

**AGENDA**  
**Board of Trustees Meeting**  
Madison County Mass Transit District  
8:30 a.m., Thursday, March 28, 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 February 29, 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 March 2024 Claims for Payment                                                                 | Discussion/Action     |
|                | B. Monthly Financial Report: Review of the Monthly Financial Records as of February 29, 2024                                               | Discussion/Action     |
|                | C. Presentation of the Draft Operating Budget                                                                                              | Information           |
|                | D. Presentation of the Draft Budget and Capital Plan                                                                                       | Information           |
|                | E. Resolution 24-49 Authorizing Execution of Downstate Operating Assistance Grant Agreement with the Illinois Department of Transportation | Discussion/Action     |
| VI.            | <u>Services:</u>                                                                                                                           |                       |
|                | A. Managing Directors Report                                                                                                               | Discussion            |
|                | B. Resolution 24-50 Authorizing an Amendment to Agreement with Madison County State's Attorney                                             | Discussion/Action     |
|                | C. Resolution 24-51 Authorizing Shuttle Service for the 2024 Alton Midwest Nationals Formula 1 Powerboat Championship                      | Discussion/Action     |
|                | D. Resolution 24-52 Authorizing an Award of Contract for Design Engineering Services for the Goshen to Bethalto Trail Phase 1              | Discussion/Action     |
|                | E. Resolution 24-53 Authorizing Adoption of the MCT Trails Master Plan                                                                     | Discussion/Action     |

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Madison County Mass Transit District  
8:30 a.m., Thursday, March 28, 2024  
1 Transit Way, Pontoon Beach, Illinois

- |                                                                                                                                         |                   |
|-----------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| F. Resolution 24-54 Authorizing the Execution of Certifications and Assurances for Federal Transit Administration Assistance Programs   | Discussion/Action |
| <b>VII. <u>Executive Session for discussion of lawfully closed minutes under (21), of the Open Meetings Act (5 ILCS 120/2 (c)):</u></b> | Discussion        |
| <b>VIII. <u>Other Business</u></b>                                                                                                      |                   |
| A. Resolution 24-55 Authorizing the Release of Certain Executive Session Minutes                                                        | Discussion/Action |
| <b>IX. <u>Adjournment</u></b>                                                                                                           | Action            |

**Next meeting date: April 25, 2024**



**MINUTES**  
**Board of Trustees**

Madison County Mass Transit District  
8:30 a.m., Thursday, February 29, 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; DAVE TANZYUS, COUNTY ADMINISTRATOR

**III. Public Comments:**

No public comments.

**IV. Consideration of the minutes of the January 25, 2024, 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 February 2024 claims for payment:

ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, 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 JANUARY 31, 2024

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:

24-37 AUTHORIZING AN AWARD OF CONTRACT FOR DESIGN ENGINEERING SERVICES FOR BASE FACILITIES IMPROVEMENTS

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, AUTHORIZING APPROVAL OF THE MAY FIXED ROUTE SERVICE CHANGE

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 ECONOMY, TO APPROVE THE FOLLOWING 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

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 ECONOMY, TO APPROVE THE FOLLOWING RESOLUTION:

24-39 AUTHORIZING SHUTTLE SERVICE FOR JUNE NASCAR EVENT

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:

24-40 AUTHORIZING AN AWARD OF CONTRACT FOR LIGHT DUTY BUS INSPECTIONS AND AUDIT SERVICES

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 GUY, TO APPROVE THE FOLLOWING RESOLUTION:

24-41 AUTHORIZING EQUAL EMPLOYMENT OPPORTUNITY PROGRAM 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.

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

24-42 AUTHORIZING AN AWARD OF CONTRACT FOR DESIGN ENGINEERING SERVICES FOR THE GOSHEN TRAIL CONNECTOR

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.

- I. NO ACTION WAS TAKEN ON THE FOLLOWING RESOLUTION:

24-43 AUTHORIZING AN AMENDMENT TO AGREEMENT WITH MADISON COUNTY STATE'S ATTORNEY'S OFFICE

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

24-44 AUTHORIZING AN AWARD OF CONTRACT FOR DESIGN ENGINEERING SERVICES FOR THE NATURE TRAIL RECONSTRUCTION PROJECT

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.

- K. DISCUSSION OF THE MCT TRAILS MASTER PLAN

MORRISON AND THE BOARD DISCUSSED THE MCT TRAILS MASTER PLAN

VII. **Executive Session to discuss the acquisition or lease of real property under (5) of the Open Meetings Act (5ILCS 120/2(c))**

ADOMITE MADE THE MOTION, SECONDED BY GUY, TO MOVE INTO EXECUTIVE (CLOSED) SESSION TO DISCUSS THE ACQUISITION OR LEASE OF REAL PROPERTY UNDER SECTION (2)(C)(5) OF THE OPEN MEETINGS ACT 5ILCS 120/2(C)(5))

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.

JEDDA MADE THE MOTION, SECONDED BY ADOMITE 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 |

ALL AYES. NO NAYS. MOTION CARRIED.

**VIII. Other Business**

ECONOMY MADE AN ONIBUS MOTION, SECONDED BY ADOMITE, TO APPROVE THE FOLLOWING ORDINANCE AND RESOLUTIONS:

24-01 ORDINANCE-APPROVING AND ACCEPTING THE TRANSFER OF CERTAIN REAL ESTATE TO MADISON COUNTY MASS TRANSIT DISTRICT, MADISON COUNTY, ILLINOIS

24-45 AUTHORIZING THE ACQUISITION OF PROPERTY, INCLUDING THE USE OF THE POWER OF EMINENT DOMAIN

24-46 AUTHORIZING THE ACQUISITION OF PROPERTY, INCLUDING THE USE OF THE POWER OF EMINENT DOMAIN

24-47 AUTHORIZING THE ACQUISITION OF PROPERTY, INCLUDING THE USE OF THE POWER OF EMINENT DOMAIN

24-48 AUTHORIZING THE ACQUISITION OF PROPERTY, INCLUDING THE USE OF THE POWER OF EMINENT DOMAIN

**IX. Adjournment:**

ADOMITE MADE THE MOTION, SECONDED BY ECONOMY TO ADJOURN.

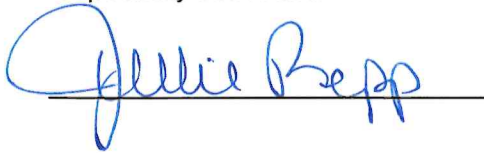
A ROLL CALL VOTE FOLLOWED:

|                    |     |
|--------------------|-----|
| 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 9:52 a.m.

Respectfully submitted.

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



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      | -10238 | 02/01/2024       | 02/29/2024     | 03/28/2024 | \$200.00 | \$13.27       | \$200.00   | \$13.27     |
| GUY          | CHRISTOPHER | -10237 | 02/01/2024       | 02/29/2024     | 03/28/2024 | \$200.00 | -             | \$15.30    | \$184.70    |
| ECONOMY      | ANDREW      | -10236 | 02/01/2024       | 02/29/2024     | 03/28/2024 | \$200.00 | \$6.70        | \$15.30    | \$191.40    |
| ADOMITE      | ALLEN       | -10235 | 02/01/2024       | 02/29/2024     | 03/28/2024 | \$200.00 | -             | \$200.00   | -           |
| Report Total |             |        |                  |                |            | \$800.00 | \$19.97       | \$430.60   | \$389.37    |



# 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       |
| 4240673                      | 03/11/2024 | PRTD | 1043 | AT&T                 |                  | MAR24        | 03/01/2024 |         | 030824  | 22.93     |
|                              |            |      |      |                      |                  |              | CHECK      | 4240673 | TOTAL : | 22.93     |
| 4240674                      | 03/11/2024 | PRTD | 1436 | City of Highland     |                  | FEB24HPR     | 03/05/2024 |         | 030824  | 83.28     |
|                              |            |      |      |                      |                  |              | CHECK      | 4240674 | TOTAL : | 83.28     |
| 4240675                      | 03/11/2024 | PRTD | 3984 | City of Troy         |                  | 030224WSTPR  | 03/02/2024 |         | 030824  | 28.60     |
|                              |            |      |      |                      |                  | 030224SPTPR  | 03/02/2024 |         | 030824  | 16.08     |
|                              |            |      |      |                      |                  |              | CHECK      | 4240675 | TOTAL : | 44.68     |
| 4240676                      | 03/11/2024 | PRTD | 2047 | City of Wood River   |                  | 030724SPWRTC | 03/07/2024 |         | 030824  | 6.50      |
|                              |            |      |      |                      |                  | 030724WSWRTC | 03/07/2024 |         | 030824  | 32.74     |
|                              |            |      |      |                      |                  |              | CHECK      | 4240676 | TOTAL : | 39.24     |
| 4240677                      | 03/11/2024 | PRTD | 4042 | Illinois Power Marke |                  | 421122124021 | 02/26/2024 |         | 030824  | 14,874.72 |
|                              |            |      |      |                      |                  |              | CHECK      | 4240677 | TOTAL : | 14,874.72 |
| 4240678                      | 03/11/2024 | PRTD | 1220 | Illinois American Wa |                  | 030424AHSRWS | 03/04/2024 |         | 030824  | 137.71    |
|                              |            |      |      |                      |                  |              | CHECK      | 4240678 | TOTAL : | 137.71    |
| 4240679                      | 03/11/2024 | PRTD | 1733 | Johnny on the Spot # |                  | 47-000264604 | 02/29/2024 |         | 030824  | 1,496.81  |
|                              |            |      |      |                      |                  |              | CHECK      | 4240679 | TOTAL : | 1,496.81  |
| 4240680                      | 03/11/2024 | PRTD | 4102 | Mansfield Power & Ga |                  | FEB24        | 03/06/2024 |         | 030824  | 2,196.60  |
|                              |            |      |      |                      |                  |              | CHECK      | 4240680 | TOTAL : | 2,196.60  |
| 4240681                      | 03/11/2024 | PRTD | 1051 | Pontoon Beach Public |                  | 030124-1     | 03/01/2024 |         | 030824  | 420.52    |
|                              |            |      |      |                      |                  | 030124-2     | 03/01/2024 |         | 030824  | 594.65    |
|                              |            |      |      |                      |                  | 030124Admin  | 03/01/2024 |         | 030824  | 370.52    |
|                              |            |      |      |                      |                  | 030124BW     | 03/01/2024 |         | 030824  | 542.08    |



# 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

|         |            |      |                           |  |  |                      |            |                            |        |           |
|---------|------------|------|---------------------------|--|--|----------------------|------------|----------------------------|--------|-----------|
|         |            |      |                           |  |  | 030124IRAdm          | 03/01/2024 |                            | 030824 | 370.52    |
|         |            |      |                           |  |  | 030124N              | 03/01/2024 |                            | 030824 | 421.58    |
|         |            |      |                           |  |  | 030124T              | 03/01/2024 |                            | 030824 | 30.00     |
|         |            |      |                           |  |  |                      | CHECK      | 4240681                    | TOTAL: | 2,749.87  |
| 4240682 | 03/11/2024 | PRTD | 1506 Village of Glen Carb |  |  | 022224GLPR           | 02/22/2024 |                            | 030824 | 12.62     |
|         |            |      |                           |  |  |                      | CHECK      | 4240682                    | TOTAL: | 12.62     |
| 4240683 | 03/11/2024 | PRTD | 1932 Wex Bank             |  |  | 95613369             | 02/29/2024 |                            | 030824 | 7,916.89  |
|         |            |      |                           |  |  |                      | CHECK      | 4240683                    | TOTAL: | 7,916.89  |
|         |            |      |                           |  |  | NUMBER OF CHECKS     | 11         | *** CASH ACCOUNT TOTAL *** |        | 29,575.35 |
|         |            |      |                           |  |  | TOTAL PRINTED CHECKS | COUNT      | AMOUNT                     |        |           |
|         |            |      |                           |  |  |                      | 11         | 29,575.35                  |        |           |
|         |            |      |                           |  |  |                      |            | *** GRAND TOTAL ***        |        | 29,575.35 |

# 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    |        |
| 4240684                      | 03/18/2024 | PRTD | 1220 Illinois American Wa |                  | 030624AHSRIR         | 03/06/2024 |                            | 031524  | 91.20  |        |
|                              |            |      |                           |                  |                      | CHECK      | 4240684                    | TOTAL:  | 91.20  |        |
| 4240685                      | 03/18/2024 | PRTD | 1220 Illinois American Wa |                  | 031124SPATC          | 03/11/2024 |                            | 031524  | 68.57  |        |
|                              |            |      |                           |                  |                      | CHECK      | 4240685                    | TOTAL:  | 68.57  |        |
| 4240686                      | 03/18/2024 | PRTD | 1220 Illinois American Wa |                  | 031124WSATC          | 03/11/2024 |                            | 031524  | 193.73 |        |
|                              |            |      |                           |                  |                      | CHECK      | 4240686                    | TOTAL:  | 193.73 |        |
|                              |            |      |                           |                  | NUMBER OF CHECKS     | 3          | *** CASH ACCOUNT TOTAL *** |         |        | 353.50 |
|                              |            |      |                           |                  |                      |            | COUNT                      | AMOUNT  |        |        |
|                              |            |      |                           |                  | TOTAL PRINTED CHECKS |            | 3                          | 353.50  |        |        |
|                              |            |      |                           |                  |                      |            | *** GRAND TOTAL ***        |         |        | 353.50 |

# Madison County Mass Transit District



## CHECK REGISTER

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

| CHECK NO | CHK DATE   | TYPE | VENDOR NAME               | VOUCHER | INVOICE      | INV DATE   | PO      | WARRANT | NET          |
|----------|------------|------|---------------------------|---------|--------------|------------|---------|---------|--------------|
| 4240687  | 03/28/2024 | PRTD | 2501 Agency for Community |         | FEB24        | 03/18/2024 |         | 032824  | 38,243.00    |
|          |            |      |                           |         | FEB24BW      | 03/18/2024 |         | 032824  | 72,165.84    |
|          |            |      |                           |         | FEB24DR      | 03/18/2024 |         | 032824  | 249,188.28   |
|          |            |      |                           |         | FEB24FR      | 03/18/2024 |         | 032824  | 1,863,683.41 |
|          |            |      |                           |         | FEB24RS      | 03/18/2024 |         | 032824  | 31,036.16    |
|          |            |      |                           |         | FEB24VP      | 03/18/2024 |         | 032824  | -4,400.74    |
|          |            |      |                           |         |              | CHECK      | 4240687 | TOTAL:  | 2,249,915.95 |
| 4240688  | 03/28/2024 | PRTD | 1050 Ameren Illinois      |         | 030524       | 03/05/2024 |         | 032824  | 1,034.93     |
|          |            |      |                           |         |              | CHECK      | 4240688 | TOTAL:  | 1,034.93     |
| 4240689  | 03/28/2024 | PRTD | 1501 Ameren Illinois      |         | 030124Admin  | 02/29/2024 |         | 032824  | 2,357.18     |
|          |            |      |                           |         |              | CHECK      | 4240689 | TOTAL:  | 2,357.18     |
| 4240690  | 03/28/2024 | PRTD | 1501 Ameren Illinois      |         | 030524ETC    | 03/05/2024 |         | 032824  | 128.93       |
|          |            |      |                           |         |              | CHECK      | 4240690 | TOTAL:  | 128.93       |
| 4240691  | 03/28/2024 | PRTD | 1501 Ameren Illinois      |         | 030524L      | 03/05/2024 |         | 032824  | 166.62       |
|          |            |      |                           |         |              | CHECK      | 4240691 | TOTAL:  | 166.62       |
| 4240692  | 03/28/2024 | PRTD | 1501 Ameren Illinois      |         | FEB24        | 03/06/2024 |         | 032824  | 2,267.45     |
|          |            |      |                           |         |              | CHECK      | 4240692 | TOTAL:  | 2,267.45     |
| 4240693  | 03/28/2024 | PRTD | 1501 Ameren Illinois      |         | FEBMainGTAdm | 03/01/2024 |         | 032824  | 43.09        |
|          |            |      |                           |         |              | CHECK      | 4240693 | TOTAL:  | 43.09        |
| 4240694  | 03/28/2024 | PRTD | 4109 Brown Equipment Comp |         | INV24884     | 02/29/2024 |         | 032824  | 4,729.17     |
|          |            |      |                           |         | INV25052     | 03/11/2024 |         | 032824  | 3,131.09     |
|          |            |      |                           |         |              | CHECK      | 4240694 | TOTAL:  | 7,860.26     |

# 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       |
| 4240695                      | 03/28/2024 | PRTD | 2031 | Best-One Fleet Servi |         | 3200013997 | 03/05/2024 |          | 032824  | 1,164.50  |
|                              |            |      |      |                      |         | 3200014095 | 03/12/2024 |          | 032824  | 38,666.00 |
|                              |            |      |      |                      |         | 3200014084 | 03/13/2024 |          | 032824  | 1,176.00  |
|                              |            |      |      |                      |         |            | CHECK      | 4240695  | TOTAL:  | 41,006.50 |
| 4240696                      | 03/28/2024 | PRTD | 3929 | Brewster Companies,  |         | 031424     | 03/14/2024 | 12400020 | 032824  | 6,675.74  |
|                              |            |      |      |                      |         |            | CHECK      | 4240696  | TOTAL:  | 6,675.74  |
| 4240697                      | 03/28/2024 | PRTD | 4048 | Dovetail Inc.        |         | INV-23948  | 02/29/2024 | 12200029 | 032824  | 708.75    |
|                              |            |      |      |                      |         |            | CHECK      | 4240697  | TOTAL:  | 708.75    |
| 4240698                      | 03/28/2024 | PRTD | 1092 | The Edwardsville Int |         | 301005612  | 02/25/2024 | 12400026 | 032824  | 509.24    |
|                              |            |      |      |                      |         |            | CHECK      | 4240698  | TOTAL:  | 509.24    |
| 4240699                      | 03/28/2024 | PRTD | 1029 | Fort Russell Townshi |         | 022824     | 02/27/2024 |          | 032824  | 816.79    |
|                              |            |      |      |                      |         |            | CHECK      | 4240699  | TOTAL:  | 816.79    |
| 4240700                      | 03/28/2024 | PRTD | 3920 | The Jerry Costello G |         | APR24      | 03/04/2024 |          | 032824  | 7,000.00  |
|                              |            |      |      |                      |         |            | CHECK      | 4240700  | TOTAL:  | 7,000.00  |
| 4240701                      | 03/28/2024 | PRTD | 1437 | Keller Construction, |         | 031124     | 03/11/2024 | 12400006 | 032824  | 67,846.95 |
|                              |            |      |      |                      |         |            | CHECK      | 4240701  | TOTAL:  | 67,846.95 |
| 4240702                      | 03/28/2024 | PRTD | 1437 | Keller Construction, |         | 20240217   | 02/28/2024 | 12400025 | 032824  | 9,768.00  |
|                              |            |      |      |                      |         |            | CHECK      | 4240702  | TOTAL:  | 9,768.00  |
| 4240703                      | 03/28/2024 | PRTD | 1602 | Madison County State |         | APR24      | 03/04/2024 |          | 032824  | 8,000.00  |
|                              |            |      |      |                      |         |            | CHECK      | 4240703  | TOTAL:  | 8,000.00  |

# 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

|         |            |      |                           |  |              |            |                |           |
|---------|------------|------|---------------------------|--|--------------|------------|----------------|-----------|
| 4240704 | 03/28/2024 | PRTD | 1874 Main Street Communit |  | 030524       | 03/05/2024 | 032824         | 483.50    |
|         |            |      |                           |  |              | CHECK      | 4240704 TOTAL: | 483.50    |
| 4240705 | 03/28/2024 | PRTD | 3985 New Opportunities    |  | 908231023GAS | 02/29/2024 | 032824         | 2,118.34  |
|         |            |      |                           |  | 808231023GAS | 02/29/2024 | 032824         | 2,165.51  |
|         |            |      |                           |  | AN92023084RB | 02/29/2024 | 032824         | 406.19    |
|         |            |      |                           |  | AN92023079RB | 02/29/2024 | 032824         | 975.82    |
|         |            |      |                           |  | AN82023082RB | 02/29/2024 | 032824         | 477.08    |
|         |            |      |                           |  | AN82023072RB | 02/29/2024 | 032824         | 271.78    |
|         |            |      |                           |  | AN92023070RB | 02/29/2024 | 032824         | 392.69    |
|         |            |      |                           |  |              | CHECK      | 4240705 TOTAL: | 6,807.41  |
| 4240706 | 03/28/2024 | PRTD | 1698 O'Brien Tire & Auto  |  | 0248771      | 02/29/2024 | 032824         | 456.00    |
|         |            |      |                           |  | 0248827      | 03/01/2024 | 032824         | 17.00     |
|         |            |      |                           |  | 0248815      | 03/04/2024 | 032824         | 2,143.70  |
|         |            |      |                           |  | 0248892      | 03/06/2024 | 032824         | 861.88    |
|         |            |      |                           |  | 0248997      | 03/12/2024 | 032824         | 51.00     |
|         |            |      |                           |  |              | CHECK      | 4240706 TOTAL: | 3,529.58  |
| 4240707 | 03/28/2024 | PRTD | 1698 O'Brien Tire & Auto  |  | 0248813      | 02/29/2024 | 032824         | 123.74    |
|         |            |      |                           |  |              | CHECK      | 4240707 TOTAL: | 123.74    |
| 4240708 | 03/28/2024 | PRTD | 1173 Oates Associates, In |  | 38803        | 03/08/2024 | 032824         | 2,125.00  |
|         |            |      |                           |  | 38788        | 03/08/2024 | 032824         | 13,320.00 |
|         |            |      |                           |  | 38787        | 03/08/2024 | 032824         | 4,000.00  |
|         |            |      |                           |  | 38812        | 03/12/2024 | 032824         | 21,197.75 |
|         |            |      |                           |  |              | CHECK      | 4240708 TOTAL: | 40,642.75 |

# 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        |
| 4240709                      | 03/28/2024 | PRTD | 1033 | Scheffel Boyle       |         | 252359    | 12/31/2023 |          | 032824  | 39,300.00  |
|                              |            |      |      |                      |         |           | CHECK      | 4240709  | TOTAL:  | 39,300.00  |
| 4240710                      | 03/28/2024 | PRTD | 3980 | The Bancorp Bank     |         | 632671    | 02/29/2024 | 12100078 | 032824  | 706.54     |
|                              |            |      |      |                      |         |           | CHECK      | 4240710  | TOTAL:  | 706.54     |
| 4240711                      | 03/28/2024 | PRTD | 1530 | The Kiesel Company   |         | 559518    | 02/23/2024 |          | 032824  | 800.55     |
|                              |            |      |      |                      |         | 559517    | 02/23/2024 |          | 032824  | 193.90     |
|                              |            |      |      |                      |         | 559579    | 02/27/2024 |          | 032824  | 20,485.93  |
|                              |            |      |      |                      |         | 559721    | 03/01/2024 |          | 032824  | 15,409.37  |
|                              |            |      |      |                      |         | 559966    | 03/08/2024 |          | 032824  | 20,653.11  |
|                              |            |      |      |                      |         | 560115    | 03/13/2024 |          | 032824  | 16,569.21  |
|                              |            |      |      |                      |         | 560058    | 03/12/2024 |          | 032824  | 20,534.98  |
|                              |            |      |      |                      |         | 560059    | 03/12/2024 |          | 032824  | 781.30     |
|                              |            |      |      |                      |         | 560060    | 03/12/2024 |          | 032824  | 505.98     |
|                              |            |      |      |                      |         | 559842COR | 03/05/2024 |          | 032824  | 20,468.86  |
|                              |            |      |      |                      |         |           | CHECK      | 4240711  | TOTAL:  | 116,403.19 |
| 4240712                      | 03/28/2024 | PRTD | 3811 | Thouvenot, Wade & Mo |         | 84095     | 02/29/2024 |          | 032824  | 6,371.00   |
|                              |            |      |      |                      |         |           | CHECK      | 4240712  | TOTAL:  | 6,371.00   |
| 4240713                      | 03/28/2024 | PRTD | 1506 | Village of Glen Carb |         | INV00730  | 03/01/2024 |          | 032824  | 566.77     |
|                              |            |      |      |                      |         |           | CHECK      | 4240713  | TOTAL:  | 566.77     |
| 4240714                      | 03/28/2024 | PRTD | 3923 | Xerox Corporation    |         | 020817560 | 03/01/2024 |          | 032824  | 57.00      |
|                              |            |      |      |                      |         |           | CHECK      | 4240714  | TOTAL:  | 57.00      |

## CHECK REGISTER

NUMBER OF CHECKS    28                    \*\*\* CASH ACCOUNT TOTAL \*\*\*            2,621,097.86

|                      | COUNT | AMOUNT       |
|----------------------|-------|--------------|
| TOTAL PRINTED CHECKS | 28    | 2,621,097.86 |

\*\*\* GRAND TOTAL \*\*\*            2,621,097.86

# 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    |
| 4240715                      | 03/28/2024 | PRTD             | 1050 Ameren Illinois |         | 030524GCTC   | 03/05/2024 |         | 032824B | 448.84 |
|                              |            |                  |                      |         |              | CHECK      | 4240715 | TOTAL:  | 448.84 |
| 4240716                      | 03/28/2024 | PRTD             | 1050 Ameren Illinois |         | 030524N      | 03/05/2024 |         | 032824B | 104.02 |
|                              |            |                  |                      |         |              | CHECK      | 4240716 | TOTAL:  | 104.02 |
| 4240717                      | 03/28/2024 | PRTD             | 1050 Ameren Illinois |         | 030624BW     | 03/06/2024 |         | 032824B | 318.24 |
|                              |            |                  |                      |         |              | CHECK      | 4240717 | TOTAL:  | 318.24 |
| 4240718                      | 03/28/2024 | PRTD             | 1050 Ameren Illinois |         | 031424EGPR   | 03/14/2024 |         | 032824B | 46.49  |
|                              |            |                  |                      |         |              | CHECK      | 4240718 | TOTAL:  | 46.49  |
| 4240719                      | 03/28/2024 | PRTD             | 1501 Ameren Illinois |         | 022924Bluff  | 02/29/2024 |         | 032824B | 30.20  |
|                              |            |                  |                      |         |              | CHECK      | 4240719 | TOTAL:  | 30.20  |
| 4240720                      | 03/28/2024 | PRTD             | 1501 Ameren Illinois |         | 022924Bluff1 | 02/29/2024 |         | 032824B | 30.86  |
|                              |            |                  |                      |         |              | CHECK      | 4240720 | TOTAL:  | 30.86  |
| 4240721                      | 03/28/2024 | PRTD             | 1501 Ameren Illinois |         | 022924Bluff2 | 02/29/2024 |         | 032824B | 64.20  |
|                              |            |                  |                      |         |              | CHECK      | 4240721 | TOTAL:  | 64.20  |
| 4240722                      | 03/28/2024 | PRTD             | 1501 Ameren Illinois |         | 022924GLPR   | 02/29/2024 |         | 032824B | 629.81 |
|                              |            |                  |                      |         |              | CHECK      | 4240722 | TOTAL:  | 629.81 |
| 4240723                      | 03/28/2024 | PRTD             | 1501 Ameren Illinois |         | 022924Natur1 | 02/29/2024 |         | 032824B | 79.61  |
|                              |            |                  |                      |         |              | CHECK      | 4240723 | TOTAL:  | 79.61  |
| 4240724                      | 03/28/2024 | PRTD             | 1501 Ameren Illinois |         | 030624AHSR   | 03/06/2024 |         | 032824B | 517.64 |
|                              |            |                  |                      |         |              | CHECK      | 4240724 | TOTAL:  | 517.64 |



# 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          |  |  |
|                              |            |      |                           |                  |             |            |          |         |              |  |  |
| 4240725                      | 03/28/2024 | PRTD | 1501 Ameren Illinois      |                  | 032124      | 03/21/2024 |          | 032824B | 32.30        |  |  |
|                              |            |      |                           |                  |             | CHECK      | 4240725  | TOTAL:  | 32.30        |  |  |
| 4240726                      | 03/28/2024 | PRTD | 1501 Ameren Illinois      |                  | 0924ILRt3PR | 02/29/2024 |          | 032824B | 420.00       |  |  |
|                              |            |      |                           |                  |             | CHECK      | 4240726  | TOTAL:  | 420.00       |  |  |
| 4240727                      | 03/28/2024 | PRTD | 4117 Bank of Springfield  |                  | 032024-1    | 03/20/2024 |          | 032824B | 1,000,000.00 |  |  |
|                              |            |      |                           |                  |             | CHECK      | 4240727  | TOTAL:  | 1,000,000.00 |  |  |
| 4240728                      | 03/28/2024 | PRTD | 4117 Bank of Springfield  |                  | 032024-2    | 03/20/2024 |          | 032824B | 1,500,000.00 |  |  |
|                              |            |      |                           |                  |             | CHECK      | 4240728  | TOTAL:  | 1,500,000.00 |  |  |
| 4240729                      | 03/28/2024 | PRTD | 4109 Brown Equipment Comp |                  | INV25285    | 03/22/2024 |          | 032824B | 269.44       |  |  |
|                              |            |      |                           |                  |             | CHECK      | 4240729  | TOTAL:  | 269.44       |  |  |
| 4240730                      | 03/28/2024 | PRTD | 1433 City of Edwardsville |                  | 032224ETC1  | 03/22/2024 |          | 032824B | 219.27       |  |  |
|                              |            |      |                           |                  | 032224ETC2  | 03/22/2024 |          | 032824B | 10.76        |  |  |
|                              |            |      |                           |                  | 032224ETC3  | 03/22/2024 |          | 032824B | 10.76        |  |  |
|                              |            |      |                           |                  |             | CHECK      | 4240730  | TOTAL:  | 240.79       |  |  |
| 4240731                      | 03/28/2024 | PRTD | 1029 Fort Russell Townshi |                  | 031924      | 03/19/2024 |          | 032824B | 336.55       |  |  |
|                              |            |      |                           |                  |             | CHECK      | 4240731  | TOTAL:  | 336.55       |  |  |
| 4240732                      | 03/28/2024 | PRTD | 1014 Granite City Townshi |                  | 022324      | 02/23/2024 |          | 032824B | 5,995.90     |  |  |
|                              |            |      |                           |                  | 121423      | 12/14/2023 |          | 032824B | 2,541.87     |  |  |
|                              |            |      |                           |                  | 031424      | 03/14/2024 |          | 032824B | 1,978.27     |  |  |
|                              |            |      |                           |                  |             | CHECK      | 4240732  | TOTAL:  | 10,516.04    |  |  |
| 4240733                      | 03/28/2024 | PRTD | 1437 keller Construction, |                  | 031424      | 03/14/2024 | 12300016 | 032824B | 214,799.55   |  |  |

# 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      | 4240733  | TOTAL:  | 214,799.55 |
| 4240734 | 03/28/2024 | PRTD | 1437 keller Construction, |  | 031524       | 03/15/2024 | 12400022 | 032824B | 19,236.89  |
|         |            |      |                           |  |              | CHECK      | 4240734  | TOTAL:  | 19,236.89  |
| 4240735 | 03/28/2024 | PRTD | 1698 O'Brien Tire & Auto  |  | 0249074      | 03/14/2024 |          | 032824B | 1,607.36   |
|         |            |      |                           |  | 0249206      | 03/22/2024 |          | 032824B | 1,113.84   |
|         |            |      |                           |  | 0249207      | 03/22/2024 |          | 032824B | 17.00      |
|         |            |      |                           |  |              | CHECK      | 4240735  | TOTAL:  | 2,738.20   |
| 4240736 | 03/28/2024 | PRTD | 4104 Republic Services #3 |  | 50-005579931 | 03/20/2024 |          | 032824B | 137.50     |
|         |            |      |                           |  |              | CHECK      | 4240736  | TOTAL:  | 137.50     |
| 4240737 | 03/28/2024 | PRTD | 4071 S.M. Wilson & Co.    |  | 0322003-20   | 03/21/2024 | 12200090 | 032824B | 407,409.67 |
|         |            |      |                           |  |              | CHECK      | 4240737  | TOTAL:  | 407,409.67 |
| 4240738 | 03/28/2024 | PRTD | 1053 Special Service Area |  | 032624BW     | 03/26/2024 |          | 032824B | 534.23     |
|         |            |      |                           |  | 032624       | 03/26/2024 |          | 032824B | 1,038.46   |
|         |            |      |                           |  | 032624N      | 03/26/2024 |          | 032824B | 163.23     |
|         |            |      |                           |  |              | CHECK      | 4240738  | TOTAL:  | 1,735.92   |
| 4240739 | 03/28/2024 | PRTD | 1530 The Kiesel Company   |  | 560224       | 03/18/2024 |          | 032824B | 21,038.30  |
|         |            |      |                           |  | 560390       | 03/21/2024 |          | 032824B | 20,680.27  |
|         |            |      |                           |  |              | CHECK      | 4240739  | TOTAL:  | 41,718.57  |
| 4240740 | 03/28/2024 | PRTD | 4090 Venice Township      |  | 1010         | 01/03/2024 |          | 032824B | 200.09     |
|         |            |      |                           |  | 1008         | 02/27/2024 |          | 032824B | 454.46     |
|         |            |      |                           |  | 1009         | 01/29/2024 |          | 032824B | 538.61     |
|         |            |      |                           |  |              | CHECK      | 4240740  | TOTAL:  | 1,193.16   |

## CHECK REGISTER

| CASH ACCOUNT: 10000000 10101      Checking Account |            |      |                      |         |         |                            |              |         |              |
|----------------------------------------------------|------------|------|----------------------|---------|---------|----------------------------|--------------|---------|--------------|
| CHECK NO                                           | CHK DATE   | TYPE | VENDOR NAME          | VOUCHER | INVOICE | INV DATE                   | PO           | WARRANT | NET          |
|                                                    |            |      |                      |         |         |                            |              |         |              |
| 4240741                                            | 03/28/2024 | PRTD | 4107 wiley Interiors |         | 99414-1 | 03/22/2024                 | 12400003     | 032824B | 28,639.01    |
|                                                    |            |      |                      |         | 99413-1 | 03/22/2024                 | 12400004     | 032824B | 3,559.50     |
|                                                    |            |      |                      |         |         | CHECK                      | 4240741      | TOTAL:  | 32,198.51    |
| NUMBER OF CHECKS                                   |            |      |                      |         | 27      | *** CASH ACCOUNT TOTAL *** |              |         | 3,235,253.00 |
|                                                    |            |      |                      |         |         | COUNT                      | AMOUNT       |         |              |
| TOTAL PRINTED CHECKS                               |            |      |                      |         |         | 27                         | 3,235,253.00 |         |              |
| *** GRAND TOTAL ***                                |            |      |                      |         |         |                            |              |         | 3,235,253.00 |

## ELECTRONIC FUNDS TRANSFER REGISTER

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

| CHECK NO | CHK DATE   | TYPE | VENDOR NAME | CHECKING ACCOUNT | VOUCHER              | INVOICE | INV DATE                   | PO      | WARRANT             | NET       |
|----------|------------|------|-------------|------------------|----------------------|---------|----------------------------|---------|---------------------|-----------|
| 9240007  | 03/20/2024 | PRTD | 4064        | FTA              |                      | 032024  | 03/20/2024                 |         | EFT0320             | 67,947.00 |
|          |            |      |             |                  |                      |         | CHECK                      | 9240007 | TOTAL:              | 67,947.00 |
|          |            |      |             |                  | NUMBER OF CHECKS     | 1       | *** CASH ACCOUNT TOTAL *** |         |                     | 67,947.00 |
|          |            |      |             |                  |                      |         | COUNT                      |         | AMOUNT              |           |
|          |            |      |             |                  | TOTAL PRINTED CHECKS |         | 1                          |         | 67,947.00           |           |
|          |            |      |             |                  |                      |         |                            |         | *** GRAND TOTAL *** | 67,947.00 |

Madison County Mass Transit District  
Income Statement with Budget Variance for the  
Period Ended February 29, 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                        | 1,114,804.63   | 1,041,666.67  | 73,137.96        | 107.02     | 8,972,332.36  | 8,333,333.34   | 638,999.02       | 107.67         |
| Investment Income                        | 234,244.04     | 58,333.33     | 175,910.71       | 401.56     | 1,290,452.67  | 466,666.66     | 823,786.01       | 276.53         |
| Investment Realized Gains/Losses         | 0.00           | 0.00          | 0.00             | 0.00       | 1,420.67      | 0.00           | 1,420.67         | 0.00           |
| Investments-Mark to Market               | -373,753.70    | 0.00          | -373,753.70      | 0.00       | 748,248.56    | 0.00           | 748,248.56       | 0.00           |
| IDOT Operating Assistance                | 3,387,455.01   | 1,500,000.00  | 1,887,455.01     | 225.83     | 12,995,603.51 | 12,000,000.00  | 995,603.51       | 108.30         |
| Federal CARES Act/CRRSAA/ARPA            | 0.00           | 232,500.00    | -232,500.00      | 0.00       | 1,854,368.00  | 1,860,000.00   | -5,632.00        | 99.70          |
| Local Sales Tax Reform Fund              | 338,113.69     | 258,333.33    | 79,780.36        | 130.88     | 2,389,795.64  | 2,066,666.66   | 323,128.98       | 115.64         |
| CMAQ Rideshare Marketing & Outreach      | 0.00           | 62,500.00     | -62,500.00       | 0.00       | 121,404.00    | 500,000.00     | -378,596.00      | 24.28          |
| Commuter Initiative                      | 23,678.07      | 12,500.00     | 11,178.07        | 189.42     | 60,087.49     | 100,000.00     | -39,912.51       | 60.09          |
| Fares                                    | 128,656.71     | 47,500.00     | 81,156.71        | 270.86     | 978,580.94    | 380,000.00     | 598,580.94       | 257.52         |
| Other Revenue                            | 191,884.79     | 12,250.00     | 179,634.79       | 1,566.41   | 229,153.65    | 98,000.00      | 131,153.65       | 233.83         |
| Lease/Rental Income                      | 0.00           | 0.00          | 0.00             | 0.00       | 31,421.89     | 0.00           | 31,421.89        | 0.00           |
| TOTAL OPERATING REVENUE                  | 5,045,083.24   | 3,225,583.33  | 1,819,499.91     | 156.41     | 29,672,869.38 | 25,804,666.66  | 3,868,202.72     | 114.99         |
| CAPITAL REVENUE                          |                |               |                  |            |               |                |                  |                |
| Fed Transit Admin Section 5307           | 0.00           | 639,666.17    | -639,666.17      | 0.00       | 48,573.00     | 5,117,329.34   | -5,068,756.34    | 0.95           |
| Fed Transit Admin Section 5339           | 0.00           | 315,000.00    | -315,000.00      | 0.00       | 0.00          | 2,520,000.00   | -2,520,000.00    | 0.00           |
| Congestion Mitigation Air Quality        | 0.00           | 439,166.67    | -439,166.67      | 0.00       | 0.00          | 3,513,333.34   | -3,513,333.34    | 0.00           |
| Rebuild Illinois                         | 2,622,404.38   | 2,093,416.67  | 528,987.71       | 125.27     | 2,622,404.38  | 16,747,333.34  | -14,124,928.96   | 15.66          |
| Illinois Dept of Transportation          | 10,294.97      | 120,833.33    | -110,538.36      | 8.52       | 1,335,904.62  | 966,666.66     | 369,237.96       | 138.20         |
| Illinois Dept of Natural Resources       | 165,000.00     | 46,083.33     | 118,916.67       | 358.05     | 165,000.00    | 368,666.66     | -203,666.66      | 44.76          |
| Metro East Park and Recreation District  | 116,886.20     | 195,833.33    | -78,947.13       | 59.69      | 150,918.70    | 1,566,666.66   | -1,415,747.96    | 9.63           |
| Future Grants                            | 0.00           | 1,525,900.00  | -1,525,900.00    | 0.00       | 0.00          | 12,207,200.00  | -12,207,200.00   | 0.00           |
| Intergovernmental Agreements             | 0.00           | 8,333.33      | -8,333.33        | 0.00       | 0.00          | 66,666.66      | -66,666.66       | 0.00           |
| TOTAL CAPITAL REVENUE                    | 2,914,585.55   | 5,384,232.83  | -2,469,647.28    | 54.13      | 4,322,800.70  | 43,073,862.66  | -38,751,061.96   | 10.04          |
| TOTAL REVENUES                           | 7,959,668.79   | 8,609,816.16  | -650,147.37      | 92.45      | 33,995,670.08 | 68,878,529.32  | -34,882,859.24   | 49.36          |
| OPERATING EXPENSES                       |                |               |                  |            |               |                |                  |                |
| Fixed Route and Paratransit              | 2,615,428.22   | 2,681,333.33  | -65,905.11       | 97.54      | 21,112,903.59 | 21,450,666.66  | -337,763.07      | 98.43          |
| ACT Administrative Contract              | 38,243.00      | 40,833.33     | -2,590.33        | 93.66      | 305,944.00    | 326,666.66     | -20,722.66       | 93.66          |
| Rideshare                                | 49,777.63      | 83,333.33     | -33,555.70       | 59.73      | 542,400.81    | 666,666.66     | -124,265.85      | 81.36          |
| Professional and Other Services          | 54,300.00      | 45,583.33     | 8,716.67         | 119.12     | 212,574.45    | 364,666.66     | -152,092.21      | 58.29          |
| Trustee Expenses                         | 881.17         | 2,500.00      | -1,618.83        | 35.25      | 7,062.25      | 20,000.00      | -12,937.75       | 35.31          |
| District Office Expenses                 | 47,356.99      | 37,500.00     | 9,856.99         | 126.29     | 398,895.34    | 300,000.00     | 98,895.34        | 132.97         |
| Facilities Maintenance                   | 99,000.30      | 89,666.67     | 9,333.63         | 110.41     | 803,363.64    | 717,333.34     | 86,030.30        | 111.99         |
| District Budget Contingency              | 0.00           | 83,333.33     | -83,333.33       | 0.00       | 0.00          | 666,666.66     | -666,666.66      | 0.00           |
| TOTAL OPERATING EXPENSES                 | 2,904,987.31   | 3,064,083.32  | -159,096.01      | 94.81      | 23,383,144.08 | 24,512,666.64  | -1,129,522.56    | 95.39          |
| CAPITAL EXPENSES                         |                |               |                  |            |               |                |                  |                |
| Bikeways                                 | 549,422.06     | 3,721,666.67  | -3,172,244.61    | 14.76      | 2,828,165.98  | 29,773,333.34  | -26,945,167.36   | 9.50           |
| Bus Station/Stops and Park & Ride        | 0.00           | 895,500.00    | -895,500.00      | 0.00       | 40,912.15     | 7,164,000.00   | -7,123,087.85    | 0.57           |
| Cooperative Police Bicycle Grant Program | 0.00           | 6,250.00      | -6,250.00        | 0.00       | 10,944.98     | 50,000.00      | -39,055.02       | 21.89          |
| Facility Improvements                    | 4,695.96       | 1,870,833.33  | -1,866,137.37    | 0.25       | 5,754,979.57  | 14,966,666.66  | -9,211,687.09    | 38.45          |
| Maintenance Equipment                    | 0.00           | 55,933.33     | -55,933.33       | 0.00       | 83,320.53     | 447,466.66     | -364,146.13      | 18.62          |
| MIS Equipment                            | 0.00           | 454,166.67    | -454,166.67      | 0.00       | 0.00          | 3,633,333.34   | -3,633,333.34    | 0.00           |
| Transit Support Equipment                | -4,626.51      | 72,750.00     | -77,376.51       | -6.36      | 395,697.68    | 582,000.00     | -186,302.32      | 67.99          |
| Vehicles - Buses                         | 0.00           | 2,376,129.17  | -2,376,129.17    | 0.00       | 0.00          | 19,009,033.34  | -19,009,033.34   | 0.00           |
| Vehicles - Rideshare Vans                | 0.00           | 88,000.00     | -88,000.00       | 0.00       | 0.00          | 704,000.00     | -704,000.00      | 0.00           |
| Vehicles - Transit Support               | 7,500.00       | 160,666.67    | -153,166.67      | 4.67       | 7,500.00      | 1,285,333.34   | -1,277,833.34    | 0.58           |
| Contingency                              | 0.00           | 166,666.67    | -166,666.67      | 0.00       | 0.00          | 1,333,333.34   | -1,333,333.34    | 0.00           |
| TOTAL CAPITAL EXPENSES                   | 556,991.51     | 9,868,562.51  | -9,311,571.00    | 5.64       | 9,121,520.89  | 78,948,500.02  | -69,826,979.13   | 11.55          |
| TOTAL EXPENSES                           | 3,461,978.82   | 12,932,645.83 | -9,470,667.01    | 26.77      | 32,504,664.97 | 103,461,166.66 | -70,956,501.69   | 31.42          |
| EXCESS REVENUE OVER EXPENSE              | 4,497,689.97   | -4,322,829.67 | 8,820,519.64     | -104.05    | 1,491,005.11  | -34,582,637.34 | 36,073,642.45    | -4.31          |

UNAUDITED

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

|                                             | Current<br>Month      | Current<br>YTD         | Prior<br>YTD            | Percentage<br>Increase /<br>(Decrease)<br>Over Prior YTD | FY24<br>Budget        | Budget %<br>Expended<br>(67% of FY) |
|---------------------------------------------|-----------------------|------------------------|-------------------------|----------------------------------------------------------|-----------------------|-------------------------------------|
| <b>Revenue</b>                              |                       |                        |                         |                                                          |                       |                                     |
| <b>Operating Revenue</b>                    |                       |                        |                         |                                                          |                       |                                     |
| Sales Tax Revenue                           | \$1,114,804.63        | \$8,972,332.36         | \$8,738,751.60          | 3%                                                       | \$12,500,000          | 72%                                 |
| Investment Income                           | 234,244.04            | 1,290,452.67           | 418,174.77              | 209%                                                     | 700,000               | 184%                                |
| Investment Gains/Losses                     | 0.00                  | 1,420.67               | (459,841.34)            | 100%                                                     | 0                     | 0%                                  |
| Investments-Mark to Market                  | (373,753.70)          | 748,248.56             | 83,931.73               | 100%                                                     | 0                     | 100%                                |
| IDOT Operating Assistance                   | 3,387,455.01          | 12,995,603.51          | 9,204,838.01            | 0%                                                       | 18,000,000            | 72%                                 |
| Federal CARES Act/CRRSAA/ARPA               | 0.00                  | 1,854,368.00           | 1,796,813.00            | 0%                                                       | 2,790,000             | 66%                                 |
| Local Sales Tax Reform Fund                 | 338,113.69            | 2,389,795.64           | 2,532,853.94            | -6%                                                      | 3,100,000             | 77%                                 |
| CMAQ Rideshare Marketing and Outreach       | 0.00                  | 121,404.00             | 178,381.00              | 0%                                                       | 750,000               | 16%                                 |
| Commuter Initiative                         | 23,678.07             | 60,087.49              | 13,696.50               | 0%                                                       | 150,000               | 40%                                 |
| Fares                                       | 128,656.71            | 978,580.94             | 309,434.08              | 0%                                                       | 570,000               | 172%                                |
| Other Revenue                               | 191,884.79            | 229,153.65             | 35,009.19               | 555%                                                     | 147,000               | 156%                                |
| Lease/Rental Income                         | 0.00                  | 31,421.89              | 32,046.93               | 0%                                                       | 0                     | 0%                                  |
| Total Operating Revenue                     | \$5,045,083.24        | \$29,672,869.38        | \$22,884,089.41         | 30%                                                      | \$38,707,000          | 77%                                 |
| <b>Capital Revenue</b>                      |                       |                        |                         |                                                          |                       |                                     |
| FTA Transit Admin Section 5307              | \$0.00                | \$48,573.00            | \$3,286,323.00          | 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                            | 2,622,404.38          | 2,622,404.38           | 48,610.90               | 0%                                                       | 25,121,000            | 10%                                 |
| Illinois Department of Transportation       | 10,294.97             | 1,335,904.62           | 652,905.27              | 0%                                                       | 1,450,000             | 92%                                 |
| Illinois Department of Natural Resources    | 165,000.00            | 165,000.00             | 0.00                    | 0%                                                       | 553,000               | 30%                                 |
| Intergovernmental Agreements                | 0.00                  | 150,918.70             | 0.00                    | 0%                                                       | 100,000               | 0%                                  |
| Metro East Park and Recreation District     | 116,886.20            | 0.00                   | 349,273.00              | 0%                                                       | 2,350,000             | 0%                                  |
| 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                       | \$2,914,585.55        | \$4,322,800.70         | \$4,337,112.17          | 0%                                                       | \$64,610,794          | 7%                                  |
| <b>Total Revenues</b>                       | <b>\$7,959,668.79</b> | <b>\$33,995,670.08</b> | <b>\$27,221,201.58</b>  | <b>25%</b>                                               | <b>\$103,317,794</b>  | <b>33%</b>                          |
| <b>Expenses</b>                             |                       |                        |                         |                                                          |                       |                                     |
| <b>Operating Expenses</b>                   |                       |                        |                         |                                                          |                       |                                     |
| Fixed Route and Paratransit                 | \$2,615,428.22        | \$21,112,903.59        | \$20,583,225.68         | 3%                                                       | \$32,176,000          | 66%                                 |
| ACT Administrative Contract                 | 38,243.00             | 305,944.00             | 0.00                    | 100%                                                     | 490,000               | 62%                                 |
| Rideshare                                   | 49,777.63             | 542,400.81             | 591,957.36              | -8%                                                      | 1,000,000             | 54%                                 |
| Professional and Other Services             | 54,300.00             | 212,574.45             | 126,250.74              | 68%                                                      | 547,000               | 39%                                 |
| Trustee Expenses                            | 881.17                | 7,062.25               | 8,879.05                | -20%                                                     | 30,000                | 24%                                 |
| District Office Expenses                    | 47,356.99             | 398,895.34             | 280,849.96              | 42%                                                      | 450,000               | 89%                                 |
| Facilities Maintenance                      | 99,000.30             | 803,363.64             | 682,952.80              | 18%                                                      | 1,076,000             | 75%                                 |
| District Budget Contingency                 | 0.00                  | 0.00                   | 0.00                    | 0%                                                       | 1,000,000             | 0%                                  |
| Total Operating Expenses                    | \$2,904,987.31        | \$23,383,144.08        | \$22,274,115.59         | 5%                                                       | \$36,769,000          | 64%                                 |
| <b>Capital Expenses</b>                     |                       |                        |                         |                                                          |                       |                                     |
| Bikeways                                    | \$549,422.06          | \$2,828,165.98         | \$1,812,839.26          | 56%                                                      | \$44,660,000          | 6%                                  |
| Bus Station/Stops and Park & Ride           | 0.00                  | 40,912.15              | 32,100.70               | 100%                                                     | 10,746,000            | 0%                                  |
| Cooperative Police Bicycle Grant Program    | 0.00                  | 10,944.98              | 37,281.00               | 100%                                                     | 75,000                | 15%                                 |
| Facility Improvements                       | 4,695.96              | 5,754,979.57           | 6,678,481.41            | -14%                                                     | 22,450,000            | 26%                                 |
| Maintenance Equipment                       | 0.00                  | 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                   | (4,626.51)            | 395,697.68             | 114,984.45              | 100%                                                     | 873,000               | 45%                                 |
| 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                  | 7,500.00              | 7,500.00               | 45,386.00               | 100%                                                     | 1,928,000             | 0%                                  |
| Contingency                                 | 0.00                  | 0.00                   | 0.00                    | 0%                                                       | 2,000,000             | 0%                                  |
| Total Capital Expenses                      | \$556,991.51          | \$9,121,520.89         | \$8,851,362.82          | 3%                                                       | \$118,422,750         | 8%                                  |
| <b>Total Expenses</b>                       | <b>\$3,461,978.82</b> | <b>\$32,504,664.97</b> | <b>\$31,125,478.41</b>  | <b>4%</b>                                                | <b>\$155,191,750</b>  | <b>21%</b>                          |
| <b>Excess Revenue Over (Under) Expenses</b> | <b>\$4,497,689.97</b> | <b>\$1,491,005.11</b>  | <b>(\$3,904,276.83)</b> | <b>-138%</b>                                             | <b>(\$51,873,956)</b> | <b>(3%)</b>                         |

ASSETS

|                                |               |
|--------------------------------|---------------|
| Checking Account               | 36,437.73     |
| Savings Accounts               | 110,181.93    |
| Illinois Funds Investment Pool | 5,045,731.01  |
| Investments                    | 65,050,000.00 |
| Investments-Mark to Market     | 928,789.93    |
| Inventory                      | 1,225,562.56  |
| Accounts Receivable            | 14,148.08     |
| Sales Tax Receivable           | 3,340,880.75  |
| Interest Receivable            | 284,100.12    |
| Prepaid Expenses               | 2,093,066.11  |
| TOTAL ASSETS                   | 78,128,898.22 |

LIABILITIES

|                   |              |
|-------------------|--------------|
| Accounts Payable  | 4,373,325.67 |
| Retainage Payable | 626,080.58   |
| TOTAL LIABILITIES | 4,999,406.25 |

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      | 1,491,005.11  |
| Total Unassigned Fund Balance     | 8,157,339.47  |
| TOTAL FUND BALANCE                | 73,129,491.97 |

|                                    |               |
|------------------------------------|---------------|
| TOTAL LIABILITIES AND FUND BALANCE | 78,128,898.22 |
|------------------------------------|---------------|

UNAUDITED

MCT DETAILED SCHEDULE OF INVESTMENTS  
AT FEBRUARY 29, 2024

| INSTITUTION                                                                            | PURCHASE<br>DATE | CD OR<br>ACCOUNT<br>NUMBER | MATURITY<br>DATE | INTEREST<br>RATES | CERTIFICATE<br>AMOUNT | WEIGHTED<br>AVERAGE<br>INTEREST |
|----------------------------------------------------------------------------------------|------------------|----------------------------|------------------|-------------------|-----------------------|---------------------------------|
| <b><u>INVESTMENTS PURCHASED DIRECTLY BY MCT</u></b>                                    |                  |                            |                  |                   |                       |                                 |
| 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         | ***48258                   | 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         | 5.12%             | 1,500,000.00          |                                 |
| Bank of Springfield                                                                    | 12-07-23         | ***03256                   | 12-03-26         | 4.64%             | 1,000,000.00          |                                 |
| Bank of Springfield                                                                    | 12-07-23         | ***03264                   | 12-07-28         | 4.26%             | 2,175,000.00          |                                 |
| TOTAL CDARS                                                                            |                  |                            |                  |                   | <u>10,445,000.00</u>  | 4.42%                           |
| 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                                                                   |                  |                            |                  | 3.03%             | 36,437.73             |                                 |
| MCT savings accounts                                                                   |                  |                            |                  | 3.03%             | 78,079.49             |                                 |
| MCT savings account (BOS)                                                              |                  |                            |                  | 5.00%             | 32,102.44             |                                 |
| Illinois Funds investment pool                                                         |                  |                            |                  | 5.410%            | 5,045,731.01          |                                 |
| TOTAL CASH                                                                             |                  |                            |                  |                   | <u>5,192,350.67</u>   | 5.35%                           |
| TOTAL CASH AND INVESTMENTS                                                             |                  |                            |                  |                   | 70,242,350.67         |                                 |



# Madison County Mass Transit District Agency

## STATEMENT REPORT

As of 2/29/2024

### ACCOUNTS

Madison County Mass Transit District Agency

### ECONOMIC RECAP

- In the fourth quarter of 2023, the US economy grew by 3.2%, reflecting strong consumer spending driven by increased confidence in declining inflation and rising incomes. The Atlanta Fed’s GDPNow model predicts continued economic expansion with a 3.0% growth estimate for first quarter 2024, slightly lower than the fourth quarter but still above the US economy’s long-term real growth rate of approximately 2%.
  - Inflationary data showed price pressures remained marginally elevated, driven higher by rising prices for services. However, the rate of growth for the 12 months ended in February slowed, according
- to the personal consumption expenditures price index (the Federal Reserve’s preferred measure of inflation), which rose 2.4%, nearing the 2.0% target set by the Federal Reserve.

  - Sales of existing homes rose 3.1% in January from December. However, sales were down 1.7% from January 2023. The median existing home price was \$379,100 in January, lower than the December price of \$381,400 but higher than the January 2023 price of \$360,800. Unsold inventory of existing homes represented a 3.0-month supply at the current sales pace, below the 10-year average of 3.7 months.
- Industrial production ticked lower in January after no growth in December. Manufacturing declined 0.5% in January and 0.9% since January 2023. According to the latest survey from the S&P Global US Manufacturing Purchasing Managers’ Index, the Manufacturing sector saw improvement in January for the first time since April 2023. The Services sector saw business accelerate to a seven-month high in January.

### ECONOMIC DATA

|                                    | CURRENT | 20-YEAR AVERAGE | PERCENTILE |
|------------------------------------|---------|-----------------|------------|
| Unemployment Rate                  | 3.7%    | 5.9%            | 10%        |
| CPI YoY (Urban)                    | 3.1%    | 2.6%            | 69%        |
| Inflation Expectations (5-year)    | 2.4%    | 1.9%            | 80%        |
| Fed Deficit (% of GDP)             | 6.3%    | 5.3%            | 68%        |
| Household Debt/Income (Disposable) | 97%     | 111%            | 6%         |
| Housing Affordability Index        | 95.8    | 149.9           | 1%         |
| US Dollar Index                    | 104     | 89              | 95%        |

Source: Bloomberg



## EQUITY RECAP

- The S&P 500 posted its fourth consecutive month of gains in February, rising more than 5%. Equity markets shrugged off higher than expected inflation readings from the Consumer Price Index and Producer Price Index, which helped push 10-year treasury yields up by more than 0.3%.
- All S&P sectors rose in February, with the strongest performance from Consumer Discretionary, up 9%, and Industrials, up 7%. Utilities and Consumer Staples lagged, returning 1% and 2%, respectively. Fourth quarter 2023 earnings per share growth was better than expected at 4%, driven by positive surprises from large tech companies such as NVIDIA, Microsoft and Apple. First quarter 2024 earnings are currently expected to grow 3.6%, while 11% growth is expected for the full year.
- Mid and small-cap indices outperformed the S&P 500, gaining nearly 6%. Developed international stocks rose 2%, while emerging markets gained nearly 5%. Oil prices rose 3%, gold was flat and the US dollar gained less than 1%.

## MARKET PERFORMANCE

|                       | 1-MONTH | YTD   | 1-YEAR | 3-YEAR | 5-YEAR |
|-----------------------|---------|-------|--------|--------|--------|
| S&P 500               | 5.3%    | 7.1%  | 30.4%  | 11.9%  | 14.7%  |
| S&P 400 Midcap        | 5.9%    | 4.1%  | 13.0%  | 6.6%   | 10.3%  |
| Russell 2000          | 5.7%    | 1.5%  | 10.0%  | -1.0%  | 6.9%   |
| MSCI EAFE             | 1.9%    | 2.5%  | 15.1%  | 5.1%   | 7.4%   |
| MSCI Emerging Markets | 4.8%    | -0.1% | 9.1%   | -6.0%  | 2.2%   |
| MSCI ACWI             | 4.3%    | 5.0%  | 23.8%  | 7.3%   | 11.1%  |

Source: Bloomberg



## FIXED INCOME RECAP

- In February, the one-year Treasury yield increased 0.25%, from 4.65% to 4.90%. The increase in yield was partially due to a hotter-than-expected inflation print in January. While the short-term inflation reading was higher than expected, the market's expectation for inflation is that the remainder of the year will continue to show an improvement towards the Fed's target of 2%.
- Investment-grade corporate spreads narrowed at the start of the month due to improving corporate expectations from S&P 500 earnings. BBB rated corporate bond spreads fell to their lowest levels since February 2022. Corporate spreads then widened towards the end of February following the January inflation reports, essentially undoing the tightening that occurred at the beginning of the month.
- Currently, the market is expecting approximately four interest-rate cuts by January 29, 2025. Rates are expected to fall about 1.07% from now through January 29, 2025. The yield curve remains inverted by 0.34%. Historically, an inverted yield curve has indicated concerns about the overall economy. However, this is a unique period of time where credit spreads have been narrowing while the yield curve has remained consistently inverted.

## MARKET PERFORMANCE

|                            | 1-MONTH | YTD   | 1-YEAR | 3-YEAR | 5-YEAR |
|----------------------------|---------|-------|--------|--------|--------|
| Bloomberg US Treasury      | -1.3%   | -1.6% | 2.3%   | -3.4%  | 0.2%   |
| Bloomberg US Corporate     | -1.5%   | -1.7% | 6.0%   | -2.9%  | 1.8%   |
| Bloomberg US Aggregate     | -1.4%   | -1.7% | 3.3%   | -3.2%  | 0.6%   |
| Bloomberg US High Yield    | 0.3%    | 0.3%  | 11.0%  | 1.8%   | 4.2%   |
| Bloomberg Global Agg Ex-US | -1.2%   | -3.4% | 2.7%   | -7.4%  | -2.4%  |
| Bloomberg US Municipal     | 0.1%    | -0.4% | 5.4%   | -0.2%  | 1.9%   |

Source: Bloomberg



## INVESTING AT ALL TIME HIGHS

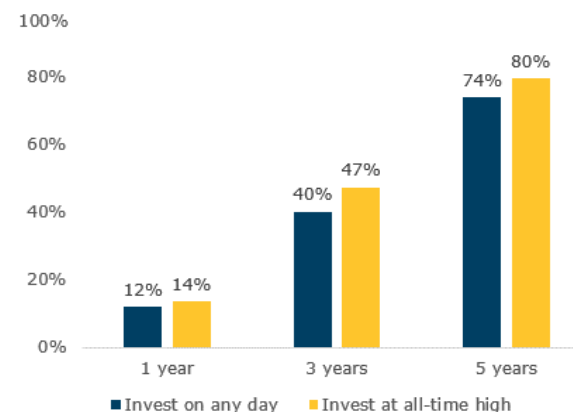
- The Standard & Poor's 500 Index closed February at an all-time high (ATH) of 5,096. When investors hear that the stock market has risen to an ATH, they sometimes celebrate the achievement, but often become concerned that future returns will be diminished as a result.
- The subsequent returns to investments in the S&P 500 are shown in the charts to the right. Since 1988, the S&P 500 has provided an average annual return of 12% for an investment made on any given day. Investing for three years would have resulted in a 40% return over the whole period, and the return for the subsequent five-year period was 74%. The S&P 500 has certainly rewarded investors for taking risk over the last 35 years.
- One-, three- and five-year subsequent returns after investing on the 783 days since 1988 when an ATH is reached have been 14%, 47% and 80%, respectively—higher than buying on any given day. This is surprising. After all, don't higher prices mean lower expected returns in investing? Yes, in the long run, but not necessarily for these shorter time periods. The stock market typically reaches ATHs when

macroeconomic conditions or corporate profit growth are favorable, and those conditions tend to stay favorable for a while.

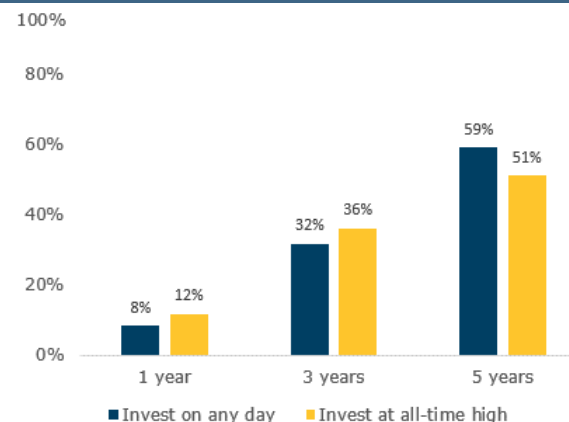
- But what if the ATH is the result of higher than typical stock market valuations? As we show in the second chart to the right, the returns from investing when the S&P 500 P/E ratio is at 19 or above (its average since 1988) are lower than for all valuations, but still substantial. Buying at ATHs when valuations are higher than average still outpaces buying on any day for the subsequent one- and three-year periods. By year five, that advantage starts to fall behind buying on any day.
- This persistence of stock market returns after ATHs results from not only the persistence of positive fundamentals in the economy and earnings present in most bull markets, but also price momentum in investing. Momentum was first identified as a driver of stock market returns 25 years ago, and exposure to it is managed in most of our active equity strategies. For patient investors, ATHs in the stock market represent continued opportunities for intermediate-term gains, not necessarily threats to near-term performance.

*Sources: Creative Planning, Bloomberg, Busey Wealth Management. Daily data for the S&P 500 from 1/4/1988.*

### S&P 500 CUMULATIVE RETURNS AFTER INVESTING 1988-PRESENT



### S&P 500 CUMULATIVE RETURNS AFTER INVESTING AT P/E VALUATIONS >19 (AVERAGE)



At Busey Wealth Management, clients have been entrusting us with their assets for more than 100 years. We have unparalleled experience in devising custom, comprehensive solutions for families and organizations with complex financial needs.

**Zachary Hillard, CFA**  
Executive Vice President | Chief Investment Officer

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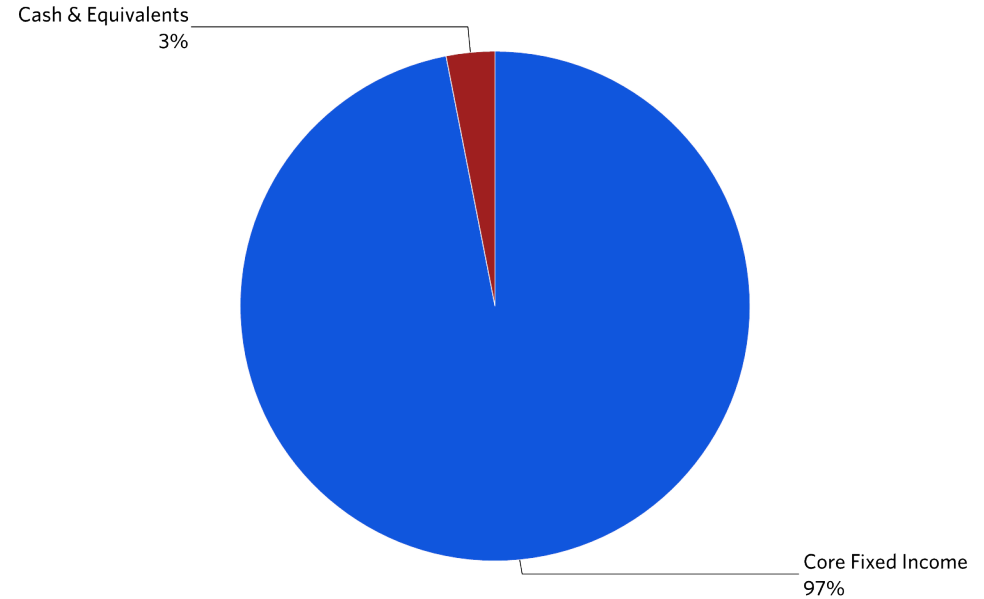


### Portfolio Value Summary

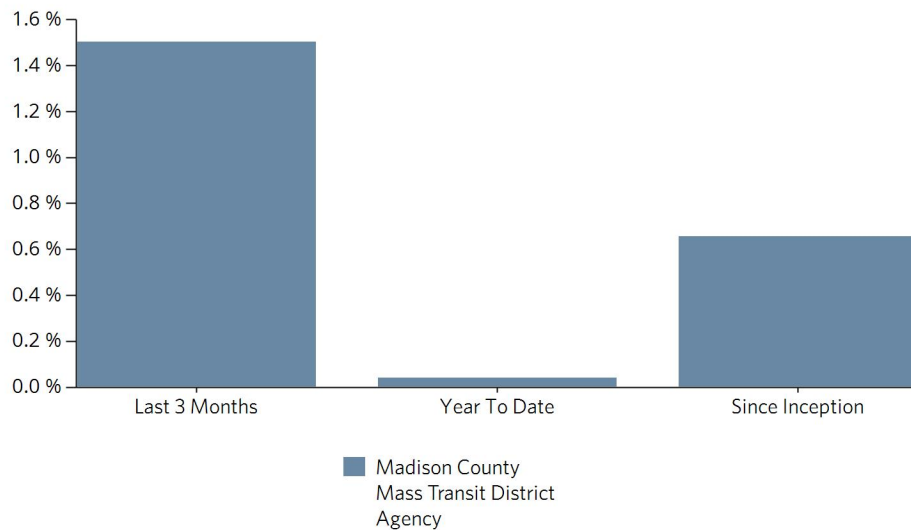
|                                                  | Last 3 Months     | Year To Date      | Since 11/30/2021  |
|--------------------------------------------------|-------------------|-------------------|-------------------|
| <b>Beginning Value</b>                           | <b>41,917,949</b> | <b>48,182,953</b> | <b>0</b>          |
| Net Additions                                    | 5,569,773         | -2,794            | 46,933,316        |
| Gain/Loss                                        | 714,330           | 21,893            | 1,268,737         |
| <b>Ending Value</b>                              | <b>48,202,052</b> | <b>48,202,052</b> | <b>48,202,052</b> |
| Return                                           | 1.5%              | 0.0%              | 0.7% <sup>1</sup> |
| MSCI ALL COUNTRIES ACWI Return                   | 9.9%              | 4.9%              | 3.8%              |
| BARCLAYS CAPITAL INTERMEDIATE GOV'T/CREDIT IN... | 1.5%              | -0.8%             | -1.9%             |
| S&P 500 TOTAL RETURN INDEX Return                | 12.0%             | 7.1%              | 6.7%              |
| MSCI DEVELOPED EAFE(USD)(TRN) Return             | 7.9%              | 2.4%              | 3.9%              |
| CONSUMER PRICE INDEX - (Monthly) Return          | 0.4%              | 0.5%              | 4.7%              |
| MSCI EM EMERGING MARKETS(USD)(TRN) Return        | 3.8%              | -0.1%             | -5.0%             |

<sup>1</sup> Annualized return

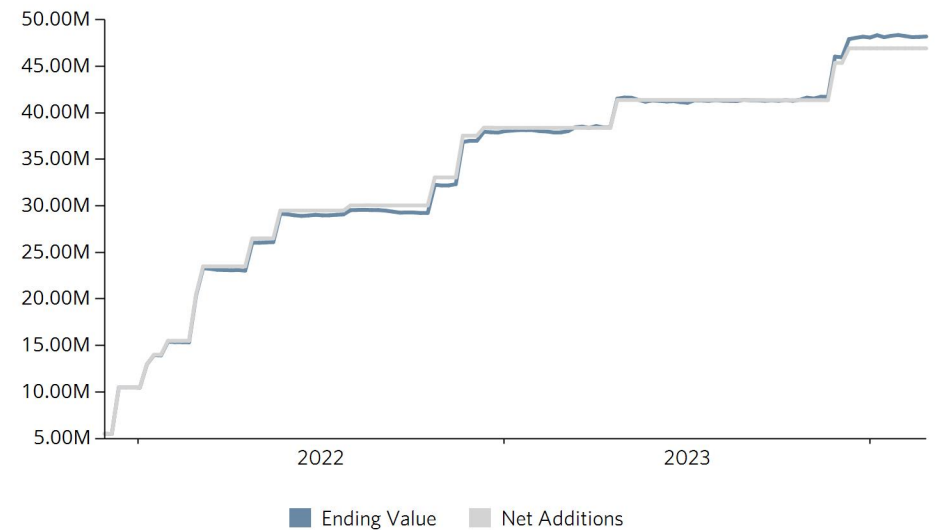
### Asset Class Allocation



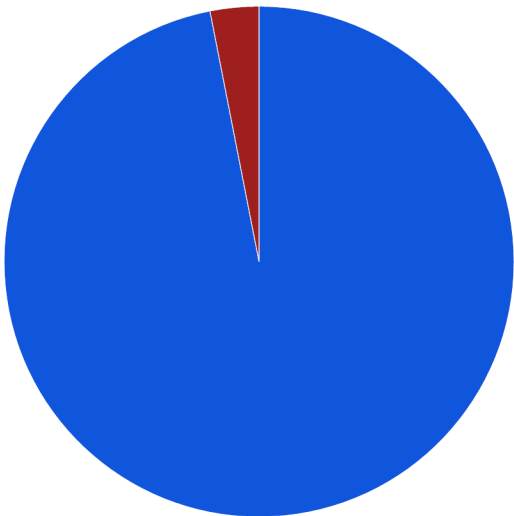
### Portfolio Returns



### Net Additions and Market Value



Asset Class Allocation



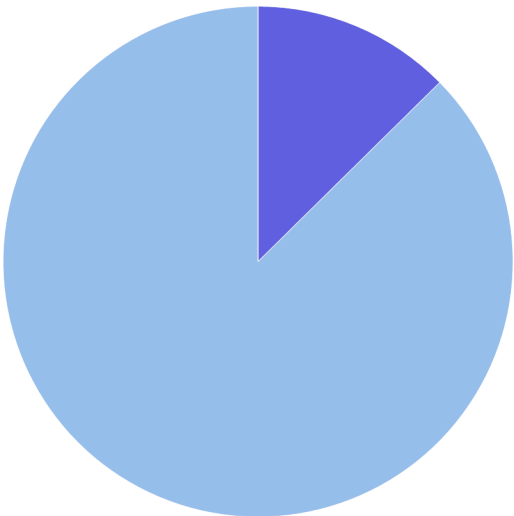
|                                                    | Ending Value      | Allocation    |
|----------------------------------------------------|-------------------|---------------|
| <b>Madison County Mass Transit District Agency</b> | <b>48,202,052</b> | <b>100.0%</b> |
| Core Fixed Income                                  | 46,714,847        | 96.9%         |
| Cash & Equivalents                                 | 1,487,206         | 3.1%          |

Core Equity and Satellites Allocation



No Data Available

Core Fixed Income Allocation



|                                                    | Ending Value      | Allocation    |
|----------------------------------------------------|-------------------|---------------|
| <b>Madison County Mass Transit District Agency</b> | <b>46,714,847</b> | <b>100.0%</b> |
| Muni Bonds                                         | 5,899,048         | 12.6%         |
| Taxable Bonds                                      | 40,815,798        | 87.4%         |

Portfolio Appraisal

|                                                                 | Units     | Cost Basis        | Unit Cost | Ending Value      | Price | Total UGL     | Yield       | Projected Income |
|-----------------------------------------------------------------|-----------|-------------------|-----------|-------------------|-------|---------------|-------------|------------------|
| <b>Madison County Mass Transit District Agency</b>              |           | <b>48,149,952</b> |           | <b>48,202,052</b> |       | <b>52,101</b> | <b>2.7%</b> | <b>1,275,966</b> |
| <b>1035033783 - Madison County Mass Transit District Agency</b> |           | <b>48,149,952</b> |           | <b>48,202,052</b> |       | <b>52,101</b> | <b>2.7%</b> | <b>1,275,966</b> |
| ■ Muni Bonds                                                    |           | 5,838,979         |           | 5,899,048         |       | 60,069        | 2.9%        | 162,842          |
| CALIFORNIA ST 2.65% 04/01/2026                                  | 1,000,000 | 957,482           | 96        | 969,048           | 96    | 11,566        | 2.8%        | 26,500           |
| CALIFORNIA ST 5.5% 10/01/2025                                   | 1,000,000 | 1,024,187         | 102       | 1,030,224         | 101   | 6,037         | 5.5%        | 55,000           |
| JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026                 | 630,000   | 563,167           | 89        | 578,801           | 91    | 15,633        | 1.1%        | 6,577            |
| LINCOLN NEB WEST HAYMARKET JT 5% 12/15/2025                     | 500,000   | 503,620           | 101       | 504,998           | 100   | 1,379         | 5.0%        | 25,000           |
| PENNSYLVANIA ST 0.95% 08/01/2025                                | 700,000   | 661,615           | 95        | 660,146           | 94    | -1,470        | 1.0%        | 6,650            |
| PORT SEATTLE WASH REV 2.836% 05/01/2024                         | 500,000   | 499,085           | 100       | 502,547           | 100   | 3,462         | 2.8%        | 7,090            |
| SAN JOSE EVERGREEN CALIF CMNTY 0.921% 09/01/2025                | 500,000   | 465,615           | 93        | 474,200           | 94    | 8,584         | 1.0%        | 4,605            |
| VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027                  | 500,000   | 447,242           | 89        | 452,262           | 90    | 5,019         | 1.6%        | 7,285            |
| WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027                | 750,000   | 716,965           | 96        | 726,823           | 96    | 9,858         | 3.4%        | 24,135           |
| ■ Taxable Bonds                                                 |           | 40,823,767        |           | 40,815,798        |       | -7,968        | 2.6%        | 1,039,684        |
| ALLY BK SANDY UTAH 3.2% 2025                                    | 245,000   | 245,000           | 100       | 240,066           | 98    | -4,934        | 3.3%        | 7,840            |
| AMERICAN EXPRESS NATL BK BROK 4.35% 2025                        | 245,000   | 245,000           | 100       | 247,333           | 99    | 2,333         | 4.4%        | 10,658           |
| BANK WIS DELLS WIS 4.6% 2026                                    | 245,000   | 245,000           | 100       | 246,183           | 100   | 1,183         | 4.6%        | 11,270           |
| BARCLAYS BK DEL 3.05% 2025                                      | 230,000   | 230,655           | 100       | 226,844           | 98    | -3,811        | 3.1%        | 7,015            |
| BMW BK NORTH AMER UTAH 4.75% 2028                               | 245,000   | 248,243           | 101       | 256,129           | 102   | 7,885         | 4.6%        | 11,638           |
| CAPITAL ONE NATL ASSN VA 4.55% 2026                             | 245,000   | 245,000           | 100       | 247,962           | 100   | 2,962         | 4.6%        | 11,148           |
| CARROLL CNTY TR CO MO 4.5% 2028                                 | 245,000   | 245,000           | 100       | 248,771           | 102   | 3,771         | 4.4%        | 11,025           |
| CIBC BK USA 4.35% 2027                                          | 245,000   | 244,816           | 100       | 249,698           | 100   | 4,883         | 4.3%        | 10,658           |
| CITY NATL BK LOS ANGELES CALIF 4.9% 2025                        | 245,000   | 245,306           | 100       | 248,780           | 100   | 3,474         | 4.9%        | 12,005           |
| DISCOVER BK 3.4% 2025                                           | 245,000   | 245,000           | 100       | 240,453           | 98    | -4,547        | 3.5%        | 8,330            |
| DORT FINL CR UN GRAND BLANC MI 4.75% 2027                       | 235,000   | 235,000           | 100       | 241,361           | 102   | 6,361         | 4.7%        | 11,163           |
| FIRST CTZNS BK & TR CO RALEIGH 4.7% 2025                        | 245,000   | 245,000           | 100       | 248,431           | 100   | 3,431         | 4.7%        | 11,515           |
| FIRST FNDTN BK IRVINE CA 4.9% 2026                              | 225,000   | 225,000           | 100       | 226,132           | 100   | 1,132         | 4.9%        | 11,025           |
| FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026                         | 245,000   | 245,000           | 100       | 252,130           | 101   | 7,130         | 4.8%        | 11,760           |



Portfolio Appraisal

|                                           | Units     | Cost Basis | Unit Cost | Ending Value | Price | Total UGL | Yield | Projected Income |
|-------------------------------------------|-----------|------------|-----------|--------------|-------|-----------|-------|------------------|
| FIRST NATL BK AMER EAST LANS 4.3% 2028    | 250,000   | 250,000    | 100       | 252,734      | 101   | 2,734     | 4.3%  | 10,750           |
| GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028  | 245,000   | 245,000    | 100       | 252,187      | 103   | 7,187     | 4.7%  | 11,882           |
| GOLDMAN SACHS BK USA 3% 2024              | 235,000   | 246,721    | 105       | 238,292      | 100   | -8,429    | 3.0%  | 3,525            |
| JOHN MARSHALL BANCORP INC 4.4% 2027       | 250,000   | 250,000    | 100       | 252,177      | 101   | 2,177     | 4.4%  | 11,000           |
| LAFAYETTE FED CR UN ROCKVILLE 4.9% 2026   | 250,000   | 250,000    | 100       | 254,461      | 102   | 4,461     | 4.8%  | 12,250           |
| MEDALLION BK UTAH 4.5% 2027               | 470,000   | 470,000    | 100       | 475,507      | 101   | 5,507     | 4.5%  | 21,150           |
| MORGAN STANLEY PRIVATE BK NATL 5.05% 2026 | 250,000   | 250,000    | 100       | 260,490      | 102   | 10,490    | 4.9%  | 12,625           |
| PEOPLES BK CO COLDWATER OHIO 4.7% 2027    | 245,000   | 245,000    | 100       | 248,892      | 101   | 3,892     | 4.6%  | 11,515           |
| PROVIDENCE BK ROCKY MT NC 4.6% 2027       | 225,000   | 225,000    | 100       | 228,511      | 101   | 3,511     | 4.5%  | 10,350           |
| SALLIE MAE BK MURRAY UTAH 4.4% 2028       | 250,000   | 250,000    | 100       | 255,938      | 101   | 5,938     | 4.3%  | 11,000           |
| SOUTHERN BK POPLAR BLUFF MO 4.5% 2027     | 245,000   | 245,000    | 100       | 247,870      | 101   | 2,870     | 4.5%  | 11,025           |
| SYNCHRONY BANK 4.45% 2028                 | 225,000   | 225,000    | 100       | 232,359      | 103   | 7,359     | 4.3%  | 10,013           |
| SYNCHRONY BANK 5% 2028                    | 240,000   | 245,847    | 102       | 253,200      | 103   | 7,353     | 4.8%  | 12,000           |
| THREAD BK ROGERSVILLE TENN 4.6% 2026      | 250,000   | 250,000    | 100       | 252,489      | 101   | 2,489     | 4.6%  | 11,500           |
| UBS BK USA SALT LAKE CITY UT 4.6% 2026    | 245,000   | 244,510    | 100       | 245,777      | 100   | 1,267     | 4.6%  | 11,270           |
| UNITED STATES TREAS NTS 0.25% 06/30/2025  | 1,500,000 | 1,441,706  | 96        | 1,412,095    | 94    | -29,611   | 0.3%  | 3,750            |
| UNITED STATES TREAS NTS 0.375% 04/15/2024 | 500,000   | 498,175    | 100       | 497,637      | 99    | -538      | 0.4%  | 938              |
| UNITED STATES TREAS NTS 0.375% 08/15/2024 | 1,000,000 | 977,571    | 98        | 978,164      | 98    | 593       | 0.4%  | 1,875            |
| UNITED STATES TREAS NTS 0.5% 03/31/2025   | 1,500,000 | 1,450,300  | 97        | 1,432,530    | 95    | -17,770   | 0.5%  | 7,500            |
| UNITED STATES TREAS NTS 0.75% 01/31/2028  | 1,700,000 | 1,527,302  | 90        | 1,482,697    | 87    | -44,605   | 0.9%  | 12,750           |
| UNITED STATES TREAS NTS 0.75% 08/31/2026  | 750,000   | 691,150    | 92        | 683,941      | 91    | -7,210    | 0.8%  | 5,625            |
| UNITED STATES TREAS NTS 0.875% 06/30/2026 | 750,000   | 693,750    | 93        | 690,974      | 92    | -2,776    | 1.0%  | 6,563            |
| UNITED STATES TREAS NTS 1.125% 10/31/2026 | 750,000   | 688,518    | 92        | 689,993      | 92    | 1,475     | 1.2%  | 8,438            |
| UNITED STATES TREAS NTS 1.25% 03/31/2028  | 1,675,000 | 1,519,446  | 91        | 1,492,183    | 89    | -27,263   | 1.4%  | 20,938           |
| UNITED STATES TREAS NTS 1.25% 04/30/2028  | 1,500,000 | 1,339,796  | 89        | 1,331,590    | 88    | -8,206    | 1.4%  | 18,750           |
| UNITED STATES TREAS NTS 1.25% 11/30/2026  | 540,000   | 491,948    | 91        | 497,104      | 92    | 5,155     | 1.4%  | 6,750            |
| UNITED STATES TREAS NTS 1.25% 12/31/2026  | 750,000   | 691,570    | 92        | 688,483      | 92    | -3,086    | 1.4%  | 9,375            |

Portfolio Appraisal

|                                           | Units     | Cost Basis | Unit Cost | Ending Value | Price | Total UGL | Yield | Projected Income |
|-------------------------------------------|-----------|------------|-----------|--------------|-------|-----------|-------|------------------|
| UNITED STATES TREAS NTS 1.375% 10/31/2028 | 1,140,000 | 993,359    | 87        | 1,005,618    | 88    | 12,259    | 1.6%  | 15,675           |
| UNITED STATES TREAS NTS 1.5% 01/31/2027   | 425,000   | 399,268    | 94        | 391,637      | 92    | -7,630    | 1.6%  | 6,375            |
| UNITED STATES TREAS NTS 1.75% 01/31/2029  | 770,000   | 690,883    | 90        | 685,173      | 89    | -5,710    | 2.0%  | 13,475           |
| UNITED STATES TREAS NTS 1.875% 02/28/2027 | 1,240,000 | 1,163,338  | 94        | 1,151,551    | 93    | -11,788   | 2.0%  | 23,250           |
| UNITED STATES TREAS NTS 1.875% 06/30/2026 | 750,000   | 708,902    | 95        | 708,754      | 94    | -148      | 2.0%  | 14,063           |
| UNITED STATES TREAS NTS 2% 02/15/2025     | 500,000   | 500,887    | 100       | 485,975      | 97    | -14,912   | 2.1%  | 10,000           |
| UNITED STATES TREAS NTS 2.125% 03/31/2024 | 1,450,000 | 1,450,364  | 100       | 1,458,951    | 100   | 8,587     | 2.1%  | 15,406           |
| UNITED STATES TREAS NTS 2.25% 02/15/2027  | 800,000   | 745,515    | 93        | 752,610      | 94    | 7,095     | 2.4%  | 18,000           |
| UNITED STATES TREAS NTS 2.25% 03/31/2026  | 1,500,000 | 1,429,950  | 95        | 1,444,329    | 95    | 14,379    | 2.4%  | 33,750           |
| UNITED STATES TREAS NTS 2.5% 03/31/2027   | 1,500,000 | 1,424,741  | 95        | 1,433,521    | 95    | 8,781     | 2.6%  | 37,500           |
| UNITED STATES TREAS NTS 2.625% 01/31/2026 | 400,000   | 385,552    | 96        | 386,049      | 96    | 496       | 2.7%  | 10,500           |
| UNITED STATES TREAS NTS 2.75% 02/15/2028  | 1,500,000 | 1,437,206  | 96        | 1,415,381    | 94    | -21,826   | 2.9%  | 41,250           |
| UNITED STATES TREAS NTS 2.75% 04/30/2027  | 300,000   | 287,689    | 96        | 288,068      | 95    | 379       | 2.9%  | 8,250            |
| UNITED STATES TREAS NTS 2.75% 07/31/2027  | 400,000   | 380,871    | 95        | 380,166      | 95    | -705      | 2.9%  | 11,000           |
| UNITED STATES TREAS NTS 2.875% 05/15/2028 | 400,000   | 379,243    | 95        | 381,126      | 94    | 1,883     | 3.0%  | 11,500           |
| UNITED STATES TREAS NTS 2.875% 08/15/2028 | 535,000   | 501,898    | 94        | 504,515      | 94    | 2,617     | 3.1%  | 15,381           |
| UNITED STATES TREAS NTS 3.125% 08/31/2027 | 500,000   | 486,616    | 97        | 479,635      | 96    | -6,981    | 3.3%  | 15,625           |
| UNITED STATES TREAS NTS 3.125% 11/15/2028 | 1,000,000 | 948,633    | 95        | 959,296      | 95    | 10,663    | 3.3%  | 31,250           |
| UNITED STATES TREAS NTS 3.25% 06/30/2027  | 500,000   | 488,124    | 98        | 485,093      | 96    | -3,030    | 3.4%  | 16,250           |
| UNITED STATES TREAS NTS 3.5% 01/31/2028   | 700,000   | 685,617    | 98        | 680,623      | 97    | -4,994    | 3.6%  | 24,500           |
| UNITED STATES TREAS NTS 3.5% 09/15/2025   | 1,500,000 | 1,488,911  | 99        | 1,494,983    | 98    | 6,072     | 3.6%  | 52,500           |
| UNITED STATES TREAS NTS 3.875% 11/30/2027 | 1,000,000 | 984,063    | 98        | 992,590      | 98    | 8,528     | 3.9%  | 38,750           |
| UNITED STATES TREAS NTS 3.875% 12/31/2027 | 500,000   | 499,297    | 100       | 494,667      | 98    | -4,630    | 3.9%  | 19,375           |
| UNITED STATES TREAS NTS 4.125% 09/30/2027 | 1,000,000 | 990,898    | 99        | 1,008,724    | 99    | 17,825    | 4.2%  | 41,250           |
| UNITED STATES TREAS NTS 4.125% 10/31/2027 | 500,000   | 503,378    | 101       | 502,616      | 99    | -762      | 4.2%  | 20,625           |
| UNITED STATES TREAS NTS 4.5% 07/15/2026   | 500,000   | 496,431    | 99        | 502,318      | 100   | 5,887     | 4.5%  | 22,500           |
| UNITED STATES TREAS NTS 4.625% 11/15/2026 | 825,000   | 829,802    | 101       | 838,960      | 100   | 9,158     | 4.6%  | 38,156           |

Portfolio Appraisal

|                                       | Units     | Cost Basis | Unit Cost | Ending Value | Price | Total UGL | Yield | Projected Income |
|---------------------------------------|-----------|------------|-----------|--------------|-------|-----------|-------|------------------|
| WELLS FARGO BANK NATL ASSN 4.55% 2027 | 250,000   | 250,000    | 100       | 254,323      | 102   | 4,323     | 4.5%  | 11,375           |
| ■ Money Markets                       |           | 1,487,206  |           | 1,487,206    |       | 0         | 5.0%  | 73,440           |
| GOLDMAN FED FUND 520                  | 1,487,206 | 1,487,206  | 1         | 1,487,206    | 1     | 0         | 5.0%  | 73,440           |

## 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 |
|----------------------------------------------------|--------------|-------------|---------------|-----------|------------|----------------|-------------------|---------------|-------------------|
| <b>Madison County Mass Transit District Agency</b> |              |             |               |           |            |                |                   |               |                   |
| Madison County Mass Transit District Agency        |              |             |               |           |            |                |                   |               |                   |
| ALLY BK SANDY UTAH 3.2% 2025                       | 240,066      | 3.200%      | 7/28/2025     | —         | —          | —              | 5.0               | —             | 1.4               |
| AMERICAN EXPRESS NATL BK BROK 4.35% 2025           | 247,333      | 4.350%      | 10/14/2025    | —         | —          | —              | 4.9               | —             | 1.6               |
| BANK WIS DELLS WIS 4.6% 2026                       | 246,183      | 4.600%      | 8/17/2026     | —         | —          | —              | 4.6               | —             | 2.3               |
| BARCLAYS BK DEL 3.05% 2025                         | 226,844      | 3.050%      | 5/19/2025     | —         | —          | —              | 5.0               | —             | 1.2               |
| BMW BK NORTH AMER UTAH 4.75% 2028                  | 256,129      | 4.750%      | 3/17/2028     | —         | —          | —              | 4.1               | —             | 3.6               |
| CALIFORNIA ST 2.65% 04/01/2026                     | 969,048      | 2.650%      | 4/1/2026      | —         | AA-        | Aa2            | 4.8               | —             | 2.0               |
| CALIFORNIA ST 5.5% 10/01/2025                      | 1,030,224    | 5.500%      | 10/1/2025     | —         | AA-        | Aa2            | 5.1               | —             | 1.5               |
| CAPITAL ONE NATL ASSN VA 4.55% 2026                | 247,962      | 4.550%      | 5/18/2026     | —         | —          | —              | 4.7               | —             | 2.2               |
| CARROLL CNTY TR CO MO 4.5% 2028                    | 248,771      | 4.500%      | 3/30/2028     | —         | —          | —              | 4.2               | —             | 3.7               |
| CIBC BK USA 4.35% 2027                             | 249,698      | 4.350%      | 4/27/2027     | —         | —          | —              | 4.2               | —             | 2.9               |
| CITY NATL BK LOS ANGELES CALIF 4.9% 2025           | 248,780      | 4.900%      | 11/24/2025    | —         | —          | —              | 4.8               | —             | 1.7               |
| DISCOVER BK 3.4% 2025                              | 240,453      | 3.400%      | 8/8/2025      | —         | —          | —              | 5.0               | —             | 1.4               |
| DORT FINL CR UN GRAND BLANC MI 4.75% 2027          | 241,361      | 4.750%      | 6/21/2027     | —         | —          | —              | 4.2               | —             | 3.2               |
| FIRST CTZNS BK & TR CO RALEIGH 4.7% 2025           | 248,431      | 4.700%      | 10/28/2025    | —         | —          | —              | 4.9               | —             | 1.6               |
| FIRST FNDTN BK IRVINE CA 4.9% 2026                 | 226,132      | 4.900%      | 2/18/2026     | —         | —          | —              | 4.8               | —             | 1.9               |
| FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026            | 252,130      | 4.800%      | 9/30/2026     | —         | —          | —              | 4.5               | —             | 2.4               |
| FIRST NATL BK AMER EAST LANS 4.3% 2028             | 252,734      | 4.300%      | 12/28/2028    | —         | —          | —              | 4.1               | —             | 4.4               |
| GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028           | 252,187      | 4.850%      | 3/22/2028     | —         | —          | —              | 4.2               | —             | 3.7               |
| GOLDMAN SACHS BK USA 3% 2024                       | 238,292      | 3.000%      | 3/6/2024      | —         | —          | —              | 7.4               | —             | 0.0               |
| JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026    | 578,801      | 1.044%      | 9/1/2026      | —         | —          | Aa1            | 4.8               | —             | 2.4               |
| JOHN MARSHALL BANCORP INC 4.4% 2027                | 252,177      | 4.400%      | 6/15/2027     | —         | —          | —              | 4.3               | —             | 3.1               |
| LAFAYETTE FED CR UN ROCKVILLE 4.9% 2026            | 254,461      | 4.900%      | 12/14/2026    | —         | —          | —              | 4.4               | —             | 2.7               |
| LINCOLN NEB WEST HAYMARKET JT 5% 12/15/2025        | 504,998      | 5.000%      | 12/15/2025    | —         | AAA        | Aa1            | 5.1               | —             | 1.7               |
| MEDALLION BK UTAH 4.5% 2027                        | 475,507      | 4.500%      | 6/16/2027     | —         | —          | —              | 4.3               | —             | 3.1               |
| MORGAN STANLEY PRIVATE BK NATL 5.05% 2026          | 260,490      | 5.050%      | 10/19/2026    | —         | —          | —              | 4.1               | —             | 2.6               |
| PENNSYLVANIA ST 0.95% 08/01/2025                   | 660,146      | 0.950%      | 8/1/2025      | —         | A+         | Aa3            | 5.3               | —             | 1.4               |
| PEOPLES BK CO COLDWATER OHIO 4.7% 2027             | 248,892      | 4.700%      | 3/17/2027     | —         | —          | —              | 4.3               | —             | 2.8               |
| PORT SEATTLE WASH REV 2.836% 05/01/2024            | 502,547      | 2.836%      | 5/1/2024      | —         | AA-        | A1             | 5.5               | —             | 0.2               |
| PROVIDENCE BK ROCKY MT NC 4.6% 2027                | 228,511      | 4.600%      | 8/20/2027     | —         | —          | —              | 4.2               | —             | 3.2               |
| SALLIE MAE BK MURRAY UTAH 4.4% 2028                | 255,938      | 4.400%      | 12/13/2028    | —         | —          | —              | 4.1               | —             | 4.2               |
| SAN JOSE EVERGREEN CALIF CMNTY 0.921% 09/01/2025   | 474,200      | 0.921%      | 9/1/2025      | —         | —          | Aa1            | 4.9               | —             | 1.5               |

## 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 |
|-------------------------------------------|--------------|-------------|---------------|-----------|------------|----------------|-------------------|---------------|-------------------|
| SOUTHERN BK POPLAR BLUFF MO 4.5% 2027     | 247,870      | 4.500%      | 6/16/2027     | —         | —          | —              | 4.3               | —             | 3.1               |
| SYNCHRONY BANK 4.45% 2028                 | 232,359      | 4.450%      | 8/11/2028     | —         | —          | —              | 3.7               | —             | 4.0               |
| SYNCHRONY BANK 5% 2028                    | 253,200      | 5.000%      | 3/24/2028     | —         | —          | —              | 4.1               | —             | 3.6               |
| THREAD BK ROGERSVILLE TENN 4.6% 2026      | 252,489      | 4.600%      | 12/11/2026    | —         | —          | —              | 4.4               | —             | 2.6               |
| UBS BK USA SALT LAKE CITY UT 4.6% 2026    | 245,777      | 4.600%      | 5/5/2026      | —         | —          | —              | 4.7               | —             | 2.1               |
| UNITED STATES TREAS NTS 0.25% 06/30/2025  | 1,412,095    | 0.250%      | 6/30/2025     | —         | —          | Aaa            | 4.9               | —             | 1.3               |
| UNITED STATES TREAS NTS 0.375% 04/15/2024 | 497,637      | 0.375%      | 4/15/2024     | —         | —          | Aaa            | 5.5               | —             | 0.1               |
| UNITED STATES TREAS NTS 0.375% 08/15/2024 | 978,164      | 0.375%      | 8/15/2024     | —         | —          | Aaa            | 5.4               | —             | 0.4               |
| UNITED STATES TREAS NTS 0.5% 03/31/2025   | 1,432,530    | 0.500%      | 3/31/2025     | —         | —          | Aaa            | 5.1               | —             | 1.1               |
| UNITED STATES TREAS NTS 0.75% 01/31/2028  | 1,482,697    | 0.750%      | 1/31/2028     | —         | —          | Aaa            | 4.4               | —             | 3.8               |
| UNITED STATES TREAS NTS 0.75% 08/31/2026  | 683,941      | 0.750%      | 8/31/2026     | —         | —          | Aaa            | 4.6               | —             | 2.4               |
| UNITED STATES TREAS NTS 0.875% 06/30/2026 | 690,974      | 0.875%      | 6/30/2026     | —         | —          | Aaa            | 4.6               | —             | 2.3               |
| UNITED STATES TREAS NTS 1.125% 10/31/2026 | 689,993      | 1.125%      | 10/31/2026    | —         | —          | —              | 4.5               | —             | 2.6               |
| UNITED STATES TREAS NTS 1.25% 03/31/2028  | 1,492,183    | 1.250%      | 3/31/2028     | —         | —          | Aaa            | 4.4               | —             | 3.9               |
| UNITED STATES TREAS NTS 1.25% 04/30/2028  | 1,331,590    | 1.250%      | 4/30/2028     | —         | —          | Aaa            | 4.4               | —             | 4.0               |
| UNITED STATES TREAS NTS 1.25% 11/30/2026  | 497,104      | 1.250%      | 11/30/2026    | —         | —          | Aaa            | 4.5               | —             | 2.6               |
| UNITED STATES TREAS NTS 1.25% 12/31/2026  | 688,483      | 1.250%      | 12/31/2026    | —         | —          | Aaa            | 4.5               | —             | 2.7               |
| UNITED STATES TREAS NTS 1.375% 10/31/2028 | 1,005,618    | 1.375%      | 10/31/2028    | —         | —          | Aaa            | 4.3               | —             | 4.4               |
| UNITED STATES TREAS NTS 1.5% 01/31/2027   | 391,637      | 1.500%      | 1/31/2027     | —         | —          | Aaa            | 4.5               | —             | 2.8               |
| UNITED STATES TREAS NTS 1.75% 01/31/2029  | 685,173      | 1.750%      | 1/31/2029     | —         | —          | Aaa            | 4.3               | —             | 4.6               |
| UNITED STATES TREAS NTS 1.875% 02/28/2027 | 1,151,551    | 1.875%      | 2/28/2027     | —         | —          | Aaa            | 4.5               | —             | 2.9               |
| UNITED STATES TREAS NTS 1.875% 06/30/2026 | 708,754      | 1.875%      | 6/30/2026     | —         | —          | Aaa            | 4.6               | —             | 2.2               |
| UNITED STATES TREAS NTS 2% 02/15/2025     | 485,975      | 2.000%      | 2/15/2025     | —         | —          | Aaa            | 5.2               | —             | 0.9               |
| UNITED STATES TREAS NTS 2.125% 03/31/2024 | 1,458,951    | 2.125%      | 3/31/2024     | —         | —          | Aaa            | 5.5               | —             | 0.1               |
| UNITED STATES TREAS NTS 2.25% 02/15/2027  | 752,610      | 2.250%      | 2/15/2027     | —         | —          | Aaa            | 4.5               | —             | 2.8               |
| UNITED STATES TREAS NTS 2.25% 03/31/2026  | 1,444,329    | 2.250%      | 3/31/2026     | —         | —          | Aaa            | 4.7               | —             | 2.0               |
| UNITED STATES TREAS NTS 2.5% 03/31/2027   | 1,433,521    | 2.500%      | 3/31/2027     | —         | —          | Aaa            | 4.5               | —             | 2.9               |
| UNITED STATES TREAS NTS 2.625% 01/31/2026 | 386,049      | 2.625%      | 1/31/2026     | —         | —          | Aaa            | 4.7               | —             | 1.8               |
| UNITED STATES TREAS NTS 2.75% 02/15/2028  | 1,415,381    | 2.750%      | 2/15/2028     | —         | —          | Aaa            | 4.4               | —             | 3.7               |
| UNITED STATES TREAS NTS 2.75% 04/30/2027  | 288,068      | 2.750%      | 4/30/2027     | —         | —          | Aaa            | 4.5               | —             | 3.0               |
| UNITED STATES TREAS NTS 2.75% 07/31/2027  | 380,166      | 2.750%      | 7/31/2027     | —         | —          | Aaa            | 4.5               | —             | 3.2               |
| UNITED STATES TREAS NTS 2.875% 05/15/2028 | 381,126      | 2.875%      | 5/15/2028     | —         | —          | Aaa            | 4.4               | —             | 3.9               |
| UNITED STATES TREAS NTS 2.875% 08/15/2028 | 504,515      | 2.875%      | 8/15/2028     | —         | —          | Aaa            | 4.4               | —             | 4.1               |

## 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 3.125% 08/31/2027                | 479,635           | 3.125%        | 8/31/2027         | —         | —          | Aaa            | 4.4               | —             | 3.3               |
| UNITED STATES TREAS NTS 3.125% 11/15/2028                | 959,296           | 3.125%        | 11/15/2028        | —         | —          | Aaa            | 4.3               | —             | 4.3               |
| UNITED STATES TREAS NTS 3.25% 06/30/2027                 | 485,093           | 3.250%        | 6/30/2027         | —         | —          | Aaa            | 4.4               | —             | 3.1               |
| UNITED STATES TREAS NTS 3.5% 01/31/2028                  | 680,623           | 3.500%        | 1/31/2028         | —         | —          | Aaa            | 4.4               | —             | 3.6               |
| UNITED STATES TREAS NTS 3.5% 09/15/2025                  | 1,494,983         | 3.500%        | 9/15/2025         | —         | —          | Aaa            | 4.9               | —             | 1.5               |
| UNITED STATES TREAS NTS 3.875% 11/30/2027                | 992,590           | 3.875%        | 11/30/2027        | —         | —          | Aaa            | 4.4               | —             | 3.4               |
| UNITED STATES TREAS NTS 3.875% 12/31/2027                | 494,667           | 3.875%        | 12/31/2027        | —         | —          | Aaa            | 4.4               | —             | 3.5               |
| UNITED STATES TREAS NTS 4.125% 09/30/2027                | 1,008,724         | 4.125%        | 9/30/2027         | —         | —          | Aaa            | 4.4               | —             | 3.2               |
| UNITED STATES TREAS NTS 4.125% 10/31/2027                | 502,616           | 4.125%        | 10/31/2027        | —         | —          | Aaa            | 4.4               | —             | 3.3               |
| UNITED STATES TREAS NTS 4.5% 07/15/2026                  | 502,318           | 4.500%        | 7/15/2026         | —         | —          | Aaa            | 4.6               | —             | 2.2               |
| UNITED STATES TREAS NTS 4.625% 11/15/2026                | 838,960           | 4.625%        | 11/15/2026        | —         | —          | Aaa            | 4.5               | —             | 2.5               |
| VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027           | 452,262           | 1.457%        | 8/1/2027          | —         | —          | Aa2            | 4.6               | —             | 3.3               |
| WELLS FARGO BANK NATL ASSN 4.55% 2027                    | 254,323           | 4.550%        | 12/13/2027        | —         | —          | —              | 4.2               | —             | 3.5               |
| WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027         | 726,823           | 3.218%        | 5/1/2027          | —         | AA         | Aa2            | 4.7               | —             | 2.9               |
| <b>Total Madison County Mass Transit District Agency</b> | <b>46,714,847</b> | <b>2.586%</b> | <b>11/26/2026</b> | <b>—</b>  | <b>AA-</b> | <b>Aaa</b>     | <b>4.6</b>        | <b>—</b>      | <b>2.6</b>        |
| <b>Total Madison County Mass Transit District Agency</b> | <b>46,714,847</b> | <b>2.586%</b> | <b>11/26/2026</b> | <b>—</b>  | <b>AA-</b> | <b>Aaa</b>     | <b>4.6</b>        | <b>—</b>      | <b>2.6</b>        |

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**RESOLUTION 24-49**  
**AUTHORIZING EXECUTION OF DOWNSTATE OPERATING ASSISTANCE GRANT**  
**AGREEMENT WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, the provision of public transportation service is essential to the people of Illinois; and


**WHEREAS**, the Downstate Public Transportation Act (30 ILCS 740/2-1 et seq.) ("Act") authorizes the State of Illinois, acting by and through the Illinois Department of Transportation, to make funds available to assist in the development and operation of public transportation systems; and

**WHEREAS**, awards for said funds will impose certain obligations upon the Madison County Mass Transit District ("Participant"), including provision by it of the local share of funds necessary to cover costs not covered by funds provided under the Downstate Public Transportation Act.

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

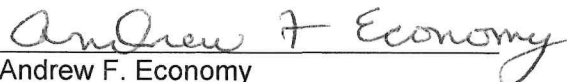
1. Madison County Mass Transit District enter into a Downstate Public Transportation Operating Assistance Agreement ("Agreement"), with the State of Illinois and amend such Agreement, if necessary, for Fiscal Year 2025, in order to obtain grant assistance under the provisions of the Act.
2. Madison County Mass Transit District Board Chairman or Vice Chairman, and/or Managing Director are hereby authorized and directed to execute this agreement, and any amendment(s) to the Agreement on behalf of the Madison County Mass Transit District for such assistance for Fiscal Year 2025.
3. Madison County Mass Transit District Board Chairman or Vice Chairman, and/or Managing Director are hereby authorized to provide such information and file such documents as may be required to perform the Agreement and to request and receive the grant funding for Fiscal Year 2025.
4. While participating in said operating assistance program, the Madison County Mass Transit District shall provide all required local matching funds.

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


  
\_\_\_\_\_  
Ronald L. Jedda, Chairman

\_\_\_\_\_  
Christopher C. Guy

  
\_\_\_\_\_  
Allen P. Adomite

  
\_\_\_\_\_  
Andrew F. Economy

APPROVED as to Form:

  
\_\_\_\_\_  
ATTEST  
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.

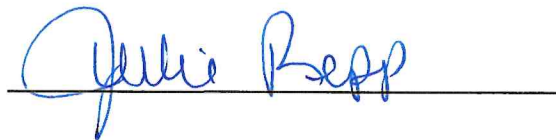
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, March 28, 2024, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and 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, MADISON COUNTY, ILLINOIS AS FOLLOWS THAT:

1. Madison County Mass Transit District enter into a Downstate Public Transportation Operating Assistance Agreement ("Agreement"), with the State of Illinois and amend such Agreement, if necessary, for Fiscal Year 2025, in order to obtain grant assistance under the provisions of the Act.
2. Madison County Mass Transit District Board Chairman or Vice Chairman, and/or Managing Director are hereby authorized and directed to execute this agreement, and any amendment(s) to the Agreement on behalf of the Madison County Mass Transit District for such assistance for Fiscal Year 2025.
3. Madison County Mass Transit District Board Chairman or Vice Chairman, and/or Managing Director are hereby authorized to provide such information and file such documents as may be required to perform the Agreement and to request and receive the grant funding for Fiscal Year 2025.
4. While participating in said operating assistance program, the Madison County Mass Transit District shall provide all required local matching funds.

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-eighth day of March 2024.



**RESOLUTION 24-50**

**AUTHORIZING AN AMENDMENT TO AGREEMENT  
WITH MADISON COUNTY STATE'S ATTORNEY**

**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 provides that the Board may employ and enter into an agreement with the Madison County State's Attorney for the purpose of obtaining professional legal services; and,

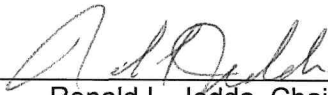
**WHEREAS**, the Madison County State's Attorney, Thomas A. Haine, is willing to enter into such employment agreement and to provide legal services to the District; and,

**WHEREAS**, the District is in need of such legal services and it is in the best interest of the public that such legal services be provided in whole or in part through such employment and agreement.


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

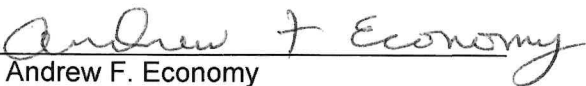
1. Ronald Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to enter into an Agreement for legal services with Madison County State's Attorney, Thomas A. Haine, for the purpose of providing legal services to the District. Such agreement shall provide for the terms, conditions, and compensation for such services and shall also provide that an attorney shall be designated as legal counsel to the District.
2. This Resolution shall supersede and replace all prior agreements for legal services or other written agreements between MCT and the State's Attorney, including but not limited to the Attorney Employment Agreement dated November 29, 2018, and become effective upon its passage and approval by the Board of Trustees.
3. Ronald 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 Agreement for legal services with Madison County State's Attorney's Office, including any and all amendments on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

**ADOPTED**, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-eighth day of March 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, 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, March 28, 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. Ronald 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 enter into an Agreement for legal services with Madison County State's Attorney, Thomas A. Haine, for the purpose of providing legal services to the District. Such agreement shall provide for the terms, conditions, and compensation for such services and shall also provide that an attorney shall be designated as legal counsel to the District.
2. This Resolution shall supersede and replace all prior agreements for legal services or other written agreements between MCT and the State's Attorney, including but not limited to the Attorney Employment Agreement dated November 29, 2018, and become effective upon its passage and approval by the Board of Trustees.
3. Ronald Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or SJ 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 Agreement for legal services with Madison County State's Attorney's Office, including any and all amendments 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-eighth day of March 2024.

  
\_\_\_\_\_



## **AGREEMENT FOR LEGAL SERVICES**

This Agreement for Legal Services ("Agreement") is executed below and effective as of 1<sup>st</sup> day of March 2024 ("Effective Date"), by and between the Madison County Mass Transit District ("MCT"), and the Madison County State's Attorney ("State's Attorney").

WHEREAS, the Local Mass Transit District Act, 70 ILCS 3610, provides for the Transit District to "call upon" the "chief law officers. . .of the County" to provide legal services; and

WHEREAS, the Madison County State's Attorney serves as the chief legal officer of Madison County, Illinois, and as chief legal counsel for MCT, as allowed by law; and

WHEREAS, both parties see the beneficial interest in the continued service of the Madison County State's Attorney as chief legal representative of the Madison County Mass Transit District, and in consideration for a reduction of the cost of those services over a fixed term, the undersigned parties have agreed to the terms of engagement as stated herein.

1. State's Attorney shall provide for the MCT civil representation and counsel as needed, upon written request of MCT, including, but not limited to assistance with administrative and board matters, real estate, encroachments, intergovernmental agreements, and prosecution for all violations of MCT's rules, regulations, resolutions, and ordinances.

2. In conjunction with MCT, State's Attorney shall assign any attorney in its employ to serve as legal counsel for MCT under this Agreement. MCT shall be granted the right to refuse a proposed attorney and may request a change of attorney at any time. State's Attorney may, from time to time as needed by MCT, retain other or outside counsel for specific assignments, including, but not limited to litigation. While the State's Attorney shall have the authority to designate such outside counsel, any billing and compensation for the outside counsel shall be separate from and in addition to the compensation paid by MCT to the State's Attorney by this Agreement.

3. MCT shall pay to State's Attorney an annual retainer in the sum of Ninety-Six Thousand Dollars (\$96,000.00) per calendar year for its legal representation of MCT as described herein. This shall not include all fees and costs associated with other or outside counsel retained by State's Attorney as provided for herein, which shall be paid directly by MCT to such counsel or firm.

4. The said retainer shall be paid to State's Attorney in monthly installments of Eight Thousand Dollars (\$8,000.00) per month due and payable no later than the 15<sup>th</sup> day of each month, beginning on the 15<sup>th</sup> day of March 2024.

5. Said compensation shall include expenses related to and supporting the services provided by State's Attorney herein as well as its overall office function, but shall not include any out of pocket expenses incurred by State's Attorney, including but not limited to, filing fees, service of process fees, witness fees, and court reporter fees. This compensation shall not include fees and costs associated with other or outside counsel retained as provided for herein.

6. State's Attorney shall timely invoice MCT within sixty (60) days of any reimbursable expenses and MCT shall timely pay State's Attorney said invoiced expenses within sixty (60) days of receipt.

7. The term of this Agreement shall be for one year, commencing on April 1, 2024 and ending on March 31, 2025. MCT agrees that the term for this Agreement is appropriate as the State's Attorney makes both budgeting and employment decisions on the expectation of this Agreement. Unless either party provides notice to the other party of its intention to terminate this Agreement within thirty (30) days of the expiration of the current term this Agreement shall automatically renew for another twelve (12) month term.


8. This Agreement shall supersede and replace all prior agreements for legal services or other written agreements between MCT and the State's Attorney.

IN WITNESS WHEREOF, the parties hereto have executed and delivered this Agreement on this \_\_\_\_ day of \_\_\_\_\_, 2024.

Madison County State's Attorney

  
Thomas A. Haine  
Madison County State's Attorney

Madison County Mass Transit District

  
Steven J. Morrison  
Managing Director

## **RESOLUTION 24-51**

### **AUTHORIZING SHUTTLE SERVICE FOR THE 2024 ALTON MIDWEST NATIONALS FORMULA 1 POWERBOAT CHAMPIONSHIP**

**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 City of Alton will be hosting the 2024 Alton Midwest Nationals Formula 1 Powerboat Championship Friday, June 21 to Sunday, June 23, 2024, taking place on the Mississippi River, with a multi-day event featuring Formula 1 Powerboats, Tunnel Boats and Tri-Hulls, concerts, and other activities; and,

**WHEREAS**, the event is expected to draw 20,000-plus spectators and generate an economic impact to the region of over \$2.5 million; and,

**WHEREAS**, due to limited parking options, the District has been approached by the City of Alton to provide shuttle service from various locations to the event; and,

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

**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, from various locations to the Alton Midwest Nationals Formula 1 Powerboat Championship from 7:00 am to 5:00 pm on both Saturday, June 22 and Sunday, June 23, 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.

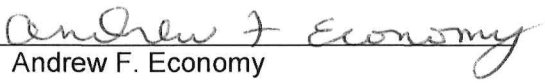
**ADOPTED** by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-eighth day of March 2024.




  
\_\_\_\_\_  
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, and as such Secretary, I am the keeper of the records and files of the District.

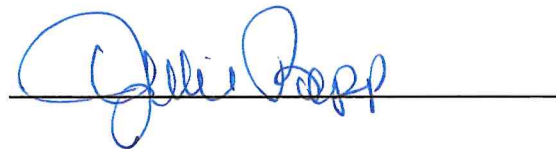
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, March 28, 2024, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and 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 operate shuttle service, which will be open to the public, from various locations to the Alton Midwest Nationals Formula 1 Powerboat Championship from 7:00 am to 5:00 pm on both Saturday, June 22 and Sunday, June 23, 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-eighth day of March 2024.





David Goins  
Mayor  
CITY OF ALTON  
101 East 3rd Street | Alton, IL 62002

February 28, 2024

Madison County Transit  
S J Morrison  
1 Transit Way  
Pontoon Beach, IL. 62040

Dear Mr. Morrison:

Greetings from the City of Alton, Illinois and me, Mayor David Goins. I am writing to solicit your help during our F1 Boat Races that will take place June 21<sup>st</sup> through the 23<sup>rd</sup> on our riverfront. We would be very thankful to have your services to shuttle our patrons from their vehicles, which will be located at different posts in the city, to the riverfront festivities.

We are hoping that your services will be donated to the city for this wonderful occasion. There will be volunteers available to direct your team as well as the patrons which should make the transporting task an easy one.

Thank you so much for your consideration of this request. Should you have any questions, please do not hesitate to contact me. I can be reached at 618-463-3500.

Best Regards,

David Goins  
Mayor of Alton, IL.

## **RESOLUTION 24-52**

### **AUTHORIZING AN AWARD OF CONTRACT FOR DESIGN ENGINEERING SERVICES FOR THE GOSHEN TO BETHALTO TRAIL PHASE 1**

**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 is considering the construction of a trail approximately six (6) miles in length from the western terminus of Goshen Trail near the Madison Avenue/Wanda Road intersection to the north near the Bethalto, Illinois corporate limits; and,

**WHEREAS**, the District desires to proceed with Phase 1 of the Goshen to Bethalto Trail from the western terminus of the Goshen Trail near the Madison/Wanda Road intersection to the northwest corner of the Grand View Hills Subdivision in Wood River, Illinois; and,

**WHEREAS**, Oates Associates is currently under contract to complete an Alignment Study for the Goshen Trail to Bethalto Extension which was authorized by Resolution 22-48; and,

**WHEREAS**, Oates Associates, Inc., of Collinsville, Illinois, has maintained a satisfactory relationship with the District in the past by performing similar professional services as are needed for this 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 with Oates Associates, Inc., of Collinsville, Illinois, to provide additional services as detailed in Exhibit A.

**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 Oates Associates, Inc. of Collinsville, Illinois, in the cumulative amount of three hundred seventy five thousand six hundred dollars (\$375,600.00) to provide services as described in Exhibit A, subject to the terms and conditions of the District's standard AIA Agreements.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chair, 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.

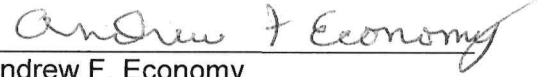
**ADOPTED** by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-eighth day of March 2024.



Ronald L. Jedda, Chairman



Allen P. Adomite



Andrew F. Economy

\_\_\_\_\_  
Christopher C. Guy

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.

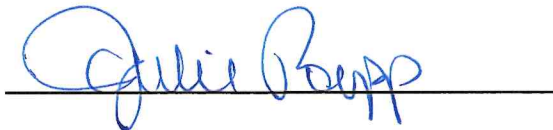
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, March 28, 2024, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and 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 Oates Associates, Inc. of Collinsville, Illinois, in the cumulative amount of three hundred seventy five thousand six hundred dollars (\$375,600.00) to provide services as described in Exhibit A, subject to the terms and conditions of the District's standard AIA Agreements.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chair, 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-eighth day of March 2024.





**Collinsville**

100 Lanter Ct, Ste 1  
Collinsville, IL 62234  
618.345.2200

**St. Louis**

720 Olive St, Ste 700  
St. Louis, MO 63101  
314.588.8381

**Belleville**

1 S Church St, Ste 200  
Belleville, IL 62220  
618.416.4688

**St. Charles**

820 S Main St, Ste 309  
St. Charles, MO 63301  
636.493.6277

**EXHIBIT A**

March 14, 2024

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

Re: Goshen Trail Bethalto Extension Design – Phase 1  
OA Project No. 223078

Dear Mr. Morrison:

We propose to provide professional engineering and surveying services for the design of a shared use path with a grade separation structure at IL-143 for the Goshen Trail Bethalto Extension Design – Phase 1 (hereinafter called the "Project") in the Village of Roxana and the City of Wood River. It is our understanding that this proposal will be referenced as an Attachment to AIA Document B101.

Our Basic Services will consist of providing field services, utility coordination, drainage, design development, construction documents, and bid assistance, all as set forth in the attached "Exhibit B: Scope of Services". More specifically, our Basic Services include time related to designing 6,600 feet of trail with a cast in place box culvert, traffic staging, drainage culverts and storm sewer, pavement reconstruction on IL-143, security lighting and camera systems, and a retaining wall. We anticipate three submittals to MCT and IDOT: preliminary (includes TS&L), prefinal and PS&E.

Oates Associates will manage the project and perform all the survey, civil, and structural engineering work as outlined in the Scope of Services. Badger Daylighting Corp will provide utility potholing services. Electrico will provide IDOT traffic signal utilities locating services. RTM Engineering Consultants will provide lighting and electrical engineering services. Faith Group LLC will provide security camera system services. SCI Engineering, Inc. will provide geotechnical engineering services, private utility locating, and global stability analysis for retaining walls. Airworks will provide topographic drone survey processing services.

The lump sum fee for Basic Services is \$375,600. If requested, we will also perform authorized Additional Services for changes in scope at the hourly rates set forth on Exhibit C. We will not provide any Additional Services that increases the contract amount without prior approval from the District.

It is our understanding that the District will incorporate this proposal and Scope of Work into the "Consultant/ Services Agreement" using this letter as an attachment. Please attach a copy of this proposal to the District's agreement for our records. This proposal will be open for acceptance until May 13, 2024, unless changed by us in writing. If you have any questions, please do not hesitate to contact me.

Sincerely,

**OATES ASSOCIATES, INC.**

A handwritten signature in blue ink, appearing to read "Sarita J. Melendez".

Sarita J. Melendez, PE  
Project Manager

A handwritten signature in blue ink, appearing to read "Thomas L. Cissell".

Thomas L Cissell, PE  
Project Principal

**EXHIBIT C**  
**GENERAL CONDITIONS**  
**HOURLY RATE SCHEDULE**

|                        |       |
|------------------------|-------|
| Principal Engineer     | \$235 |
| Senior Professional II | \$225 |
| Senior Professional I  | \$210 |
| Professional IV        | \$190 |
| Professional III       | \$175 |
| Professional II        | \$145 |
| Professional I         | \$125 |
| Junior Professional II | \$115 |
| Junior Professional    | \$100 |
| Technician III         | \$155 |
| Technician II          | \$125 |
| Technician I           | \$90  |
| Technician             | \$70  |
| Technician Intern      | \$65  |

The above hourly rates are effective as of July 1, 2023 and are subject to adjustment annually.



## General

Services are requested to render professional engineering and surveying services for the design of 6,600 LF of the Goshen Trail Bethalto Extension – Phase 1 through the Village of Roxana and the City of Wood River. The design will include a culvert pedestrian crossing under IL-143.

The Scope of Services is described in the following sections. The total estimated fee for these services is **\$375,600**.

### **Task 1.0 – Field Services (Lump Sum \$39,235)** (about 14-weeks starting in April 2024)

The consultant's scope includes:

- Set control point coordinates and elevations using GPS
- Traverse between control points in field
- Elevation loop between benchmarks in field
- Office calculations - coordinates, elevations, closure
- Locate existing utilities – measure depth to exposed utilities
- Locate utility conflict potholes – assume 10 excavations completed by sub
- IDOT utility locate – coordinate with sub to locate IDOT utilities
- Drone flight plan and authorizations
- Set drone targets
- Drone flights
- Drone processing
- Traditional topo survey
- Supplemental field surveys
- Draw existing topo
- Create and process TIN surface
- Field review – edit topo and TIN
- Stake ROW
- Set soil boring locations and tie in after completion – 19 soil boring locations, by sub
- Coordination of geotechnical borings (completed in two mobilizations) and review of geotechnical report completed by sub
- Coordination for piezometer installation, readings, and results completed by sub

### **Task 2.0 – Utility Coordination (Lump Sum \$11,400)** (about 6-weeks starting in July 2024)

The consultant's scope includes:

- Request type, size and location of existing facilities – send topo drawing to utilities
- Verify type, size and location of existing facilities – send preliminary plans to utilities
- Confirm conflicts and verify adjustment and relocation work – assume 8 companies/municipalities for coordination
- Coordination meetings with utilities – assume 5 utilities will require additional coordination
- Review utility adjustment and relocation plans from utilities

### **Task 3.0 – Drainage (Lump Sum \$21,900)** (about 8-weeks starting in August 2024)

The consultant's scope includes:

- Storm sewer design for draining tunnel
- Storm sewer schematic layout

- Drainage area computations
- Inlet computations / type, size and layout
- Storm sewer computations / type and size
- "404" permit coordination with USACE for intermittent stream crossing and discharge of storm sewer
- Final storm sewer layout
- Extend culvert at Nathan Way Court
- Culvert drainage area computations
- Culvert flow estimations
- Culvert sizing
- Culvert discharge control
- Culvert ditch calculations
- Paved swale adjustment south of 76 Drive
- Drainage Plan & Profile Sheets

**Task 4.0 – Design Development (Lump Sum \$43,000)** (about 16-weeks starting in August 2024)

The consultant's scope includes:

- Refine proposed typical sections for trail and review cores and/or as built plans to determine IL-143 pavement structure
- Refine horizontal alignment
- Refine vertical alignment
- Develop construction staging – assume 3 stages
- Develop Removal Sheets
- Refine trail Plan & Profile Sheets from study
- Design entrances to park and one field entrance
- Reconfigure access road in park
- Retaining wall layout
- Refine trail cross sections
- Develop major construction details
- Environmental, historical and cultural permitting
- IDOT permitting and coordination
- Refine study phase quantities and cost estimate
- Coordination with MCT
- Quality reviews of plan sheets
- Design Development Plan Submittal to MCT

**Task 5.0 – Type, Size & Location Plans (Lump Sum \$21,700)** (about 8-weeks starting in September 2024)

The consultant's scope includes:

- Develop TS&L plan sheets and details with IDOT required data
- Develop design drawing of culvert and wings
- Culvert final layout and preliminary design
- Wingwall final layout and preliminary design – assume wings similar to Schoolhouse Trail at IL-157 Tunnel
- Evaluate staging and temporary soil retention – assume 3 stages
- Prepare Structure Report – IDOT form BBS 153
- Prefinal submittal to IDOT
- Final submittal to IDOT – revisions and disposition of BBS comment
- Internal and external coordination

**Task 6.0 – Structure Plans (Lump Sum \$61,800)** (about 24-weeks starting in December 2024)

The consultant's scope includes:

- Plan Development Outline – assume IDOT Bureau of Bridges and Structures will require
- Revise and finalize culvert layout
- Barrel design – design and detail single box and headwalls, assume 3 stages
- Wingwall design – design and detail wingwalls similar to Schoolhouse Trail Tunnel at IL-157
- Approach slab – detailing of approach slab, special detailing for drains and seat on culvert
- Railing layout – railing layout and work through details
- Temporary soil retention layout
- General plan and elevation – update TS&L general plan sheet
- Construction details – staging and temporary soil retention
- Structure details – culvert barrel details
- Wingwall details – assume form lined and similar to Schoolhouse Trail Tunnel at IL-157
- Railing details – assume ornamental fencing similar to Schoolhouse Trail Tunnel at IL-157
- Bar splicer details – IDOT base sheet
- Review soil boring logs from geotechnical report
- Quantities – assume updated/revisions at each submittal stage
- Culvert special provisions
- Estimate of cost – assume updated/revisions at prefinal and final
- Estimate of time – assume updated/revisions at prefinal and final
- Prefinal submittal to MCT and IDOT
- Final plans – revisions and disposition of comment
- Internal and external coordination, including cameras and electrical facilities
- Shop drawing review – assume two reviews for railing and shoring, also camera and electrical

**Task 7.0 – Construction Documents (Lump Sum \$60,800)** (about 24-weeks starting in December 2024)

The consultant's scope includes:

- Develop Cover Sheet
- Develop General Notes and Legend Sheet
- Refine Removal Sheets from DD
- Refine trail Plan and Profile Sheets from DD
- Refine trail Typical Sections from DD
- Refine Cross Sections from DD
- Develop Staging Details
- Design ADA ramps
- Finalize construction details
- Refine Retaining wall layout
- Refine Drainage Plan
- Develop Erosion Control Plan
- Develop entrance details
- Develop Traffic Control Plan
- Develop Pavement Markings/ Signing Plan
- IDOT Access Permit and Traffic Control
- Completing municipal permitting and NOI

- Finalize quantities – Summary of Quantities and Schedules of Quantities Sheets
- Cost Estimates/ Estimate of Time
- Special provisions
- Final PS&E submittal

**Task 8.0 – Bid Assistance (Lump Sum \$5,800)** (about 4-weeks starting in July 2025)

The consultant's scope includes:

- Front end documents – work with MCT
- Prebid meeting – attend meeting
- RFC responses and issue addenda – issue two addendums during bidding
- Bid opening meeting – attend opening at MCT
- Bid tab review and formal recommendation

**Task 9.0 – Project Administration (Lump Sum \$18,500)** (about 16 months starting in March 2024)

The consultant's scope includes:

- Scope of work reviews
- Project coordination
- Budget control
- Time approval, manpower and staff planning
- Project team meetings (including start-up meeting)
- Contract administration
- Billings

**Task 10.0 – Resolution Exhibits (Lump Sum \$4,600)** (completed in February 2024)

The consultant's scope includes:

- Prepare land acquisition exhibits
- Coordination with MCT

**Task 11.0 – Construction Site Visits (Lump Sum \$1,600)** (completed during construction)

The consultant's scope includes:

- Complete four site visits at key points during construction.

**Subconsultant – SCI Engineering, Inc. (\$34,400)**

Geotechnical services, private utility locates, global stability analysis, and piezometer installation and readings; For detailed scope of work, see attached proposal.

**Subconsultant – Airworks (\$2,500)**

Drone processing; For detailed scope of work, see attached proposal.

**Subconsultant – Electrico (\$2,190)**

Locate IDOT traffic signal utilities within project limits, see attached proposal.

**Subconsultant – Badger Daylighting Corp (\$22,175)**

Utility potholing services (Assumed 8 pothole locations), see attached proposal.

**Subconsultant – RTM Engineering Consultants (\$13,500)**

Lighting and electrical services, see attached proposal.

**Subconsultant – Faith Group LLC (\$10,500)**

Security camera services, see attached proposal.

**Excluded from the Scope of Services**

The consultant's scope excluded:

1. Landscaping.
2. Pavement coring.
3. Traffic control.
4. LEED design.
5. Permit fees – Assumed paid by the District.
6. Additional construction phase services – May be negotiated later.
7. Advertising for bids and plan distribution will be handled by the District.
8. Improvements to IDOT facilities, all IDOT facilities will be replaced in-kind.
9. Utility agreements – Assume completed by the District.
10. Utility relocation design – May be negotiated if utility owner requests that we complete the design for relocation.
11. Load rating of culvert – Not clear if IDOT will require, may be negotiated later if necessary.



**SCI ENGINEERING, INC.**

**EARTH • SCIENCE • SOLUTIONS**

GEOTECHNICAL  
ENVIRONMENTAL  
NATURAL RESOURCES  
CULTURAL RESOURCES  
CONSTRUCTION SERVICES

August 7, 2023

Sarita Melendez, P.E.  
Oates Associates, Inc.  
Eastport Plaza Drive  
100 Lanter Court, Suite 1  
Collinsville, Illinois 62234

RE: Revised Proposal for Geotechnical Services  
Goshen Trail Extension Phase 1 - MCT  
Madison County, Illinois  
SCI No. 2020-1296.12, G0

Dear Sarita Melendez:

SCI Engineering, Inc. (SCI) is providing this revised proposal for a geotechnical exploration for the above project. The purpose of our geotechnical services will be to explore the subsurface conditions and develop design and construction recommendations for the proposed improvements.

## **PROJECT DESCRIPTION**

SCI understands that Madison County Transit (MCT) is planning to construct a new bike trail from the intersection of Madison Avenue and Wanda Road and extending towards the north up to the open grassy field east of the intersection of Big Bend Road and Eastmoor Drive in Madison County, Illinois. Based on the preliminary plan and profiles prepared by Oates Associates, Inc (Oates) and dated June 20, 2022, the trail will continue to extend further north, and the complete alignment is yet to be finalized.

The currently available portion of the trail will begin from approximate STA 10+00 and end at STA 78+30, featuring approximately 6,843 feet of improvements. The trail will cross the State Route 143 near its intersection with South Moreland Road where an underpass box culvert with wingwalls is planned. The culvert will have an invert elevation of approximately 450 and a clearance height of approximately 10 feet. A V-shaped concrete gutter is planned along east of the trail from approximate STA 66+50 through STA 71+25. Additionally, a retaining wall with heights ranging from 2 to 7 feet is planned along the gutter from approximate STA 69+75 through STA 71+25.

The proposed improvements will require cuts of up to 22 feet and fills of up to 14 feet, with approximately 10 to 15 feet of cut planned for the construction of the culvert. The cuts and fills required throughout the alignment are summarized in Table 1.

SCI is not aware of any current or past studies that might affect in the preparation of this proposal.

**Table 1 – Summary of Cut and Fill**

| Beginning STA | Ending STA | Minimum CUT (feet) | Maximum CUT (feet) | Minimum FILL (feet) | Maximum FILL (feet) |
|---------------|------------|--------------------|--------------------|---------------------|---------------------|
| 10+00         | 38+70      | 0                  | 2                  | 0                   | 10                  |
| 38+70         | 49+20      | 0                  | 22                 | --                  | --                  |
| 49+20         | 51+40      | --                 | --                 | 0                   | 6.5                 |
| 51+40         | 58+30      | 0                  | 15                 | --                  | --                  |
| 58+30         | 78+30      | 0                  | 1                  | 0                   | 14                  |

## **GEOTECHNICAL SERVICES**

We will explore the subsurface conditions by advancing sixteen Piezocone Penetration Test (CPTu) soundings to depths of 15 to 30 feet. Among them, two CPTu soundings will be advanced at each end of the proposed culvert to a depth of 30 feet. The soundings will be advanced to the planned depth unless penetration refusal terminates them at a shallower depth. To supplement the CPTu test data, continuous direct push (CDP) samples will be advanced near the proposed grading elevations, adjacent to all soundings except the two culvert soundings, to a depth of 4 feet, unless refusal terminates sampling at a shallower depth. In addition, three CDPs will be performed at the southern portion of the trail where the alignment will be at-grade. The proposed test locations and planned depths are shown on the enclosed *Proposed Exploration Layout*.

SCI will locate the test locations in the field, by using a handheld GPS unit and/or measuring from the site features. If more accurate elevations are required, we recommend you retain the project surveyor to survey the testing locations.

**Per your request, the exploration will be performed in two separate mobilizations. The two culvert soundings shown in ‘green’ and the three trail soundings immediately south of the proposed culvert locations shown in ‘red’ will be explored in the first mobilization, and the remaining locations will be explored in the second mobilization. The soundings to be explored during the first mobilization are also marked up on the enclosed *Proposed Exploration Layout* as “Mob#1”. SCI understands that Oates will mark the approximate IDOT Right of Way (ROW) and we will perform the exploration outside the IDOT ROW.**

**Private utilities, which will not be marked by Illinois JULIE (811), could be located near some of the test locations. Unless a plan is available showing the locations of all the private utilities, a private utility locate may be required. Per your request, we will perform private locate at a radius of each test location, as well as for the entire cut section at the culvert location from approximate STA 51+50 through STA 58+30, for an additional fee as shown in Table 2.**

**It should be noted that if IDOT utilities are present in the area of the soundings, a separate utility locate will be required through a third-party subcontractor. Permitting through IDOT will also be required. Since we are planning to stay off of IDOT ROW, fees associated with the IDOT utility locate and permitting are not included in our fees. Should it be required, the locating services would be provided as an extra on a time and materials basis.**

The CPTu tests are conducted in accordance with ASTM D5778 *Standard Test Method for Performing Electronic Friction Cone and Piezocone Penetration Testing of Soils*. The equipment used was a Vertek Scorpion S4 mounted on a skid-steer. The skid-steer is equipped with two auger anchors which, when deployed, can provide up to 20 tons of down pressure reaction. Refusal is determined when the anchors fail or pull from the ground. Alternatively, refusal can be achieved when the pressure tolerances of the cone are exceeded. This is indicated by a warning message when performing a sounding. Refusal of penetration is indicative of very dense or hard material, typically bedrock, boulders, or debris.

The CPTu hydraulically pushes an instrumented cone through the soil while continuous readings are recorded on a portable computer. The cone is advanced through the ground at a constant rate of 1 inch per second (1 in/sec). Load cells or strain gauges within the cone measure the in-situ parameters of the soil: tip resistance, friction, and pore water pressure. These in-situ measurements are recorded every 1 inch.

Atterberg limits and/or Grain Size Analysis tests will be performed on selected direct push samples to aid in classification and assess the volume change characteristics of the subgrade soils. The results of the field exploration and laboratory testing will be analyzed by our geotechnical engineer. Our findings and recommendations, along with supporting data, will be presented in a formal report, which will address each of the following:

- Culvert foundation recommendations.
- Pavement and subgrade recommendations.
- Shrink/swell potential of subgrade soils.
- Recommendations for staging construction.
- General location, description, and disposition of existing fill materials, if encountered.
- Influence of groundwater and/or bedrock, if encountered, on design and construction.
- Soil parameters for use in designing the shoring system.
- Site development and geotechnical construction recommendations.
- Underground mining activities.

#### **Global Slope Stability of Cut/Fill Slopes and Retaining Wall (Recommended)**

As already mentioned, cuts of up to 22 feet and fills of up to 14 feet are planned for the proposed improvements. Additionally, a retaining wall with a maximum height of 7 feet is also planned. As such, global slope stability analysis is recommended for the cut/fill slopes at locations with significant grade changes as well as for the retaining wall.

We will develop global stability models based on the results of our subsurface exploration, laboratory testing, and the most up to date grading plans provided at the time of analysis. **We should be provided with the final wall configurations and retaining wall type(s) as well as the pavement cross sections to complete these analyses.** The results of our analyses, along with supporting data, will be presented in the *Geotechnical Report*.



**Only the proposed conditions will be analyzed. If the proposed conditions do not have a satisfactory factor of safety, additional analysis may be required. Additional analysis or recommendations and associated fees will be discussed and agreed upon with you prior to their performance.**

## **COST AND SCHEDULE**

SCI will provide the above geotechnical services for the fees listed in Table 2.

**Table 2 – Services and Fees**

| <b>Service</b>                                   | <b>Lump Sum Fee (\$)</b> |
|--------------------------------------------------|--------------------------|
| Subsurface Exploration (up to two mobilizations) | 10,800.00                |
| Laboratory Testing                               | 1,550.00                 |
| Engineering Analyses and Report Preparation      | 8,400.00                 |
| <b>Subtotal</b>                                  | <b>20,750.00</b>         |
| Private Utility Locate                           | 8,400.00                 |
| Global Stability Analysis (per cross section)    | 1,000.00                 |

We will schedule the fieldwork following your verbal authorization of this proposal, and should be able to start the exploration, weather permitting, about two to three weeks thereafter. The private utility locate, if authorized, is anticipated to be completed in three days prior to exploration. We anticipate that the exploration will be completed in four to five days; however, we cannot mobilize the CPTu rig unless formal authorization has been received. Laboratory testing and report preparation will require approximately five to six weeks following the field exploration; however, verbal findings should be available within a few days after completion of the drilling.

## **CONDITIONS**

- The above fee is based on a maximum of 370 feet of soil exploration. If the encountered subsurface conditions indicate that more than the planned total of soil exploration would be beneficial, and you authorize additional exploration, it would be provided for \$25.00 per foot.
- No costs associated with union labor or permits are included in this proposal.
- Our fee, which is valid for up to 30 days from the date of this proposal, does not include out-of-scope services that might be added during the course of our work; nor does it include additional services that might be requested following completion of our report, such as attendance at project meetings; subsequent consultation; or review, signing, and sealing of project plans. Such services will be provided in accordance with the enclosed *Acceptance of Proposal for Professional Services*, and billed at our then-current hourly rates, or as otherwise agreed.
- **We have included a budget for some signs and cones; however, any heavy-duty traffic control involving flaggers/traffic lights/lane closure is not included in the above fees.**
- This proposal assumes that you will provide site access authorization, including access to the proposed CPTu locations for a conventional, skid-steer mounted, CPTu rig.

- Clearing, grading, and removal of site obstacles, or site restoration has not been included in this proposal.
- It also assumes that you will provide marked locations of privately owned, below-grade, utility lines within the project area, prior to mobilization of the drill rig. We will routinely contact the Illinois JULLIE system to have the locations of public utilities marked; however, we will only be responsible for utilities brought to our attention prior to drilling. **SCI can provide a private utility locate for the fee shown in Table 2.**

## LIMITATIONS

SCI performs the subsurface utility locating services using geophysical tools in accordance with the Standard Guideline for Investigating and Documenting Existing Utilities (ASCE/UES/CI 38-22), and in accordance with the standard of care and the generally accepted industry principals. However, SCI cannot and does not guarantee the accuracy of the utility locations reported for the following reasons. The geophysical methods are non-invasive and have limitations. The effectiveness of the geophysical instruments used for subsurface utility locating depends on multiple factors such as, but not limited, to utility size, depth, condition, composition (e.g., metal, PVC), congestion, general site conditions (clayey soils, reinforced concrete, subsurface material moisture content), overhead power lines and access to exposed utilities. Not all utilities present within a survey area may be imaged due to these limitations. Some utilities, such as non-metal (e.g., clay and plastics) pipes and fiber optic cables without tracer wires, may not be imaged by the geophysical tools. Utility depths provided from the geophysical surveys are estimated and should be treated as such. Geophysical interpretations are non-unique, and ground-truthing verification is required for constraining and verifying the interpretations.

## CLIENT RESPONSIBILITIES AND AUTHORIZATION

Please provide formal authorization for this project by completing, signing, and returning the enclosed *Acceptance of Proposal for Professional Services* sheet.

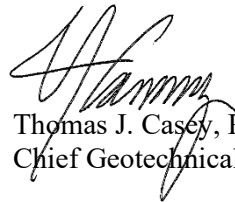
We appreciate the opportunity to be of service to you on this project. Please call if you have any questions; if you would like to discuss the above scope or schedule in any way; or if you would like us to address environmental services, archaeological or wetlands issues, or construction testing and observation.

Respectfully,

SCI ENGINEERING, INC.



Prakash Paudel, E.I.  
Staff Engineer



Thomas J. Casey, P.E.  
Chief Geotechnical Engineer

PP/TJC/snp/mas

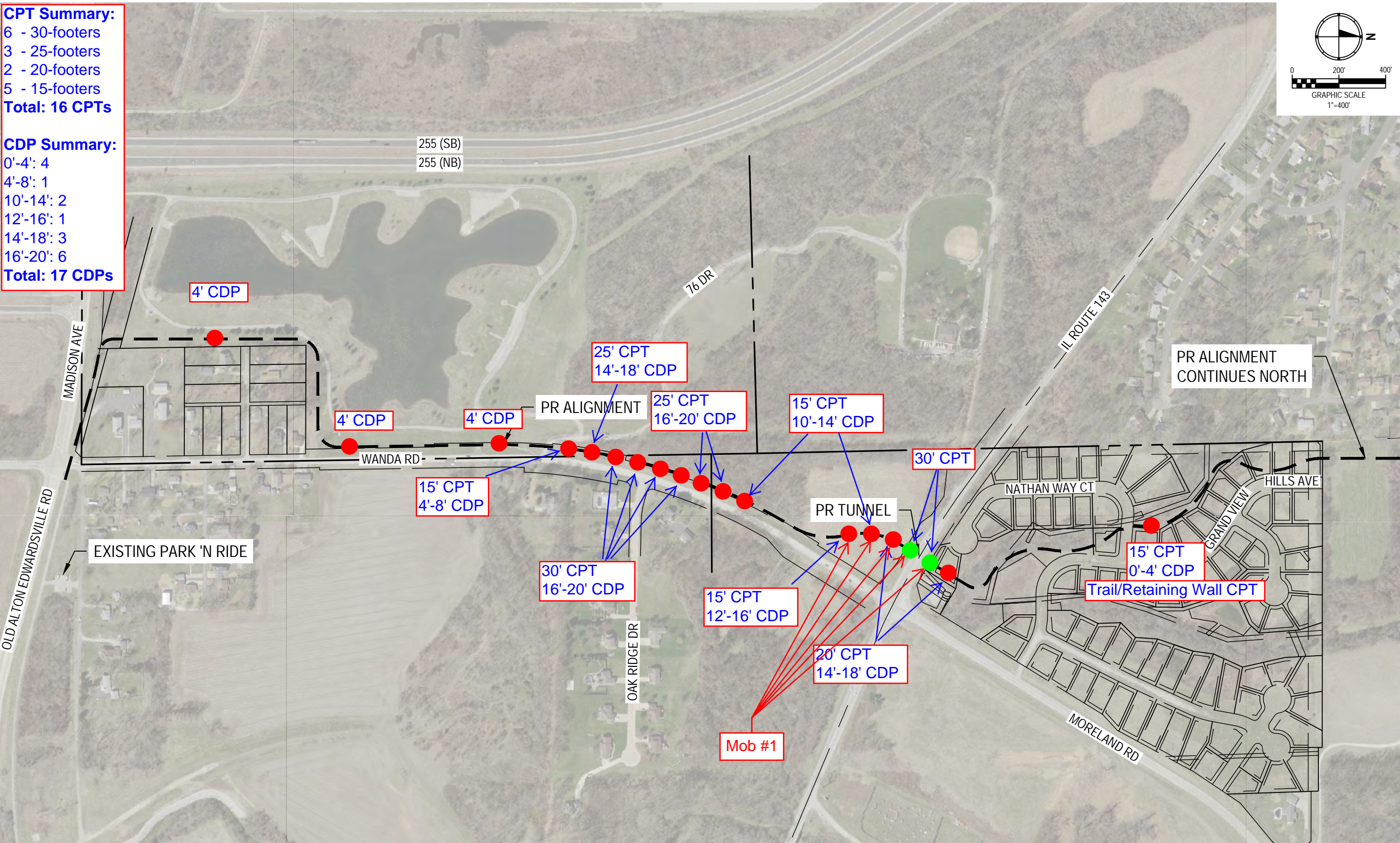
Enclosures

Proposed Exploration Layout  
Acceptance of Proposal for Professional Services  
General Terms and Conditions



**CPT Summary:**  
6 - 30-footers  
3 - 25-footers  
2 - 20-footers  
5 - 15-footers  
**Total: 16 CPTs**

**CDP Summary:**  
0'-4': 4  
4'-8': 1  
10'-14': 2  
12'-16': 1  
14'-18': 3  
16'-20': 6  
**Total: 17 CDPs**





**SCI ENGINEERING, INC.**

650 Pierce Boulevard  
O'Fallon, Illinois 62269  
618-624-6969  
www.sciengineering.com

**ACCEPTANCE OF PROPOSAL FOR PROFESSIONAL SERVICES**

Project Name: Goshen Trail Extension Phase 1 - MCT – Revised Geotechnical Services

Project Number: 2020-1296.12, G0 / TJC, EVT

Date: August 7, 2023

Fee: Please indicate your selection by placing a check mark in the appropriate box below:

|                                                                   |                                      |
|-------------------------------------------------------------------|--------------------------------------|
| Geotechnical Exploration, Lab Testing, and Report Preparation     | \$20,750.00 <input type="checkbox"/> |
| Private Utility Locate                                            | \$8,400.00 <input type="checkbox"/>  |
| Global Slope Stability Analysis – per cross section (recommended) | \$1,000.00 <input type="checkbox"/>  |

Please provide formal authorization to proceed by completing, signing, and returning this form. The attached terms and conditions will apply to the services outlined in the accompanying proposal.

**Accepted By:**

Name and Title: \_\_\_\_\_ Address: \_\_\_\_\_

Signature: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_

Company Name: \_\_\_\_\_ Telephone: \_\_\_\_\_

Date: \_\_\_\_\_ Email: \_\_\_\_\_

**Party responsible for payment: (if different than Accepted By)**

Name and Title: \_\_\_\_\_ Address: \_\_\_\_\_

Signature: \_\_\_\_\_ City, State, Zip: \_\_\_\_\_

Company Name: \_\_\_\_\_ Telephone: \_\_\_\_\_

Date: \_\_\_\_\_ Email: \_\_\_\_\_

**Report Distribution (Note: Additional printed report copies after final submittal will be billed at \$25.00 each)**

Company and Contact Name: \_\_\_\_\_ Address (Printed) or Email (Electronic): \_\_\_\_\_ No. Printed Reports \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**NOTICE TO OWNER: (FOR SITES IN MISSOURI ONLY)**

**FAILURE OF THIS CONTRACTOR TO PAY THOSE PERSONS SUPPLYING MATERIAL OR SERVICES TO COMPLETE THIS CONTRACT CAN RESULT IN THE FILING OF A MECHANIC'S LIEN ON THE PROPERTY WHICH IS THE SUBJECT OF THIS CONTRACT PURSUANT TO CHAPTER 429.RSMo. TO AVOID THIS RESULT YOU MAY ASK THIS CONTRACTOR FOR "LIEN WAIVERS" FROM ALL PERSONS SUPPLYING MATERIAL OR SERVICES FOR THE WORK DESCRIBED IN THIS CONTRACT. FAILURE TO SECURE LIEN WAIVERS MAY RESULT IN YOU PAYING FOR LABOR AND MATERIAL TWICE.**



**SCI ENGINEERING, INC.**

**130 Point West Boulevard  
St. Charles, Missouri 63301**

**636-949-8200**

**www.sciengineering.com**

## **GENERAL TERMS AND CONDITIONS**

1. **ACCEPTANCE OF AGREEMENT** The terms and conditions of the agreement between the client and SCI ENGINEERING, INC. (hereinafter called SCI) are detailed below and have been established to allocate risks between both. For the purposes of convenience, the client may choose to orally authorize our service, in which case the client agrees that the verbal agreement constitutes formal acceptance of the terms and conditions detailed below. Subsequent to an agreement by both parties to perform the services, modifications to the terms and conditions are prohibited.

2. **SITE ENTRY** You, the Client, will provide for right of entry of SCI or employees of firms working under the direction of SCI, and all necessary equipment, in order to perform the work. Although SCI will exercise reasonable care in performing its services, the Client understands that use of testing or other equipment may unavoidably cause some damage, the correction of which is not part of this agreement. ~~The client agrees, to the fullest extent permitted by law, to indemnify and hold harmless SCI and its subconsultants against any damages, liabilities, or costs, arising or allegedly arising from procedures associated with testing or investigative activities.~~ If you desire or require us to restore the site to its former condition, upon written request, we will perform such additional work as is necessary and you agree to pay all costs incurred.

3. **SUBSURFACE STRUCTURES OR UTILITIES** The Client will furnish to SCI information identifying the type and location of utility lines and other man-made objects beneath the site's surface. SCI will take reasonable precautions to avoid damaging these man-made objects. You agree to waive any claim against SCI, ~~and to defend, indemnify and hold SCI harmless~~ from any claim or liability for injury or loss allegedly arising from SCI's damaging underground utilities or other man-made objects that were not called to SCI's attention, or which were not properly located on plans furnished to SCI.

4. **SAMPLES** Soil, rock, water, or other samples obtained from the project site are your property. SCI shall preserve such samples for no longer than thirty (30) calendar days after the issuance of any document that includes the data obtained from them, unless other mutually agreed arrangements are documented.

Concrete test specimens will be discarded after testing. If project specification strengths are met, "hold" cylinders will be discarded at that time.

If in SCI's opinion any of the samples collected may be affected by regulated contaminants, SCI shall package such samples in accordance with applicable law and client shall arrange for lawful disposal procedures. SCI shall not, under this agreement, arrange for or be responsible for the disposal of substances affected by regulated contaminants. Furthermore, unless detailed in a specific work scope, SCI is not responsible for any soil cuttings or produced groundwater generated for the purpose of sample collection that may be affected by regulated contaminants that are left at a job site and were generated for the collection of soil and groundwater samples. SCI will, at the client's request, help the client identify appropriate alternatives for the off-site treatment, storage, or disposal of these materials, for additional fees.

5. **GENERAL LIABILITY AND LIMITATION** SCI agrees to hold you harmless and to indemnify you on account of any liability due to bodily injury or property damage arising directly out of our negligent operational acts, but such hold harmless and indemnity will be limited to that covered by our comprehensive general liability insurance. Our general liability insurance, subject to its limits, terms and conditions, provides protection against liability arising out of bodily injury and property damage that is the direct result of our operational negligence.

At your request, SCI will provide certificates evidencing such coverage and will purchase additional limits of liability that you may require as a separate cost item to be borne by you.

You shall not be liable to SCI and SCI shall not be liable to you for any consequential damages incurred by either due to the fault of the other, regardless of the nature of this fault, or whether it was committed by you or SCI, their employees, agents, or subcontractors. Consequential damages include, but are not limited to, loss of use, loss of profit, loss of business, loss of income, loss of reputation or any other consequential damage that any party may have incurred from any cause of action, including, but not limited to negligence, strict liability, breach of contract, or breach of warranty.

6. **SHARED RISK ALLOCATION** The Client and SCI agree to allocate certain of the risks so that, to the fullest extent permitted by law, SCI's total aggregate liability to the Client is limited to \$50,000.00 for any and all injuries, damages, claims, losses, expenses, or claim expenses (including attorney's and expert witness' fees) arising out of this AGREEMENT from any cause or causes. Such causes include, but are not limited to, SCI's negligence, errors, omissions, strict liability, statutory liability, breach of contract, breach of warranty, negligent misrepresentation, or other acts giving rise to liability based upon contract, tort, or statute.

Limitations on liability, waivers and indemnities in this Agreement are business understandings between the parties and shall apply to all legal theories of recovery, including breach of contract or warranty, breach of fiduciary duty, tort (including negligence), strict or statutory liability, or any other cause of action. You agree that you will not seek damages in excess of the contractually agreed-upon limitation directly or indirectly through suits against other parties who may join the Consultant as third-party defendant. None of the insurance or indemnity obligations under this agreement shall be deemed to be in conflict with this limitation of liability provision.

7. **INVOICES** You will make all payments in accordance with SCI's invoices, and payment is due upon receipt of invoice. A fee of 1½ percent per month will be payable on any amounts not paid within thirty (30) days, payment thereafter to be applied first to accrued interest and then to your unpaid amount. You agree to pay invoices under these terms and to bear collection fees, court costs, or any other reasonable expense involved in the collection of amounts not paid.

8. **HAZARDOUS MATERIALS; NOTIFICATION OF AND DISCOVERY OF** When hazardous materials are known, assumed, or suspected to exist at a site, SCI is required to take appropriate precautions to protect the health and safety of its personnel, to comply with applicable laws and regulations, and to follow procedures that SCI deems prudent to help minimize physical risks to employees and the public. You warrant that you have provided to SCI all available information about type and location of known and suspected hazardous materials on, under, or adjacent to the project site.

The discovery of unanticipated hazardous or suspected hazardous materials will constitute a changed condition mandating termination of services if SCI and you are unable to renegotiate the scope of service in a timely manner. SCI will notify you as soon as practically possible should SCI encounter unanticipated hazardous or suspected hazardous materials.



The discovery of unanticipated hazardous or suspected hazardous materials may make it necessary for SCI to take measures that in SCI's professional opinion are needed to help preserve and protect the health and safety of SCI's personnel and of the public, and/or to preserve and protect the environment. ~~As a condition precedent to the provision of service for this project, you agree to compensate SCI for the additional fees and costs associated with any such measures and further agree to defend, indemnify, and hold harmless from any claim or liability for injury or loss arising from SCI's encountering unanticipated hazardous or suspected hazardous materials.~~

**9. CONTAMINATION OF AN AQUIFER**

Unavoidable contamination of soil or groundwater may occur during subsurface exploration, as when drilling or sampling tools penetrate a contaminated area, linking it to an aquifer, underground stream, or other hydrous body not previously contaminated and capable of spreading contaminants. Because subsurface exploration is an essential aspect of the services that SCI will provide on your behalf, you shall indemnify, defend, and hold SCI harmless from any claim or liability for injury or loss which may arise as a result of contamination allegedly caused by subsurface exploration.

**10. SITE SAFETY** With respect to project site safety, SCI shall be responsible solely for the on-site activities of its employees and subcontractors, and this responsibility shall not be construed by any party to relieve you or the general contractor from your obligation to maintain a safe project site. Neither the professional activities of SCI, nor the presence of SCI's employees or subcontractors shall be construed by any party to imply that SCI has any responsibility for any contractor's methods of work performance, procedures, superintendence, sequencing of operations, or safety in, on, or about the project site. You agree that the general contractor is responsible for project site safety, and warrant that this intent shall be made evident in your agreement with the general contractor.

**11. CONSTRUCTION COST ESTIMATES** An opinion of construction cost prepared by SCI represents our judgment as a design professional and is supplied for your general guidance only. Since we have no control over the cost of labor and material, nor over competitive bidding or market conditions, we do not guarantee the accuracy of our opinion as compared to other sources, such as, contractor bids of actual cost to the owner.

**12. DEFECTS IN SERVICE** You and your personnel, contractors, and subcontractors shall promptly report to SCI any defects or suspected defects in SCI's work, in order that SCI may take prompt effective measures which in SCI's opinion will minimize the consequences of any such defect.

**13. TERMINATION** Any or all services being provided for you by SCI under these General Terms and Conditions or under separate contract may be terminated by either party upon seven (7) days prior written notice. In the event of termination, SCI shall be compensated by you for all services performed up to and including the termination date, including reimbursable expenses.

**14. ENVIRONMENTAL SITE ASSESSMENT** An Environmental Site Assessment is conducted to render an opinion about the possibility of regulated contaminants being present on, in, or beneath the site specifically at the time services were conducted. Client understands that no matter how thorough an Environmental Site Assessment is, SCI cannot know or state factually that a site is unaffected by reportable quantities of regulated contaminants. Furthermore, even if SCI believes that reportable quantities are not present, the client bears the risk that such contaminants may be present or may migrate to the site after the study is complete. Likewise, the client agrees to hold SCI harmless from any claim or liability for injury or loss arising from the unanticipated discovery of hazardous materials or suspected hazardous materials to the fullest extent permitted by law.

**15. FAILURE TO FOLLOW RECOMMENDATIONS** SCI disclaims any and all responsibility and liability for problems that may occur during implementation of SCI's plans, specifications, or recommendations when SCI is not retained to observe such implementation.

**16. ALTERATION OF INSTRUMENTS OF SERVICE** Client agrees that designs, plans, specifications, reports, proposals, and similar documents prepared by SCI are instruments of professional service, and as such, they may not under any circumstances be altered by any party except SCI. Client warrants that SCI's instruments of service will be used only and exactly as submitted by SCI. Accordingly, Client shall waive any claim against SCI and shall, to the fullest extent permitted by law, indemnify, defend, and hold SCI harmless of any claim or liability for injury or loss arising from unauthorized alteration of SCI's instruments of service.

**17. MOLD DISCLAIMER** The services performed by SCI, unless specifically addressed in our scope of services, are not intended to take into account indoor amplification of mold. SCI's services may comment on depth to groundwater and site drainage, but in no instance is this to be interpreted that we were specifically intending to reduce moisture contents and/or humidity measurements within the structure as they may relate to mold. Client understands our services, unless specifically expressed in our work scope, are in no way intended to address the potential for mold infestation, and, as such, agrees to indemnify and hold SCI harmless from any claim alleging that SCI's services caused or aggravated a mold infestation.

**18. OTHER PROVISIONS** You agree that this contract is entered into by the parties for the sole benefit of the parties to the contract, and that nothing in the contract shall be construed to create a right or benefit for any third party.

a. Neither party shall hold the other responsible for damages or delay in performance caused by acts of God, strikes, lockouts, accidents, or other events beyond the control of the other or the other's employees and agents.

b. You agree that any and all limitations of SCI's liability and indemnifications by you shall include and extend to those individuals and entities SCI retains for performance of the services under this Agreement, including but not limited to SCI's officers, directors, and employees and their heirs and assigns, and SCI's subconsultants.

c. In an effort to resolve any conflicts that arise during or following completion of the project, you and SCI agree that all disputes between us arising out of or related to this Agreement shall be submitted to non-binding mediation, unless the parties mutually agree otherwise.

d. In the event there is a dispute between SCI and you, other than collection of fees and which is not resolved by mediation, the prevailing party shall be awarded its reasonable attorney's fees, expert witness fees, and other costs. **THE PARTIES TO THIS CONTRACT HEREBY AGREE TO SUBMIT ANY SUCH DISPUTE TO THE CIRCUIT COURT OF ST. CHARLES COUNTY, STATE OF MISSOURI.**

e. Test borings and test pits are an accepted and informative means of subsurface exploration. However, in the nature of things, they cannot indicate with absolute certainty the nature of the subsurface conditions between and sample locations of the exploration and below the termination of the borings or pits. Therefore, a report based on test borings, test pits, or other exploration method cannot ascertain the nature of the subsurface conditions between and beyond the specific sample locations. If conditions different than are indicated in our report come to your attention after you receive the report, it is recommended that you contact SCI immediately to inform SCI completely of what you have discovered and to authorize further evaluation, if appropriate.

f. Any recommendations provided in any correspondence, reports, plans, etc. from SCI are for the exclusive use of our client and are specific to the project covered by this contract. Recommendations provided by SCI are not meant to supersede more stringent requirements of local ordinances.



# Important Information about This Geotechnical Engineering Proposal

*Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.*

*While you cannot eliminate all such risks, you can manage them. The following information is provided to help.*

## **Participate in Development of the Subsurface Exploration Plan**

Geotechnical engineering begins with the creation of an effective subsurface exploration plan. This proposal starts the process by presenting an initial plan. While that plan may consider the unique physical attributes of the site and the improvements you have in mind, it probably does not consider your unique goals, objectives, and risk management preferences. Subsurface exploration plans that are finalized without considering such factors presuppose that clients' needs are unimportant, or that all clients have the same needs. *Avoid the problems that can stem from such assumptions* by finalizing the plan and other scope elements directly with the geotechnical engineer you feel is best qualified for the project, along with the other project professionals whose plans are affected by the geotechnical engineer's findings and recommendations. If you have been told that this step is unnecessary; that client preferences do not influence the scope of geotechnical engineering service or that someone else can articulate your needs as well as you, you have been told wrong. No one else can discuss your geotechnical options better than an experienced geotechnical engineer, and no one else can provide the input you can. Thus, while you certainly are at liberty to accept a proposed scope "as is," recognize that it could be a unilateral scope developed without direct client/engineer discussion; that authorizing a unilateral scope will force the geotechnical engineer to accept all assumptions it contains; that assumptions create risk. *Manage your risk. Get involved.*

## **Expect the Unexpected**

The nature of geotechnical engineering is such that planning needs to *anticipate the unexpected*. During the design phase of a project, more or deeper borings may be required, additional tests may become necessary, or someone associated with your organization may request a service that was not included in the final scope. During the construction phase, additional services may be needed to respond quickly to unanticipated conditions. In the past, geotechnical engineers commonly did

whatever was required to oblige their clients' representatives and safeguard their clients' interests, taking it on faith that their clients wanted them to do so. But some, evidently, did not, and refused to pay for legitimate extras on the ground that the engineer proceeded without proper authorization, or failed to submit notice in a timely manner, or failed to provide proper documentation. *What are your preferences? Who is permitted to authorize additional geotechnical services on your project? What type of documentation do you require? To whom should it be sent? When? How?* By addressing these and similar issues sooner rather than later, you and your geotechnical engineer will be prepared for the unexpected, to help prevent molehills from growing into mountains.

## **Have Realistic Expectations; Apply Appropriate Preventives**

The recommendations included in a geotechnical engineering report are *not final*, because they are based on opinions that can be verified only during construction. For that reason, most geotechnical engineering proposals offer the construction observation services that permit the geotechnical engineer of record to confirm that subsurface conditions are what they were expected to be, or to modify recommendations when actual conditions were not anticipated. *An offer to provide construction observation is an offer to better manage your risk.* Clients who do not take advantage of such an offer; clients who retain a second firm to observe construction, can create a high-risk "Catch-22" situation for themselves. *The geotechnical engineer of record cannot assume responsibility or liability for a report's recommendations when another firm performs the services needed to evaluate the recommendations' adequacy.* The second firm is also likely to disavow liability for the recommendations, because of the substantial and possibly uninsurable risk of assuming responsibility for services it did not perform. Recognize, too, that no firm other than the geotechnical engineer of record can possibly have as intimate an understanding of your project's geotechnical issues. As such, reliance on a second firm to perform construction observation can elevate risk still more, because its personnel may not



have the wherewithal to recognize subtle, but sometimes critically important unanticipated conditions, or to respond to them in a manner consistent with your goals, objectives, and risk management preferences.

### **Realize That Geoenvironmental Issues Have Not Been Covered**

The equipment, techniques, and personnel used to perform a geoenvironmental study differ significantly from those used to perform a geotechnical study. *Geoenvironmental services are not being offered in this proposal. The report that results will not relate any geoenvironmental findings, conclusions, or recommendations.* Unanticipated environmental problems have led to numerous project failures. If you have not yet obtained your own geoenvironmental information, ask your geotechnical consultant for risk management guidance. *Do not rely on an environmental report prepared for someone else.*

### **Obtain Professional Assistance To Deal with Mold**

Diverse strategies can be applied during building design, construction, operation, and maintenance to prevent significant amounts of mold from growing on indoor surfaces. To be effective, all such strategies should be devised for the express purpose of mold prevention, integrated into a comprehensive plan, and executed with diligent oversight by a professional mold prevention consultant. Because just a small amount of water or moisture can lead to the development of severe mold infestations, a number of mold prevention strategies focus on keeping building surfaces dry. While groundwater, water infiltration, and similar issues may be addressed as part of the geotechnical engineering study described in this proposal, the geotechnical engineer who would lead this project ***is not a mold prevention consultant; none of the services being offered have been designed or proposed for the purpose of mold prevention.***

### **Have the Geotechnical Engineer Work with Other Design Professionals and Constructors**

Other design team members' misinterpretation of a geotechnical engineering report has resulted in costly problems. Manage that risk by hav-

ing your geotechnical engineer confer with appropriate members of the design team before finalizing the scope of geotechnical service (as suggested above), and, again, after submitting the report. *Also retain your geotechnical engineer to review pertinent elements of the design team members' plans and specifications.*

Reduce the risk of unanticipated conditions claims that can occur when constructors misinterpret or misunderstand the purposes of a geotechnical engineering report. Use appropriate language in your contract documents. Retain your geotechnical engineer to participate in prebid and preconstruction conferences, and to perform construction observation.

### **Read Responsibility Provisions Closely**

Clients, design professionals, and constructors who do not recognize that geotechnical engineering is far less exact than other engineering disciplines can develop unrealistic expectations. Unrealistic expectations can lead to disappointments, claims, and disputes. To help reduce the risk of such outcomes, geotechnical engineers commonly include a variety of explanatory provisions in their proposals. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks, thus to encourage more effective scopes of service. *Read this proposal's provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

### **Rely on Your ASFE-Member Geotechnical Engineer for Additional Assistance**

Membership in ASFE/The Best People on Earth exposes geotechnical engineers to a wide array of risk management techniques that can be of genuine benefit to everyone involved with a construction project. Confer with an ASFE member geotechnical engineer for more information. Confirm a firm's membership in ASFE by contacting ASFE directly or at its website.



8811 Colesville Road/Suite G106, Silver Spring, MD 20910  
Telephone: 301/565-2733 Facsimile: 301/589-2017  
e-mail: [info@asfe.org](mailto:info@asfe.org) [www.asfe.org](http://www.asfe.org)

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**SCI ENGINEERING, INC.**

**EARTH • SCIENCE • SOLUTIONS**

GEOTECHNICAL  
ENVIRONMENTAL  
NATURAL RESOURCES  
CULTURAL RESOURCES  
CONSTRUCTION SERVICES

November 10, 2023

Sarita Melendez, P.E.  
Oates Associates, Inc.  
Eastport Plaza Drive  
100 Lanter Court, Suite 1  
Collinsville, Illinois 62234

RE: Addendum for Piezometer Installation  
Goshen Trail Extension Phase 1 - MCT  
Madison County, Illinois  
SCI No. 2020-1296.12

Dear Sarita Melendez:

SCI Engineering, Inc. (SCI) is providing this addendum to our proposal for the installation of two piezometers for the above referenced project.

Per your request, SCI understands that two piezometers will be installed – one on either side of Route 143 near proposed soundings B-4 and B-5, to a depth of 20 feet. The proposed locations are shown on the attached *Site Plan*. Flush mounted piezometers will be installed for both locations as they will be installed near the roadway. Groundwater readings will be taken immediately upon installation of the piezometer at each location. We have also budgeted for two additional site visits to take delayed groundwater readings from both piezometers. The delayed groundwater readings will be provided in an email as well as reported within the “Groundwater” section in our geotechnical report if the project continues.

## **COST AND SCHEDULE**

SCI will provide the above geotechnical services for the fees listed in Table 2.

**Table 2 – Services and Fees**

| Service                                   | Lump Sum Fee (\$) |
|-------------------------------------------|-------------------|
| Two Piezometer Installations              | 2,000.00          |
| Piezometer Readings (two trips estimated) | 500.00            |
| <b>Total</b>                              | <b>\$2,500.00</b> |
| Additional trips for piezometer reading   | 250.00 per trip   |

We will schedule the fieldwork following your verbal authorization of this proposal and should be able to mobilize for the piezometer installation, weather permitting, about two to three weeks thereafter. We anticipate that the installation will be completed in one day; however, we cannot mobilize the drill rig unless formal authorization has been received. The first set of readings should be available as soon as the installation is completed.

## CONDITIONS

- The above fee is based on a maximum of 40 feet of soil drilling for the installation of piezometers. If the encountered subsurface conditions indicate that more than the planned total of soil drilling would be beneficial, and you authorize additional exploration, it would be provided for \$45.00 per foot.
- No costs associated with union labor or permits are included in this proposal. Additionally, no fees associated with drilling in any public or private right of way are included.
- Our fee, which is valid for up to 30 days from the date of this proposal, does not include out-of-scope services that might be added during the course of our work; nor does it include additional services that might be requested following completion of our report, such as attendance at project meetings; subsequent consultation; or review, signing, and sealing of project plans. Such services will be provided in accordance with our proposal dated August 7, 2023, and billed at our then-current hourly rates, or as otherwise agreed.
- This proposal assumes that you will provide site access authorization, including access to the proposed piezometer locations for a conventional, all-terrain mounted, drill rig. No clearing, grading, or other removal of site obstacles, has been included in this proposal.
- We will routinely contact the Illinois JULIE system to have the locations of public utilities marked; however, we will only be responsible for utilities brought to our attention prior to drilling.

## CLIENT RESPONSIBILITIES AND AUTHORIZATION

Please provide formal authorization for this project by signing in the space provided below and returning an original for our records. The *General Terms and Conditions* from our proposal dated August 7, 2023, apply to this scope of services.

We appreciate the opportunity to be of service to you and Madison County Transit on this project. Please call if you would like to discuss the above proposal in any way.

Respectfully,

**SCI ENGINEERING, INC.**

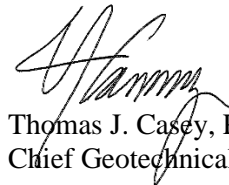


Prakash Paudel, E.I.  
Staff Engineer

PP/TJC/snp

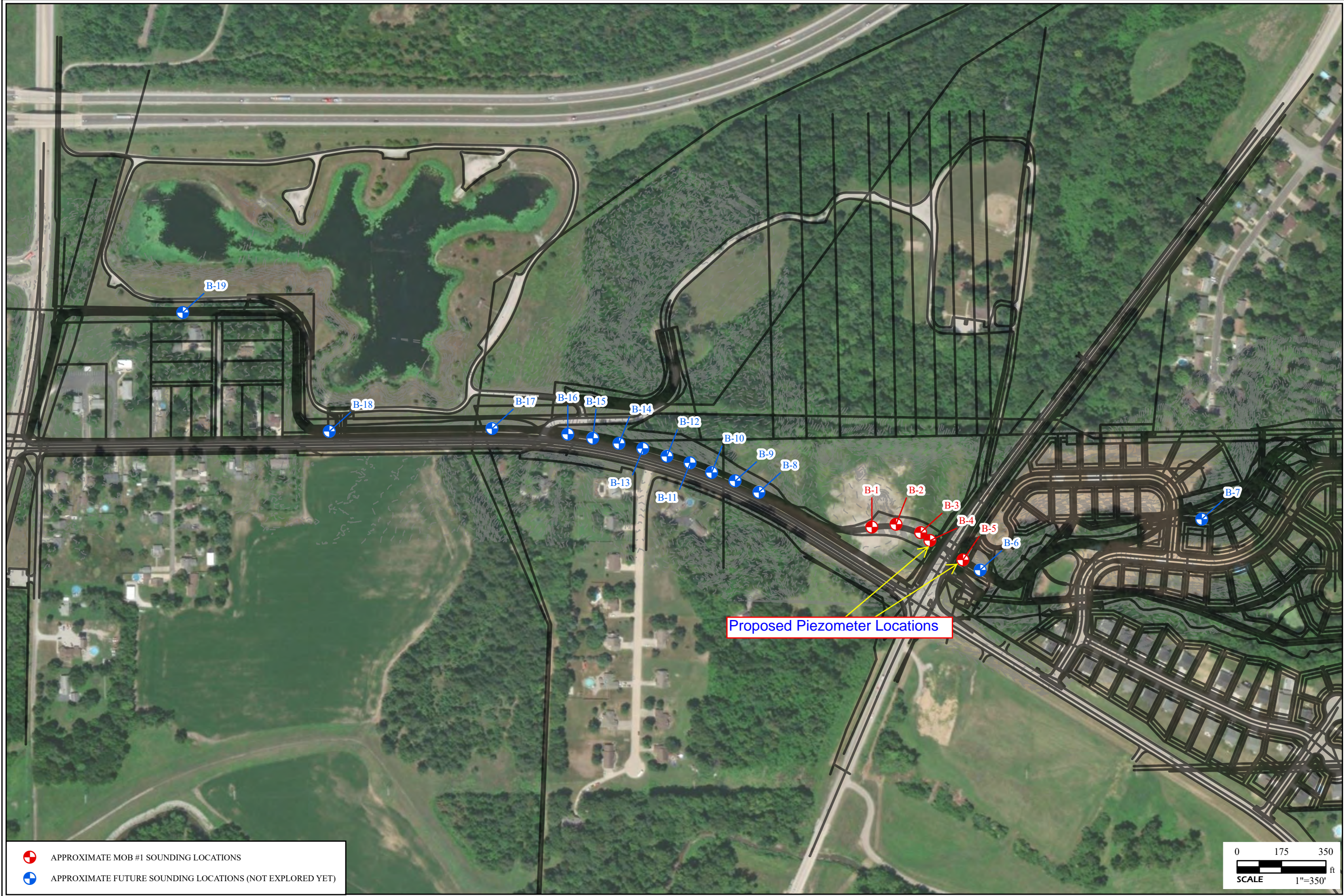
Enclosure

Piezometer Location Plan



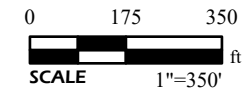
Thomas J. Casey, P.E.  
Chief Geotechnical Engineer





- APPROXIMATE MOB #1 SOUNDING LOCATIONS
- APPROXIMATE FUTURE SOUNDING LOCATIONS (NOT EXPLORED YET)

Proposed Piezometer Locations



GENERAL NOTES/LEGEND

UNDATED PLAN PROVIDED 10/30/2020 BY OATES ASSOCIATES.  
DIMENSIONS AND LOCATIONS ARE APPROXIMATE; ACTUAL MAY VARY. DRAWING SHALL  
NOT BE USED OUTSIDE THE CONTEXT OF THE REPORT FOR WHICH IT WAS GENERATED.

PROJECT NAME

GOSHEN TRAIL EXTENSION PHASE 1 - MCT  
MADISON COUNTY, ILLINOIS

SITE PLAN

JOB NUMBER

2020-1296.12

DATE

10/2023

DRAWN BY

ACV

CHECKED BY

PP

FIGURE

3



## Sarita Melendez

---

**From:** Tom Casey <TCasey@sciengineering.com>  
**Sent:** Wednesday, February 21, 2024 2:39 PM  
**To:** Sarita Melendez  
**Subject:** Re: SCI No. 2020-1296.12 Goshen Trail Bethalto Extension Phase 1

**Caution:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Actually at this point it might be prudent to include some additional costs. Looking at the piezometer addendum we previously submitted, that didn't really include any meeting time, just install and read the piezometers. I'd say another \$1500 would be reasonable to cover the additional meeting times. Do you need something in writing or a separate email?

### Tom Casey, P.E.

Chief Geotechnical Engineer

Senior Engineer

[SCI Engineering Inc.](#)

Office: (618) 206-3045

Mobile: (618) 560-4503



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This electronic communication and its attachments may contain confidential information. They are forwarded to you without passing through our standard review process. Design data and recommendations included herein should not be used for final design. If you have received this information in error, please notify the sender immediately.

---

**From:** Sarita Melendez <Sarita.Melendez@oatesassociates.com>  
**Sent:** Wednesday, February 21, 2024 2:32 PM  
**To:** Tom Casey <TCasey@sciengineering.com>  
**Subject:** RE: SCI No. 2020-1296.12 Goshen Trail Bethalto Extension Phase 1

Tom,

Is there additional cost you want me to include in the MCT Mod for your time spent attending meetings and putting together the piezometer letter? I believe their Board Meeting is tomorrow morning, so I may be too late to get this in.

Thanks,

## Order Estimate

### Your Package

This is your base package that is included in your plan and comes with every project.



#### 2D + Topo

1 Credit = 1 2D + Topo

#### LAYERS

- ✓ Roads
- ✓ Sidewalks
- ✓ Curbs
- ✓ Buildings
- ✓ Pavement Markings
- ✓ Manholes
- ✓ Catch Basins
- ✓ Water
- ✓ Vegetation
- Obstruction (Areas Ob-
- ✓ structuring Ground Seg-
- mentation)
- ✓ Concrete Pad

#### DELIVERABLES

- ✓ CAD Drawing (.dxf)
- ✓ Smart Contours

### Additional Deliverables

#### Deliverables

- ✓ AutoCad File Format (.dwg) 1.00 credits
- ✓ Landxml File Format (.xml) 1.00 credits

#### Topography

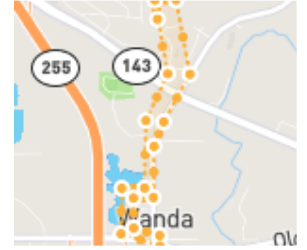
- ✓ Classified Point Cloud (Ground, Non-ground) 0.00 credits

#### Layers

#### Vegetation & Landscape

- ✓ Vegetation Split - Single Trees, Tree Lines, Bushes, Landscape Areas- 15.26 credits

## 223078 Goshen Trail Estimate



REFERENCE ID:

N/A

TEAM:

N/A

58.7 acres  
Roxana, IL 62025  
-90.03871, 38.84084

#### CAD TEMPLATE

OA Site Template

#### CRS COORDINATE SYSTEM

N/A

#### PROJECT DENSITY

Normal

#### ESTIMATED DELIVERY DATE

10 Business Days

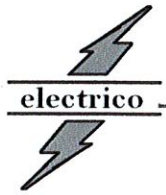
|                          |                                  |
|--------------------------|----------------------------------|
| <b>2D + Topo Credits</b> | <b>58.7 credits (\$1,917.73)</b> |
| - Project Size           | 58.7 ac                          |
| - Bundle                 | 2D + Topo                        |
| - Density                | Normal                           |
| - Delivery Speed         | Normal                           |

|                |                                 |
|----------------|---------------------------------|
| <b>Add-Ons</b> | <b>17.26 credits (\$563.88)</b> |
| - Deliverables | 2 credits (\$65.34)             |
| - Layers       | 15.26 credits (\$498.54)        |

**Total Credits Charged** 75.96 credits (\$2,481.61)

**Total cost for project** **\$2,481.61**

\* This project incurs no new charges. Cost is for estimating purposes and will come out of your account's current credit balance.



7706 Wagner Road  
Millstadt, IL 62260

Phone: (618)538-9500  
Fax: (618)538-7878



February 29, 2024

Oates Associates, Inc.  
Attention: Sarita Melendez  
100 Lanter Court  
Collinsville, IL 62234

RE: Locate IDOT Utilities at Goshen Trail Bethalto Extension – Phase 1

Quote: \$ 2,190.00

Scope:

1. Price includes locating all of IDOT utilities per the drawings emailed on 2/28/24.
2. Price is based on locating (1) time.
3. Bond is not included.

Please give me a call if you have any questions.

Respectfully Submitted,

Matt Riebeling



## Badger Hydrovac Service Proposal

United States

|                         |                               |
|-------------------------|-------------------------------|
| <b>Prepared By:</b>     | Benjamin Koonce               |
| <b>Email:</b>           | BKoonce@badgerinc.com         |
| <b>Phone:</b>           | 314-954-7192                  |
| <b>Date:</b>            | 02/29/2024                    |
| <b>Estimate Number:</b> | CPQ-60279v1                   |
| <b>Project Name:</b>    | MCT Goshen Trail Bethalto Ext |



**Badger Daylighting Corp**  
ST LOUIS MO-PONTOON BEACH IL  
CORP  
3531 Route 111  
Pontoon Beach, IL 62040  
"An equal opportunity employer"

## Estimate

|             |                 |
|-------------|-----------------|
| Date        | 02/29/2024      |
| Reference   | CPQ-60279       |
| Prepared By | Benjamin Koonce |

### Customer Information

|                    |                             |                |                                     |
|--------------------|-----------------------------|----------------|-------------------------------------|
| Company            | OATES ASSOCIATES INC        | Contact Name   | Sarita Melendez                     |
| Contact Phone #    | +1 (314) 609-3585           | Email          | sarita.melendez@oatesassociates.com |
| Billing Address    | 100 LANTER COURT SUITE 1    | Title          | PE                                  |
| Billing City/State | COLLINSVILLE IL 62234       | Account Number | 23351                               |
| Service Address    | 99 Hesse Ln Roxana IL 62084 |                |                                     |

### Scope Of Work

Estimate to hydro excavate 8 locations, and backfill with sand. 4 locations in hard surface backfill with pea gravel. Estimating 2 days, but will bill on T&M basis.

| Service Item                           | Item Description                 | Unit Cost  | UOM | Quantity | Amount     |
|----------------------------------------|----------------------------------|------------|-----|----------|------------|
| BADGER HYDROVAC WITH OPERATOR          |                                  | \$322.74   | HR  | 16.0     | \$5,163.84 |
| BADGER HYDROVAC WITH OPERATOR OVERTIME |                                  | \$354.64   | HR  | 4.0      | \$1,418.56 |
| ADDITIONAL OPERATOR                    | First 8hrs M-F                   | \$127.26   | HR  | 16.0     | \$2,036.16 |
| ADDITIONAL OPERATOR OVERTIME           | Over 8hrs M-F & Saturday         | \$175.72   | HR  | 4.0      | \$702.88   |
| DISPOSITION                            |                                  | \$155.00   | EA  | 4.0      | \$620.00   |
| BACKFILLING                            |                                  | \$225.00   | EA  | 4.0      | \$900.00   |
| CONSUMABLE MATERIALS                   |                                  | \$25.17    | EA  | 4.0      | \$100.68   |
| CORE REINSTATE                         |                                  | \$550.00   | EA  | 4.0      | \$2,200.00 |
| SUPPLY WATER                           | As needed if not provided onsite | \$53.77    | EA  | 4.0      | \$215.08   |
| REMOTE HOSE                            | 6" Diameter                      | \$4.58     | FT  | 50       | \$229.00   |
| SUPPORT TRUCK                          | As needed per job requirements   | \$160.16   | DAY | 2.0      | \$320.32   |
| TRAFFIC CONTROL                        |                                  | \$320.00   | HR  | 20.0     | \$6,400.00 |
| FLUCTUATING FUEL RECOVERY              |                                  | \$1,868.20 | EA  | 1        | \$1,868.20 |

**Total** \$22,174.72

*This proposal contains the budgetary estimate to complete the work as described above under the heading "Scope of Work". If any part of the work varies from that described in Scope of Work, or if unexpected digging conditions are encountered (eg rocks, rubble, roots, etc...), then additional charges*





shall apply. All work will be done on a time and material basis. All work will be done in accordance with the terms and conditions contained in Badger Daylighting Corp.'s standard terms and conditions (USA) attached hereto.

Customer (Company)

\_\_\_\_\_

PO #:

\_\_\_\_\_

Name (Please Print)

\_\_\_\_\_

Title:

\_\_\_\_\_

Signature

\_\_\_\_\_

Date:

\_\_\_\_\_

*I am authorized to bind the Company*

**General Notes, Conditions, & Badger Responsibilities:**

1. Travel rates apply when traveling from the closest Badger Operation to the client's project site.
2. Badger will off load material at contracted facility. Travel to and from a designated facility is considered part of the work day and charged at the hourly rate.
3. Any additional third party services provided by Badger Daylighting outside of our typical Hydrovac activities shall be charged out at cost +.
4. With any Hydrovac project, there are possible additional charges that are application and site specific. For example, items such as water trucks, specialized equipment and attachments (remote hose, etc.), crew trucks, and other items may be required. Rather than provide an extensive listing of all possible considerations, this is best implemented on a project-by-project basis and evaluated at the field operations level. The information presented in this document represents the complete proposal.
5. This proposal is valid for 30 days from the date posted on this proposal document.
6. Any and all quotes, offers and transactions are pending Credit Approval by Badger.
7. Terms of Payment - Net 30 days from date of invoice. Late invoices subject to service fees.
8. Zero (0) % retainage is withheld.
9. Taxes – tax will be added to quote pricing as required by State/Local governments.
10. All invoices will be assessed a Fluctuating Fuel Recover Fee on the entire amount of the invoice. This fee is reviewed regularly and is subject to change. Badger utilizes information from the US Department of Energy and the Canadian Department of Natural Resources when calculating the fee.

**Customer responsibilities include:**

1. Access to the Hydrovac site, including permits and permission from property owners, utilities, and government agents.
2. Surface locates, survey marks and traffic control, if needed unless agreed to in writing prior.
3. Breaking, removal, and restoration of asphalt and or concrete unless agreed to in writing prior.
4. Establish, maintain, and remediate accessible water source and disposal site.
5. Specific direction and locations for Hydrovac excavation.
6. Backfill and site restoration unless agreed to in writing prior to completing work.
7. Materials to secure and cover the excavation unless agreed to in writing prior.
8. Shoring, maintenance, and barricading.
9. Ownership of the soil and debris removed by the Hydrovac including any soils or material contaminated or suspect.
10. Any project delays caused by others that result in downtime of Badger Hydrovac units will be billed at the hourly rates.
11. Pay for all specialized training that is required by contractor/owner/Badger to be on the site to work.
12. Notify Badger of all billing requirements and any appropriate purchase orders, job numbers, AFE, etc. that would be necessary to release payment to Badger. This must be done prior to the first day of work.
13. Notify Badger of any of the following: Certified payrolls, OCIP requirements, prevailing wages.
14. Additional insurance requirements over what Badger already has in place

**Customer Representative**

Printed Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

*I am authorized to bind the Company***Badger Representative**

Printed Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



## **BADGER DAYLIGHTING CORP. STANDARD TERMS AND CONDITIONS (USA)**

**1. Definitions.** "Service Provider" shall mean Badger Daylighting Corp. "Buyer" shall mean any party who contracts to purchase Services from Service Provider, as indicated on a service agreement or a statement of work. "Services" shall mean those services and any related goods ordered by Buyer from Service Provider pursuant to a service agreement accepted by Service Provider. "Credit Application" shall mean Service Provider's form of credit application, as may be amended from time to time, the review and written approval of which is a pre-requisite to Service Provider entering into any type of binding agreement with Buyer to provide Services. "USA" shall mean the United States of America.

### **2. Terms of Service Agreement Acceptance and Complete Agreement**

(a) Acceptance. Buyer's order for Services is binding only when accepted in writing by an authorized representative of Service Provider, and is accepted subject to all of Service Provider's Standard Terms and Conditions of Services, which constitute the complete agreement between the parties. Buyer's acceptance of delivery and performance of Services evidences Buyer's acceptance of all of Service Provider's Standard Terms and Conditions of Services.

(b) No Acceptance. Service Provider's performance under any Buyer service agreement or a statement of work does not constitute an acceptance of any provision of any Buyer service agreement that is different from or additional to Service Provider's Standard Terms and Conditions of Services, and any such different or additional provisions are hereby expressly rejected and are void.

### **3. Buyer's Obligations.**

(a) Services. Buyer shall: (i) cooperate with Service Provider in all matters relating to Services and provide such access to Buyer's premises, and other facilities as may reasonably be requested by Service Provider, for the purposes of performing Services; (ii) respond promptly to any Service Provider request to provide direction, information, approvals, authorizations or decisions that are reasonably necessary for Service Provider to perform Services in accordance with the requirements of the service agreement; (iii) provide such Buyer materials or information as Service Provider may reasonably request and Buyer considers reasonably necessary to carry out Services in a timely manner and ensure that such Buyer materials or information are complete and accurate in all material respects; and (iv) obtain and maintain all necessary permits and consents and comply with all applicable laws in relation to Services before the date on which Services are to start.

(b) Shipment and Delivery. Any goods provided in relation to the Services are sold EXW Service Provider's Facility Incoterms 2010. The method and route of shipment shall be as mutually agreed in each accepted service agreement. Service Provider shall tender delivery of all such related goods to a carrier for transportation to Buyer's place of business. All costs of transportation, including, without limitation, taxes and standard insurance shall be assessed by Service Provider and borne by Buyer unless otherwise agreed to in writing by Service Provider. Service Provider shall invoice Buyer for all shipping related costs.

All risk of loss shall pass to Buyer when such related goods are made available to the carrier at Service Provider's facility, including, without limitation, all risks of loading, transportation, and shipment. Delivery and acceptance shall not be affected by a delay on the part of Buyer in accepting delivery. Shipment of such related goods held by reason of Buyer's request or inability to receive such related goods will be at the risk and expense of Buyer. Claims for shortages in shipment shall be deemed waived by Buyer unless made in writing to Seller within thirty (30) days from the date of invoice.

**4. Buyer's Acts or Omissions.** If Service Provider's performance of its obligations under this Agreement is prevented or delayed by any act or omission of Buyer or its agents, subcontractors, consultants or employees, Service Provider shall not be deemed in breach of its obligations under the service agreement or otherwise liable for any costs, charges or losses sustained or incurred by Buyer, in each case, to the extent arising directly or indirectly from such prevention or delay. breach of its obligations under the service agreement or otherwise liable for any costs, charges or losses sustained or incurred by Buyer, in each case, to the extent arising directly or indirectly from such prevention or delay.

**5. Taxes and Fees.** Unless expressly stated and agreed to in writing by Service Provider, quoted prices do not include any shipping and handling charges, sales, use, excise, or similar taxes or duties. Buyer shall pay these taxes directly if the law permits or shall reimburse Service Provider if Service Provider is required to collect and pay them.

### **6. Representations and Warranties; Limitation of Remedy.**

(a) Service Provider represents and warrants to Buyer that it shall perform Services using personnel of required skill, experience and qualifications and in a professional and workmanlike manner in accordance with generally recognized industry standards for similar services and shall devote adequate resources to meet its obligations under the service agreement.

(b) Service Provider shall not be liable to a breach of the warranty set forth in Section 6(a) unless Buyer gives written notice of the defective Services, reasonably described, to Service Provider with three (3) days of the time when Buyer discovers or ought to have discovered that Services were defective.

(c) The sole and exclusive remedy of Buyer for any liability of Service Provider of any kind, including (i) warranty, express or implied, whether contained in the terms and conditions hereof or in any terms additional or supplemental hereto, (ii) contract, (iii) negligence, (iv) tort, or (v) otherwise, is limited to Service Provider's repair or re-performance of Services. The sole and exclusive remedy for goods related to Services shall be Service Provider's repair or replacement of those related goods the examination of which by Service Provider reveals material defects during the warranty period or, at Service Provider's option, a refund to Buyer of the money paid to Services Provider for such goods. The warranty period shall begin on the date of completion of Services on Service Provider's invoice and shall continue for a period of one (1) year therefrom for all Services. This limited warranty shall not extend to any Services that have been modified, disassembled, altered, changed, damaged, misused, repaired, misapplied or negligently maintained in any manner.

(d) EXCEPT FOR THE EXPRESS LIMITED WARRANTY SET FORTH IN SECTION 6(a) ABOVE, SERVICE PROVIDER MAKES NO WARRANTY WHATSOEVER WITH RESPECT TO SERVICES, EXPRESS OR IMPLIED, INCLUDING ANY (i) WARRANTY OF MERCHANTABILITY; OR (ii) WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE; OR (iii) WARRANTY OF TITLE; OR (iv) WARRANTY AGAINST INFRINGEMENT OF



INTELLECTUAL PROPERTY RIGHTS OF A THIRD PARTY; WHETHER EXPRESS OR IMPLIED BY LAW, COURSE OF DEALING, COURSE OF PERFORMANCE, USAGE OF TRADE OR OTHERWISE.

**7. Limitation of Liability.**

(a) SERVICE PROVIDER'S LIABILITY SHALL BE LIMITED TO THE COST OF REPAIR AND RE-PERFORMANCE OF SERVICES WITHIN A REASONABLE PERIOD OF TIME FOLLOWING PROPER AND TIMELY NOTICE BY BUYER. IN NO EVENT SHALL SERVICE PROVIDER BE LIABLE TO BUYER OR TO ANY THIRD PARTY FOR ANY LOSS OF USE, REVENUE, OR PROFIT; OR FOR ANY CONSEQUENTIAL, INCIDENTAL, INDIRECT, EXEMPLARY, SPECIAL OR PUNITIVE DAMAGES WHETHER ARISING OUT OF BREACH OF CONTRACT, TORT (INCLUDING NEGLIGENCE) OR OTHERWISE, REGARDLESS OF WHETHER SUCH DAMAGES WERE FORESEEABLE AND WHETHER OR NOT SERVICE PROVIDER HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES, AND NOTWITHSTANDING THE FAILURE OF ANY AGREED OR OTHER ESSENTIAL PURPOSE. IN NO EVENT SHALL SERVICE PROVIDER'S AGGREGATE LIABILITY ARISING OUT OF OR RELATED TO THE SERVICE AGREEMENT, WHETHER ARISING OUT OF OR RELATED TO BREACH OF CONTRACT, TORT (INCLUDING NEGLIGENCE) OR OTHERWISE, EXCEED THE AGGREGATE AMOUNTS PAID OR PAYABLE TO SERVICE PROVIDER. Buyer agrees to indemnify and hold Service Provider harmless from and against all liabilities, claims, or demands of third parties of any kind relating to Services and the use of any related goods arising after performance of Services.

(b) The limitation of liability set forth in Section 7(a) above shall not apply to (i) liability resulting from Service Provider's gross negligence or willful misconduct and (ii) death or bodily injury resulting from Service Provider's negligent acts or omissions.

**8. Rejection or Claims.** A rejection of Services for non-conformity, or a claim of incomplete performance and/or damage by Buyer, shall not be effective unless it is made, and written notice thereof is given to Service Provider, within thirty (30) days after Services are provided to Buyer; or, with respect to any goods related to Services, within thirty (30) days after such related goods arrive at the destination specified in Service Provider's statement of work. Service Provider reserves the right to inspect the site of supposed non-conforming Services and to determine lack of conformity in its sole discretion.

**9. Performance Dates.** Service Provider shall use reasonable efforts to meet any performance dates specified in the service agreement, and any such dates shall be estimates only.

**10. Failure to Take Delivery.** If Buyer fails to take delivery of any goods related to Services, or any part thereof, such related goods not delivered shall be held at Buyer's sole risk in all respects. Service Provider, acting as Buyer's agent and at Buyer's expense, may thereafter store, insure and/or otherwise protect such related goods or may resell same for Buyer's account. The delivery date(s) quoted are based on Service Provider's best estimate of a realistic time when delivery to the carrier will be made, and are subject to confirmation at time of acceptance of any resulting Service Agreement. Service Provider reserves the right to make either early delivery or partial delivery upon prior notice to Buyer as provided in Section 23 hereof and to invoice Buyer accordingly.

**11. Title and Risk of Loss or Damage.** Title, risk of loss and/or damage shall pass to Buyer when any goods related to Services are made available to the carrier at Service Provider's facility.

**12. Payment Terms.**

All payments are due thirty (30) days from date of invoice in U.S. Dollars, unless otherwise specified by Service Provider. Buyer's failure to make payment when due will be a material breach of the service agreement and these Standard Terms and Conditions of Services. Subject to applicable law, amounts unpaid after such date may, at Service Provider's discretion, bear interest from the date of the invoice at a rate of one and one-half percent (1.5%) per month, or eighteen percent (18%) per annum. Service Provider shall be entitled to reimbursement from Buyer for all costs and fees, including reasonable attorneys' fees, incurred by Service Provider in the collection of any overdue amounts. Service Provider, at its sole option and without incurring any liability, may suspend its performance of Services until such time as any overdue payment is made or Service Provider receives assurances, adequate in Service Provider's opinion, that the payment will be promptly made. In the event of such suspension of performance of Services by Service Provider, there will be an equitable adjustment made to the remaining performance schedule and pricing to reflect the duration and cost resulting from such suspension. Buyer may only suspend performance upon Service Provider's written consent. In the event of such Buyer suspension, the performance time will be changed, taking into account the suspension, and Buyer will promptly pay Service Provider for all costs, including related overhead costs, resulting from such suspension. All terms of the Credit Application are incorporated into and are part of this Agreement.

**13. Cancellation.** Except as otherwise expressly provided in a statement of work, the service agreement shall be cancelled only by mutual written consent of the parties. Notice is hereby given that Service Provider shall not consent to cancellation if Buyer has bound itself to purchase Services. If Buyer is in default by failure to pay any previous invoice within credit terms at the expected date of performance of Services or any part thereof, has not otherwise performed or complied with any of the terms of the service agreement, in whole or in part; or becomes insolvent, files a petition for bankruptcy or commences or has commenced against it proceedings relating to bankruptcy, receivership, reorganization or assignment for the benefit of creditors, or if Service Provider has received any adverse credit information about Buyer, Service Provider may delay performance and/or cancel performance of Services without liability. In the event of U.S. or foreign government intervention, trade restrictions, and/or quotas, which may delay or prevent performance of Services or any part thereof, Service Provider, at Service Provider's option, may cancel the performance of Services without liability. In the event any Services shall become subject to any governmental fees or duties not presently in effect or to any increase in any existing fee or duty, including any antidumping duty or countervailing duty, Service Provider shall have the right to cancel performance of Services without liability.

**14. Default.** If Buyer breaches or is otherwise in default under the service agreement or under any other contract between the parties hereto, Service Provider at its sole option, may defer performance of Services until the default is cured, or may treat the default as a repudiation by Buyer of the service agreement in its entirety, and hold Buyer liable for such damages as Service Provider may incur, including consequential and incidental damages. For purposes hereof, Buyer's insolvency shall be a default.

15. **Waiver.** No waiver by Service Provider of any of the provisions of the service agreement is effective unless explicitly set forth in writing and signed by Service Provider. No failure to exercise, or delay in exercising, any rights, remedy, power or privilege arising from the service agreement operates or may be construed as a waiver thereof. No single or partial exercise of any right, remedy, power or privilege hereunder precludes any other or further exercise thereof or the exercise of any other right, remedy, power or privilege.

16. **Force Majeure.** Service Provider shall be free from any liability for delay or failure in performance of Services arising from strikes, lockouts, labor troubles of any kind, accidents, perils of the sea, fire, earthquake, civil commotion, terrorist acts, war or consequences of war, government acts, restrictions or requisitions, failure of manufacturers or suppliers to deliver, bankruptcy or insolvency of manufacturers or suppliers, suspension of shipping facilities, act or default of carrier or any other contingency of whatsoever nature beyond Service Provider's control affecting production and performance of Services, including disturbances existing on the date of the service agreement or a statement of work. In such a situation, if performance is not made during the period contracted for, Buyer shall accept performance under the service agreement when performance is made; provided, however, Buyer shall not be obligated to accept performance if performance is not made within a reasonable time after the cessation of the aforementioned impediments or causes.

17. **Intellectual Property.** All the designs, know-how, innovations, inventions and discoveries related to Services provided under this transaction shall be and remain the property of Service Provider.

18. **Confidential Information.**

(a) All non-public, confidential or proprietary information of Service Provider, including, but not limited to, trade secrets, technology, information pertaining to business operations and strategies, and information pertaining to customers, pricing, and marketing (collectively, the "Confidential Information"), disclosed by Service Provider to Buyer, whether disclosed orally or disclosed or accessed in written, electronic or other form or media, and whether or not marked, designated or otherwise identified as "confidential," in connection with the provision of Services and the service agreement is confidential, and shall not be disclosed or copied by Buyer without the prior written consent of Service Provider. Confidential Information does not include information that is (i) in the public domain; (ii) known to Buyer at the time of the disclosure; or (iii) rightfully obtained by Buyer on a non-confidential basis from a third party.

(b) Buyer agrees to use the Confidential Information only to make use of Services, and deliverables.

(c) Service Provider shall be entitled to injunctive relief for any violation of this Section.

19. **Integration.** The service agreement, these Standard Terms and Conditions of Services, and a statement of work supersede all prior negotiations, representations, agreements, quotes and catalogues, whether written or oral, and shall not be modified, supplemented or interpreted by evidence of course of dealing, course of performance or usage of trade. To the extent the provisions hereof conflict with any prior or subsequent agreement of the parties, these Standard Terms and Conditions of Services will control. Any amendment to these Standard Terms and Conditions of Services must be in writing and signed by both parties.

20. **Assignment.** Buyer acknowledges that no service agreement or statement of work, nor the obligations represented thereby, may be assigned or delegated, in whole or in part by Buyer, without the prior written consent of Service Provider. Buyer's unauthorized attempt to assign or delegate any rights or obligations shall serve as grounds for termination of the service agreement.

21. **Severability.** Service Provider and Buyer agree that each and every paragraph, sentence, clause, term and provision of these Standard Terms and Conditions of Services is severable and that, in the event any portion hereof is adjudged to be invalid or unenforceable, the remaining portions shall remain in full force and effect to the fullest extent permitted by law.

22. **Relationship of the Parties.** The relationship between the parties is that of independent contractors. Nothing contained in these Standard Terms and Conditions of Services or the service agreement shall be construed as creating any agency, partnership, joint venture or other form of joint enterprise, employment or fiduciary relationship between the parties; and neither party shall have authority to contract for or bind the other party in any manner whatsoever.

23. **Notices.** All notices, requests, consents, claims, demands, waivers and other communications hereunder (each, a "Notice") shall be in writing and addressed to the parties at the addresses set forth in the service agreement or to such other address that may be designated by the receiving party in writing. All Notices shall be delivered by personal delivery, nationally recognized overnight courier (with all fees prepaid), facsimile (with confirmation of transmission) or certified or registered mail (in each case, return receipt requested, postage prepaid). Except as otherwise provided in the service agreement, a Notice is effective only (a) upon receipt of the receiving party, and (b) if the party giving the Notice has complied with the requirements of this Section.

24. **Governing Law; Venue.** All matters involving the validity, interpretation and application of these Standard Terms and Conditions of Services will be controlled by the laws of the State of Indiana, United States of America and Buyer and Service Provider hereby irrevocably consent to the jurisdiction of the state and federal courts located in Marion County, Indiana for the resolution of any disputes arising under these Standard Terms and Conditions of Services and the service agreement.

25. **Collection, Use and Disclosure of Information.**

Notwithstanding section 18, by submitting an application for the Services, Buyer consents to and authorizes Service Provider and its service providers to use the personal information, confidential information, financial information and other details (collectively "Information") about Buyer that Buyer has provided to:

(a) Exchange Information and reports about Buyer with credit reporting agencies, credit reporting services including Creditsafe USA Inc., and other lenders (collectively "Credit Agencies") prior to the commencement of Services for the purposes of Service Provider providing credit to Buyer, including

in the form of an outstanding receivable with the Service Provider for Services to be performed pursuant to these Service Provider's Standard Terms and Conditions of Services;

(b) Conduct, or arrange for a Credit Agency to conduct, "soft" or "hard" credit checks from time to time for up to one year after Buyer submits an application and Service Provider exchanges Information with Credit Agencies;

(c) Conduct, or arrange for third parties to conduct, risk assessments and identity and payment verification checks from time to time;

(d) Assess Buyer's application for the Services based on the results of the credit, risk assessment, and identity and payment verification checks;

(e) Periodically review and verify Buyer creditworthiness, establish credit and hold limits, help Service Provider collect a debt or enforce an obligation owed to Service Provider by Buyer, and/or manage and assess risk; and

(f) Issue a decision to grant or deny Buyer's application for credit.

Service Provider shall determine in its sole discretion whether to grant any credit to Buyer and, if so, the amount of any such credit. Service Provider has no obligation to grant any credit, and any granting of credit is without commitment to provide any future credit. Buyer shall be responsible for all credit it receives from Service Provider, whether or not such credit exceeds authorized credit limits. In the event that Service Provider grants credit to Buyer and for a reasonable period of time afterwards, Service Provider may from time to time disclose Buyer's Information to other lenders and credit reporting agencies requesting such Information. Service Provider may obtain Information and reports about Buyer from third party providers such as Creditsafe USA Inc., and other Credit Agencies. Once Buyer has applied for credit with Service Provider, Buyer may not withdraw their consent to this exchange of Information.

For more information about the Service Provider's privacy policy and our collection and use of personal information, please see: [https://www.badgerinc.com/learn-about-badger/privacy\[1\]antispam-web-policy/](https://www.badgerinc.com/learn-about-badger/privacy[1]antispam-web-policy/).

*End*

March 4, 2024

Ms. Sarita Melendez, PE  
Oates Associates  
100 Lanter Court  
Suite 1  
Collinsville, IL 62234

RE: MCT Goshen Trail  
Goshen Trail Bethalto Extension PH 1  
Lighting for Box Culvert Tunnel under Illinois Route 143

Dear Sarita,

I am pleased to offer this proposal to provide Professional Engineering Services for the above-referenced project.

Our scope listed below will form our Basic Services and subsequently our Basic Services Fee Request.

**Basic Services Scope:**

1. Construction Documents
  - a. Coordinate a new electrical service with Ameren Electric.
  - b. Prepare lighting plans, branch circuiting and lighting controls layout, schedules and details.
  - c. Coordinate conduit installation details with pre-cast box culvert design.
  - d. Coordinate conduit and power requirements with security consultant.
  - e. Prepare Special Provisions.
  - f. Prepare cost estimate.
  - g. Pre-final design submittal.
  - h. Owner review, coordination and comments.
  - i. QC review.
  - j. Bid document submittal.
2. Bidding
  - a. Attend a pre-bid meeting.
  - b. Address contractor questions and prepare addendums as required.
3. Construction
  - a. Review shop drawings.
  - b. Address contractor questions and construction coordination issues.
  - c. Perform a punchlist at substantial completion.
  - d. Attendance at regularly scheduled coordination meetings is not included.

**Assumptions:**

1. The design will utilize static white high abuse linear LED luminaires to provide daytime tunnel lighting.
2. The design will utilize the latest adopted edition of *IDOT Standard Specifications for Road and Bridge Construction* for material specifications and construction standards.

3. All branch circuits will be installed in conduit and luminaires will be surface mounted inside the box culvert tunnel.
4. The lighting levels will be based on Illuminating Engineering Society (IES) recommended lighting levels.
5. CAD backgrounds and titleblocks will be provided by Oates Associates for use in preparing our bidding documents.
6. RTM Engineering Consultants will not provide utility relocation engineering services or coordination.
7. RTM Engineering Consultants will not provide traffic signal engineering design or modifications.
8. RTM Engineering Consultants will not provide security engineering design.
9. The following services are not included in our fee proposal but can be provided for additional fees:
  - a. Owner initiated changes to previously approved documents.
  - b. Regular site visits during construction.
  - c. Preparation of construction contracts (Divisions 0 and 1) and review of contractor's pay requests during construction.
  - d. Furnish record drawings of as-built conditions.

**Deliverables:**

1. Pre-final design submittal, including plans, details, Special Provisions and cost estimate. This design will be in PDF format.
2. Final design submittal, including signed and sealed plans and Special Provisions. This design submittal will be in PDF format. Wet seals and signatures required for permit and bidding sets will be provided as required.

**Fees:****Basic Services:**

For the **Basic Services** detailed above, we hereby request a lump sum, fixed fee in the amount of:

\$13,500 (thirteen-thousand five-hundred dollars and no cents)

Fees will be billed on a monthly basis as the project progresses and in conjunction with project milestones.

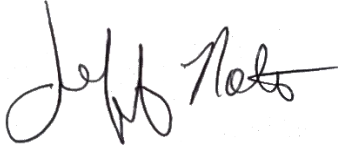


Thank you for the opportunity to provide professional engineering services for this project. If you have any questions or require any additional information, please do not hesitate to contact me.

If acceptable, please sign and return for our records.

Sincerely,

**RTM Engineering Consultants**



Jeff Nolte  
Senior Electrical Designer

**RTM Engineering Consultants**



Eric R. Rogers, P.E.  
Principal

Accepted this \_\_\_\_ day of \_\_\_\_\_, 2024

By: \_\_\_\_\_

Title: \_\_\_\_\_



# SCOPE OF WORK

FOR  
**Madison County Transit (MCT) - Goshen Trail Extension**  
FOR  
**Oates Associates**

Prepared By  
**FAITH GROUP LLC**

**March 12, 2024**

## OBJECTIVE

---

We understand the project to include the design and construction of new box culvert and pedestrian pathway to traverse under IL-143 near Moreland Road in Collinsville, IL. The box culvert will require a security camera system with communication infrastructure necessary to provide feedback to the Madison County Transit Authority Administration Building in Granit City, IL. The basis of the design and security technical solution will follow the previous MCT security project implemented at IL-157 and Horseshow Road.

## SCOPE OF SERVICES

---

Faith Group will provide engineering consulting and design services for the following Low Voltage systems:

- ▶ Security Systems
  - Video Surveillance and Camera Systems
  - Structured Cabling, Conduits, and Pathways
- ▶ Site Network and Communications

The project will be executed based on the following phases:

- ▶ Pre-Final Design Phase (95%)
- ▶ Final Design Phase (100%)
- ▶ Bidding and Construction Phase

### **Pre-Final Design Phase**

The following tasks will be completed during this phase of work:

1. Prepare preliminary Construction Drawings for security camera systems with plans showing preliminary equipment locations, system pathways, and device locations.
2. Prepare preliminary specifications for security camera system.
3. Provide construction cost estimates for security camera system.

**Deliverables:**

1. 95% Design Documents and Specifications
2. Cost Estimate

**Final Design Phase**

1. Participate in Construction Document review and coordination meetings with owner and design team.
2. Address review comments and prepare final Construction Drawings and Specifications for security camera system.
3. Prepare signed and sealed Construction Documents for Permitting as required.

**Deliverables:**

1. Final Construction Documents – Drawings and Specifications
2. Signed and Sealed Permit Documents - Drawings and Specifications as required

**Bidding and Construction Phase**

The following tasks will be completed during this phase of work:

1. Response to RFIs and prepare Addenda and clarifications as required.
2. Review and analyze bids. Provide recommendations to the project team.
3. Review shops drawings, product data, and other submittal to verify the construction is following the design intent in accordance with the Contract Documents.
4. Respond to Requests for Information. Prepare any supplemental instructions or drawings as may be necessary to provide an RFI response.
5. Provide on-site representation and inspect installation work at construction milestones (50% completion - Rough-Inspection) and issue field observation report.
6. Perform site inspection at substantial completion milestone and issue final punch list.

**Deliverables:**

1. RFI/Addenda Responses
2. Site observation Report and Punchlist

## SCHEDULE

---

The proposal is based on the following preliminary milestone schedule:

- |                           |                          |
|---------------------------|--------------------------|
| ▶ Pre-Design/Final Design | 1 Month                  |
| ▶ Construction Phase      | Expected Duration 1 year |

## ASSUMPTIONS

---

1. The scope of work is limited to security camera systems, network and communications identified within the proposal.
2. Drawings will be developed using AutoCAD or Revit and submitted in PDF Format. Specifications will be submitted in PDF or Word Format as required.
3. Front End specifications will be developed by the Architect.
4. Major changes or rework to the program, floor plan layouts, and low voltage system types, after preliminary drawings are complete and approved, will be considered a Change in Scope and Additional Services.

5. The civil engineer will be responsible of all site utilities outside of the immediate building boundary. Faith Group will coordination requirements with civil.
6. Any required travel cost (mileage), printing, or courier services will be managed internally and is included in the Fixed Fee.

## FEE

---

The following is the proposed Lump Sum Fixed Fee for the scope of work:

| Task Name                            | Total       |
|--------------------------------------|-------------|
| Preliminary Design Phase (Fixed Fee) | \$10,500.00 |

If this proposal is acceptable, we anticipate your firm will provide a contractual agreement for our services. We appreciate the opportunity and look forward to working with you towards a successful project.

## **RESOLUTION 24-53**

### **AUTHORIZING ADOPTION OF THE MCT TRAILS MASTER PLAN**

**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**, per Resolution 23-07, the District authorized contracting with HeartLands Conservancy to complete the MCT Trails Master Plan; and,

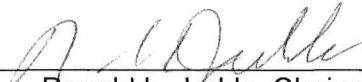
**WHEREAS**, HeartLands Conservancy has completed the contractual obligation by developing and presenting a comprehensive MCT Trails Master Plan; and,

**WHEREAS**, it has been determined to be in the best interest of the District to accept the MCT Trails Master Plan completed by HeartLands Conservancy.


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

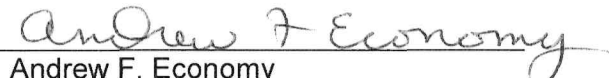
1. The Madison County Mass Transit District adopts the MCT Trails Master Plan submitted by HeartLands Conservancy.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract and filing of said grant application and to execute, complete, administer, and perform all obligations associated with any resulting contracts, furnish such additional information as may reasonably be required in connection with the aforesaid actions, and to take any and all such further actions as are necessary and appropriate, including any and all amendments, modifications, change orders, and/or revisions, 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-eighth day of March 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, and as such Secretary, I am the keeper of the records and files of the Madison County Mass Transit District.

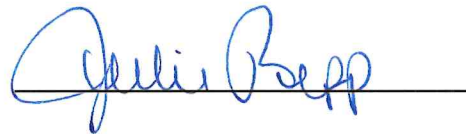
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, March 28, 2024, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and 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:

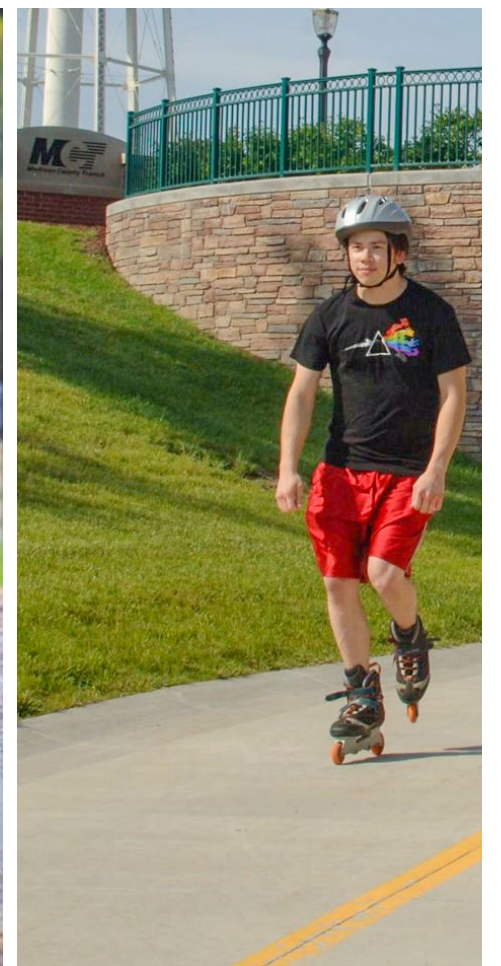
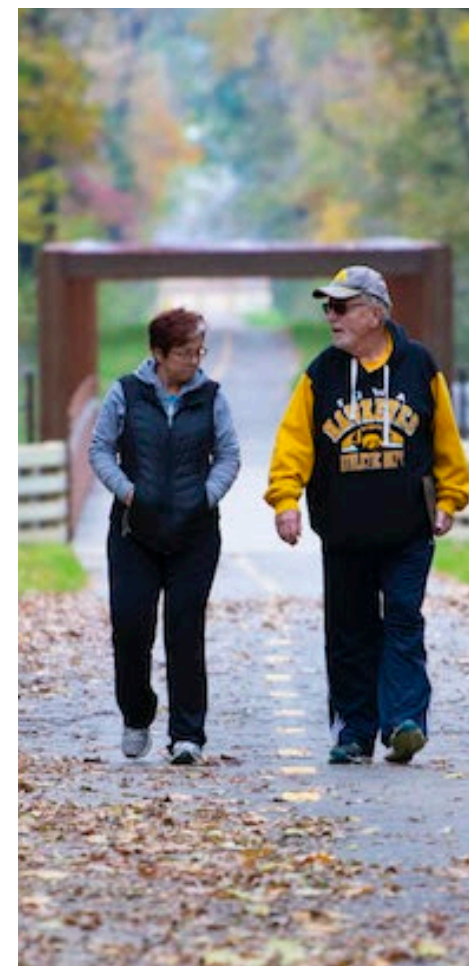
1. The Madison County Mass Transit District adopts the MCT Trails Master Plan submitted by HeartLands Conservancy.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract and filing of said grant application and to execute, complete, administer, and perform all obligations associated with any resulting contracts, furnish such additional information as may reasonably be required in connection with the aforesaid actions, and to take any and all such further actions as are necessary and appropriate, including any and all amendments, modifications, change orders, and/or revisions, 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-eighth day of March, 2024.







# MCT TRAILS MASTER PLAN

[www.mcttrails.org](http://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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|          | Implementation Strategy                           |           |
|          | Recommendations for Engineering Support           |           |
|          | Management & Maintenance Recommendations          |           |
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|          | References.....                                   | <b>66</b> |
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# Executive Summary





## Executive Summary

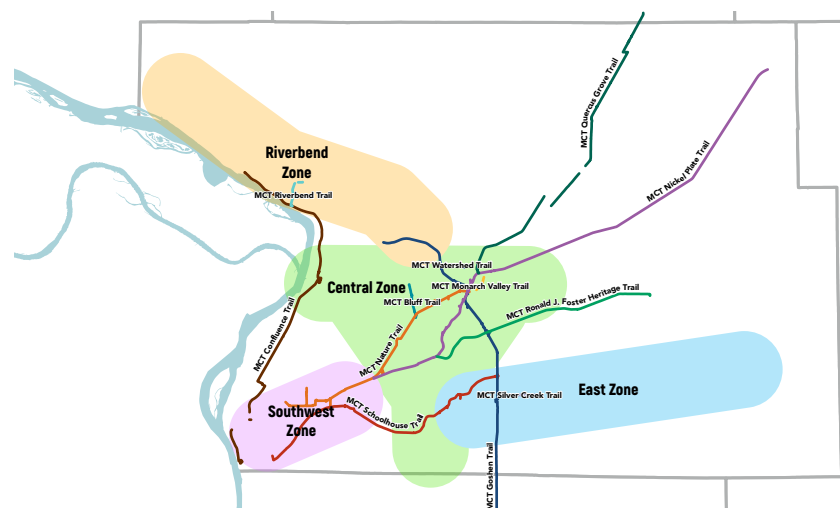
Heartlands Conservancy has prepared this Master Plan for the MCT Trails system in Madison County, Illinois. The Master Plan will serve as the long-term guiding vision for this Class 1 bikeway network serving Madison County residents and visitors. The goals, strategies, and projects recommended in this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

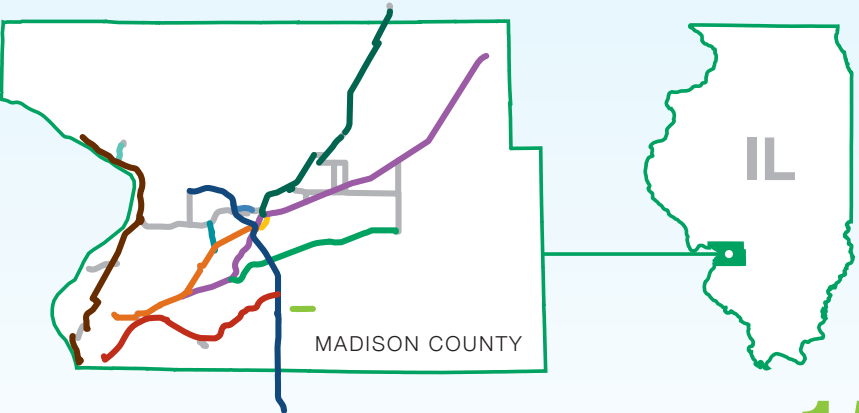
*Cultivate mutually beneficial organizational relationships that can be leveraged to support the vision of the MCT Trails.*

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

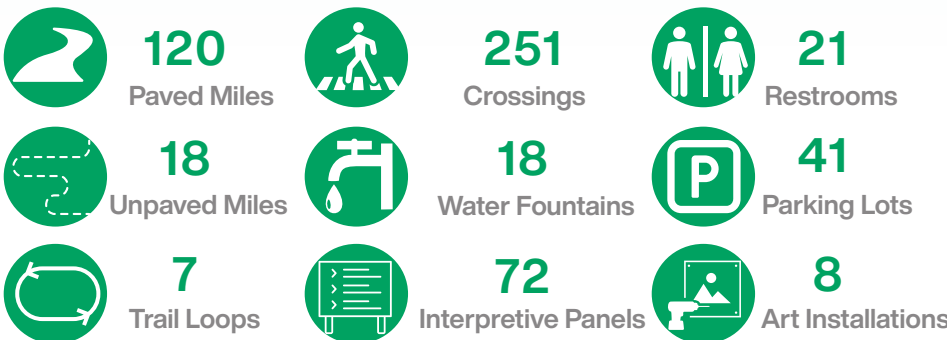
99 Strategies

+2 Grade Separations

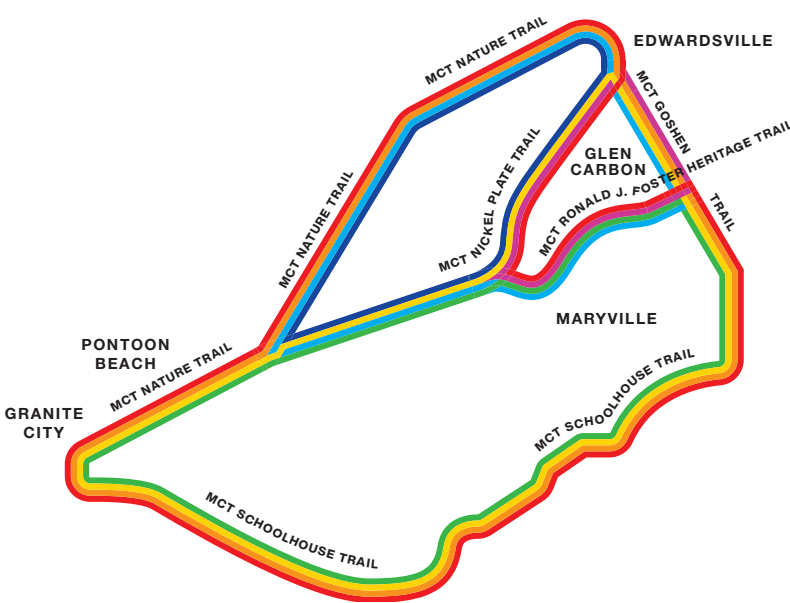
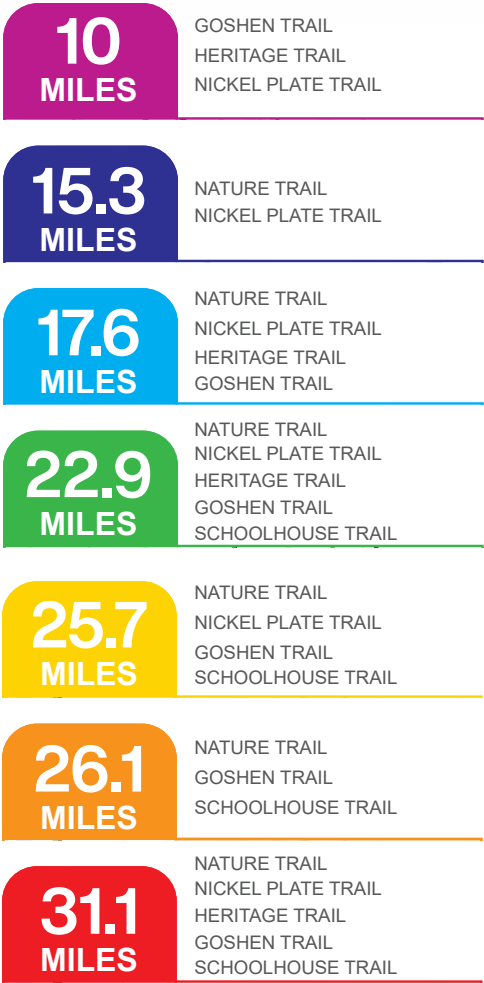
+29 Capital Project Trail Miles

+913 Capital Project Acres of Greenspace

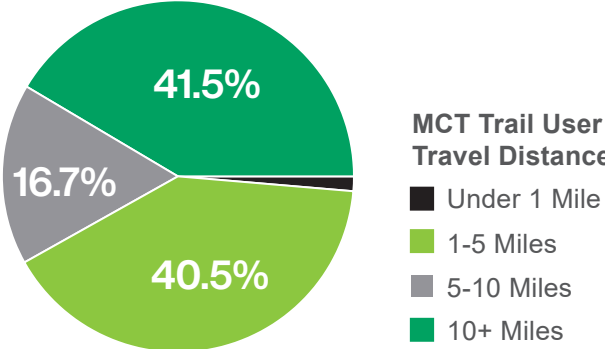
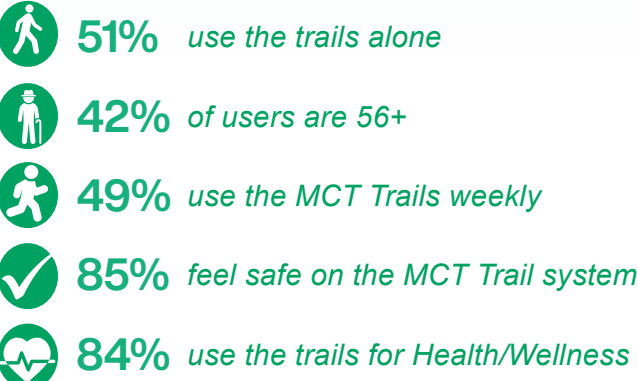
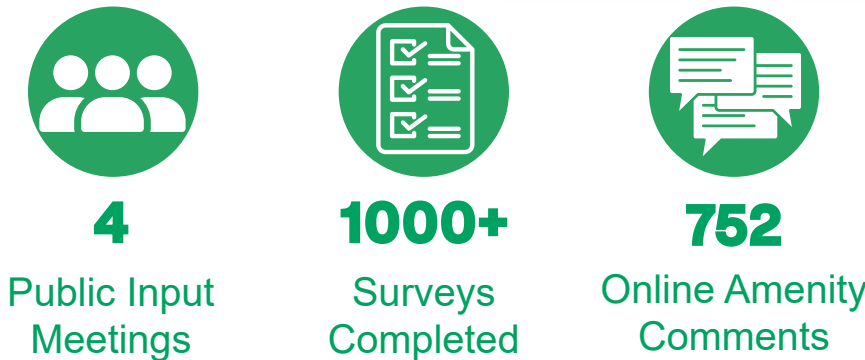
TRAILS AT A GLANCE



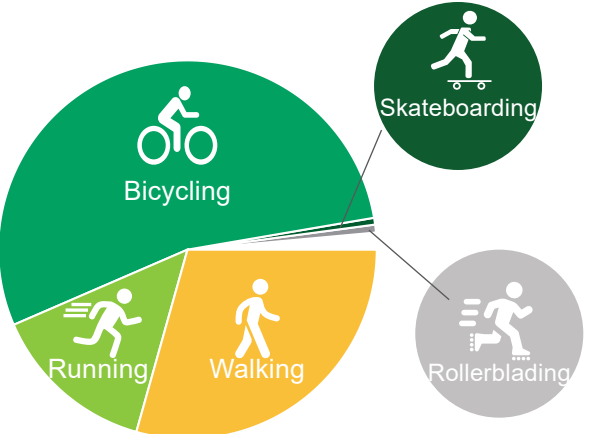
MCT Trail Loops



2023 Community Engagement



Source: MCT Trails Survey, 2023



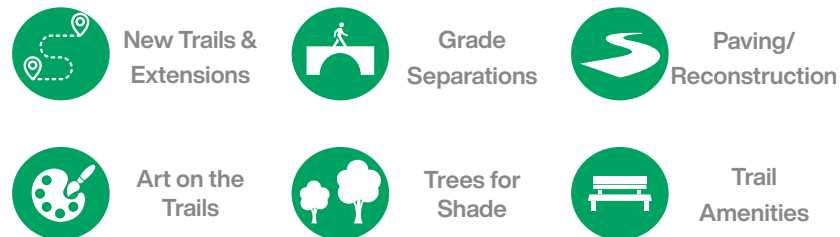


## System Needs

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.



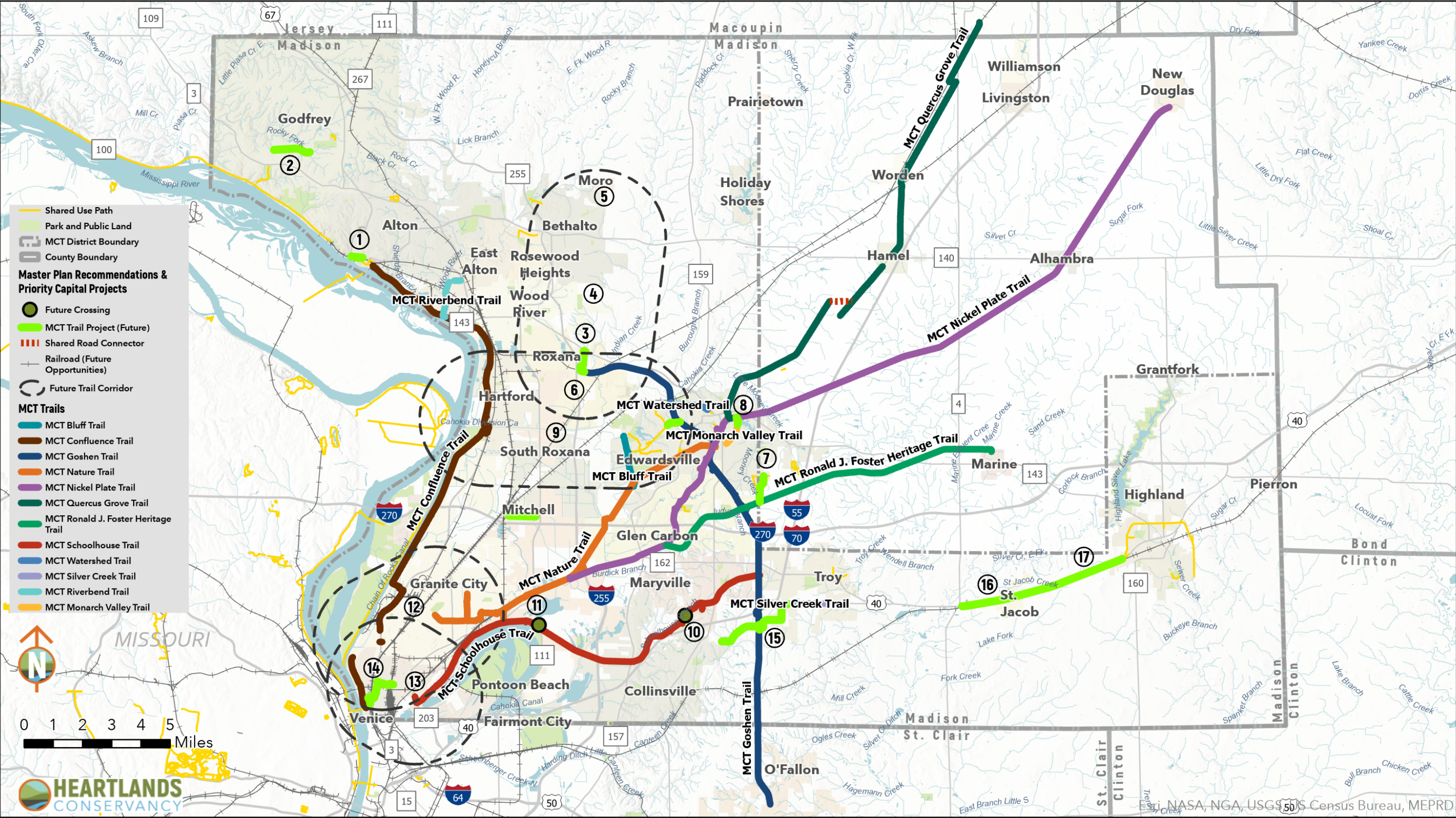
Art Sculpture Marina located south of Alton on the Confluence Trail



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





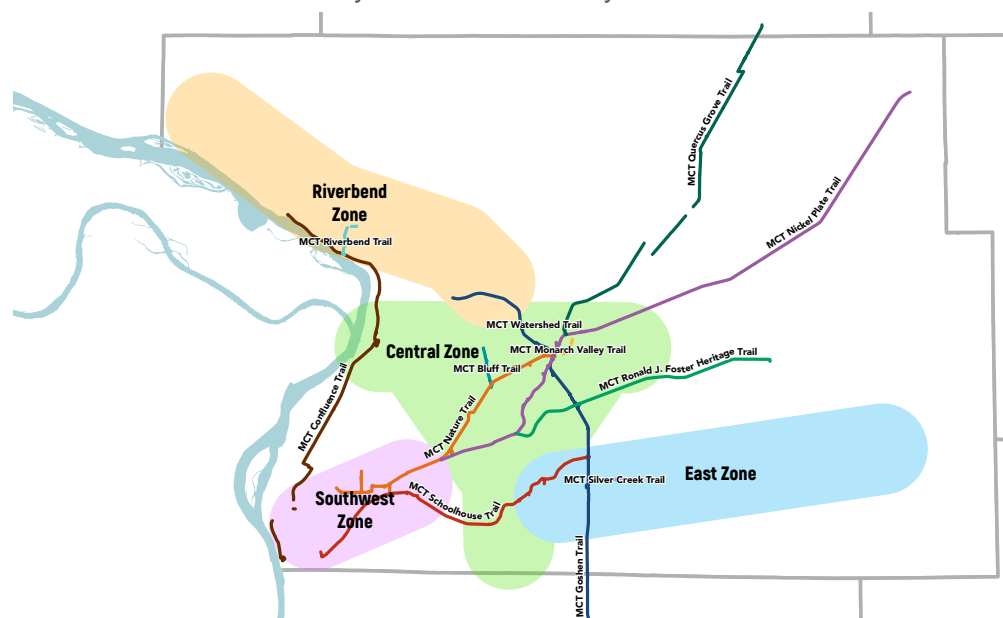
## Project Purpose

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 “Map 1: 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.***

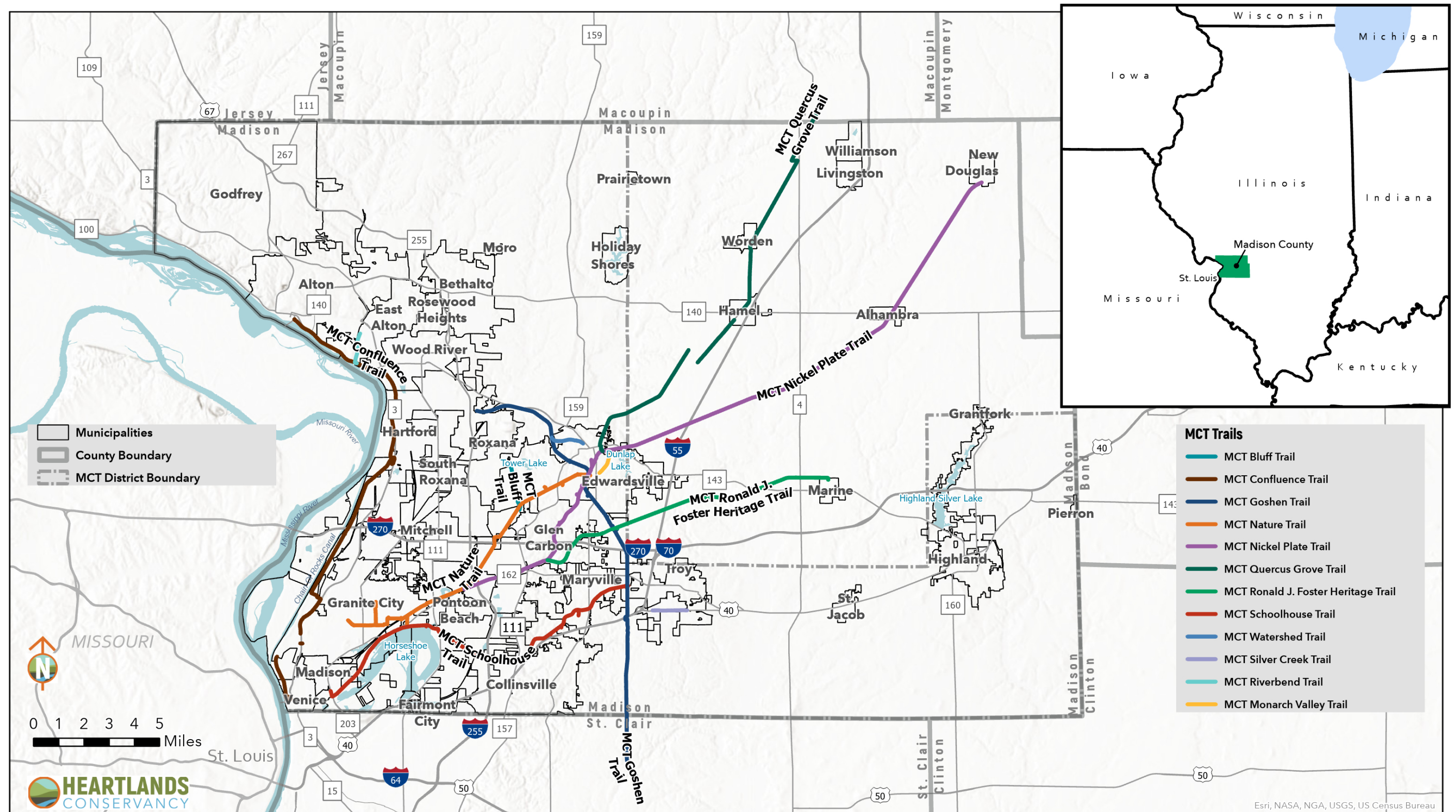
-The MCT Board of Trustees



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

• 4007

• 4011.02

• 4015

• 4015

• 4022

• 4026
- 4001.02

• 4008.02

• 4012

• 4017.01

• 4017.01

• 4023

• 4040
- 4002

• 4010

• 4013

• 4019.05

• 4019.05

• 4024
- 4006

• 4011.01

• 4014

• 4014

• 4021

• 4025

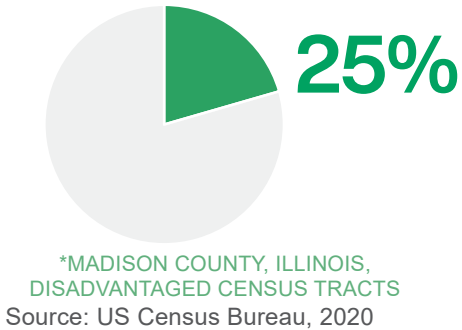


Table 1A summarizes selected demographic characteristics of Madison County that are particularly relevant to the operation, maintenance, and expansion of the MCT Trails system. Map 2 shows the disadvantaged Census tracts that make up what is referred to in this Plan as the High Impact Investment Area. 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.

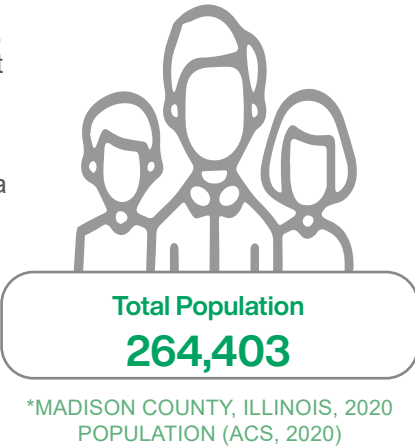


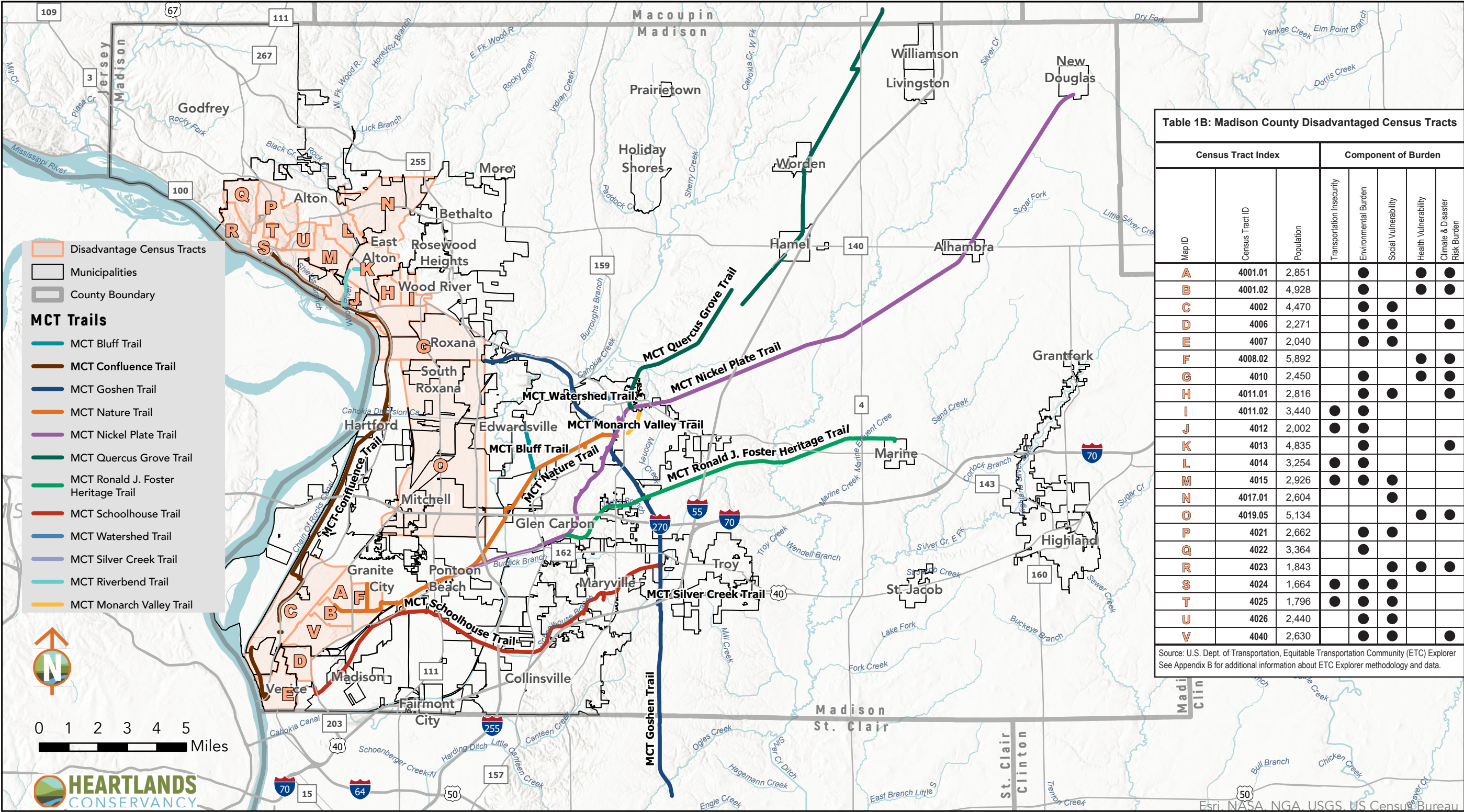
Table 1A: Selected Demographic Characteristics - Madison County, Illinois

|                                        | 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

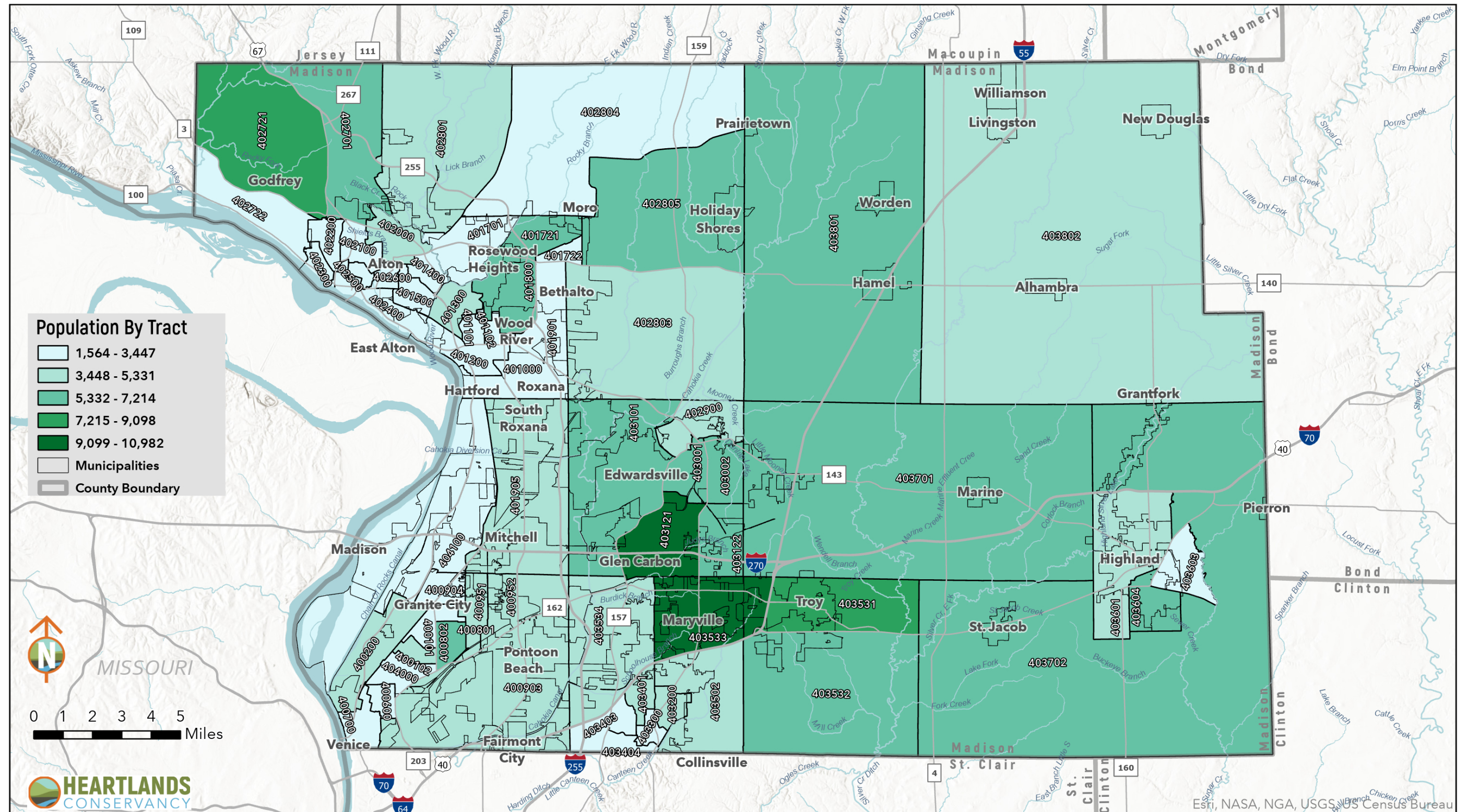


Map 2: High Impact Investment Area Map (Includes Table 1B: Madison County Disadvantaged Census Tracts)



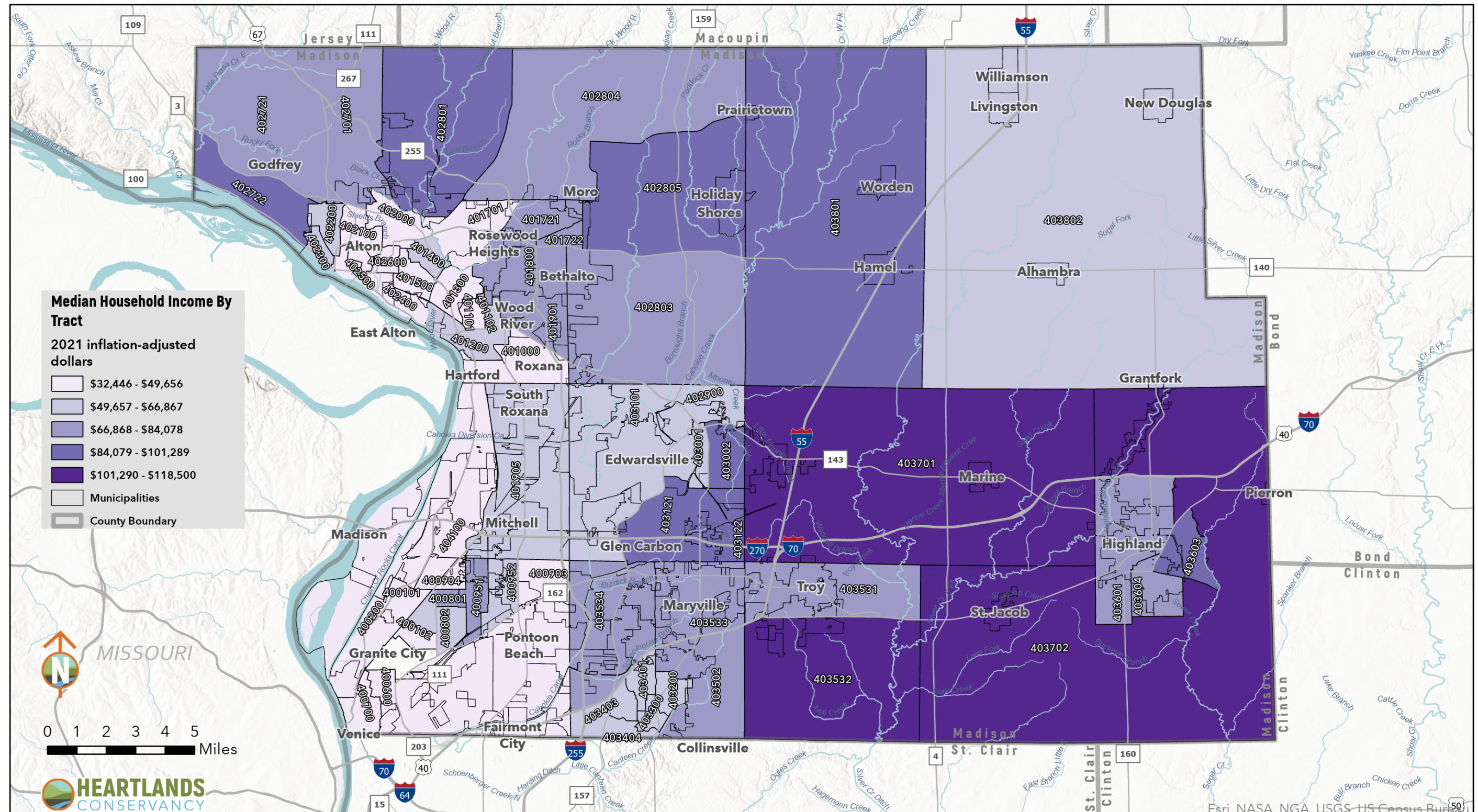


### Map 3: Population By Census Tract





### 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

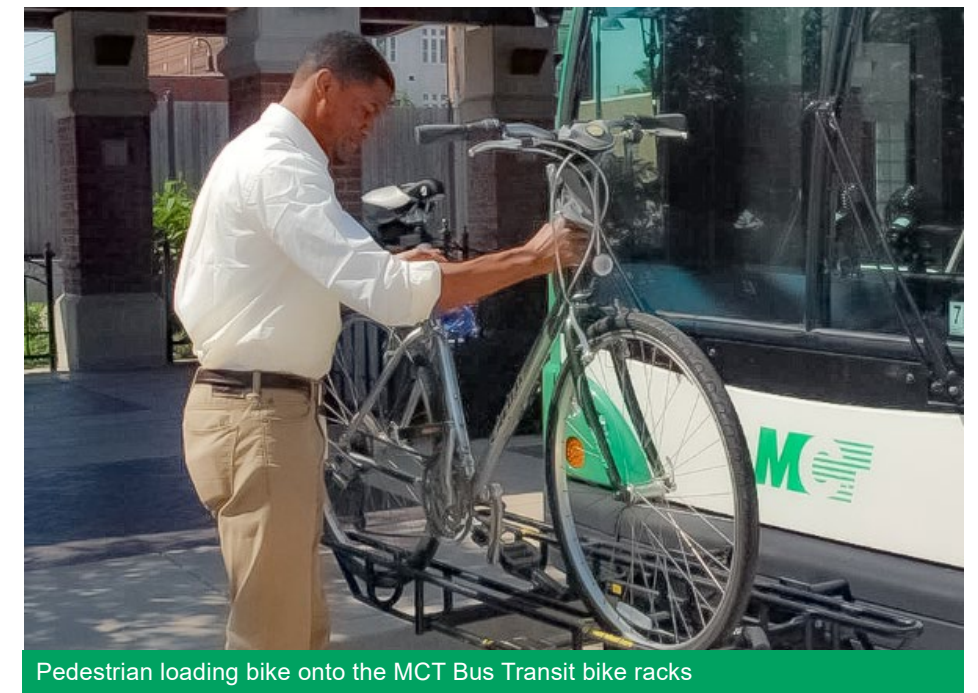
*Explore the creation of an internal staff position focused on implementing MCT's alternative transportation projects and initiatives.*

### 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.





# 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.

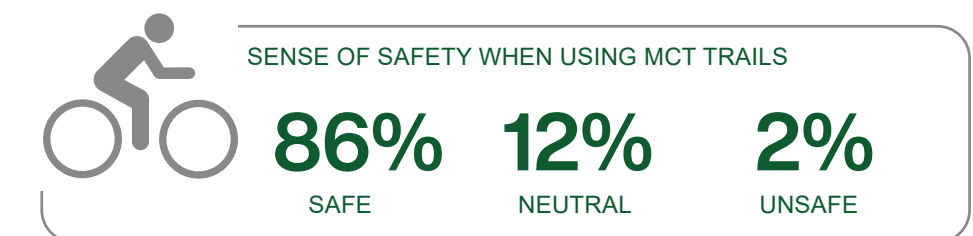
A Visual Preference Survey invited participants to vote on their preference for the features and amenities they would like to see on MCT Trails by placing stickers and comments next to images of specific type of features. Attendees were asked to describe a vision of MCT Trails and identify key issues. 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



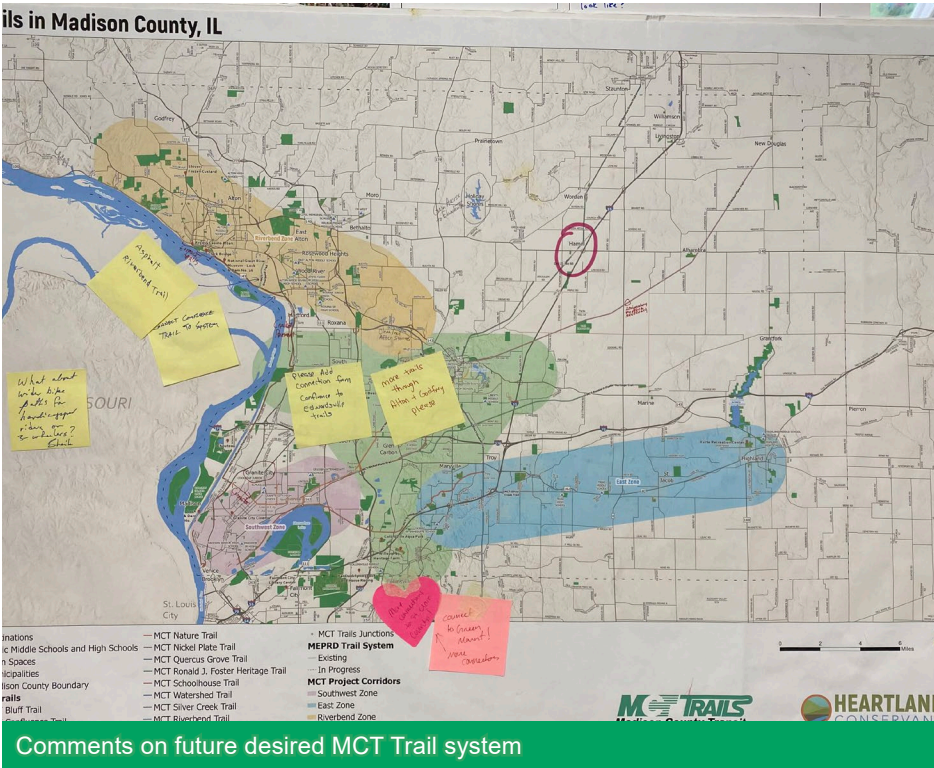
Amenities Preferences Summary

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





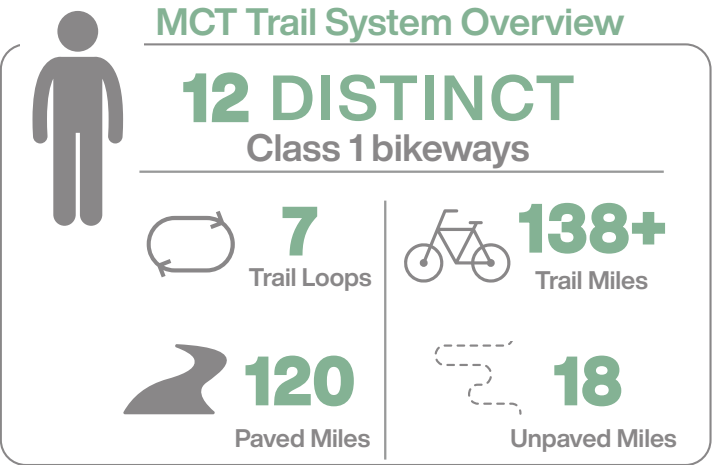
System Inventory & Conditions

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.

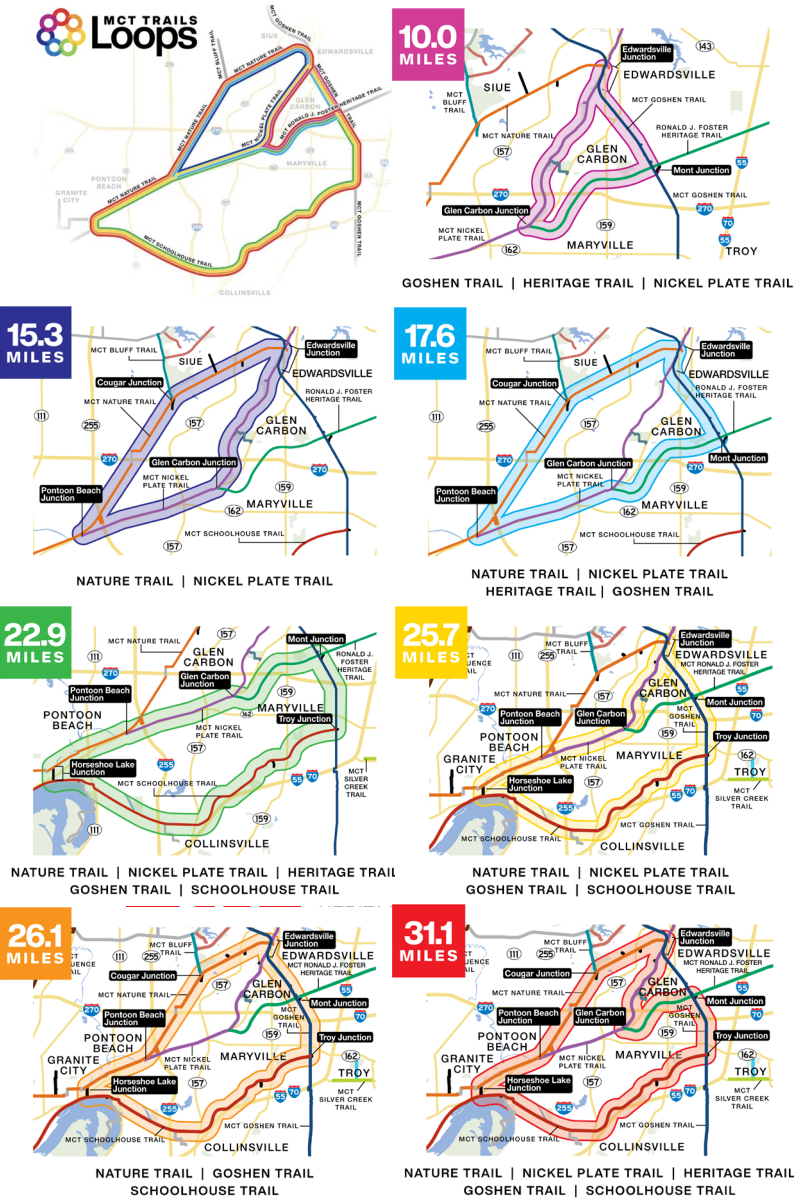
Silver Creek Trail:

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:

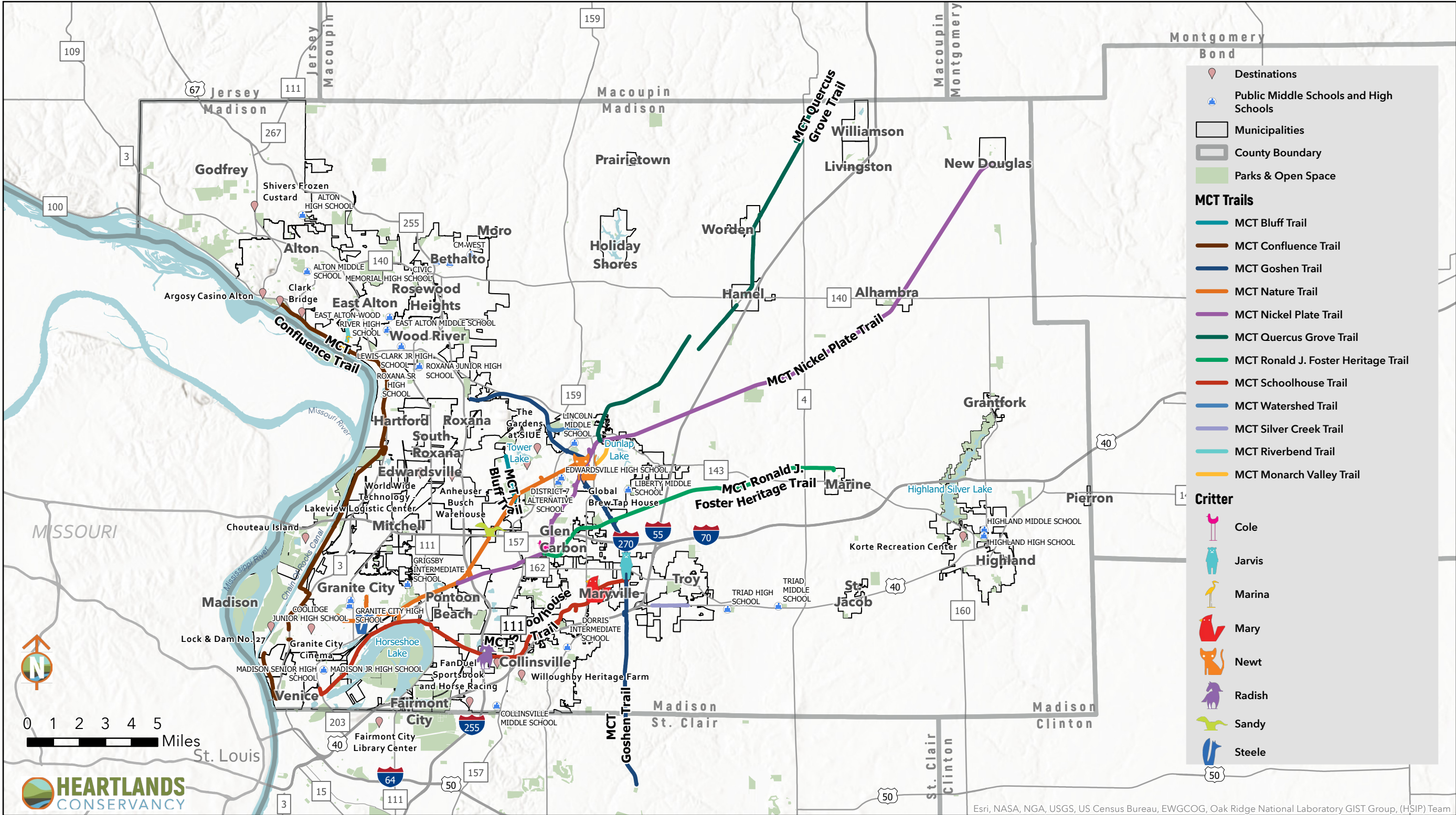
This 1.3-mile paved trail is found within Edwardsville. It connects the Goshen Trail near the Watershed Nature Center to the Madison County Administration Building on N. 2nd Street.

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

251



Total Crossings

5%



Trail-Rail Crossings

95%



Trail-Road Crossings

### 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: Pedestrian and Bicycle Crash Map” 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



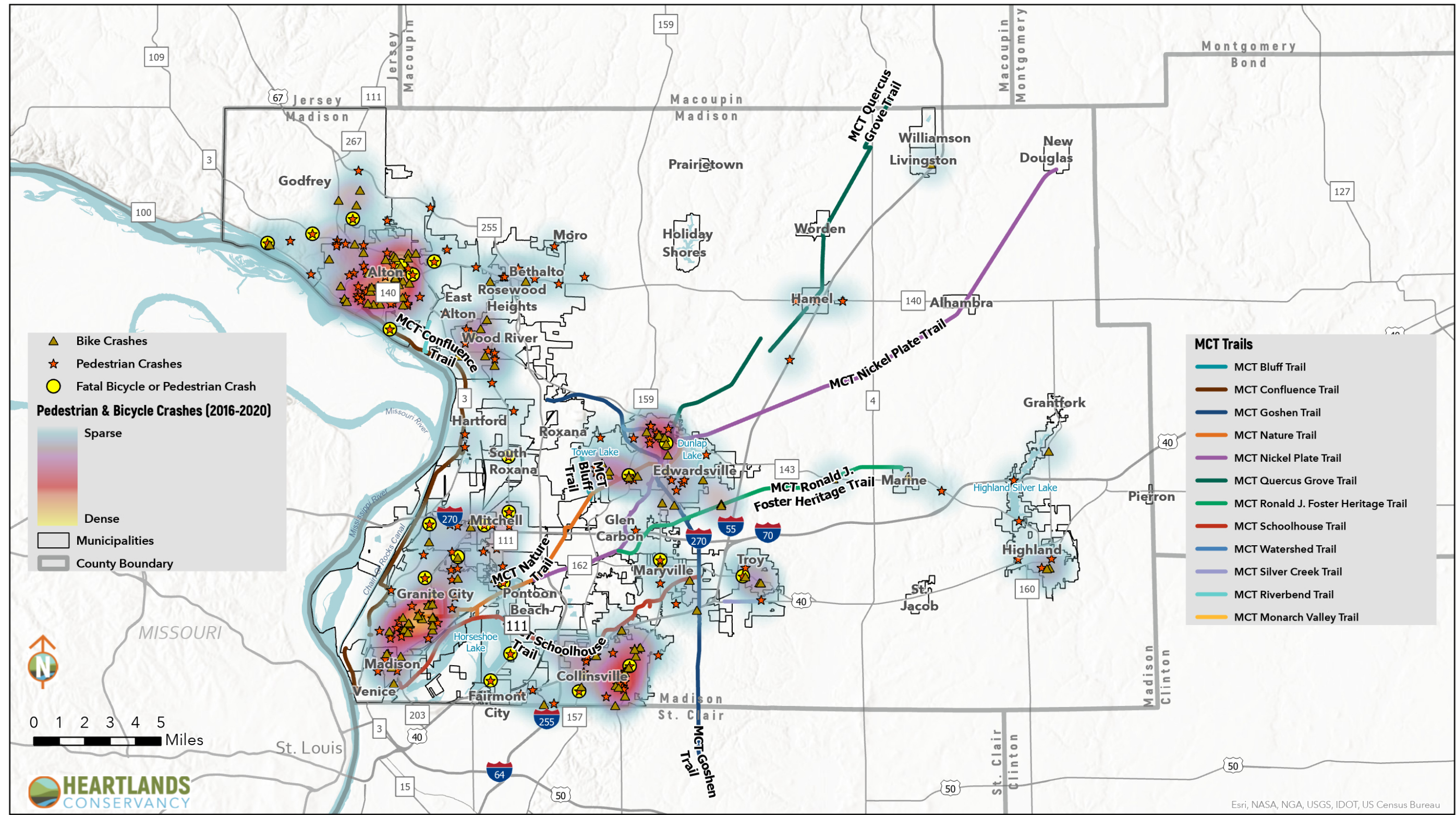
MCT Trails kiosks with rules and speed signage



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<br>E-bike                      | Provides Assistance: | Only when pedaling           | Generally treated like a standard bicycle                                                                                                                    |
|                                        | Top Assisted Speed:  | 20 mph                       |                                                                                                                                                              |
| Class 2<br>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<br>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.<br>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



Razorback Greenway 40-Mile Markers

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

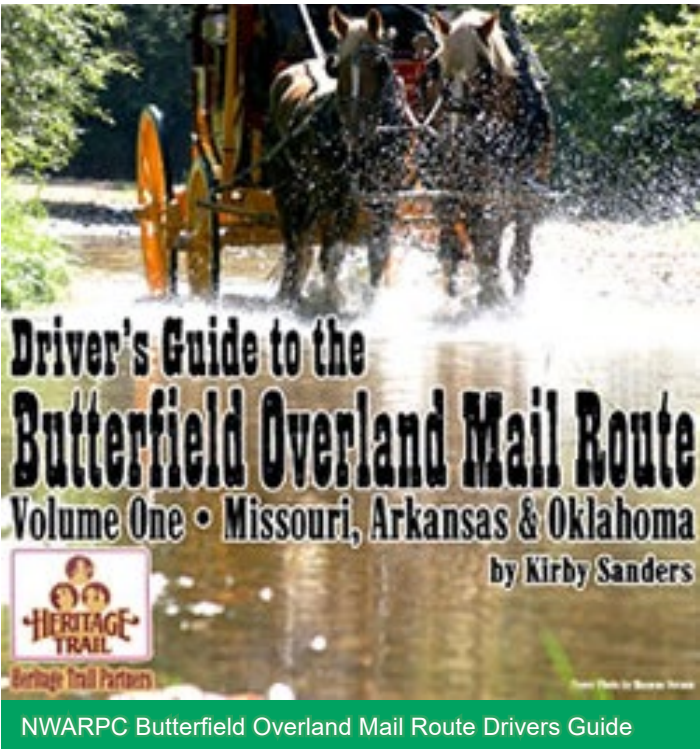


NWA Heritage Trail Plan (AR)

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 &amp; 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

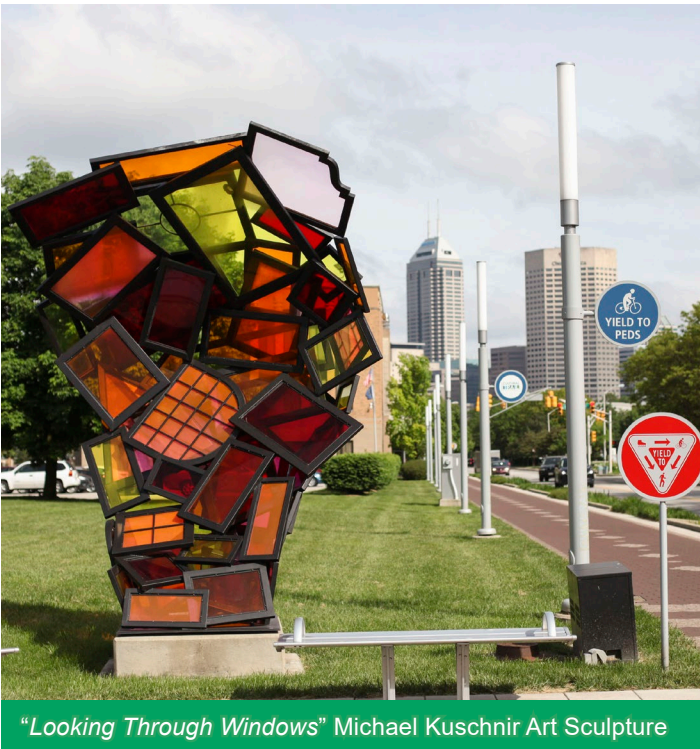


Indianapolis Cultural Trail (IN)

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

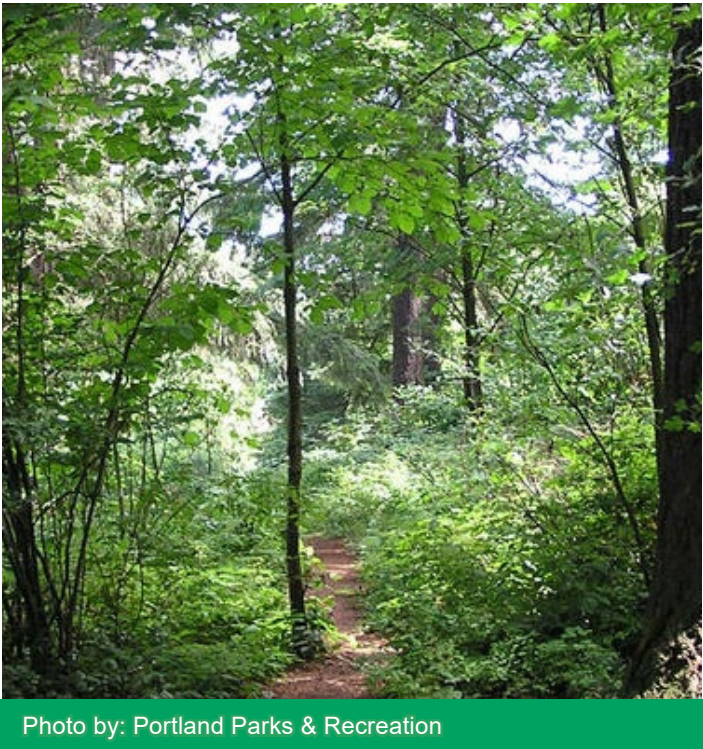
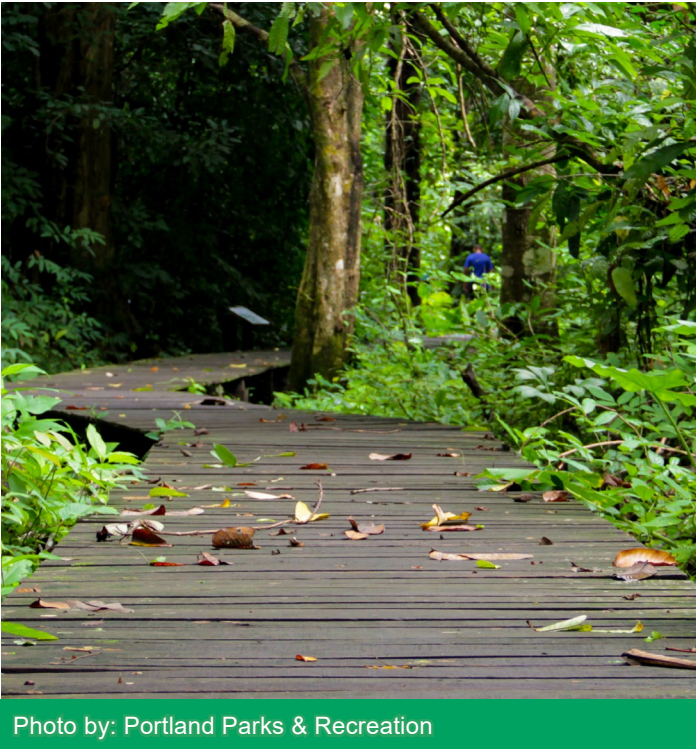
| Project Name                                   | Razorback Regional Greenway                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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.



### 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 &amp; 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” on page 48. 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.

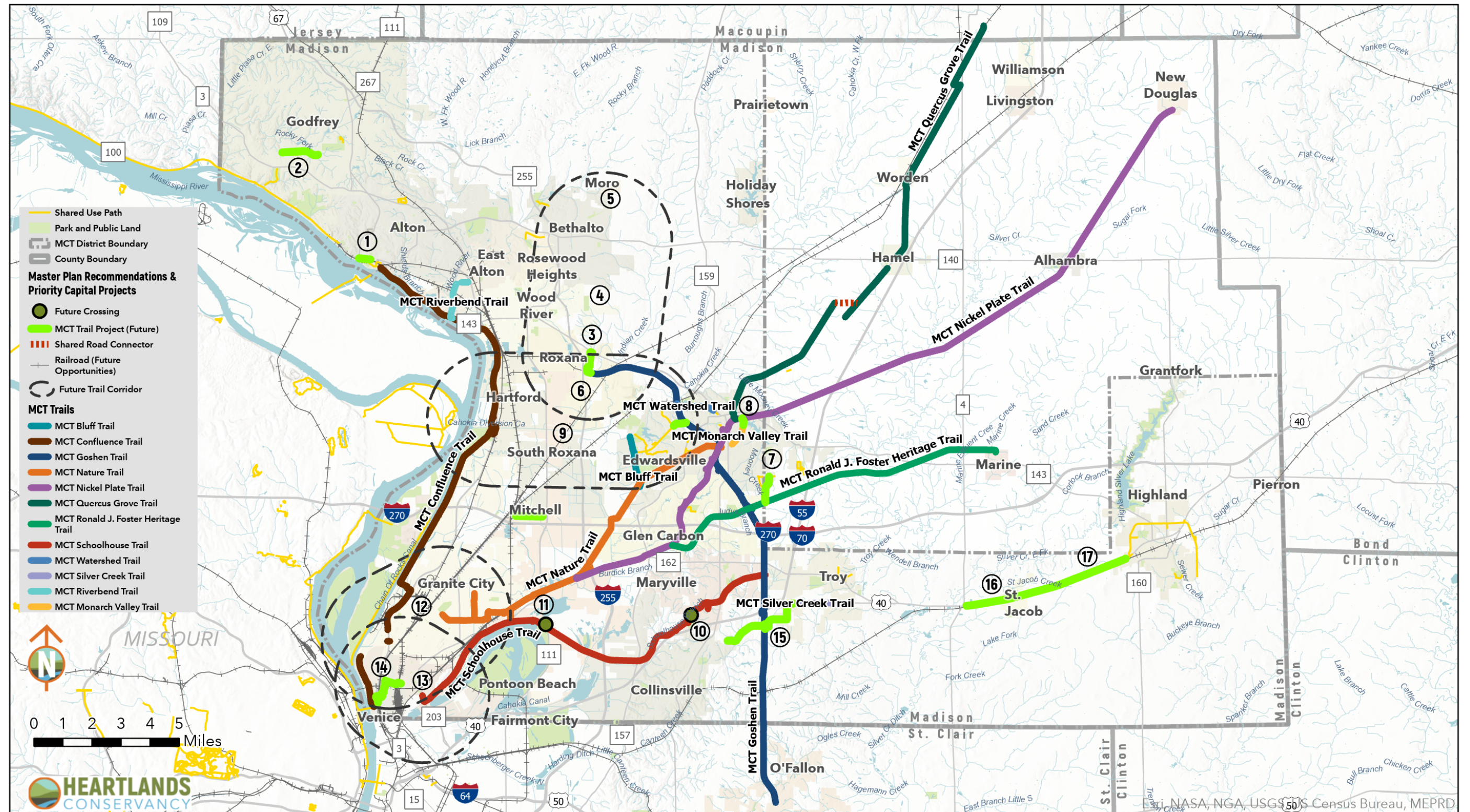


Table 6B: MCT Trails Sytem Capital Plan Projects

|    | 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 Separation @ 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](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/](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](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](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 |     | \$   |      |      |               | \$  |       |           |       |     |      |       |        |          |       |     |      |     | \$    | \$  |

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|                                                                                                                                         | 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)

|                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973                                                                                                                                                                                                                          | PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)                                                              |
| AoPP: Areas of Persistent Poverty Program                                                                                                                                                                                                                                                                                 | PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation                                                             |
| ATIIP: Active Transportation Infrastructure Investment Program [web link under development]                                                                                                                                                                                                                               | RAISE: Rebuilding American Infrastructure with Sustainability and Equity                                                                                          |
| BIL: Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act (Pub. L. 117-58)                                                                                                                                                                                                                               | RCN: Reconnecting Communities and Neighborhoods Grant Program (includes Reconnecting Communities Pilot Program (RCP) and Neighborhood Access and Equity programs) |
| BRI: Bridge Programs, including: BFP: Bridge Formula Program; BIP: Bridge Investment Program; BRR: Bridge Replacement and Rehabilitation Program                                                                                                                                                                          | RHCP: Railway-Highway Crossings (Section 130) Program                                                                                                             |
| CMAQ: Congestion Mitigation and Air Quality Improvement Program                                                                                                                                                                                                                                                           | RRIF: Railroad Rehabilitation and Improvement Financing (loans)                                                                                                   |
| CRP: Carbon Reduction Program                                                                                                                                                                                                                                                                                             | RTP: Recreational Trails Program                                                                                                                                  |
| ELTTP: 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 | SMART: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program                                                                           |
| FTA: Federal Transit Administration Capital Funds                                                                                                                                                                                                                                                                         | SRTS: Safe Routes to School Program (and related activities)                                                                                                      |
|                                                                                                                                                                                                                                                                                                                           | SS4A: Safe Streets and Roads for All                                                                                                                              |
|                                                                                                                                                                                                                                                                                                                           | STBG: Surface Transportation Block Grant Program                                                                                                                  |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <a href="#">HSIP</a> : Highway Safety Improvement Program<br><a href="#">IIJA</a> : Infrastructure Investment and Jobs Act (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law<br><a href="#">INFRA</a> : Infrastructure for Rebuilding America Discretionary Grant Program<br><a href="#">NAE</a> : Neighborhood Access and Equity Program<br><a href="#">NHPP</a> : National Highway Performance Program<br>NHTSA <a href="#">402</a> : National Highway Traffic Safety Administration State and Community Highway Safety Grant Program<br>NHTSA <a href="#">405(g)</a> : National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)<br><a href="#">NSBP</a> : National Scenic Byways Program | <a href="#">TASA</a> : Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)<br><a href="#">Thrive</a> : Thriving Communities Initiative (TA: Technical Assistance)<br><a href="#">TIFIA</a> : Transportation Infrastructure Finance and Innovation Act (loans)<br><a href="#">TOD</a> : Transit-Oriented Development<br><a href="#">TTP</a> : Tribal Transportation Program<br><a href="#">TTPSF</a> : Tribal Transportation Program Safety Fund |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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 12<sup>th</sup> 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 12<sup>th</sup> 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.

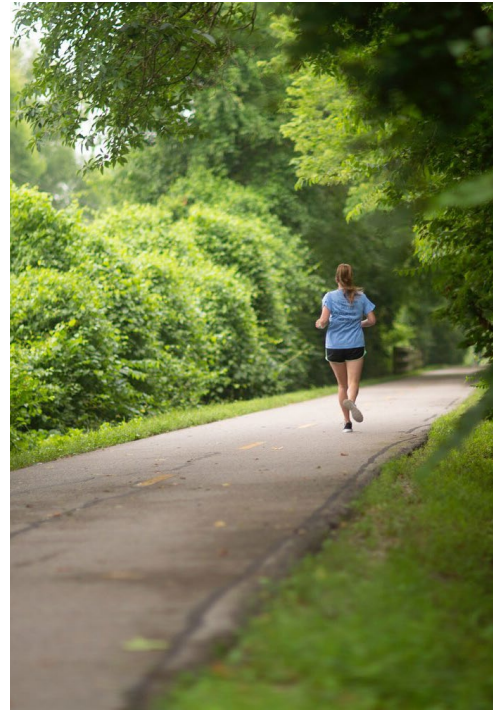
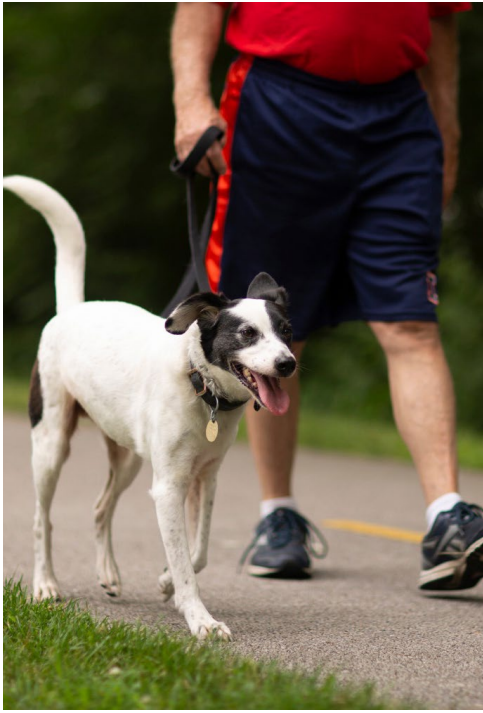
November 16, 2023



[www.mcttrails.org](http://www.mcttrails.org)







# MCT TRAILS MASTER PLAN

2024

## Appendices







# Appendix A: Case Studies



## 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.<br><br><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.<br><br><i>Adopt an Interpretive Panel &amp; 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](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.<br><br><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=39513e34d0034b-c19cf057a591001244>; 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: <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: \ INCOG | Tulsa, OK | Regional Partners - Regional Solutions. (n.d.). [https://www.incog.org/Transportation/transportation\\_bikeped.html#masterplan](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.<br><br><i>Ex: Bike &amp; 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. |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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.<br><br><i>Ex: Scenic &amp; 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

# 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. 2<sup>nd</sup> 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

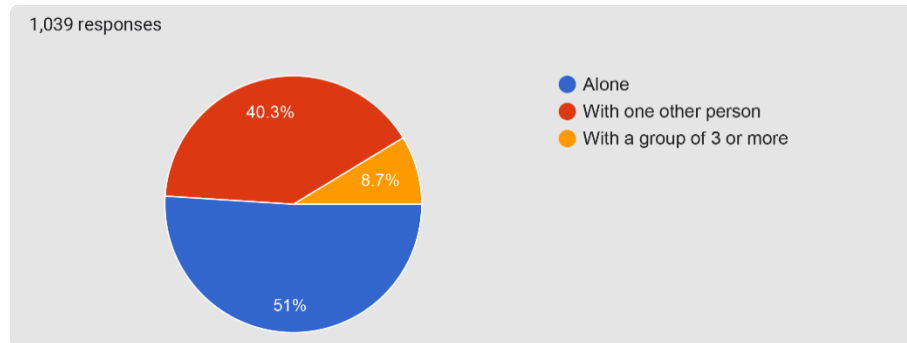
In addition to the survey and events that are summarized in this chapter, the project team met four times with a Project Committee made up of key ACT staff members. These meetings were held throughout the planning process to assist with data/information needs, provide context from the agency's perspective, 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?

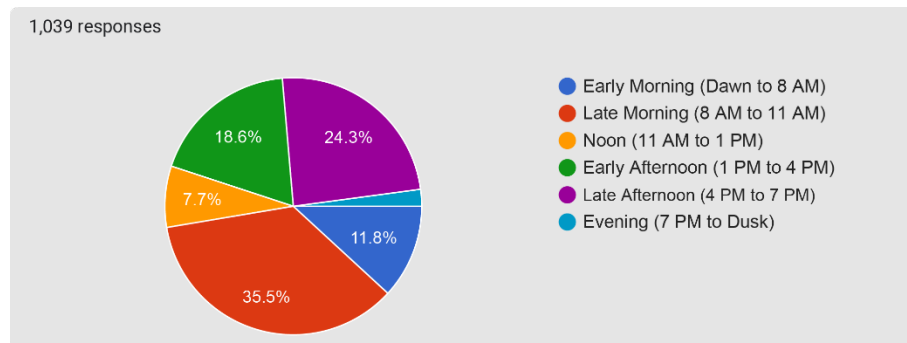


Lone trail users slightly outpaced group trail use respondents 51% to 49%. About 40.3% of respondents use the trails with one other person and 8.7% typically use the MCT Trails in groups of 3 or more.

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?



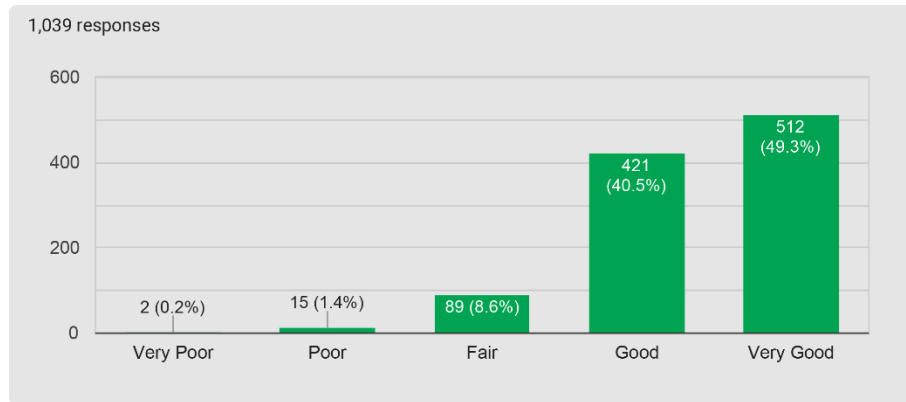
The most popular time of day for trail use is late morning, which was the choice of 35.5% of respondents. This is followed by late afternoon with over 24% of responses. About 14% use the trails in the evening (11.8%) or early morning (2.1%).

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.





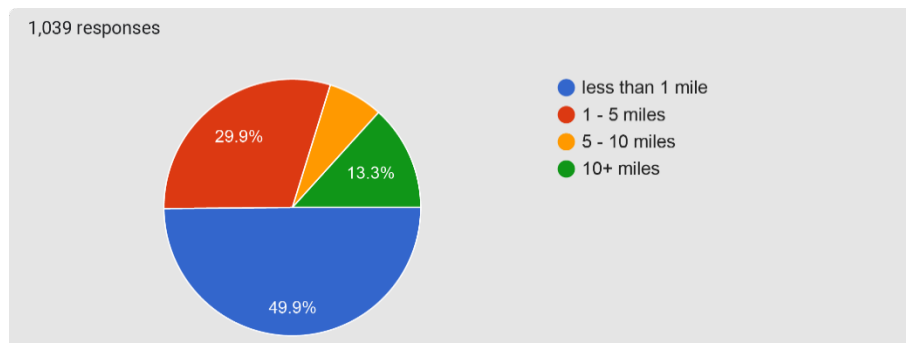
### Q13: How would you rate the maintenance of the MCT Trails?



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.

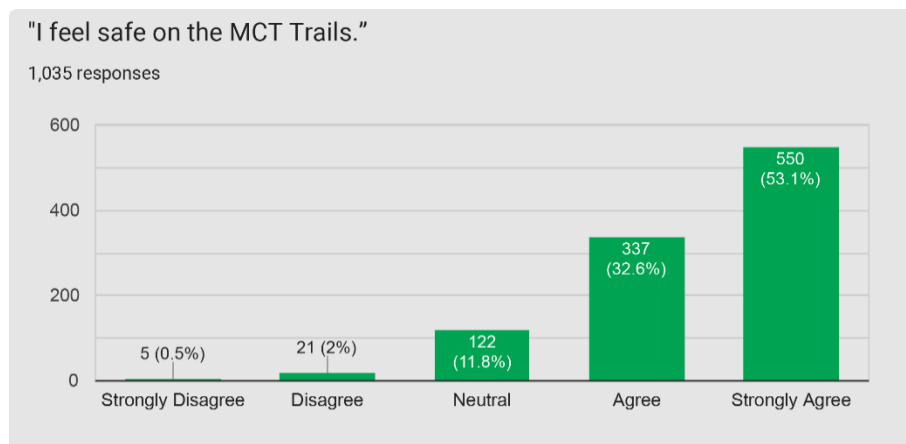
### Q15: How far do you travel to reach an MCT Trails access point?



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.

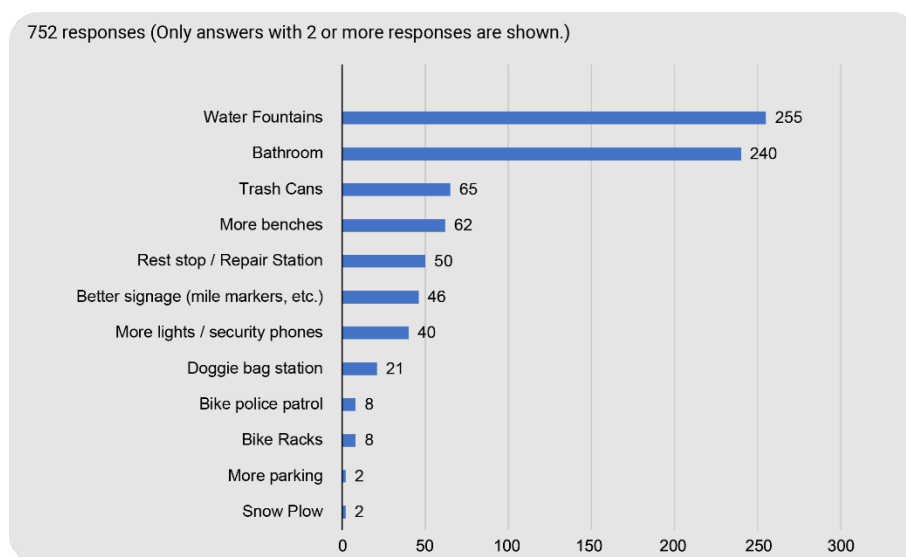
**Q17: Indicate below your level of agreement/disagreement with the following statement:**



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    | -     |
| <b>CRASH SEVERITY</b>         | -          | -     | -       | -     | -      | -     |
| 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    | -     |
| <b>CRASH CAUSE</b>            | -          | -     | -       | -     | -      | -     |
| 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.



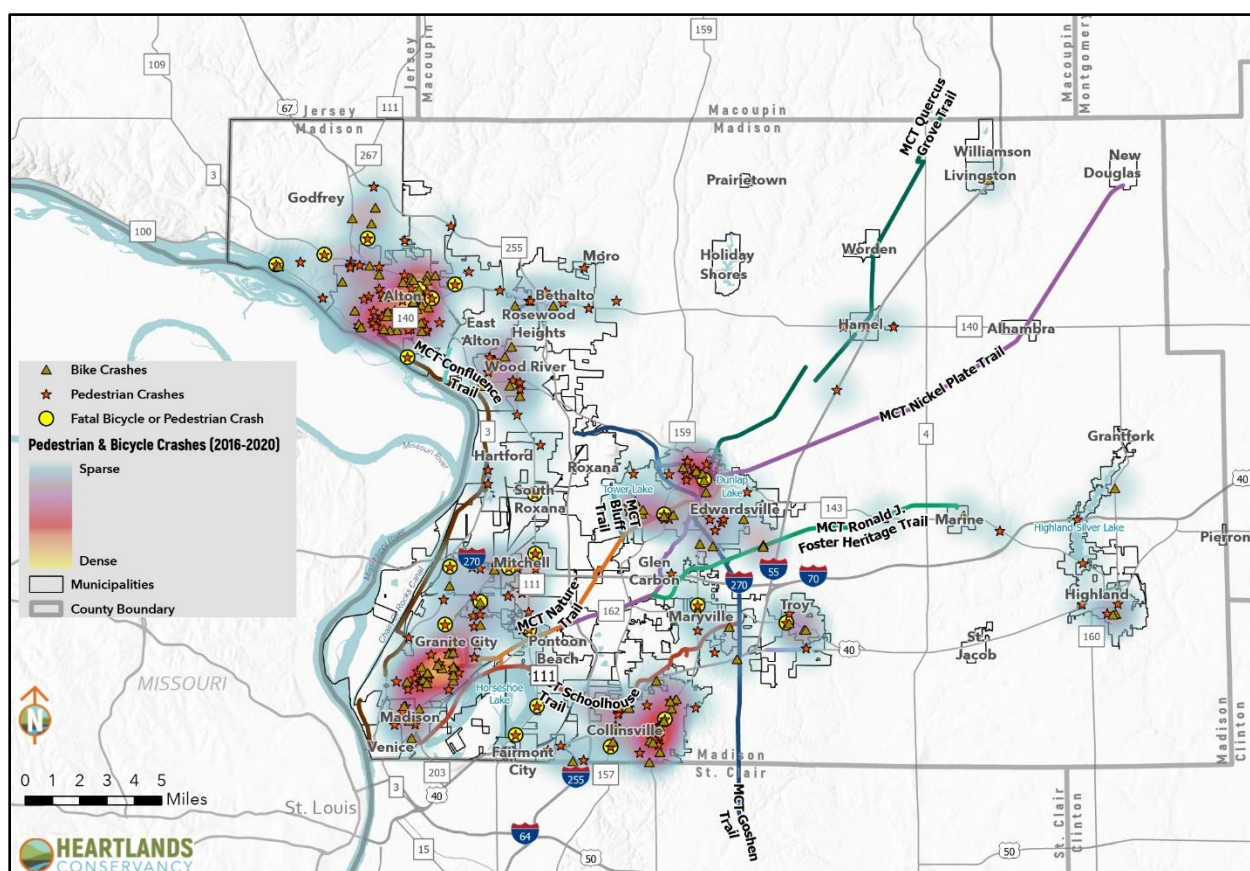
## Safety Assessment

### 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](http://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



## 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        |
| <b>Totals</b>     | <b>\$9.12</b>  | <b>\$12,541.31</b> | <b>\$44,146.99</b> | <b>\$56,697.42</b> |

### ***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***

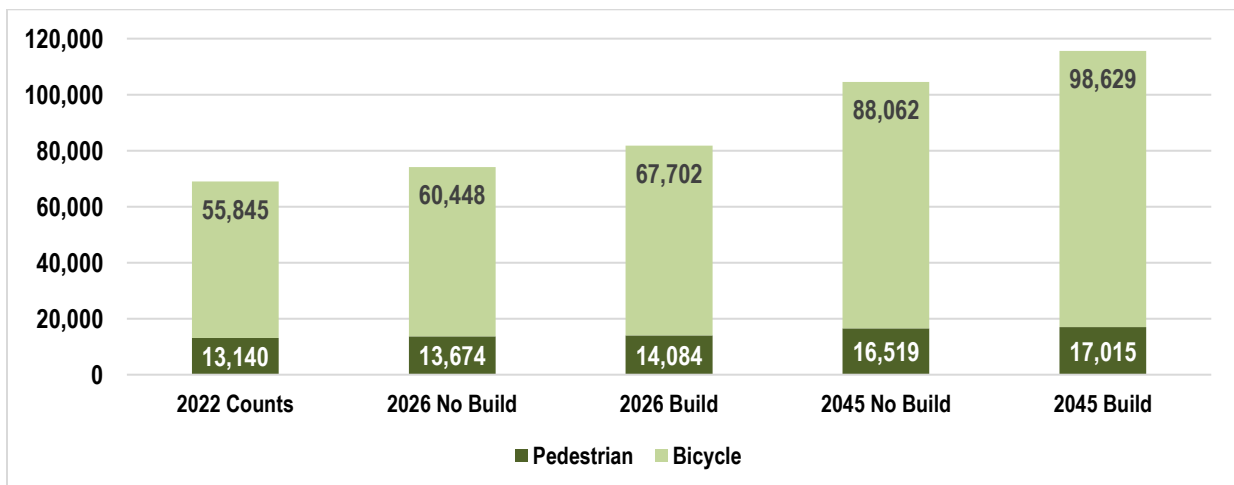
No amenity benefits were identified for pedestrian users of the proposed project. Bicycle traffic counts and travel distances from the “Travel Time Savings” tab of the model were used to calculate amenity benefits for bicycle users. No Build benefits were calculated for each year using the recommended 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



# USDOT Equitable Transportation Community (ETC) Explorer

|                         |                                 |                              |
|-------------------------|---------------------------------|------------------------------|
| ETC Explorer - Homepage | ETC Explorer - National Results | ETC Explorer - State Results |
|-------------------------|---------------------------------|------------------------------|

## 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<sub>2.5</sub> Level- Communities with her scores experience higher levels of PM<sub>2.5</sub>, 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<sub>2.5</sub>, 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<sub>2.5</sub> 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 2020-20211                   | 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

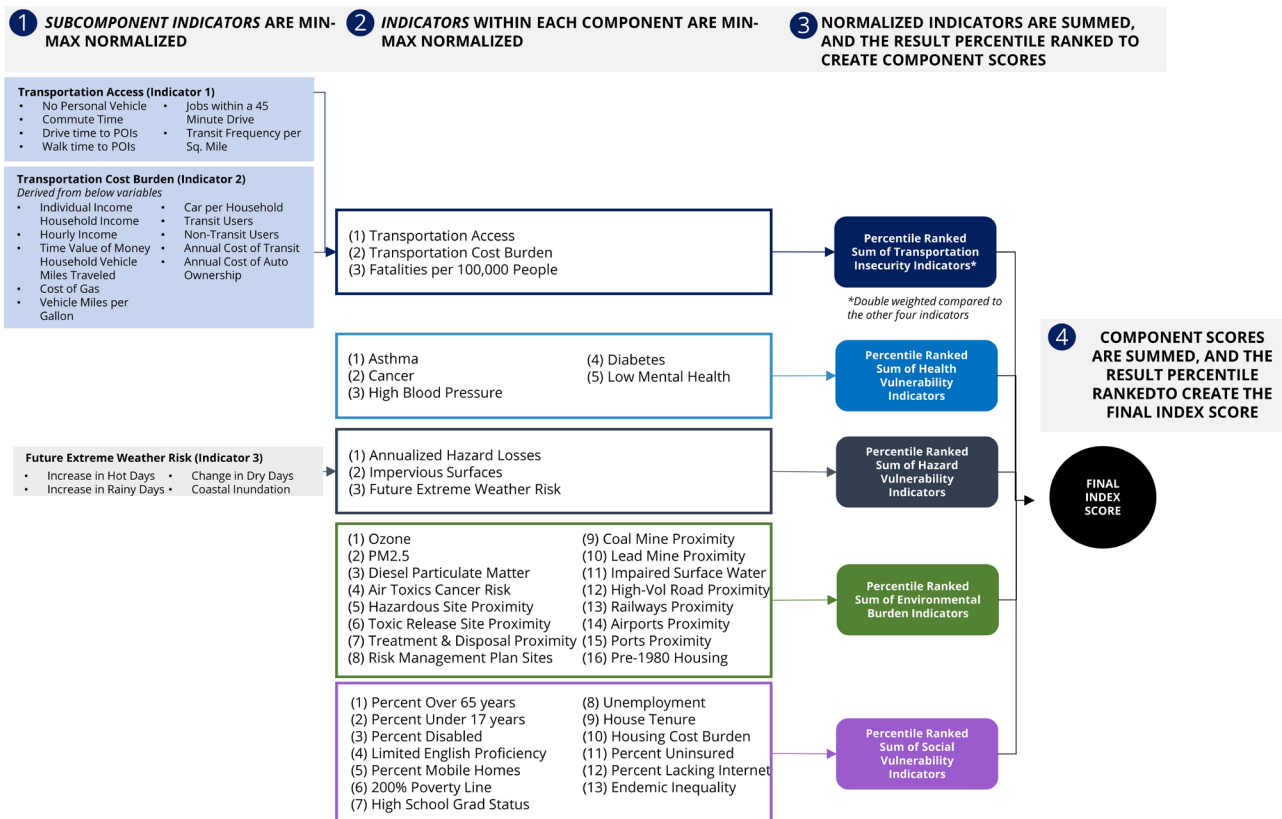
| Component            | Sub-component | Indicator Description          | Units                              | Data Source     | Geographic Granularity |
|----------------------|---------------|--------------------------------|------------------------------------|-----------------|------------------------|
| 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 Greater than \$72,321
- **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 \$72,321-\$98,194, greater than \$98,195                                                       |
|                       | 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



*McHenry County*  
CONSERVATION DISTRICT

Presented by John Kremer  
Director of Operations, Planning & Public Safety

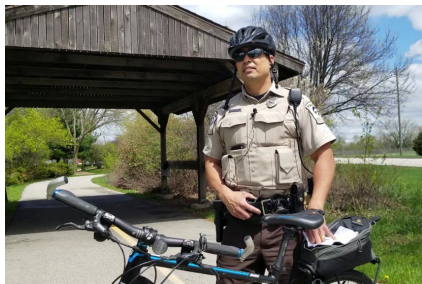


# Evolution

2018 E-Bike Warning - Officer Montgomery

2021 One Wheel encounter - Chief King

2023 .... Time to Evolve



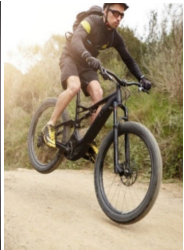
## Electronic Recreational Devices

- Bikes
- Scooters
- Skateboards/hover boards
- Unicycles
- "Micro Mobility Device"



# E-Bikes

Many Shapes & Sizes  
Industry + States = Classifications  
Unclassified = Unregulated



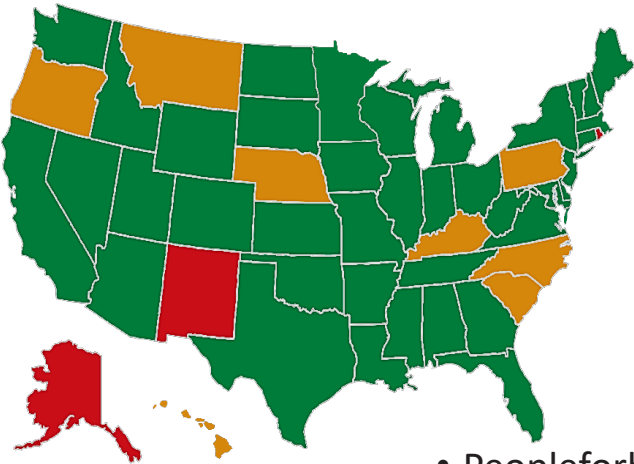
Overview of the 3-Class System for E-bikes

|                | 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<br>» Passengers allowed<br>» No age minimum<br>» No licensing or registration required<br>» Can use existing bike infrastructure                                                                              |
| PROBLEMATIC       | » Regulated as a moped or motor vehicle<br>» Confusing equipment - use requirements<br>» Confusing licensing - registration requirements<br>» Confusing access to bike infrastructure                                                  |



• Peopleforbikes



## Micro Mobility Device No Classification = Challenges

- No limits; classifications; definitions
- Difficult to accommodate







# Evolving: Human vs E-Assist powered

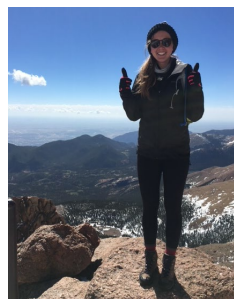
Fast and All Terrain Capable *“Go where no “person” has gone before.”*



## Opportunity Alternative Transportation

Reduced Carbon Footprint  
Less Resources Needed to Manufacture  
Could replace 27% of Transportation Greenhouse Gas  
Commuter Freedom

Bus = hour/Bike = ½ hour & no schedules



**Who Get an E-bike**  
A 2021 Bikes research revealed that 40 percent of people in the UK have a bike for an eight weeks. The average person owns 1.5 bikes, and they account for 10 percent of their own. In the United States, about 40 percent of our population own a bike, and about 10 percent of our population own a bike. As a bike is a tool that you can use to get to work, school, or the gym, it's a great way to get around. As a bike is a tool that you can use to get to work, school, or the gym, it's a great way to get around. As a bike is a tool that you can use to get to work, school, or the gym, it's a great way to get around.

### Pedal to the Metal

BY DAVID ZIPPER

As e-bike converts will attest, zooming through your neighborhood and effortlessly conquering the steepest of hills is a total blast. The added storage capacity of e-cargo bikes makes them especially viable as vehicle replacements. And at about \$1,000 for a solid entry-level electric bike, they're affordable. Best of all, using an e-bike in lieu of a car helps reduce the whopping 27 percent of U.S. greenhouse gases that come from transportation.

10 FALL 2022



# Opportunity Fitness & Time Outdoors

Health Benefits of Physical Activity

Mental Health Benefits of Being Outdoors

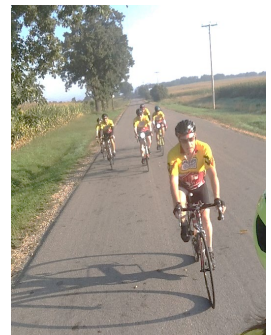


## Opportunity: Users

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

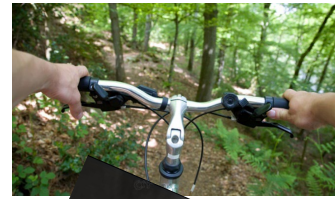
- One study by NPS shows a slight increase

**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



## MCT Trails Community Survey Results Summary



# HEARTLANDS CONSERVANCY

## Summary of MCT Trails Survey

Conducted by Madison Co. Transit (MCT) May 1 – June 15, 2023

Summary prepared by Heartlands Conservancy (HLC)

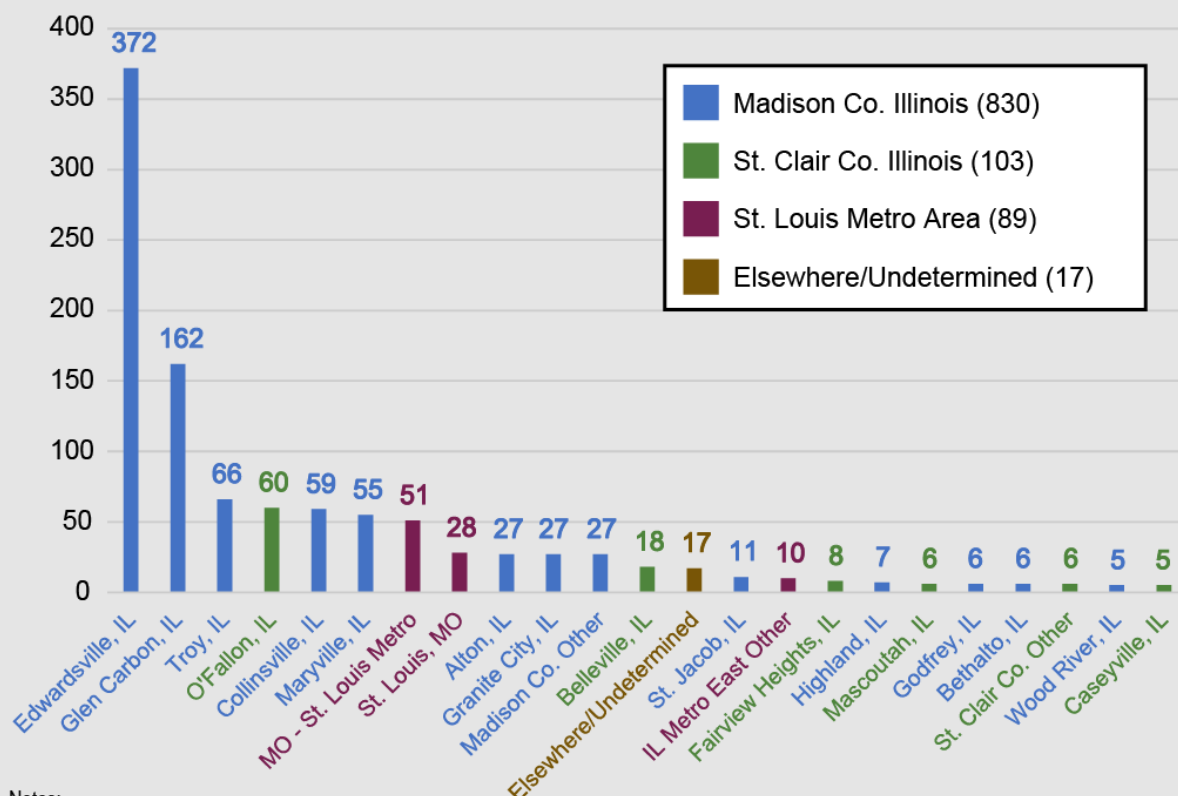
December 4, 2023

### 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.

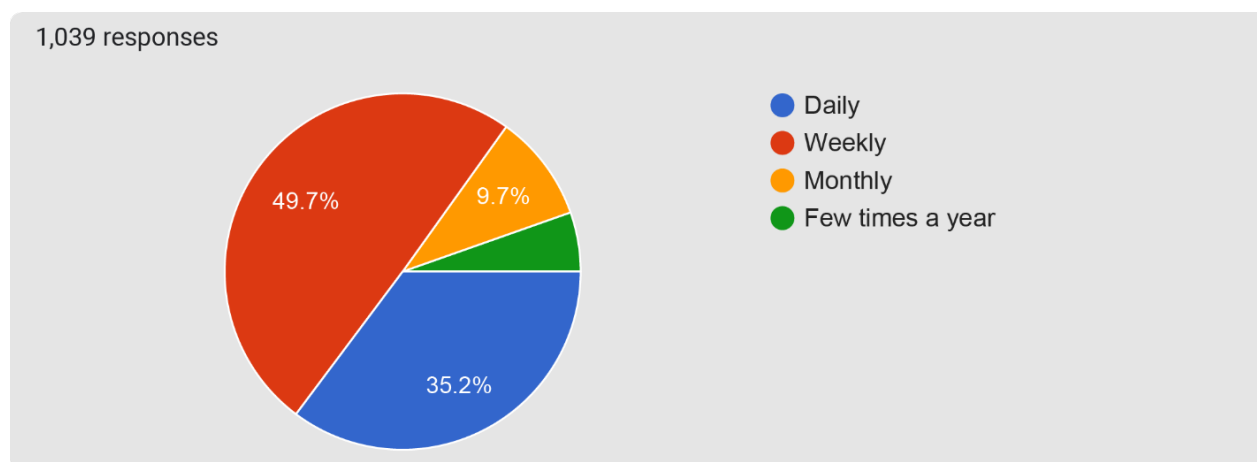


## MCT Trails Survey Results Summary

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.

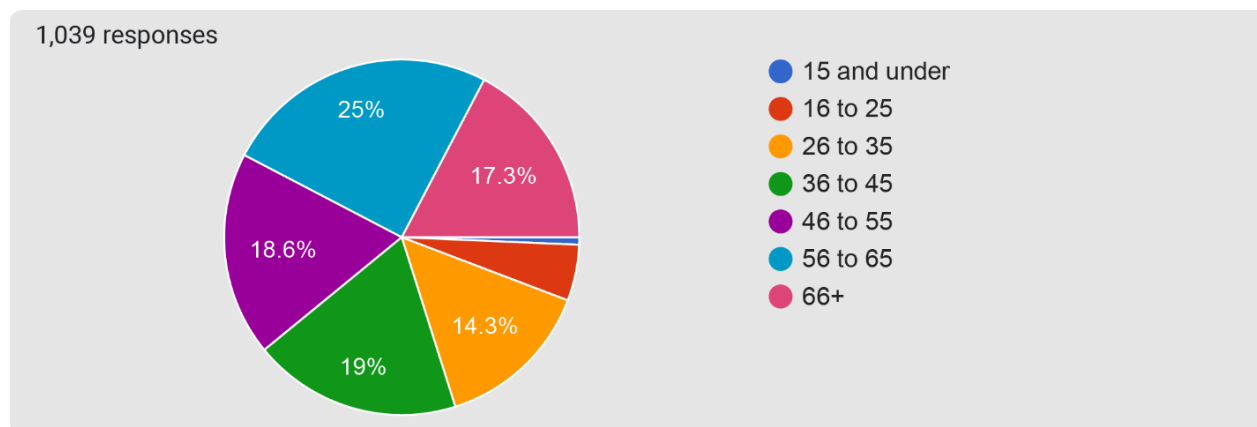
This indicates that the results, by and large, represent the opinions and observations of frequent users who have experienced much of the trail system. This instills confidence in the opinions and preferences expressed in the survey results, absent the ability to calculate statistical validity.\*

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\* 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

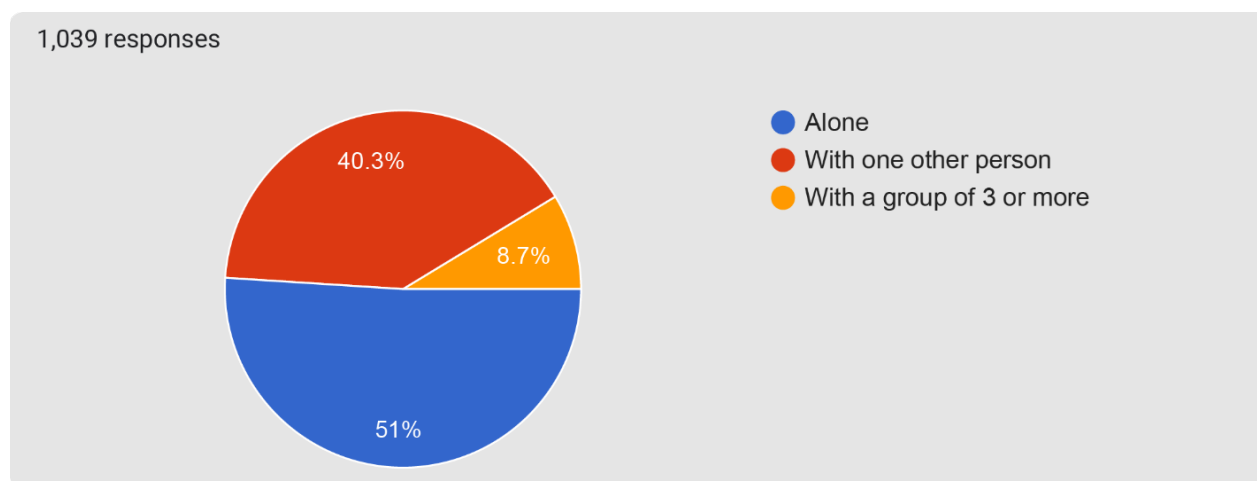
### **Q3: What is your age group?**



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?**

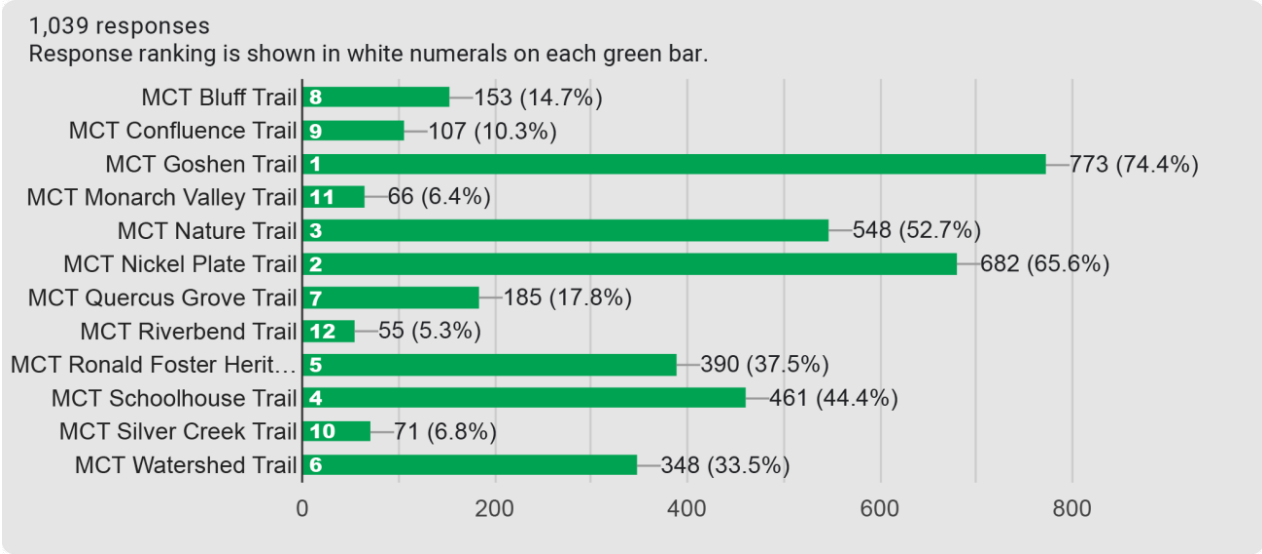


Lone trail users slightly outpaced group trail use respondents 51% to 49%. About 40.3% of respondents use the trails with one other person and 8.7% typically use the MCT trails in groups of 3 or more.

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

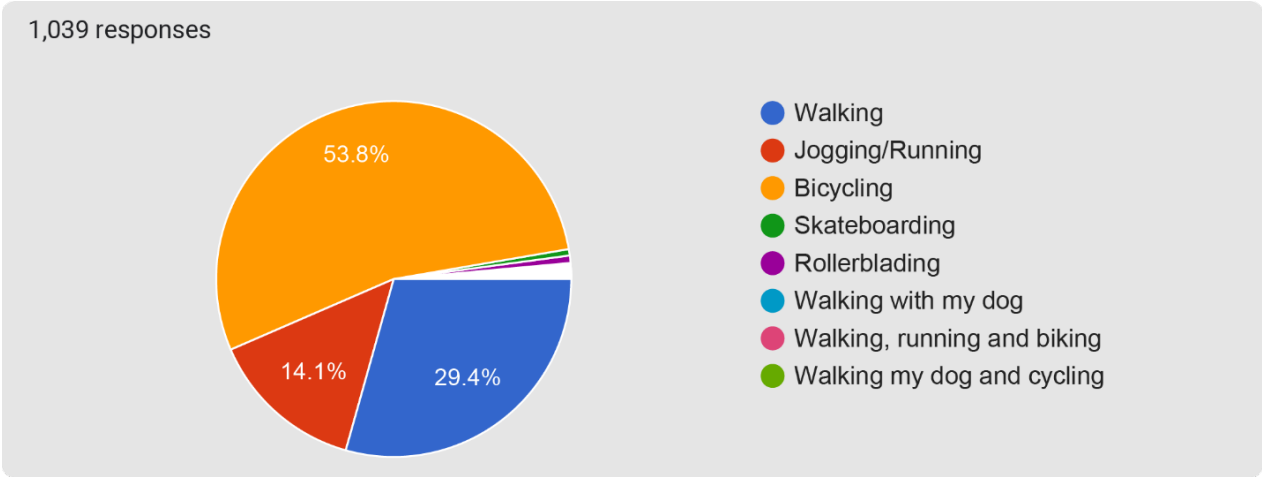
Q5: Which MCT Trails do you use most often (select all that apply)?



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 (2<sup>nd</sup> ranked, 684 responses) and the Nature Trail (3<sup>rd</sup> ranked, 548 responses) respectively, intersect the Goshen Trail near the center of Edwardsville. Additionally, the 4<sup>th</sup> through 6<sup>th</sup> 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?



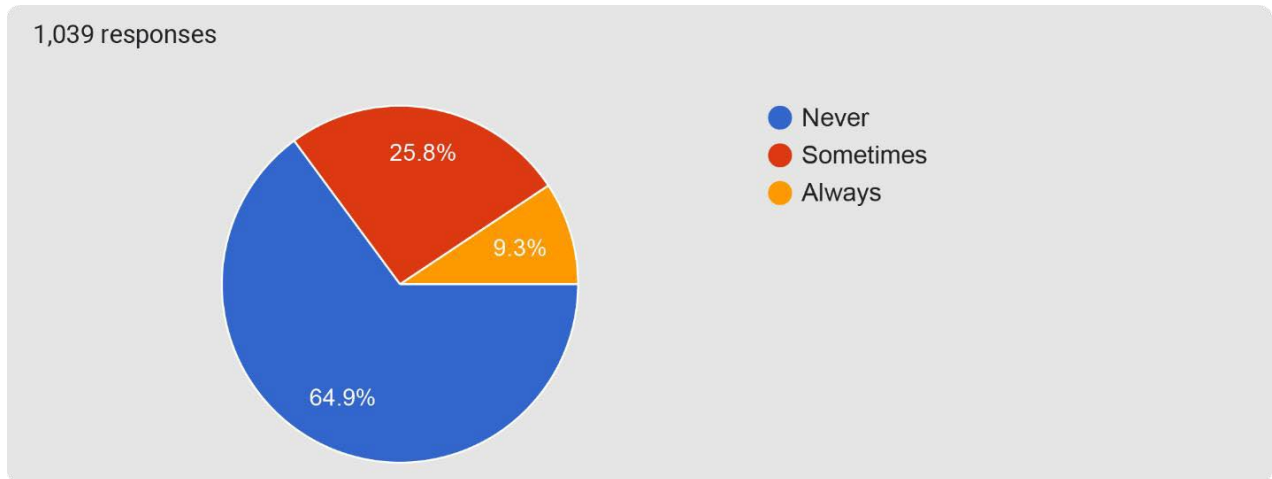
A 53.8% majority of respondents reported bicycling as their primary activity on the MCT trails, with 43.5% indicating walking/jogging/running as their primary trail activity. Less than 3% of respondents reported a different primary activity: skateboarding; rollerblading; walking with my dog; walking, 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?**



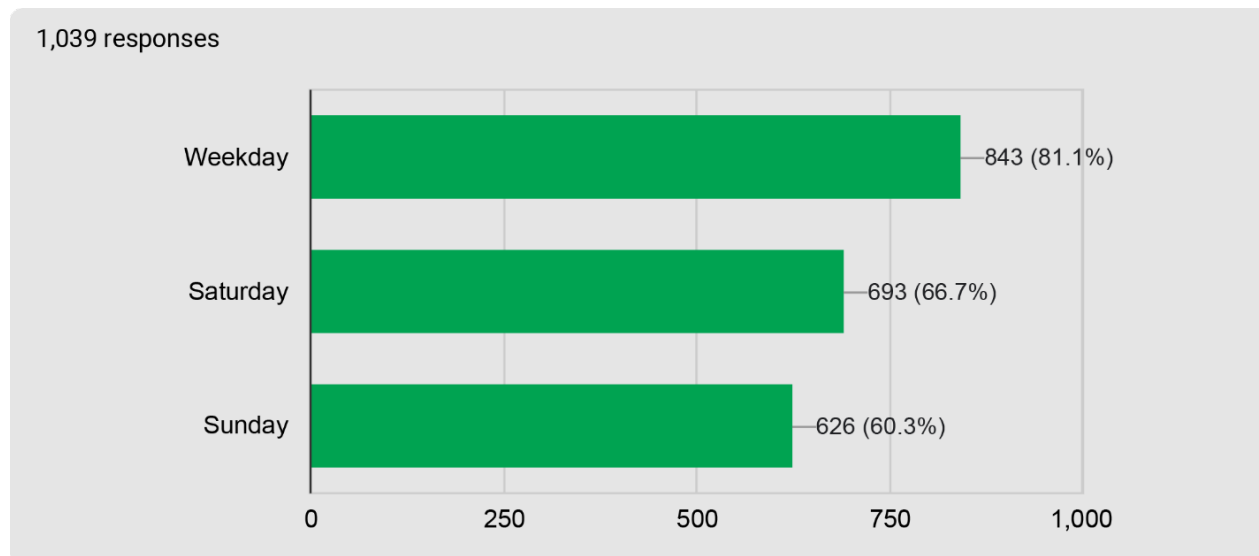
A solid majority of respondents (64.9%) indicated that they never take a pet when using the MCT trails. Just over 9% of respondents reported always taking a pet with them to use the MCT trails, while almost 26% sometimes take a pet.

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

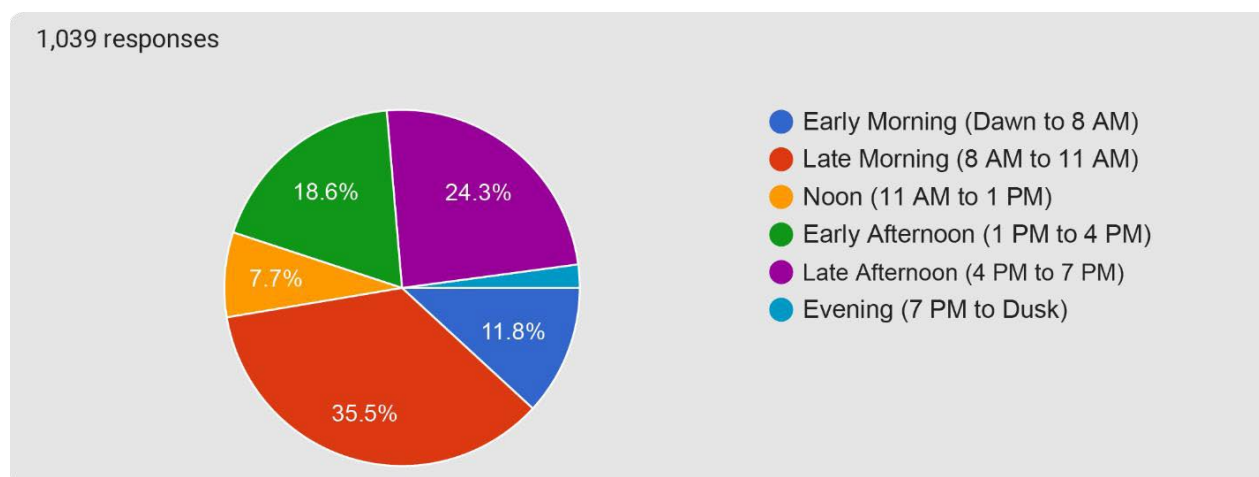
### **Q8: Generally, when do you use the MCT Trails (select all that apply)?**



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%).

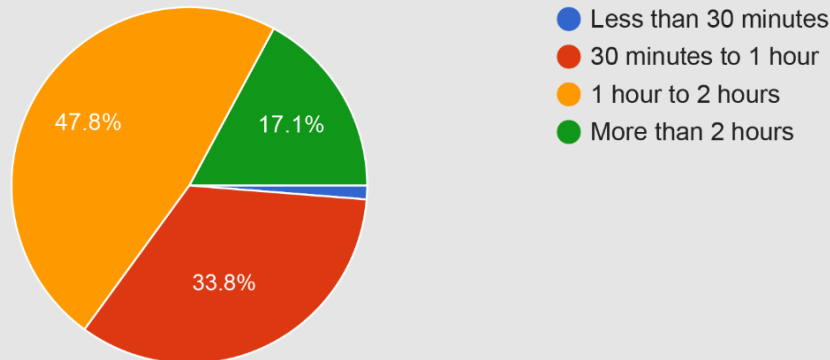
Combined, about 36% of respondents are early morning or late afternoon trail users that could be impacted by AM or PM peak hour traffic (daily rush hours). This may specifically impact the planning and design of at-grade roadway intersections/crossings and on-road trail segments.

## 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?**

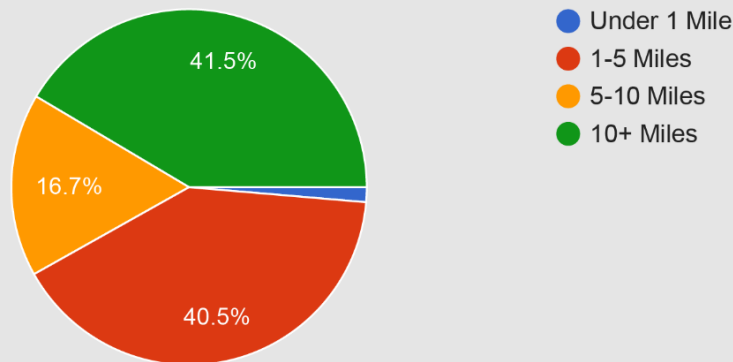
1,039 responses



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

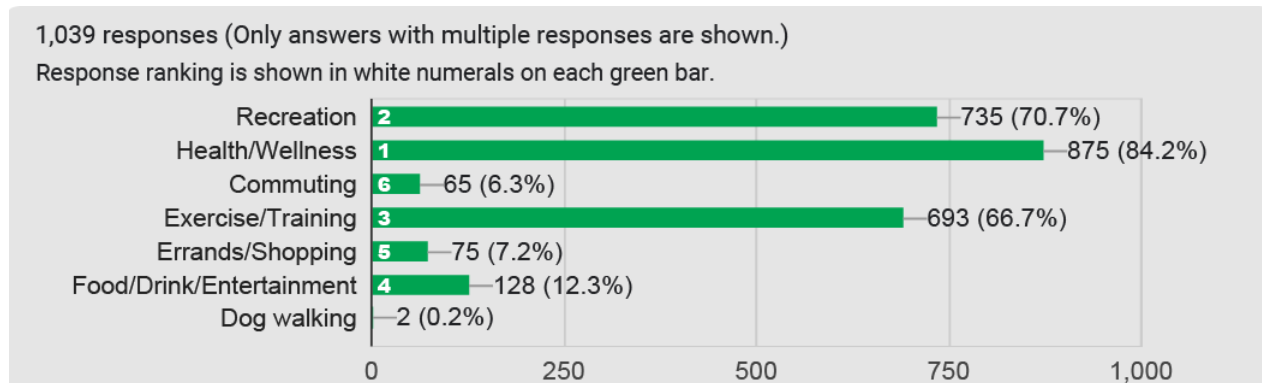


## MCT Trails Survey Results Summary

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)?



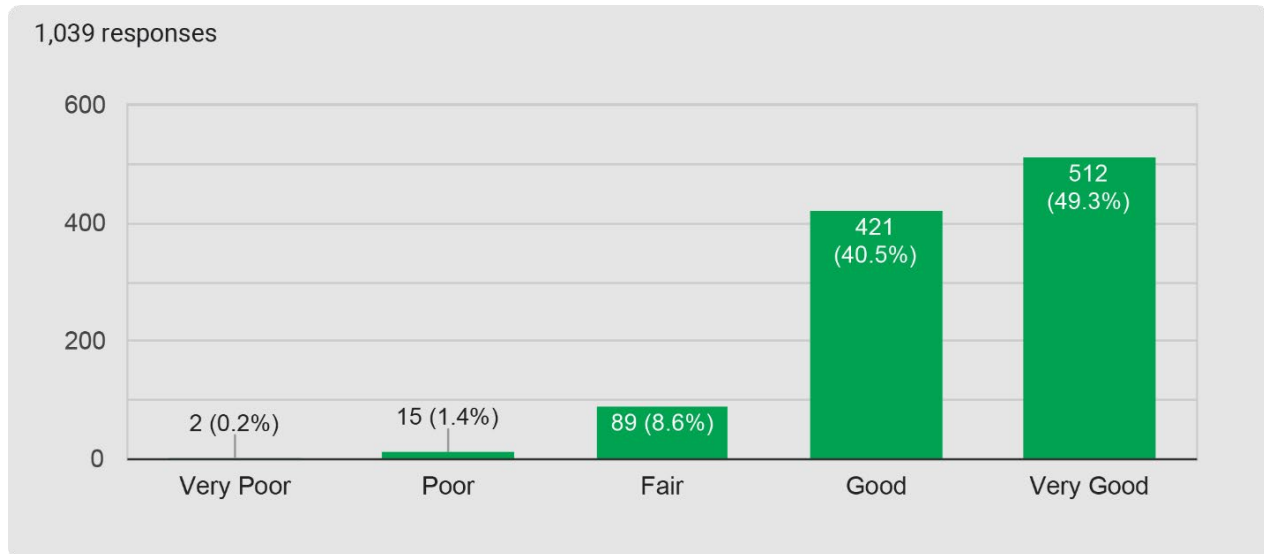
Health/wellness was the top ranked trail use category reported by respondents, followed by 2<sup>nd</sup> ranked recreation and 3<sup>rd</sup> ranked exercise/training. At least two-thirds of respondents selected each of these response options. Responses for other categories fell significantly from there, with the 4<sup>th</sup> ranked food/drink/entertainment accounting for only 12.3% of responses.

Errands/shopping and commuting were ranked 5<sup>th</sup> and 6<sup>th</sup> 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

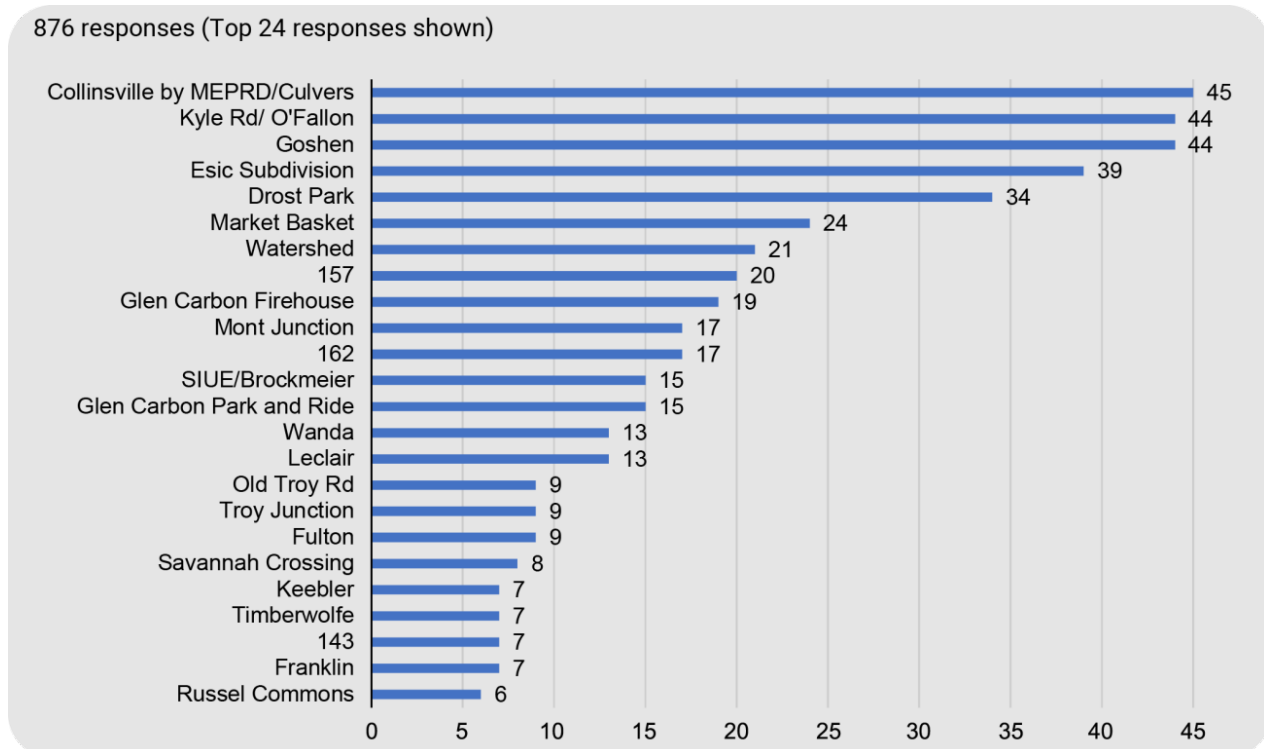
### Q13: How would you rate the maintenance of the MCT Trails?



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?

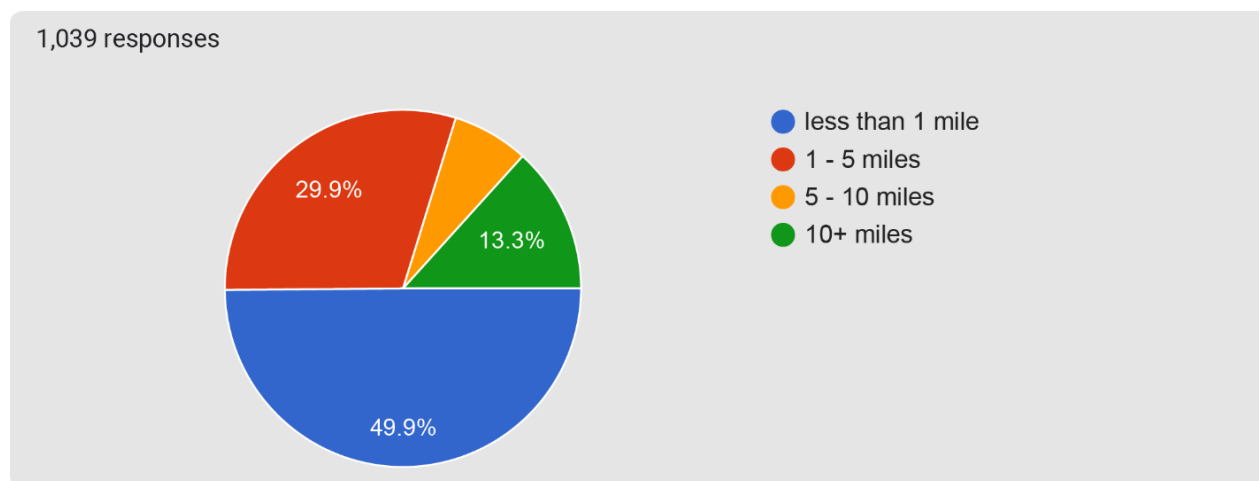


## MCT Trails Survey Results Summary

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 2<sup>nd</sup> 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?**



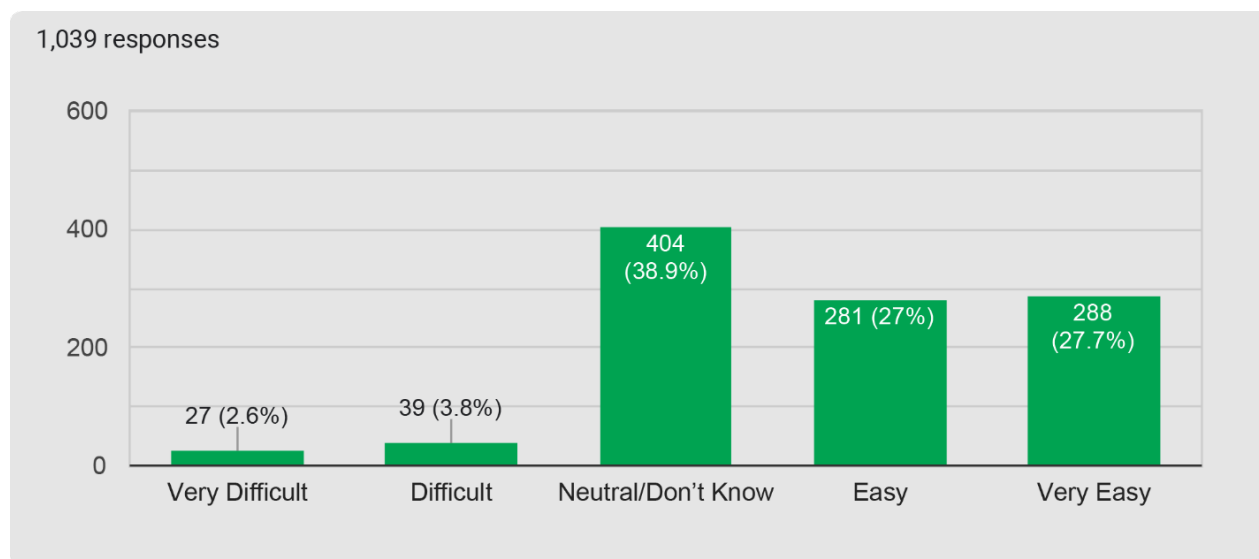
About 50% of respondents reported living within 1 mile of an MCT trails access point, with almost 30% living 1-5 miles from one. The remainder 20.2% live 5 or more miles from an access point, of which 13.3% live over 10 miles away.

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.

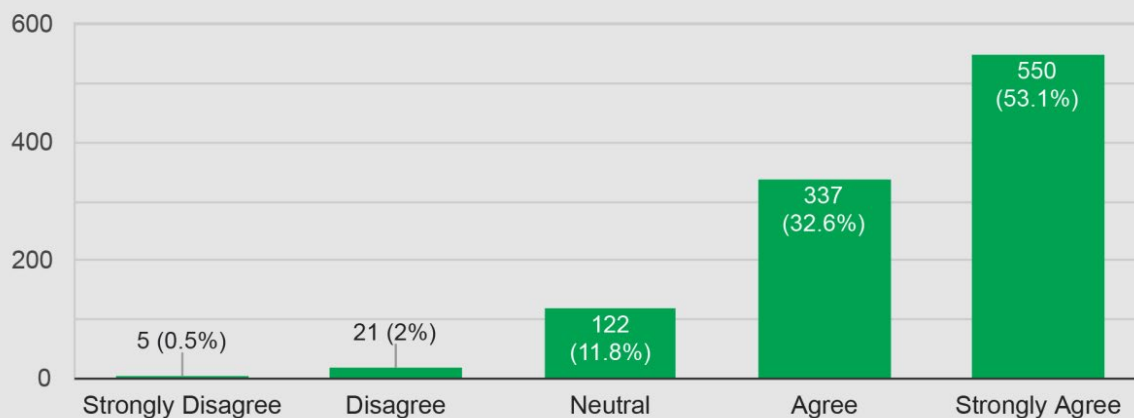
The 1,039 respondents to this survey overwhelmingly use the MCT trails for recreational or exercise purposes, not transportation. It would be useful to compare Question 16 results to those of a similar question asked to MCT bus riders, who would be using the trails for transportation when combined with 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.

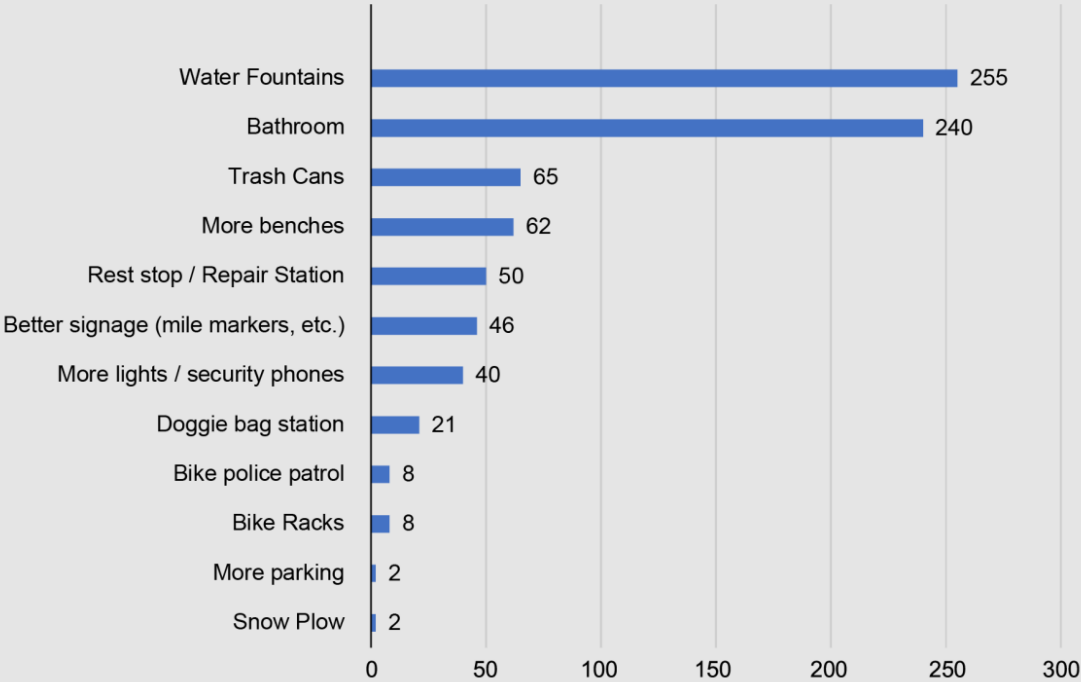
Top Desired Destination Connections (listed by community)

- 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.*



# 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>28</p>       | <p>COMMENT</p> <p>Three people agreed that trails should be open 24/7</p>                         |
|  <p>Trails as Conservation Corridors</p> | <p>VOTE</p> <p>47</p>       | <p>COMMENT</p> <p>This is the best idea!<br/>There is animals that don't like being bothered!</p> |
|  <p>Lighting in City cores</p>          | <p>VOTE</p> <p>45<br/>3</p> | <p>COMMENT</p>                                                                                    |
|  <p>Trail Gateways</p>                 | <p>VOTE</p> <p>16</p>       | <p>COMMENT</p> <p>More connections to trails from neighborhoods</p>                               |
|  <p>A Bike Sharing Program</p>         | <p>VOTE</p> <p>22<br/>3</p> | <p>COMMENT</p> <p>More renting bikes who can't afford one</p>                                     |
|  <p>Youth Bike Programs</p>            | <p>VOTE</p> <p>25</p>       | <p>COMMENT</p>                                                                                    |






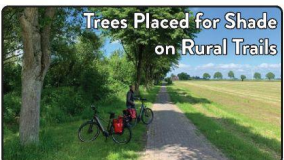


# MCT Community Engagement Event Summary - Edwardsville Bike & Hike



## 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!<br/>Keep our trails clean!<br/>Less pollution<br/>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<br/>It can brighten your day<br/>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<br/>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!<br/>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?

|                                                                                                                                                |                                |                                                                                                                                                                                                                                                                                                          |
|------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p>More Bike/Bus Connections</p>                             | <p>VOTE</p> <p>14</p>          | <p>COMMENT</p>                                                                                                                                                                                                                                                                                           |
|  <p>More Historic Interpretive Panels</p>                     | <p>VOTE</p> <p>18</p>          | <p>COMMENT</p> <p>Maybe</p>                                                                                                                                                                                                                                                                              |
|  <p>Stormwater Integration</p>                               | <p>VOTE</p> <p>33</p>          | <p>COMMENT</p> <p>*A lot of money emojis*</p>                                                                                                                                                                                                                                                            |
|  <p>Trail Amenities: water, air pumps, bike racks, etc.</p> | <p>VOTE</p> <p>66</p> <p>2</p> | <p>COMMENT</p> <p>Better connections to downtown Edwardsville parking</p> <p>Trash cans for dog doo</p> <p>Potties &lt;-- Yes, this! Bathrooms and water</p> <p>Bathrooms, water, benches, signage for bathrooms</p> <p>Place for pet waste &lt;-- Yes please!</p>                                       |
|  <p>Trail Oriented Development</p>                          | <p>VOTE</p> <p>66</p> <p>3</p> | <p>COMMENT</p> <p>Stop building B&amp;W buildings! They're ugly! Bring back color!</p> <p>Safe bike &amp; ped access to grocery stores, workplace, etc.</p> <p>Area to lock bikes up</p> <p>Please don't add businesses on trails - the nature is perfect - trails to businesses would be more ideal</p> |
|  <p>Places to gather along trail</p>                        | <p>VOTE</p> <p>52</p> <p>2</p> | <p>COMMENT</p> <p>RV parking</p> <p>No RV parking</p>                                                                                                                                                                                                                                                    |


















# 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><del>More trails in city cores</del></p>                                                      |
|  <p>A Bike Sharing Program</p>         | <p>VOTE</p>  | <p>COMMENT</p> <p>More renting bikes who can't afford. ★</p>                                                    |
|  <p>Youth Bike Programs</p>            | <p>VOTE</p>  | <p>COMMENT</p>                                                                                                  |

















# MCT Community Engagement Event Summary - Edwardsville Bike & Hike



## 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 comments in downtown Edwardsville<br/>Trendy young young crowd</p> <p><b>Potatoes - Yes! - this!</b></p> <p><b>4/11 Bathrooms</b></p> <p><b>Bathrooms WATER</b></p> <p><b>place for pet waste</b></p> <p>Bathrooms<br/>Bicycle<br/>Signage for bathrooms</p> |
|  <p>Trail Oriented Development</p>                          | <p>VOTE</p>  | <p>COMMENT</p> <p>Safe bike path access to grocery store<br/>work places, etc.</p> <p>area to get bikes up</p> <p>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><b>RV Parking</b></p> <p><b>no RV Parking</b></p>                                                                                                                                                                                                                     |






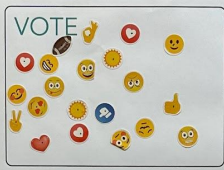











# MCT Community Engagement Event Summary - Edwardsville Bike & Hike



## 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><b>Keeping our trails clean!</b></p> <p><b>Less Pollution.</b></p> <p><i>Invasive plant remediation (longimetic, wintergreen)</i></p> |
|  <p>Art on the Trails</p>                       | <p>VOTE</p>   | <p>COMMENT</p> <p><b>cool to see art.</b></p> <p><b>It can brighten yer day</b></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><b>Integrate MTB Trails</b></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><b>I LOVE STICKERS</b></p> <p><b>It can get really hot!</b></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/1FAIpQLSd81k3qvC18qP0xtua\\_7b8785JrywC70L7egjpmakA4efg/viewform](https://docs.google.com/forms/d/e/1FAIpQLSd81k3qvC18qP0xtua_7b8785JrywC70L7egjpmakA4efg/viewform)



## One Word To Describe Your Vision

The poster features a central green logo for MCT (Madison County Transit) with horizontal lines. Surrounding the logo are several handwritten words in purple and green ink:

- Connectivity** (purple, top left) with two orange arrows pointing to it, one labeled "me" and one labeled "too".
- Community** (purple, top right).
- Workability** (purple, bottom left of Connectivity).
- NATURE!!** (purple, bottom left).
- people** (orange, bottom center).
- art** (purple, bottom right of MCT logo).
- Green** (green, bottom right).
- Wildlife** (purple, bottom right).
- Equity** (purple, bottom left).
- BRAND** (purple, bottom center).
- Opportunity** (purple, bottom right).

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/1FAIpQLSd81k3qivC18qRtOxtua\\_7b87BSjrywuG7D17egepmskA4x8g/viewform](https://docs.google.com/forms/d/e/1FAIpQLSd81k3qivC18qRtOxtua_7b87BSjrywuG7D17egepmskA4x8g/viewform)

**MCT TRAILS**  
Madison County Transit

**HEARTLANDS**  
CONSERVANCY



## ISSUES & IDEAS

What are OPPORTUNITIES and/or CHALLENGES for MCT Trails?

### OPPORTUNITIES

- 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

### CHALLENGES

- 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

*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

*Maine - Highland*

- *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
- *Conservation*
- *TREES*
- *Bike TOURISM*
- *connecting trails / Downtowns*
- *Erosion control*

### CHALLENGES

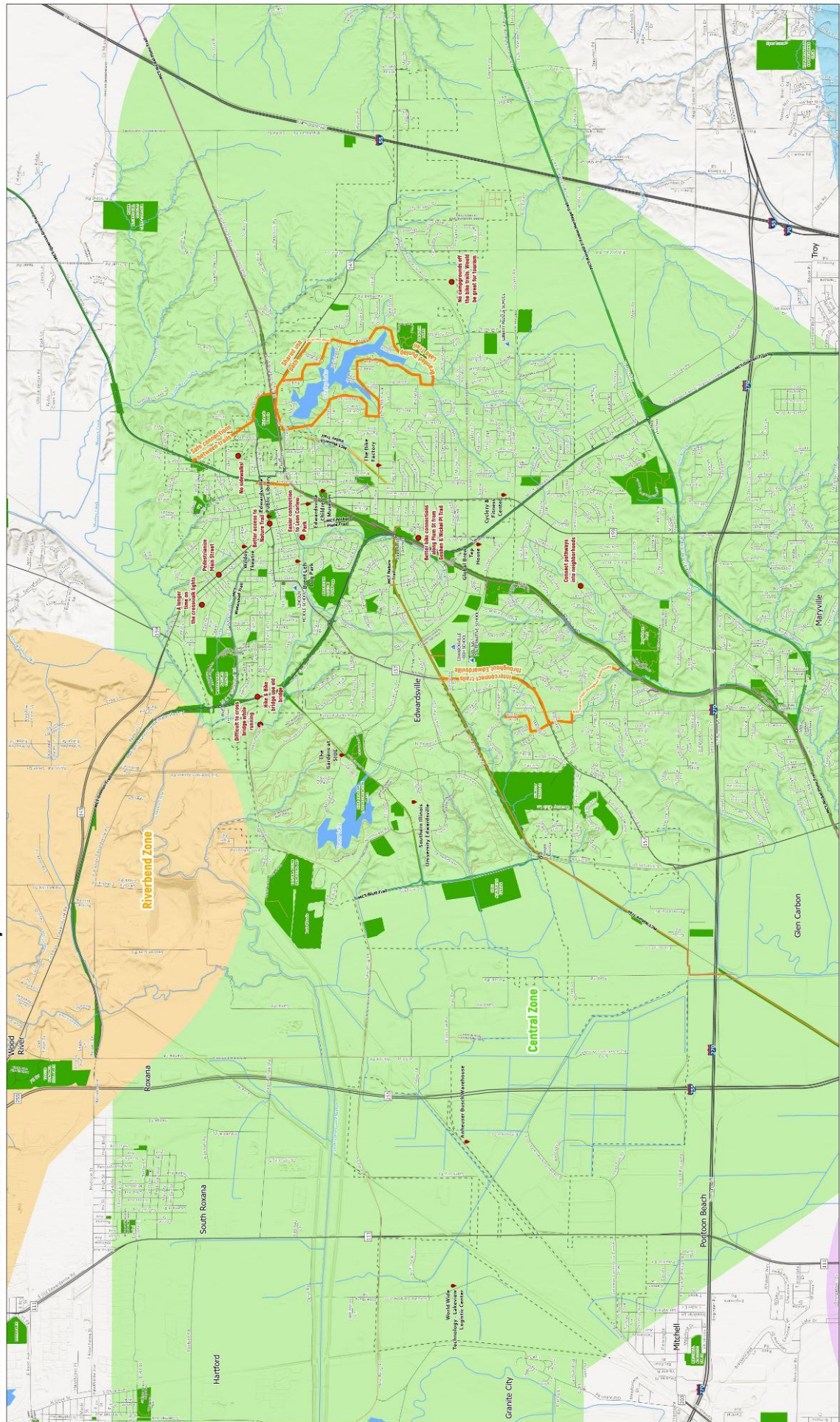
- *Placement of signs (not in middle)*
- PERCEPTION OF SAFETY
- INVASIVE SPECIES ALONG TRAILS *(control)*
- NOT ENOUGH SHADE IN SOME AREAS
- MAKING ENOUGH LOOPS OF TRAILS
- FUNDING FOR EVERYTHING, ALL AT ONCE
- ON-GOING MAINTENANCE
- ESCALATING COSTS
- VANDALISM
- CONNECTING TO EVERY ROOFTOP
- UTILITY 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*
- *Amenities / closing trails (winter?)*
- *Erosion*

**HEARTLANDS CONSERVANCY**



MCT Community Engagement Event Summary - Edwardsville Bike & Hike

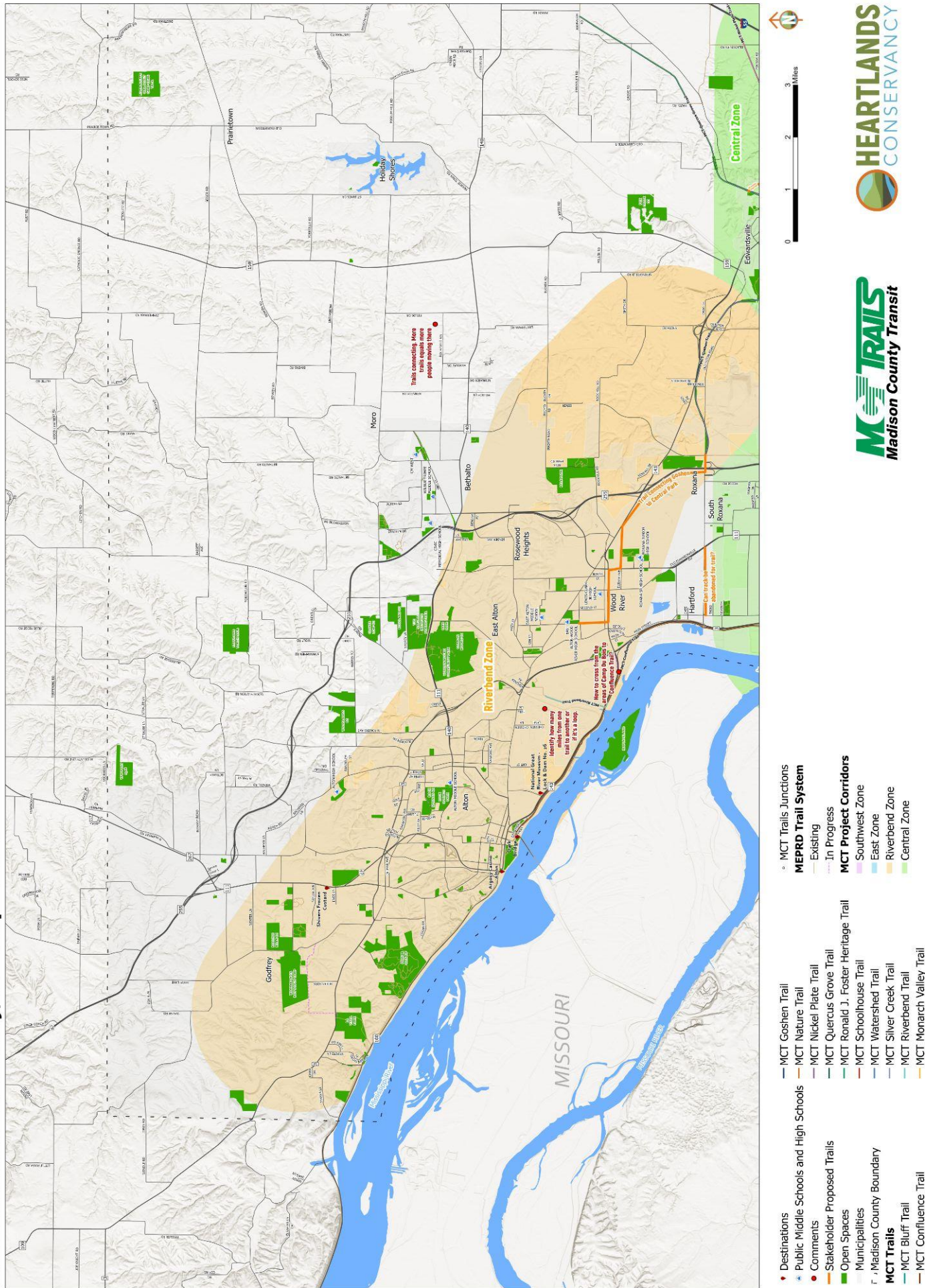
Trails and Destinations in Edwardsville, IL





MCT Community Engagement Event Summary - Edwardsville Bike & Hike

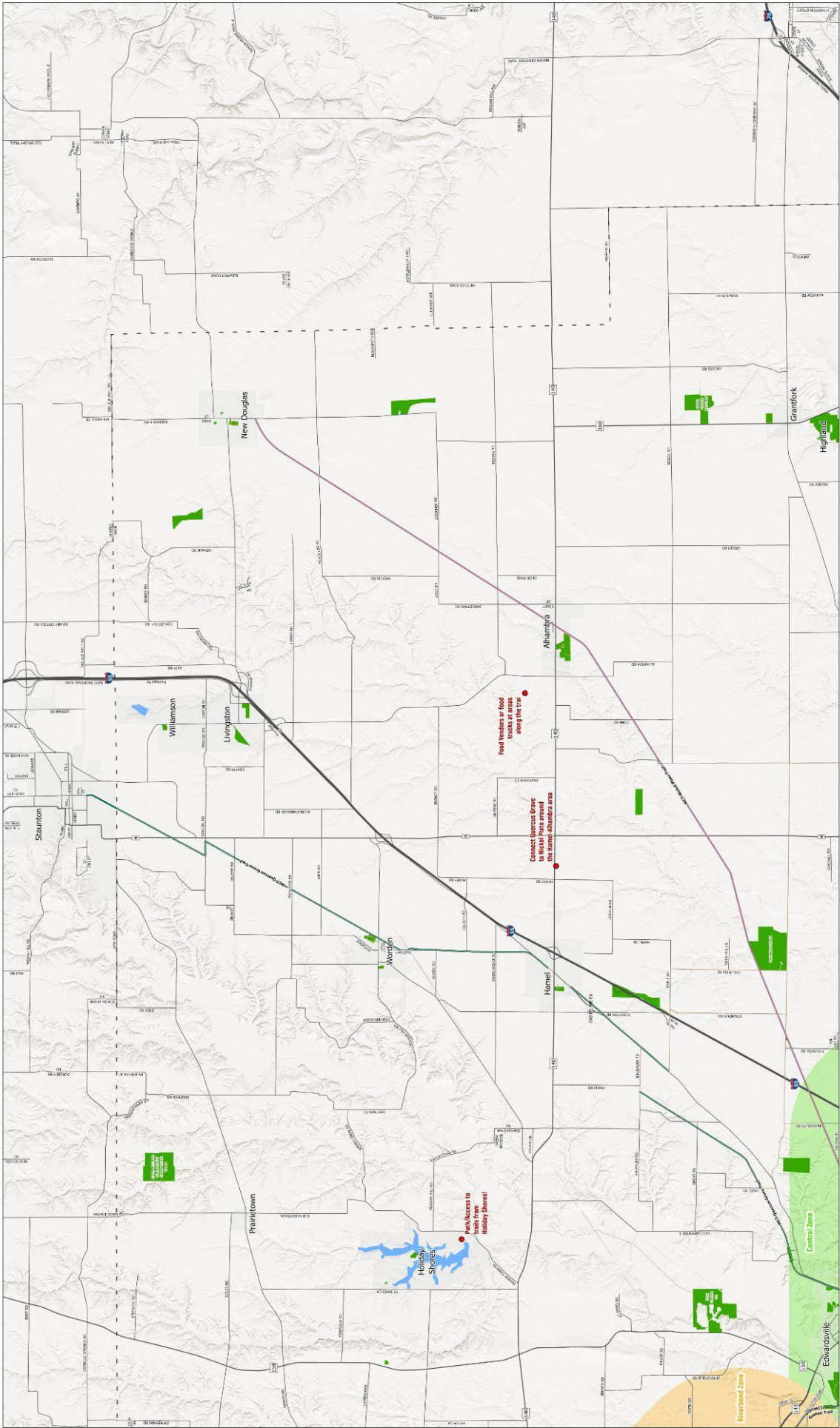
Trails in Madison County, IL - Map 1 of 4





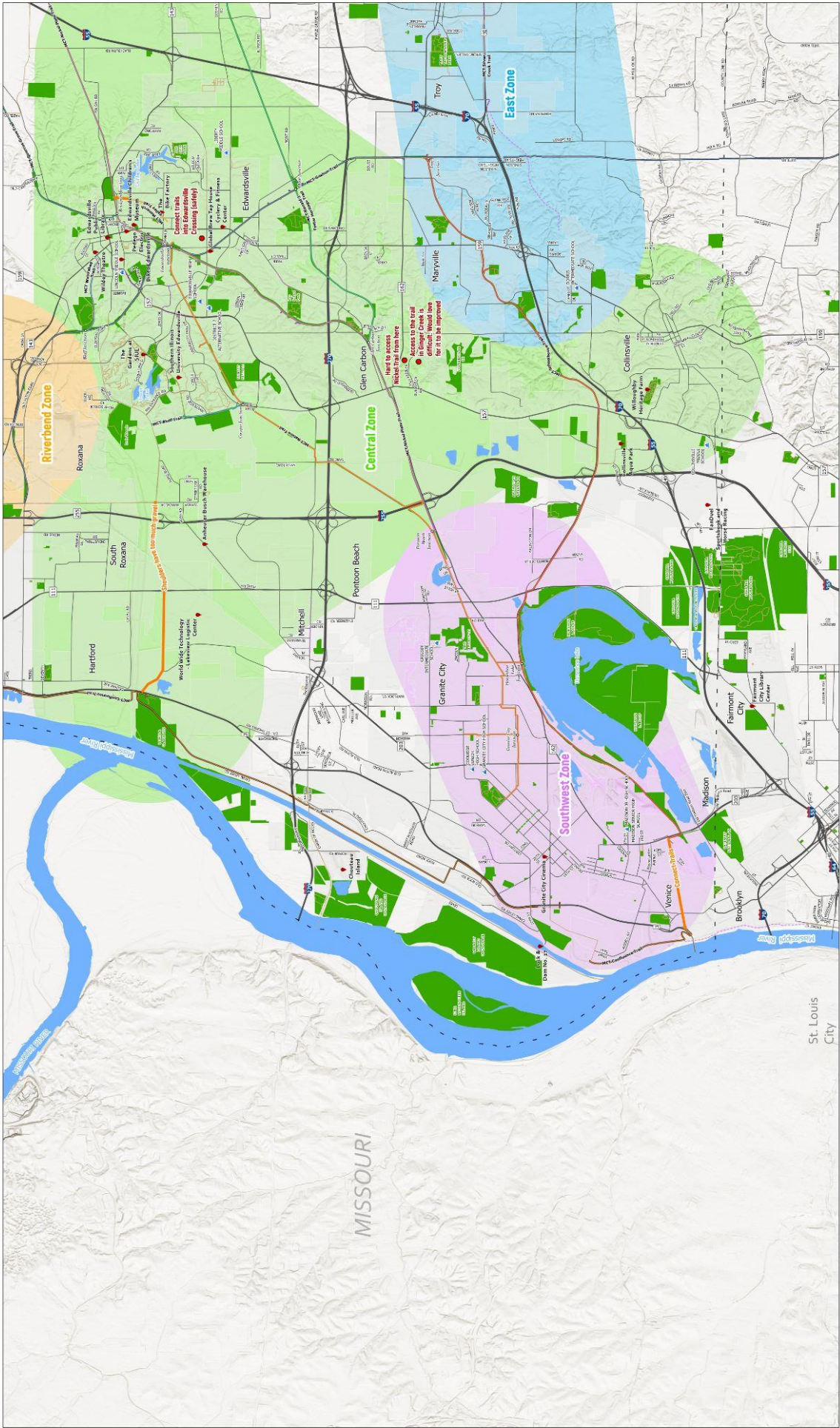
MCT Community Engagement Event Summary - Edwardsville Bike & Hike

Trails in Madison County, IL - Map 2 of 4



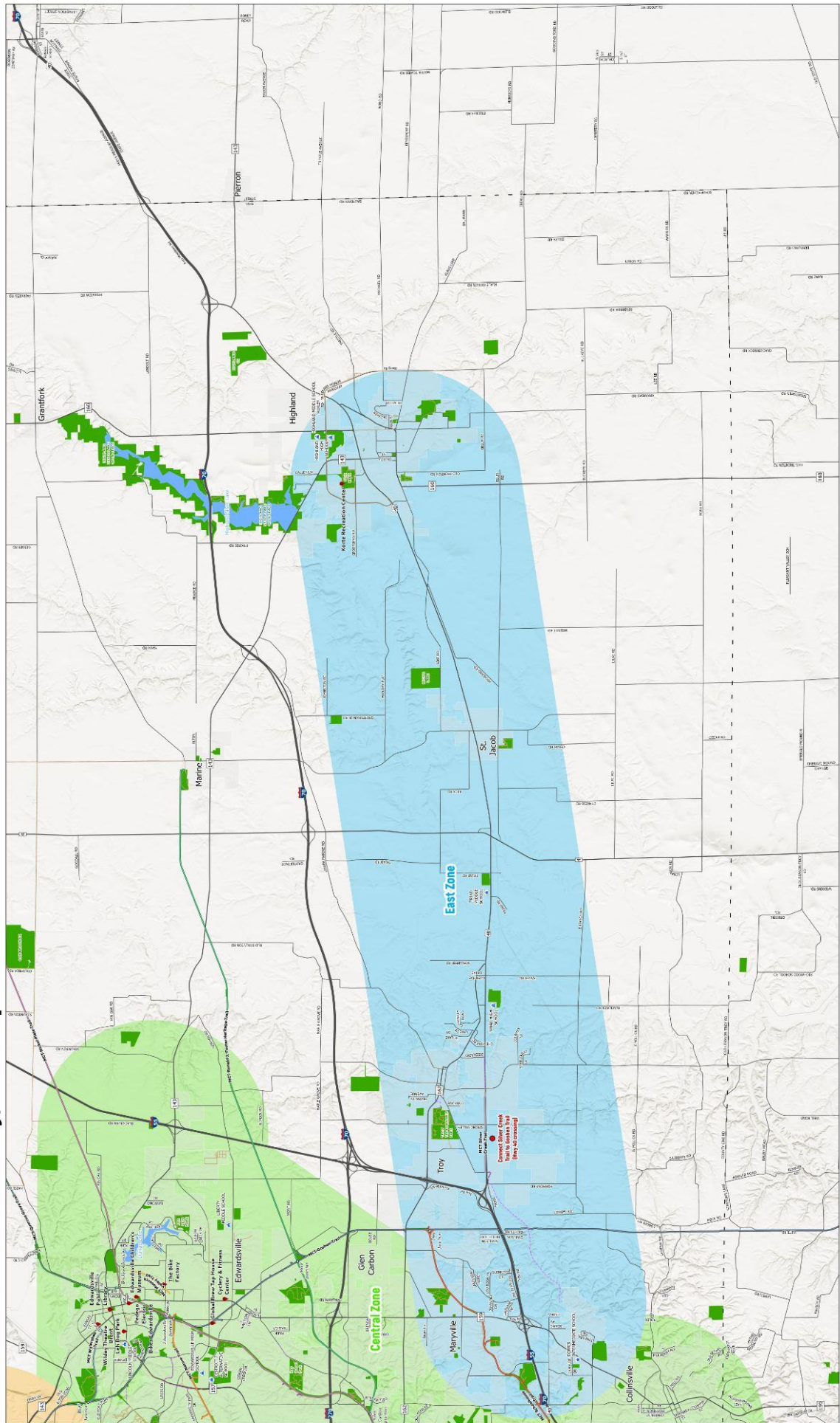
- Destinations
  - Public Middle Schools and High Schools
  - Municipalities
  - Open Spaces
  - Madison County Boundary
- MCT Trails
  - MCT Bluff Trail
  - MCT Confluence Trail
  - MCT Goshen Trail
- MCT Nature Trail
  - MCT Nickel Plate Trail
  - MCT Quercus Grove Trail
  - MCT Ronald J. Foster Heritage Trail
  - MCT Schoolhouse Trail
  - MCT Watershed Trail
  - MCT Silver Creek Trail
  - MCT 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



- Destinations**
  - Public Middle Schools and High Schools
  - Comments
  - Open Spaces
  - Municipalities
  - Madison County Boundary
- MCT Trails**
  - MCT Bluff Trail
  - MCT Confluence Trail
  - MCT Goshen Trail
- MEPRD Trail System**
  - Existing
  - In Progress
- MCT Project Corridors**
  - Southwest Zone
  - East Zone
  - Riverbend Zone
  - Central Zone
- 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 Riverbend Trail
  - MCT Monarch Valley Trail
  - MCT Trails Junctions





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.***


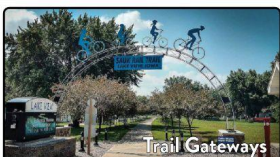



# MCT Community Engagement Event Summary: Mississippi Earthtones Festival



## VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

|                                                                                                                           |                       |                                                                  |
|---------------------------------------------------------------------------------------------------------------------------|-----------------------|------------------------------------------------------------------|
|  <p>MCT/ACT Events</p>                   | <p>VOTE</p> <p>0</p>  | <p>COMMENT</p> <p>What does this look like?<br/>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!<br/>This can include interpretive learning experiences.<br/>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.<br/>Bathrooms too.</p>                                                                                                                                                                    |
|  <p>Trail Oriented Development</p>                          | <p>VOTE</p> <p>23</p> | <p>COMMENT</p> <p>This would be awesome!<br/>This would be cool!<br/>Bike lanes to connect trails.<br/>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.<br/>Picnic tables</p>                                                                                                                                                     |



# MCT Community Engagement Event Summary: Mississippi Earthtones Festival



## VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?



VOTE

17

COMMENT

More of these.



VOTE

19

COMMENT

Safety is a must!  
(Bollard-mounted) Safety buttons/alerts at emergency points.



VOTE

26

1

COMMENT

Ew, no! I don't want to see man-made objects in nature!  
3 "I disagree" with above.  
Beautify the manmade structures that exist.



VOTE

14

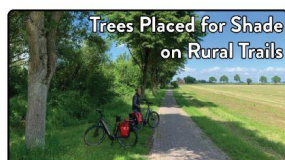
COMMENT



VOTE

13

COMMENT



VOTE

28


COMMENT

These are a must.  
Essential  
Me too! (in response to "Essential")












# 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?<br/>What is ACT?</p> |
|  <p>Trails as Conservation Corridors</p> | <p>VOTE</p> | <p>COMMENT</p> <p>Integrate<br/>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>                                                   |





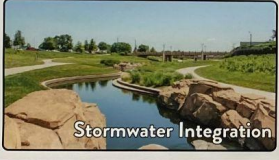





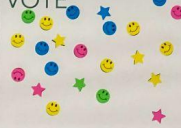





# MCT Community Engagement Event Summary: Mississippi Earthtones Festival



## 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>In more scenic areas where feasible</p> <p>Picnic tables</p>                                                                                                                                                                                                                                          |












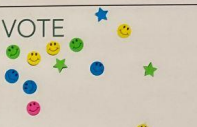





# MCT Community Engagement Event Summary: Mississippi Earthtones Festival



## 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><b>SAFETY is a must!</b><br/>Safe buttons, <sup>needs</sup> emergency points, <sup>BLK</sup> lighting, <sup>BLK</sup> <sup>BLK</sup></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.<br/>I disagree <sup>↑</sup> I disagree <sup>↑</sup><br/>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>Trails like a trail</p>                                                                                                                                       |
|  <p>Trees Placed for Shade on Rural Trails</p> | <p>VOTE</p>  | <p>COMMENT</p> <p>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\\_7b8785jyweG70L7egapmkAhtqg/viewform](https://docs.google.com/forms/d/e/1FAIpQLSd81k3qvC0BqPOxtua_7b8785jyweG70L7egapmkAhtqg/viewform)



## MCT Community Engagement Event Summary: Mississippi Earthtones Festival

**One Word To Describe Your Vision**

Wild

Safety  
Accessibility - Wider Trails - 3-wheeler

Connectivity  
↑ me too ↑

Community

Walkability

NATURE!!

people

art  
Green

EQUITY  
BRAND

Wildlife

Opportunity

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/1FAIpQLSd81k3qwcB8qOjxtua\\_7b8785JrywUG70L7e9epmskA4x4g/viewform](https://docs.google.com/forms/d/e/1FAIpQLSd81k3qwcB8qOjxtua_7b8785JrywUG70L7e9epmskA4x4g/viewform)

**MCT TRAILS**  
Madison County Transit

**HEARTLANDS**  
CONSERVANCY



ISSUES & IDEAS

What are OPPORTUNITIES and/or CHALLENGES for MCT Trails?

| OPPORTUNITIES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | CHALLENGES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• CONNECT TO MUNIICIPAL GREENWAYS, PARKS, TRAILS, &amp; WATER ACCESS.</li><li>• TRAIL ORIENTED DEVELOPMENT</li><li>• EXPAND PARTNERING W/OTHER AGENCIES</li><li>• EXPAND BIKING AS TRANSPORTATION &amp; EDUCATIONAL PROGRAMS</li><li>• IMPROVE TRAIL MAPS ON MOBILE DEVICES</li><li>• CONNECT TRAILS TO MORE TRANSIT-DEPENDENT POPULATIONS</li><li>• STRIVE TO SERVE A DIVERSE POPULATION OF TRAIL USERS (AGE, RACE, INCOME, ETC.)</li><li>• EVOLVE POLICIES WITH TECHNOLOGY &amp; LONG-LASTING TRENDS</li><li>• EXPLORE E-BIKE POLICY &amp; EXPANDED USE</li><li>• EXPAND YOUTH &amp; SCHOOL PROGRAMS TO PROMOTE LIFE-LONG TRAIL USERS</li><li>• EXPLORE ADDITIONAL TRAIL AMENITIES: BIKE PARKING, WATER, AIR, BATHROOMS, ETC.</li><li>• EXPLORE ADDITIONAL AMENITIES FOR PEDESTRIANS, RESTING, &amp; GATHERING</li><li>• EMPOWER COMMUNITY CONNECTIONS</li><li>• GROW VISIBILITY OF GRANT PROGRAM</li><li>• WORKOUT STATIONS</li><li>• CONFLUENCE TRAIL - ALTON, WOOD RIVER, MARINE, HIGHLAND</li><li>• MORE WATER STATIONS</li><li>• MORE SIGNAGE</li><li>• CONSERVATION</li><li>• TREES</li><li>• BIKE TOURISM</li><li>• CONNECTING TRAILS/DOWNTOWN</li><li>• EROSION CONTROL</li></ul> | <ul style="list-style-type: none"><li>• PERCEPTION OF SAFETY</li><li>• CONTROL INVASIVE SPECIES ALONG TRAILS</li><li>• NOT ENOUGH SHADE IN SOME AREAS</li><li>• MAKING ENOUGH LOOPS OF TRAILS</li><li>• FUNDING FOR EVERYTHING, ALL AT ONCE</li><li>• ON-GOING MAINTENANCE</li><li>• ESCALATING COSTS</li><li>• VANDALISM</li><li>• CONNECTING TO EVERY ROOFTOP</li><li>• UTILITY AVAILABILITY</li><li>• RUNNING OUT OF RAIL-TO-TRAIL OPPORTUNITIES</li><li>• MUNICIPAL COMMUNITY PARTNERS ARE OFTEN UNDERFUNDED</li><li>• TOPOGRAPHY OF THE REGION</li><li>• RAILROAD CROSSINGS</li><li>• WIDE HIGHWAYS</li><li>• ENFORCEMENT OF TRAIL RULES AND SPEED LIMITS</li><li>• FUTURE MAINTENANCE NEEDS ON PROPOSED AMENTIES</li><li>• POLLINATORS VS "BUGS"</li><li>• BENTENVILLE: MOUNTAIN BIKE TRAILS, ART, GREENWAYS</li><li>• WHERE TO GET ON TRAILS</li><li>• AMEREN/CLOSING TRAILS(WINTER?)</li><li>• EROSION</li></ul> |



\*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**

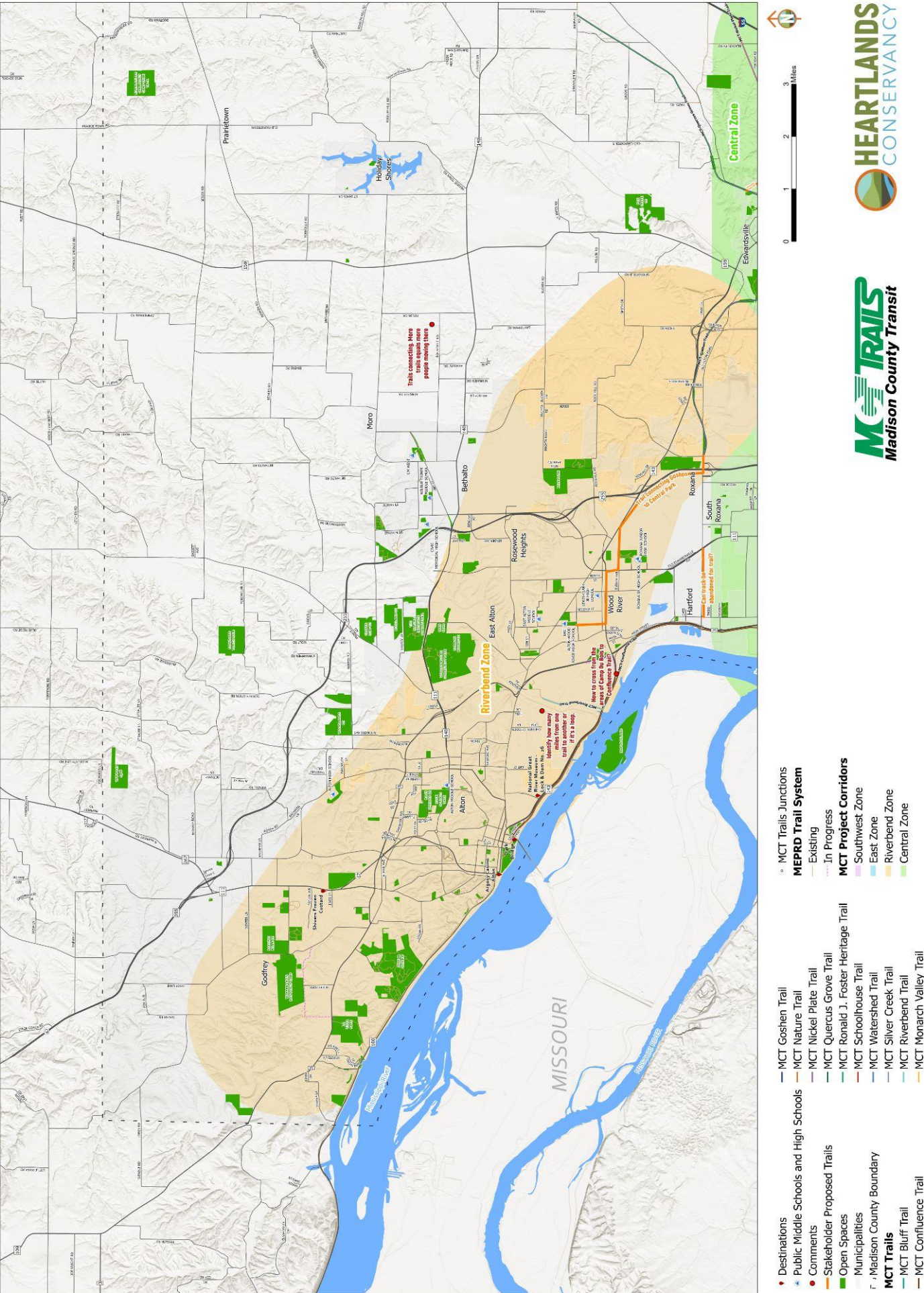
**HEARTLANDS CONSERVANCY**

\*These results are from a previous event. The "Issues & Ideas" board was not used at the Earthtones event.



MCT Community Engagement Event Summary: Mississippi Earthtones Festival

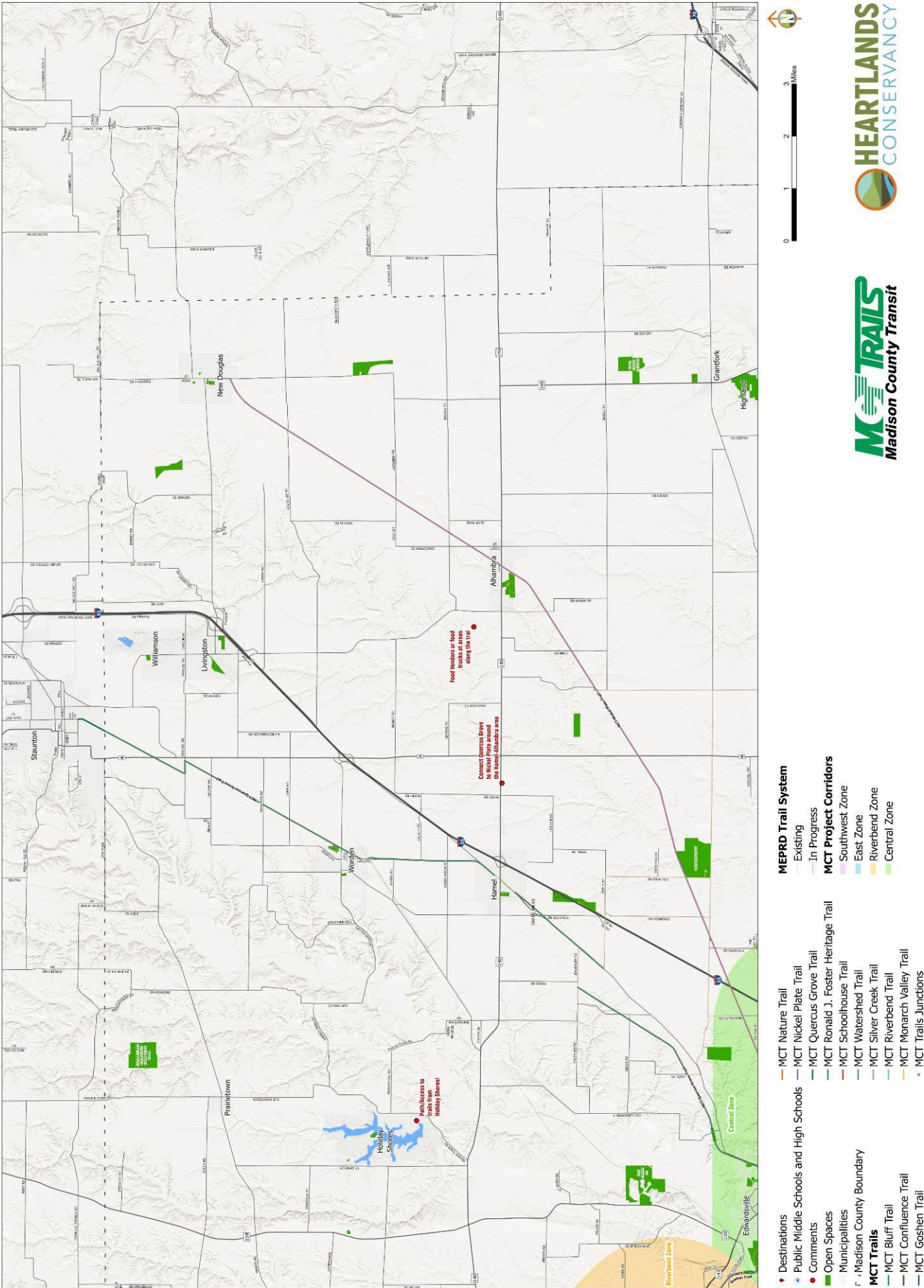
Trails in Madison County, IL - Map 1 of 4





MCT Community Engagement Event Summary: Mississippi Earthtones Festival

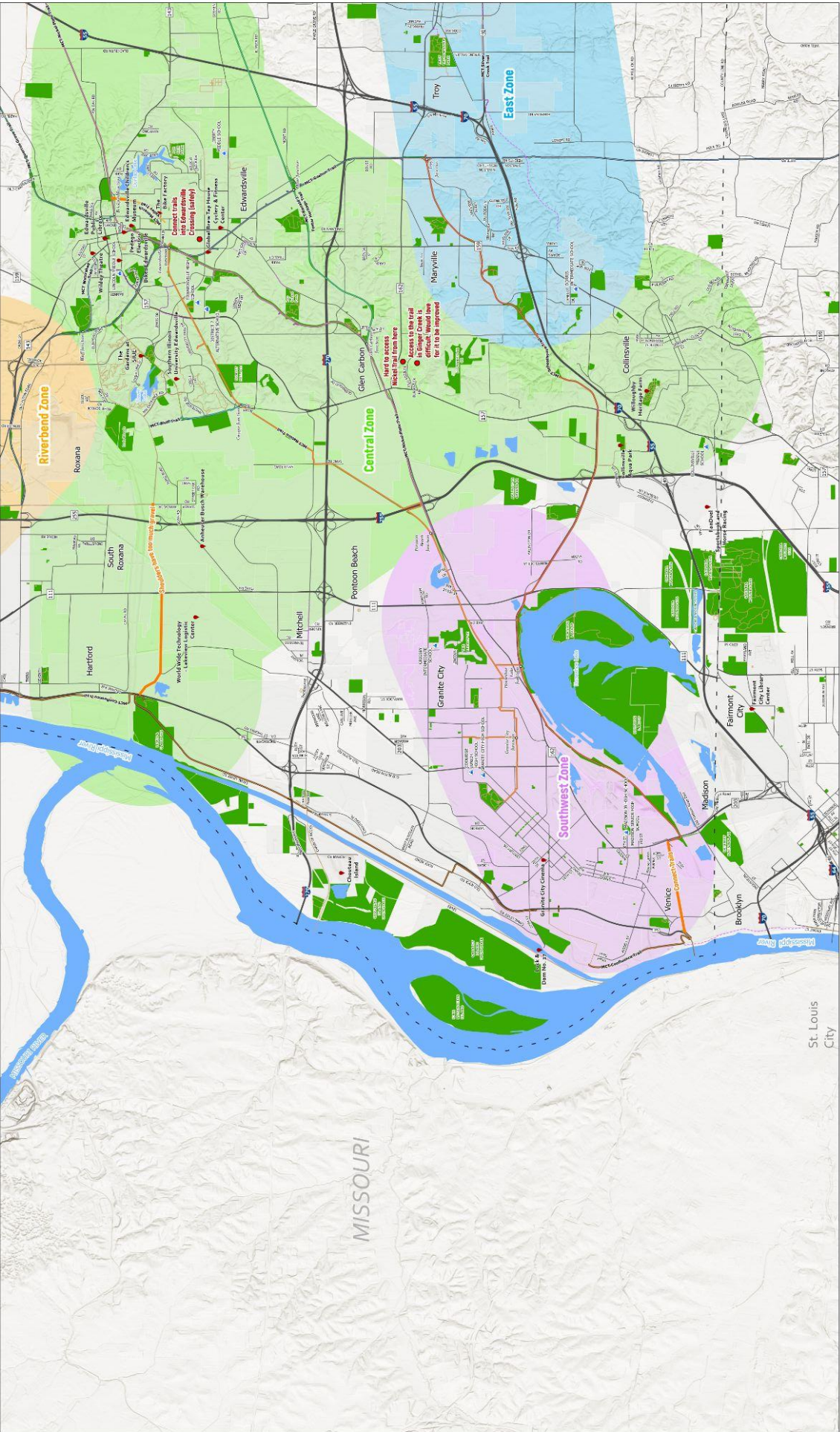
Trails in Madison County, IL - Map 2 of 4





MCT Community Engagement Event Summary: Mississippi Earthtones Festival

Trails in Madison County, IL - Map 3 of 4



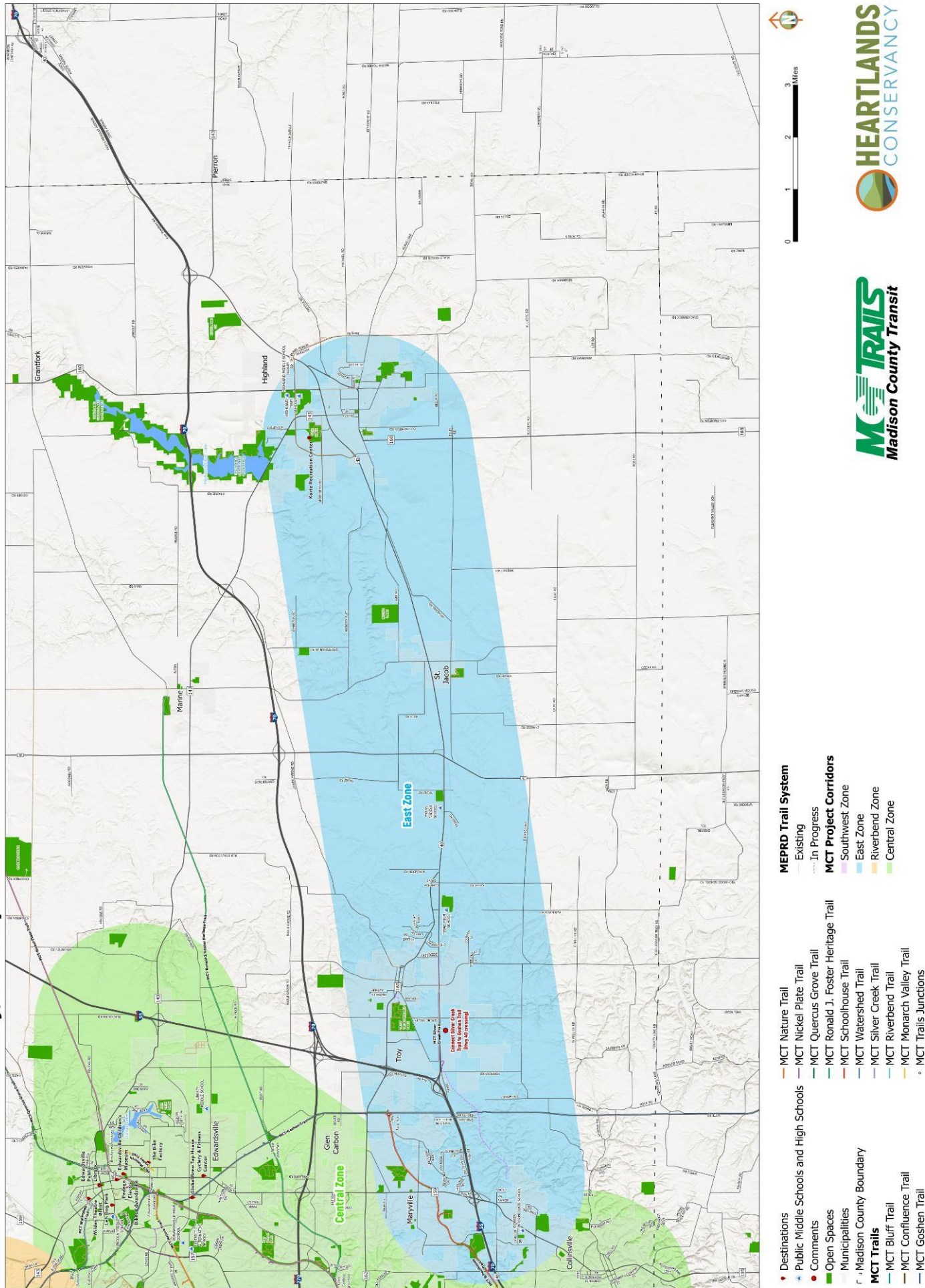
- Destinations
  - Public Middle Schools and High Schools
  - Comments
  - Stakeholder Proposed Trails
  - Open Spaces
  - Municipalities
  - Madison County Boundary
  - MCT Trails
    - MCT Bluff Trail
    - MCT Confluence Trail
  - MCT Goshen Trail
  - MCT Nature Trail
  - MCT Nickel Plate Trail
  - MCT Quercus Grove Trail
  - MCT Ronald J. Foster Heritage Trail
  - MCT Schoolhouse Trail
  - MCT Watershed Trail
  - MCT Silver Creek Trail
  - MCT 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: Mississippi Earthtones Festival

Trails in Madison County, IL - Map 4 of 4







# 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**





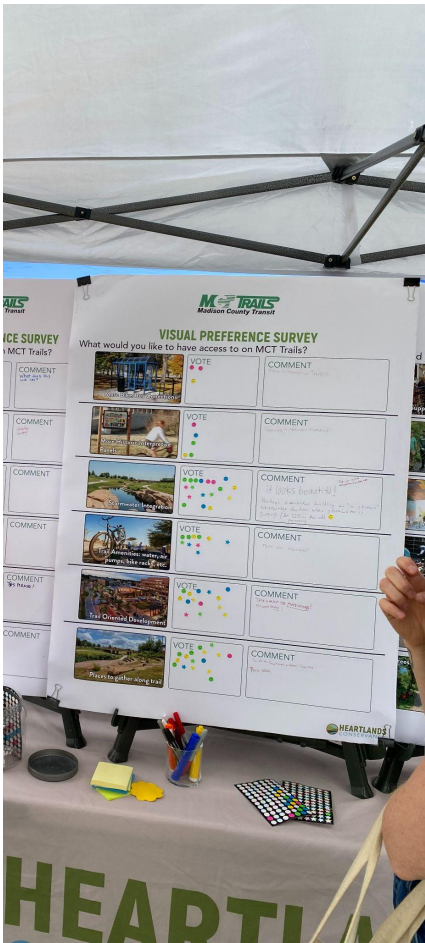


MCT Community Engagement Event Summary: Mississippi Earthtones Festival





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)

## MCT Stakeholder Input Summary

### ***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.



## MCT Webinar Summary January 2024

### 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](http://www.mcttrails.org)





## RESOLUTION 24-54

### AUTHORIZING THE EXECUTION OF CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

**WHEREAS**, the Federal Transportation Administration has been delegated to award Federal financial assistance for transportation projects; and,

**WHEREAS**, the Madison County Mass Transit District (District) is authorized by 49 U.S.C. Chapter 53, Title 23 of the United States Code, or other Federal statutes authorizing a project administered by the Federal Transit Administration, the District is a recipient as defined by 49 U.S.C. § 5307 (a)(2) to apply for Urbanized Area Formula Program assistance; and,

**WHEREAS**, the Federal Transit Administration requires the District to provide Certifications and Assurances for all programs for which the District intends to seek Federal Transit Administration grant assistance during Federal Fiscal Year 2024.


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

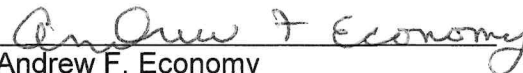
1. The Madison County Mass Transit District agrees to comply with all Federal statutes and regulations, follow applicable Federal directives, and comply with the Certifications and Assurances as applicable to each application the District makes to the Federal Transit Administration in Federal Fiscal Year 2024.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is authorized to make the Certifications and Assurances and bind the District's compliance.

**ADOPTED** by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-eighth 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, March 28, 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 MADISON COUNTY MASS TRANSIT DISTRICT THAT:**

1. The Madison County Mass Transit District agrees to comply with all Federal statutes and regulations, follow applicable Federal directives, and comply with the Certifications and Assurances as applicable to each application the District makes to the Federal Transit Administration in Federal Fiscal Year 2024.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is authorized to make the Certifications and Assurances and bind the District's compliance.

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-eighth day of March 2024.



**FEDERAL FISCAL YEAR 2024 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS**

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Madison County Transit District

The Applicant certifies to the applicable provisions of all categories: (*check here*) X.

*Or,*

The Applicant certifies to the applicable provisions of the categories it has selected:

| Category                                                                                                                   | Certification |
|----------------------------------------------------------------------------------------------------------------------------|---------------|
| 01 Certifications and Assurances Required of Every Applicant                                                               | <u></u>       |
| 02 Public Transportation Agency Safety Plans                                                                               | <u></u>       |
| 03 Tax Liability and Felony Convictions                                                                                    | <u></u>       |
| 04 Lobbying                                                                                                                | <u></u>       |
| 05 Private Sector Protections                                                                                              | <u></u>       |
| 06 Transit Asset Management Plan                                                                                           | <u></u>       |
| 07 Rolling Stock Buy America Reviews and Bus Testing                                                                       | <u></u>       |
| 08 Urbanized Area Formula Grants Program                                                                                   | <u></u>       |
| 09 Formula Grants for Rural Areas                                                                                          | <u></u>       |
| 10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program | <u></u>       |
| 11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs                            | <u></u>       |



Certifications and Assurances

Fiscal Year 2024

- 12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs
- 13 State of Good Repair Grants
- 14 Infrastructure Finance Programs
- 15 Alcohol and Controlled Substances Testing
- 16 Rail Safety Training and Oversight
- 17 Demand Responsive Service
- 18 Interest and Financing Costs
- 19 Cybersecurity Certification for Rail Rolling Stock and Operations
- 20 Tribal Transit Programs
- 21 Emergency Relief Program

**CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE**

**AFFIRMATION OF APPLICANT**

Name of the Applicant: Madison County Transit District

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

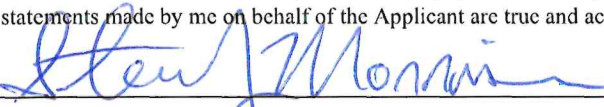
The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

Certifications and Assurances

Fiscal Year 2024

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.


Signature  Date: 3/28/2024  
Name Steven J. Morrison Authorized Representative of Applicant

**AFFIRMATION OF APPLICANT'S ATTORNEY**

For (Name of Applicant): Madison County Transit District

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature  Date: 3/28/2024  
Name David Livingstone Attorney for Applicant

*Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.*

## **RESOLUTION 24-55**

### **AUTHORIZING THE RELEASE OF CERTAIN EXECUTIVE SESSION MINUTES**

**WHEREAS**, the Madison County Mass Transit District (hereinafter referred to as "District") is a unit of government and subject to the Illinois Open Meetings Act, 5 ILCS 120 (hereinafter referred to as "Act"); and,

**WHEREAS**, the District and its Trustees have met from time to time in closed session for purposes authorized by the Act; and,

**WHEREAS**, pursuant to the requirements of 5 ILCS 120/2.06(d), the closed session minutes for all meetings prior to February 29, 2024, have been reviewed; and,

**WHEREAS**, the District has determined that the minutes of the meetings listed on Schedule A, attached hereto, no longer require confidential treatment and should be made available for public inspection; and,

**WHEREAS**, while the District has determined that the minutes of the meetings listed on Schedule A no longer require confidential treatment it has also determined that the verbatim recordings for those closed meetings require continued confidentiality due to ongoing exemptions under the Illinois Open Meetings Act, 5 ILCS 120 and/or the Illinois Freedom of Information Act, 5 ILCS 140, including but not limited to one or more of the following reasons, attorney-client privilege communications between members of the District and its attorney(s) in which legal advice, communication and opinions were given which would not be subject to discovery in litigation, the Tort Immunity Act, ongoing pending litigation, security, real estate negotiations, or confidential personnel or medical information; and,

**WHEREAS**, the District has further determined that a need for confidentiality still exists as to the closed session minutes and the related verbatim recordings from the meetings set forth on Schedule B, attached hereto; and,

**WHEREAS**, a review of closed session minutes by the Office of the Madison County State's Attorney, in conjunction with the review by the District recommends that the closed session minutes listed on Schedule B require continued confidentiality due to ongoing exemptions under the Illinois Open Meetings Act, 5 ILCS 120 and/or the Illinois Freedom of Information Act, 5 ILCS 140, including but not limited to one or more of the following reasons, attorney-client privilege communications between members of the District and its attorney(s) in which legal advice, communication and opinions were given which would not be subject to discovery in litigation, the Tort Immunity Act, ongoing pending litigation, security, real estate negotiations, or confidential personnel or medical information; and,

**WHEREAS**, the District has kept such records as required by the Act; and,


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

1. The closed session minutes from those meetings set forth on Schedule A, attached hereto, are approved in form and content, and shall be and are hereby released.
2. The District is authorized and directed to make said minutes listed on Schedule A available for posting on the District's website, for inspection and review in accordance with the Act.



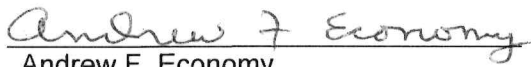
3. The closed session minutes from those meetings set forth on Schedule B, attached hereto, are found to require continued confidentiality based on the reasons cited herein and as such shall remain closed pending further review in the future to determine their eligibility for release.
4. The verbatim recordings for all closed meetings (which consists of Schedule A and Schedule B, as well as closed session minutes previously released), shall remain confidential and are not to be released at this time.
5. All closed session minutes and verbatim recordings that are not expressly approved for release shall be retained as confidential.
6. This Resolution shall be in full force and effect from and after its passage and approval according to law.
7. 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 to execute, complete, administer, and perform all obligations associated with the release or retention of closed session minutes and to take any and all such further actions as are necessary and appropriate, including any and all amendments 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-eighth day of March 2024.

  
\_\_\_\_\_  
Ronald L. Jedda, Chairman

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Christopher C. Guy

  
\_\_\_\_\_  
Allen P. Adomite

  
\_\_\_\_\_  
Andrew F. Economy

APPROVED as to Form:

  
\_\_\_\_\_  
Legal Counsel

## CERTIFICATE

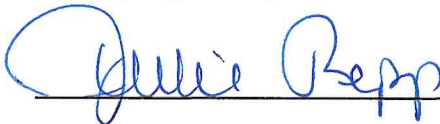
I, Julie Repp, do hereby certify that I am the fully qualified and acting Secretary of the Board of Trustees of the Madison County Mass Transit District, and as such Secretary, I am the keeper of the records and files of the Madison County Mass Transit District.

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, March 28, 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 closed session minutes from those meetings set forth on Schedule A, attached hereto, are approved in form and content, and shall be and are hereby released.
2. The District is authorized and directed to make said minutes listed on Schedule A available for posting on the District's website, for inspection and review in accordance with the Act.
3. The closed session minutes from those meetings set forth on Schedule B, attached hereto, are found to require continued confidentiality based on the reasons cited herein and as such shall remain closed pending further review in the future to determine their eligibility for release.
4. The verbatim recordings for all closed meetings (which consists of Schedule A and Schedule B, as well as closed session minutes previously released), shall remain confidential and are not to be released at this time.
5. All closed session minutes and verbatim recordings that are not expressly approved for release shall be retained as confidential.
6. This Resolution shall be in full force and effect from and after its passage and approval according to law.
7. 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 to execute, complete, administer, and perform all obligations associated with the release or retention of closed session minutes and to take any and all such further actions as are necessary and appropriate, including any and all amendments on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

  
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