



IDOT: Group TAM Plan for Participating Tier II Agencies

September 2022

Table of Contents

Accountable Executive Approvals	1
Acronyms and Abbreviations.....	3
1.0 Introduction	4
1.1 Evolution of Asset Management in Downstate Illinois.....	4
1.2 FTA Requirements for Group TAM Plans	4
1.3 Group Plan Participants	5
1.4 TAM Goals and Objectives	6
1.5 Roles and Responsibilities.....	6
1.6 Group Plan Content	8
2.0 Capital Asset Inventory.....	9
2.1 Data Collection.....	9
2.2 Asset Inventory	11
2.2.1 Fleet	11
2.2.2 Facilities	12
2.2.3 Other Asset Types.....	13
2.3 Inventory Summary	15
3.0 Condition Assessment	16
3.1 Methodology.....	16
3.1.1 Facilities	16
3.1.2 Vehicles.....	17
3.2 Schedule.....	18
3.3 FY2023 Performance Targets.....	18
3.3.1 Final FY2023 Performance Targets	19
4.0 Decision Support Tool.....	20
4.1 CNA Model.....	20
4.1.1 Capital Needs Assessment	21
4.1.2 Model Updates to Meet MAP-21 TAM Requirements	21
5.0 Investment Needs and Prioritization	23
5.1 Backlog.....	23
5.2 Unconstrained Needs	24
5.3 Capital Funding	26
5.3.1 Rebuild Illinois Funding Resources	27
5.3.2 Annual Funding Constraints.....	27
5.4 Investment Prioritization Methodology	28
5.4.1 State of Good Repair Scoring.....	29
5.5 Constrained Run and Prioritization Results	31
6.0 Maintaining the Plan	34
6.1 Annual Activities	35
6.2 Ongoing Improvements and Resources.....	35
7.0 Appendices	37
7.1 Appendix 1 – Glossary.....	37
7.2 Appendix 2 – Participating Agencies.....	39
7.3 Capital Priorities	41

Accountable Executive Approvals

Version	Date	Description	IDOT Approval
V1	09/29/2022	Final IDOT Group TAM Plan (2 nd generation)	Shoun Reese, Deputy Director of Transit

Grantee Name	Accountable Executive	Approval	Date
Bloomington-Normal	David Braun	✓	9/14/2022
Bond County	Adam Bourdouris	✓	9/28/2022
Boone County	Dan Streed	✓	9/21/2022
Bureau County	Amber Biddix	✓	9/14/2022
Carroll County	Mary Maszk	✓	9/15/2022
Champaign County	Darlene Kloeppe	✓	9/27/2022
Champaign Urbana MTD	Karl Gnadt	✓	9/15/2022
City of Danville	Lisa Beith	✓	9/21/2022
City of Decatur	Lacie Elzy	✓	9/21/2022
City of DeKalb	Mike Neuenkirchen	✓	9/21/2022
City of Freeport	Lorraine Lopez	✓	9/22/2022
City of Galesburg	Steve Gugliotta	✓	9/14/2022
City of Macomb	Miranda Lambert	✓	9/21/2022
City of Ottawa	Kim Zimmerman	✓	9/26/2022
City of Quincy	Marty Stegeman	✓	9/21/2022
Coles County	Kaycie Sanders	✓	9/15/2022
CRIS Rural MTD	Nicole Dowling	✓	9/21/2022
DeKalb County	Nate Kloster	✓	9/16/2022
Douglas County	Kaycie Sanders	✓	9/15/2022
Effingham County	Phil Toops	✓	9/26/2022
Fulton County	Shelly Entrekin	✓	9/15/2022
Greater Peoria MTD	Douglas Roelfs	✓	9/21/2022
Grundy County	Amanda Olvera	✓	9/14/2022
Hancock County	Miranda Lambert	✓	9/21/2022
Henry County	Kim Walker	✓	9/21/2022
Jackson County MTD	Shawn Freeman	✓	9/26/2022

Grantee Name	Accountable Executive	Approval	Date
Jersey County	Stephanie Stahlhut	✓	9/21/2022
Jo Daviess County	Nicole Hermsen	✓	9/29/2022
Kankakee County	Andrew Wheeler	✓	9/27/2022
Kendall County	Nate Kloster	✓	9/16/2022
Lee County	Greg Gates	✓	9/21/2022
Logan County	Emily Davenport	✓	9/23/2022
Macoupin County	Kent Tarro	✓	9/10/2022
Madison County MTD	Steven Morrison	✓	9/23/2022
McLean County	John McIntyre	✓	9/26/2022
Marshall County	Hannah Fuchs	✓	9/19/2022
Monroe Randolph MTD	Jesica Gentry Schlimme	✓	9/21/2022
Greater Peoria MTD Rural	Doug Roelfs	✓	9/21/2022
Piatt County	Jami Trybom	✓	9/14/2022
River Valley Metro MTD	Siron Sims	✓	9/21/2022
Rock Island County	Richard Brunk	✓	9/22/2022
Rock Island County Metro MTD	Jeff Nelson	✓	9/26/2022
Rockford MTD	Michael Stubbe	✓	9/21/2022
Sangamon County	Andy Van Meter	✓	9/21/2022
Shawnee MTD	Mike Pietrowski	✓	9/19/2022
Shelby County	Erika Firnhaber	✓	9/16/2022
South Central MTD	Sara Nollman-Hodge	✓	9/15/2022
Springfield MTD	Steve Schoeffel	✓	9/23/2022
Stateline MTD	Sharon Hecox	✓	9/23/2022
Tazewell County	J David Zimmerman	✓	9/27/2022
Warren County	Michael Pearson	✓	9/27/2022
West Central MTD	R Jean Jumper	✓	9/15/2022
Whiteside County	James Duffy	✓	9/27/2022
Woodford County	John Krug	✓	9/23/2022

Acronyms and Abbreviations

AIM	Asset Inventory Module
CNA	Capital Needs Assessment
DOT	Department of Transportation
FTA	Federal Transit Administration
FY	Fiscal year
IDOT	Illinois Department of Transportation
IPTA	Illinois Public Transit Association
ISO	International Organization for Standardization
ITS	Intelligent Transportation Systems
MAP-21	Moving Ahead for Progress in the 21st Century
MCDA	Multi-Criteria Decision Analysis
MPO	Metropolitan Planning Organization
NTD	National Transit Database
O&M	Operating and Maintenance
RTAC	Rural Transit Assistance Center (Illinois)
SGR	State of Good Repair
TAM (TAMP)	Transit Asset Management (Transit Asset Management Plan)
TERM	FTA's Transit Economic Requirements Model
TERM Lite	Local agency version of TERM
ULB	Useful life benchmark
YOE	Year of Expenditure

1.0 Introduction

1.1 Evolution of Asset Management in Downstate Illinois

Facing aging infrastructure and increased regulations and requirements, the Illinois Department of Transportation (IDOT), Illinois Public Transit Association (IPTA), and Rural Transit Assistance Center (RTAC) at Western Illinois University came together 20 years ago to begin forecasting public transit needs in Downstate Illinois (defined as Illinois, exclusive of the Chicagoland metropolitan area).

Each year, RTAC runs a Capital Needs Assessment (CNA), which surveys agencies across the state on their revenue vehicles, stations, administrative and maintenance facilities, and guideway infrastructure to compile a comprehensive capital asset inventory. This inventory represents the transit assets of all 56 rural, small urban, and urban agencies providing transit services outside of Chicago. Of these 56 agencies, there are two Tier I agencies that do not participate in this group plan: St. Clair County Transit District and Rides Mass Transit District.

Analysis of this inventory in the CNA model allows IDOT leadership to estimate Downstate transit needs for the next 10 years and has aided their advocacy for transit infrastructure improvements since 2002. The CNA model also determines the current state of good repair (SGR) backlog for transit in Downstate Illinois, similar to the estimates the Federal Transit Administration (FTA) provides for the nationwide transit condition to the US Congress in the *Conditions and Performance Reports*.

IDOT, IPTA, and RTAC began implementing improvements to the CNA survey and model in 2016 to reach Moving Ahead for Progress in the 21st Century (MAP-21) compliance for all Illinois Tier II agencies¹. The cooperative work done during the past decade to develop the inventory and tools used in the CNA is the basis for good transit asset management practices statewide and gave Illinois a head-start in complying with MAP-21 requirements.

IDOT, IPTA, and RTAC also support training for all IDOT sub-recipients (referred to collectively as grantees) in the state to help them comply with new processes, including assisting grantees to improve their detailed annual inventory reports to meet new National Transit Database (NTD) reporting Asset Inventory Module (AIM) and performance reporting requirements and support for conducting facility condition assessments.

Following the first generation Transit Asset Management (TAM) Plan, a CNA analysis was used to support the transit needs in the state's historic multi-year capital bill, Rebuild Illinois, which was signed into law in 2019. Inventory submissions and prioritization of capital needs through the CNA model currently inform the selection of recipients of Rebuild Illinois grants through IDOT's Transit Capital Grant Program.

1.2 FTA Requirements for Group TAM Plans

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires all agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation to create a TAM Plan. Agencies can meet this requirement either through an Individual or Group TAM Plan. Group TAM Plans are meant to collect TAM information about groups (typically smaller subrecipients of 5311 or 5310 grant programs) that do not have a direct financial relationship with the FTA.

¹ Definitions of MAP-21 and agency tiers are provided in the Glossary.

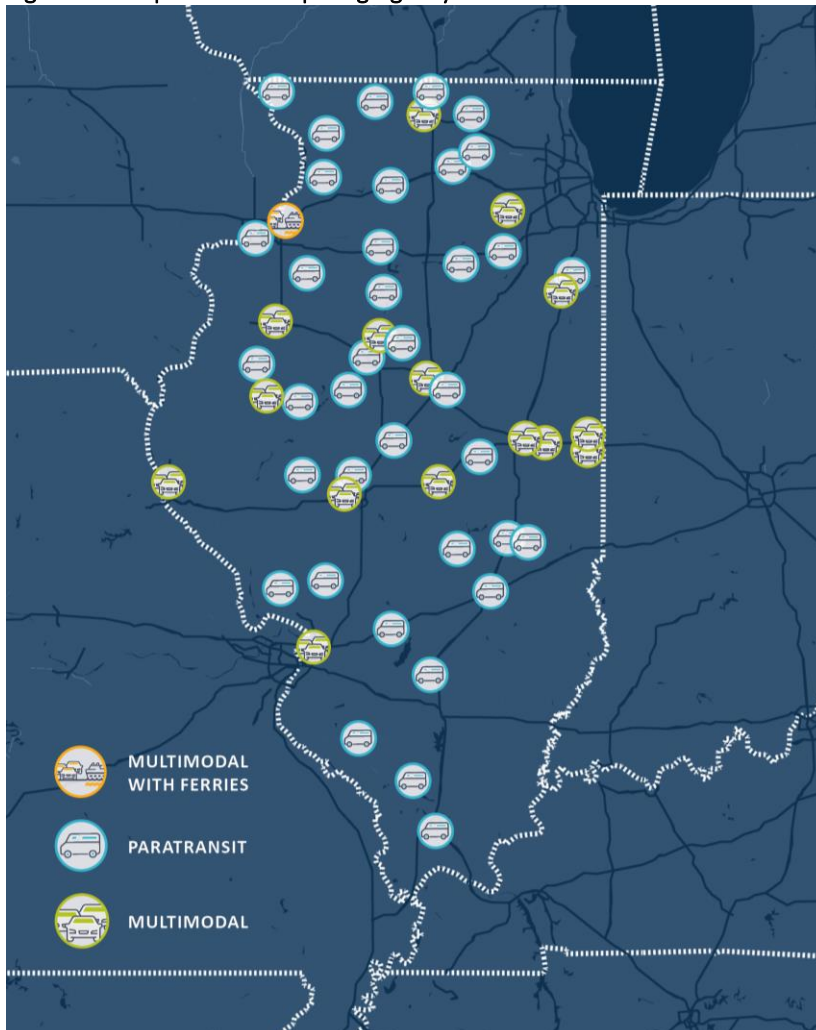
IDOT, IPTA, and RTAC cooperatively supported the development of Illinois' Group TAM Plan for all Tier II agencies. This state-level plan includes the four required elements for MAP-21 compliance, leveraging the current and historic CNA work to develop:

1. An inventory of capital assets, including all assets already reported through the CNA annual survey process
2. A condition assessment, including conditions estimated by the existing CNA model and new facility condition assessments being done by grantees
3. A decision support tool, through modification of the existing CNA model
4. Investment prioritization, including grantee input on prioritizing transit investments utilizing the improved data available in the annual CNA process and modified CNA model

1.3 Group Plan Participants

This document covers the 54 Illinois-based Tier II agencies that opted to participate in the Group TAM Plan, illustrated below in Figure 1.1. The participating agencies include a mix of small urban and rural agencies, some of which also offer enhanced mobility service. Moreover, the plan covers 54 of the 56 transit agencies that have worked collectively with IDOT since 2002 to document transit asset holdings and capital reinvestment needs for the Downstate Illinois region.

Figure 1.1 Map of All Participating Agency Locations and Modes Served



A full list of the 54 participating agencies, including agency name, city location, primary federal funding source (5307, 5311), and annual ridership by mode (for 2020) is provided in Appendix 2. A summary of the key characteristics of the Group Plan agencies—including the number of agencies by funding type and annual ridership (boardings) by mode—is provided in Figure 1.2. Together, these agencies provide more than 26 million trips per year in Illinois. A vast majority of those trips are supported by fixed-route bus services.

Figure 1.2. Characteristics of Group Plan Participants

Agency Type	Count	Annual Ridership (2020 NTD)				Total
		Bus	Paratransit	Vanpool	Water Taxi	
Small Urban (5307)	13	22,974,920	673,447	64,216	37,533	23,750,116
Rural (5311)	41	1,169,203	1,627,713			2,796,916
Total	54	24,144,123	2,301,160	64,216	37,533	26,547,032

1.4 TAM Goals and Objectives

IDOT’s mission statement is as follows:

“The mission of IDOT is to provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment.”

Asset management is defined in the *International Organization for Standardization (ISO) 55000 standard* as, “the coordinated activity of an organization to realize value from assets.” Realization of value normally involves the balancing of costs, risks, opportunities, and performance benefits while tying investment priorities to an agency’s goals, objectives, and overall mission.

Given this understanding, IDOT has integrated the MAP-21 TAM requirements into its pre-existing asset management practices with the aim of realizing the optimal value from assets to best fulfill its mission statement.

1.5 Roles and Responsibilities

While IDOT is the Group TAM Plan sponsor, RTAC is assisting in the coordination of participating agencies through the ongoing CNA process. IPTA also provides support by coordinating discussions with agencies via IPTA conferences and IPTA Board meetings.

IDOT has a long working relationship with RTAC. For the past 16 years, IDOT and RTAC have jointly conducted the annual CNA process for all transit agencies in the Downstate Illinois region, including both Tier I and Tier II agencies. The CNA program includes the collection of capital asset data from all 54 of the Group TAM Plan participants (as well as those of two Tier I Downstate agencies) and the assessment of capital needs using the CNA model. Specifically, the CNA process was originally designed to:

- Document all Downstate Illinois transit assets in a regional asset inventory
- Document all proposed expansion investments
- Assess *unconstrained* Downstate Illinois capital reinvestment and expansion needs for the upcoming 10-year period

Beginning with the 2018 Group TAM Plan, the CNA process was expanded to include an assessment of capital funding capacity for the Downstate Tier II agencies, and the resulting assessment of constrained and prioritized reinvestment needs. The prioritization of needs from the CNA also supports Rebuild Illinois capital grant selections.

IDOT, as the Group TAM Plan sponsor, serves as the primary author of the TAM Plan and coordinator of all activities supporting the development of the TAM Plan. IDOT also coordinates and prepares the annual performance targets, which are submitted to the NTD, separate from the Group TAM Plan.

RTAC assists IDOT in coordinating with participants by communicating TAM policies and responsibilities directly with Group TAM Plan participants, including hosting webinars and sessions during annual conferences on updates to the CNA process.

All Group TAM Plan participants also are grantees who participate in the annual CNA process. They are required to provide asset inventory data and estimates for expansion needs through the survey tool. They also review the CNA model reports annually and make corrections as needed to backlog and future needs projections.

Beginning in 2018, Group TAM Plan participants were required to submit a signed declaration of intent to participate in the TAM Plan and to name an Accountable Executive. Accountable Executives are required to approve the final Group TAM Plan and are encouraged to participate in as much of the TAM Plan coordination as possible. In the absence of Accountable Executives, agency support staff are encouraged to participate.

These TAM roles and responsibilities are summarized in Figure 1.3. The matrix also includes the timeframe for these activities, whether annual/ongoing or periodic.

Figure 1.3. RACI Matrix for Downstate Illinois TAM Activities

TAM Activity	Timeframe	IDOT	RTAC	IPTA	Participating Agencies
Coordinate Group TAM Plan	Minimum every 4 years	R	C	C	C
Approve Group TAM Plan	Minimum every 4 years		R		A
Coordinate Aggregate SGR Performance Targets	Annual	A	R		C
Submit Aggregate Group SGR Targets to NTD AIM (for all participants)	Annual	R			
Draft Narrative Performance Report and Submit to NTD	Annual	R	C		C
Submit inventory data to NTD AIM	Annual				R
Update CNA Survey Form/Model	Annual	C	R		
Complete CNA Survey	Annual		A		R
Update CNA Model	Annual	I	R		C
Submit CNA Reports to IDOT	Annual		R		C
Rebuild Illinois Grant Selection	Annual or as needed	R	C	I	C
Host TAM Update Sessions/Webinars	As needed	C	R	R	C

R = Responsible, A = Approver, C = Consulted, I = Informed

In addition to the actions listed above, IDOT is also responsible for sharing the Group TAM Plan with relevant Metropolitan Planning Organizations (MPO) when updates are made. However, individual agencies are responsible for sharing performance data with their partner MPOs annually.

1.6 Group Plan Content

Under FTA requirements, individual agency TAM Plans must address nine requirements as outlined in Figure 1.4; however, as Tier II agencies, the 54 agencies included in this Group TAM Plan are only required to address the first four of these requirements. To that end, the remaining chapters of this Group TAM Plan are designed to specifically address the group’s approach and analyses to address each of these individual requirements, with one chapter per requirement. IDOT has also included a list of key annual activities for maintaining this plan in Chapter 6.

Figure 1.4. Group TAM Plan Requirements

Tier	TAM Plan Requirements
Tier I & II	<ol style="list-style-type: none"> 1. Inventory of Capital Assets (Chapter 2) 2. Condition Assessment (Chapter 3) 3. Decision Support Tools (Chapter 4) 4. Investment Prioritization (Chapter 5)
Tier I Only	<ol style="list-style-type: none"> 5. TAM and SGR Policy 6. Implementation Strategy 7. List of Key Annual Activities (Chapter 6) 8. Identification of Resources 9. Evaluation Plan

2.0 Capital Asset Inventory

2.1 Data Collection

IDOT collects capital asset inventory data through its annual CNA process. Subrecipients of federal funds submit a survey of their transit capital asset holdings to IDOT annually. The survey includes existing asset information for vehicles (revenue and non-revenue), facilities, equipment, and guideway. Subrecipients also report planned replacements, rehabilitations, and expansions.

The CNA surveys have been adjusted to assure that all MAP-21 and NTD reporting requirements are fully addressed. The updates include capturing FTA facility and vehicle types, capturing additional data such as vehicle length and standing capacity, and allowing users to enter their own useful life benchmarks (ULBs) for vehicles. A snapshot of the facility input form from the CNA survey is shown in Figure 2.1 (next page).

All CNA survey data are stored in IDOT's CNA tool. The CNA tool is an MS Access-based decision support tool that acts as a repository for all data collected through the CNA process. In addition, the CNA tool is also used to model Downstate Illinois transit capital investment needs for the upcoming 10-year period (as described further in the following sections).

Figure 2.1. CNA Survey: Facility Input Example

Facility Description

Name	Center Street Maintenance Facility
Function (Admin, Maintenance, Combo)	Maintenance
Street Address	15 Main St
City	Lincolnshire
State	IL
Zip Code	50210
Year Built	1990
Is this a Parking Facility (Yes/No)?	No
Size (Sq feet)	30,000
Parking Spaces	
Section of Larger Facility? (Yes/No)	No
Percent Transit Capital Responsibility	100.0%
Primary Mode	MB - Bus
Secondary Mode(s) (Optional)	RB,VP
Private Mode (Optional)	
Non-Agency Mode	CB - Commuter Bus
Leased? (Yes/No)	No
Condition Rating (1-5 Scale)	3
Condition Rating Date	8/15/2017
Is Facility Scheduled for Replacement?	
If "Yes", when?	
Estimated Replacement Value	650,000.0
Cost Year of Estimated Replacement Value	2,019.0
Latitude	42.200253
Longitude	-87.957127

Direct Capital Responsibility **Yes**

An example of how to complete this form is provided on the "Facility Ex" worksheet.

FTA Condition Rating Scale		
Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components; but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement;exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair;well past useful life

Additional information on facilities condition reporting: [FTA Facility Condition Guidebook](#)

Examples of Capital Improvements (not an exhaustive list)

- Compressor Upgrades
- Pollution control
- Garage door replacement
- HVAC rehab/ replacement
- Lighting improvements
- Lot resurfacing
- Waste Water Treatment
- New Equipment purchases
- Electrical system improvements
- Roof replacement or repair
- Security systems
- Site remediation
- Vehicle lift upgrades
- Ventilation improvements

Facility Rehabilitation History (do not complete section if facility is leased or if grantee has no responsibility for capital improvements)

Component	Most Recent Major Facility Renovation			
	Activity	Description	Date	Est. Cost
Example: Building Structure				
Roof	3. Complete Rebuild / Replacement	Replacement	2010	\$100,000

Planned or Programmed Capital Improvements (do not complete section if facility is leased or if grantee has no responsibility for capital improvements)

Component	Planned Facility Improvements				
	Activity	Description	Date	Est. Cost (Required)	Is Funding Committed (Yes/No)?
Example: Building Structure					
Heating System	3. Complete Rebuild / Replacement	Replacement	2020	\$150,000	No

2.2 Asset Inventory

As noted previously, each of the 54 group plan participants submits a listing of their transit asset holdings—including fleet, facilities, and equipment—to RTAC on an annual basis. The following tables and charts summarize the major asset inventory holdings of the 54 plan participants as of June 2022.

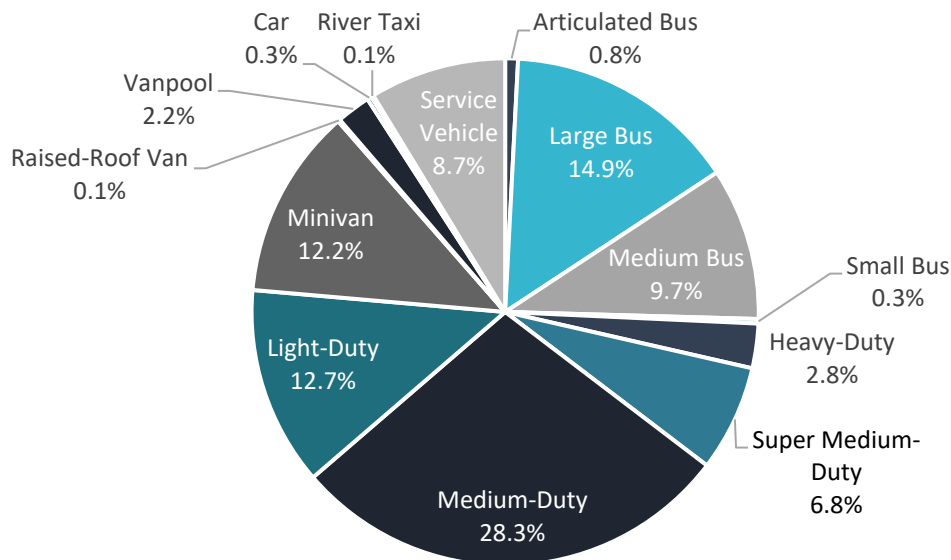
2.2.1 Fleet

Figure 2.2 and Figure 2.3 present the fleet holdings for the 54 agencies included in this Group TAM Plan. These holdings—which include a range of bus, cutaway, minivan, van, auto, and other vehicle types—is very much consistent with the mix of small urban and rural agencies that make up the group. Perhaps less typical are the three river taxi vehicles operated by the Rock Island County Metro Mass Transit District. As of the June 2022, the combined group fleet—including service vehicles— totaled over 2,000 vehicles. Most of the fleet provides revenue service, with 1,898 vehicles directly serving Illinois passengers. The size and composition of the Downstate vehicle fleet has remained relatively steady since 2018 reporting.

Figure 2.2. Group Plan Agencies: Fleet Composition – Counts

Vehicle Types		Count
Bus	Articulated Bus	17
	Large Bus	310
	Medium Bus	202
	Small Bus	6
Minibus	Heavy-Duty	59
	Super Medium-Duty	141
	Medium-Duty	589
	Light-Duty	264
Minivan	Minivan	253
Van	Raised-Roof Van	3
	Vanpool	45
Automobile	Car	6
Ferry	River Taxi	3
Non-Revenue	Service Vehicle	181
Total		2,079

Figure 2.3. Group Plan Agencies: Fleet Composition – Distribution by Quantity



2.2.2 Facilities

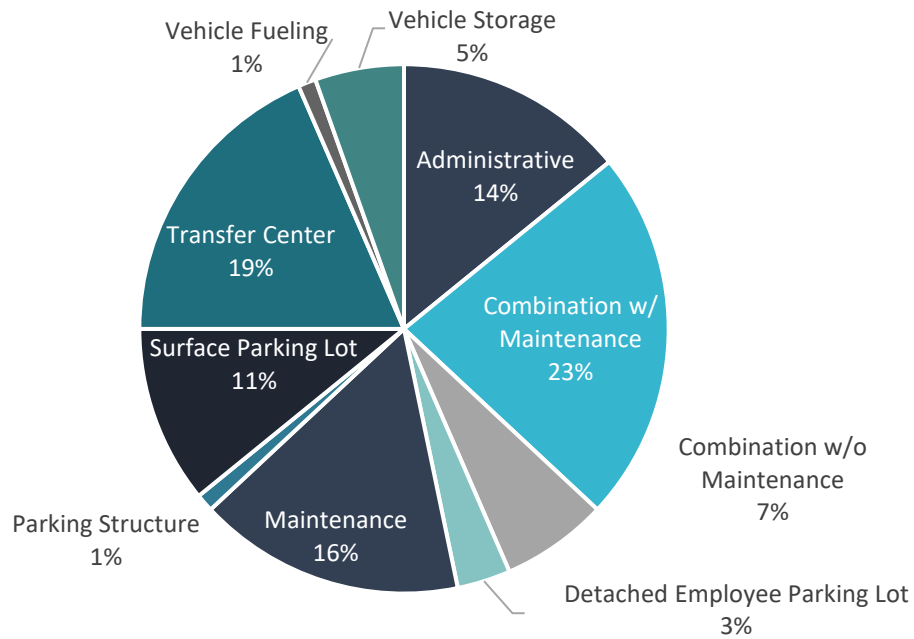
Figure 2.4 and Figure 2.5 present the number of facility holdings that supported Group Plan transit operations—including a mix of administrative, maintenance, fueling, fleet storage, and passenger transfer centers. It is important to note that many of the facilities included in these counts are not exclusively devoted to transit, with many administrative and maintenance facilities supporting other town and city services. The total number of facilities reported has slightly decreased since 2018 as there are fewer facilities that meet the definition of having greater than incidental (more than 50 percent) transit use *and* direct capital responsibility for these agencies. Another change from prior reporting is the inclusion of Detached Employee Parking Lots, where an agency has capital responsibility for off-site staff parking. While these parking lots do not meet FTA’s definition for facility reporting to NTD, they are included in IDOT’s CNA inventory and reinvestment needs.

As of the June 2022, the combined group relied on 92 facilities to support their transit services; however, the Group Plan agencies only have capital responsibility for 87 of these 92 facilities due to leasing of facilities.

Figure 2.4. Group Plan Agencies: Facility Types – Counts

Facility Type	Count
Administrative	13
Combination (e.g., admin, storage) with Maintenance	21
Combination (e.g., admin, storage) without Maintenance	6
Detached Employee Parking Lot	3
Maintenance	15
Parking Structure	1
Surface Parking Lot	10
Transfer Center	17
Vehicle Fueling	1
Vehicle Storage	5
Grand Total	92

Figure 2.5. Group Plan Agencies: Facility Types – Distribution by Quantity



2.2.3 Other Asset Types

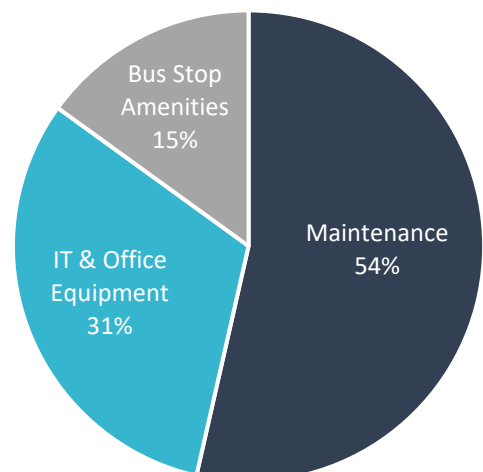
There are two additional asset types collected in the annual CNA survey which are relevant to Tier II agencies: equipment and intelligent transportation systems (ITS). Beginning with the 2017 CNA survey, a minimum threshold value of \$3,500 per asset was implemented to match IDOT’s audit definition of capital assets in these categories. However, grantees can aggregate system components that meet that minimum threshold. The \$3,500 threshold remains in the current CNA survey.

2.2.3.1 Equipment

Equipment is defined as facility-based equipment that supports maintenance or administrative activities. Tier II agencies reported 8,426 Equipment assets. The primary types of equipment in inventory are grouped by Maintenance, Bus Stop Amenities, and IT and Office Equipment, including:

- Maintenance Equipment
 - Brake lathes
 - Bus washers
 - Dynamometers
 - Floor sweepers/scrubbers
 - Fuel islands
 - Forklifts/tow tractors
 - In-ground lifts
 - Maintenance equipment
 - Mobile equipment
 - Overhead cranes
 - Vehicle paint booths
 - Wheel truing machines

Figure 2.6. Group Plan Agencies: Equipment – Distribution by Value



- Bus Stop Amenities
 - Bus stop signs
 - Passenger shelters and benches
- IT and Office Equipment
 - Computers, servers and software
 - Faxes, copiers, printers, phones, etc.

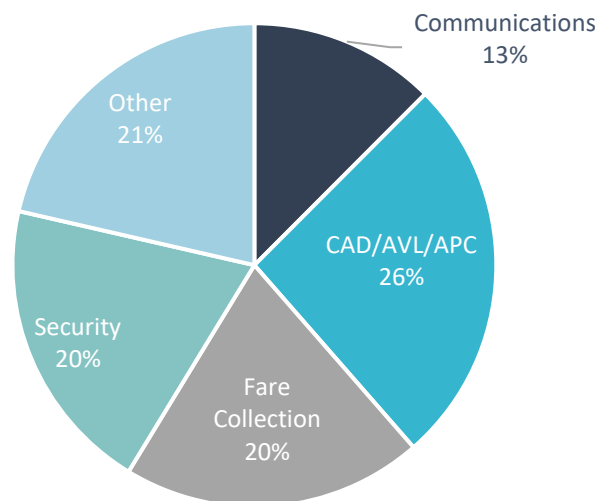
In total, equipment is valued at just over \$15 million (in 2022 dollars) across the 54 participating agencies. Most of these assets support maintenance activities, as shown in Figure 2.6.

2.2.3.2 ITS

ITS assets are systems assets that support critical functions for each agency, such as fare collection, dispatch, communications, and security monitoring. Similar to the equipment listed above, these assets are distributed across multiple categories, including:

- Computer-Aided Dispatch (CAD)
- Automatic Vehicle Location (AVL)
- Automatic Passenger Counters (APC)
- Communications
 - Radios
 - Passenger information displays
 - Public address systems
- Security
 - Closed-circuit television (CCTV) systems
 - Intrusion and fire detection
- Fare Collection
 - Fareboxes
 - Currency counters
 - Vaults
 - Smartcard readers and encoders
- Other ITS asset types, such as support software, servers, and tablets

Figure 2.7. Group Plan Agencies: ITS – Distribution by Value



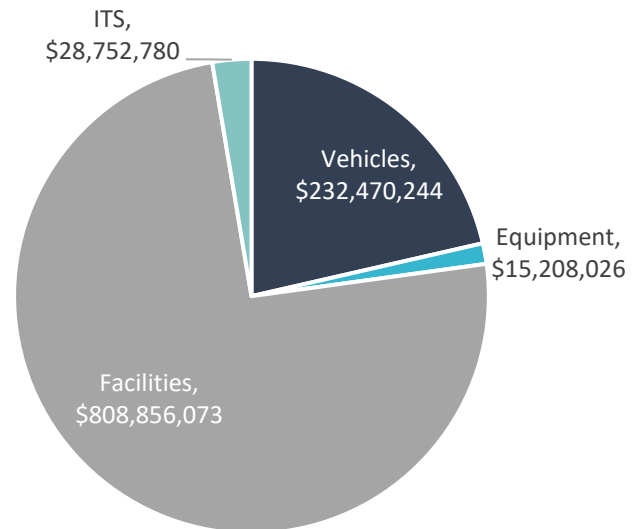
In total, just over 3,300 ITS assets were reported in the 2022 CNA inventory. These ITS assets are valued at approximately \$28.7 million (in 2022 dollars). As shown in Figure 2.7, the largest portion of ITS assets are used for dispatch, vehicle location, and passenger counting. Roughly one-fifth of the ITS assets are dedicated to security monitoring, primarily through CCTV systems, and another fifth is dedicated to fare collection.

2.3 Inventory Summary

The Downstate region of Illinois represents a significant investment in regional mobility, with nearly \$1.1 billion (in 2022 dollars) in transit assets across the Tier II agencies participating in this plan. Nearly 14,000 transit assets serve diverse communities and support multiple modes of transportation.

As shown in Figure 2.8, the majority of the value of transit assets is seen in facilities (administrative, maintenance, vehicle storage, passenger transfer centers, etc.). It is important to note that agencies are not required to report facility replacement values to IDOT through the CNA survey, so the replacement value of some facilities are estimates based on the size, IDOT-estimated per square foot costs, and percent of transit use/responsibility. The estimate for vehicles is similarly based on IDOT cost schedules for vehicles replacements. These cost schedules do not reflect the current levels of inflation in the vehicle market and also do not reflect the cost of changing vehicle technologies. As Tier II grantees transition to electric buses over the next 10 years, the value of those vehicles will be higher than the current fleets and will increase the cost of vehicles significantly.

Figure 2.8. Group Plan Agencies: Total Transit Asset Inventory Distribution – by Estimated Value (\$2022)



3.0 Condition Assessment

The condition assessment information listed in this section matches the information used for Fiscal Year 2023 (FY2023) performance target-setting.

3.1 Methodology

Separate methodologies were applied to facilities and vehicles. Condition ratings were used for facilities, while a comparison of age to Useful Life Benchmark (ULB) was used for vehicles. Regardless of the methodology, all assets are rated on the FTA 1 to 5 scale, where 1 is poor and 5 is excellent (as illustrated in Figure 3.1). With this rating system, a score of 2.5 represents the end of useful life. Any asset below a 2.5 is not considered to be in a state of good repair.


Figure 3.1. FTA Condition Rating Scale

Condition	FTA Rating	Description
Excellent	5	<ul style="list-style-type: none"> New asset No visible defects
Good	4	<ul style="list-style-type: none"> Asset showing minimal signs of wear Some (slightly) defective or deteriorated component(s)
Adequate	3	<ul style="list-style-type: none"> Asset has reached mid-life (3.5) Some defective or deteriorated component(s)
Marginal	2	<ul style="list-style-type: none"> Asset reaching or just past the end of useful life (2.75 to 2.5) Increasing number of defective or deteriorated component(s) and increasing maintenance needs
Poor	1	<ul style="list-style-type: none"> Asset is past useful life and is in need of immediate repair or replacement May have critically damaged components

3.1.1 Facilities

All facilities for which participants have a direct capital responsibility must be assessed every four years. Agencies are required to assess their own facilities, and IDOT is supporting these efforts. IDOT’s support includes hosting a webinar on facility condition assessment requirements and best practices. Additionally, facility condition assessment forms were created for administrative/maintenance and passenger/parking facilities. The administrative/maintenance form cover sheet is shown in Figure 3.2.

Figure 3.2. Facility Condition Assessment Form Cover Page



Illinois Department of Transportation

ADMIN / MAINTENANCE FACILITY ASSESSMENT FORM

Facility Name: <i>Connect Transit Maintenance Facility</i>		Inspector(s): <i>Brady Lange & Kurt Kisandi</i>	
Street Address: <i>351 Wylie Dr, Normal, IL</i>			
(a)	Inspection Date: <i>4/27/18</i>		
(b)	Year of Construction: <i>2010</i> <small>[Populate before inspection]</small>		
(c)	Age (a)-(b): <i>8</i>	Notes:	
Year of Major Renovations: <i>[enter short format date, mm/dd/year]</i> <small>[Populate before inspection]</small>			
Building Gross Area:	<i>[estimate sq ft]</i>	Sq. Ft.	Site Area: <i>[estimate sq ft]</i> Sq. Ft.
# of Floors:	<i>2</i> Count	# of Revenue Vehicles Served:	<i>60</i> Count

Asset Condition Ratings — General*

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new. Some (slightly) defective or deteriorated component(s) - but is overall functional
3	Fair	Moderately defective or deteriorated component(s); but has not exceeded useful life Some asset types may be expected to have a condition of 3.0 or higher as a minimum standard acceptable condition (conditions below a 3 are highlighted in data form for review).
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life Condition 2 indicates asset (or significant portion of an asset) is close to, or in need of, rehab/replacement and should be considered a pending investment need. While the majority of an asset may be in good condition, inspector should select condition 2 if a sufficient proportion of the asset is in condition 2 to indicate that a reinvestment/repair action is warranted.
1	Poor	Critically damaged or in need of immediate repair; well past useful life - priority for rehab or replacement

Refer to Appendix B of the FTA Condition Assessment Calculation Guidebook for detailed scoring guidance by asset type ([link is to the right](#))

If unsure between two ratings, mark the lower score and describe in notes.

Mark "N/A" if a Sub-Component is not present at the site.

[Guide-book](#)

The facility condition assessment form helps facilitate assessing and rating facility components on the FTA 1 to 5 scale and aggregating components to a facility-level score. The form allows agencies to pick the component-weighting approach that best fits their facility. Agencies were asked to submit their condition assessments to RTAC to be kept on file. Additionally, agencies can enter their facility condition rating and the date of the assessment in their annual CNA survey.

Agencies began to physically assess their facilities in 2018 with all facilities assessed by the 2022 CNA. The CNA model aggregates condition scores by facility type (admin/maintenance and passenger/parking) for each agency and for all group plan participants.

Lastly, there is one additional component that factors into performance target-setting: agencies are asked to provide plans for facility capital investments to be completed during the next year. These include facility replacement, rehabilitation, and demolition. These plans are combined with the existing inventory data to estimate the facility condition at the conclusion of the next fiscal year.

3.1.2 Vehicles

Agencies report their revenue and non-revenue vehicle inventories annually through their CNA survey. Each vehicle record must include the in-service year, type, ULB, and whether it is dedicated, active or

inactive, among other data. This data is used to calculate whether vehicles are within, at, or beyond their ULBs.

For performance target-setting, CNA inventory data is combined with agency vehicle procurement plans to estimate which vehicles will be within, at or beyond their ULBs at the conclusion of the next fiscal year.

3.2 Schedule

In accordance with FTA requirements, the facilities in which Group Plan agencies have capital replacement responsibility will be physically assessed at least once every four years. Vehicle conditions will be assessed annually as part of the annual CNA and TAM performance target-setting.

3.3 FY2023 Performance Targets

Under FTA's Final Rule, grantees are required to track current performance and establish performance targets based on the measures outlined in Figure 3.3. This section presents the performance targets for the Group Plan agencies based on these definitions for FY2023.

The FTA provided specific guidance in the final rule that SGR performance targets must be:

“...based on realistic expectations, and both the most recent data available and the financial resources from all sources that the provider reasonably expects will be available during the TAM plan horizon period.” – 49 Code of Federal Regulations § 625.45

Therefore, the annual process to set targets for the Group Plan agencies is based on current levels of performance and realistic plans for replacement or rehabilitation of assets over the next FY. The process to produce the FY2023 performance targets includes the following steps:

1. Collect vehicle and facility data as part of the annual CNA process
2. Produce preliminary performance reports with baseline performance results
3. Provide preliminary reports to participants for review
4. Apply any corrections and planned capital investments/disposals to existing inventory data
5. Produce performance targets for next fiscal year
6. Provide aggregate group targets to IDOT for review
7. Incorporate any additional feedback and finalize FY2023 performance targets – both agency-level and group-level
8. Submit final FY2023 performance targets to NTD

At this time, steps 1–7 are complete. The final step, submitting the performance targets to the FTA through the NTD, must be completed in October 2022.

Figure 3.3. FTA Performance Measure Definitions

Asset Type	Definition
Facilities	The percentage of inspected facilities within an asset class and for which agencies have capital rehab and replacement responsibility, rated below condition 3 on the FTA TERM scale
Rolling Stock (Revenue Vehicles)	The percentage of active, dedicated revenue vehicles by asset class that either meet or exceeded their Useful Life Benchmark (ULB)
Equipment (Service Vehicles)	The percentage of non-revenue, support-service and maintenance vehicles that either meet or exceeded their ULB

3.3.1 Final FY2023 Performance Targets

The final FY2023 facilities performance targets for facilities, revenue vehicles (rolling stock), and non-revenue vehicles (equipment) are presented in Figure 3.4, Figure 3.5, and Figure 3.6, respectively.

Figure 3.4. FY2023 Facilities Performance Targets

Facility Type	FY22 Facilities Rated Below 3.0	FY22 Total Facilities	FY22 % Rated Below 3.0	FY23 Facilities Rated Below 3.0	FY23 Total Facilities	FY23 % Rated Below 3.0
Admin/Maintenance	10	62	16%	6	62	10%
Passenger/Parking	2	27	7%	2	28	7%
Total	12	89	13%	8	90	9%

Figure 3.5. FY2023 Revenue Vehicles (Rolling Stock) Performance Targets

Vehicle Type	FY22 # of Vehicles At/Beyond ULB	FY22 Total Vehicles	FY22 % Vehicles At/Beyond ULB	FY23 # of Vehicles At/Beyond ULB	FY23 Total Vehicles	FY23 % Vehicles At/Beyond ULB
Articulated bus	8	18	44%	4	18	22%
Automobile	4	5	80%	4	5	80%
Bus	133	508	26%	170	530	32%
Ferryboat	3	3	100%	3	3	100%
Cutaway	307	967	32%	338	971	35%
Minivan	161	229	70%	174	235	74%
Van	13	47	28%	34	48	71%
Total	883	1,827	48%	727	1810	59%

Figure 3.6. FY2023 Non-Revenue Vehicles (Equipment) Performance Targets

Vehicle Type	FY22 # of Vehicles At/Beyond ULB	FY22 Total Vehicles	FY22 % Vehicles At/Beyond ULB	FY23 # of Vehicles At/Beyond ULB	FY23 Total Vehicles	FY23 % Vehicles At/Beyond ULB
Automobile	13	46	28%	12	45	27%
Other rubber tire vehicles	38	135	28%	36	141	26%
Total	51	180	28%	48	185	26%

4.0 Decision Support Tool

FTA defines decision support as an analytic process or methodology to help accomplish the following objectives:

1. Help prioritize projects to improve and maintain the state of good repair (SGR) of capital assets within a public transportation system, based on available condition data and objective criteria
2. Assess financial needs for asset investments over time

For the past 20 years, the CNA model has been applied on an annual basis for IDOT to assess the current and future capital needs of all Downstate Illinois grantees. IDOT chose to leverage this existing model to address the objective of investment prioritization as well. Starting in 2018, the model has been updated to include the investment prioritization approach summarized in Section 5.

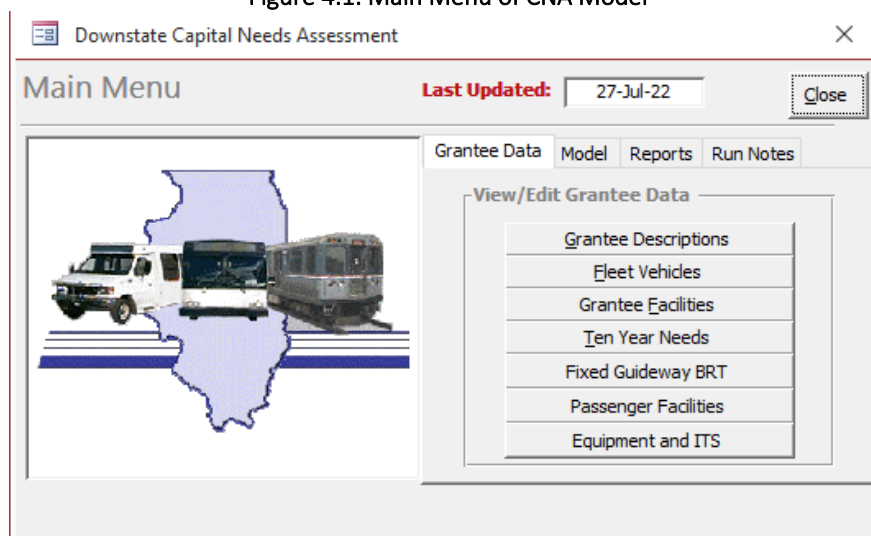
4.1 CNA Model

IDOT initiated the development and use of the CNA model in 2002. The model was designed and developed by many of the developers of the FTA Transit Economic Requirements Model (TERM) and TERM Lite models. Similar in function to those federal models, IDOT's CNA tool is designed to assess deferred reinvestment needs and estimate the accrual of future needs by simulating the ongoing aging, rehabilitation, and replacement of Downstate Illinois assets based on detailed asset inventory data (documenting asset purchase dates, expected lives, replacement values, and other characteristics). There are two notable differences between the CNA model and FTA's TERM Lite:

1. Vehicles are replaced based on two thresholds: a minimum replacement life or a minimum lifetime mileage
2. Condition estimates include adjustments for operating on primarily unpaved roads and/or in hilly areas

Since initial development, the model has been updated multiple times to perform additional functions, accept additional data, and produce new outputs.

Figure 4.1. Main Menu of CNA Model



4.1.1 Capital Needs Assessment

4.1.1.1 Inventory Data

As described previously, all 56 Downstate grantees submit data annually via the CNA survey. The survey includes detailed data for vehicles, facilities, equipment, and ITS. For each of these categories, agencies provide the following:

- Detailed inventory of existing transit assets
- Agency plans for asset replacement (procurement) and for fleet and facility expansions

Agencies complete a new survey each year, and the model is updated annually with this new data. The survey forms include basic agency data such as ridership by mode as well.

4.1.1.2 Model Function

As also noted, the CNA model is designed to assess deferred reinvestment needs (the SGR backlog) and then to simulate the asset aging process to assess reinvestment for the upcoming 10-year period. This needs assessment is based on the ages, counts, replacement costs, and other characteristics of assets as recorded in the asset inventory. With the exception of vehicles, the model calculates replacement needs based on age and predicted rates of condition decay. In contrast, vehicle replacement is based on a mix of age and mileage. Agencies submit vehicle mileage data annually, and vehicle replacement is triggered when a vehicle reaches the end of its useful life benchmark (ULB- previously known as minimum replacement life) or when it meets the mileage threshold for its vehicle type. Fleet replacements can also be accelerated in the model based on the predominant terrain and road surface in an agency's service area (e.g., hillier areas and areas with more gravel roads contribute to faster condition decay rates).

In addition to reinvestment needs, the CNA model also reports a tally of fleet expansion needs based on the expansion plans submitted by each participant operator and/or estimated ridership growth based on county demographic growth and current fleet capacity.

4.1.1.3 Model Outputs

More than 20 reports are built into the current CNA model. These reports are updated annually for use by IDOT and the individual agencies. The reports include different groupings of asset needs as required to support IDOT's needs assessment by operator type (5307 and 5311) and asset type (fleet, facilities, and equipment/ITS). In addition, the model also generates reports on projected asset conditions, fleet vehicles that have exceed their ULB, facility condition ratings (observed), asset inventory holdings, and agency funding sources.

4.1.2 Meeting MAP-21 TAM Requirements

4.1.2.1 Model Function

For the annual CNA, the model has historically been run "unconstrained." Unconstrained analysis provides all the financial resources required to fund all needs, both reinvestment and expansion, in the time required. However, unconstrained analysis is generally not realistic as budget constraints impact the ability to replace, rehabilitate, and expand assets. IDOT has used this unconstrained view of capital needs in the past to advocate for transit needs in the Downstate Illinois region and work on allocating the available funding during their annual budget cycle.

For this Group TAM Plan, the model's funding constraint function is used to understand the impact of constraints on asset conditions. Annual funding levels are entered into the CNA model and restrict which

assets are funded for replacement or rehabilitation in each year. The funding constraint only applies to reinvestment actions, not expansion.

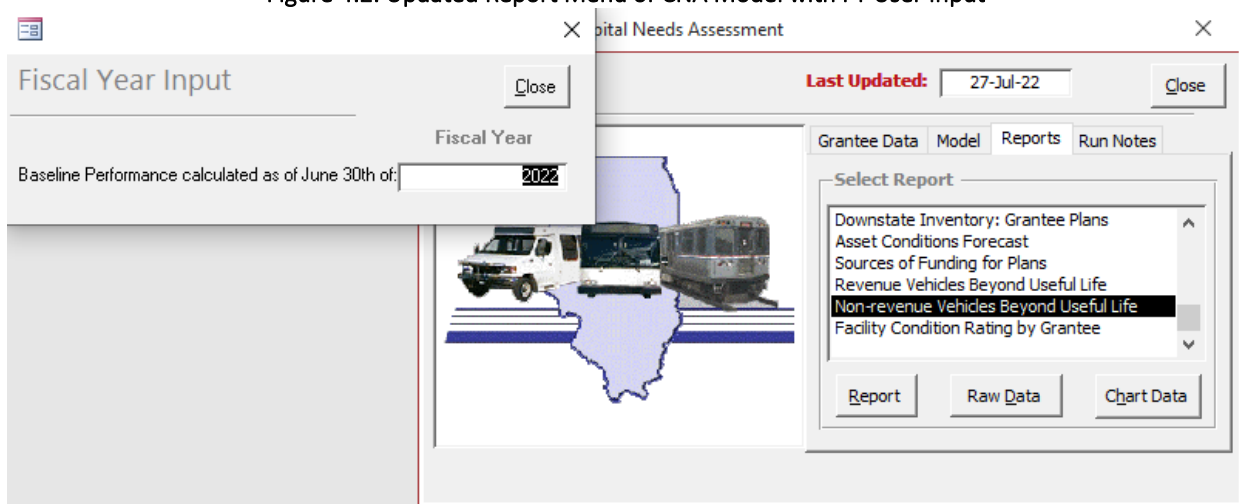
While the model has always supported constraining funding analysis, it was updated in 2018 to include the investment prioritization methodology as described in Section 5.

4.1.2.2 Model Outputs

New condition reports were developed for both vehicles and facilities. These reports are used in the performance target-setting process. The reports show the estimated condition of assets at the end of the upcoming fiscal year and allows the user to input the FY for analysis (shown below in Figure 4.2).

This information is used to calculate the annual SGR performance targets that IDOT reports to NTD, described in Section 3. The calculation of performance measures has been adjusted in the model as needed to match the measure definitions provided in the NTD Reporting Policy Manuals published by FTA annually.

Figure 4.2. Updated Report Menu of CNA Model with FY User Input



5.0 Investment Needs and Prioritization

Investment prioritization is a valuable input to investment decision making when needs exceed budget capacity. This section describes analysis of both the current investment backlog and financially unconstrained needs for the 54 Group Plan agencies (in total). This section also describes the investment prioritization process that supports the Rebuild Illinois capital grant process for transit. This includes descriptions of both the prioritization methodology and the results of a constrained and prioritized needs analysis subject to the expected overall capital budget capacity for the 54 Group Plan agencies for a 10-year period of analysis.

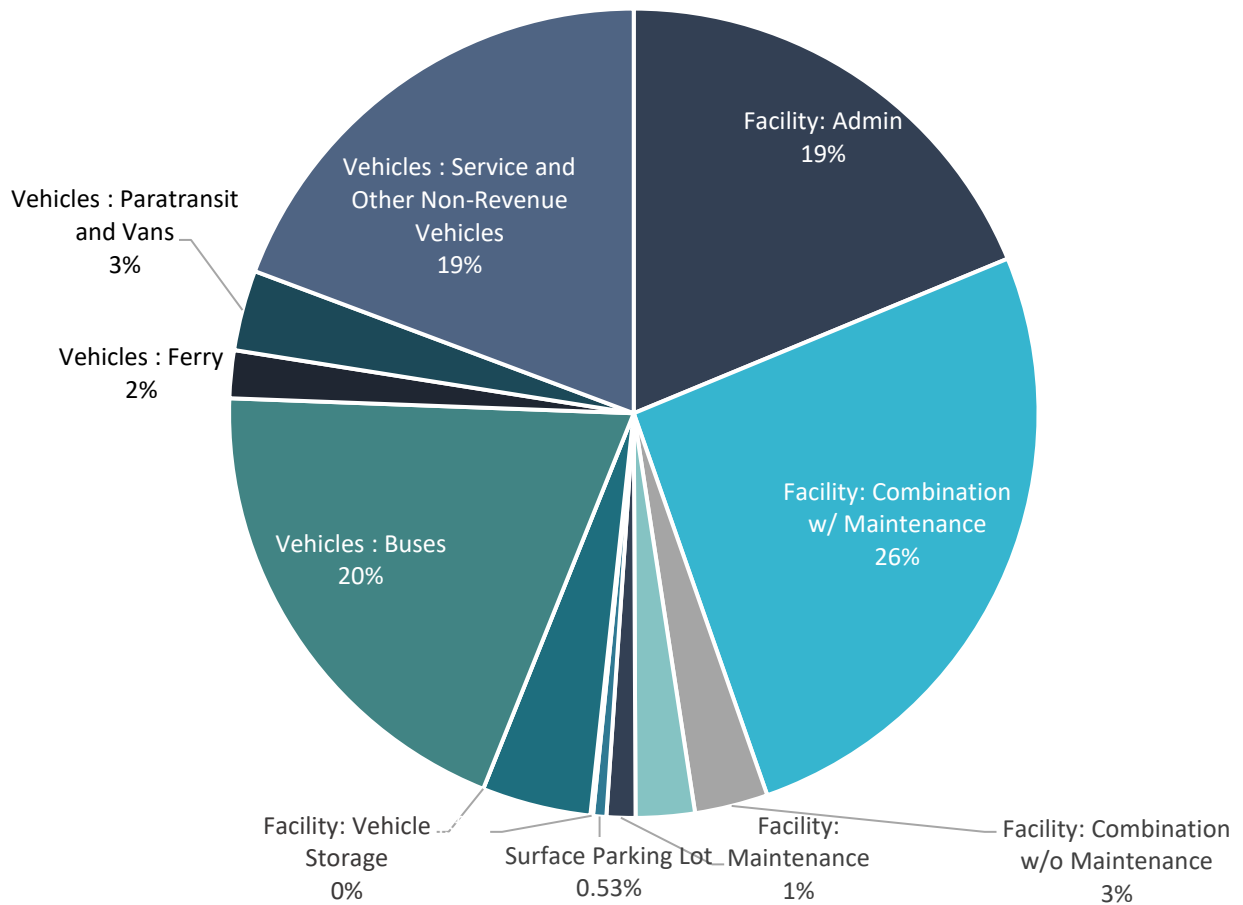
5.1 Backlog

This section provides an analysis of the state of good repair (SGR) investment backlog for the 54 Group Plan agencies (in total). For this analysis, the SGR backlog is defined as the level of investment required to replace all assets that exceeded their useful life benchmark (ULB or mileage for fleet) as of the start of 2022 (the date of the most-recent inventory update). The results of this analysis are presented in table and chart format in Figure 5.1 and Figure 5.2, respectively. Based on this analysis, the Group Plan agencies had an estimated combined investment backlog of \$286.13 million in 2022. Roughly three-quarters of these deferred needs (71 percent) were concentrated within the 13 small urban agencies. When viewed by asset type, roughly 40 percent of deferred needs were concentrated in fleet reinvestment needs, with the remaining 60 percent primarily associated with facility needs (and related equipment).

Figure 5.1. Current SGR Backlog (Millions of \$2022)

Asset Type	Small Urban (5307)	Rural (5311)	Total
Vehicles			
Buses	\$ 43.88	\$ 11.99	\$ 55.87
Paratransit and Vans	\$ 0.59	\$ 8.61	\$ 9.20
Service and Other Non-Revenue Vehicles	\$ 13.36	\$ 41.83	\$ 55.19
Ferry	\$ 5.45	\$ -	\$ 5.45
Total: Vehicles	\$ 63.28	\$ 62.43	\$ 125.70
Facilities			
Admin	\$ 49.93	\$ 3.75	\$ 53.68
Combination w/ Maintenance	\$ 69.48	\$ 4.59	\$ 74.07
Combination w/o Maintenance	\$ 0.00	\$ 8.37	\$ 8.38
Maintenance	\$ 4.11	\$ 2.62	\$ 6.74
Vehicle Storage	\$ 3.30	\$ 0.00	\$ 3.30
Detached Employee Parking Lot	\$ 1.51	\$ -	\$ 1.51
Surface Parking Lot	\$ 0.30	\$ -	\$ 0.30
Transfer Center	\$ 12.46	\$ -	\$ 12.46
Total: Facilities	\$ 141.08	\$ 19.34	\$ 160.42
Grand Total	\$ 204.36	\$ 81.76	\$ 286.13

Figure 5.2. SGR Backlog – Distribution by Asset Type



5.2 Unconstrained Needs

The unconstrained needs analysis is designed to determine the level of investment required to address the Group Plan agencies’ total needs for the upcoming 10-year period. The analysis includes investment requirements both for reinvestment in existing assets (SGR needs) as well as investment in expansion assets. In addition, the analysis assumes the agencies have unlimited access to reinvestment funding and have the planning and project management capacity to address each reinvestment need within a one-year period. While unattainable in the real world, this analysis is helpful in identifying all existing and upcoming capital needs as well as a method to assess the gap between total needs and expected funding capacity.

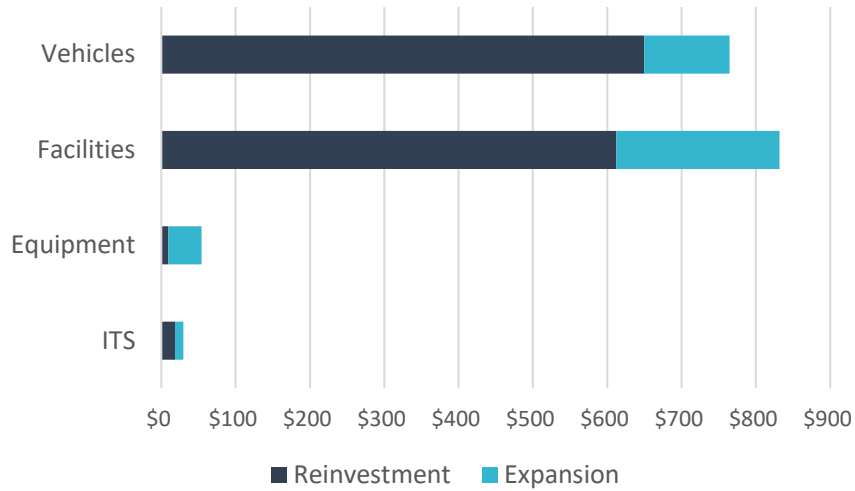
To assess the Group Plan agencies’ combined unconstrained needs, the CNA model was run for a 10-year time span, assuming no funding constraint and three percent inflation; therefore, all needs are in year of expenditure (YOE) dollars. In this scenario, the current SGR backlog can be eliminated in the first year of analysis. The resulting unconstrained needs are shown in Figure 5.3 in millions of YOE dollars.

Figure 5.3. Tier II Unconstrained Needs – Existing and Expansion Assets (Millions \$/YOE)

Existing	Backlog	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Vehicles	\$ 125.7	\$ 39.27	\$ 62.01	\$ 36.45	\$ 30.78	\$ 35.72	\$ 62.24	\$ 49.16	\$ 83.41	\$ 43.83	\$ 80.96	\$ 523.84
Facilities	\$ 160.42	\$ 56.16	\$ 97.90	\$ 39.70	\$ 33.40	\$ 17.18	\$ 17.73	\$ 13.65	\$ 38.86	\$ 20.89	\$ 116.15	\$ 451.63
Equipment	\$ 0.0	\$ 4.03	\$ 3.86	\$ 0.63	\$ 0.10	\$ 0.41	\$ 0.09	\$ 0.12	\$ 0.08	\$ 0.09	\$ 0.0	\$ 9.40
ITS	\$ 0.0	\$ 7.73	\$ 7.91	\$ 0.69	\$ 1.13	\$ 0.40	\$ 0.08	\$ 0.38	\$ 0.0	\$ 0.10	\$ 0.0	\$ 18.41
Total	\$ 286.13	\$ 107.19	\$ 171.67	\$ 77.47	\$ 65.40	\$ 53.72	\$ 80.13	\$ 63.31	\$ 122.35	\$ 64.91	\$ 197.11	\$ 1,003.27
Expansion	Backlog	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Vehicles	N/A	\$ 8.26	\$ 32.49	\$ 16.92	\$ 7.67	\$ 9.39	\$ 4.07	\$ 10.67	\$ 11.36	\$ 4.87	\$ 9.56	\$ 115.26
Facilities	N/A	\$ 62.20	\$ 33.75	\$ 68.25	\$ 37.85	\$ 12.30	\$ 0.0	\$ 0.0	\$ 0.0	\$ 5.20	\$ 0.0	\$ 219.55
Equipment	N/A	\$ 5.77	\$ 5.23	\$ 1.75	\$ 20.14	\$ 12.03	\$ 0.0	\$ 0.03	\$ 0.0	\$ 0.0	\$ 0.0	\$ 44.95
ITS	N/A	\$ 6.08	\$ 2.98	\$ 0.59	\$ 1.17	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.54	\$ 0.0	\$ 0.0	\$ 11.35
Total	N/A	\$ 82.30	\$ 74.44	\$ 87.51	\$ 66.84	\$ 33.72	\$ 4.07	\$ 10.70	\$ 11.90	\$ 10.07	\$ 9.56	\$ 391.12
Total	\$ 286.13	\$ 189.49	\$ 246.12	\$ 164.98	\$ 132.23	\$ 87.43	\$ 84.21	\$ 74.02	\$ 134.24	\$ 74.99	\$ 206.68	\$1,394.39

Based on this analysis, the Group Plan agencies have roughly \$1.4 billion in reinvestment and expansion needs during the upcoming 10-year period, with the majority of these needs (72 percent) required for the rehabilitation or replacement of existing assets. When viewed on an asset type basis, as shown in Figure 5.4, fleet investment needs account for roughly 43 percent of combined SGR and expansion needs, and just over 50 percent of SGR needs. Facilities investments account for 56 percent of combined 10-year capital needs and about 47 percent of SGR only needs.

Figure 5.4. Unconstrained Needs – Distribution by Asset Type (Millions \$YOE)



5.3 Capital Funding

Investment prioritization is only required when capital funding is constrained (insufficient to address investment needs). Hence, the first step in developing an improved prioritization process for the Downstate Illinois region was to more effectively assess the total capital funding capacity for the Group Plan agencies. Given IDOT’s role as the designated recipient of federal capital funding, and comparable understanding of the availability of state capital funding for transit, IDOT has long possessed a solid understanding of the total federal and state capital transit funding for the Group Plan agencies. However, prior to development of this plan, IDOT did not have a sense of the region’s capital funding capacity from local sources.

To address this issue, IDOT, RTAC, and the Group Plan agencies expanded the CNA annual reporting process to include the collection of data on each grantee’s local capital funding capacity. Specifically, IDOT has requested that each grantee complete a worksheet that identifies the sources and expected flow of funds from local capital funding sources. Figure 5.5 provides an example of historic and projected local funding for one participating agency. The pattern of local funding for each agency is expected to be different, as each agency has unique funding and grant opportunities. This reporting process is included as part of the annual CNA reporting process.

Figure 5.5. Local Capital Funding Sources CNA Input Table

Grantee Local Funding:
 Each Group TAM Plan participant is requested to provide local funding (three years of historic funding data) and ten years of projected funding (to the best of your knowledge). Local funding will be added to state funding to calculate total annual funding constraints for modeling purposes.

Funding Source(s)	Historic Funding			Projected Funding					
	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25
Example Funding Source	\$50,000	\$51,000	\$ 52,000	\$ 52,000	\$ 52,000	\$ 55,000	\$ 56,000	\$ 57,000	\$ 58,710
Local Capital	\$ 1,993,844	\$ 491,438	\$ 615,000	\$ 120,000	\$ 180,000	\$ 3,204,000	\$ 300,000	\$ 300,000	\$ 300,000
[Funding Source #2]	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X
[Funding Source #3]	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X
[Funding Source #4]	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X
[Funding Source #5]	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X
[Funding Source #6]	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X
[Funding Source #7]	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X
[Funding Source #8]	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X
[Funding Source #9]	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X
[Funding Source #10]	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X	\$X
Total Funding	\$ 1,993,844	\$ 491,438	\$ 615,000	\$ 120,000	\$ 180,000	\$ 3,204,000	\$ 300,000	\$ 300,000	\$ 300,000

5.3.1 Rebuild Illinois Funding Resources

The total funding available through the Rebuild Illinois capital grant program in 2020 was \$115,000,000 and \$112,000,000 in 2021. . The full amount of the appropriations for this grant program are \$204,000,000 for the Multimodal Transportation Bond Fund (MMT Bond) and \$151,954,000 for the Downstate Mass Transportation Capital Improvement Fund (PayGo). Total funding for urban projects in 2021 was capped at \$16,000,000 to ensure equitable distribution across urban and rural areas of the state.

- Multimodal Bond Funds – Urban \$58,105,000 and Rural \$25,672,367
- PayGo Funds – Urban \$23,869,000 and Rural \$3,787,280

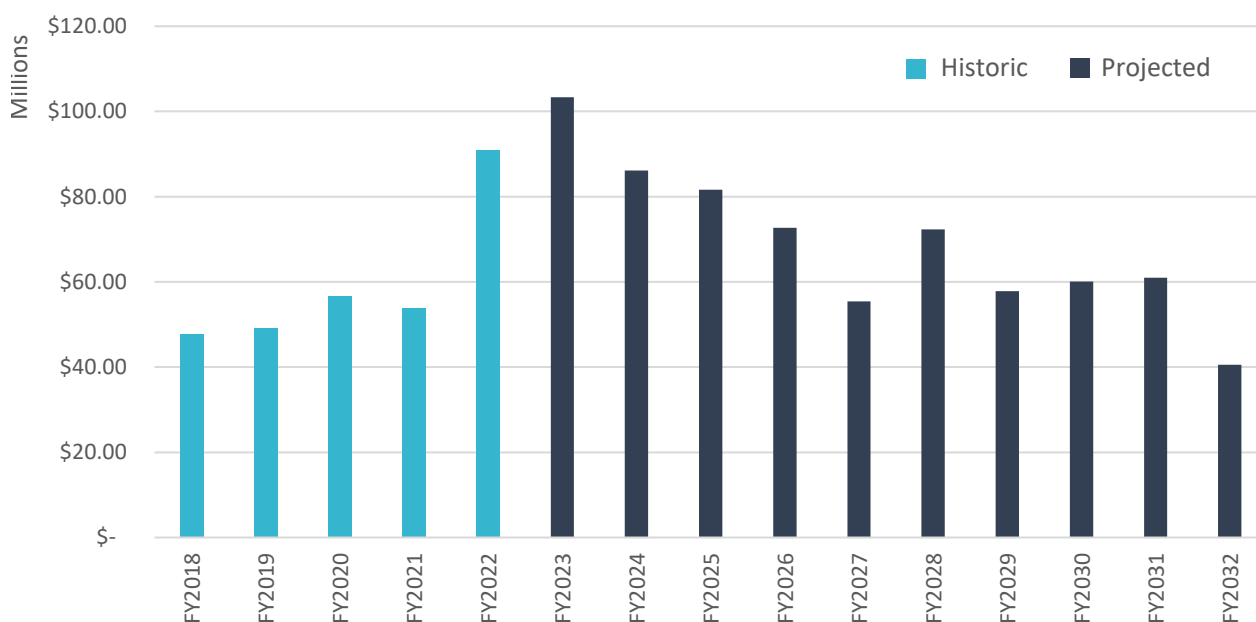
Rebuild Illinois may provide a total of up to \$132,006,435 for capital projects throughout the state in 2022. However, due to price escalations and price volatility experienced since March of 2020, some funding may be withheld from the current round of funding to cover discrepancies between budgeted funding and independent cost estimates and bids received on selected projects from 2020 and 2021.

5.3.2 Annual Funding Constraints

Figure 5.6 presents the expected flow of combined capital funding from all sources based on the local funding provided by grantees, the IDOT projected state funding, and a minimum 50 percent federal match for capital. To reflect the funding expected for SGR needs only, the total level of funding has been discounted by 10 percent to allow for some expansion expenditures. The resulting annual totals have been used to establish the total level of capital funding available for the rehabilitation and replacement of existing assets for the upcoming 10-year period of analysis.

As IDOT grants are competitive and open to all Downstate grantees (excluding Chicagoland region), this funding constraint includes potential funding for Tier I subrecipients as well as the Tier II agencies in this plan. The resulting totals have been used in the CNA model, along with the SGR prioritization process described in the following section, to develop constrained projections of the reinvestment needs for all Downstate agencies.

Figure 5.6. Estimated Combined Capital Funding Capacity of Downstate Agencies



It is important to note that IDOT's understanding of state funding for transit is based on recent history and the priorities of the current Illinois state administration. Therefore, the funding projections shown below are subject to change as changes occur in state-level funding priorities and budgets. For example, the Rebuild Illinois Act of 2019 significantly increased state funding to transit agencies compared to prior estimates.

5.4 Investment Prioritization Methodology

For many years, IDOT has utilized the statewide Capital Needs Assessment to determine how Illinois state and federal capital funds for State of Good Repair (SGR) should be distributed to eligible grantees. For the purposes of this Group TAM Plan, prioritization is considered across all funding sources. Therefore, a prioritization routine was built into the CNA model to address all needs across all available funding. The resulting prioritization scores can be used to inform IDOT's annual budget cycle, but will not replace or supersede the existing grants process.

The existing grant process for state capital grants, Rebuild Illinois, does consider the CNA priority scores as a major criterion in the scoring and selection of project applications. Criteria for how projects are scored through the Rebuild Illinois program are provided in Figure 5.7 below for applications scored in 2021. Revised scoring criteria for 2022 has increased the weighting of the Planning & Coordination category, which relies on CNA prioritization, to 33 percent. The State of Good Repair category weighting was also increased in 2022 to 19 percent, placing more emphasis on SGR priorities identified in the CNA model. To ensure equity across the state, every agency that submits a Rebuild Illinois grant application is awarded at least one project and a ceiling was set for rural projects based on project timelines.

The grant application for 2022 includes a web-based component, which was not part of the 2021 application. The web-based application will allow IDOT to score and rank projects more efficiently and reduces the subjectivity in the evaluation of applications.

Figure 5.7: Rebuild Illinois Application Scoring Criteria (2021)

IDOT Rebuild Scoring Rubric	Criteria	Scoring			
		Values	Points Available	Points Awarded	
Planning & Coordination	Is the project included in the agency's Capital Needs Assessment?	Yes / No	2		13%
		81 to 100	15		
	What is the Capital Needs Assessment Priority Score for the project?	61 to 80	10		
		41 to 60	5		
		<40	2		28%
	Is the project identified in a board approved transportation planning document? If yes, attach documentation.				
	State, regional or local Transportation Improvement Program (TIP)	Yes / No	10		
	MPO/RPO Transportation Plan	Yes / No	3		
Board Approved Agency Transit Plan	Yes / No	3			
5310 Coordination Plan	Yes / No	3		15%	
Other Planning Document (explain)	Yes / No	1			
State of Good Repair	Maintains Current Passenger Experience - No Change to Operations replacement vehicles replacement of passenger amenities maintenance tools and equipment office equipment;	Yes / No	5		8%
	Improves Facility Condition - State of Good Repair facility rehabilitation, i.e. window replacement, building reroofing, parking lot repavement	Yes / No	5		
New & Expansion Projects	Expands Passenger ACCESSIBILITY to Transit Service ADA sidewalk improvements to bus stop Bicycle and pedestrian improvements Public outreach and information format upgrades	Yes / No	5		30%
	Expands Passenger MOBILITY CHOICES for Transit Service Bus expansion vehicles for increased level of service: locations, hours, days, frequency Real-time arrival information, Mobile Fare Payment Capital facilities to support new service to major trip generators	Yes / No	5		
	Passenger & Employee Experience Scheduling software for dispatch Safety & security upgrades for employee and asset protection Passenger amenities at bus stops and stations Planning hardware and software	Yes / No	10		
	ROW Acquisition & Expansion/New Construction Bus Rapid Transit Service Passenger Transfer Center Administration Office Operations and Maintenance Facility Storage Facility Fuel / Charging Station	Yes / No	20		
Innovation & Environmental Sustainability	Alternative Fuel Vehicles & Infrastructure	Yes / No	10		23%
	Sustainable Design & Engineering of Facilities	Yes / No	10		
	Performance-based Technology softwares and hardware	Yes / No	10		
System & Performance	Operating Expense / Revenue Hour (NTD 2019 data baseline)	Urban: \$116.20 Rural: \$53.77	1		5%
	Operating Expense / Passenger (NTD 2019 data baseline)	Urban: \$6.81 Rural: \$23.51	1		
	Passengers / Revenue Hour (NTD 2019 data baseline)	Urban: 19.2 Rural: 2.5	1		
	1st Time Program Applicant	Yes / No	3		
Application	On-time submission; Scope-Schedule-Budget well detailed	Yes / No	1		7%
	Prioritized projects, if more than one application submitted	Yes / No	3		
	Feasibility of Transit Project	Yes/ No	1		
	Financial plan for sustaining operation of project	Yes / No	1		
	Leveraging Other Funds for Projects	Yes / No	1		
	Demonstrable Economic Benefits	Yes / No	1		
Project located in an Economically Distressed Area	Yes / No	1			

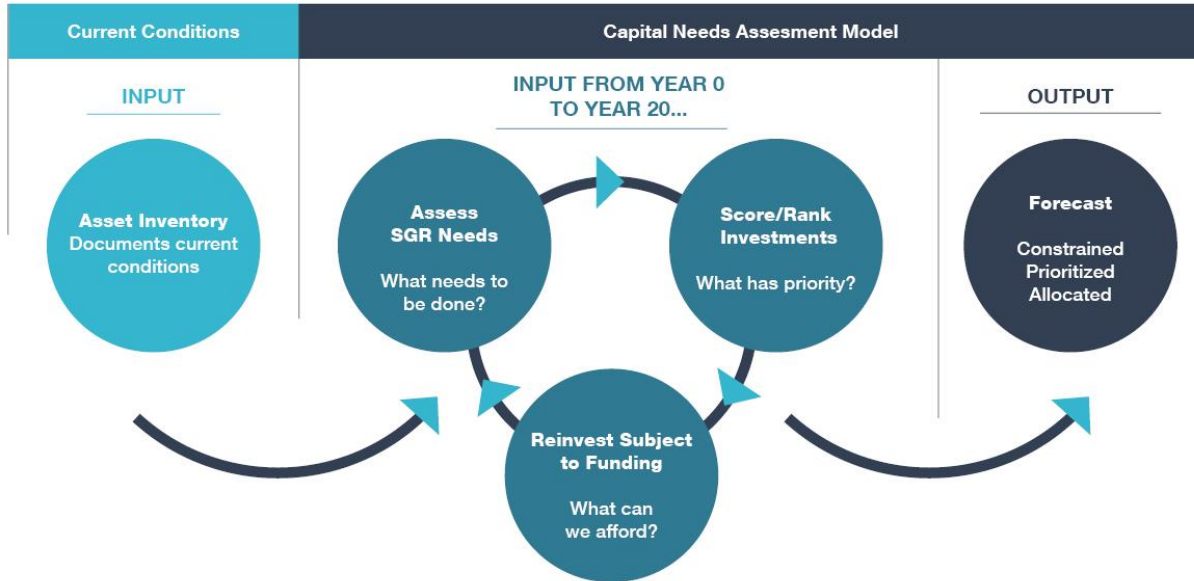
5.4.1 State of Good Repair Scoring

The CNA investment prioritization process was developed based on the approach used in FTA's TERM Lite model (Figure 5.8) for SGR needs. Specifically, the process was designed to continually repeat the following three steps for each of the 10 years of a model run:

1. Determine which assets have reinvestment needs and assess the cost to address those needs

2. Assign prioritization scores to each investment need and then sort and rank these needs from highest to lowest priority
3. Address the identified reinvestment needs one at a time—starting from the highest-priority need on down—until the budget capacity for that year is completely exhausted (then move to the next year of analysis)

Figure 5.8. Prioritization Methodology



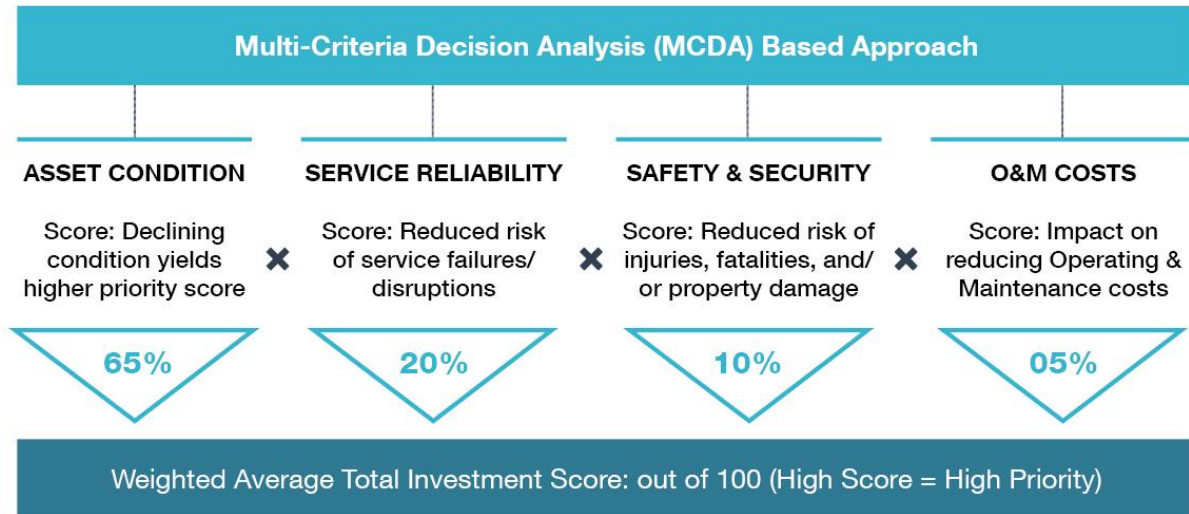
The prioritization scores for reinvestment needs are assigned using a process known as Multi-Criteria Decision Analysis (MCDA). The MCDA process, as developed within IDOT’s CNA tool, is presented in Figure 5.9.

For CNA prioritization, the prioritization relies on four criteria, with each criterion scored on a scale of 5 (highest priority) to 1 (lowest priority). The four criteria are as follows:

- **Asset Condition:** For prioritization purposes, the CNA tool assesses asset condition using decay curves built into the CNA tool. These decay curves assess asset condition based on the ULB values entered for each asset record. For prioritization purposes, assets in poor condition receive high prioritization scores (e.g., 5) while assets in good or excellent condition receive low prioritization score (e.g., 1). Note: The condition *prioritization scores* are reversed from the usual condition *rating scale*.
- **Reliability:** Assets are scored based on the likelihood that reinvestment will reduce the risk of service interruptions or failures. This scoring is based on asset type (e.g., with reinvestment in vehicles having a high likelihood of improving reliability).
- **Safety/Security:** Assets are scored based on the likelihood that reinvestment will reduce the risk of injuries, fatalities, property damage, assaults, or theft. This scoring is based on asset type (e.g., with reinvestment in alarm systems having a high likelihood of improving safety or security).

- Operating and Maintenance (O&M) Costs: Assets are scored based on the likelihood that reinvestment will reduce O&M costs. This scoring is based on asset type (e.g., with reinvestment in vehicles having a high likelihood of reducing costs).

Figure 5.9. Prioritization Criteria and Scoring

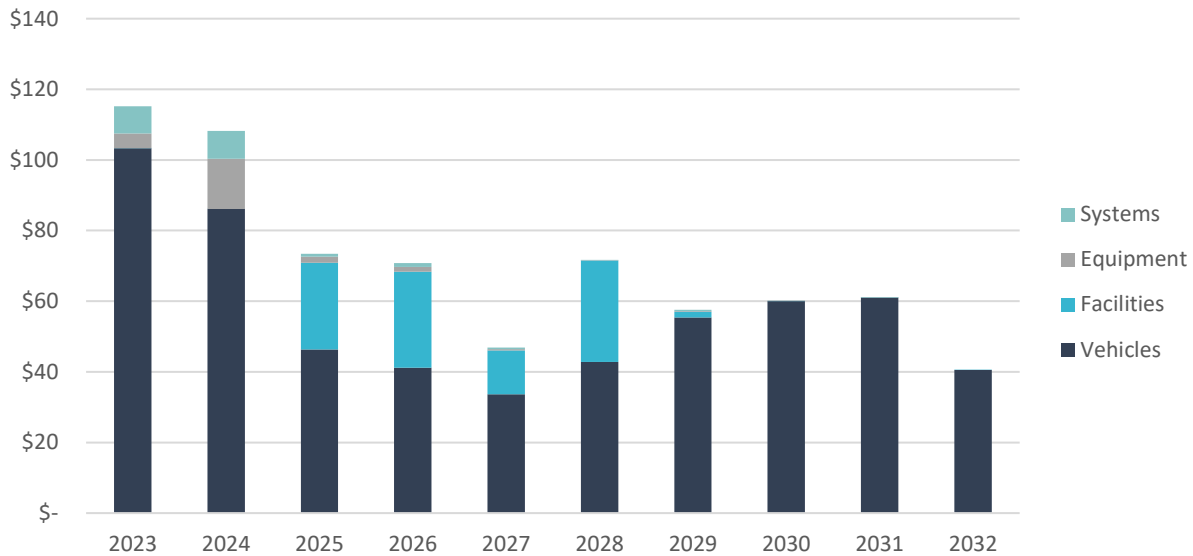


5.5 Constrained Run and Prioritization Results

This section presents the results of the prioritized, constrained reinvestment needs analysis (based on the funding capacity presented in Figure 3.6). It is important to emphasize that this analysis is solely focused on reinvestment (SGR) needs for existing transit assets; it does not consider any expansion needs. The analysis is also based on historic cost estimates and three percent cost inflation. Current levels of inflation may cause costs to grow at a much faster rate in the near term and impact the ability of grantees to purchase the necessary replacement assets under this constraint. In addition, supply chain delays due to the COVID-19 pandemic continue to impact delivery schedules and could extend the time needed to procure replacements. Therefore, the analysis below may be optimistic regarding the impact of funding constraints on transit assets over the next few years.

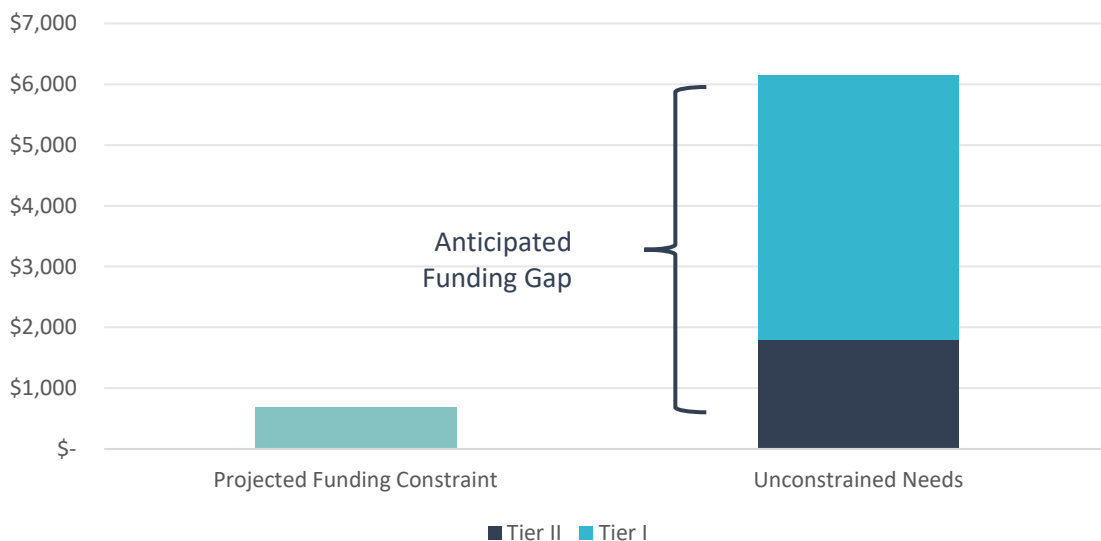
The results of the prioritized constrained needs analysis are presented below in Figure 5.11. Note that while vehicles make up roughly 50 percent of *unconstrained* reinvestment needs (see Figure 5.3), the prioritization process allocates 64 percent of *constrained* funding to this asset category, with 28 percent allocated to facilities and facilities equipment reinvestment needs. This difference reflects the higher prioritization scoring awarded to vehicles given the criticality of fleet SGR to transit service—including service reliability, safety, and rider comfort.

Figure 5.10. Prioritized 10-Year Constrained Needs Projection (By Asset Category)



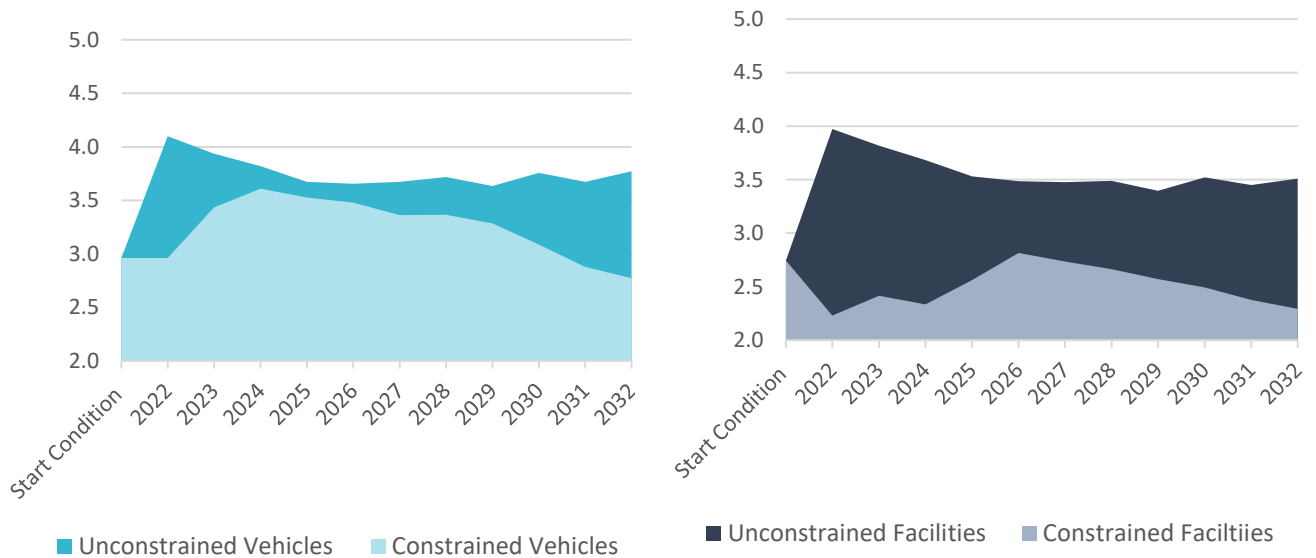
The share of funding allocated to urban versus rural agencies under this *constrained* funding scenario (73 percent and 27 percent, respectively), is virtually the same as each operator type’s share of *unconstrained* needs (72 percent and 28 percent, respectively). Therefore, the prioritization of SGR in the CNA model maintains the allocation of funds geographically, while prioritizing fleet over facilities. Prior funding constraints were more severe for Downstate grantees, and equipment and ITS assets did not receive funding under the 2018 *constrained* scenario due to the severe funding gap. While a funding gap remains, see Figure 5.12, the injection of Rebuild Illinois capital grants and expected increases from the Bipartisan Infrastructure Law allow for more balanced reinvestments in transit. The major increase in the funding gap since 2018 is not driven by a decrease in funding, but rather an increase in Tier I needs related to aging rail infrastructure in St. Clair County.

Figure 5.11. Projected Funding Gap for Reinvestment Needs (\$M YOE)



Due to the prioritization of vehicles explained above, the impact of this funding gap is seen most in the transit facilities serving the Downstate Illinois region. Figure 5.12 illustrates the impact of replacing and rehabilitating vehicles and facilities on time (in an unconstrained scenario) versus the delayed replacements and rehabilitations under the expected capital budget constraint. In particular, facility conditions decay more severely than vehicles, though both key asset types have a lower average condition over time under *constrained* funding.

Figure 5.12. Comparison of Conditions Estimates for Constrained and Unconstrained Scenarios

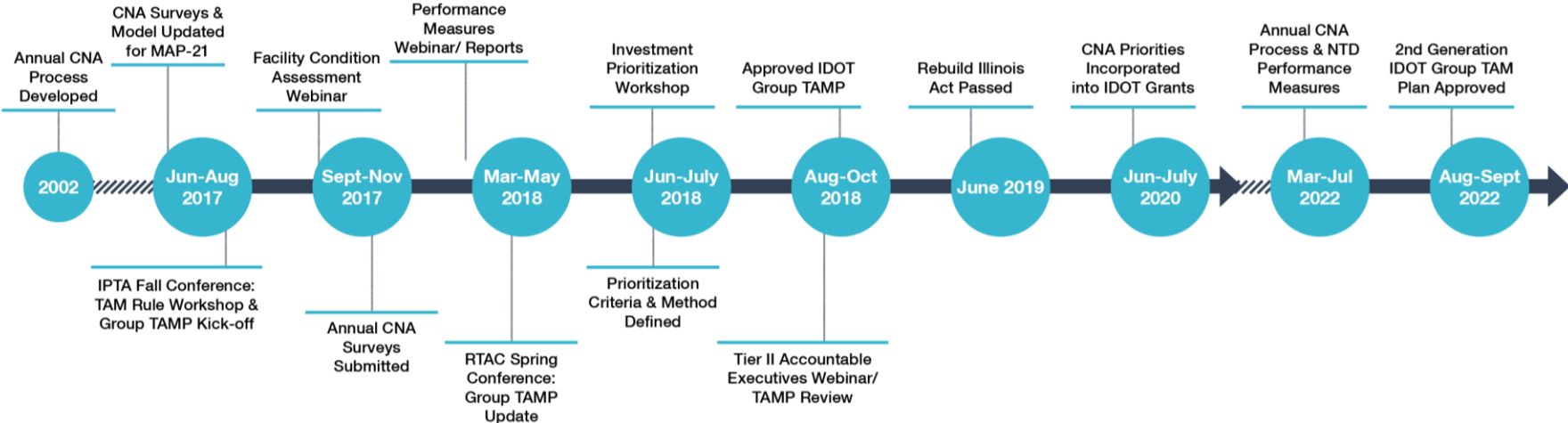


The analysis presented above of constrained funding is based solely on the SGR prioritization from the CNA model, and does not take into account the other factors of prioritization included in the Rebuild Illinois grant program. The first two rounds of Rebuild Illinois grant awards are detailed in Appendix 3.

6.0 Maintaining the Plan

The historic process for developing the Group TAM Plan is outlined in Figure 6.1. As noted earlier, the Downstate Illinois region has been utilizing asset management practices for estimating capital needs annually since 2002. The release of the final TAM rule in 2016 provided the guidance needed to modify this ongoing process to meet MAP-21 requirements.

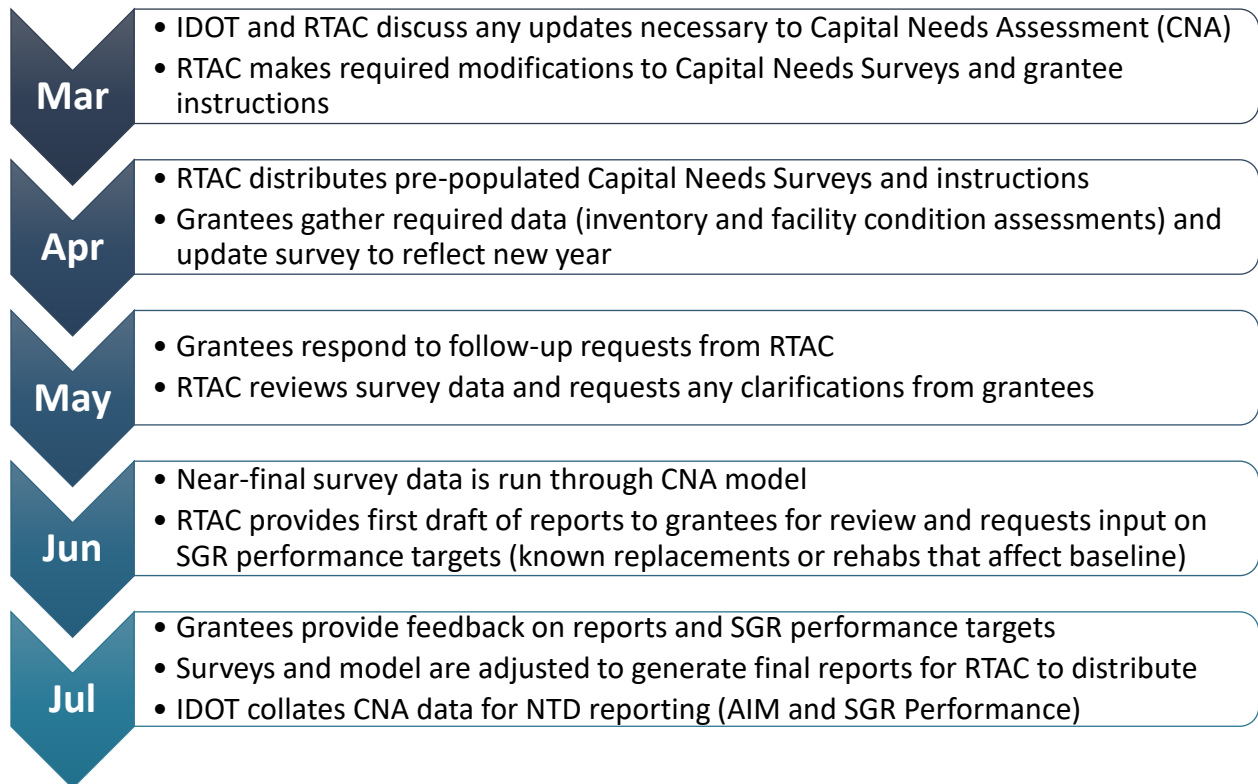
Figure 6.1. First and Second Generation Group TAM Plan Development Process



6.1 Annual Activities

To meet federal requirements for NTD reporting of state of good repair (SGR) targets, IDOT, RTAC, and the Group TAM Plan participants have adjusted the annual calendar of activities to coincide with the end of the state fiscal year (July to June). They continue to work together to conduct the annual CNA process and to prepare future updates to this Group TAM Plan starting in March of each year. RTAC is responsible for updating and distributing the CNA survey annually to kick off grantee involvement. The schedule for the annual process is shown below in Figure 6.2.

Figure 6.2. Annual TAM Activity Schedule (Starting 2019)



6.2 Ongoing Improvements and Resources

At a minimum, IDOT will coordinate with its partners to update this Group TAM Plan based on the most-recent CNA data. Each year the CNA data will improve, as more grantees improve inventory records and submit forms to RTAC. Additional webinars, workshops and training will be provided to support grantees in improving their asset inventories and performance measures, including sessions at the annual RTAC Spring Conference. The RTAC Spring Conference is a forum for communicating any updates to the CNA survey requirements and providing the updated checklist of annual activities to support grantee participation.

Figure 6.3. Annual TAM Checklist for Grantees

Downstate Illinois Grantee Transit Asset Management (TAM) Annual Checklist

Grantee Name: _____

This checklist includes all steps and information that must be provided to the Rural Transit Assistance Center (RTAC) on an annual basis. This information is the basis of the annual Capital Needs Assessment (CNA) and supports National Transit Database (NTD) reporting and the updates of the Illinois Department of Transportation (IDOT) Group TAM Plan for Tier II operators.

General Information

- The Accountable Executive is identified and is informed of their role in approving the Group TAM Plan.
Name and position of Accountable Executive: _____

Asset Inventory

- All existing Revenue Vehicles are reported in the CNA survey form for the current year.
- All existing Non-Revenue Vehicles are reported in the CNA survey form for the current year.
- Add vehicle fuel type for all Revenue Vehicles in the CNA survey form.
- All planned purchases of Expansion Vehicles are reported in the CNA survey form for upcoming years.
- All existing public transit facilities where the agency has capital responsibility are reported in the CNA Facility # survey forms for the current year.
- All planned facility replacements or facility expansions are reported in the CNA Facility Replacement-Expansion form for upcoming years.
- All existing Facility Equipment assets valued above \$3,500 are reported in the CNA survey form for the current year.
- All assets over \$5,000 and funded by federal dollars are reported in the CNA survey form for the current year.
- All planned purchases of new equipment are reported in the CNA Facility Equipment Needs form for upcoming years.
- All existing ITS assets valued above \$3,500 are reported in

the CNA survey form for the current year.

- All planned purchases of new ITS assets are reported in the CNA ITS Needs form for upcoming years.
- (If applicable) All existing Fixed Guideway and BRT assets are reported in the CNA survey form for the current year.
- (If applicable) All existing Rail and BRT Passenger Facilities are reported in the CNA survey form for the current year.
- (If applicable) All planned expansion projects for Rail or BRT are reported in the CNA form for upcoming years.

Quality Checks

- All CNA survey forms are checked for completeness; there are no blank fields or missing information.
- All CNA survey forms are checked for accuracy:
 - All vehicle mileage readings are updated and correctly dated.
 - All planned or programmed investments have future purchase/completion dates.
 - All investments completed in the previous year have been updated to show as historical investments (moved from the previous year's planned/programmed category).
- All third-party vehicles and facilities (i.e., those that are leased or owned/operated by a contractor) have been included in the CNA survey forms and noted.


Condition Assessment Information

- Physical condition inspection results are included in the CNA Facility # survey forms for all facilities that were inspected to date.
 - ¼ of facilities are inspected annually or all facilities inspected by 2021.
 - Only inspect facilities where the agency has capital responsibility and there is more than 50% transit use/activity.
- All physical condition inspection forms or other documentation of inspections are sent to RTAC for the previous year.


- Useful life benchmarks (ULB) are included for all Revenue and Non-Revenue Vehicles in the CNA survey forms.

Performance Measures

- Fill in up to three contacts on the CNA survey form to review NTD Performance Measures.
- Performance baseline reports from the CNA are reviewed and validated.
- Plans for the replacement of Revenue Vehicles and Non-Revenue Vehicles by the end of the next fiscal year are provided through SharePoint link.
- Performance measures are based on dedicated, active revenue vehicles with capital responsibility that have met or exceeded the reported useful life.
- Plans for the replacement or renovation of Facilities by the end of the next fiscal year are provided through SharePoint link.
- Performance targets are reviewed and approved for use in IDOT statewide target setting.
- (If applicable) Grantee performance targets are provided to MPO.



For additional information, contact RTAC at
(309) 298-2141 or MR-Kreps@wiu.edu.



Major changes in the funding of transit, federal requirements, or inventory or performance definitions also may trigger a review of this Group TAM Plan before the four-year timeframe.

7.0 Appendices

7.1 Appendix 1 – Glossary

Asset Management — A strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based on information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair during the lifecycle of the assets at minimum practical cost.

Capital Asset — Includes equipment, rolling stock, infrastructure, and facilities for use in public transportation and owned or leased by a recipient or sub-recipient of federal financial assistance.

Capital Need — Represents a capital request to rehabilitate, replace, or add a group of assets to the system. Each capital need consists of a group of similar or interdependent assets.

Decay Curves — Graphic representation of the relationship between an asset’s condition and its age and type. TERM Lite’s asset decay curves predict/forecast condition based on age and type.

Deferred Needs — Scheduled capital investment postponed or put off until a later time; equivalent to FTA’s definition of backlog.

Facilities — Buildings (excluding stations), major shops, storage yards, central control, and equipment necessary for operating the system.

Moving Ahead for Progress in the 21st Century (MAP-21) — Transportation and reauthorization bill signed into law on July 6, 2012. It is a policy and programmatic framework designed to create a performance-based surface transportation program for highway, transit, bike, and pedestrian programs.

Rehabilitation — Act of restoring an asset to its original state or a condition close to its original state.

State of Good Repair (FTA/MAP-21 Final Rule, July 2016) — The condition in which an asset is able to operate at a full level of performance. Three objective standards define “full level of performance:”

- The asset is able to perform its manufactured design function
- The use of the asset in its current condition does not pose a known unacceptable safety risk
- The asset’s lifecycle investment needs have been met or recovered, including all scheduled, rehabilitation and replacements

Stations — Includes bus shelters, passenger parking facilities, and assets related to rail stations. Rail station assets include station buildings, elevators, escalators, station-specific electrification assets, and other related components. Passenger parking facilities include both surface lots and garages.

Systems — Includes hardware and software assets necessary to operating the system. Types include: communications systems, electrification, revenue collection, and utilities.

Tier I Agency – Operates rail modes and/or 101 or more revenue vehicles during peak operation.

Tier II Agency – Any combination of the following: American Indian Tribe, only funded as a sub-recipient to a state DOT, does not operate rail modes, and/or operates 100 or fewer revenue vehicles in peak operation.

TERM Lite (Transit Economic Requirements Model) — Local/state version of analysis tool designed to help transit agencies assess their SGR deferred capital needs (total dollar value and by asset type), level of annual investment to attain SGR or other investment objective, impact of variations in funding on future asset conditions and reinvestment needs, and investment priorities (by mode and asset type).

Useful Life Benchmark — Estimated lifespan of a capital asset, during which it can be expected to contribute to operations.

Vehicles — Includes both revenue vehicles (rail cars, buses, and vans) and non-revenue vehicles.

7.2 Appendix 2 – Participating Agencies

Below is a complete list of the 54 Downstate Illinois Tier II agencies that opted to participate in the IDOT Group TAM Plan. In addition to the 52 agencies listed below, Peoria County and Stateline Mass Transit District purchase paratransit services from Greater Peoria Mass Transit District and Rockford Mass Transit District respectively and are participants in the Group TAM Plan.

Figure 6.1. Group Plan Participants

Agency	City	Primary Funding Source	Annual Ridership (2020)			
			Bus	Paratransit	Vanpool	Water Taxi
Bloomington-Normal Public Transit System	Bloomington	5307	2,118,110	70,066		
Bond County	Greenville	5311		22,944		
Boone County	Belvidere	5311		29,677		
Bureau County	Princeton	5311		56,582		
Carroll County	Mt Carroll	5311		15,044		
Champaign County	Urbana	5311	21,219	10,558		
City of DeKalb	DeKalb	5307	854,380			
Coles County	Charleston	5311	18,863	28,355		
CRIS Rural Mass Transit District	Danville	5311		42,010		
Champaign-Urbana Mass Transit District	Urbana	5307	8,842,956	105,452		
City of Danville	Danville	5307	516,343	7,346		
City of Decatur	Decatur	5307	933,450	17,205		
DeKalb County	Sycamore	5311	31,681	59,483		
Douglas County	Charleston	5311		7,503		
Effingham County	Effingham	5311		50,232		
City of Freeport	Freeport	5311		57,825		
Fulton County	Lewistown	5311		19,658		
City of Galesburg	Galesburg	5311	130,545	18,715		
Grundy County	Morris	5311		11,154		
Hancock County	Macomb	5311		7,933		
Henry County	Cambridge	5311		42,714		
Jackson County Mass Transit District	Carbondale	5311	80,438			
Jersey County	Jerseyville	5311		22,693		
Jo Daviess County	Galena	5311		31,501		
Kankakee County	Kankakee	5311		37,681		
Kendall County	Yorkville	5307		25,579		
Lee County	Dixon	5311	1,201	89,776		
Logan Counties	Lincoln	5311		7,838		
City of Macomb	Macomb	5311	424,925	19,588		
Macoupin County	Carlinville	5311		62,503		
Madison County Mass Transit District	Granite City	5307	1,747,383	45,490	64,216	
Marshall County	Henry	5311		10,277		

Agency	City	Primary Funding Source	Annual Ridership (2020)			
			Bus	Paratransit	Vanpool	Water Taxi
McLean County	Bloomington	5311		86,824		
Monroe-Randolph Transit District	Sparta	5311		10,238		
City of Ottawa	Ottawa	5311		46,761		
Greater Peoria Mass Transit District	Peoria	5307	2,227,154	132,661		
Piatt County	Monticello	5311		39,235		
City of Quincy	Quincy	5311	264,117	20,146		
Rock Island County Metro Mass Transit District	Moline	5307	2,573,899	64,488		37,533
Rock Island County	Rock Island	5311		7,933		
Rockford Mass Transit District	Rockford	5307	1,269,376	113,721		
River Valley Metro Mass Transit District	Bourbonnais	5307	592,988	14,815		
Sangamon County	Springfield	5311		6,450		
Shawnee Mass Transit District	Vienna	5311		115,652		
Shelby County	Shelbyville	5311		89,744		
Springfield Mass Transit District	Springfield	5307	1,298,881	76,624		
South Central IL Mass Transit District	Centralia	5311	80,562	332,570		
Tazewell County	Pekin	5311		28,701		
Warren County	Monmouth	5311		44,150		
West Central Mass Transit District	Jacksonville	5311		104,090		
Whiteside County	Morrison	5311		36,843		
Woodford County	Eureka	5311		11,790		

7.3 Appendix 3 – Rebuild Illinois Capital Priorities

7.3.1 Round 1 Priorities

Grantee	Description	Project Type	Award Amount
Bloomington-Normal PTS	Replacement buses, bus terminal and bus shelter construction	Vehicles and facilities	\$9,916,000
Champaign County	Buses and bus security system	Vehicles and security	\$107,000
Champaign-Urbana MTD	Replacement buses, bus station renovation, construct solar array	Vehicles, facility, and solar array	\$7,597,500
City of Decatur	Bus shelter construction, facility rehabilitation, fare collection system, and support vehicles	Facility, equipment, and vehicles	\$1,140,000
City of DeKalb	Transit facility construction	Facility	\$5,000,000
City of Quincy	Service vehicles	Vehicles	\$67,201
Coles County	Replacement bus and dispatch software	Vehicles and software	\$91,659
County of Kankakee	Replacement buses and radios	Vehicles and equipment	\$82,000
County of Kendall	Buses, bus security system, and radios	Vehicles and equipment	\$505,494
CRIS Rural MTD	Dispatch software	Software	\$22,300
Danville City of	Replacement buses, construct admin/maintenance building, facility upgrades	Vehicles and facility	\$2,225,000
DeKalb County	Paratransit vehicles, HVAC system, security system	Vehicles, facility, and security	\$361,839
Greater Peoria MTD	New transit facility and maintenance equipment	Facility and equipment	\$16,747,000
Grundy County	Replace three medium duty buses	Vehicles	\$180,741
Henry County	Replacement bus	Vehicles	\$35,912

Grantee	Description	Project Type	Award Amount
Jo Daviess County	Replacement buses, office equipment, admin building roof repair	Vehicles, equipment, and facility	\$378,000
Lee County	Admin/maintenance facility in Ogle County, admin vehicles, security system	Facility, vehicles, and security	\$2,794,783
Macomb City of	Paratransit vehicles, equipment replacement	Vehicles and equipment	\$506,400
Madison County	New administration building and technology	Facility and technology	\$15,251,000
McLean County	Bus shelters, shop equipment, dispatch software, service vehicles, and radios	Equipment, software, and vehicles	\$866,600
Monroe/Randolph County	Office and ITS equipment	Equipment	\$153,926
Ottawa City of	Paratransit vehicles, new canopy/roof, security system	Vehicles, facility, and security	\$1,053,585
Rides MTD	Construction of three new transit facilities, bus security system, ITS, facility security, bus shelters, paratransit vehicles	Facilities, equipment, and vehicles	\$9,825,000
River Valley MMTD	Construct a new maintenance facility	Facility	\$8,020,000
Rock Island CMMTD	Replacement and expansion buses, streetscape improvements, electric bus charging equipment	Vehicles, streetscape, and equipment	\$10,994,363
Rockford MTD	Alternative fuel buses and paratransit vehicles, and security and communications equipment	Vehicles and equipment	\$6,850,000
Shawnee MTD	Construction of two new transit facilities	Facilities and land acquisition	\$2,724,000
South Central MTD	Bus shelters, fare collection system, office equipment, facility renovations, and fuel tank canopy	Facilities and equipment	\$2,711,000

Grantee	Description	Project Type	Award Amount
Springfield MTD	Replacement paratransit vehicles, buses, security system, facility rehabilitation, equipment, service vehicles, and land acquisition	Vehicles, equipment, facility, and land acquisition	\$3,558,536
St. Clair County	MetroLINK extension to Mid America Airport	Rail extension	\$96,000
Stateline MTD	Paratransit vehicles	Vehicles and security	\$225,000
West Central MTD	Replacement bus and new transit facility	Vehicles and facility	\$2,492,077

7.3.2 Round 2 Priorities

Grantee	Description	Project Type	Award Amount
Bloomington-Normal Public Transit System	Electric Buses	Vehicles	\$8,000,000
Bloomington-Normal Public Transit System	In-ground Maintenance Lifts	Facility	\$360,000
Carroll County, Illinois	Garage	Facility	\$536,000
Champaign County	CCARTS Vehicle Replacement	Vehicles	\$134,000
Champaign-Urbana Mass Transit District	Solar Array Expansion Phase 2	Other	\$2,109,000
City of Decatur	Busport Construction	Facility	\$1,000,000
City of Decatur	Hybrid Buses	Vehicles	\$2,760,000
City of DeKalb	Transit Maintenance and Operations Facility	Facility	\$12,000,000
City of Freeport	Camera Project	Technology	\$65,000
City of Galesburg	Dispatching Upgrade	Technology	\$100,000
City of Macomb	Bus Pads	Equipment	\$240,000
City of Macomb	Macomb Technology Project	Technology	\$67,000
City of Quincy	Downtown Transfer Station Relocation	Facility	\$1,249,440
Coles County	VFS Expansion	Facility	\$1,500,000
CRIS Rural Mass Transit District	CRIS Administrative and Operations Facility	Facility	\$3,066,088
DeKalb County	Administration Expansion	Facility	\$1,000,000
Greater Peoria MTD Urban	New Facility Construction and Renovation	Facility	\$8,000,000

Grantee	Description	Project Type	Award Amount
Greater Peoria MTD Urban	Transit Center Site Improvements	Other	\$3,000,000
Grundy County	GTS Transit Center Building	Facility	\$2,563,400
Henry County	Rolling Stock	Vehicles	\$212,000
Jackson County MTD	Carbondale Depot Project	Facility	\$1,662,599
Jackson County MTD	Murphysboro Depot Project	Facility	\$1,543,000
Jo Davies County	Building, Security, and Safety Updates	Other	\$155,700
Kankakee County	Vehicle Storage Facility	Facility	\$700,000
Kankakee County	Replacement Vehicles	Vehicles	\$360,000
Kendall County	Multi-use Facility	Facility	\$4,000,000
Lee County	Building Expansion	Facility	\$2,676,020
Lee County	Replacement Vehicles	Vehicles	\$591,190
Macoupin County	Dispatch Building	Facility	\$575,821
Madison County Mass Transit District	Collinsville Park and Ride	Facility	\$3,250,000
Madison County Mass Transit District	MCT Base Facility Improvements Phase 3	Facility	\$3,100,000
McLean County	Chenoa Facility Upgrade	Facility	\$900,000
McLean County	Chenoa Bus Storage	Facility	\$400,000
Monroe Randolph Transit District	Replacement Vehicles	Vehicles	\$580,000
Monroe Randolph Transit District	Transit Facility	Facility	\$2,000,000
Piatt County	New Parking Garage	Facility	\$800,000
Rides Mass Transit District	Fueling Canopies and tanks	Equipment	\$746,500
River Valley Metro Mass Transit District	Bus Replacement	Vehicles	\$3,500,000
Rock Island County Metro MTD	On Street Chargers at Centre Station, District Station, East Pointe & OMC	Equipment	\$5,000,000
Rock Island County Metro MTD	Centre Station Renovations, Vestibule, Sliding Doors & Mechanical Upgrades - HVAC	Facility	\$2,500,000
Rock Island/Mercer County	Replacement & Expansion Vehicles	Vehicles	\$124,000
Rockford Mass Transit District	520 Mulberry Street Transit Facility Rehabilitation/Renovation and Expansion Project	Facility	\$16,000,000
Shawnee Mass Transit District	New Bus Tablets	Technology	\$28,000
Shawnee Transit District	Phone System	Technology	\$85,000

Grantee	Description	Project Type	Award Amount
South Central IL Mass Transit District	Transfer Station Improvements	Facility	\$500,000
South Central IL Mass Transit District	Website Design/Update	Technology	\$51,000
Springfield Mass Transit District	Maintenance South Building Remodel	Facility	\$500,000
Springfield Mass Transit District	Intergovernmental Multi-Modal Transportation Center	Facility	\$920,000
St. Clair County Transit District	St. Clair County Transit Public Safety Center	Facility	\$9,975,000
Tazewell County	Vehicle Replacement	Vehicles	\$189,891
Warren County	Dispatch Software Update	Technology	\$58,000