, 60.95 feet; thence northerly 73.77 feet on a curve to the left having a radius of 45.00 feet, the chord of said curve bears North 15 degrees 38 minutes 19 seconds West, 65.78 feet; thence northwesterly 339.08 feet on a curve to the right having a radius of 265.00 feet, the chord of said curve bears North 25 degrees 56 minutes 52 seconds West, 316.41 feet; thence northerly 183.54 feet on a curve to the left having a radius of 310.00 feet, the chord of said curve bears North 06 degrees 15 minutes 11 seconds West, 180.87 feet to the northerly line of said Common Ground 3; thence North 88 degrees 41 minutes 24 seconds East on said northerly line, 55.45 feet to the Point of Beginning.

Said parcel contains 141,959 square feet or 3.259 acres, more or less.

County: Madison
Owner: Grand View Hills LAD LLC
Parcel: 15-2-09-31-01-101-084
Temporary Construction Easement (See Exhibit I)

All of the Common Ground 2 of Grand View Hills Plat 2, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Cabinet 67, Page 183, except described as follows:

Beginning at the southeast corner of said Common Ground 2; thence on an assumed bearing of North 85 degrees 00 minute 14 seconds West on the southerly line of said Common Ground 2 also being the north right of way line of Nathan Way Court, 30.00 feet; thence North 04 degrees 59 minutes 46 seconds East, 106.58 feet; thence North 30 degrees 34 minutes 01 second West, 167.31 feet; thence North 62 degrees 15 minutes 29 seconds West, 77.81 feet; thence North 58 degrees 26 minutes 01 second West, 108.15 feet; thence North 39 degrees 08 minutes 43 seconds West, 81.85 feet; thence North 01 degree 19 minutes 42 seconds West, 48.93 feet to the easterly line of said Common Ground 2; thence South 39 degrees 08 minutes 43 seconds East on said easterly line, 115.40 feet; thence South 58 degrees 26 minutes 01 second East continuing on said easterly line, 102.05 feet; thence South 62 degrees 15 minutes 29 seconds East continuing on said easterly line, 85.32 feet; thence South 30 degrees 34 minutes 01 second East continuing on said easterly line, 185.45 feet; thence South 04 degrees 59 minutes 46 seconds West continuing on said easterly line, 116.20 feet to the Point of Beginning.

Said parcel contains 55,691 square feet or 1.278 acres, more or less.

County: Madison

Owner: Grand View Hills LAD LLC

Parcel: 15-2-09-31-01-101-057

Temporary Construction Easement (See Exhibit J)

The southwesterly 50.00 feet of Lot 57 in Grand View Hills, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Cabinet 65, Page 165.

Said parcel contains 4,893 square feet or 0.112 acre, more or less.

County: Madison

Owner: Grand View Hills LAD LLC

Parcel: 15-2-09-31-01-101-058

Temporary Construction Easement (See Exhibit K)

The southwesterly 50.00 feet of Lot 58 in Grand View Hills, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Cabinet 65, Page 165.

Said parcel contains 4,266 square feet or 0.098 acre, more or less.

County: Madison
Owner: Grand View Hills LAD LLC
Parcel: 15-2-09-31-01-101-059
Temporary Construction Easement (See Exhibit L)

Part of Lot 59 in Grand View Hills, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Cabinet 65, Page 165, described as follows:

Beginning at the southern most corner of said Lot 59; thence on an assumed bearing of North 30 degrees 34 minutes 01 second West on the southwesterly line of said Lot 59, a distance of 76.18 feet to the northwesterly line of said Lot 59; thence North 32 degrees 43 minutes 07 seconds East on said northwesterly line, 44.16 feet; thence South 51 degrees 29 minutes 00 second East, 83.25 feet to the southeasterly line of said Lot 59; thence South 44 degrees 38 minutes 33 seconds West on said southeasterly line, 71.54 feet to the Point of Beginning.

Said parcel contains 4,463 square feet or 0.102 acre, more or less.

County: Madison
Owner: Grand View Hills LAD LLC
Parcel: 15-2-09-31-01-101-060
Temporary Construction Easement (See Exhibit M)

The southwesterly 75.00 feet of Lot 60 in Grand View Hills, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Cabinet 65, Page 165.

Said parcel contains 5,000 square feet or 0.115 acre, more or less.

County: Madison
Owner: Grand View Hills LAD LLC
Parcel: 15-2-09-31-01-101-061
Temporary Construction Easement (See Exhibit N)

Part of Lot 61 in Grand View Hills, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Cabinet 65, Page 165, described as follows:

Beginning at the southwest corner of said Lot 61; thence on an assumed bearing of North 30 degrees 34 minutes 01 second West on the westerly line of said Lot 61, a distance of 58.54 feet to the northerly line of said Lot 61; thence North 68 degrees 34 minutes 22 seconds East on said northerly line, 75.96 feet; thence South 10 degrees 34 minutes 45 seconds East, 81.99 feet to the southerly line of said Lot 61; thence North 87 degrees 29 minutes 49 seconds West on said southerly line, 56.05 feet to the Point of Beginning.

Said parcel contains 4,434 square feet or 0.102 acre, more or less.

County: Madison
Owner: Grand View Hills LAD LLC
Parcel: 15-2-09-31-01-101-062
Temporary Construction Easement (See Exhibit O)

The west 56.00 feet of Lot 62 in Grand View Hills, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois, in Plat Cabinet 65, Page 165.

Said parcel contains 6,575 square feet or 0.151 acre, more or less.



LEGEND

- LOT PURCHASE
- TEMPORARY EASEMENT
- PROPERTY PURCHASE



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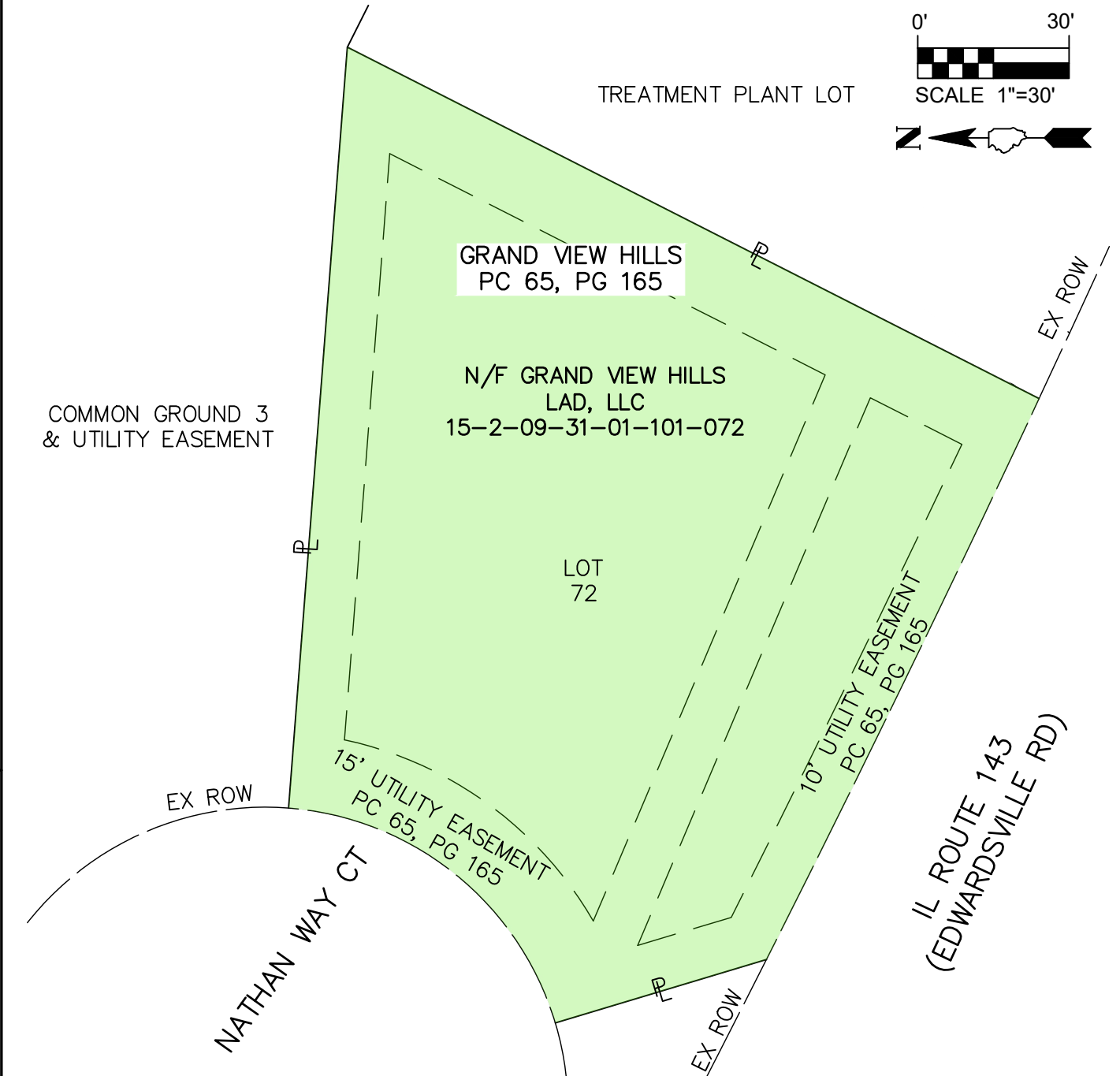
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

OVERALL MAP INDEX
GRAND VIEW HILLS

PROJECT NO.: 222035
DATE: 02/27/2024
REVISION:


EXHIBIT:
B

SAID PARCEL CONTAINS 17,597 SQUARE FEET OR 0.404 ACRE, MORE OR LESS.



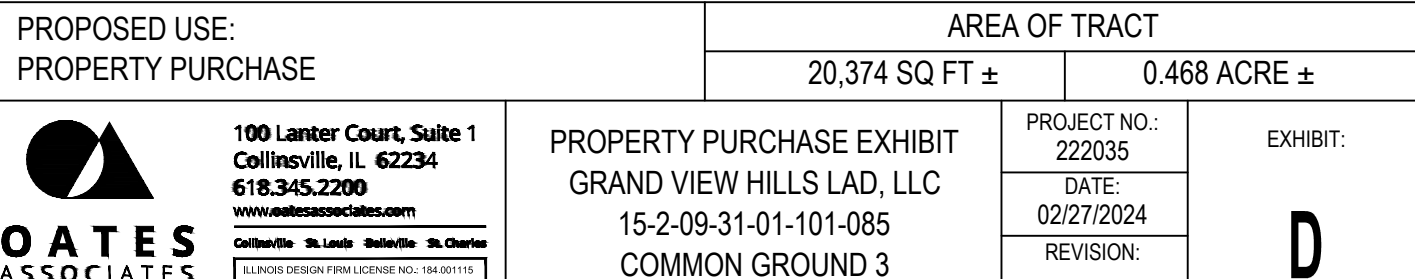
LEGEND

_____ EX EASEMENT LINE
 _____ EX RIGHT OF WAY LINE
 _____ PL _____ EX PROPERTY LINE
 _____ - - - - - EX SECTION LINE

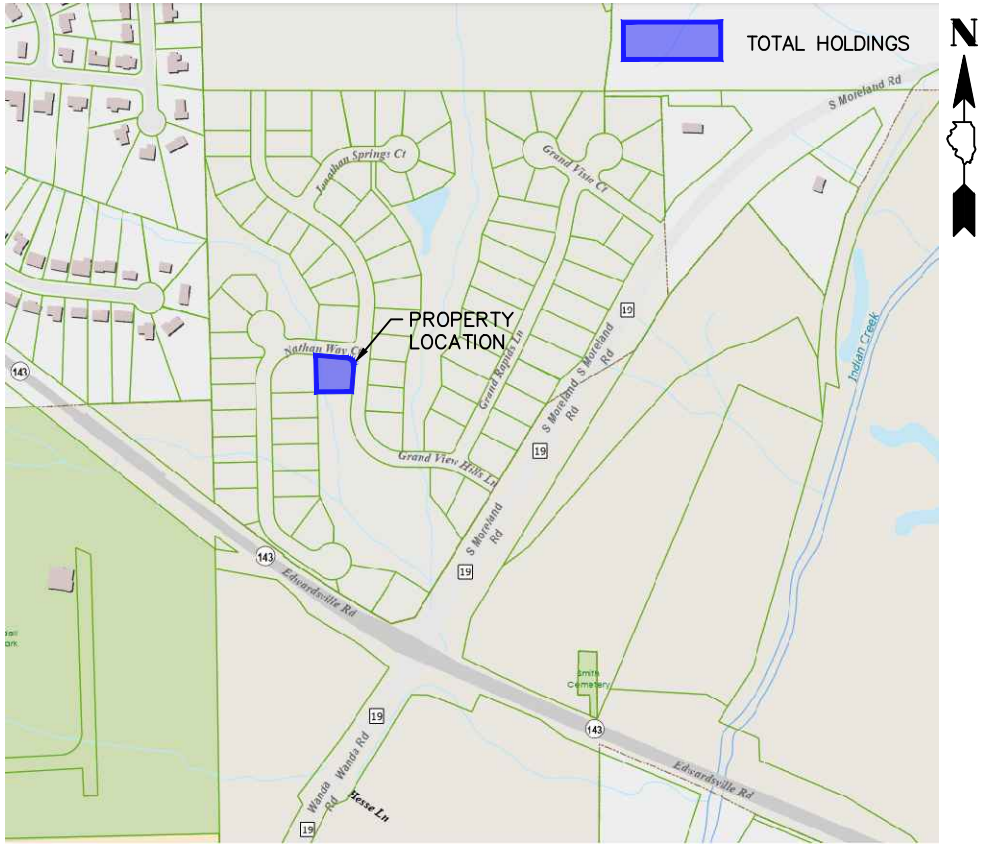
PROPOSED USE: PROPERTY PURCHASE		AREA OF TRACT	
		17,597 SQ FT ±	0.404 ACRE ±
 <p> 100 Lanter Court, Suite 1 Collinsville, IL 62234 618.345.2200 www.oatesassociates.com </p> <hr/> <p> <i>Collinsville St. Louis Belleville St. Charles</i> </p> <div> ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115 </div>		PROPERTY PURCHASE EXHIBIT GRAND VIEW HILLS LAD, LLC 15-2-09-31-01-101-072 LOT 72	PROJECT NO.: 222035 <hr/> DATE: 02/27/2024 <hr/> REVISION:
		EXHIBIT: <div>C</div>	

The map displays a residential neighborhood with several streets and a highlighted property. The highlighted property is a blue-shaded area located near the intersection of Sathan Way Ct and Grand View Hills Ln. The map includes a legend in the top right corner with a blue rectangle labeled "TOTAL HOLDINGS". A north arrow is also present in the top right corner. The map shows various streets including Sathan Way Ct, Grand View Hills Ln, Edwardsville Rd, S Moreland Rd, and S Moreland Rd. A creek, Indian Creek, is visible on the right side of the map. The map also shows a cemetery and a school area.

SAID PARCEL CONTAINS 20,374 SQUARE FEET OR 0.468 ACRE, MORE OR LESS.



VICINITY MAP
NOT TO SCALE

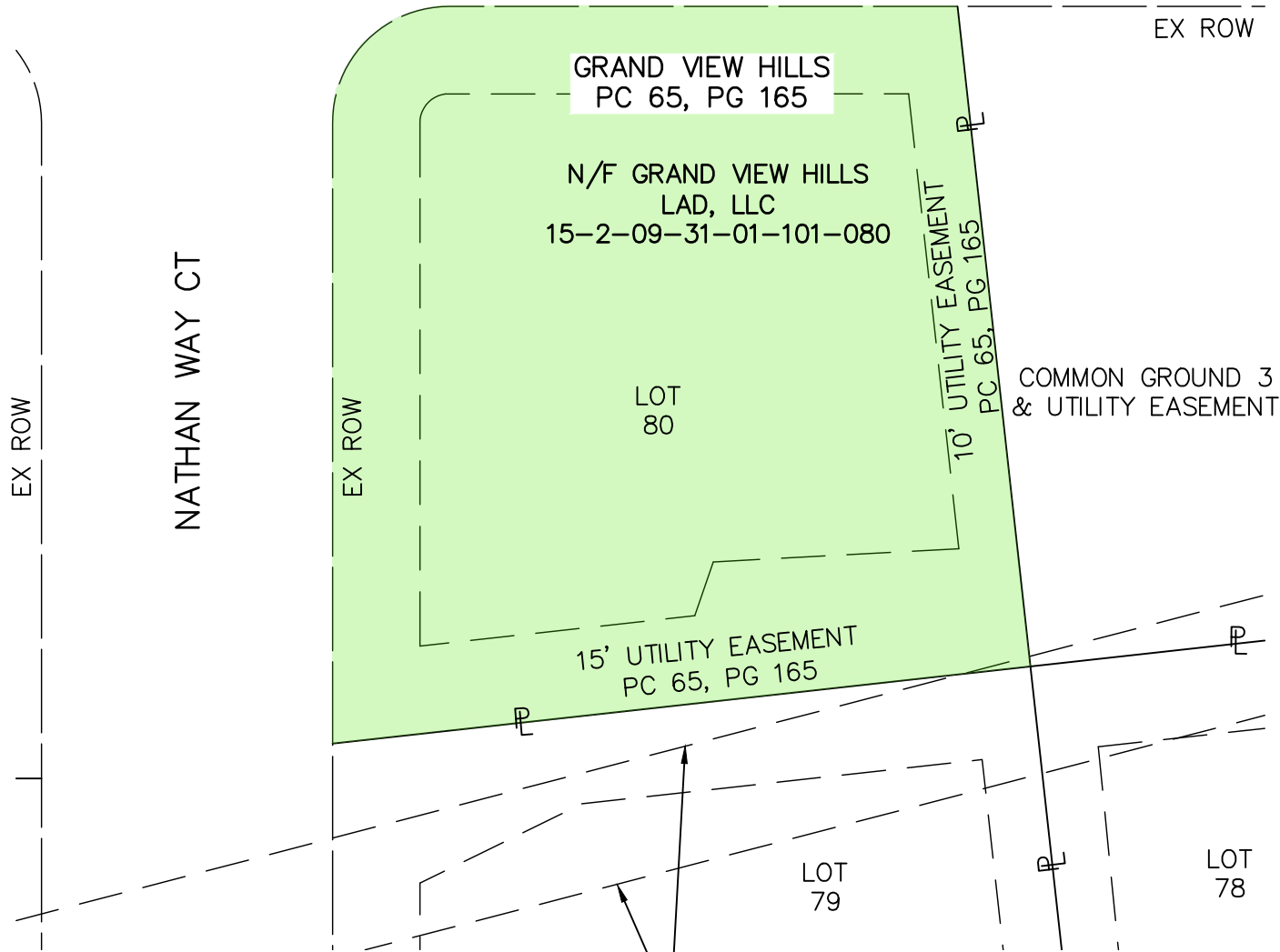
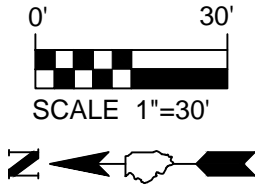


PROPERTY DESCRIPTION (PORTION TO BE ACQUIRED)

LOT 80 IN GRAND VIEW HILLS, REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE RECORDER’S OFFICE OF MADISON COUNTY, ILLINOIS, IN PLAT CABINET 65, PAGE 165.

SAID PARCEL CONTAINS 13,591 SQUARE FEET OR 0.312 ACRE, MORE OR LESS.

GRAND VIEW HILLS LN



LEGEND

- EX EASEMENT LINE
- EX RIGHT OF WAY LINE
- EX PROPERTY LINE
- EX SECTION LINE

PROPOSED USE:
PROPERTY PURCHASE

AREA OF TRACT

13,591 SQ FT ± 0.312 ACRE ±



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ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

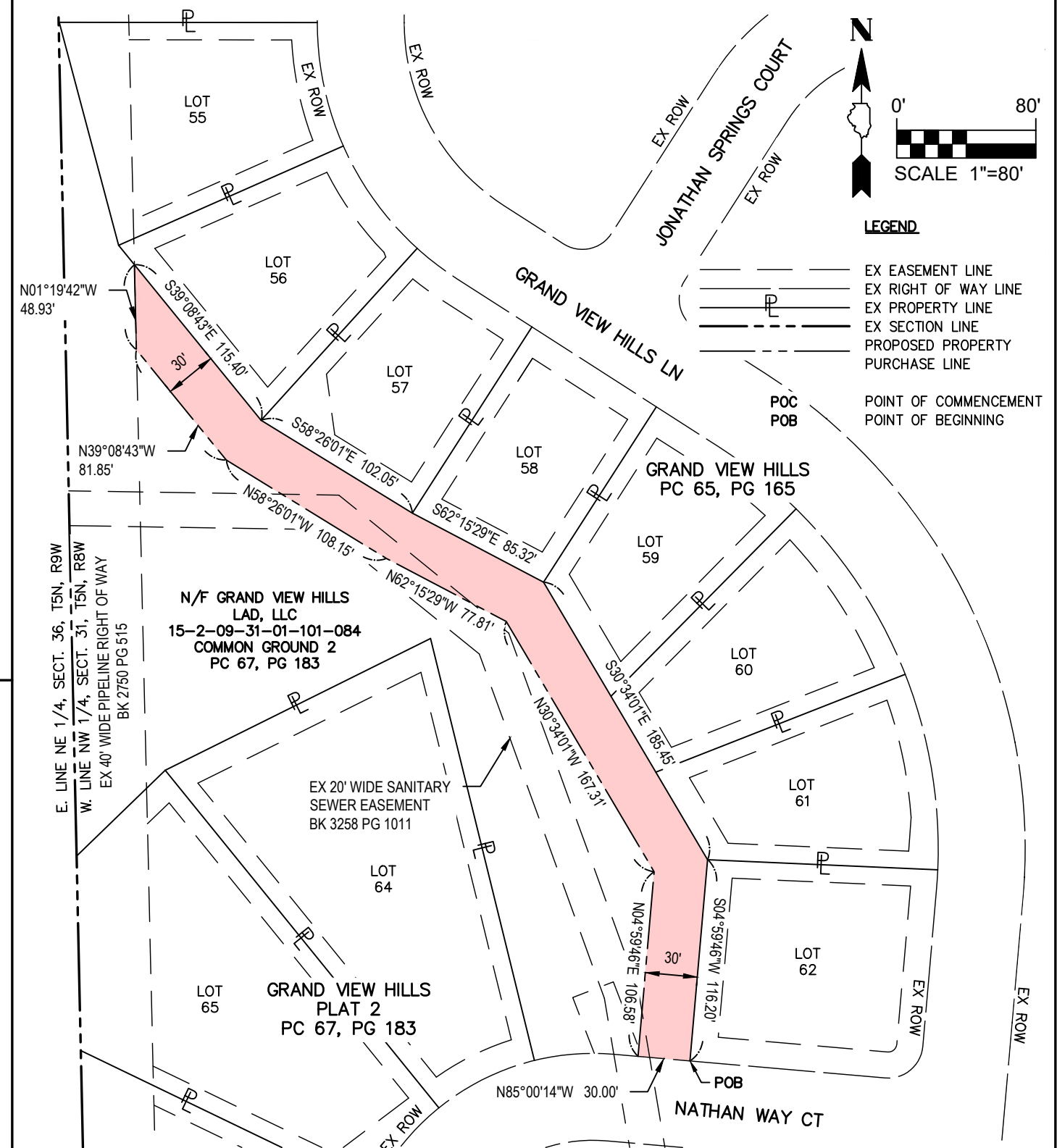
PROPERTY PURCHASE EXHIBIT
GRAND VIEW HILLS LAD, LLC
15-2-09-31-01-101-080
LOT 80

PROJECT NO.:
222035
DATE:
02/27/2024
REVISION:

EXHIBIT:
E

Map of the property location in Edwardsville, Illinois. The map shows a residential area with streets including Jonathan Springs Ct, Nathan Way Ct, Grand View Ct, Grand View Hills Ln, Grand Rapids Ln, S Moreland Rd, S Moreland Rd, Edwardsville Rd, Wanda Rd, and Rose Ln. A blue shaded area indicates the 'PROPERTY LOCATION'. A legend shows a blue rectangle for 'TOTAL HOLDINGS'. A north arrow is in the top right corner.

SAID PARCEL CONTAINS 17,192 SQUARE FEET OR 0.395 ACRE, MORE OR LESS.



PROPOSED USE: PROPERTY PURCHASE	AREA OF TRACT	
	17,192 SQ FT ±	0.395 ACRE ±


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PROPERTY PURCHASE EXHIBIT
GRAND VIEW HILLS LAD, LLC
15-2-09-31-01-101-084
COMMON GROUND 2

PROJECT NO.:	222035
DATE:	02/27/2024
REVISION:	

EXHIBIT:

F

[illegible]

LOTS 53, 54, 55, AND 56 OF GRAND VIEW HILLS, REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE RECORDER'S OFFICE OF MADISON COUNTY, ILLINOIS, IN PLAT CABINET 65, PAGE 165, DESCRIBED AS FOLLOWS:

LOT 49

JONATHAN SPRINGS COURT

EX ROW

LOT 52

LOT 51

LOT 50

GRAND VIEW HILLS
PC 65, PG 165

EX ROW

LOT 58

LOT 57

LOT 56

LOT 55

LOT 54

LOT 53

EX ROW

UTILITY EASEMENT PC 65, PG 165

N/F GRAND VIEW HILLS
LAD, LLC
15-2-09-31-01-101-053
15-2-09-31-01-101-054
15-2-09-31-01-101-055
15-2-09-31-01-101-056

EX 40' WIDE PIPELINE RIGHT OF WAY
BK 2750 PG 515


W. LINE NW 1/4, SECT. 31, T5N, R8W
E. LINE NE 1/4, SECT. 36, T5N, R9W

COMMON GROUND 2
& UTILITY EASEMENT

0' 80'

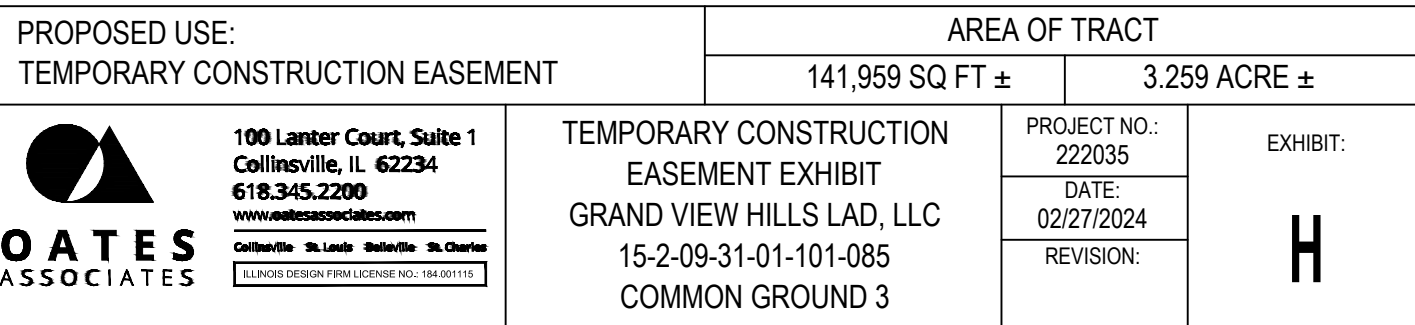
SCALE 1"=80'

_____ EX EASEMENT LINE
 _____ EX RIGHT OF WAY LINE
 _____ PL _____ EX PROPERTY LINE
 - - - - - EX SECTION LINE

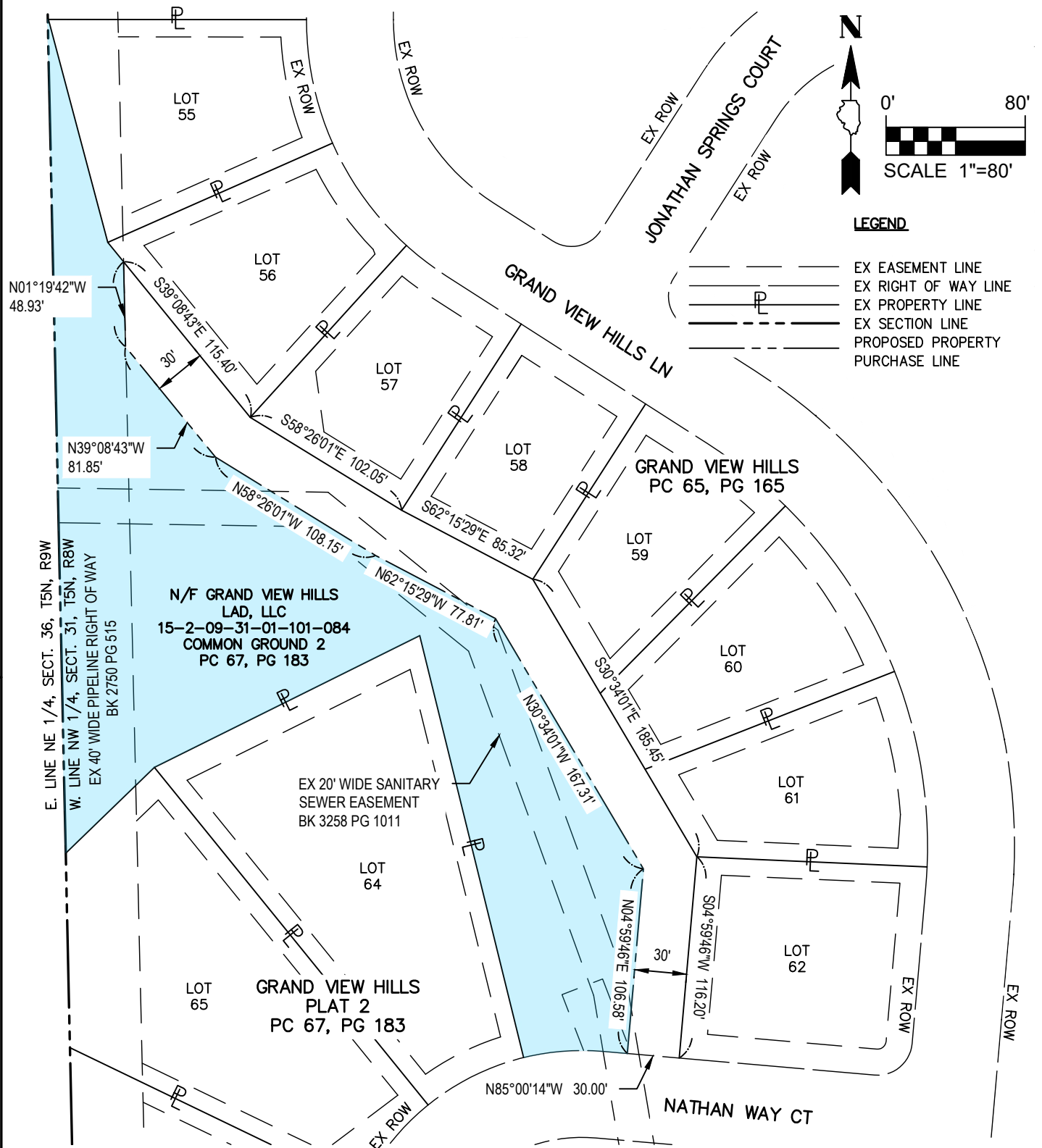
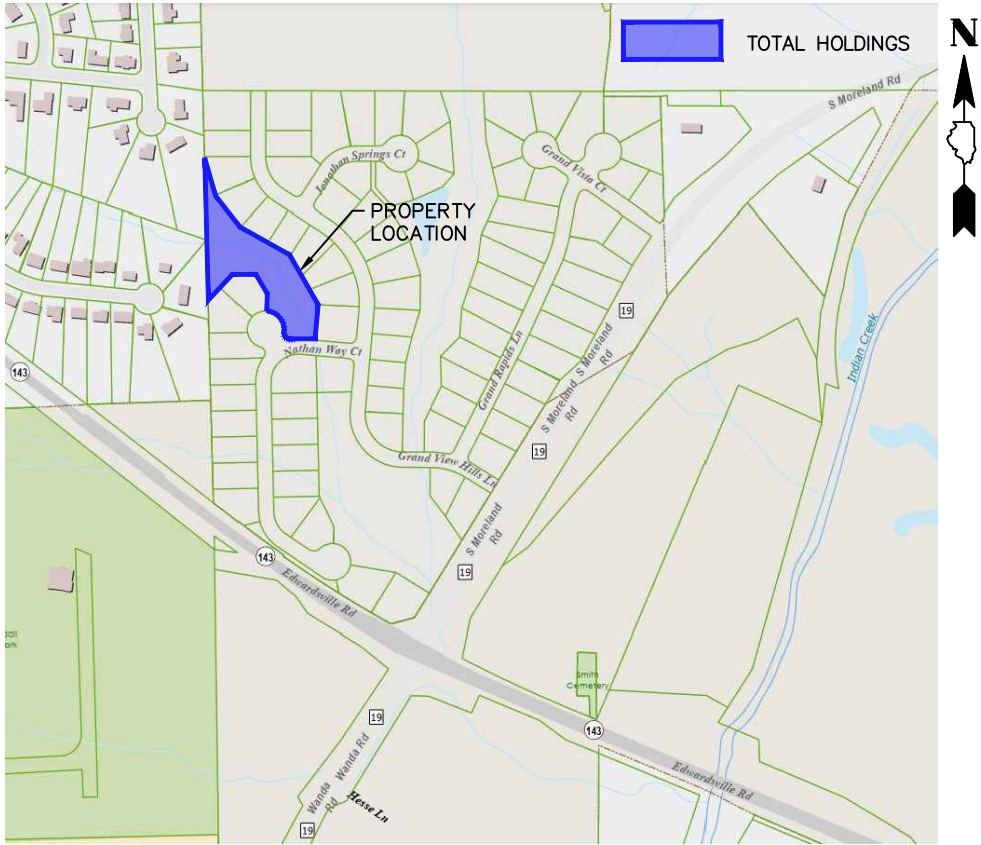
PROPOSED USE: PROPERTY PURCHASE		AREA OF TRACT		
		60,229 SQ FT ±	1.383 ACRE ±	
 OATES ASSOCIATES	100 Lanter Court, Suite 1 Collinsville, IL 62234 618.345.2200 www.oatesassociates.com <hr/> <i>Collinsville St. Louis Belleville St. Charles</i> <div>ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115</div>	PROPERTY PURCHASE EXHIBIT	PROJECT NO.: 222035	EXHIBIT: G
		GRAND VIEW HILLS LAD, LLC	DATE: 02/27/2024	
		15-2-09-31-01-101-053 15-2-09-31-01-101-054 15-2-09-31-01-101-055 15-2-09-31-01-101-056	REVISION:	

A map of the 143rd Precinct area, showing the property location highlighted in blue. The map includes major roads such as Edwardsville Rd (143), S Moreland Rd (19), and S Moreland Rd (19). Other streets shown include Nathan Way Ct, Grand View Pkwy, and Grand View Pkwy. The property is located near the intersection of Edwardsville Rd and S Moreland Rd. A legend in the top right corner indicates that the blue shaded area represents the 'TOTAL HOLDINGS'. A north arrow is located in the top right corner of the map.

SAID PARCEL CONTAINS 141,959 SQUARE FEET OR 3.259 ACRES, MORE OR LESS.



VICINITY MAP
NOT TO SCALE



PROPERTY DESCRIPTION (PORTION TO BE ACQUIRED)

COMMON GROUND 2 OF GRAND VIEW HILLS PLAT 2, REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE RECORDER'S OFFICE OF MADISON COUNTY, ILLINOIS, IN PLAT CABINET 67, PAGE 183, EXCEPT A TRACT OF LAND DESCRIBED AS FOLLOWS:

PART OF COMMON GROUND 2 OF GRAND VIEW HILLS PLAT 2, REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE RECORDER'S OFFICE OF MADISON COUNTY, ILLINOIS, IN PLAT CABINET 67, PAGE 183, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID COMMON GROUND 2; THENCE ON AN ASSUMED BEARING OF NORTH 85 DEGREES 00 MINUTE 14 SECONDS WEST ON THE SOUTHERLY LINE OF SAID COMMON GROUND 2 ALSO BEING THE NORTH RIGHT OF WAY LINE OF NATHAN WAY COURT, 30.00 FEET; THENCE NORTH 04 DEGREES 59 MINUTES 46 SECONDS EAST, 106.58 FEET; THENCE NORTH 30 DEGREES 34 MINUTES 01 SECOND WEST, 167.31 FEET; THENCE NORTH 62 DEGREES 15 MINUTES 29 SECONDS WEST, 77.81 FEET; THENCE NORTH 58 DEGREES 26 MINUTES 01 SECOND WEST, 108.15 FEET; THENCE NORTH 39 DEGREES 08 MINUTES 43 SECONDS WEST, 81.85 FEET; THENCE NORTH 01 DEGREE 19 MINUTES 42 SECONDS WEST, 48.93 FEET TO THE EASTERLY LINE OF SAID COMMON GROUND 2; THENCE SOUTH 39 DEGREES 08 MINUTES 43 SECONDS EAST ON SAID EASTERLY LINE, 115.40 FEET; THENCE SOUTH 58 DEGREES 26 MINUTES 01 SECOND EAST CONTINUING ON SAID EASTERLY LINE, 102.05 FEET; THENCE SOUTH 62 DEGREES 15 MINUTES 29 SECONDS EAST CONTINUING ON SAID EASTERLY LINE, 85.32 FEET; THENCE SOUTH 30 DEGREES 34 MINUTES 01 SECOND EAST CONTINUING ON SAID EASTERLY LINE, 185.45 FEET; THENCE SOUTH 04 DEGREES 59 MINUTES 46 SECONDS WEST CONTINUING ON SAID EASTERLY LINE, 116.20 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 55,691 SQUARE FEET OR 1.278 ACRES, MORE OR LESS.

PROPOSED USE:
TEMPORARY CONSTRUCTION EASEMENT

AREA OF TRACT

55,691 SQ FT ±

1.278 ACRE ±

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ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

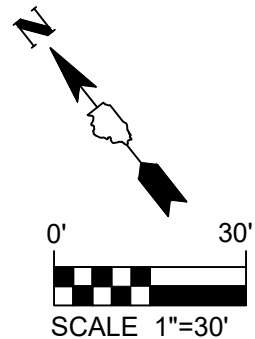
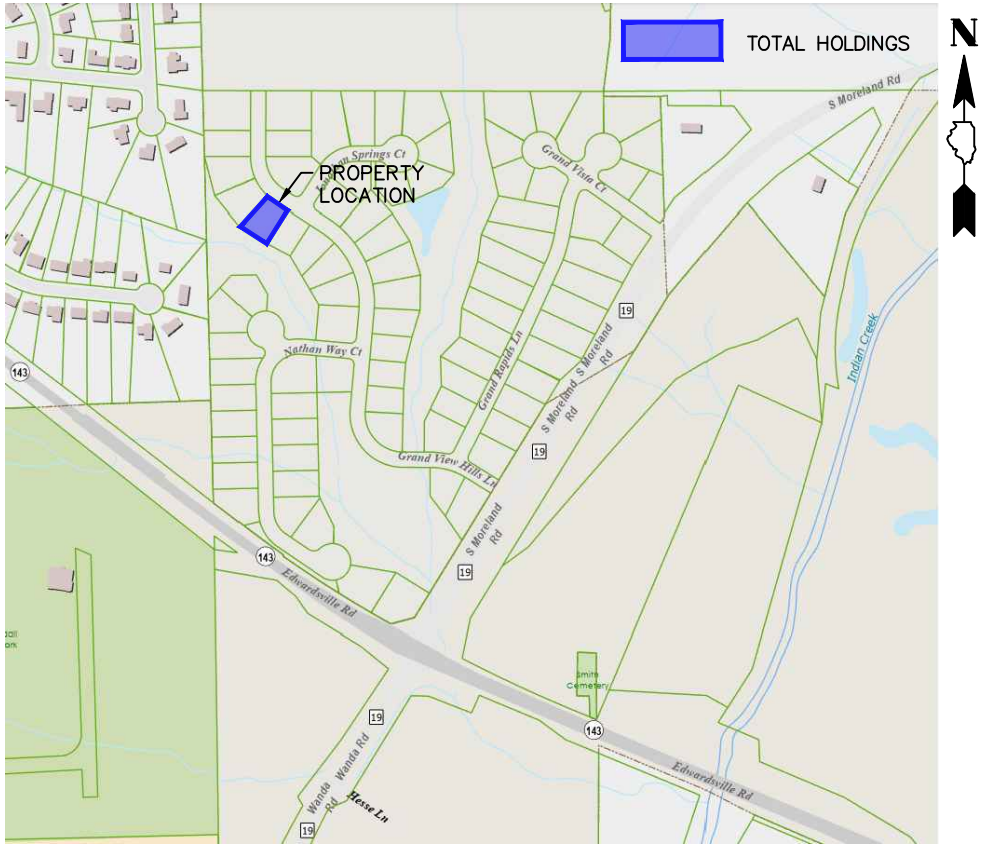
TEMPORARY CONSTRUCTION
EASEMENT EXHIBIT
GRAND VIEW HILLS LAD, LLC
15-2-09-31-01-101-084
COMMON GROUND 2

PROJECT NO.:
222035
DATE:
02/27/2024
REVISION:

EXHIBIT:

1

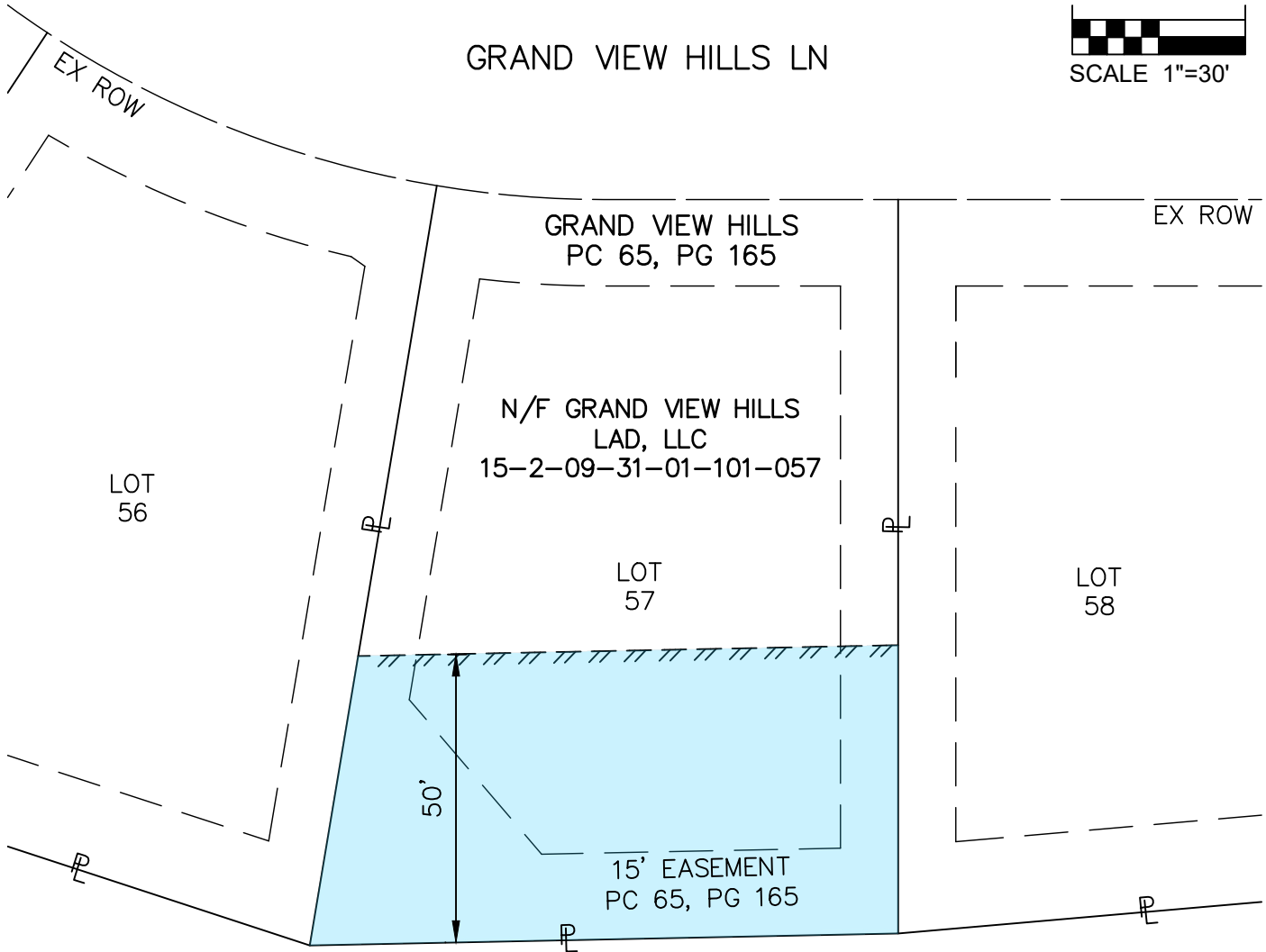
VICINITY MAP
NOT TO SCALE



PROPERTY DESCRIPTION (PORTION TO BE ACQUIRED)

THE SOUTHWESTERLY 50.00 FEET OF LOT 57 IN GRAND VIEW HILLS, REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE RECORDER'S OFFICE OF MADISON COUNTY, ILLINOIS, IN PLAT CABINET 65, PAGE 165.

SAID PARCEL CONTAINS 4,893 SQUARE FEET OR 0.112 ACRE, MORE OR LESS.




LEGEND

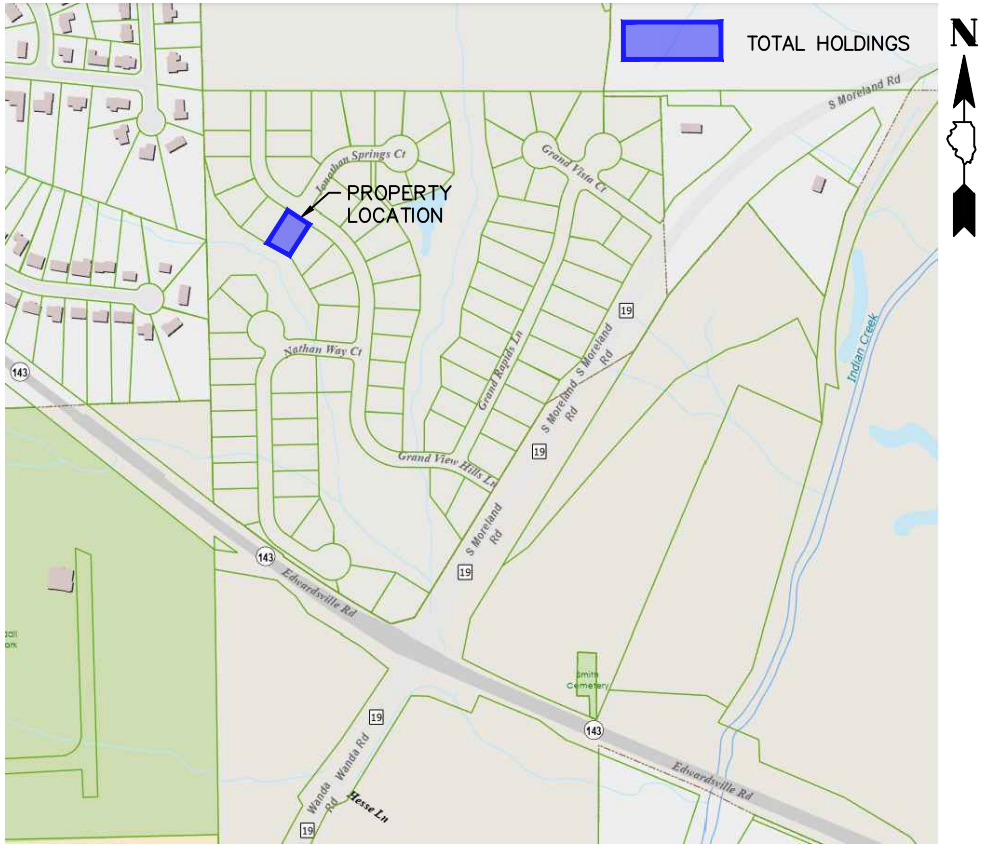
- EX EASEMENT LINE
- EX RIGHT OF WAY LINE
- EX PROPERTY LINE
- EX SECTION LINE
- TEMPORARY CONSTRUCTION EASEMENT

COMMON GROUND 2 &
UTILITY EASEMENT

GRAND VIEW HILLS
PLAT 2
PC 67, PG 183

PROPOSED USE: TEMPORARY CONSTRUCTION EASEMENT		AREA OF TRACT			
		4,893 SQ FT ±	0.112 ACRE ±		
 OATES ASSOCIATES	100 Lanter Court, Suite 1 Collinsville, IL 62234 618.345.2200 www.oatesassociates.com <small>Collinsville St. Louis Belleville St. Charles</small> <div>ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115</div>	TEMPORARY CONSTRUCTION EASEMENT EXHIBIT GRAND VIEW HILLS LAD, LLC 15-2-09-31-01-101-057 LOT 57		PROJECT NO.: 222035	EXHIBIT: J
				DATE: 02/27/2024	
				REVISION:	

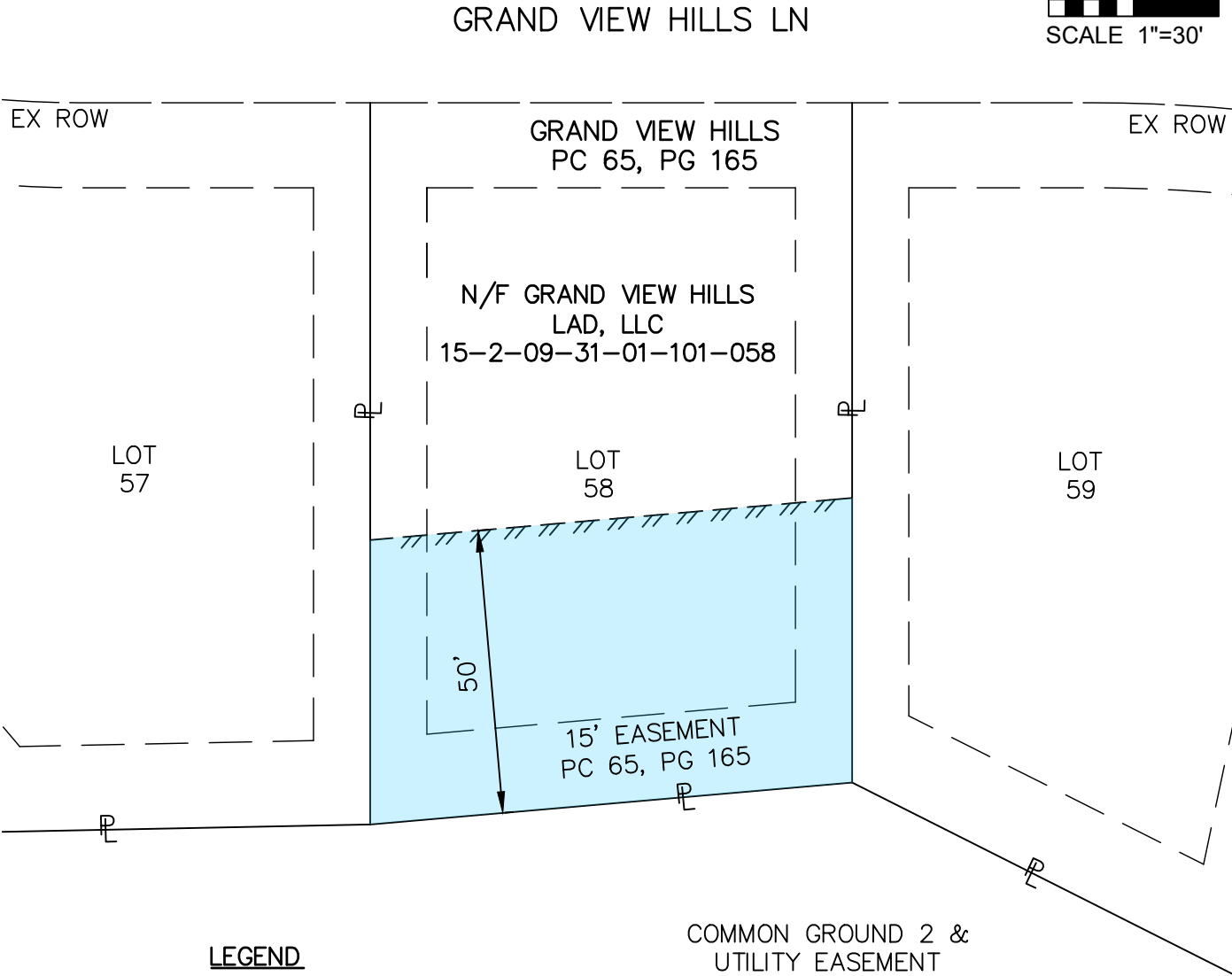
VICINITY MAP
NOT TO SCALE



PROPERTY DESCRIPTION (PORTION TO BE ACQUIRED)

THE SOUTHWESTERLY 50.00 FEET OF LOT 58 IN GRAND VIEW HILLS, REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE RECORDER'S OFFICE OF MADISON COUNTY, ILLINOIS, IN PLAT CABINET 65, PAGE 165.

SAID PARCEL CONTAINS 4,266 SQUARE FEET OR 0.098 ACRE, MORE OR LESS.




LEGEND

- EX EASEMENT LINE
- EX RIGHT OF WAY LINE
- EX PROPERTY LINE
- EX SECTION LINE
- TEMPORARY CONSTRUCTION EASEMENT

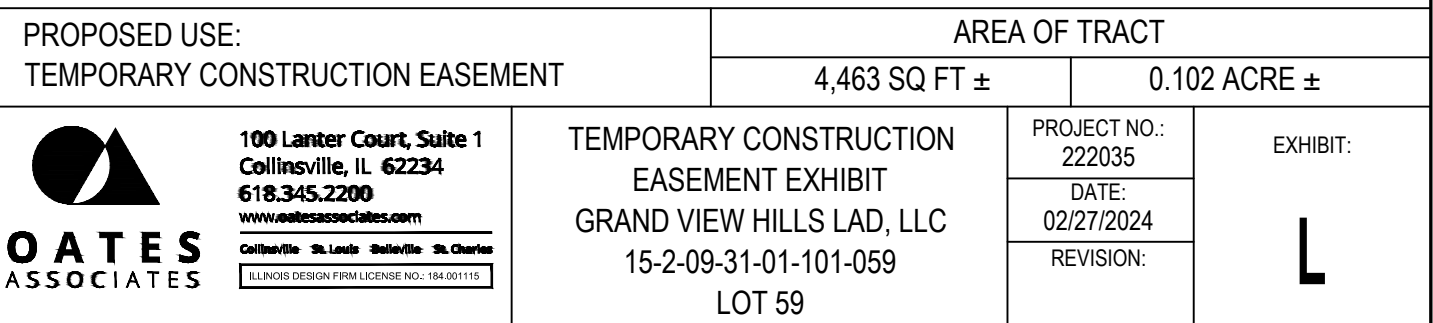
COMMON GROUND 2 & UTILITY EASEMENT

GRAND VIEW HILLS
PLAT 2
PC 67, PG 183

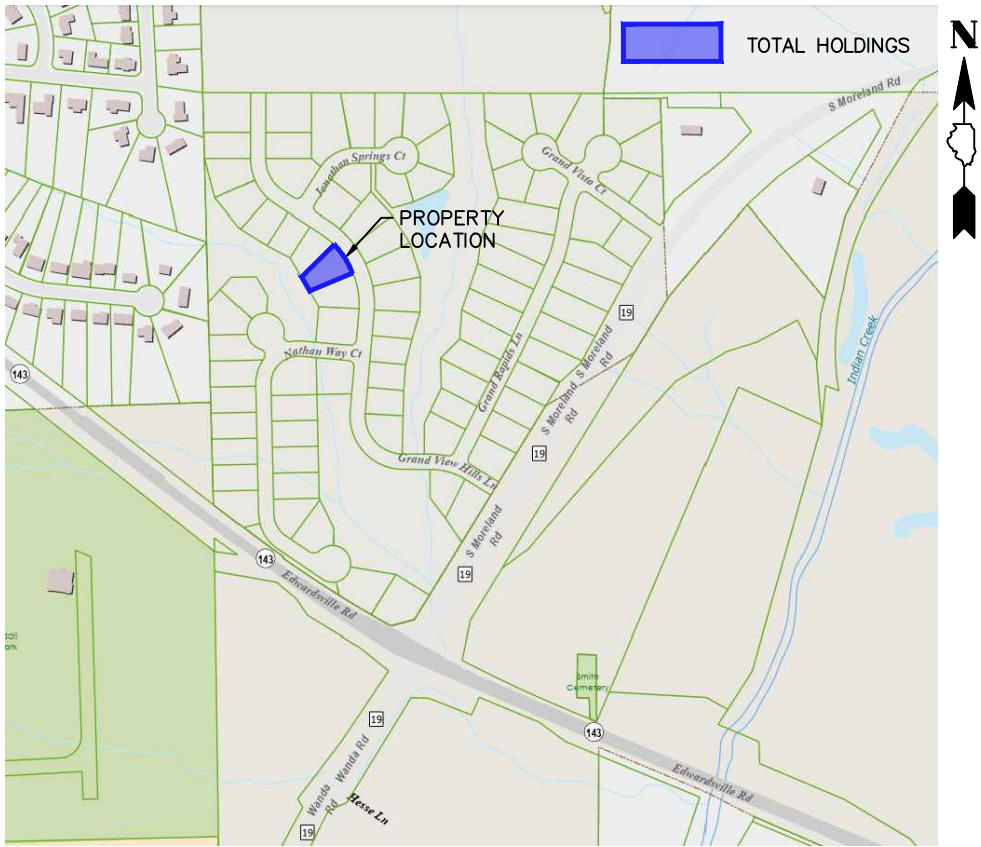
PROPOSED USE: TEMPORARY CONSTRUCTION EASEMENT	AREA OF TRACT		PROJECT NO.: 222035	EXHIBIT: K
	4,266 SQ FT ±	0.098 ACRE ±	DATE: 02/27/2024	
 <div>100 Lanter Court, Suite 1 Collinsville, IL 62234 618.345.2200 www.oatesassociates.com Collinsville St. Louis Belleville St. Charles ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115</div>	TEMPORARY CONSTRUCTION EASEMENT EXHIBIT GRAND VIEW HILLS LAD, LLC 15-2-09-31-01-101-058 LOT 58		REVISION:	

[illegible]

SAID PARCEL CONTAINS 4,463 SQUARE FEET OR 0.102 ACRE, MORE OR LESS.



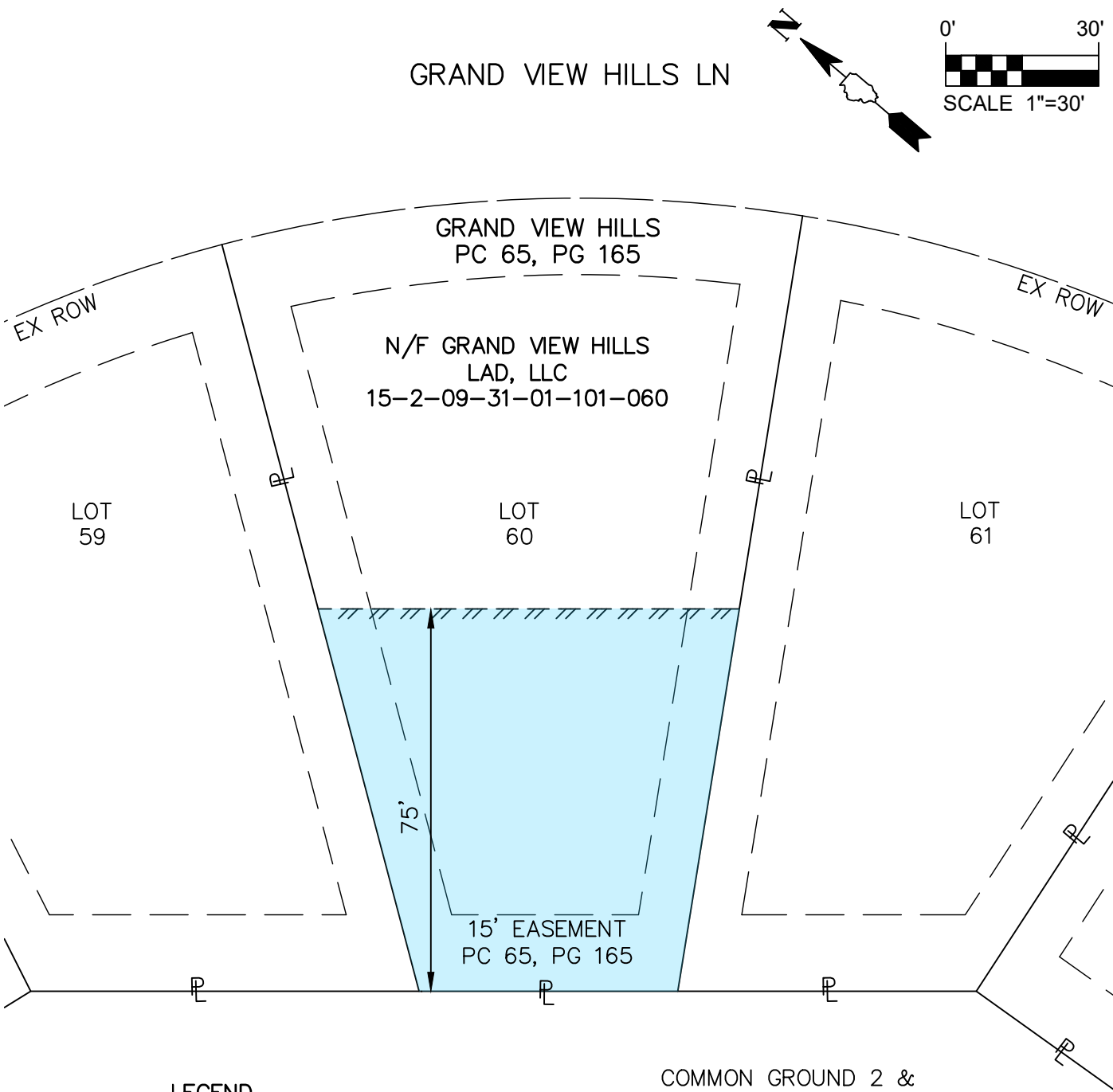
VICINITY MAP
NOT TO SCALE



PROPERTY DESCRIPTION (PORTION TO BE ACQUIRED)

THE SOUTHWESTERLY 75.00 FEET OF LOT 60 IN GRAND VIEW HILLS, REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE RECORDER'S OFFICE OF MADISON COUNTY, ILLINOIS, IN PLAT CABINET 65, PAGE 165.

SAID PARCEL CONTAINS 5,000 SQUARE FEET OR 0.115 ACRE, MORE OR LESS.



LEGEND

- EX EASEMENT LINE
- EX RIGHT OF WAY LINE
- EX PROPERTY LINE
- EX SECTION LINE
- TEMPORARY CONSTRUCTION EASEMENT

COMMON GROUND 2 &
UTILITY EASEMENT

GRAND VIEW HILLS
PLAT 2
PC 67, PG 183

PROPOSED USE:
TEMPORARY CONSTRUCTION EASEMENT

AREA OF TRACT	
5,000 SQ FT ±	0.115 ACRE ±



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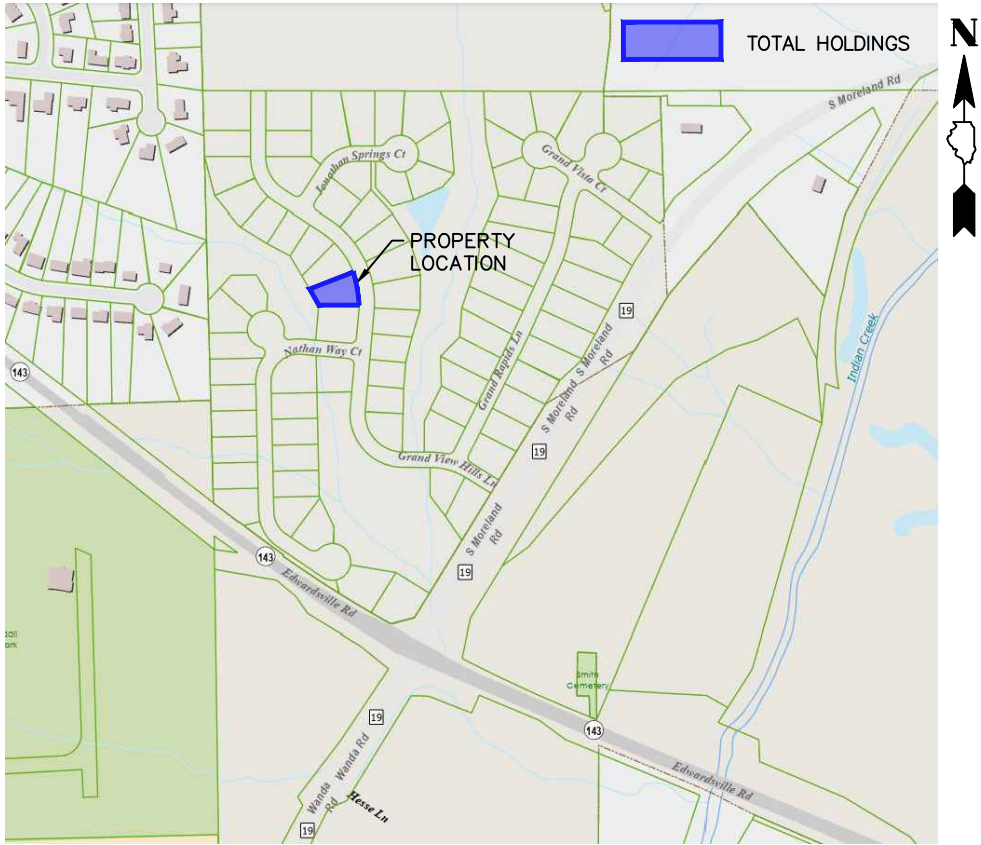
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

TEMPORARY CONSTRUCTION
EASEMENT EXHIBIT
GRAND VIEW HILLS LAD, LLC
15-2-09-31-01-101-060
LOT 60

PROJECT NO.:
222035
DATE:
02/27/2024
REVISION:

EXHIBIT:
M

VICINITY MAP
NOT TO SCALE

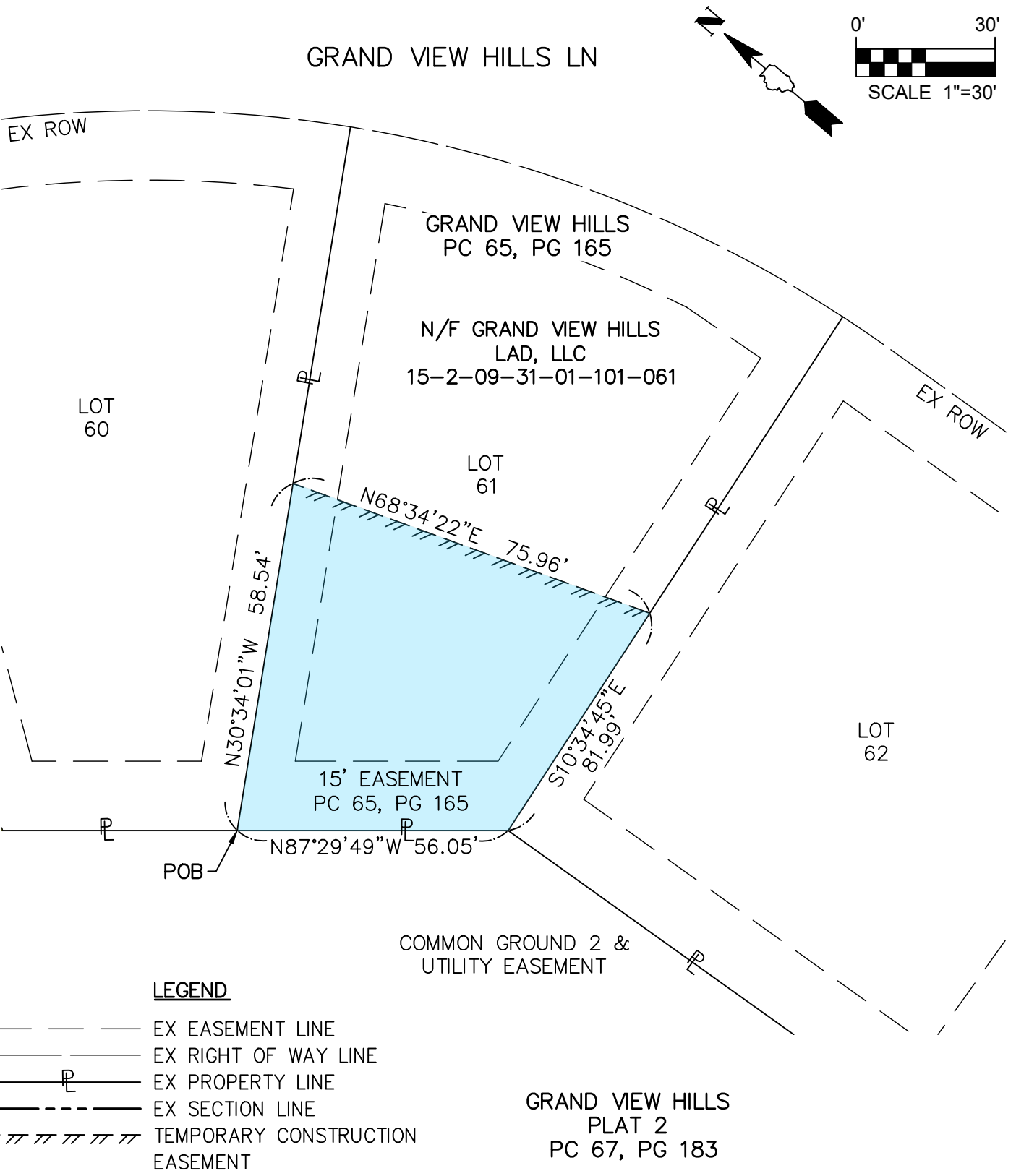



PROPERTY DESCRIPTION (PORTION TO BE ACQUIRED)

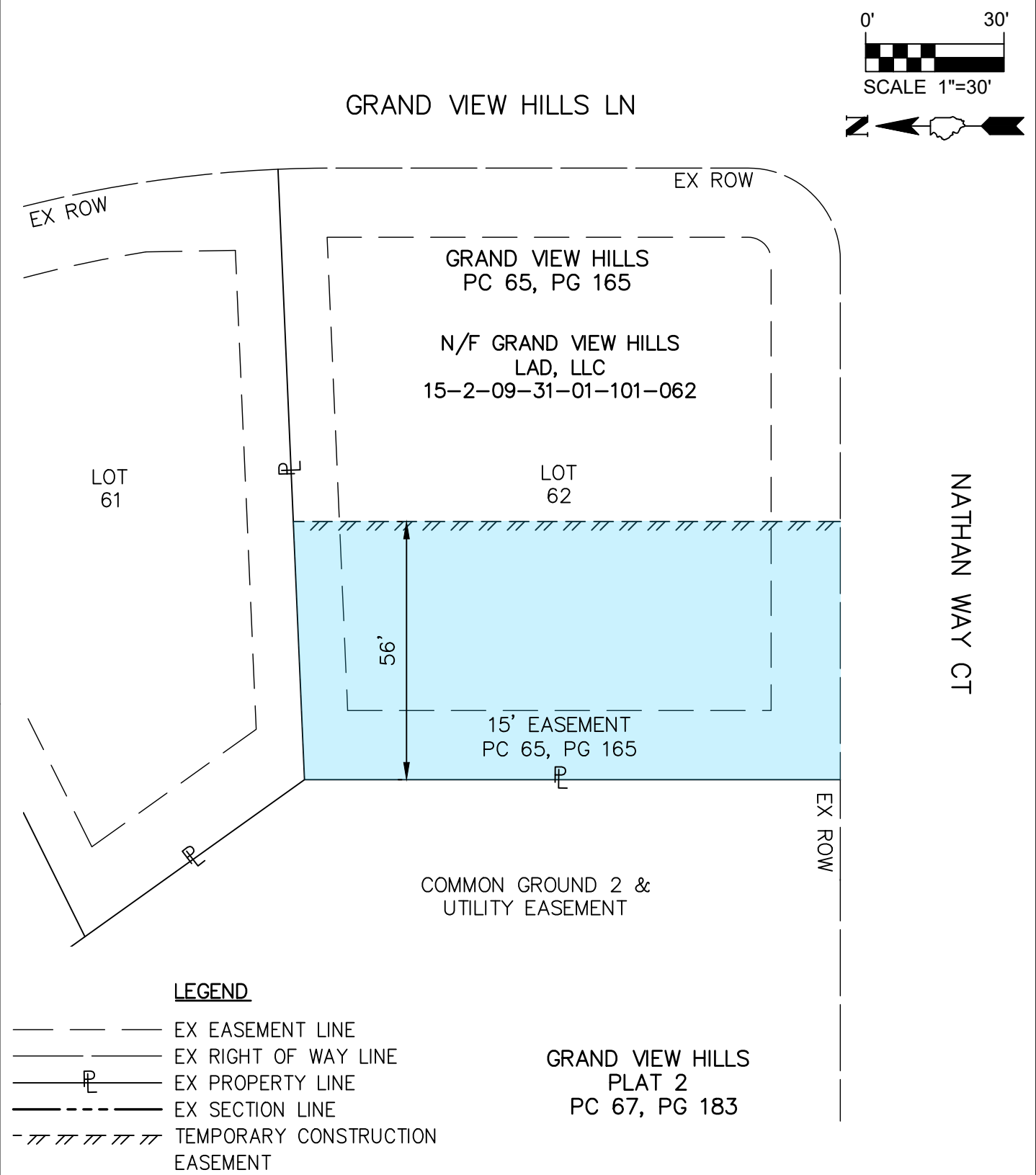
PART OF LOT 61 IN GRAND VIEW HILLS, REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE RECORDER'S OFFICE OF MADISON COUNTY, ILLINOIS, IN PLAT CABINET 65, PAGE 165, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 61; THENCE ON AN ASSUMED BEARING OF NORTH 30 DEGREES 34 MINUTES 01 SECOND WEST ON THE WESTERLY LINE OF SAID LOT 61, A DISTANCE OF 58.54 FEET TO THE NORTHERLY LINE OF SAID LOT 61; THENCE NORTH 68 DEGREES 34 MINUTES 22 SECONDS EAST ON SAID NORTHERLY LINE, 75.96 FEET; THENCE SOUTH 10 DEGREES 34 MINUTES 45 SECONDS EAST, 81.99 FEET TO THE SOUTHERLY LINE OF SAID LOT 61; THENCE NORTH 87 DEGREES 29 MINUTES 49 SECONDS WEST ON SAID SOUTHERLY LINE, 56.05 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 4,434 SQUARE FEET OR 0.102 ACRE, MORE OR LESS.




PROPOSED USE:		AREA OF TRACT	
TEMPORARY CONSTRUCTION EASEMENT		4,434 SQ FT ±	0.102 ACRE ±
 OATES ASSOCIATES 100 Lanter Court, Suite 1 Collinsville, IL 62234 618.345.2200 www.oatesassociates.com Collinsville St. Louis St. Charles ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115	TEMPORARY CONSTRUCTION EASEMENT EXHIBIT GRAND VIEW HILLS LAD, LLC 15-2-09-31-01-101-061 LOT 61	PROJECT NO.: 222035	EXHIBIT: N
		DATE: 02/27/2024	
		REVISION:	



THE WEST 56.00 FEET OF LOT 62 IN GRAND VIEW HILLS, REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE RECORDER'S OFFICE OF MADISON COUNTY, ILLINOIS, IN PLAT CABINET 65, PAGE 165.

SAID PARCEL CONTAINS 6,575 SQUARE FEET OR 0.151 ACRE, MORE OR LESS.

PROPOSED USE: TEMPORARY CONSTRUCTION EASEMENT		AREA OF TRACT	
		6,575 SQ FT ±	0.151 ACRE ±
 OATES ASSOCIATES	100 Lanter Court, Suite 1 Collinsville, IL 62234 618.345.2200 www.oatesassociates.com	TEMPORARY CONSTRUCTION EASEMENT EXHIBIT GRAND VIEW HILLS LAD, LLC 15-2-09-31-01-101-062 LOT 62	
		PROJECT NO.: 222035	EXHIBIT: <div style="font-size: 48pt; text-align: center;">0</div>
		DATE: 02/27/2024	
		REVISION:	