

## **SLATS RESOLUTION 2023-8**

## APPROVAL OF AMENDMENTS TO THE SLATS 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Stateline Area Transportation Study is the Metropolitan Planning Organization for the Beloit (WI-IL) Urbanized Area, and the Policy Board has the responsibility to direct, coordinate, and administer the transportation planning process in the urbanized area; and

**WHEREAS**, the Federal Highway Administration and Federal Transit Administration, 23 U.S.C. 134 and 49 U.S.C. 5303-5306, have determined the necessity for the 2023-2026 Transportation Improvement Program; and

**WHEREAS**, the Policy Board has reviewed the transportation projects programmed in the 2023-2026 Transportation Improvement Program and finds it consistent with the projects in the Transportation Plan; and

WHEREAS, the SLATS Policy Board formally approved the SLATS 2023 TIP on October 24, 2022, TIP Amendment 1 on January 9, 2023, TIP Amendment 2 on March 27, 2023, the May TIP Amendment (document only) and has been apprised of any subsequent Administrative Modifications; and

**WHEREAS**, subsequent recent changes in funding availabilities and priorities and other factors now necessitate changes to the aforesaid adopted TIP; and

**WHEREAS**, said recent changes have been processed in accordance with the SLATS Public Involvement Plan; and

WHEREAS, the changes proposed to the TIP (referred to as June 2023 TIP Amendment 3) are:

- a. Add TIP Number 291-23-009 for the State of Wisconsin, WIS 81, C. Beloit, White Avenue/Milwaukee Road Intersection HSIP Reconstruction, \$225,000 federal (NHPP) and \$75,000 local (\$300,000 total) for design in 2023. Construction in out-year of TIP estimated at \$1,529,000 federal HSIP and \$170,000 State (\$1,699,000 total).
- b. Add TIP Number 291-23-010 for City of Beloit Street Lighting Update, \$123,563 federal (Carbon Reduction Program) and \$132,513 local for a total of \$256,076.
- c. Amend TIP Number 2-23-001 for SMTD Operations to increase FY23 State funding by \$172,667 for a total of \$1,036,002.
- d. Amend TIP Number 2-24-001 for SMTD Operations to increase FY24 federal funding by \$405,085 to \$685,897 and FY24 State funding by \$189,971 for a total of \$1,139,640.
- e. Remove TIP number 2-22-005 for SMTD capital equipment (office equipment).
- f. Amend TIP Number 291-21-055 for BTS Technology upgrades to \$219,696 federal (\$208,207 CARES, \$11,489 ARPA), and \$14,975 local funding.
- g. Update TIP Number 291-22-052 for BTS Transfer Center Security Upgrades (fencing and gate arms) to \$376,671 federal (ARPA) funding.
- h. Amend TIP Number 291-21-054 for BTS Transfer Center Safety Improvements (concrete and landscape island repairs) to add local funding now totaling \$21,835.
- i. Add TIP Number 291-23-051 for BTS Fall Protection Systems (HQ overhead hybrid access and pit

- railings), \$53,414 federal (\$34,400 ARPA and \$24,000 Unliquidated 5339) and \$6,000 local funding.
- j. Add TIP Number 291-23-052 for BTS Exterior Lighting Replacement (HQ), \$10,186 federal (Unliquidated 5339), and \$2,547 local funding.
- k. Amend TIP Number 291-22-053 for Zero Emission Transition Plan, Microtransit Study to add an additional \$5,285 in federal (5307) funding.
- Amend TIP Number 291-23-050 for BTS Operations, to increase federal funding by \$262,335 to \$1,015,470 (\$837,335 5307 and \$178,135 ARPA) and reduce State funding by \$80,772 for a total of \$411,075 with local funding at \$718,311.

**WHEREAS,** in accordance with 23 CFR 450.334(a) SLATS hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

## § 450.336 Self-certifications and Federal certifications.

(a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) <u>49 U.S.C. 5332</u>, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Public Law No: 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects.
- (6) <u>23 CFR part 230</u>, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

**WHEREAS,** the SLATS Policy Board has reviewed the TIP with regard to Federal fiscal constraint requirements and assure, to the best of their knowledge, that:

- 1. All cost estimates for all projects programmed in this TIP are reasonably accurate based on accepted construction cost estimating practices, and where appropriate, have considered inflation for projects in the out years;
- 2. The States have assured that all Federal funds paired with projects in this TIP are available or reasonably expected to be available for those projects; and
- 3. Projects for which funding is not available are conspicuously identified as illustrative projects.

NOW, THEREFORE, BE IT RESOLVED that the Policy Board of the Stateline Area Transportation Study approves the June 2023 TIP Amendment 3 to the SLATS 2023-2026 Transportation Improvement

| <b>Program (TIP)</b> and directs the staff to submit this do Federal Transit Administration and the Wisconsin and II | •  |
|--|--|
| Approved this 12 <sup>th</sup> Day of June, 2023   | ATTESTS:                                   |
| Chair, SLATS Policy Board  | Director of Planning and Building Services |

|                              |                      | ANSPORTATION IM |                   | OGRAMMED PROJECTS WITH JANUA   | ARY 2023 TII | P AMENDI       | MENT 1,          |             | CY 2023 (SI | FY2023-2024 | 4)          |                              | CY 2024 (                  | SFY2024-202 | 25)                          |              | CY 2025 (   | SFY2025-2026 | 5)           |             | CY 2026 ( | SFY2026-2027 | )           |   | C           | Y2027+ (IF PR          | OGRAMME | .D)                        |
|------------------------------|----------------------|-----------------|-------------------|--|--------------|----------------|------------------|-------------|-------------|-------------|-------------|------------------------------|----------------------------|-------------|------------------------------|--------------|-------------|--------------|--------------|-------------|-----------|--------------|-------------|---|-------------|------------------------|---------|----------------------------|
| QUICK<br>REFERENCE<br>NUMBER | SPONSORING<br>AGENCY | TIP NUMBER      | STATE ID NUMBER   | PROJECT DESCRIPTION  | PURPOSE      | FUND TYPE      | COST TYPE        | FED         | STATE       | LOCAL       | TOTAL       | FED                          | STATE                      | LOCAL       | TOTAL                        | FED          | STATE       | LOCAL        | TOTAL        | FED         | STATE     | LOCAL        | TOTAL       | COMMENTS  | FED         | STATE                  | LOCAL   | TOTAL                      |
|                              |                      |                 |                   | USH 51 & WIS 81-East of Rock River, along<br>Broad Street and Pleasant Street, from<br>Illinois state line to White Avenue and along |              | ă              | PE<br>ROW        | -           | cont -      | -           | -           | -                            | cont<br>-                  | -           | -                            | -            | cont<br>-   | -            | -            | -           | cont -    | -            |             | Construction Scheduled for 2027.  | -           | -                      | -       | -                          |
| 1                            | State of Wisconsin   | 291-21-004      | 5989-03-03/73     | White Avenue from Pleasant Street to<br>Milwaukee Road-design and construction to<br>Replace Curb Ramps to meet ADA<br>compliance    | TSM Q8       | STBG-F         | CON              | -           |             | -           | -           | -                            | -                          | -           | -                            | -            | -           | -            | -            | -           | -         | -            | -           | Amended into 2021 TIP per March<br>amendment.   | \$2,084,000 | \$521,000<br>\$521,000 |         | \$2,605,000<br>\$2,605,000 |
|                              |                      |                 |                   | ·  |              |                | PE               | -           | cont        | -           | -           | -                            | cont                       | -           | -                            | -            | cont        | -            | -            | -           | cont      | -            | -           |   | -           | -                      | -       | -                          |
| 2                            | State of Wisconsin   | 291-21-005      | 5340-01-02/72     | WIS 81 -West of Rock River, along Liberty<br>Avenue, 4th Street and Portland Avenue,<br>from McKinley Avenue to 3rd Street, Design   | N S Q        | 3-FLEX         | CON              | -           | -           | -           | -           | -                            | -                          | -           | -                            | -            | -           | -            | -            | -           | -         | -            | -           | Construction Scheduled for 2027. Amended into 2021 TIP per March  | \$1,840,000 | \$460,000              | -       | \$2,300,000                |
|                              |                      |                 |                   | and construction to replace curb ramps to<br>meet ADA compliance   | F            | STB            | TOTAL            | -           | -           | -           | -           | -                            | -                          | -           | -                            | -            | -           | -            | -            | -           | -         | -            | -           | amendment.  | \$1,840,000 | \$460,000              |         | \$2,300,000                |
| 3                            | State of Wisconsin   | 291-21-011      | 5989-03-04/84     | Design and Construction of bridges on WIS<br>81 and CTH Q over the Rock River, Joint<br>Repair, parapet repair on B-53-172 (WIS 81)  | e e o        | G-FLEX         | PE<br>ROW<br>CON | cont<br>-   | -           | -           | -           | cont<br>-                    | -                          | -           |                              | cont<br>-    | -           | -            |              | -           | cont<br>- | -            | -           | Construction scheduled for 2028   | \$1,170,000 | \$360,000              |         | \$1,530,000                |
|                              |                      |                 |                   | , and Polymer overlay on B-53-104 (CTH Q)  |              | STB            | TOTAL            | -           | -           | -           | -           | -                            | -                          | -           |                              | -            | -           | -            | -            | -           | -         | -            |             |   | \$1,170,000 | \$360,000              |         | \$1,530,000                |
|                              |                      |                 |                   |  |              |                | PE<br>ROW        | -           |             | :           | -           | -                            | -                          |             | -                            | -            | -           | -            | -            | -           | -         | -            | -           | Design ID# 1093-01-01 was programmed  | -           | -                      | -       | -                          |
| 4                            | State of Wisconsin   | 291-16-003      | 1093-01-01/81/82  | I-43 (Beloit to Elkhorn) Bridge ID# B53-0111<br>through B53-0119 Recondition pavement<br>between bridges and deck overlays.          | ۵ ۵          | ddHN           | TOTAL            | -           | -           | -           | -           | \$13,569,537<br>\$13,569,537 | \$1,507,726<br>\$1,507,726 | -           | \$15,077,263<br>\$15,077,263 | -            | -           | -            | -            | -           | -         |              | -           | for \$495,750 90/10 Federal/State funding<br>split. Construction project ID# 1093-01-81 -<br>(programmed for construction in 2024)<br>and project ID# 1093-01-82 - authorized<br>for CY 2021 with construction scheduled in<br>2022   | -           | -                      | -       |                            |
|                              |                      |                 |                   |  |              |                | PE               | cont        | -           | -           | -           | -                            | -                          | -           | -                            | -            | -           | -            | -            | -           | -         | -            | -           |   | -           | -                      |         |                            |
| 5                            | State of Wisconsin   | 291-20-006      | 3663-00-02/72     | STH 67 Gateway BLVD to STH 140, Mill and<br>Overlay  | ۵ ۵          | 2-FLEX         | ROW<br>CON       | -           | -           | -           | -           | -                            | -                          | -           | -                            | -            | -           | -            | -            | \$2,348,835 | \$587,213 | -            | \$2,936,048 | Construction currently programmed for CY<br>2026 Advanceable to CY 2024   | -           | -                      | -       | -                          |
|                              |                      |                 |                   | Overlay  |              | STE            | TOTAL            | -           | -           | -           | -           | -                            | -                          | -           | -                            | -            | -           | -            | -            | \$2,348,835 | \$587,213 | -            | \$2,936,048 | 2020 Advanceable to C1 2024   | -           | -                      | -       | -                          |
|                              |                      |                 |                   |  |              |                | PE<br>ROW        | cont<br>-   | -           | -           | -           | cont<br>-                    | -                          | -           | -                            | -            | -           | -            | -            | -           | -         | -            | -           |   | -           | -                      |         |                            |
|                              |                      |                 |                   |  |              |                | CON              | -           | -           | -           | -           | -                            | -                          | -           | -                            | \$11,928,743 | 2,104,042   | \$138,600    | \$14,171,385 | -           | -         | -            | -           | Amended into 2020 TIP 1/21/20. Construction Currently Programmed for CY   | -           | -                      | -       | -                          |
| 6                            | State of Wisconsin   | 291-20-007      | 5571-00-02/72/73  | WIS 213 - Burton Street to WIS 11 - Mill and<br>Overlay & CTH Q/WIS 213 Intersection<br>Reconstruction to RAB                        | d & &        | STBG-FLX, HSIP | TOTAL            | -           | -           | -           | -           | -                            | -                          | -           |                              | \$11,928,743 | \$2,104,042 | \$138,600    | \$14,171,385 | -           | -         | -            | -           | 2025. Advanceable to CY2024. Local funding is Village of Orfordville. Updated per August 2022 TiP Amendment 5. Addition of 5571-00-73 construction ID. Fed Funds;7,466,799 - STBG-FLX funds, \$4,461,944 HSIP. HSIP is for paved shoulders/rumble strips for roadway project and for RAB at intersection. | -           | -                      | -       |                            |
|                              |                      |                 |                   |  |              | _              | PE<br>OPERATING  | cont<br>-   | -           | cont -      | -           | cont<br>-                    | -                          | cont -      | -                            | cont<br>-    | -           | cont<br>-    | -            | cont<br>-   | -         | cont<br>-    | -           | Programmed in CY2027. Design federal  | -           | -                      |         | <u> </u>                   |
| 7                            | State of Wisconsin   | 291-22-005      | 5340-01-03/73     | Liberty Avenue City of Beloit - WIS<br>213/McKinley Ave. Intersection<br>Reconstruction  | ۵ 5          | NHPP, HS       | CON              | -           | -           | -           | -           | -                            | -                          | -           | -                            | -            | -           |              |              | -           | -         | <u> </u>     | -           | funding is NHPP, all federal construction<br>funding is HSIP. Added per July 2022 TIP<br>Amendment 4.   | \$1,905,963 |                        |         | \$2,118,736<br>\$2,118,736 |
|                              |                      |                 |                   |  |              | e Xe           | PE               | cont        | cont        | -           | -           | cont                         | cont                       | -           | -                            | cont         | cont        | -            | -            | -           | -         | -            | -           |   | -           |                        | -       | -                          |
| 8                            | State of Wisconsin   | 291-22-001      | 5340-00-05/75     | WIS 81 - Monroe-Beloit- CTH K to S. Paddock<br>Road - Resurface  | k a g        | -Surfa         | OPERATING        | -           | -           | -           | -           | -                            | -                          | -           | -                            | -            | -           | -            | -            | -           | -         | -            | -           | Added per February 2022 TIP Amendment 1. Construction programmed in 2028. 4"  | \$2,407,999 | \$601,999              | -       | \$3,009,998                |
|                              |                      |                 |                   |  |              | Z24E<br>Trans  | TOTAL            | -           | -           | -           | -           | -                            | -                          | -           | -                            | -            | -           | -            | -            | -           | -         | -            | -           | overlay.  | \$2,407,999 | \$601,999              | -       | \$3,009,998                |
|                              |                      |                 |                   |  | _            | _              | PE<br>ROW        | -           | -           | -           | -           | -                            | -                          | -           | -                            | -            | -           | -            | -            | -           | -         | -            | -           | Costs undated nor August 2022 TID   | -           | -                      | -       |                            |
| 9                            | State of Illinois    | IL-23-001       | 2-97460-1225      | Various Districtwide HSIP Safety   | TSN          | H H            | CON              | \$1,252,000 |             | -           | \$1,391,000 | -                            | -                          | -           | -                            | -            | -           | -            | -            | -           | -         | -            | -           | Costs updated per August 2022 TIP Amendment 5   | -           | -                      | -       | -                          |
|                              |                      |                 |                   |  | + +          |                | TOTAL<br>PE      | \$1,252,000 | \$139,000   | -           | \$1,391,000 | -                            | -                          | -           | -                            | -            | -           | -            | -            | -           | -         | -            | -           |   | -           | -                      | -       | -                          |
| 10                           | State of Illinois    | IL-22-006       | 2-26014-0100      | Various Districtwide Bridge Cleaning   | 2 gg         | STP PR         | ROW<br>CON       | \$88,000    | \$22,000    | -           | \$110,000   | -                            | -                          | -           | -                            | -            | -           | -            | -            | -           | -         | -            | -           | Includes SN 101-0109 IL-75 bridge over<br>Rock River in Rockton per August 2021 TIP   | -           | -                      | -       | -                          |
| 10                           | State of fillions    | 12-22-000       | 2-20014-0100      | various districtwide bridge cleaning   | - 8          | l s            | TOTAL            | \$88,000    | \$22,000    | -           | \$110,000   | -                            | -                          |             | -                            | -            | -           | -            | -            | -           |           | -            | -           | Amendment 4. Costs/schedule updated<br>per August 2022 TIP Amendment 5  | -           | -                      | -       | -                          |
|                              |                      |                 |                   |  | + +          |                | PE               | -           | -           | -           | -           | -                            | -                          | -           |                              | -            | -           | -            | -            | -           | -         |              | -           | Project added for 2020 TIP. Moved up to   | -           | -                      |         | -                          |
| 11                           | State of Illinois    | IL-20-007       | 2-06700-0209      | IL-2 0.4 miles N of Latham Rd to 0.8 miles N of Roscoe Rd Reconstruction (UT)  | - Q          | State          | CON TOTAL        | -           | -           | -           | -           | -                            | \$250,000                  | -           | \$250,000<br>\$250,000       | -            | -           | -            |              | -           | -         | <u>:</u>     |             | 2022 with State funding only per 2021 TIP.  Moved to FY23 per 2022 TIP. Moved to FY24 per 2023 TIP.   |             | -                      | -       | <u>:</u>                   |
|                              |                      |                 |                   |  | +            |                | PE               | -           | -           | -           | -           | -                            | -                          | -           | -                            | -            | -           |              | -            | -           | -         | -            | -           | 1124 per 2023 11F.  | -           | -                      | -       |                            |
| 12                           | State of Illinois    | IL-20-009       | 2-06700-0200/0400 | IL-2 0.4 miles N of Latham Rd to 0.8 miles N of Roscoe Rd Reconstruction   | <u>.</u> و   | d Hb           | ROW<br>CON       | -           | -           | -           | -           | \$16,000,000                 | \$4,000,000                | -           | \$20,000,000                 | -            | -           | -            | :            | -           | -         | :            | -           | Amended into 2020 TIP 1/21/20. Moved up to 2022 per 2021 TIP. Moved to FY23   | -           | -                      | -       | -                          |
|                              |                      |                 |                   |  |              |                | TOTAL            | -           | -           | -           | -           | \$16,000,000                 | \$4,000,000                | -           | \$20,000,000                 | -            | -           | -            | -            | -           | -         | -            | -           | per 2022 TIP. Moved to FY24 per 2023 TIP.   | -           | -                      | -       | -                          |
| 13                           | State of Illinois    | IL-21-002       | 2-06700-0217      | IL-2 0.4 miles N of Latham Rd to 0.8 miles N   | ۾ ا          | <u>4</u>       | PE<br>ROW        | -           | -           | -           | -           | -                            | -                          | -           | -                            | -            | -           | -            | -            |             | -         | -            |             | New phase added to 2021 TIP. Moved to FY23 per 2022 TIP. Moved to FY24 per  | -           | -                      | -       | •                          |
|                              |                      |                 |                   | of Roscoe Rd Reconstruction (CE)   | "            | Ż              | CON<br>TOTAL     | -           | -           | -           | -           | \$1,920,000<br>\$1,920,000   | \$480,000<br>\$480,000     | -           | \$2,400,000<br>\$2,400,000   | -            | -           | -            | -            | -           | -         | -            | -           | 2023 TIP.   | -           | -                      | -       | -                          |
|                              |                      |                 |                   |  |              |                | PE<br>ROW        | -           | -           | -           | -           | -                            | -                          | -           | -                            | -            | -           | -            | -            | -           | -         | -            | -           |   | -           | -                      | -       | -                          |
| 14                           | State of Illinois    | IL-20-001       | 2-16270-0100      | IL-2 Rock River in Rockton Bridge<br>Replacement   | P BRDG       | HIP/NHPP       | CON              | -           | -           | -           | -           |                              | \$3,800,000                | -           | \$19,000,000                 | -            | -           | -            | -            | -           | -         | -            |             | Moved to FY23 in 2020 TIP. Moved to FY24 per 2022 TIP. Costs updated per 2023 TIP. \$14,725,000 HIP/\$475,000 NHPP.   | -           | -                      | -       | -                          |
|                              |                      |                 |                   |  |              |                | TOTAL            |             |             | -           |             | \$15,200,000                 | \$3,800,000                |             | \$19,000,000                 |              |             | -            |              | -           |           | -            |             |   |             |                        | -       |                            |
|                              |                      |                 |                   |  |              |                | PE<br>ROW<br>CON | -           | -           | - :         | -           | -                            | \$2,280,000                | -           | \$2,280,000                  |              | -           | :            | -            | :           | -         | •            | -           |   | :           | - :                    |         | -                          |
| 15                           | State of Illinois    | IL-22-004       | 2-16270-0103      | IL-2 Rock River in Rockton Bridge<br>Replacement (CE)  | P BRDG       | State          | TOTAL            |             | -           | -           | -           | -                            | \$2,280,000                | -           | \$2,280,000                  | -            | -           | -            |              | -           | -         |              | -           | Project added for 2018 TIP for 2022.<br>Moved to FY24 per 2019 TIP and FY23 per<br>2020 TIP. Moved to FY24 per 2022 TIP.  | -           | -                      | -       |                            |
|                              |                      |                 |                   | replacement (CE)   | 18           | S              | TOTAL            | -           | -           | -           | -           | -                            | \$2,280,000                | -           | \$2,280,000                  | -            | -           | -            | -            | -           | -         | -            | -           |   | -           |                        | -       |                            |

|          |                   |            | •             |   |        |   |              |  |          |          |          | _  |           | 1         | 1           |               |          |     |              |  |             |     |              |  |             |             |   |              |
|----------|-------------------|------------|---------------|---|--------|---|--------------|--|----------|----------|----------|--|-----------|-----------|-------------|---------------|----------|-----|--------------|--|-------------|-----|--------------|--|-------------|-------------|---|--------------|
|          |                   |            |               |   |        |   | PE<br>ROW    |  | -        | -        | -        | \$1,000,000                                      | \$250,000 | -         | \$1,250,000 | -             | -        | -   | -            | -  | -           |     | -            | _  | -           | -           | - | -            |
|          |                   |            |               |   |        |   | CON          |  |          | -        | -        | -  | -         | -         | -           | -             | -        | -   | -            | -  | -           | -   | -            | State STP funds. Project added to 2020 TIP.  | -           | -           | - |              |
|          |                   |            |               | IL-75 Rock River in Rockton Bridge  | ي      | 2 .                                     |              |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | A.M. 2 to carry over funding for Phase I<br>Engineering to FY21, Phase II Engineering  |             |             |   |              |
| 16       | State of Illinois | IL-20-010  | 2-17080-0002  | Replacement (PE II)   | ۵ ۵    | STP                                     |              |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | FY24. Moved to Advanced Construction   |             |             |   |              |
|          |                   |            |               |   |        |   | TOTAL        | -  | -        | -        | -        | \$1,000,000                                      | \$250,000 | -         | \$1,250,000 | -             | -        | -   | -            | -  | -           | -   | -            | status per 2021 A.M. 2. 2021 A.M. 4  | -           | -           | - | -            |
|          |                   |            |               |   |        |   |              |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | moved project to current status.   |             |             |   |              |
|          |                   |            |               |   |        |   |              |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              |  |             |             |   |              |
|          |                   |            |               |   | _      |   | PE<br>ROW    | - :  | -        | -        | -        | -  | -         | -         | -           | - :           | -        | -   | -            | -  | -           | -   | -            |  | -           | -           | - | -:-          |
| 17       | State of Illinois | IL-24-001  | 2-97460-1226  | Various Districtwide HSIP Safety  | AST OR | ₹ \ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ | ROW<br>CON   | -  | -        | -        | -        | \$3,011,000                                      |           | -         | \$3,346,000 |               | -        | -   | -            | -  |             | -   | -            | Costs updated per 2023 TIP.  | -           | -           | - | -            |
|          |                   |            |               |   |        |   | TOTAL        | -  |          | -        | -        | \$3,011,000                                      | \$335,000 | -         | \$3,346,000 |               | -        | -   | -            | -  |             | -   | -            |  | -           | -           | - | •            |
|          |                   |            |               |   |        | _                                       | PE           | -  | -        | -        | -        | -  | -         | -         | -           |               | -        | -   | -            | -  | -           | -   | -            |  | -           | -           | - | -            |
| 18       | State of Illinois | IL-23-002  | 2-26024-0100  | Various Districtwide Bridge Cleaning  | ٩ Q    | ST P                                    | CON          | -  |          | -        | -        | \$88,000   | \$22,000  | -         | \$110,000   | -             | -        | -   | -            | -  | -           | -   | -            | Added per 2023 TIP. Includes SN 101-0109<br>IL-75 bridge over Rock River in Rockton.   | -           | -           | - | -            |
|          |                   |            |               |   |        | ۵                                       | TOTAL        |  | -        | -        | -        | \$88,000   | \$22,000  | -         | \$110,000   |               | -        | -   | -            | -  | -           | -   | -            | it-73 bridge over nock niver in nockton.   | -           | -           | - |              |
|          |                   |            |               |   |        |   | PE           | -  |          | -        | -        | -  | -         | -         | -           |               | -        | -   | -            | -  | -           | -   | -            |  | -           | -           | - | -            |
| 19       | State of Illinois | IL-25-001  | 2-97460-1227  | Various Districtwide HSIP Safety  | ¥ 2    |   | ROW          | -  |          | -        | -        | -  |           | -         | -           | -             | -        | -   | -            | -  | -           | -   | -            | Costs updated per 2023 TIP.  | -           | -           | - | -            |
| 1.5      | State of milions  | 12 23 001  | 2 37400 1227  | various sistricewide risk surety  | P P    | Ξ                                       | CON          | -  | -        | -        | -        | -  | -         | -         | -           | \$184,000     |          | -   | \$204,000    | -  | -           | -   | -            | costs apacted per 2025 in i  | -           | -           | - | -            |
|          |                   |            |               |   | + +    |   | TOTAL<br>PE  | -  | -        | -        | -        | -  | -         | -         | -           | \$184,000     | \$20,000 | -   | \$204,000    | -  | -           | -   | -            |  | -           | -           | - |              |
|          |                   |            |               | W 75 0 1 0 1 0 1 0 1 1  |        | ,                                       | ROW          | -  | -        | -        | -        | -  | -         | -         | -           |               | -        | -   | -            | -  | -           | -   | -            |  | -           | -           | - |              |
| 20       | State of Illinois | IL-23-003  | 2-17080-0000  | IL-75 Rock River in Rockton Bridge<br>Replacement   | م ا    | ≨ \ \                                   | CON          | -  | -        |          | -        | -  | -         | -         | -           | -             | -        | -   | -            | \$10,000,000                                     | \$2,500,000 | -   | \$12,500,000 | Project added per 2023 TIP.  | -           | -           | - |              |
|          |                   |            |               |   |        | -                                       | TOTAL        | -  |          | -        | -        | -  |           | -         | -           |               | -        | -   | -            | \$10,000,000                                     | \$2,500,000 | -   | \$12,500,000 |  | -           | -           | - |              |
|          |                   | †          |               |   | 1 1    | 1                                       | PE           | -  |          | -        | -        | -  |           | -         | -           | -             |          | -   | -            | -  | -           |     | -            | <del> </del>   | -           |             | - | -            |
|          |                   |            |               | IL-75 Rock River in Rockton Bridge  | 6      | ,                                       | ROW          |  | -        | -        | -        |  | -         | -         | -           |               | -        | -   | -            | -  | -           | -   | -            |  |             | -           |   | -            |
| 21       | State of Illinois | IL-23-004  | 2-17080-0006  | Replacement (CE)  | - Ga   | ST                                      | CON          | -  | -        | -        | -        | -  | -         | -         | -           | -             | -        | -   | -            | \$1,200,000                                      | \$300,000   | -   | \$1,500,000  | Project added per 2023 TIP.  | -           | -           | - |              |
|          |                   |            |               |   |        | 1                                       | TOTAL        | -  | -        | -        | -        | -  | -         | -         | -           | -             | -        | -   | -            | \$1,200,000                                      | \$300,000   | -   | \$1,500,000  | 1  | -           | -           | - |              |
|          | 1                 | 1          |               |   |        | 1                                       | PE           | <u> </u>   | -        | -        | -        | -  | -         | -         | -           |               | -        | -   | -            |  | -           |     | -            |  | -           | -           | - | -            |
|          |                   | 1          |               |   |        |   | ROW<br>CON   | - :  | -        | - :      |          |  | -         |           | -           |               |          | - : | + -          | \$9,600,000                                      | \$2,400,000 | -   | \$12,000,000 | Project added for 2017 TIP for 2022,   | cont        | -<br>cont   | - |              |
| 22       | State of Illinois | IL-22-001  | 2-30043-0100  | IL-251 UPRR & Rockton Rd S of IL 75 Bridge  | . 4 5  | 3 ≜                                     |              |  |          |          |          |  |           |           |             |               |          |     |              | \$2,300,000                                      | 12,.00,000  |     | \$22,000,000 | moved to 2023 per 2018 TIP. Moved to<br>2024 per 2019 TIP. Project pushed beyond       |             | 22.10       |   |              |
|          |                   |            |               | Replacement   | 8      | ă a                                     | TOTAL        | 1 -  | _        | -        |          | -  | _         | -         | _           | -             | _        | -   | _            | \$9,600,000                                      | \$2,400,000 | _   | \$12,000,000 | FY25 per 2022 TIP. Project moved to FY26   | -           | _           | - |              |
|          |                   | 1          |               |   |        |   |              | 1  |          |          |          |  |           |           |             |               |          |     |              | , ,,,,,,,,,,,                                    | , , , ,     |     | ,, 50,000    | per 2023 TIP.  |             |             |   |              |
|          | +                 | +          |               |   | +-+    | -                                       | PE           | <del>                                     </del> | cont     | -        | -        | <del>                                     </del> | -         | -         | -           | <del></del>   | -        | -   | <del>-</del> | <del>                                     </del> | -           |     |              |  |             | -           | - |              |
|          |                   | 1          |               | IL-2 median crossover bridge over Rock Rive   | ,      | ,                                       | ROW          | -  | -        | -        |          | -  | -         | -         | -           | -             | -        | -   | -            | -  | -           |     | -            |  | -           | -           | - | - : -        |
| 23       | State of Illinois | IL-19-002  | 2-16270-0106  | IL-2 median crossover bridge over Rock Rive<br>in Rockton replacement                     | er a g |   | CON          | † ·  | -        | -        |          | -  |           | -         | <u> </u>    | -             | -        | -   | <del>-</del> |  |             | -   | <del>-</del> | Phase II Engineering ongoing   | -           | -           | - | -            |
|          |                   | 1          |               |   | "      | -                                       | TOTAL        | -  | -        | -        | -        | -  | -         | -         | -           | -             | -        | -   | -            | -  | -           | -   | -            |  | -           | -           | - | -            |
| <b> </b> | <del> </del>      | +          |               |   | + +    | -                                       | PE           | <del>  .</del>                                   | -        | -        | -        | -  | -         | -         | -           | -             |          | -   | -            |  | -           |     | -            | +  | -           | -           | - | -            |
|          |                   | 1          |               |   |        |   | ROW          |  | -        | -        | -        | -  | -         | -         | -           | -             | -        | -   | -            | -  | -           |     | -            | Project added for 2018 TIP for 2022. Costs   | ¢0.000.000  | -           | - | \$12,000,000 |
|          |                   | 1          |               | 1 .   |        |   | CON          | -  | -        | -        | -        | -  | -         | -         | -           | -             | -        | -   | -            | -  | -           | -   | -            | updated from \$5M per 2019 TIP. Project  | 000,00d,e¢  | \$2,400,000 | - | \$12,UUU,UUU |
| 24       | State of Illiania | II 22 002  | 2-29395-0100  | IL-2/IL-75 0.8 MI N of Roscoe Rd to Prairie<br>Hill Rd in South Beloit, rubblization cold |        | .                                       |              |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | pushed beyond FY24 per 2021 TIP for  |             |             |   |              |
| 24       | State of Illinois | IL-22-003  | 5-5222-0100   | Hill Rd in South Beloit, rubblization cold<br>milling                                     | ۵ ۵    | -                                       | TOT**        | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | \$11M (from \$6.5M). Project pushed<br>beyond FY25 per 2022 TIP. Costs updated         | ¢0 c00 000  | ¢3 400 000  |   | ¢12 000 000  |
|          |                   | 1          |               |   |        |   | TOTAL        | 1 -  | _        | -        |          | -  | -         | -         | -           | -             | -        | -   | -            | -  | -           | -   | -            | per 2023 TIP. Shown in out years of current  | \$9,600,000 | \$2,400,000 | - | \$12,000,000 |
|          |                   |            |               |   |        |   |              |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | TIP.   |             |             |   |              |
|          | 1                 | +          |               |   | +-+    | -                                       | 25           |  |          |          |          | 1  |           |           | 1           | <u> </u>      |          |     | 1            | -  |             |     |              | +  |             |             |   |              |
|          |                   |            |               |   |        |   | PE<br>ROW    | -  | -        | -        | -        |  | -         | -         | -           | -             | -        | -   | -            | -  | -           |     | -            | -  | -           | -           | - |              |
| 35       | S+n+f III' '      | 11 22 005  |               | IL-2/IL-75 0.8 MI N of Roscoe Rd to Prairie   | 1 . 1. | .                                       | CON          | -  | -        | -        |          | -  | -         | -         | -           | -             | -        | -   | -            | -  | -           | -   | -            | Project added per 2023 TIP. Shown in out   | \$1,152,000 | \$288,000   | - | \$1,440,000  |
| 25       | State of Illinois | IL-23-005  |               | Hill Rd in South Beloit, rubblization cold milling (CE)                                   | ٩ 8    | ž                                       |              |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | years of current TIP.  |             |             |   |              |
|          |                   |            |               | ······································  |        |   | TOTAL        | · ·  | -        | -        | -        | -  | -         | -         | -           | -             | -        | -   | -            | -  | -           | -   | -            |  | \$1,152,000 | \$288,000   | - | \$1,440,000  |
|          | 1                 | +          |               | +   | + +    | -                                       | ÞF           | cont   | cont     | -        |          | + -  | -         | _         | _           | <del>  </del> | 1 -      | -   | -            | + -  |             |     | -            | +  |             |             | - | -            |
|          |                   |            |               |   |        |   | ROW          | cont -   | cont     | -        | -        |  | -         | -         | -           | 1             |          | -   | -            |  | -           | -   | -            |  | -           | -           | - |              |
|          |                   |            |               |   |        |   | CON          | <u> </u>   | -        | -        | -        | 1 -  | -         | -         | -           | <u> </u>      | -        | -   | -            | -  | -           |     | -            | Project added for 2018 TIP for 2020 with   | -           | -           | - | -            |
|          |                   |            |               |   |        |   |              |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | additional funding in 2022 for Phase 1   |             |             |   |              |
|          |                   |            |               |   |        |   |              |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | Engineering per 2019 TIP. Project moved to<br>Advanced Construction status per A.M. 1, |             |             |   |              |
| 2.5      | C4-4 (100)        | U 20 07 :  | 2 20205 5:    | IL-2/IL 75, Prairie Hill Rd. to Wisconsin State   | e      | <u>.</u>                                |              |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | in order to be eligible for federal  |             |             |   |              |
| 26       | State of Illinois | IL-20-004  | 2-29295-0107  | Line in South Beloit  | 4 2    | Ę                                       | TOTAL        |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | reimbursement at a later date. Previously  |             |             |   |              |
|          |                   |            |               |   |        |   | TOTAL        |  | -        | -        | -        | -  | -         | -         | -           | -             | -        | -   | -            | -  | -           | -   | -            | programmed 2020 PE funding moved to<br>2021. Moved from Advanced Construction          | -           | -           | - |              |
|          |                   |            |               |   |        |   |              |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | to current per A.M. 3 in May 2021 and  |             |             |   |              |
|          |                   |            |               |   |        |   |              |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | additional A.M. in July 2022.  |             |             |   |              |
|          |                   |            |               |   |        |   |              |  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              |  |             |             |   |              |
|          | 1                 | +          |               |   | +      | _                                       | DF           | cor+   | cont     | -        | _        | -  | _         | _         | 1           |               | _        | _   | 1 -          |  | _           |     | 1            |  | \$800 000   | \$200.000   | - | \$1,000,000  |
| 27       | S+n+f III' '      | JL 22 025  |               | IL-2/IL 75, Prairie Hill Rd. to Wisconsin State   | e      |   | ROW<br>CON   | cont   | cont     | - :      | -        |  | - :       |           |             | <u> </u>      |          |     | 1 - 1        |  |             | - : |              | Project added per 2023 TIP. Shown in out   | \$800,000   | \$200,000   | - | -            |
| 27       | State of Illinois | IL-23-006  |               | Line in South Beloit (PE II)  | - 2    | £                                       | CON<br>TOTAL | -  | -        | -        | -        | -  | -         | -         | -           | -             | -        | -   | -            | -  | -           | -   | -            | years of current TIP.  | \$800,000   | \$200,000   | - | \$1,000,000  |
| -        | +                 | +          |               |   | + +    | -                                       |              | + -  |          |          |          | -  |           |           |             | 1             |          |     |              |  |             |     |              | +  | 2000,000    | ,,          | - |              |
|          |                   |            |               | WIS 213 (State Street), Illinois State Line to  |        | Ĕ                                       | PE           | cont   | -        | cont     | -        | cont   | -         | cont      | -           | cont          | -        | -   | -            | cont   | -           | -   | -            | Project amended into 2021 TIP.   | -           | -           | - | -            |
| 28       | City of Beloit    | 291-21-003 | 5570-01-03/73 | USH 51 mill and overlay   | , ag 8 | 36.4                                    | ROW<br>CON   |  | -        | -        | -        |  | -         | -         | -           | -             | -        | -   | -            | -  | -           |     | + -          | Construction currently scheduled for 2027  | \$276,000   | \$69,000    | - | \$345,000    |
|          |                   | 1          |               |   |        | ST                                      | TOTAL        |  |          | -        |          |  | -         | -         | -           |               | -        | -   | -            |  | -           |     | -            | with current advanceable LET in 2024.  | \$276,000   | \$69,000    | - | \$345,000    |
|          | 1                 | 1          |               |   |        | 1                                       | PE           | <u> </u>   | \$52,174 | \$34,433 | \$86,607 | -  | cont      | cont      | -           | -             |          | -   | -            | -  | -           | -   | -            |  |             | -           | - | -            |
|          |                   | 1          |               |   |        |   | ROW<br>CON   |  | -        | -        |          | -  | \$347,826 | \$229,554 | \$577,380   | -             |          |     | -            |  |             |     | -            |  | -           |             | - | -            |
|          |                   | 1          |               |   |        |   | CON          | † ·  | -        | -        |          | -  | 2347,8Zb  | 3229,354  | 22//,580    | -             | -        | -   | <del>-</del> |  |             | -   | <del>-</del> | 1  | -           | -           | - | -            |
|          |                   | 1          |               |   |        |   |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | Multimodel Level County County   |             |             |   |              |
|          |                   | 1          |               | la  | .1 1   |   |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | Multimodal Local Supplement (MLS)<br>award. Amended into 2020 TIP 4/8/20.              |             |             |   |              |
| 29       | City of Beloit    | 291-20-015 |               | Park Avenue Bike Lanes between Broad and<br>Bayliss                                       | ш 88   | g S                                     |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | \$400k State funding total. Funding shifted  |             |             |   |              |
|          |                   | 1          |               | Баунзэ  | "      | =                                       | TOTAL        | -  | \$52,174 | \$34,433 | \$86,607 | -  | \$347,826 | \$229,554 | \$577,380   | -             | -        | -   | -            | -  | -           | -   | -            | from MLS to LRIP-D per August 2020 TIP   | -           | -           | - | -            |
|          |                   | 1          |               |   |        |   |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | A.M. 2.  |             |             |   |              |
|          |                   | 1          |               |   |        |   |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              |  |             |             |   |              |
|          |                   | 1          |               |   |        |   |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              |  |             |             |   |              |
|          |                   | <u> </u>   |               |   |        |   | <u> </u>     |  |          |          |          |  |           |           |             | <u> </u>      |          |     |              |  |             |     |              |  |             |             |   |              |
|          | 1                 |            |               |   |        |   | PE           | -  | -        | cont     | -        | -  |           | -         | -           | -             | -        | -   | -            |  |             |     | -            |  |             |             | - | -            |
|          |                   | 1          |               |   |        |   | ROW          | -  | -        | -        | -        | -  | -         | -         | -           | -             | -        | -   | -            | -  | -           | -   | -            | -  | -           | -           | - | -            |
|          |                   | 1          |               |   |        |   | CON          | -  | -        | -        | -        | \$1,110,400                                      | -         | \$348,200 | \$1,458,600 | -             | -        | -   | -            | -  | -           | •   | -            | -  | -           | -           | - | -            |
|          |                   | 1          |               |   |        |   |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | Includes Sidepath one side, sidewalk other   |             |             |   |              |
|          |                   | 1          |               |   |        |   |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | (Cranston), sidepath extension to  |             |             |   |              |
|          |                   | 1          |               |   |        |   |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | Milwaukee Road along E. Ridge/Lee.   |             |             |   |              |
| 30       | City of Beloit    | 291-22-011 | 5989-03-10/11 | Cranston Road (Prairie to Collingswood)   | ۵ 8    | STBG                                    |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | Programmed per August TIP Amendment<br>5. Amended per September 2022 TIP               |             |             |   |              |
|          |                   | 1          |               |   |        | ,                                       | TOTAL        | -  | -        | -        | -        | \$1,110,400                                      | -         | \$348,200 | \$1,458,600 | -             | -        | -   | -            | -  | -           |     | -            | Amended per September 2022 TIP Amendment 6. Planned spring 2024                        | -           | -           | - | -            |
|          |                   | 1          |               |   |        |   |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              | construction.  |             |             |   |              |
|          |                   | 1          |               |   |        |   |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              |  |             |             |   |              |
|          |                   | 1          |               |   |        |   |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              |  |             |             |   |              |
|          |                   | 1          |               |   |        |   |              | 1  |          |          |          |  |           |           |             |               |          |     |              |  |             |     |              |  |             |             |   |              |
|          | 1                 | 1          | I             | 1   |        |   | 1            | 1  |          |          |          | 1  |           |           |             | 1             |          |     | 1            | 1  |             |     | 1            | i  | i           |             |   |              |

|                  |                    |            | _  | ·   |        |                  | _                | -           |               |  |                       |              |              |                     |                  |              |   |             |             |           |   |           |   | _  |                |     |           |           |
|------------------|--------------------|------------|--|---|--------|------------------|------------------|-------------|---------------|--|-----------------------|--------------|--------------|---------------------|------------------|--------------|---|-------------|-------------|-----------|---|-----------|---|--|----------------|-----|-----------|-----------|
|                  |                    | <u> </u>   |  |   |        |                  | PE               | -           | +             | cont   |                       | +            | <u> </u>     | -                   | -                | -            | - | -           | -           | -         | - | -         | - | Includes Sidepath one side, sidewalk other   | -              | -   | -         | -         |
|                  |                    |            |  |   |        |                  | CON              | -           | -             | -  | -                     | \$208,632    |              | \$52,158            | \$260,790        | -            | - | -           | -           | -         | - | -         | - | (Cranston), sidepath extension to  | -              | -   | -         | -         |
| 24               | City of Bol-14     | 201 22 012 | 5000 02 02/05                                    | Lan Lann Sidar -+h  |        | ي ې              | 2014             |             | +             | <u> </u>   |                       | +200,032     |              | 752,130             | \$200,750        | <del> </del> |   |             |             |           |   |           |   | Milwaukee Road along E. Ridge/Lee.   |                |     |           |           |
| 31               | City of Beloit     | 291-22-013 | 5989-03-02/05                                    | Lee Lane Sidepath   | ۳ 5    | STBG             |                  |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   | Programmed per August TIP Amendment<br>5. Amended per September 2022 TIP               |                |     |           |           |
|                  |                    |            |  |   |        |                  | TOTAL            | -           | -             | -  | -                     | \$208,632    |              | \$52,158            | \$260,790        | ٠ -          | - | -           | -           | -         | - | -         | - | Amendment 6. Planned spring 2024   |                | -   | -         | -         |
|                  |                    |            |  |   |        |                  |                  |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   | construction.  | 1              |     |           |           |
|                  |                    |            | 1  |   | $\top$ | $\top$           | PE               | -           | -             | \$1,500,000                                      |                       | -            | -            | cont                | -                |              | - | cont        | -           | -         | - | -         | - |  | -              | -   | -         |           |
| 32               | City of Beloit     | 291-23-001 |  | Beloit Gateways to Opportunity                            | H &    | i Š              | ROW              | + :-        | -             | \$350,000  | \$350,000             | \$13,476,269 |              | cont<br>\$2,800,000 | \$16,276,269     | -<br>cont    | - | cont        | -           | -<br>cont | - | -<br>cont | - | 2021 RAISE Application Awarded   | -              | -   | -         | -         |
| 1                | 2, 0. 501010       |            |  | (Willowbrook and Colley)                                  | "   "  | ~   <sup>§</sup> | TOTAL            | 1           | +             | \$1,850,000                                      | \$1,850,000           | \$13,476,269 |              | \$2,800,000         | \$16,276,269     | CONT         |   | CONL        | -           | cont      |   | Cont      |   |  |                |     | -         |           |
| -                |                    | 1          | <del>                                     </del> | +   | +-+    | +-               | PF               | +           | +:            | - 000,000  |                       |              |              | -22,000,000         |                  | <u> </u>     | - | -           | -           | -         | - |           | - |  | <del>-</del> - |     | -         | -         |
|                  |                    |            |  |   |        |                  | ROW              | \$711,082   | \$88,894      | \$88.894   | \$888,870             | cont         | cont         | cont                | <del>- :  </del> | <u> </u>     | - | -           | -           |           |   |           | - | Booling amonded in 2004 A 11 11 2005   | -              | -   | -         | •         |
|                  |                    |            |  |   |        | ٨                | CON              | 7/11,002    | 700,034       |  | 2000,070              | cont         | cont         | COIL                | -                | <del>-</del> | - | -           | -           | -         | - | <u> </u>  |   | Project awarded in 2021. Added to 2022  TIP. PE included in construction totals.       |                | -   |           |           |
| 33               | Village of Rockton | 2-22-003   | ITEP No. 243002                                  | Old River Road Multi-use Path                             | E E    | -8&F             |                  |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   | Engineering agreements in process at time  | 1              |     |           |           |
|                  |                    |            |  |   |        | S                | TOTAL            | \$711,082   | \$88,894      | \$88,894   | \$888,870             | -            | -            | -                   | -                | ٠ -          | - | -           | -           | -         | - | -         | - | of TIP development. TIP number updated<br>per July 2022 TIP Amendment 4                | -              | -   | -         | -         |
|                  |                    |            |  |   |        |                  |                  |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   |  |                |     |           |           |
|                  |                    | 1          |  | +   | +-+    | +-               | PE               | <u> </u>    |               | \$47,883   | \$47,883              | 1 -          |              | -                   |                  | <del>-</del> | - | -           | -           | -         | - | -         | - |  | -              | -   | -         | -         |
|                  |                    | 1          |  | Rockton Road Multi-Use Path Phase 2 (Old                  |        | 1                | ROW              | -           | -             | -  | -                     | -            | -            | -                   | -                | -            | - | -           | -           | -         | - | -         | - | Village awarded IDOT SRTS grant of<br>\$250,000. Added per July 2022 TIP               | -              | -   | -         | -         |
| 34               | Village of Rockton | 2-22-004   |  | Meadow to Aspland/west entrance of                        | . п    | SRTS             | CON              | \$305,554   |               | \$107,526  | \$413,080             | cont         | -            | cont                | -                | -            | - | -           | -           | -         | - | -         | - | Amendment 4. \$55,553.98 in COVID Relief   | -              | -   | -         | -         |
|                  |                    | 1          |  | schools+/-)   |        | "                | TOTAL            | \$305,554   |               | \$155,409  | \$460,963             | _            |              | _                   | _ [              | ١ .          | _ | _           | _           |           | _ | _         | _ | funds and project limits adjustment added<br>per August 2022 Amendment 5.              |                | _   | _         |           |
|                  |                    |            | <u> </u>   |   | +      | $\perp$          | Dr.              |             | +             |  | + .50,503             |              |              |                     |                  | <u> </u>     |   |             |             |           |   |           |   | ,  |                |     |           |           |
|                  |                    | 1          |  |   |        |                  | PE<br>ROW        |             |               | cont -   |                       |              |              |                     | -                |              | - | -           | -           | -         | - | -         | - | STBG-U priority following Prairie Avenue in  |                | -   | -         | -         |
|                  |                    |            |  | Park Avenue from Cranston to Inman                        |        | ,   ⊋            | CON              | \$2,781,340 | -             | \$780,924  | \$3,562,264           | -            | -            | -                   | -                | -            | - | -           | -           | -         | - | -         | - | the City of Beloit. 100% local funding for   | -              | -   | -         | -         |
| 35               | Town of Beloit     | 291-18-001 | 5989-00-30/31                                    | reconstruction  | 9 8    | STBG             | 1 _              | 1           |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   | design. Funding in CY22 for CY23 construction. Additional \$880,843 STBG-U             | 1              |     |           |           |
|                  |                    | 1          |  |   |        | 1                | TOTAL            | \$2,781,340 | -             | \$780,924  | \$3,562,264           | -            | -            | -                   | -                | -            | - | -           | -           | -         | - | -         | - | added per August 2022 TIP Amendment 5  | -              | -   | -         | -         |
| -                |                    | 1          | +  | +   | +      | +-               |                  | 1           | +             | <u></u>  |                       | +            |              |                     |                  | <u> </u>     |   |             |             |           |   | -         |   |  |                |     |           |           |
|                  |                    |            |  |   |        |                  | PE<br>ROW        | cont        | -             | cont -   | -                     | -            |              | -                   | -                |              | - | -           | -           | -         | - | -         | - | Town awarded WisDOT TAP grant.   | -              | -   | -         | -         |
| 36               | Town of Beloit     | 291-22-010 | 1009-22-03                                       | School Area Traffic Study                                 | B R    | TA TA            | CON              |             | +             | -  | +                     | + : -        | -            | -                   | -                | <u> </u>     | - | -           | -           | -         | - | -         | - | Programmed per August 2022 TIP  Amendment 5.   | -              | -   | -         |           |
|                  |                    | 1          |  |   | $\bot$ | 4                | TOTAL            | -           | <u> </u>      | -  | -                     | 1            | -            | -                   | -                |              | - | -           | -           | -         | - | -         | - | Amenument 5.   | -              | -   | -         | -         |
|                  |                    | 1          |  |   |        | 1                | PE<br>ROW        | -           | -             | -  | -                     | + :-+        |              | -                   | -                | -            | - | -           | -           | -         | - |           |   | -  | -              | -   | -         | -         |
|                  |                    | 1          |  |   |        | 1                | CON              | -           | \$250,000     | \$1,404,500                                      | \$1,654,500           | -            |              | \$1,654,500         | \$1,654,500      | -            | - | -           | -           | -         | - | -         | - | Project added to 2020 TIP for 2024. Roadway length 8.2 miles. Amended per              | -              | -   | -         | -         |
| 37               |                    | 1          |  |   |        | -S               |                  |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   | August 2022 TIP Amendment 5. Amended   |                |     |           |           |
| TIP<br>AMENDMENT | Rock County        | 291-20-003 |  | CTH-X Pulverize and Overlay Hart Road east to County Line | t a g  | J. KH            |                  |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   | per March 2023 TIP Amendment 2 to<br>adjust limits and costs. Phase 1 now              | 1              |     |           |           |
| 2                |                    | 1          |  | to county time  |        | R                | TOTAL            | -           | \$250,000     | \$1,404,500                                      | \$1,654,500           | -            | -            | \$1,654,500         | \$1,654,500      | ٠ -          | - | -           | -           | -         | - | -         | - | Clinton to County line in 2023 (outside of   | -              | -   | -         | -         |
|                  |                    | 1          |  |   |        |                  | 1                |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   | MPA). Future phase Hart Road to Clinton  |                |     |           |           |
|                  |                    |            |  |   |        |                  |                  |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   | potentially in 2024.   | 1              |     |           |           |
| -                | +                  | 1          | +  | +   | +-+    | +-               | PE               | +           | +             |  |                       | + -          |              | -                   | -                | <u> </u>     | - | -           | -           | -         | - | -         | - | +  | -              | -   | -         | -         |
| 38               | Rock County        | 291-22-002 |  | Mobility Management - 1-on-1 and group                    | -      | 110              | OPERATING        | cont        |               | cont   | -                     | - 1          |              | -                   | -                | <u> </u>     | - | -           | -           | -         | - | -         | - | Added per February 2022 TIP Amendment  | -              | -   | -         | -         |
| 30               | ca county          |            |  | travel training   | 2      | 533              | CAPITAL<br>TOTAL | + :         | -             | -  | -                     | -            |              | -                   | -                | <u> </u>     | - | -           | -           | -         | - | -         | - | 1.   | -              | -   | -         | -         |
|                  |                    | 1          | †  | +   | +-+    | +-               | PE               |             |               |  |                       |              | -            | -                   |                  | <del></del>  |   | -           | -           | -         |   |           |   |  |                |     | -         |           |
| 39               | Rock County        | 291-22-003 |  | Mobility Management - 1 medium bus                        | P/E    | 310              | OPERATING        | cont        | -             | cont   | -                     | -            | -            | -                   | -                | -            | - | -           | -           | -         | - | -         | - | Added per February 2022 TIP Amendment  | -              | -   | -         | -         |
|                  |                    |            |  |   | "   -  | -   3            | CAPITAL<br>TOTAL | -           | -             | -  | -                     | -            | -            | -                   | -                | -            | - | -           | -           | -         | - | -         | - | 1.   | -              | -   | -         | -         |
|                  |                    | 1          | <del>                                     </del> | +   | +-+    | +-               | PE               | +           | +             | cont   | <del>-</del>          | +            | <del>-</del> | +                   | -                | <u> </u>     | - |             | -           | -         | - | +         |   | Includes Cides-Ab emissis  | -              | -   | -         | -         |
|                  | DIt C              | 201 22 227 | E7EE 00 40 /44                                   | CTILO (CTILE: 2 12: 1                                     |        | ) in             | ROW              | <u> </u>    |               | -  | -                     | -            | -            | -                   | -                | -            | - | -           | -           | -         |   | -         | - | Includes Sidepath CTH D to Lookout/bridge. Programmed per August                       | -              | -   | -         | -         |
| 40               | Rock County        | 291-22-007 | 5755-00-10/11                                    | CTH Q (CTH D to Rock River)                               | g 8    | STBG             | CON              | -           | -             | -  | -                     | \$699,843    | -            | \$290,157           | \$990,000        | -            | - | -           | -           | -         | - | -         | - | 2022 TIP Amendment 5. Planned spring   | -              | -   | -         | -         |
| -                |                    | 1          | +  | +   | +      | +                | TOTAL            | -           | -<br>*150.050 | 642.457  | 6040 :                | \$699,843    | -            | \$290,157           | \$990,000        | -            | - | -           | -           | -         | - | •         | • | 2024 construction.   | -              | -   | -         | -         |
|                  |                    | 1          |  |   |        |                  | PE<br>ROW        | -           | \$169,960     | \$42,490<br>\$50,000                             | \$212,450<br>\$50,000 | + :-         | cont -       | cont                | -                | <u> </u>     | - | -           | -           | -         | - | -         | - | Programmed per August TIP Amendment  | -              | -   | -         | -         |
| 41               | Rock County        | 291-22-008 |  | Lathers Road Bridge Replacement                           | EP EP  | ير<br>10         | CON              |             | -             | -  | -                     | 1            | -            | -                   | -                | <del>-</del> | - | -           | -           | -         | - | -         | - | 5. Local share for design and construction   | \$1,326,142    | - 5 | \$332,535 | 1,658,677 |
|                  | '                  |            |  |   | 1 2    | m                | TOTAL            |             | \$169,960     | \$92,490   | \$262,450             |              |              | _                   | _                |              | _ | -           |             |           |   |           |   | split 50/50 Rock County/Town of Turtle. Construction planned 2027.                     | \$1,326,142    |     |           | 1,658,677 |
|                  |                    | ļ          | <del> </del>                                     | +   | +      | +                |                  | +           | Ş103,300      |  | 7232,430              | +            |              | +                   |                  | ·            |   |             |             |           |   |           | - | ·  | 71,520,142     |     |           | _,000,011 |
|                  |                    | 1          |  |   |        |                  | PE<br>ROW        | + :-        | -             | -  | -                     | -            | -            | -                   | -                | -            | - | -           | -           | -         | - | -         | - | Programmed per August 2022 TIP   | -              | -   | -         | -         |
| 42               | Rock County        | 291-22-009 |  | CTH D (Burton to Janesville, 10.5 miles)                  | ۵ 2    | 5                | CON              | -           | -             | -  |                       | -            | -            | -                   | -                | -            | - | \$9,500,000 | \$9,500,000 | -         | - | -         | - | Amendment 5. County may seek federal   |                |     | -         | -         |
|                  |                    |            |  |   |        |                  | TOTAL            | -           | -             | -  | -                     | -            | -            | -                   | -                | -            | - | \$9,500,000 | \$9,500,000 | -         | - | -         | - | cost share.  | -              | -   | -         |           |
|                  |                    |            |  |   |        |                  | PE               | cont        | -             | cont   | -                     |              | -            | -                   | -                |              | - | -           | -           | -         | - | -         | - |  | -              | -   |           | -         |
|                  |                    |            |  |   |        |                  | CON              | -           | -             | -  | -                     | \$382,208    | -            | \$95,552            | \$477,760        | -            | - | -           | -           | -         | - | -         | - | Added per February 2022 TIP Amendment 1. County awarded WisDOT TAP grant.              | -              | -   | -         | -         |
| 43               | Rock County        | 291-22-006 |  | Afton Road Sidepath                                       | В В В  | TAP TAP          | 2014             | + -         | +             | <del>                                     </del> | +                     | +302,200     |              | 755,552             | ÷***,****        | <b>!</b>     |   |             |             |           |   |           |   | Programmed per August 2022 TIP   |                |     |           |           |
|                  |                    | 1          |  |   |        |                  | TOTAL            | -           | -             | -  | -                     | \$382,208    | -            | \$95,552            | \$477,760        | -            | - | -           | -           | -         | - | -         | - | Amendment 5.   | -              | -   | -         | -         |
| -                |                    | 1          | +  | +   | +      | +                | - DE             | +           | +             | <del></del>                                      |                       | +            |              |                     |                  | '            |   |             |             |           |   |           |   | 1  |                |     |           |           |
|                  |                    |            |  |   |        |                  | PE<br>ROW        | -           | -             | -  | -                     | +            | -            | -                   | -                | -            | - | -           | -           | -         | - | -         | - | +  | -              | -   | -         | -         |
|                  |                    |            |  |   |        |                  | CON              | -           | -             | -  | -                     | \$2,000,000  | \$403,000    | \$597,000           | \$3,000,000      | -            | - | -           | -           | -         |   | -         | - | As of 2019, full project programmed FY24.  | -              | -   | -         |           |
|                  |                    | 1          |  |   |        | n-9              | 1                |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   | \$403k in TARP funds, \$2M STBG-U (SLATS)  |                |     |           |           |
| 44               | Winnebago County   | 2-20-002   |  | Old River Road from Illinois 75 (Russell                  | ₽ &    | STB(             |                  |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   | funds. Estimated SLATS fund balance in FY24 is \$1.6M. Project no longer includes      | 1              |     |           |           |
|                  |                    |            |  | Street) to Roscoe Road                                    |        | TARP,            | TOTAL            | -           |               | -  | -                     | \$2,000,000  | \$403,000    | \$597,000           | \$3,000,000      | -            | - | -           | -           | -         |   | -         | _ | Roscoe Road. Includes bike/ped.  | -              |     | -         |           |
|                  |                    | 1          |  |   |        | -                | 1                |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   | accommodations (Rockton ITEP award)  |                |     |           |           |
|                  |                    |            |  |   |        |                  |                  |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   |  | 1              |     |           |           |
| -                |                    | 1          | <u> </u>   | +   | +      | +-               |                  | +           | +             | -  |                       | +            |              |                     | <del></del>      | <u>'</u>     |   |             |             |           |   |           |   |  | -              |     |           |           |
| 1                |                    |            |  |   |        |                  | PE<br>ROW        | <del></del> | -             |  | -                     | -            | -            | -                   | -                | -            | - | -           | -           | -         | - | -         | - | $\exists$  | -              | -   |           | -         |
|                  |                    | 1          |  |   |        |                  | CON              | -           |               | -  | -                     | \$4,423,000  |              | \$1,105,750         | \$5,528,750      | -            | - | -           | -           | -         | - | -         | - |  | -              | -   | -         | -         |
| 1                |                    |            |  |   |        |                  |                  |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   |  | 1              |     |           |           |
|                  |                    |            |  |   |        |                  | 1                |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   |  | 1              |     |           |           |
|                  |                    |            |  |   |        | ee               | 1                |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   | Former Illinois TIP number 2-10-002 and<br>State ID 2-13330-000 for PE. Jurisdictional | 1              |     |           |           |
| 45               | Winnebago County   | 2-19-003   |  | Prairie Hill Road bridge over Rock River<br>replacement   | ₽ 2    | STBG-E           | 1                |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   | transfer to Winnebago County complete.   |                |     |           |           |
| 1                |                    |            |  |   |        | l S              | TOTAL            | -           | -             | -  | -                     | \$4,423,000  | -            | \$1,105,750         | \$5,528,750      | -            | - | -           | -           | -         | - | -         | - | IMBP funds awarded in 2017 for FY2022. Deferred to 2024 per 2023 TIP.                  | -              | -   | -         | -         |
|                  |                    |            |  |   |        |                  | 1                |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   |  | 1              |     |           |           |
|                  |                    | 1          |  |   |        |                  | 1                |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   |  |                |     |           |           |
|                  |                    |            |  |   |        |                  |                  |             |               |  |                       |              |              |                     |                  | 1            |   |             |             |           |   |           |   |  | 1              |     |           |           |
|                  | i                  | 1          |  |   |        |                  | 1                |             |               |  |                       | 1            |              |                     |                  | 1            |   |             |             |           |   |           |   |  | 1              |     |           |           |
|                  |                    |            |  |   |        |                  |                  |             |               |  |                       |              |              |                     |                  |              |   |             |             |           |   |           |   |  |                |     |           |           |

|                  |       |                                 |  |        |                                | PF  | -   | -           | -          | -  |           |             |           | -           | -         |             |           |             |           | -           | -         | -           |   | -           | _ | _ | - |
|------------------|-------|---------------------------------|--|--------|--------------------------------|---|---|-------------|------------|--|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|---|-------------|---|---|---|
| 46<br>TIP        |       | 291-23-050; 291-24-             |  |        | RPA                            | OPERATING   | \$1,015,470                                     | \$411,075   | \$718,311  | \$2,144,856  | \$768,198 | \$501,684   | \$732,677 | \$2,002,559 | \$783,562 | \$511,718   | \$747,331 | \$2,042,610 | \$799,233 | \$521,952   | \$762,277 | \$2,083,463 | Continued operations. 2023 federal funding includes \$837,335 in 5307 and   | -           | - | - |   |
| AMENDMENT<br>3   | BTS   | 050; 291-25-050, 291-<br>26-050 | Transit operations   | ٩ ١    | 5307/A                         | TOTAL   | \$1,015,470                                     | \$411,075   | \$718,311  | \$2,144,856  | \$768,198 | \$501,684   | \$732,677 | \$2,002,559 | \$783,562 | \$511,718   | \$747,331 | \$2,042,610 | \$799,233 | \$521,952   | \$762,277 | \$2,083,463 | funding includes \$837,335 in 5307 and<br>\$178,135 in ARPA. Update per June 2023<br>TIP Amendment.   | -           | - | - | - |
|                  |       |                                 |  | + +    |                                | PE  | -   | -           | -          | -  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           |   | -           | - | - | - |
|                  |       |                                 |  |        |                                | OPERATING<br>CAPITAL  | - cont  | -           | - cont     | -  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | Funded through FY22 STP-U program.  | -           | - | - | - |
|                  |       |                                 | 35' Hubrid Gillig Law Stand Burner 12  |        | ⇒                              | CAPITAL   | cont  | -           | cont       | -  | 1 -       | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | Other equipment may include automatic   | -           | - | - | - |
| 47               | BTS   | 291-22-051                      | 35' Hybrid Gillig Low Floor Bus and Bus<br>Equipment   | 9 2    | MI<br>STBG-U                   |   |   |             |            |  |           |             |           |             |           |             |           |             |           |             |           |             | wheelchair securement station, bike rack,<br>equipment, training, inspection and  |             |   |   |   |
|                  |       |                                 |  |        | ,                              | TOTAL   | -   | -           | -          | -  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | warranty. \$789,450 total with \$629,960 in<br>STBG-U.  | -           | - | - | - |
|                  |       |                                 |  |        |                                |   | 1   |             |            |  |           |             |           |             |           |             |           |             |           |             |           |             |   |             |   |   |   |
| 48               |       | 1                               |  | +      |                                | PE  | -   | -           | -          | -  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | Programmed per August 2022 TIP  | -           | - | - | - |
| TIP<br>AMENDMENT | BTS   | 291-22-052                      | Transfer Center Security Upgrades (gates and fencing)  | a 5    | ARPA                           | OPERATING<br>CAPITAL  | \$376,671                                       | -           | -          | \$376,671  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | Amendment 5. Updated from \$262,500 to  | -           | - | - | - |
| 3                |       |                                 |  | $\bot$ |                                | TOTAL   | \$376,671                                       | -           | -          | \$376,671  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | \$376,671 per June 2023 TIP Amendment.  | -           | - | - | - |
|                  |       |                                 |  |        |                                | PLANNING<br>OPERATING   | \$5,285   | -           | -          | -  | -         | -           | -         | -           | -         | -           |           |             | -         | -           | -         |             | Programmed per August 2022 TIP  | -           | - | - | - |
| 49<br>TIP        | BTS   | 291-22-053                      | Zero Emission Transition Plan, Microtransit  | S      | /5307                          | CAPITAL   | -   | -           | -          | -  | -         | -           |           | -           | -         | -           | -         | -           | -         | -           | -         | -           | Amendment 5. \$80k total budgeted in 2022 (\$30k for 2022/\$50k for 2023) shown   | -           | - | - | - |
| AMENDMENT<br>3   | 613   | 291-22-033                      | Study  | 9, 12  | ARPA, N                        | TOTAL   | _   |             |            |  |           |             |           |             |           |             |           |             |           |             |           |             | in 2022 Table 4. Added an additional<br>\$5,285 in 5307 per June 2023 TIP   | _           |   |   |   |
|                  |       |                                 |  |        |                                | IOIAL   | 1   |             | -          | -  | -         | -           | -         |             | -         | -           | -         | -           | -         | -           |           | _           | Amendment   |             | - | 1 | - |
| 50               |       |                                 |  |        | 's<br>ent)                     | PE  | -   | -           | -          | -  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           |   | -           | - | - | - |
| TIP              | BTS   | 291-22-054                      | Transfer Center Safety Improvements  | ٤ ا ا  | 307<br>ernor'                  | OPERATING   | -   | -           | -          | -  | -         | -           | -         | •           | -         | -           | -         | -           | -         | -           | -         | -           | Programmed per September 2022 TIP Amendment 6. Local share updated from   | -           | - | - | - |
| AMENDMENT<br>3   |       |                                 | (concrete and landscape island repairs).   | 1      | 5;<br>(Gove                    | CAPITAL   | \$108,000                                       | -           | \$21,835   | \$129,835  | -         | -           | -         | •           | -         | -           | •         | -           | -         | -           | -         | •           | per June 2023 TIP Amendment.  | -           | - | - | - |
| -                |       | +                               |  | +-+    | s E                            | TOTAL<br>PE   | \$108,000                                       | -           | \$21,835   | \$129,835  | -         | -           | •         |             | -         | -           | -         | -           | -         | -           | -         | -           |   | -           | - | - |   |
| 51               | BTS   | 291-22-055                      | 35 ft. bus for replacement   | ۵ اچ   | MI<br>307<br>ernor'<br>ortionr | OPERATING   | -   | -           |            | -  | -         | -           | -         | -           | -         | -           |           | -           | -         | -           | -         | -           | Programmed per September 2022 TIP   | -           | - | - |   |
|                  |       |                                 |  |        | Gow<br>Appo                    | TOTAL   | cont -  | -           | cont<br>-  | -  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | Amendment 6.  | -           | - | - | - |
|                  |       |                                 |  |        |                                | PE<br>OPERATING   | -   | -           | -          | -  | -         | -           | -         | -           | -         | -           | -         |             | -         | -           | -         | •           |   | -           | - |   | - |
|                  |       |                                 |  |        | 307                            | CAPITAL   | \$219,696                                       | -           | \$14,975   | \$234,671  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | Added to 2021 TIP. CARES Act funding for  | -           | - | - | - |
| 52               |       |                                 |  |        | and 5.                         |   |   |             |            |  |           |             |           |             |           |             |           |             |           |             |           |             | 10 electric card readers on fare boxes for<br>\$100,000 and Automated Stop  |             |   |   |   |
| TIP              | BTS   | 291-21-055                      | Transit Bus Technology Upgrades  | d 5    | VRPA :                         |   | 1   |             |            |  |           |             |           |             |           |             |           |             |           |             |           |             | Annoucement System for \$119,000. Began   |             |   |   |   |
| AMENDMENT<br>3   |       |                                 |  |        | ACT, A                         | TOTAL   | \$219,696                                       | _           | \$14,975   | \$234,671  | _         | _           | _         |             | _         | _           | _         |             | _         | _           |           |             | in 2021, completed in 2022 or early 2023.<br>Costs updated per June 2023 TIP  | _           | _ | _ | - |
|                  |       |                                 |  |        | \RES A                         |   | ,==3,050  |             | , _ ,,,,,, | ,,,,,,,  |           |             |           |             |           |             |           |             |           |             |           |             | Amendment to \$208,207 CARES and \$11,489 ARPA. Local match added.  |             |   |   |   |
|                  |       |                                 |  |        | క                              |   | 1   |             |            |  |           |             |           |             |           |             |           |             |           |             |           |             | ,   |             |   |   |   |
|                  |       | +                               |  | +      |                                | PE  | -   | -           | _          | -  | -         | _           | -         | -           | _         | _           | -         | -           | -         | -           | -         | -           |   | -           | _ | - | _ |
|                  |       |                                 |  |        |                                | OPERATING<br>CAPITAL  | \$118,009                                       | \$1,036,002 | \$81,000   | \$1,235,011  | \$685,897 | \$1,139,640 | \$81,000  | \$1,906,537 | \$344,548 | \$1,253,604 | \$81,000  | \$1,679,152 | \$352,785 | \$1,378,964 | \$81,000  | \$1,812,749 | Continued operations. Future years  | -           |   | - | - |
| 53               |       |                                 |  |        |                                | CAPITAL   |   |             | -          | <u> </u>   |           | -           | -         |             | -         | -           | -         | -           | -         | <u> </u>    | -         | -           | include estimated increase in   | -           | - | - | - |
| 53<br>TIP        | SMTD  | 2-23-001; 2-24-001; 2-          | Transit operations   | ے ہ    | 307                            |   | 1   |             |            |  |           |             |           |             |           |             |           |             |           |             |           |             | federal/State revenue. Lapsing funds from<br>Dubuque/Kenosha included per <del>2022 April</del>   |             |   |   |   |
| AMENDMENT<br>3   | SWILD | 25-001; 2-26-001                | rransit operations   | -   2  | ≤ Ř                            | TOTAL   | \$118,009                                       | \$1,036,002 | \$81,000   | \$1,235,011  | \$685,897 | \$1,139,640 | \$81,000  | \$1,906,537 | \$344,548 | \$1,253,604 | \$81,000  | \$1,679,152 | \$352,785 | \$1,378,964 | \$81,000  | \$1,812,749 | TIP Amendment 2 June 2023 TIP<br>Amendment 3 for FY24 including \$280,812   | _           | _ | _ |   |
|                  |       |                                 |  |        |                                |   | """   | . ,,        | ,          |  | ,         |             |           |             |           |             | ,         |             | ,         |             |           |             | FY18, \$285,533 FY19, and \$119,552 FY20).  |             |   |   |   |
|                  |       |                                 |  |        |                                | 1   |   |             |            |  | Ī         |             |           |             | 1         |             |           | 1           | i         |             |           | 1           | State funding updated for FY23 and FY24.  |             | 1 |   |   |
|                  |       | +                               | Ĭ.   |        |                                |   |   |             |            |  |           |             |           |             |           |             |           |             |           |             |           |             |   |             |   |   |   |
|                  |       |                                 |  |        |                                | PE  | -   | -           | -          | -  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           |   | -           | - | - | - |
|                  |       |                                 |  |        |                                | OPERATING   |   | -           |            | \$171,166  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | \$977 E01 in CADES Art funding anticles   | -           | - | - | - |
| 54               |       |                                 |  |        | -                              |   |   |             |            |  | -         | -           | -         |             | -         | -           | -         | -           | -         | -           | -         | -           | \$827,501 in CARES Act funding anticipated<br>over 2021 and 2022 programmed per   | -<br>-<br>- | - |   |   |
|                  | SMTD  | 2-20-003                        | CARES Act Funding  | a b    | MI<br>ES ACT                   | OPERATING   |   | -           |            | \$171,166  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           |   | -           | - | - | - |
|                  | SMTD  | 2-20-003                        | CARES Act Funding  | q tw   | MI<br>CARES ACT                | OPERATING   |   | -           |            | \$171,166  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | over 2021 and 2022 programmed per<br>August 2020 TIP Amendment 3. Amount<br>updated per June TIP A.M. 3. Additional<br>funds from Dubuque/Kenosha shown per   | -           | - | - | - |
|                  | SMTD  | 2-20-003                        | CARES Act Funding  | q tv   | MI<br>CARES ACT                | OPERATING<br>CAPITAL  | \$171,166                                       | -           |            | \$171,166  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | over 2021 and 2022 programmed per<br>August 2020 TIP Amendment 3. Amount<br>updated per June TIP A.M. 3. Additional   | -           | - | - | - |
|                  | SMTD  | 2-20-003                        | CARES Act Funding  | q TAA  | M I<br>CARES ACT               | OPERATING<br>CAPITAL  | \$171,166                                       | -           |            | \$171,166  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | over 2021 and 2022 programmed per<br>August 2020 TIP Amendment 3. Amount<br>updated per June TIP A.M. 3. Additional<br>funds from Dubuque/Kenosha shown per<br>2022 April TIP Amendment 2 shown in  | -           | - | - | - |
|                  | SMTD  | 2-20-003                        | CARES Act Funding  | d tw   | MI<br>CARES ACT                | OPERATING<br>CAPITAL<br>TOTAL   | \$171,166                                       | -           |            | \$171,166  | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | -         | -           | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.   | -           | - | - | - |
| 55               |       |                                 |  |        | ٥                              | OPERATING CAPITAL TOTAL PE  | \$171,166<br>-<br>\$171,166                     |             |            | \$171,166<br>-<br>\$171,166                                    |           |             |           | -           | -         | -           |           | -           |           | -           | -         | -           | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from   |             |   |   |   |
| 55               | SMTD  | 2-20-003                        | CARES Act Funding  American Rescue Plan Act (ARPA)   |        | MI MI ARPA. CARES ACT          | OPERATING<br>CAPITAL<br>TOTAL   | \$171,166<br>-<br>\$171,166                     | -           |            | \$171,166  | -         | -           | -         | -           |           | -           | -         | -           | -         | -           | -         | -           | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021  | -           | - |   | - |
| 55               |       |                                 |  |        | ٥                              | OPERATING CAPITAL  TOTAL  PE OPERATING CAPITAL TOTAL  | \$171,166<br>\$171,166<br>\$163,824<br>\$63,824 | -           | -          | \$171,166<br>\$171,166<br>\$163,824<br>\$63,824                | -         |             |           |             | -         |             |           |             | -         | -           | -         |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April  |             |   |   |   |
| 55               |       |                                 |  |        | ٥                              | OPERATING CAPITAL  TOTAL  PE OPERATING CAPITAL  | \$171,166                                       |             | -          | \$171,166<br>\$171,166   |           | -           |           |             | -         | -           |           |             | -         | -           |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April  |             |   |   | - |
| 55               |       |                                 |  |        | ٥                              | OPERATING CAPITAL  TOTAL  PE OPERATING CAPITAL TOTAL  PE  | \$171,166<br>\$171,166<br>\$63,824<br>\$63,824  | -           | -          | \$171,166<br>\$171,166<br>\$171,166                            | -         | -           |           |             | -         | -           |           |             | -         | -           |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.   |             |   | - |   |
| 55               |       |                                 |  |        | ٥                              | PE OPERATING CAPITAL  PE OPERATING CAPITAL TOTAL PE OPERATING   | \$171,166<br>\$171,166<br>\$63,824              | -           | -          | \$171,166<br>\$171,166<br>\$171,166                            |           | -           |           |             | -         | -           |           |             | -         | -           |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.   |             |   |   |   |
|                  | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus  | d. IW  | ٥                              | PE OPERATING CAPITAL  PE OPERATING CAPITAL TOTAL PE OPERATING   | \$171,166<br>\$171,166<br>\$63,824              | -           | -          | \$171,166<br>\$171,166<br>\$171,166                            |           | -           |           |             | -         | -           |           |             | -         | -           |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 119 Amendment 3. Moved to FY                                    |             |   |   |   |
| 55               |       |                                 | American Rescue Plan Act (ARPA)  |        | ٥                              | OPERATING CAPITAL  TOTAL  PE OPERATING CAPITAL  PE OPERATING CAPITAL  | \$171,166<br>\$171,166<br>\$171,166             |             | -          | \$171,166<br>\$171,166<br>\$171,166<br>                        | -         |             | -         |             |           |             | -         |             | -         |             | -         |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY2 in June 2021 per TIP A.M. 3. Additional \$215,021 Linue 2021 per TIP A.M. 3.  |             |   |   |   |
|                  | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike   | d. IW  | ٥                              | PE OPERATING CAPITAL  PE OPERATING CAPITAL TOTAL PE OPERATING   | \$171,166<br>\$171,166<br>\$63,824              | -           | -          | \$171,166<br>\$171,166<br>\$171,166                            |           | -           |           |             | -         | -           |           |             | -         | -           |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$215,021 sought above original \$225,000 in July 2022 Rebuild solicitation and added per 2022 Rebuild solicitation and                                  |             |   |   |   |
|                  | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike   | d. IW  | ٥                              | OPERATING CAPITAL  TOTAL  PE OPERATING CAPITAL  PE OPERATING CAPITAL  | \$171,166<br>\$171,166<br>\$171,166             |             | -          | \$171,166<br>\$171,166<br>\$171,166<br>                        | -         |             | -         |             |           |             | -         |             | -         |             | -         |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional 525,000 in July Sought above original \$225,000 in July  |             |   |   |   |
|                  | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike   | d. IW  | ٥                              | OPERATING CAPITAL  TOTAL  PE OPERATING CAPITAL  PE OPERATING CAPITAL  | \$171,166<br>\$171,166<br>\$171,166             |             | -          | \$171,166<br>\$171,166<br>\$171,166<br>                        | -         |             | -         |             |           |             | -         |             | -         |             | -         |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$215,021 sought above original \$225,000 in July 2022 Rebuild solicitation and added per 2022 Rebuild solicitation and                                  |             |   |   |   |
|                  | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike   | d. IW  | ٥                              | OPERATING CAPITAL  PE OPERATING CAPITAL  TOTAL PE OPERATING CAPITAL TOTAL PE OPERATING CAPITAL TOTAL                      | \$171,166<br>\$171,166<br>\$171,166             |             |            | \$171,166<br>-<br>\$171,166<br>-<br>\$63,824<br>-<br>\$440,021 |           |             | -         |             |           |             | -         |             | -         |             |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$215,021 sought above original \$225,000 in July 2022 Rebuild solicitation and added per 2022 Rebuild solicitation and                                  |             |   |   |   |
|                  | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike   | d. IW  | ٥                              | OPERATING CAPITAL  PE OPERATING CAPITAL  PE OPERATING CAPITAL  TOTAL  PE OPERATING PE OPERATING PE OPERATING PE OPERATING | \$171,166<br>\$171,166<br>\$171,166             |             |            | \$171,166<br>\$171,166<br>\$171,166<br>                        |           |             |           |             |           |             | -         |             |           |             |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$215,021 sought above original \$225,000 in July 2022 Rebuild solicitation and added per 2022 Rebuild solicitation and                                  |             |   |   |   |
|                  | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike   | d. IW  | ٥                              | OPERATING CAPITAL  PE OPERATING CAPITAL  TOTAL PE OPERATING CAPITAL TOTAL PE OPERATING CAPITAL TOTAL                      | \$171,166<br>\$171,166<br>\$171,166             |             |            | \$171,166<br>-<br>\$171,166<br>-<br>\$63,824<br>-<br>\$440,021 |           |             | -         |             |           |             | -         |             | -         |             |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$215,021 sought above original \$225,000 in July 2022 Rebuild solicitation and added per 2022 Rebuild solicitation and                                  |             |   |   |   |
|                  | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike   | d. IW  | ٥                              | OPERATING CAPITAL  PE OPERATING CAPITAL  PE OPERATING CAPITAL  TOTAL  PE OPERATING PE OPERATING PE OPERATING PE OPERATING | \$171,166<br>\$171,166<br>\$171,166             |             |            | \$171,166<br>\$171,166<br>\$171,166<br>                        |           |             |           |             |           |             | -         |             |           |             |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$215,021 sought above original \$225,000 in July 2022 Rebuild solicitation and added per August 2022 TIP Amendment 5.  Added per April 2022 TIP Amendment 2.  |             |   |   |   |
|                  | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike racks) to maintain existing service)  6 replacement Medium Duty paratransit   | d. IW  | ٥                              | OPERATING CAPITAL  PE OPERATING CAPITAL  PE OPERATING CAPITAL  TOTAL  PE OPERATING PE OPERATING PE OPERATING PE OPERATING | \$171,166<br>\$171,166<br>\$171,166             |             |            | \$171,166<br>\$171,166<br>\$171,166<br>                        |           |             |           |             |           |             | -         |             |           |             |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 2 a. Mount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinos Capital Assistance Grant per August 2021 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$215,021 sought above original \$225,000 in July 2022 Rebuild solicitation and added per August 2022 TIP Amendment 5.  Added per April 2022 TIP Amendment 2. Six (6) buses applied for and programmed   |             |   |   |   |
|                  | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike racks) to maintain existing service)  | d. IW  | ٥                              | OPERATING CAPITAL  PE OPERATING CAPITAL  PE OPERATING CAPITAL  TOTAL  PE OPERATING PE OPERATING PE OPERATING PE OPERATING | \$171,166<br>\$171,166<br>\$171,166             |             |            | \$171,166<br>\$171,166<br>\$171,166<br>                        |           |             |           |             |           |             | -         |             |           |             |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$215,021 sought above original \$225,000 in July 2022 Rebuild solicitation and added per August 2022 TIP Amendment 5.  Added per April 2022 TIP Amendment 2. Six (6) buses applied for and programmed as part of 2022 CVP Program through IDDT for replacement in 2024. Additional  |             |   |   |   |
| 56               | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike racks) to maintain existing service)  6 replacement Medium Duty paratransit vehicles with lift (5 wheelchairs/14                                      | 4 PA   | ٥                              | OPERATING CAPITAL  PE OPERATING CAPITAL  PE OPERATING CAPITAL  TOTAL  PE OPERATING PE OPERATING PE OPERATING PE OPERATING | \$171,166<br>\$171,166<br>\$171,166             |             |            | \$171,166<br>\$171,166<br>\$171,166<br>                        |           |             |           |             |           |             | -         |             |           |             |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$215,021 sought above original \$252,000 in July 2022 Rebuild solicitation and added per August 2022 TIP Amendment 5.  Added per April 2022 TIP Amendment 5.  Six (6) buses applied for and programmed as part of 2022 CVP program through IDOI for replacement in 2024. Additional \$430,044 sought above original \$430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,044 sought above original \$430,000 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,044 sought |             |   |   |   |
| 56               | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike racks) to maintain existing service)  6 replacement Medium Duty paratransit vehicles with lift (5 wheelchairs/14 passengers and related bus equipment | 4 PA   | ٥                              | OPERATING CAPITAL  PE OPERATING CAPITAL  TOTAL  PE OPERATING CAPITAL  TOTAL  TOTAL  PE OPERATING CAPITAL                  | \$171,166                                       |             |            | \$171,166<br>\$171,166<br>\$440,021<br>\$440,021               |           |             |           |             |           |             |           |             |           |             |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 2. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$225,000 in July 2022 Rebuild solicitation and added per August 2022 TIP Amendment 5.  Added per April 2022 TIP Amendment 2. Six (6) buses applied for and programmed as part of 2022 CVP Program through IDOT for replacement in 2024. Additional \$430.044 South above original \$245.000   |             |   |   |   |
| 56               | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike racks) to maintain existing service)  6 replacement Medium Duty paratransit vehicles with lift (5 wheelchairs/14 passengers and related bus equipment | 4 PA   | ٥                              | OPERATING CAPITAL  PE OPERATING CAPITAL  TOTAL  PE OPERATING CAPITAL  TOTAL  TOTAL  PE OPERATING CAPITAL                  | \$171,166                                       |             |            | \$171,166<br>\$171,166<br>\$440,021<br>\$440,021               |           |             |           |             |           |             |           |             |           |             |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$215,021 sought above original \$252,000 in July 2022 Rebuild solicitation and added per August 2022 TIP Amendment 5.  Added per April 2022 TIP Amendment 5.  Six (6) buses applied for and programmed as part of 2022 CVP program through IDOI for replacement in 2024. Additional \$430,044 sought above original \$430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,044 sought above original \$430,000 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,044 sought |             |   |   |   |
| 56               | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike racks) to maintain existing service)  6 replacement Medium Duty paratransit vehicles with lift (5 wheelchairs/14 passengers and related bus equipment | 4 PA   | ٥                              | OPERATING CAPITAL  PE OPERATING CAPITAL  TOTAL  PE OPERATING CAPITAL  TOTAL  TOTAL  PE OPERATING CAPITAL                  | \$171,166                                       |             |            | \$171,166<br>\$171,166<br>\$440,021<br>\$440,021               |           |             |           |             |           |             |           |             |           |             |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$215,021 sought above original \$252,000 in July 2022 Rebuild solicitation and added per August 2022 TIP Amendment 5.  Added per April 2022 TIP Amendment 5.  Six (6) buses applied for and programmed as part of 2022 CVP program through IDOI for replacement in 2024. Additional \$430,044 sought above original \$430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,044 sought above original \$430,000 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,044 sought |             |   |   |   |
| 56               | SMTD  | 2-21-003                        | American Rescue Plan Act (ARPA)  3 expansion vehicles and related bus equipment (communication, security, bike racks) to maintain existing service)  6 replacement Medium Duty paratransit vehicles with lift (5 wheelchairs/14 passengers and related bus equipment | 4 PA   | ٥                              | OPERATING CAPITAL  PE OPERATING CAPITAL  TOTAL  PE OPERATING CAPITAL  TOTAL  TOTAL  PE OPERATING CAPITAL                  | \$171,166                                       |             |            | \$171,166<br>\$171,166<br>\$440,021<br>\$440,021               |           |             |           |             |           |             |           |             |           |             |           |             | over 2021 and 2022 programmed per August 2020 TIP Amendment 3. Amount updated per June TIP A.M. 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 shown in FY22/23.  ARPA funding programmed per June 2021 TIP Amendment 3. Additional funds from Dubuque/Kenosha shown per 2022 April TIP Amendment 2 for FY22/23.  3 buses applied for and programmed in FY21 as part of the 2020 Rebuild Illinois Capital Assistance Grant per August 2020 TIP Amendment 3. Moved to FY22 in June 2021 per TIP A.M. 3. Additional \$215,021 sought above original \$252,000 in July 2022 Rebuild solicitation and added per August 2022 TIP Amendment 5.  Added per April 2022 TIP Amendment 5.  Six (6) buses applied for and programmed as part of 2022 CVP program through IDOI for replacement in 2024. Additional \$430,044 sought above original \$430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,004 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,044 sought above original \$430,000 in July 2022 Rebuild solicitation and 3430,044 sought above original \$430,044 sought |             |   |   |   |

|                             |                              |                     |               |  |       |  | PE<br>OPERATING                     | -                              | -                    | -                              | -                              | -                      | -                    | -         | -                      | -                      | - | -                      | -                          | -    | - | -    | -      | <b>-</b>  | -           | -                        | -                          |                       |
|-----------------------------|------------------------------|---------------------|---------------|--|-------|--|-------------------------------------|--------------------------------|----------------------|--------------------------------|--------------------------------|------------------------|----------------------|-----------|------------------------|------------------------|---|------------------------|----------------------------|------|---|------|--------|---|-------------|--------------------------|----------------------------|-----------------------|
|                             |                              |                     |               |  |       | [ ⊉ ]  | CAPITAL                             |                                | \$20,000             | -                              | \$20,000                       |                        | -                    | -         | -                      | + :                    | - |                        | -                          | -    | - | -    | -      | \$18k programmed in 2017 TIP and cont.<br>for 2018. An additional \$7k programmed in  | -           | -                        | -                          |                       |
| 58                          | SMTD                         | 2-17-004            |               | Capital Equipment, radio and repeater replacement  | d N   | Rebuild Illinois Cap<br>Assistance Grani<br>5310 | TOTAL                               | -                              | \$20,000             | -                              | \$20,000                       | -                      | -                    | -         | -                      | -                      | - | -                      | -                          | -    | - | -    | -      | 2019 The rot atold for \$52K, \$26K programmed for FY22/23 per 2022 April TIP Amendment 2. Costs updated to \$20,000 from original \$26,000 in July 2022 Rebuild solicitation and adjusted per August 2022 TIP Amendment 5. | -           | -                        | -                          | -                     |
| 59                          |                              |                     |               |  |       | nois-<br>tance-                                  | PE<br>OPERATING                     | -                              | -                    | -                              | _                              | -                      | -                    | -         | -                      | -                      | - | -                      | -                          | -    | - | -    | -      | Applied for in July 2022 Rebuild  | -           | -                        | -                          | -                     |
| TIP<br>AMENDMENT<br>3       | SMTD                         | <del>2-22-005</del> |               | Capital Equipment, office equipment  | a #   | Rebuild IIII<br>Capital Assis                    | CAPITAL<br>TOTAL                    | -                              | \$10,000<br>\$10,000 | -                              | \$10,000<br>\$10,000           | -                      | -                    | -         | -                      | -                      | - | -                      | -                          | -    | - | -    | -      | solicitation and added per August 2022 TH<br>Amendment 5- Removed per June 2023 TH<br>Amendment   | -           | -                        | -                          | -                     |
| 60<br>TIP<br>AMENDMENT<br>2 | SMTD                         | 2-22-006            |               | South Beloit Transit Hub (shelter, pad, waste receptacle, bike rack, bike maintenance station) | e 4 E | Rebuild<br>nois Capital<br>Assistance            | PE<br>OPERATING<br>CAPITAL<br>TOTAL | -                              | \$47,251<br>\$47,251 |                                | \$47,251<br>\$47,251           | -                      | -                    | -         | -                      | -                      | - | -                      | -                          | -    | - | -    | -      | Applied for in July 2022 Rebuild solicitation and added per August 2022 TII Amendment 5.  | -           | -                        |                            |                       |
| 61                          | RSVP of Rock County,<br>Inc. | 291-22-004          |               | Operating Assistance   | ۵ ۲   | 5310   | PE<br>OPERATING<br>CAPITAL          | -<br>cont                      |                      | -<br>cont                      |                                | -                      | -                    | -         | -                      | -                      | - | -                      | -                          | -    | - | -    | -      | Added per February 2022 TIP Amendment   | -           | -                        | -                          | -                     |
| 62                          | Rock County ADRC             | 291-22-002          |               | Mobility Management - 1-on-1 and group   | - 5   | 5310   | TOTAL PE OPERATING                  | -<br>cont                      |                      | -<br>cont                      | -                              | -                      | -<br>-<br>-          | -         | -                      |                        | - | -                      | -                          |      |   | -    | -      | Added per February 2022 TIP Amendment   | -           | -                        |                            | -                     |
|                             |                              |                     |               | travel training  |       | - 01   | CAPITAL TOTAL PE OPERATING          | -<br>-<br>cont                 | -                    | -<br>-<br>cont                 | -                              | -                      | -                    | -         | -                      | -                      | - | -                      | -                          | -    | - | -    | -      | 1.  Added per February 2022 TIP Amendment   | -           | -                        | -                          | -                     |
| 63<br>64<br>TIP             | Rock County ADRC             | 291-22-003          |               | Mobility Management - 1 medium bus   | P/E   | . 23. M  | CAPITAL<br>TOTAL<br>PE              | \$133,872                      |                      | -<br>\$14,875                  | \$148,747                      | -<br>cont              | -                    | -<br>cont | -                      | -                      |   |                        | -                          | -    | : | -    |        | 1. Programmed per January 2023 TIP  |             | -                        | :                          |                       |
| AMENDMENT 1 65              | Rock County                  | 291-23-002          | 5755-00-03/73 | County Q/Newark Road with County D/S. Afton Road Intersection                                  | ₽ 5   | HSIF   | CON TOTAL PE                        | \$133,872                      | -                    | -<br>-<br>\$14,875<br>-        | \$148,747<br>-                 | -                      | -                    | -         | -                      | \$914,134<br>\$914,134 | - | \$101,570<br>\$101,570 | \$1,015,704<br>\$1,015,704 | -    | - | -    | :      | Amendment 1. Design FY23, Construction FY25.  | -           | -                        | :                          | -                     |
| TIP<br>AMENDMENT<br>2       | State of Wisconsin           | 291-23-003          | 5570-01-54    | C. Beloit, State Street Canadian Pacific RR<br>Xing 388198J- RR Signals/Misc                   | ۵ 2   | STBG-FLX   | CON<br>TOTAL                        | -                              | -                    | -                              | -                              | \$303,000              | \$76,000<br>\$76,000 | -         | \$379,000<br>\$379,000 | -                      | - | -                      | -                          | -    | - | -    | -      | Programmed per March 2023 TIP Amendment 2. Design 2023/Construction 2028+   | -           | -                        | -                          | -                     |
| 66<br>TIP<br>AMENDMENT      | State of Wisconsin           | 291-23-004          | 5570-01-55    | C. Beloit, Shirland Avenue Canadian Pacific<br>RR Xing 388197C RR Signals/Misc                 | - Q   | KD<br>STBG-FLX                                   | PE<br>ROW<br>CON                    |                                | -                    | -                              | -                              | \$303,000              | \$76,000             | -         | \$379,000              | -                      | - | -                      | -                          |      | - |      | -      | Programmed per March 2023 TIP Amendment 2. Design 2023/Construction 2028+   | -           | -                        | -                          | -                     |
| 2<br>67<br>TIP              |                              |                     |               | C. Beloit, Fourth Street Rock River Bridge B-  |       | Ä  | PE ROW CON                          | \$450,000                      | -                    | \$150,000<br>-<br>-            | \$600,000                      | \$303,000<br>cont<br>- | \$76,000<br>-<br>-   | cont<br>- | \$379,000              | cont -                 | - | cont<br>-              | -                          | cont | - | cont | -      | Programmed per March 2023 TIP   | \$2,960,000 | -<br>-<br>-<br>\$740,000 | -<br>-<br>-<br>\$1,121,000 | \$4,821,000           |
| AMENDMENT<br>2              | State of Wisconsin           | 291-23-005          | 5570-01-06/86 | 53-090 Design-PS&E Bridge Rehab  | ۳ 5   | STBG-  | TOTAL                               | \$450,000                      |                      | \$150,000                      | \$600,000                      | -                      | -                    | -         | -                      | -                      | - | -                      | -                          | -    | - | -    | -      | Amendment 2. Design 2023/Construction<br>2029   | \$2,960,000 | \$740,000                |                            | \$3,700,000           |
| 68<br>TIP<br>AMENDMENT<br>2 | RSVP of Rock County,<br>Inc. | 291-23-006          |               | Operating Assistance, Volunteer drivers  | ط ≱   | 5310   | PE<br>OPERATING<br>CAPITAL<br>TOTAL | \$22,728<br>-<br>\$22,728      | -                    | \$22,728<br>-<br>\$22,728      | \$45,456<br>-<br>\$45,456      | -                      | -                    | -         | -                      | -                      | - |                        | -                          | -    | - | -    | -      | Programmed per March 2023 TIP<br>Amendment 2.   | -           | -                        | -                          | -                     |
| 69<br>TIP<br>AMENDMENT<br>2 | Rock County ADRC             | 291-23-007          |               | Mobility Management, 1-on-1 and group travel training  | م کے  | 5310   | PE<br>OPERATING<br>CAPITAL          | -<br>\$73,460<br>-             |                      | -<br>\$18,365<br>-             | -<br>\$91,825<br>-             | -                      | -                    | -         | -                      | -                      | - | -                      | -                          | -    | - | -    | -      | Programmed per March 2023 TIP<br>Amendment 2.   | -           | -                        |                            | -                     |
| 70<br>TIP<br>AMENDMENT      | Aptiv, Inc.                  | 291-23-008          |               | Vehicle Replacement, 1 bariatric van   | σ Σ   | 5310   | PE OPERATING CAPITAL                | \$73,460<br>-<br>-<br>\$61,260 | -                    | \$18,365<br>-<br>-<br>\$15,315 | \$91,825<br>-<br>-<br>\$76,575 | -                      | -                    | -         | -                      | -                      | - | -<br>-<br>-            | -                          | -    | - | -    | ·<br>· | Programmed per March 2023 TIP<br>Amendment 2.   | -           | -                        | -                          | -                     |
| 71                          |                              |                     |               |  |       | SIP  | PE ROW CON                          | \$61,260<br>\$225,000<br>-     | -                    | \$15,315<br>\$75,000<br>-      | \$76,575<br>\$300,000<br>-     | cont                   | -                    | cont<br>- | -                      | cont                   | - | cont                   | -                          | cont | - | cont |        | Programmed per June 2023 TIP Amendment 3. As of May 2023, RAB is  | \$1,529,000 | -<br>-<br>-<br>\$170,000 | -                          | -<br>-<br>\$1,699,000 |
| TIP<br>AMENDMENT<br>3       | State of Wisconsin           | 291-23-009          | 5340-01-04/74 | WIS 81, C. Beloit, White Avenue/Milwaukee<br>Road Intersection HSIP Reconstruction             | e a 2 | NHPP/H   | TOTAL                               | \$225,000                      | -                    | \$75,000                       | \$300,000                      | -                      | -                    | -         | -                      |                        | - |                        |                            | -    | - | -    | -      | approved in HSIP Application. Funding is<br>NHPP & City of Beloit for PE and HSIP and<br>State for Construction   | \$1,529,000 |                          | -                          | \$1,699,000           |
| 72<br>TIP                   |                              |                     |               |  |       |  | PE<br>ROW<br>CON                    | -<br>-<br>\$123,563            | -                    | -<br>-<br>\$132,513            | -<br>-<br>\$256,076            | -                      | -                    | -         | -                      | -                      | - | -                      | -                          | -    | - | -    | -      | Programmed per June 2023 TIP  | -           | -                        |                            | -                     |
| AMENDMENT<br>3              | City of Beloit               | 291-23-010          |               | City of Beloit Street Lighting Update  | 9 OS  | GR GR  | TOTAL                               | \$123,563                      | -                    | \$132,513                      | \$256,076                      | -                      | -                    | -         |                        | -                      | - | -                      | -                          | -    | - | -    | -      | Amendment 3.  | -           | -                        | -                          | -                     |
| 73<br>TIP<br>AMENDMENT      | BTS                          | 291-23-051          |               | Fall Protection Systems (HQ overhead hybrid access and pit railings)                           | q ª Æ | A/Unliquidat<br>ed 5339                          | PE<br>OPERATING<br>CAPITAL          | -<br>-<br>\$58,400             | -                    | -<br>-<br>\$6,000              | -<br>-<br>\$64,400             | -                      | -                    | -         | -                      | -                      | - | -                      | -                          | -    | - | -    | -      | \$34,400 ARPA and \$24,000 Unliquidated 5339. Programmed per June 2023 TIP Amendment.   | -           | -                        | -                          | -                     |
| 3<br>74<br>TIP              |                              |                     |               |  |       | dated ARP.                                       | TOTAL PE OPERATING                  | \$58,400<br>-<br>-             |                      | \$6,000                        | \$64,400                       |                        | -                    |           | -                      | -                      | - |                        | -                          |      | - | -    |        | Programmed per June 2023 TIP  |             | -                        |                            |                       |
| AMENDMENT<br>3              | BTS                          | 291-23-052          |               | Exterior Lighting Replacement (HQ)   | 4 F   | Unliquik<br>533°                                 | CAPITAL TOTAL                       | \$10,186<br>\$10,186           | -                    | \$2,547<br>\$2,547             | \$12,733<br><b>\$12,733</b>    | -                      | -                    | -         | -                      |                        | - | -                      | -                          | -    | - |      | -      | Amendment.  | -           | -                        | -                          | -                     |

| TABLE 1A - 20                | 23-2026 TRANSPO        | RTATION IMPROVE | MENT PROGRAM UNFUND | ED & ILLUSTRATIVE PROJECTS   |                              |                                     |                                  | CY 2023 (SFY2023-20                       | 024)                         |                            | CY 2024 (S       | FY2024-202                | 5)                         |                             | CY 2025 (   | (SFY2025-2026)         |                             |                            | CY 2026 | SFY2025-2026)          | )                           |   |             | CY2   | 2027+ |       |
|------------------------------|------------------------|-----------------|---------------------|--|------------------------------|-------------------------------------|----------------------------------|---|------------------------------|----------------------------|------------------|---------------------------|----------------------------|-----------------------------|-------------|------------------------|-----------------------------|----------------------------|---------|------------------------|-----------------------------|---|-------------|-------|-------|-------|
| QUICK<br>REFERENCE<br>NUMBER | SPONSORING<br>AGENCY   | TIP NUMBER      | STATE ID NUMBER     | PROJECT DESCRIPTION  | PURPOSE<br>MODE<br>FUND TYPE | COST TYPE                           | FED                              | STATE LOCAL                               | TOTAL                        | FED                        | STATE            | LOCAL                     | TOTAL                      | FED                         | STATE       | LOCAL                  | TOTAL                       | FED                        | STATE   | LOCAL                  | TOTAL                       | COMMENTS  | FED         | STATE | LOCAL | TOTAL |
| 1i                           | State of Illinois      | ILLUS           |                     | Illinois 2 from state line south 1,600 feet +/- reconstruct  | م ۵                          | PE<br>ROW<br>CON<br>TOTAL           | \$2,557,500<br>\$2,557,500       |   | \$2,557,500<br>\$2,557,500   | -                          |                  |                           |                            | -                           |             |                        |                             |                            |         | -                      |                             |   | -<br>-<br>- | -     | -     | -     |
| 2i                           | City of Beloit         | ILLUS           |                     | Milwaukee Road Sidepath (west of Lee Lane)   | E<br>B&P<br>STBG-TA          | PE<br>ROW<br>CON<br>TOTAL           | \$800,000<br>\$800,000           | - \$100,000<br>\$200,000<br>- \$300,000   | \$1,000,000<br>\$1,100,000   | -                          | -<br>-<br>-      | -                         | -                          | -                           | -           | -                      |                             | -                          | -       | -                      | -                           | Potential future TAP project  | -           | -     | -     | -     |
| 3i                           | City of South Beloit   | ILLUS           |                     | Willowbrook Road Reconstruction (between<br>State Line and Prairie Hill Road)                                    | 34 Q2                        | PE<br>ROW<br>CON<br>TOTAL           | \$7,200,000<br>\$7,200,000       | - \$1,800,00<br>- \$1,800,00              | 0 \$9,000,000                | -                          | -<br>-<br>-<br>- | -                         | -                          | -                           | -           |                        | -                           | -                          | -       | -                      | -                           |   |             | -     | -     |       |
| 4i                           | City of South Beloit   | ILLUS           |                     | S. Bluff Sidepath  | E<br>B&P<br>STBG-TA          | PE<br>ROW<br>CON<br>TOTAL           | \$576,312<br>-<br>\$576,312      | - \$144,078                               | -                            | \$1,906,200<br>\$1,906,200 | -<br>-<br>-      | \$495,300<br>\$495,300    | \$2,401,500<br>\$2,401,500 | -                           | -           | -                      | -                           | -                          | -       | -                      | -                           | City seeking ITEP funds   | -           | -     | -     | -     |
| 5i                           | Town of Beloit         | ILLUS           |                     | Huebbe from Bartells to Prairie resurface  | م ۵                          | PE<br>ROW<br>CON<br>TOTAL<br>PE     | -                                | - \$144,000<br>- \$144,000                | -<br>) \$144,000             | -                          | -                | -                         | -                          | -                           | -           | -                      | -                           | -                          | -       | -                      | -                           |   | -           | -     |       |       |
| 6i                           | Town of Beloit         | ILLUS           |                     | Huebbe from Bartells to Prairie resurface  | م 8                          | ROW CON TOTAL PE                    | -                                | - \$144,000<br>- \$144,000<br>- \$448,180 | \$144,000                    | -                          | -                | -                         | -                          | -                           | -<br>-<br>- | -                      |                             | -                          | -       | -                      | -                           |   | -           | -     | -     | -     |
| <b>7</b> i                   | Town of Beloit         | ILLUS           |                     | Cranston Road (Riverside to Prairie)   | ۵ G8                         | ROW CON TOTAL PE                    | -<br>-<br>-<br>\$138,180         | - \$50,000<br>- \$498,180<br>- \$15,353   | \$50,000<br>-<br>0 \$498,180 | -<br>-<br>-<br>\$889,223   |                  | -<br>-<br>-<br>\$98,803   | -<br>-<br>-<br>\$988,026   | -<br>-<br>-<br>-            | -           | -<br>-<br>-            |                             | \$3,856,417<br>\$3,856,417 | -       | \$964,104<br>\$964,104 | \$4,820,521<br>\$4,820,521  | STBG-U priority for FY24-29 cycle.  | -           | -     | -     | -     |
| <del>8i</del>                | <del>Rock County</del> | HLUS            |                     | County Q/Newark Road with County D/S-<br>Afton Road  | d3 d8 d154                   | ROW<br>CON                          | \$138,180                        | - \$15,353                                | -                            | \$889,223                  | -                | -<br>-<br>\$98,803        | \$988,026                  | -                           | -           | -                      | •                           |                            | -       | -                      | -                           | Added August 2022 Administrative-<br>Modification. Country seeking HSIP funds-<br>for intersection improvements-Removed<br>from illilustrative projects and<br>programmed per January 2023 TIP<br>Amendment 1 | -           | -     | -     | •     |
| 9i                           | BTS                    | ILLUS           |                     | Secondary transfer location acquisition and construction (near Piggly Wiggly)                                    | EP MT 5339                   | PE<br>OPERATING<br>CAPITAL<br>TOTAL | \$140,000<br>\$140,000           |   |                              |                            |                  | -                         | -                          | -                           | -<br>-<br>- |                        | -                           |                            | -       | -                      | -                           | Added to 2022 TIP.  | -           | -     | -     | -     |
| <del>10i</del>               | 8TS                    | HLUS            |                     | Transit HQ parking lot maintenance, replace-<br>lighting   | 4 ###                        | PE<br>OPERATING<br>CAPITAL<br>TOTAL | \$76,000<br>\$76,000             | - \$19,000                                |                              | -                          | •                | ·<br>·                    |                            | -                           | •           | -                      | •                           | -                          |         | -                      | •                           | Updated for 2022 TIP. Moved to programmed projects per June TIP Amendment 3-  | -           | -     | -     | •     |
| 11i                          | BTS                    | ILLUS           |                     | Transit garage facility maintenance - Replace<br>Transit Overhead Infrared HVAC System and<br>Repave parking lot | P MT S339                    | PE<br>OPERATING<br>CAPITAL<br>TOTAL |                                  |   | -                            |                            |                  | -                         | -                          | -<br>\$441,600<br>\$441,600 | -           | \$110,400<br>\$110,400 | -<br>\$552,000<br>\$552,000 | \$441,600<br>\$441,600     | -       | \$110,400<br>\$110,400 | -<br>\$552,000<br>\$552,000 |   | -<br>-<br>- | -     | -     |       |
| 12i                          | BTS                    | ILLUS           |                     | Transit garage facility maintenance - sand and epoxy garage floor  | P MT 5339                    | PE<br>OPERATING<br>CAPITAL<br>TOTAL | -                                |   | -                            | \$80,000                   | -                | -<br>\$20,000<br>\$20,000 | \$100,000<br>\$100,000     | -                           |             | -                      | -                           | -                          | -       | -                      | -                           |   | -           | -     | -     | -     |
| 13i                          | BTS                    | ILLUS           |                     | Bus purchases and parts  | EP MT 5339                   | PE<br>OPERATING<br>CAPITAL<br>TOTAL | -                                |   | -                            | \$448,000<br>\$448,000     | -                | \$112,000<br>\$112,000    | \$560,000<br>\$560,000     | \$448,000<br>\$448,000      | -           | \$112,000<br>\$112,000 | \$560,000<br>\$560,000      | \$896,000<br>\$896,000     | -       | \$224,000<br>\$224,000 | \$1,120,000<br>\$1,120,000  |   | -           | -     | -     | -     |
| 14i                          | City of Beloit         | ILLUS           |                     | Citywide bike and pedestrian action plan   | EP<br>B&P<br>TAP             | PLANNING<br>ROW<br>CON<br>TOTAL     | \$222,000<br>-<br>-<br>\$222,000 | - \$55,500<br><br>- \$55,500              | -<br>-<br>\$277,500          | -                          | -<br>-<br>-      | -                         | -                          | -                           | -           | -                      | -                           | -                          | -       | -                      | -                           | City seeking TAP funds  | -           | -     | -     | -     |
| <del>15i</del>               | City of Beloit         | ILLUS           |                     | City of Beloit Street Lighting Update  | 4 4 8                        | ROW<br>CON<br>TOTAL                 | \$123,563<br>\$123,563           |   |                              | -                          | -                | -                         | -                          | -                           | -           | -                      | -                           | -                          | -       | -                      | -                           | City seeking CRP funds Moved to programmed projects per June TIP Amendment 3.   | -           | -     | -     | •     |

| ABLE 4 - FISCAL CONSTRAII<br>T  | ,           |                              | REVEN                     | -                            |                           |               |             |                              | FYDENI       | DITURES                  |                          |               |
|---------------------------------|-------------|------------------------------|---------------------------|------------------------------|---------------------------|---------------|-------------|------------------------------|--------------|--------------------------|--------------------------|---------------|
| AGENCY                          | PROGRAM     | CY2023<br>(SFY2023-<br>2024) | CY2024 (SFY2024-<br>2025) | CY2025<br>(SFY2025-<br>2026) | CY2026 (SFY2026-<br>2027) | TOTAL         | PROGRAM     | CY2023<br>(SFY2023-<br>2024) | CY2024       | CY2025<br>(SFY2025-2026) | CY2026<br>(SFY2026-2027) | TOTAL         |
|                                 | STP-FLEX    | \$450,000                    | \$606,000                 | \$7,466,799                  | \$2,348,835               | \$10,871,634  | STP-FLEX    | \$450,000                    | \$606,000    | \$7,466,799              | \$2,348,835              | \$10,871,634  |
| -                               | STP/STBG/BR | \$88,000                     | \$5,511,000               |                              | \$1,200,000               | \$6,799,000   | STP/STBG/BR | \$88,000                     | \$5,511,000  |                          | \$1,200,000              | \$6,799,000   |
|                                 | STBG-U      | \$2,781,340                  | \$4,018,875               |                              |                           | \$6,800,215   | STBG-U      | \$2,781,340                  | \$4,018,875  |                          |                          | \$6,800,215   |
| FEDERAL HIGHWAY  ADMINISTRATION | STBG-TA/TAP | \$711,082                    | \$382,208                 |                              |                           | \$1,093,290   | STBG-TA/TAP | \$711,082                    | \$382,208    |                          |                          | \$1,093,290   |
|                                 | NHPP        | \$225,000                    | \$31,964,537              |                              |                           | \$32,189,537  | NHPP        | \$225,000                    | \$31,964,537 |                          |                          | \$32,189,537  |
|                                 | HIP         |                              | \$14,725,000              |                              | \$19,600,000              | \$34,325,000  | HIP         |                              | \$14,725,000 |                          | \$19,600,000             | \$34,325,000  |
|                                 | HSIP        | \$1,385,872                  | \$3,011,000               | \$5,560,078                  |                           | \$9,956,950   | HSIP        | \$1,385,872                  | \$3,011,000  | \$5,560,078              |                          | \$9,956,950   |
|                                 | 5307        | \$1,068,629                  | \$1,049,010               | \$1,128,110                  | \$1,152,018               | \$4,397,767   | 5307        | \$1,068,629                  | \$1,049,010  | \$1,128,110              | \$1,152,018              | \$4,397,767   |
| FEDERAL TRANSIT ADMINISTRATION  | 5310        | \$157,448                    |                           |                              |                           | \$157,448     | 5310        | \$157,448                    |              |                          |                          | \$157,448     |
|                                 | 5339        | \$34,186                     |                           |                              |                           | \$34,186      | 5339        | \$34,186                     |              |                          |                          | \$34,186      |
| CARBON RED.                     | CRP         | \$123,563                    |                           |                              |                           | \$123,563     | CRP         | \$123,563                    |              |                          |                          | \$123,563     |
| CARES, ARPA                     |             | \$808,902                    |                           |                              |                           | \$808,902     |             | \$808,902                    |              |                          |                          | \$808,902     |
| COVID RELIEF                    |             | \$55,554                     |                           |                              |                           | \$55,554      |             | \$55,554                     |              |                          |                          | \$55,554      |
| SRTS                            |             | \$250,000                    |                           |                              |                           | \$250,000     |             | \$250,000                    |              |                          |                          | \$250,000     |
| RAISE                           |             |                              | \$13,476,269              |                              |                           | \$13,476,269  |             |                              | \$13,476,269 |                          |                          | \$13,476,269  |
| TOTAL                           |             | \$8,139,576                  | \$74,743,899              | \$14,154,987                 | \$23,148,835              | \$121,339,315 |             | \$8,139,576                  | \$74,743,899 | \$14,154,987             | \$24,300,853             | \$121,339,315 |