

AGENDA
Board of Trustees Meeting
 Madison County Mass Transit District
 8:30 a.m., Thursday, May 26, 2022
 1 Transit Way, Pontoon Beach, Illinois

<u>Section</u>	<u>Item</u>	<u>Recommendation</u>
I.	Pledge of Allegiance.	
II.	Call to Order: Roll Call.	
III.	Public Comments.	
IV.	<u>Consideration of the minutes of the April 28, 2022, regular meeting, for inclusion in the District's official records.</u>	Discussion/Action
V.	<u>Financial:</u>	
	A. Payments and Claims: Consideration of the April 2022 Claims for Payment	Discussion/Action
	B. Monthly Financial Report: Review of the Monthly Financial Records as of April 30, 2022	Discussion/Action
	C. Resolution 22-51 Amending the FY 2022 Operating Budget	Discussion/Action
VI.	<u>Services:</u>	
	A. Managing Director's Report, SJ Morrison	Information
	B. Resolution 22-52 Authorizing an Award of Contract for Administration Building and Safety and Security Improvements	Discussion/Action
	C. Resolution 22-53 Authorizing the Execution of an Agreement for Federal and State Legislative Consulting Services with the Jerry Costello Group, LLC	Discussion/Action
	D. Resolution 22-54 Approving the Madison County Mass Transit District's Title VI Program Update	Discussion/Action
	E. Resolution 22-55 Approval of the Madison County Transit (MCT) Zero Emissions Transition Plan	Discussion/Action
	F. Resolution 22-56 Authorizing the Filing of an Application with the Federal Transit Administration for FY 2022 Buses and Bus Facilities Competitive Program for the Zero Emissions Transition Phase One Project	Discussion/Action
VII.	<u>Executive Session to discuss the acquisition or lease of real property under (5), of the Open Meetings Act (5 ILCS 120/2 (c)):</u>	Discussion

AGENDA
Board of Trustees Meeting
Madison County Mass Transit District
8:30 a.m., Thursday, May 26, 2022
1 Transit Way, Pontoon Beach, Illinois

VIII. Other Business

Discussion

- A. Resolution 22-57 Authorizing the Acquisition of Property,
Including the Use of the Power of Eminent Domain

Discussion/Action

IX. Adjournment.

Discussion/Action

Next meeting date: June 30, 2022

MINUTES

Board of Trustees

Madison County Mass Transit District
8:30 a.m., Thursday, April 28, 2022
1 Transit Way, Pontoon Beach, Illinois

I. Pledge of Allegiance

Chairman Jedda led the reciting of the Pledge of Allegiance.

II. Call to Order: Roll Call

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

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

MEMBERS ABSENT: NONE

OTHERS PRESENT: STEVEN J. MORRISON, ACT; AMANDA SMITH, ACT; MICHELLE DOMER, ACT; ROB SCHMIDT, ACT; DEBBIE BARRON, ACT; PHIL ROGGIO, ACT; PENNY BROWN, ACT; MIRIAM BELL, ACT; JULIE REPP, ACT; MARK STEYER, ACT; EMILY NIELSEN, LEGAL COUNSEL; BRAD SAUER, BUSEY BANK

III. Public Comments:

No public comments were presented.

IV. Consideration of the minutes of the March 31, 2022, regular meeting for inclusion in the Official Records of the District.

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

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED

V. Financial

- A. ADOMITE MADE THE MOTION, SECONDED BY GUY, TO APPROVE OF THE FOLLOWING ORDINANCE:

22-01 TENTATIVE ANNUAL BUDGET AND APPROPRIATION OF THE MADISON COUNTY MASS TRANSIT DISTRICT FOR THE FISCAL YEAR BEGINNING JULY 1, 2022, AND ENDING JUNE 30, 2023

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

- B. Payments and Claims: Consideration of the March 2022 claims for payment:

Managing Director SJ Morrison presented the payments and claims report.

ADOMITE MADE THE MOTION, SECONDED BY GUY, TO APPROVE THE PAYMENTS AND CLAIMS, EXCLUDING THE PAYMENTS AND CLAIMS TO THE AGENCY FOR COMMUNITY TRANSIT.

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

ADOMITE MADE THE MOTION, SECONDED BY GUY, TO APPROVE THE PAYMENTS AND CLAIMS TO THE AGENCY FOR COMMUNITY TRANSIT.

A ROLL CALL VOTE FOLLOWED:

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

J. KELLY SCHMIDT ABSTAINED

SCHMIDT ABSTAINED. ALL AYES. NO NAYS. MOTION CARRIED.

- C. Monthly Financial Report: Review of the monthly financial records as of March 31, 2022.

Managing Director, Steven J. Morrison, presented the monthly financial report.

ADOMITE MADE THE MOTION, SECONDED BY SCHMIDT, TO APPROVE THE MONTHLY FINANCIAL REPORT AS OF MARCH 31, 2022.

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

- D. Update on Managed Investment Services: Busey Bank

Brad Sauer, Busey Bank, presented the Management Investment Services Update.

Chairman Jedda reminded the Board that because MCT is preparing to transfer funds to be managed under the new Investment Services Contract, the invested dollar amounts are currently inconsistent with the goals described in the District's Investment Policy.

VI. Services

- A. Managing Director's Report:

Managing Director, Steven J. Morrison, presented the Managing Director's Report.

- B. Morrison and the Board of Trustees discussed the MCT Trails Bike Trail Master Plan. The Board agreed to pursue.

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

22-49 AUTHORIZING THE PURCHASE OF A VEHICLE FOR MAIN STREET COMMUNITY CENTER TO SERVE THE RESIDENTS OF MADISON COUNTY, ILLINOIS

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

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

22-50 AUTHORIZING THE FILING OF AN APPLICATION WITH THE FEDERAL TRANSIT ADMINISTRATION FOR FY 2022 LOW OR NO EMISSIONS GRANT PROGRAM FOR THE ZERO EMISSIONS TRANSITION PHASE ONE PROJECT

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

VII. Executive session to discuss the acquisition or lease of real property under (5), and litigation under (11), of the Open Meetings Act (5 ILCS 120/2(c)).

Executive Session was not held.

VIII. Other Business

No other business was discussed.

IX. Adjournment:

GUY MADE THE MOTION, SECONDED BY SCHMIDT, TO ADJOURN.

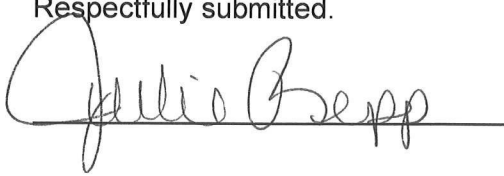
A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

Meeting adjourned at 9:07 a.m.

Respectfully submitted.

A handwritten signature in cursive script, reading "Julio Bepp", is written over a solid horizontal line. The signature is positioned to the left of the center of the page.

05/20/2022 09:56
jbrown
WARRANT: 052622

Madison County Mass Transit District
CURRENT CHECK REGISTER - PER DIEM
04/01/2022 to 04/30/2022

P 1
prchkreg
CHECK DATE: 05/26/2022

EMP #	NAME	TYP	NET PAY	CHECK #	CHECK DATE	SPECIAL
10012	ADOMITE, ALLEN P.	CK	0.00	003220031	05/26/2022	
10009	JEDDA, RONALD L.	CK	0.00	003220032	05/26/2022	
10010	SCHMIDT, J. KELLY	CK	0.00	003220033	05/26/2022	
3 **	TOTAL CHECK(S)		0.00			

05/20/2022 09:53
jbrown
WARRANT: 052622

Madison County Mass Transit District
ADVICE REGISTER - PER DIEM
From: 04/01/2022 To: 04/30/2022

P 1
pradvreg

EMP #	NAME	CHK #	NET PAY
10013	ECONOMY, ANDREW F	005220031	184.70
10011	GUY, CHRISTOPHER C	005220032	184.70
1138	Internal Revenue Servi	005220033	707.10
	Total Deposits: 3		1,076.50

05/05/2022 12:51 |Madison County Mass Transit District
tpohlman |ELECTRONIC FUNDS TRANSFER REGISTER

|P 1
|apcshdsb

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO CHK DATE TYPE VENDOR NAME VOUCHER INVOICE INV DATE PO WARRANT NET

9220033 05/05/2022 PRTD 4064 FTA 050522 05/05/2022 050522 3,939.00

CHECK 9220033 TOTAL: 3,939.00

NUMBER OF CHECKS 1 *** CASH ACCOUNT TOTAL *** 3,939.00

	<u>COUNT</u>	<u>AMOUNT</u>
TOTAL PRINTED CHECKS	1	3,939.00

*** GRAND TOTAL *** 3,939.00

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

INV DATE PO WARRANT NET

4220572	05/09/2022	PRTD	1433 City of Edwardsville	042922WSETC	04/29/2022	050622	309.05
					CHECK	4220572 TOTAL:	309.05
4220573	05/09/2022	PRTD	3984 City of Troy	050322SPTPR	04/29/2022	050622	14.58
				050322WSTPR	04/29/2022	050622	37.73
					CHECK	4220573 TOTAL:	52.31
4220574	05/09/2022	PRTD	1220 Illinois American Wa	042622	04/26/2022	050622	265.94
					CHECK	4220574 TOTAL:	265.94
4220575	05/09/2022	PRTD	1220 Illinois American Wa	050222AHSRWS	05/02/2022	050622	103.07
					CHECK	4220575 TOTAL:	103.07
4220576	05/09/2022	PRTD	1220 Illinois American Wa	050522AHSRIR	05/05/2022	050622	67.46
					CHECK	4220576 TOTAL:	67.46
4220577	05/09/2022	PRTD	1220 Illinois American Wa	1022ILRt3PR	04/26/2022	050622	147.38
					CHECK	4220577 TOTAL:	147.38
4220578	05/09/2022	PRTD	1932 Wex Bank	80636890	04/30/2022	050622	9,103.48
					CHECK	4220578 TOTAL:	9,103.48
NUMBER OF CHECKS					7	*** CASH ACCOUNT TOTAL ***	10,048.69
					<u>COUNT</u>	<u>AMOUNT</u>	
TOTAL PRINTED CHECKS					7	10,048.69	
						*** GRAND TOTAL ***	10,048.69

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4220579	05/16/2022	PRTD	1043 AT&T		MAY22	05/01/2022		051322	22.93
						CHECK	4220579	TOTAL:	22.93
4220580	05/16/2022	PRTD	1436 City of Highland		APR22HPR	05/05/2022		051322	132.26
						CHECK	4220580	TOTAL:	132.26
4220581	05/16/2022	PRTD	2047 City of Wood River		050622SPWRTC	05/06/2022		051322	6.50
					050622WSWRTC	05/06/2022		051322	89.27
						CHECK	4220581	TOTAL:	95.77
4220582	05/16/2022	PRTD	1733 Johnny on the Spot #		47-000253182	04/30/2022		051322	1,056.29
						CHECK	4220582	TOTAL:	1,056.29
4220583	05/16/2022	PRTD	1051 Pontoon Beach Public		050322-1	05/03/2022		051322	305.68
					050322-2	05/03/2022		051322	424.10
					050322BW	05/03/2022		051322	615.65
					050322N	05/03/2022		051322	27.53
					050322SP	05/03/2022		051322	24.00
					050322T	05/03/2022		051322	34.41
						CHECK	4220583	TOTAL:	1,431.37
NUMBER OF CHECKS						5	*** CASH ACCOUNT TOTAL ***		2,738.62
							<u>COUNT</u>	<u>AMOUNT</u>	
TOTAL PRINTED CHECKS						5		2,738.62	
							*** GRAND TOTAL ***		2,738.62

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4220584	05/26/2022	PRTD	2501 Agency for Community		APR22BW	05/17/2022		052622	67,517.11
					APR22DR	05/17/2022		052622	255,838.00
					APR22FR	05/17/2022		052622	2,075,974.10
					APR22RS	05/17/2022		052622	51,946.31
					APR22VP	05/17/2022		052622	-5,442.15
						CHECK	4220584	TOTAL:	2,445,833.37
4220585	05/26/2022	PRTD	1050 Ameren Illinois		APR22AHSR	04/29/2022		052622	125.81
						CHECK	4220585	TOTAL:	125.81
4220586	05/26/2022	PRTD	1050 Ameren Illinois		APR22ETC	05/05/2022		052622	155.85
						CHECK	4220586	TOTAL:	155.85
4220587	05/26/2022	PRTD	1050 Ameren Illinois		APR22L	05/04/2022		052622	123.67
						CHECK	4220587	TOTAL:	123.67
4220588	05/26/2022	PRTD	1501 Ameren Illinois		APR22	05/06/2022		052622	1,902.52
						CHECK	4220588	TOTAL:	1,902.52
4220589	05/26/2022	PRTD	1501 Ameren Illinois		APR22MainGT	05/03/2022		052622	13.07
						CHECK	4220589	TOTAL:	13.07
4220590	05/26/2022	PRTD	2031 Best-One Fleet Servi		80121882	04/15/2022		052622	-18,718.80
					80121883	04/15/2022		052622	19,440.00
					80122196	04/28/2022		052622	908.00
					80122455	05/09/2022		052622	348.00
						CHECK	4220590	TOTAL:	1,977.20
4220591	05/26/2022	PRTD	4048 Dovetail Inc.		INV-23380	04/30/2022	12200029	052622	20,107.50

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

INV DATE PO WARRANT NET

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
						CHECK	4220591	TOTAL:	20,107.50
4220592	05/26/2022	PRTD	1507 Energy Petroleum Co		150523	04/26/2022		052622	23,932.71
						CHECK	4220592	TOTAL:	23,932.71
4220593	05/26/2022	PRTD	4042 Illinois Power Marke		421122122041	04/28/2022		052622	8,048.17
						CHECK	4220593	TOTAL:	8,048.17
4220594	05/26/2022	PRTD	3920 The Jerry Costello G		JUN22	05/02/2022		052622	7,000.00
						CHECK	4220594	TOTAL:	7,000.00
4220595	05/26/2022	PRTD	1439 Juneau Associates, I		46463	03/26/2022		052622	565.92
					46464	03/26/2022		052622	7,147.50
					46465	03/26/2022		052622	3,102.50
						CHECK	4220595	TOTAL:	10,815.92
4220596	05/26/2022	PRTD	1437 Keller Construction,		051122	05/11/2022	12200058	052622	43,027.12
					051122-1	05/11/2022	12200076	052622	20,413.98
						CHECK	4220596	TOTAL:	63,441.10
4220597	05/26/2022	PRTD	1602 Madison County State		JUN22	05/02/2022		052622	8,000.00
						CHECK	4220597	TOTAL:	8,000.00
4220598	05/26/2022	PRTD	4050 Midwest Golf Car & E		28992	10/04/2021	12200039	052622	5,435.00
						CHECK	4220598	TOTAL:	5,435.00
4220599	05/26/2022	PRTD	3985 New Opportunities		082721231505	04/29/2022		052622	188.50
					09072135911	04/29/2022		052622	230.63
					719212021054	04/29/2022		052622	295.32
					812212021056	04/29/2022		052622	450.89

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

INVOICE INV DATE PO WARRANT NET

					816212021060	04/29/2022		052622	1,201.26
					908212021062	04/29/2022		052622	1,176.91
					908212021063	04/29/2022		052622	188.43
							CHECK	4220599 TOTAL:	3,731.94
4220600	05/26/2022	PRTD	1698 O'Brien Tire & Auto		0236200	04/27/2022		052622	9.00
					0236224	04/28/2022		052622	957.78
					0236318	05/04/2022		052622	169.50
					0236422	05/10/2022		052622	739.04
					0236429	05/11/2022		052622	1,367.60
					0236430	05/11/2022		052622	160.00
							CHECK	4220600 TOTAL:	3,402.92
4220601	05/26/2022	PRTD	2044 Petroleum Traders Co		1765073	04/26/2022		052622	30,549.96
					1765979	04/28/2022		052622	31,980.30
					1767340	05/03/2022		052622	34,017.15
					1768815	05/06/2022		052622	32,940.42
							CHECK	4220601 TOTAL:	129,487.83
4220602	05/26/2022	PRTD	4061 Sheppard, Morgan & S		40639	04/22/2022		052622	3,099.31
							CHECK	4220602 TOTAL:	3,099.31
4220603	05/26/2022	PRTD	4007 Stutz Excavating Inc		051122	05/11/2022	12100143	052622	17,647.02
							CHECK	4220603 TOTAL:	17,647.02
4220604	05/26/2022	PRTD	3980 The Bancorp Bank		546407	04/29/2022	12100078	052622	706.54
							CHECK	4220604 TOTAL:	706.54

05/17/2022 09:25 | Madison County Mass Transit District
 tpohlman | CHECK REGISTER

| P 4
 | apcshdsb

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO CHK DATE TYPE VENDOR NAME VOUCHER INVOICE INV DATE PO WARRANT NET

4220605 05/26/2022 PRD 1506 Village of Glen Carb INV00528 04/29/2022 052622 471.00

CHECK 4220605 TOTAL: 471.00

4220606 05/26/2022 PRD 3923 Xerox Corporation 016105397 04/30/2022 12100127 052622 141.00

016231075 05/05/2022 12100127 052622 57.00

016231076 05/05/2022 12100127 052622 152.00

CHECK 4220606 TOTAL: 350.00

NUMBER OF CHECKS 23 *** CASH ACCOUNT TOTAL *** 2,755,808.45

	<u>COUNT</u>	<u>AMOUNT</u>
TOTAL PRINTED CHECKS	23	2,755,808.45

*** GRAND TOTAL *** 2,755,808.45

05/17/2022 09:46 |Madison County Mass Transit District
 tpohlman |ELECTRONIC FUNDS TRANSFER REGISTER

|P 1
 |apcshdsb

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
9220034	05/26/2022	EFT	4013 Andrew Economy		APR22	05/02/2022		052622	5.85
								CHECK 9220034 TOTAL:	5.85
9220035	05/26/2022	EFT	3982 Ronald L. Jedda		APR22	05/11/2022		052622	11.58
								CHECK 9220035 TOTAL:	11.58
9220036	05/26/2022	EFT	3994 J. Kelly Schmidt		APR22	05/02/2022		052622	9.36
								CHECK 9220036 TOTAL:	9.36
NUMBER OF CHECKS						3	*** CASH ACCOUNT TOTAL ***		26.79
						<u>COUNT</u>	<u>AMOUNT</u>		
TOTAL EFT'S						3	26.79		
						*** GRAND TOTAL ***		26.79	

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4220607	05/26/2022	PRTD	2501 Agency for Community		MAY22	05/12/2022		052622B	434,934.00
						CHECK	4220607	TOTAL:	434,934.00
4220608	05/26/2022	PRTD	1050 Ameren Illinois		APR22	05/16/2022		052622B	3,305.32
						CHECK	4220608	TOTAL:	3,305.32
4220609	05/26/2022	PRTD	1058 American Public Tran		398804	05/19/2022		052622B	26,000.00
						CHECK	4220609	TOTAL:	26,000.00
4220610	05/26/2022	PRTD	2031 Best-One Fleet Servi		80122599	05/12/2022		052622B	34,019.50
					80122602	05/12/2022		052622B	9,868.60
					80122709	05/17/2022		052622B	1,468.00
					80122931	05/23/2022		052622B	-6,819.50
						CHECK	4220610	TOTAL:	38,536.60
4220611	05/26/2022	PRTD	1507 Energy Petroleum Co		153011	05/10/2022		052622B	26,853.64
						CHECK	4220611	TOTAL:	26,853.64
4220612	05/26/2022	PRTD	1014 Granite City Townshi		051322	05/13/2022		052622B	598.46
						CHECK	4220612	TOTAL:	598.46
4220613	05/26/2022	PRTD	1220 Illinois American Wa		050922SPATC	05/09/2022		052622B	187.94
						CHECK	4220613	TOTAL:	187.94
4220614	05/26/2022	PRTD	1220 Illinois American Wa		050922WSATC	05/09/2022		052622B	260.08
						CHECK	4220614	TOTAL:	260.08
4220615	05/26/2022	PRTD	1220 Illinois American Wa		1122ILRt3PR	05/20/2022		052622B	147.65
						CHECK	4220615	TOTAL:	147.65

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

INVOICE INV DATE PO WARRANT NET

4220616	05/26/2022	PRTD	3985 New Opportunities	018212021077	05/17/2022		052622B	1,224.84
				103212021082	05/17/2022		052622B	883.70
				122212021085	05/17/2022		052622B	317.62
				124222022008	05/17/2022		052622B	107.00
				215222022011	05/17/2022		052622B	572.24
				221212021090	05/17/2022		052622B	322.18
				221212021091	05/17/2022		052622B	648.43
				412222022027	05/17/2022		052622B	1,329.67
				425222022028	05/17/2022		052622B	446.71
				908212021070	05/17/2022		052622B	415.67
						CHECK	4220616 TOTAL:	6,268.06
4220617	05/26/2022	PRTD	1698 O'Brien Tire & Auto	0236522	05/18/2022		052622B	305.00
						CHECK	4220617 TOTAL:	305.00
4220618	05/26/2022	PRTD	1173 Oates Associates	35250	05/20/2022		052622B	2,905.00
				35252	05/20/2022		052622B	1,500.00
						CHECK	4220618 TOTAL:	4,405.00
4220619	05/26/2022	PRTD	2044 Petroleum Traders Co	1770110	05/11/2022		052622B	32,240.70
				1771258	05/16/2022		052622B	32,166.03
				1771881	05/17/2022		052622B	32,115.60
						CHECK	4220619 TOTAL:	96,522.33
4220620	05/26/2022	PRTD	3965 UPS Supply Chain sol	1571630357	05/12/2022		052622B	50.25
						CHECK	4220620 TOTAL:	50.25

05/25/2022 09:55 | Madison County Mass Transit District
 tpohlman | CHECK REGISTER

| P 3
 | apcshdsb

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
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4220621	05/26/2022	PRTD	1737 wheatland Title Guar		658789	03/21/2022		052622B	1,230.25
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								CHECK 4220621 TOTAL:	1,230.25
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				NUMBER OF CHECKS	15			*** CASH ACCOUNT TOTAL ***	639,604.58
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	COUNT	AMOUNT
TOTAL PRINTED CHECKS	15	639,604.58

								*** GRAND TOTAL ***	639,604.58
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**Madison County Transit District
Management Report of Revenue and Expenses
April, 2022**

	<u>Current Month</u>	<u>Current YTD</u>	<u>Prior YTD</u>	<u>Percentage Increase / (Decrease) Over Prior YTD</u>	<u>FY22 Budget</u>	<u>Budget % Expended (83% of FY)</u>
Revenue						
Operating Revenue						
Sales Tax Revenue	\$959,366.29	\$10,405,933.16	\$8,987,910.39	16%	\$9,500,000	110%
Interest Income	34,199.18	486,935.10	821,462.65	-41%	675,000	72%
IDOT Operating Assistance	1,373,395.85	14,569,047.96	13,076,842.92	11%	16,500,000	88%
Federal CARES Act Funding	0.00	1,964,992.00	2,163,300.00	-9%	4,875,000	40%
Local Sales Tax Reform Fund	289,746.24	3,117,347.19	3,710,326.33	-16%	3,000,000	104%
CMAQ Rideshare Marketing and Outreach	140,251.00	269,978.00	302,733.00	-11%	709,000	38%
Commuter Initiative	11,183.47	34,065.06	37,294.63	-9%	75,000	45%
Fares	105,218.80	415,203.75	366,341.93	13%	540,000	77%
Other Revenue	4,500.00	212,902.48	225,110.78	-5%	141,000	151%
Lease/Rental Income	0.00	47,747.69	20,170.18	137%	0	0%
Total Operating Revenue	\$2,917,860.83	\$31,524,152.39	\$29,711,492.81	6%	\$36,015,000	88%
Capital Revenue						
FTA Transit Admin Section 5307	\$0.00	\$316,047.00	\$567,717.00	-44%	\$10,166,100	3%
FTA Transit Admin Section 5339	0.00	0.00	0.00	0%	0	0%
Congestion Mitigation Air Quality	0.00	0.00	0.00	100%	4,482,000	0%
Rebuild Illinois	0.00	126,914.25	0.00	100%	14,757,000	1%
Illinois Department of Transportation	0.00	3,962.87	0.00	0%	6,000,000	0%
Illinois Department of Natural Resources	0.00	0.00	0.00	0%	741,000	0%
Intergovernmental Agreements	0.00	0.00	0.00	0%	0	0%
Metro East Park and Recreation District	0.00	254,030.00	215,935.81	18%	2,350,000	11%
Future Grants	0.00	0.00	0.00	0%	25,996,100	0%
Total Capital Revenue	\$0.00	\$700,954.12	\$783,652.81	0%	\$64,492,200	1%
Total Revenues	\$2,917,860.83	\$32,225,106.51	\$30,495,145.62	6%	\$100,507,200	32%
Expenses						
Operating Expenses						
Fixed Route and Paratransit	\$2,771,425.04	\$23,393,758.26	\$21,190,603.64	10%	\$27,495,000	85%
ACT Administrative Contract	0.00	0.00	400,000.00	-100%	420,000	0%
Rideshare	88,309.79	666,502.80	734,238.73	-9%	1,147,000	58%
Professional and Other Services	15,000.00	202,200.00	215,377.49	-6%	326,000	62%
Trustee Expenses	1,103.29	11,078.14	11,046.94	0%	30,000	37%
District Office Expenses	34,560.24	355,031.31	338,718.21	5%	620,000	57%
Facilities Maintenance	68,898.46	795,736.13	622,332.72	28%	955,000	83%
District Budget Contingency	0.00	0.00	0.00	0%	1,000,000	0%
Total Operating Expenses	\$2,979,296.82	\$25,424,306.64	\$23,512,317.73	8%	\$31,993,000	79%
Capital Expenses						
Bikeways	\$173,418.74	\$2,378,170.30	\$861,924.62	176%	\$29,482,705	8%
Bus Station/Stops and Park & Ride	0.00	302,288.96	783,118.64	-61%	13,596,000	2%
Cooperative Police Bicycle Grant Program	0.00	0.00	7,907.94	-100%	50,000	0%
Facility Improvements	5,590.75	231,761.78	618,097.47	-63%	20,160,000	1%
Maintenance Equipment	102,406.00	102,406.00	380,543.50	-73%	290,000	35%
MIS Equipment	0.00	27,922.86	56,109.00	-50%	3,050,000	1%
Transit Support Equipment	0.00	0.00	32,690.00	0%	95,300	0%
Vehicles - Buses	0.00	214,974.66	120,547.11	78%	23,291,000	1%
Vehicles - Rideshare Vans	0.00	67,924.00	0.00	100%	882,000	8%
Vehicles - Transit Support	0.00	0.00	0.00	100%	211,000	0%
Contingency	0.00	0.00	0.00	0%	2,000,000	0%
Total Capital Expenses	\$281,415.49	\$3,325,448.56	\$2,860,938.28	16%	\$93,108,005	4%
Total Expenses	\$3,260,712.31	\$28,749,755.20	\$26,373,256.01	9%	\$125,101,005	23%
Excess Revenue Over (Under) Expenses	(\$342,851.48)	\$3,475,351.31	\$4,121,889.61	-16%	(\$24,593,805)	(14%)

Madison County Mass Transit District
Income Statement with Budget Variance for the
Period Ended April 30, 2022

Description	Current Period				Year to Date			
	Actual	Budget	Deviation	Pct	Actual	Budget	Deviation	Pct ytd
OPERATING REVENUE								
Sales Tax Revenue	959,366.29	791,666.67	167,699.62	121.18	10,405,933.16	7,916,666.67	2,489,266.49	131.44
Interest Income	34,199.18	56,250.00	-22,050.82	60.80	486,935.10	562,500.00	-75,564.90	86.57
IDOT Operating Assistance	1,373,395.85	1,375,000.00	-1,604.15	99.88	14,569,047.96	13,750,000.00	819,047.96	105.96
Federal CARES Act Funding	0.00	406,250.00	-406,250.00	0.00	1,964,992.00	4,062,500.00	-2,097,508.00	48.37
Local Sales Tax Reform Fund	289,746.24	250,000.00	39,746.24	115.90	3,117,347.19	2,500,000.00	617,347.19	124.69
CMAQ Rideshare Marketing & Outreach	140,251.00	59,083.33	81,167.67	237.38	269,978.00	590,833.33	-320,855.33	45.69
Commuter Initiative	11,183.47	6,250.00	4,933.47	178.94	34,065.06	62,500.00	-28,434.94	54.50
Fares	105,218.80	45,000.00	60,218.80	233.82	415,203.75	450,000.00	-34,796.25	92.27
Other Revenue	4,500.00	11,750.00	-7,250.00	38.30	212,902.48	117,500.00	95,402.48	181.19
Lease/Rental Income	0.00	0.00	0.00	0.00	47,747.69	0.00	47,747.69	0.00
TOTAL OPERATING REVENUE	2,917,860.83	3,001,250.00	-83,389.17	97.22	31,524,152.39	30,012,500.00	1,511,652.39	105.04
CAPITAL REVENUE								
Fed Transit Admin Section 5307	0.00	887,175.00	-887,175.00	0.00	316,047.00	8,391,750.00	-8,075,703.00	3.77
Congestion Mitigation Air Quality	0.00	373,500.00	-373,500.00	0.00	0.00	3,735,000.00	-3,735,000.00	0.00
Rebuild Illinois	0.00	1,229,750.00	-1,229,750.00	0.00	126,914.25	12,297,500.00	-12,170,585.75	1.03
Illinois Dept of Transportation	0.00	500,000.00	-500,000.00	0.00	3,962.87	5,000,000.00	-4,996,037.13	0.08
Illinois Dept of Natural Resources	0.00	61,750.00	-61,750.00	0.00	0.00	617,500.00	-617,500.00	0.00
Metro East Park and Recreation District	0.00	195,833.33	-195,833.33	0.00	254,030.00	1,958,333.33	-1,704,303.33	12.97
Future Grants	0.00	2,166,341.67	-2,166,341.67	0.00	0.00	21,663,416.67	-21,663,416.67	0.00
TOTAL CAPITAL REVENUE	0.00	5,414,350.00	-5,414,350.00	0.00	700,954.12	53,663,500.00	-52,962,545.88	1.31
TOTAL REVENUES	2,917,860.83	8,415,600.00	-5,497,739.17	34.67	32,225,106.51	83,676,000.00	-51,450,893.49	38.51
OPERATING EXPENSES								
Fixed Route and Paratransit	2,771,425.04	2,291,250.00	480,175.04	120.96	23,393,758.26	22,912,500.00	481,258.26	102.10
ACT Administrative Contract	0.00	35,000.00	-35,000.00	0.00	0.00	350,000.00	-350,000.00	0.00
Rideshare	88,309.79	95,583.33	-7,273.54	92.39	666,502.80	955,833.33	-289,330.53	69.73
Professional and Other Services	15,000.00	27,166.67	-12,166.67	55.21	202,200.00	271,666.67	-69,466.67	74.43
Trustee Expenses	1,103.29	2,500.00	-1,396.71	44.13	11,078.14	25,000.00	-13,921.86	44.31
District Office Expenses	34,560.24	51,666.67	-17,106.43	66.89	355,031.31	516,666.67	-161,635.36	68.72
Facilities Maintenance	68,898.46	79,583.33	-10,684.87	86.57	795,736.13	795,833.33	-97.20	99.99
District Budget Contingency	0.00	83,333.33	-83,333.33	0.00	0.00	833,333.33	-833,333.33	0.00
TOTAL OPERATING EXPENSES	2,979,296.82	2,666,083.33	313,213.49	111.75	25,424,306.64	26,660,833.33	-1,236,526.69	95.36
CAPITAL EXPENSES								
Bikeways	173,418.74	2,483,318.19	-2,309,899.45	6.98	2,378,170.30	24,516,068.26	-22,137,897.96	9.70
Bus Station/Stops and Park & Ride	0.00	1,133,000.00	-1,133,000.00	0.00	302,288.96	11,330,000.00	-11,027,711.04	2.67
Cooperative Police Bicycle Grant Program	0.00	4,166.67	-4,166.67	0.00	0.00	41,666.67	-41,666.67	0.00
Facility Improvements	5,590.75	1,730,000.00	-1,724,409.25	0.32	231,761.78	16,700,000.00	-16,468,238.22	1.39
Maintenance Equipment	102,406.00	24,166.67	78,239.33	423.75	102,406.00	241,666.67	-139,260.67	42.37
MIS Equipment	0.00	254,166.67	-254,166.67	0.00	27,922.86	2,541,666.67	-2,513,743.81	1.10
Transit Support Equipment	0.00	7,941.67	-7,941.67	0.00	0.00	79,416.67	-79,416.67	0.00
Vehicles - Buses	0.00	1,940,916.67	-1,940,916.67	0.00	214,974.66	19,409,166.67	-19,194,192.01	1.11
Vehicles - Rideshare Vans	0.00	73,500.00	-73,500.00	0.00	67,924.00	735,000.00	-667,076.00	9.24
Vehicles - Transit Support	0.00	17,583.33	-17,583.33	0.00	0.00	175,833.33	-175,833.33	0.00
Contingency	0.00	166,666.67	-166,666.67	0.00	0.00	1,666,666.67	-1,666,666.67	0.00
TOTAL CAPITAL EXPENSES	281,415.49	7,835,426.54	-7,554,011.05	3.59	3,325,448.56	77,437,151.61	-74,111,703.05	4.29
TOTAL EXPENSES	3,260,712.31	10,501,509.87	-7,240,797.56	31.05	28,749,755.20	104,097,984.94	-75,348,229.74	27.62
EXCESS REVENUE OVER EXPENSE	-342,851.48	-2,085,909.87	1,743,058.39	16.44	3,475,351.31	-20,421,984.94	23,897,336.25	-17.02

ASSETS	
Checking Account	24,107.34
Savings Accounts	86,908.56
Illinois Funds Investment Pool	3,629,889.80
Investments	58,342,000.00
Inventory	932,846.83
Accounts Receivable	20,218.80
Other Receivables	113,977.00
Sales Tax Receivable	3,226,774.99
Interest Receivable	48,003.76
Prepaid Expenses	1,347,896.27
TOTAL ASSETS	67,772,623.35
LIABILITIES	
Accounts Payable	4,002,021.01
Retainage Payable	126,749.84
TOTAL LIABILITIES	4,128,770.85
FUND BALANCE	
Nonspendable Fund Balance	1,861,001.36
Assigned Fund Balance	28,615,804.64
Beginning Unassigned Fund Balance	29,691,695.19
Excess Revenue Over Expenses	3,475,351.31
Total Unassigned Fund Balance	33,167,046.50
TOTAL FUND BALANCE	63,643,852.50
TOTAL LIABILITIES AND FUND BALANCE	67,772,623.35

MCT DETAILED SCHEDULE OF INVESTMENTS
AT APRIL 30, 2022

INSTITUTION	PURCHASE DATE	CD OR ACCOUNT NUMBER	MATURITY DATE	INTEREST RATES	CERTIFICATE AMOUNT	WEIGHTED AVERAGE INTEREST
INVESTMENTS PURCHASED DIRECTLY BY MCT						
CERTIFICATES OF DEPOSIT (CD)						
Bank of Hillsboro	05-01-19	***71102	05-01-22	3.00%	500,000.00	
Bank of Hillsboro	11-23-20	***74196	05-23-22	0.55%	1,000,000.00	
Bank of Hillsboro	11-08-19	***78499	11-08-22	2.25%	2,000,000.00	
Bank of Hillsboro	11-23-20	***74439	11-23-22	0.75%	1,000,000.00	
Bank of Hillsboro	03-06-20	***72369	12-06-22	1.95%	1,000,000.00	
Bank of Hillsboro	03-06-20	***77371	02-06-23	1.95%	1,000,000.00	
Bank of Hillsboro	11-01-21	***71687	11-01-23	0.35%	942,000.00	
Bank of Hillsboro	11-23-20	***79783	11-23-23	0.85%	1,000,000.00	
Bank of Hillsboro	12-23-20	***77918	12-23-23	0.75%	250,000.00	
Bradford National Bank	11-01-21	***40312	05-01-24	0.50%	1,000,000.00	
Carrollton Bank	03-29-21	***07550	05-29-23	0.41%	500,000.00	
Carrollton Bank	03-29-21	***07551	08-29-23	0.41%	500,000.00	
Carrollton Bank	03-29-21	***07552	10-29-23	0.41%	500,000.00	
Carrollton Bank	12-23-20	***07459	12-23-23	0.50%	1,000,000.00	
Carrollton Bank	03-29-21	***07553	01-29-24	0.46%	500,000.00	
Carrollton Bank	03-29-21	***07554	02-29-24	0.46%	500,000.00	
Citizens Equity First Credit Union	11-15-19	***86203	08-15-22	1.88%	1,000,000.00	
Citizens Equity First Credit Union	11-15-19	***86202	09-15-22	1.88%	1,000,000.00	
Citizens Equity First Credit Union	12-23-20	***86200	01-23-23	0.50%	2,000,000.00	
Citizens Equity First Credit Union	12-23-20	***86201	03-23-23	0.50%	1,000,000.00	
FCB Banks	06-10-19	***66538	05-10-22	2.87%	500,000.00	
FCB Banks	06-10-19	***66539	06-10-22	2.87%	1,000,000.00	
FCB Banks	07-11-19	***66720	07-11-22	2.66%	1,000,000.00	
FCB Banks	11-23-20	***56720	06-23-23	0.65%	1,500,000.00	
State Bank of St. Jacob	07-27-20	***12351	07-27-22	1.00%	630,000.00	
State Bank of St. Jacob	08-25-20	***12370	08-25-22	0.85%	480,000.00	
United Community Bank	09-02-20	***20970	09-02-23	0.95%	1,000,000.00	
TOTAL CD'S					<u>24,302,000.00</u>	1.23%
CERTIFICATES OF DEPOSIT ACCOUNT REGISTRY SERVICE (CDARS)						
Bank of Belleville	04-01-21	***89108	03-28-24	0.71%	500,000.00	
Edwardsville Bank	10-08-20	***70579	10-06-22	0.75%	1,000,000.00	
Edwardsville Bank	11-04-21	***93402	11-03-22	0.25%	1,000,000.00	
Edwardsville Bank	02-04-21	***14073	03-30-23	0.60%	1,000,000.00	
Edwardsville Bank	04-01-21	***87288	10-19-23	0.45%	500,000.00	
Edwardsville Bank	04-01-21	***87296	03-28-24	0.55%	540,000.00	
Town and Country Bank	11-04-21	***96959	05-04-23	0.40%	1,000,000.00	
Town and Country Bank	02-03-22	***32172	08-01-24	1.00%	1,000,000.00	
Town and Country Bank	11-04-21	***96916	11-28-24	0.81%	500,000.00	
Town and Country Bank	02-03-22	***32334	01-30-25	1.25%	500,000.00	
TOTAL CDARS					<u>7,540,000.00</u>	0.65%
TOTAL INVESTMENTS PURCHASED DIRECTLY BY MCT					<u>31,842,000.00</u>	
TOTAL INVESTMENTS IN PORTFOLIO MANAGED BY BUSEY BANK (SEE SEPARATE REPORT FOR DETAILS)				varies	26,500,000.00	varies
GRAND TOTAL MCT INVESTMENTS					58,342,000.00	
CASH ACCOUNTS						
MCT checking account				0.10%	24,107.34	
MCT savings accounts				0.10%	86,908.56	
Illinois Funds investment pool				0.543%	<u>3,629,889.80</u>	
TOTAL CASH					<u>3,740,905.70</u>	0.53%
TOTAL CASH AND INVESTMENTS					62,082,905.70	

Madison County Mass Transit District Agency

STATEMENT REPORT

As of 4/30/2022

ACCOUNTS

Madison County Mass Transit District Agency

Economic Recap

- The US economy seems to be holding up well despite the headwinds of rising inflation and higher interest rates. The US job market remains robust as the unemployment rate fell in March to 3.6%, slightly below the pre-pandemic low of 3.5%. Average hourly wages rose by 0.4% in March and are up 5.6% over the past 12 months. The Russian invasion of Ukraine has further disrupted the global supply chain, which is likely to add to inflationary pressures and weigh on consumer spending, however it should not derail the US economic recovery.
- The Consumer Price Index climbed 0.8% in February after climbing 0.6% in the previous month. Increases in the indexes for gasoline, shelter, and food were the largest contributors to the CPI increase. The gasoline index rose 6.6% in February and accounted for almost a third of the overall February increase. Since February 2021, the CPI has risen 7.9% — the largest increase since the period ending January 1982.
- Industrial production increased 0.5% in February following a 1.4% increase in January. In February, manufacturing rose 1.2% and mining increased 0.1%, while utilities fell 2.7%. Total industrial production in February was 7.5% higher than it was a year earlier. Since February 2021, manufacturing has risen 7.4%, mining has jumped 17.3%, while utilities decreased 1.2%.

Economic Data

	<u>Current</u>	<u>Average</u>	<u>Percentile</u>
Unemployment Rate	3.6%	6.1%	8%
CPI YoY (Urban)	7.9%	2.2%	100%
Inflation Expectation (5-Year)	3.4%	1.9%	98%
Fed Deficit (% of GDP)	9.2%	5%	88%
Household Debt/Income (Disposable)	98.5%	112%	6%
Housing Affordability	148	154	39.0%
Dollar Index	98.3	89	80%

Equity Recap

- US stocks posted a strong recovery in March with the S&P 500 gaining nearly 4%. Even so, stocks fell almost 5% in the first quarter, delivering their first quarterly loss in two years. The market rallied following the Fed's announcement it would hike the fed funds rate by 0.25% rather than the 0.50% increase some investors expected. Oil prices rose 5% in March as there was little progress towards peace in Ukraine or increasing oil supply.
- Growth stocks led Value stocks in March, but Value stocks outperformed for the quarter thanks to a 39% gain in the energy sector. Technology, consumer discretionary, and communication services were the weakest performing sectors in the quarter, falling 8-12%. Mid and small-cap stocks lagged the S&P 500 for both the month and quarter.
- International developed markets recorded a slight gain in March, while emerging markets dropped 2%. For the quarter, these markets fell 6-7%, pulled lower by the war in Ukraine. China recently implemented additional COVID-related lockdowns which could further pressure the supply chain and financial markets.

Equity Data

	<u>1-Month</u>	<u>YTD</u>	<u>1-Year</u>	<u>3-Year</u>	<u>5-Year</u>
S&P 500	3.7%	-4.6%	15.6%	18.9%	16.0%
S&P 400 Midcap	1.4%	-4.9%	4.6%	14.1%	11.1%
Russell 2000	1.2%	-7.5%	-5.8%	11.7%	9.7%
MSCI EAFE	0.7%	-5.8%	1.7%	8.4%	7.3%
MSCI Emerging	-2.3%	-7.0%	-11.1%	5.3%	6.3%
MSCI ACWI	2.2%	-5.3%	7.7%	14.3%	12.2%

Fixed Income Recap

- While the stock market was staging a rally in late March, the fixed income market was suffering through one of its worst monthly losses on record. For the month, the aggregate bond benchmark returned -2.84%, and -6.00% for the 1st quarter. This marks the 3rd worst quarterly decline for the index in four decades.
- Bond markets were reacting to the Federal Reserve's more aggressive tone on curbing inflation. As they telegraphed for a couple of months, the central bank increased the Fed Funds Rate for the first time in three years on March 16th. Subsequently, Fed Chair Jerome Powell would go on to say that they are prepared to raise the Fed Funds rate by 0.50% at their next meeting, if necessary.
- Not surprisingly, US Treasury yields moved up sharply on the news. The 10-year yield increased from 1.83% at the beginning of March to 2.50% in late March. The silver lining in this rapid rise in rates is that bond investors can now earn 2.50% – 3.50% on short to intermediate government and corporate bonds, which are the highest yields in three years.

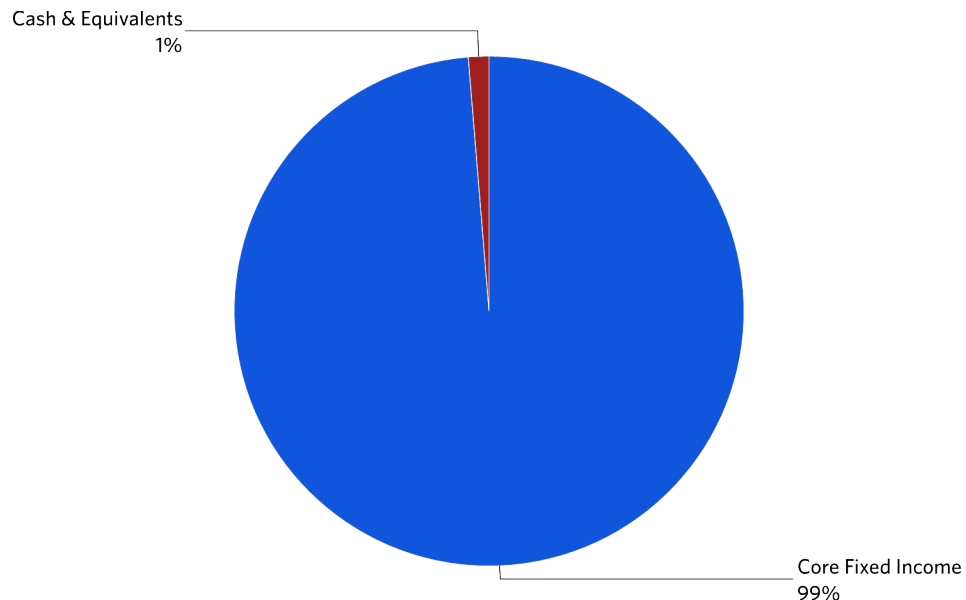
Fixed Income Data

	<u>1-Month</u>	<u>YTD</u>	<u>1-Year</u>	<u>3-Year</u>	<u>5-Year</u>
Bloomberg U.S. Treasury	-3.1%	-5.6%	-3.7%	1.4%	1.8%
Bloomberg U.S. Corporate	-2.5%	-7.7%	-4.2%	3.0%	3.3%
Bloomberg U.S. Aggregate	-2.8%	-5.9%	-4.2%	1.7%	2.1%
Bloomberg U.S. High Yield	-1.1%	-4.8%	-0.7%	4.6%	4.7%
Bloomberg U.S. Global Agg Ex-US	-3.2%	-6.1%	-7.9%	-0.2%	1.3%
Bloomberg U.S. Municipal	-3.2%	-6.2%	-4.5%	1.5%	2.5%

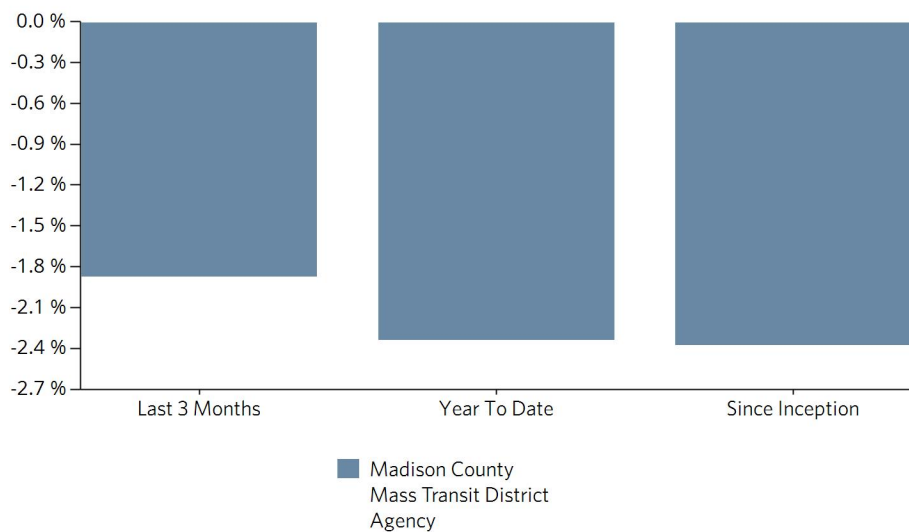
Portfolio Value Summary

	Last 3 Months	Year To Date	Since 11/30/2021
Beginning Value	13,938,002	10,498,362	0
Net Additions	12,500,000	16,000,000	26,500,000
Gain/Loss	-404,385	-464,745	-466,383
Ending Value	26,033,617	26,033,617	26,033,617
Return	-1.9%	-2.3%	-2.4%
MSCI ALL COUNTRIES ACWI Return	-8.4%	-12.9%	-9.5%
BARCLAYS CAPITAL INTERMEDIATE GOV'T/CREDIT IN...	-5.0%	-6.4%	-6.5%
S&P 500 TOTAL RETURN INDEX Return	-8.2%	-12.9%	-9.0%
MSCI DEVELOPED EAFE(USD)(TRN) Return	-7.5%	-12.0%	-7.5%
CONSUMER PRICE INDEX - (Monthly) Return	2.3%	3.1%	3.4%

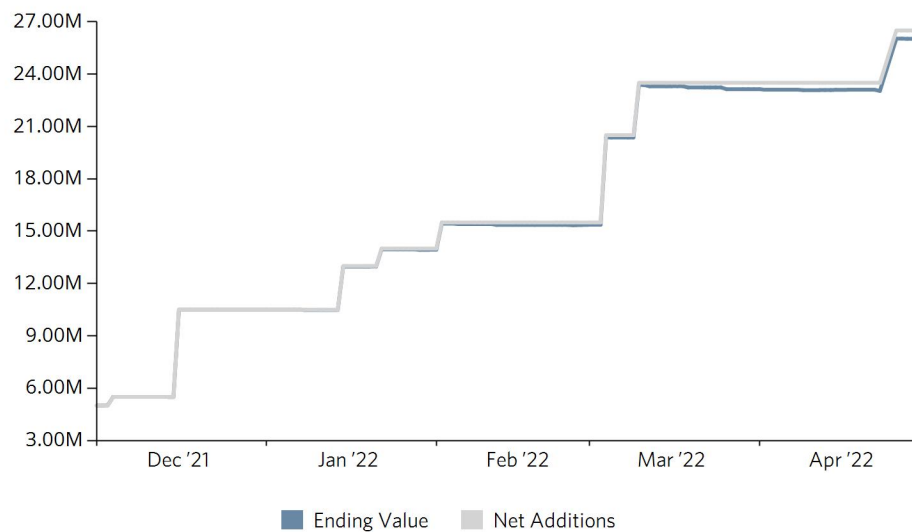
Asset Class Allocation



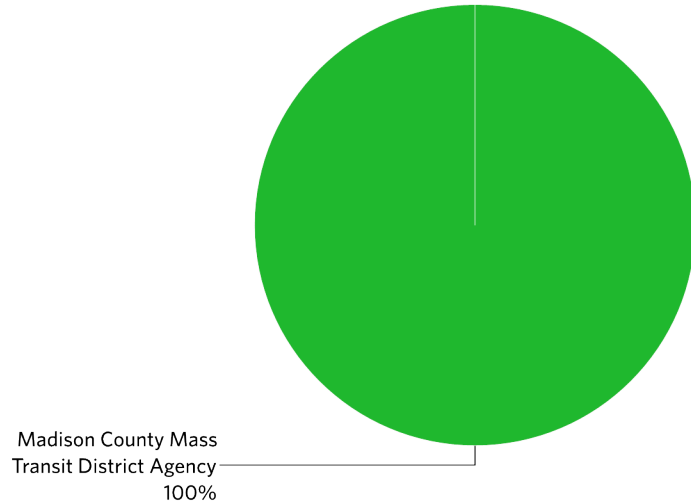
Portfolio Returns



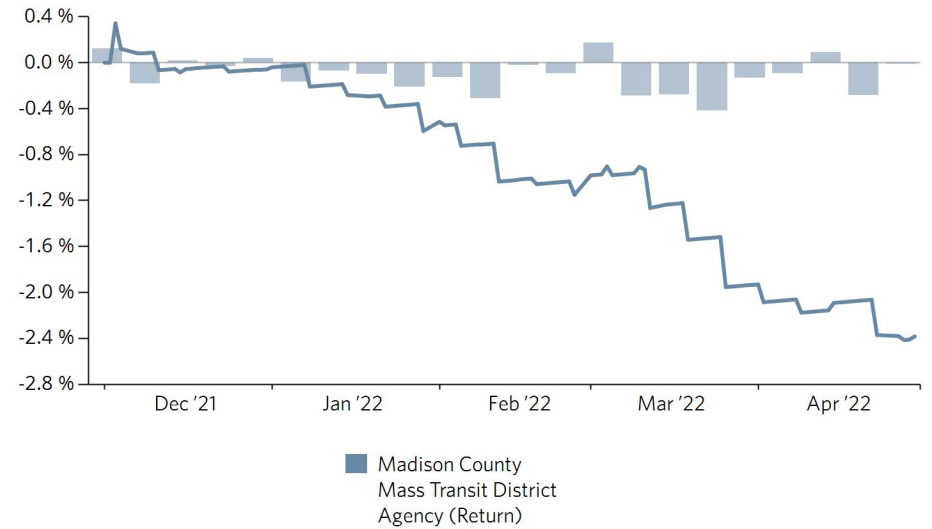
Net Additions and Market Value



Allocation by Account



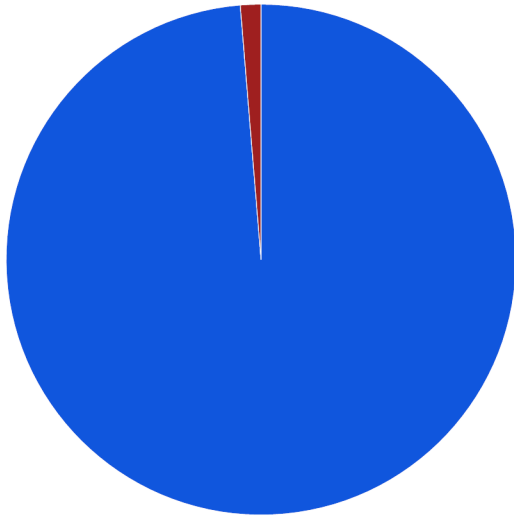
Total Portfolio Performance



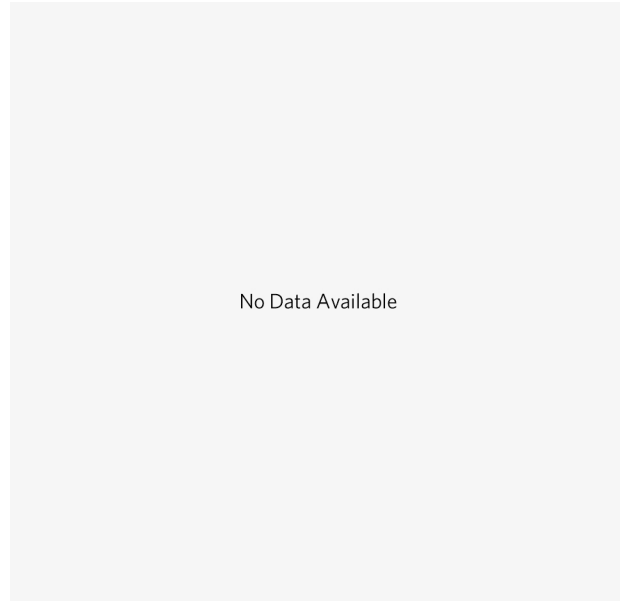
Summary of Portfolio Accounts

			Last 3 Months	Year To Date	Since 11/30/2021
	Ending Value	Allocation	Return	Return	Return
Madison County Mass Transit District Agency	26,033,617	100.0%	-1.9%	-2.3%	-2.4%
Madison County Mass Transit District Agency	26,033,617	100.0%	-1.9%	-2.3%	-2.4%

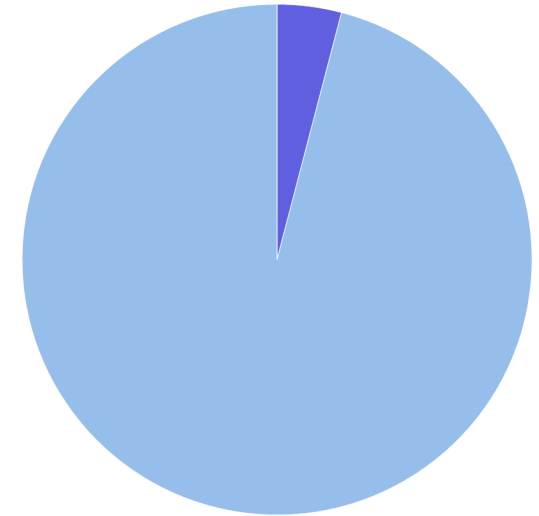
Asset Class Allocation



Core Equity and Satellites Allocation



Core Fixed Income Allocation



	Ending Value	Allocation
Madison County Mass Transit District Agency	26,033,617	100.0%
Core Fixed Income	25,695,007	98.7%
Cash & Equivalents	338,610	1.3%

No Data Available

	Ending Value	Allocation
Madison County Mass Transit District Agency	25,695,007	100.0%
Muni Bonds	1,046,322	4.1%
Taxable Bonds	24,648,685	95.9%

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
Madison County Mass Transit District Agency		26,486,571		26,033,617		-452,955	1.3%	334,862
1035033783 - Madison County Mass Transit District Agency		26,486,571		26,033,617		-452,955	1.3%	334,862
■ Muni Bonds		1,062,217		1,046,322		-15,895	1.8%	18,392
CENTENNIAL INDPT SCH DIST NO 0 1.005% 02/01/2024	175,000	175,000	100	170,373	97	-4,627	1.0%	1,720
PORT SEATTLE WASH REV 2.836% 05/01/2024	500,000	499,085	100	498,005	100	-1,080	2.8%	14,180
TEMPE ARIZ CTFS PARTN 0.623% 07/01/2024	400,000	388,132	97	377,944	94	-10,188	0.7%	2,492
■ Taxable Bonds		25,085,744		24,648,685		-437,060	1.3%	315,597
BANK HAPOALIM B M NEW YORK 0.35% 2022	245,000	245,000	100	244,895	100	-105	0.2%	429
BANKUNITED NATL ASSN MIAMI 0.95% 2024	245,000	245,000	100	233,517	95	-11,483	1.0%	2,328
BMW BK NORTH AMER UTAH 0.65% 2024	245,000	244,265	100	232,882	95	-11,383	0.7%	1,593
CAPITAL ONE BANK (USA) NAT 2.65% 2024	235,000	244,938	104	237,221	100	-7,717	2.6%	6,228
CITIBANK N A 3.55% 2023	230,000	242,836	106	237,909	102	-4,927	3.4%	8,165
FEDERAL FARM CR BKS 0.07% 08/25/2022	350,000	349,517	100	349,008	100	-509	0.0%	123
GOLDMAN SACHS BK USA 3% 2024	235,000	246,721	105	237,905	101	-8,817	3.0%	7,050
INCREDIBLEBANK WAUSAU WIS 0.6% 2024	226,000	225,977	100	213,480	94	-12,498	0.6%	1,356
MEDALLION BK UTAH 1.4% 2025	245,000	245,000	100	235,147	96	-9,853	1.5%	3,430
MORGAN STANLEY BK N A 2.15% 2023	240,000	246,244	103	241,775	100	-4,469	2.1%	5,160
SAFRA NATL BANK NEW YORK NY 0.2% 2023	150,000	149,550	100	147,751	98	-1,799	0.2%	300
SALLIE MAE BK MURRAY UTAH 3.2% 2023	100,000	103,951	104	102,811	101	-1,140	3.1%	3,200
SYNCHRONY BANK 0.65% 2024	145,000	144,339	100	137,640	95	-6,699	0.7%	943
TEXAS EXCHANGE BK CROWLEY 1.35% 2025	245,000	245,000	100	235,058	96	-9,942	1.4%	3,308
TOYOTA FINL SVGS BK HEND NV 0.6% 2024	178,000	176,487	99	169,662	95	-6,825	0.6%	1,068
UNITED STATES TREAS NTS 0.125% 01/15/2024	500,000	494,571	99	479,575	96	-14,996	0.1%	625
UNITED STATES TREAS NTS 0.125% 02/28/2023	500,000	498,709	100	492,564	98	-6,145	0.1%	625
UNITED STATES TREAS NTS 0.125% 06/30/2022	1,000,000	999,023	100	999,531	100	508	0.1%	625
UNITED STATES TREAS NTS 0.125% 08/15/2023	500,000	496,642	99	485,867	97	-10,775	0.1%	625
UNITED STATES TREAS NTS 0.125% 12/31/2022	500,000	496,309	99	494,877	99	-1,431	0.1%	625

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
UNITED STATES TREAS NTS 0.375% 04/15/2024	500,000	496,368	99	478,087	96	-18,281	0.4%	1,875
UNITED STATES TREAS NTS 0.375% 07/15/2024	500,000	494,749	99	475,149	95	-19,600	0.4%	1,875
UNITED STATES TREAS NTS 0.5% 03/31/2025	1,500,000	1,404,668	94	1,401,967	93	-2,701	0.5%	7,500
UNITED STATES TREAS NTS 0.75% 12/31/2023	1,450,000	1,421,543	98	1,409,626	97	-11,917	0.8%	10,875
UNITED STATES TREAS NTS 1.125% 01/15/2025	500,000	496,699	99	479,118	96	-17,581	1.2%	5,625
UNITED STATES TREAS NTS 1.375% 06/30/2023	950,000	957,216	101	944,424	99	-12,792	1.4%	13,063
UNITED STATES TREAS NTS 1.5% 03/31/2023	950,000	955,901	101	946,650	100	-9,250	1.5%	14,250
UNITED STATES TREAS NTS 1.5% 09/30/2024	950,000	955,588	101	922,263	97	-33,325	1.5%	14,250
UNITED STATES TREAS NTS 1.5% 11/30/2024	500,000	509,043	102	486,523	97	-22,520	1.5%	7,500
UNITED STATES TREAS NTS 1.625% 10/31/2023	500,000	509,922	102	497,586	99	-12,336	1.6%	8,125
UNITED STATES TREAS NTS 1.75% 09/30/2022	775,000	779,808	101	777,479	100	-2,330	0.9%	6,781
UNITED STATES TREAS NTS 1.75% 12/31/2024	950,000	958,973	101	928,607	97	-30,365	1.8%	16,625
UNITED STATES TREAS NTS 1.875% 04/30/2022	500,000	501,289	100	504,649	100	3,360	0.0%	0
UNITED STATES TREAS NTS 1.875% 05/31/2022	500,000	503,066	101	504,433	100	1,367	0.9%	4,688
UNITED STATES TREAS NTS 2% 02/15/2025	500,000	502,559	101	490,467	98	-12,091	2.0%	10,000
UNITED STATES TREAS NTS 2% 05/31/2024	500,000	514,297	103	496,832	99	-17,465	2.0%	10,000
UNITED STATES TREAS NTS 2% 06/30/2024	1,000,000	1,009,023	101	991,025	98	-17,998	2.0%	20,000
UNITED STATES TREAS NTS 2% 07/31/2022	350,000	353,055	101	352,624	100	-431	1.0%	3,500
UNITED STATES TREAS NTS 2% 10/31/2022	500,000	506,816	101	506,336	100	-480	1.0%	5,000
UNITED STATES TREAS NTS 2% 11/30/2022	500,000	506,660	101	505,292	100	-1,368	2.0%	10,000
UNITED STATES TREAS NTS 2.125% 03/31/2024	950,000	959,398	101	941,882	99	-17,516	2.1%	20,188
UNITED STATES TREAS NTS 2.125% 12/31/2022	500,000	507,225	101	504,752	100	-2,473	2.1%	10,625
UNITED STATES TREAS NTS 2.375% 02/29/2024	500,000	516,179	103	499,565	100	-16,614	2.4%	11,875
UNITED STATES TREAS NTS 2.75% 04/30/2023	500,000	515,566	103	509,748	101	-5,818	2.7%	13,750
UNITED STATES TREAS NTS 2.875% 09/30/2023	950,000	973,102	102	957,441	101	-15,660	2.9%	27,313
US TREASURY NOTE 1.75%	500,000	502,500	101	504,229	100	1,729	0.9%	4,375
WEBBANK SALT LAKE CITY UTAH 0.75% 2023	245,000	245,000	100	239,033	97	-5,967	0.8%	1,838

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
WELLS FARGO BANK NATL ASSN 3.5% 2023	180,000	189,450	105	183,818	102	-5,632	3.4%	6,300
■ Money Markets		338,610		338,610		0	0.3%	873
GOLDMAN FED FUND 520	338,610	338,610	1	338,610	1	0	0.3%	873

Our team of Wealth Management experts offers a wide array of solutions that can be customized around you, our client. Please let your advisor know if you would like to discuss one of these solutions.

Comprehensive and Goal-Based Financial Planning

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

Retirement Planning

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

Insurance Solutions

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

Investment Management

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

Estate Planning

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

The Private Client Service Approach

- Personal Banking and Lending Services

Farm Management and Real Estate Brokerage

Our team of professionals has the ability to incorporate the above services into your personalized financial strategy.

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Information contained in the report regarding income and gains should not be used for tax purposes. The market values reflected may include accruals and other adjustments and will not exactly match the market value figures on your regular account statement.

Returns do not reflect all fees and expenses attributable to the account.

“Since Inception Return” is displayed on this report and details the return for the given date range of the report and may not include the return for the entire date range since the account was established.

Third party data contained in the report may only be used in conjunction with this report and may not be re-distributed to other parties. Such data is provided without warranty and data providers shall have no liability of any kind. CFA Institute GIPS® standards have been incorporated into the calculation methodology used. Performance is calculated utilizing the time-weighted rate of return. This is a measure of the compound rate of growth over time for the portfolio.

RESOLUTION 22-51

AMENDING THE FY 2022 OPERATING BUDGET

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

WHEREAS, on June 24, 2021, the District adopted an Operating Budget for fiscal period July 1, 2021 through June 30, 2022; and,

WHEREAS, the continuation of the transportation service relies on the fiscal integrity of the District and a responsible program of expenditures.

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

- 1. The Madison County Mass Transit District Operating Budget for fiscal period July 1, 2021 through June 30, 2022 shall be amended as follows:

<u>Expenditure Line Item</u>	<u>Adjustment Amount</u>	<u>Adjusted Budget</u>
Fixed Route and Paratransit	\$1,035,000	\$28,530,000
ACT Administrative Contract	\$15,000	\$435,000
Rideshare	(\$100,000)	\$1,047,000
Facilities Maintenance	\$40,000	\$995,000
District Budget Contingency	(\$990,000)	\$10,000

- 2. Ronald L. Jemma, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the District, are hereby authorized to take any and all actions as reasonably necessary to execute, complete, and perform all obligations associated with the Operating Budget as amended and the intent and purposes of this Resolution, including the preambles hereto, on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of May 2022.

Ronald L. Jemma

Ronald L. Jemma, Chairman

Allen P. Adomite

Allen P. Adomite

Christopher C. Guy

Christopher C. Guy

Andrew F. Economy

Andrew F. Economy

J. Kelly Schmidt

J. Kelly Schmidt

APPROVED as to Form:

Emily Nielsen

Emily Nielsen, Legal Counsel

Evan R. Franklin, for

CERTIFICATE

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

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the District held on Thursday, May 26, 2022, a Resolution was adopted in full accordance and conformity with the by-laws of the District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

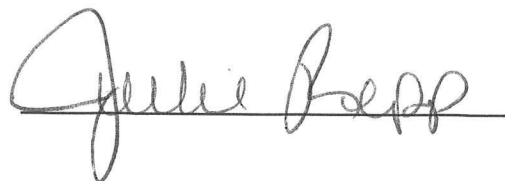
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District Budget Contingency	(\$990,000)	\$10,000

2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the District, are hereby authorized to take any and all actions as reasonably necessary to execute, complete, and perform all obligations associated with the Operating Budget as amended and the intent and purposes of this Resolution, including the preambles hereto, on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the District on this twenty-sixth day of May 2022.



MADISON COUNTY MASS TRANSIT DISTRICT OPERATING FUND
 OPERATING BUDGET AND APPROPRIATION
 JULY 1, 2021 TO JUNE 30, 2022

	FY22 Operating Budget at 04/30/22	Actual April 2022	FY22 Actual through 04/30/22	Projected FY22 Actual
<u>PROJECTED OPERATING EXPENDITURES AND APPROPRIATION</u>				
Fixed Route And Paratransit	27,495,000	2,771,425.04	23,393,758.26	28,475,315
Purchased Transportation - ACT Fixed Route	21,299,000	2,075,974.10	17,616,683.75	21,225,400
Purchased Transportation - ACT Demand Response	2,382,000	255,838.00	2,046,775.70	2,501,800
Purchased Transportation - non-ACT	70,000	7,133.81	45,611.16	70,000
Insurance - Vehicle/property, liability, umbrella (except Vanpool)	1,292,000	132,325.57	1,196,358.56	1,461,100
Fuel	2,000,000	254,968.02	1,992,514.69	2,630,615
Tires	200,000	28,465.62	172,789.70	229,800
Utilities - Park Ride Facilities	36,000	2,337.35	30,278.24	35,000
IDOT Admin Fee	163,000	14,382.57	155,982.90	184,800
Other	53,000	-	136,763.56	136,800
ACT Administrative Contract	420,000	-	0.00	434,934
Rideshare	1,147,000	88,309.79	666,502.80	843,200
Professional And Other Services	326,000	15,000.00	202,200.00	232,200
Attorneys	96,000	8,000.00	80,000.00	96,000
Lobbyists	144,000	7,000.00	85,000.00	99,000
Auditors	36,000	-	37,200.00	37,200
Other Services	50,000	-	0.00	-
Trustee Expenses	30,000	1,103.29	11,078.14	11,078
District Office Expenses	620,000	34,560.24	355,031.31	424,300
Utilities - Base Facilities and Transit Centers	215,000	15,964.63	179,743.70	211,700
Contract Maintenance, includes base building repairs and maintenance agreements	350,000	15,533.06	141,791.83	172,900
Dues	36,000	2,874.99	28,750.00	34,500
Other	19,000	187.56	4,745.78	5,200
Facilities Maintenance	955,000	68,898.46	795,736.13	973,800
Purchased Transportation - ACT Bikeways	713,000	67,517.11	685,111.29	860,200
Contract Maintenance, includes transit center/bikeway repairs and maintenance agreements	200,000	629.65	92,442.50	93,800
Utilities - Bikeways	5,000	390.96	5,266.61	6,100
Commerative Tree and Bench Program	26,000	-	2,441.24	2,500
Other	11,000	360.74	10,474.49	11,200
District Budget Contingency	1,000,000	-	0.00	-
TOTAL APPROPRIATION	31,993,000	2,979,296.82	25,424,306.64	31,394,827

MADISON COUNTY MASS TRANSIT DISTRICT OPERATING FUND
OPERATING BUDGET AND APPROPRIATION
JULY 1, 2021 TO JUNE 30, 2022

	FY22 Operating Budget at 04/30/22	Actual April 2022	FY22 Actual through 04/30/22	Projected FY22 Actual
CASH ON HAND AT BEGINNING OF FISCAL YEAR	585,000		585,000.00	585,000
ESTIMATED RECEIPTS				
Sales Tax Revenue	9,500,000	959,366.29	10,405,933.16	12,324,700
Interest Income	675,000	34,199.18	486,935.10	555,400
IDOT Operating Assistance	16,500,000	1,373,395.85	14,569,047.96	17,315,900
Federal CARES Act Funding	4,875,000	-	1,964,992.00	1,965,000
Federal CRRSAA Funding	0	-	0.00	-
Federal ARPA Act Funding	0	-	0.00	-
Local Sales Tax Reform Fund	3,000,000	289,746.24	3,117,347.19	3,696,900
CMAQ Rideshare Marketing And Outreach	709,000	140,251.00	269,978.00	550,600
Missouri	566,000	134,286.00	253,436.00	522,100
Illinois	143,000	5,965.00	16,542.00	28,500
Commuter Initiative	75,000	11,183.47	34,065.06	56,500
Fares	540,000	105,218.80	415,203.75	625,700
BSDA	200,000	20,218.80	160,203.75	200,700
SIUE	340,000	85,000.00	255,000.00	425,000
Other Revenue	141,000	4,500.00	260,650.17	270,000
MEPRD trail maintenance	66,000	-	70,009.86	70,100
Gain/Loss on Asset Disposal	0	-	126,276.20	126,300
Easements/Licenses	0	4,500.00	9,025.00	18,100
Donations (other than Tree/Bench program)	0	-	50.00	100
Commerative Tree and Bench Program	55,000	-	6,500.00	6,500
Other Miscellaneous Revenues	0	-	1,041.42	1,100
Farm rental - crop proceeds	20,000	-	47,747.69	47,800
TOTAL ESTIMATED RECEIPTS	36,015,000	\$2,917,860.83	\$31,524,152.39	37,360,700
TOTAL ESTIMATED RECEIPTS AND CASH ON HAND	36,600,000	\$2,917,860.83	\$32,109,152.39	37,945,700
TOTAL APPROPRIATION	31,993,000	\$2,979,296.82	\$25,424,306.64	31,394,827
EXPECTED CASH ON HAND AT END OF FISCAL YEAR	4,607,000	(\$61,435.99)	\$6,684,845.75	6,550,873
Total Estimated Receipts Less Total Appropriation (Informational Only)	4,022,000	(\$61,435.99)	\$6,099,845.75	5,965,873

RESOLUTION 22-52

AUTHORIZING AN AWARD OF CONTRACT FOR ADMINISTRATION BUILDING AND SAFETY AND SECURITY IMPROVEMENTS

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

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

WHEREAS, the District initiated a formal competitive procurement in order to select the lowest responsive and responsible bidder for construction of a new administration building and safety and security improvements; and,

WHEREAS, the District, after receipt of four bids, identified Wright Construction Services Inc. of St. Peters, Missouri, as the apparent low bidder with a bid in the amount of thirteen million, three hundred seventy-six thousand dollars (\$13,376,000.00); and,

WHEREAS, Wright Construction Services Inc. of St. Peters, Missouri, failed to offer an IDOT pre-qualified subcontractor for the applicable site work as required by the IFB and was therefore deemed non-responsible and ineligible for a contract award; and,

WHEREAS, the second low bidder, S. M. Wilson & Co. of Edwardsville, Illinois, submitted the second lowest bid in the amount of thirteen million, five hundred eighteen thousand, three hundred sixty-nine dollars (\$13,518,369.00); and,

WHEREAS, a price analysis concluded the bid price of S. M. Wilson & Co. to be fair and reasonable, and a responsibility determination review concluded they exhibit adequate organization, financial condition, compliance with Disadvantaged Business Enterprise (DBE) program requirements and other characteristics necessary to successfully carry out the project; and,

WHEREAS, the District requires pre-award concurrence from the Illinois Department of Transportation (IDOT) before a contract award can be made; and,

WHEREAS, this project is being funded by the Federal Transit Administration and the Illinois Department of Transportation.

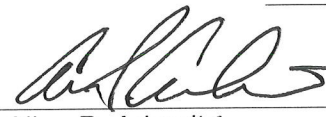
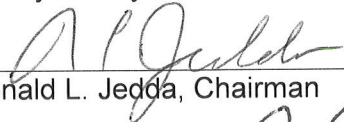

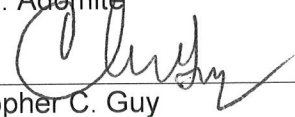
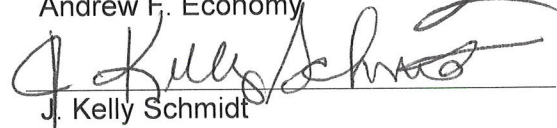
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. A notice of intent to award a contract be delivered to S. M. Wilson & Co. of Edwardsville, Illinois, in the amount of thirteen million, five hundred eighteen thousand, three hundred sixty-nine dollars (\$13,518,369.00) for the construction project known as MCT New Administration Building.
2. Pending the receipt of required documentation from S. M. Wilson & Co. within the time period specified in the IFB, pre-award concurrence from IDOT, and the expiration of the District's bid protest period, the District authorizes the award of a contract and notice to proceed be delivered to S. M. Wilson & Co. of Edwardsville, Illinois, in the amount of

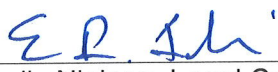
thirteen million, five hundred eighteen thousand, three hundred sixty-nine dollars (\$13,518,369.00) for the construction project known as MCT New Administration Building.

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

ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of May 2022.

 _____ Allen P. Ademite	 _____ Ronald L. Jedda, Chairman	 _____ Andrew F. Economy
 _____ Christopher C. Guy		 _____ J. Kelly Schmidt

APPROVED as to Form:



Emily Nielsen, Legal Counsel
Evan R. Franklin, for

CERTIFICATE

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

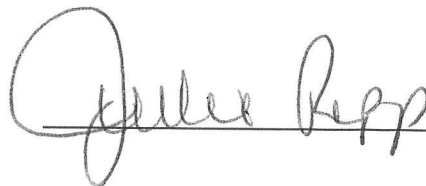
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, May 26, 2022, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. A notice of intent to award a contract be delivered to S. M. Wilson & Co. of Edwardsville, Illinois, in the amount of thirteen million, five hundred eighteen thousand, three hundred sixty-nine dollars (\$13,518,369.00) for the construction project known as MCT New Administration Building.
2. Pending the receipt of required documentation from S. M. Wilson & Co. within the time period specified in the IFB, pre-award concurrence from IDOT, and the expiration of the District's bid protest period, the District authorizes the award of a contract and notice to proceed be delivered to S. M. Wilson & Co. of Edwardsville, Illinois, in the amount of thirteen million, five hundred eighteen thousand, three hundred sixty-nine dollars (\$13,518,369.00) for the construction project known as MCT New Administration Building.
3. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-sixth day of May 2022.





Contract Award Recommendation

To: SJ Morrison, Managing Director
From: Penny Brown, Director of Grants and Procurement
Subject: MCT New Administration Building No. 22-1-13800
Date: May 24, 2022

An Invitation for Bids (IFB) was issued on February 7, 2022 seeking bids for the construction of an administration building and safety and security improvements. The work entails the construction of a new two-story administration building with site grading, site utilities, concrete roadway and parking lot, bus shelter, bus stop, site lighting, fencing, video surveillance system, access control system, monument sign, and landscaping, along with other work necessary to complete the improvements as specified.

A total of four bids were received. All bids were responsive. The apparent low bidder, Wright Construction Services, Inc., failed to offer an Illinois Department of Transportation (IDOT) pre-qualified subcontractor for the applicable site work and was therefore deemed non-responsible and ineligible for a contract award.

The bid price of the second low bidder, S. M. Wilson & Co., was determined to be fair and reasonable. A responsibility review concluded they exhibit adequate organization, financial condition, compliance with Disadvantaged Business Enterprise (DBE) program requirements and other characteristics necessary to successfully carry out the project. S. M. Wilson & Co. has proposed IDOT pre-qualified subcontractors for the applicable site work.

Recommendation is being made for a notice of intent to award a contract be delivered to the lowest responsive and responsible bidder, S. M. Wilson & Co., in the amount of \$13,518,369.

Pending the receipt of required documentation from S. M. Wilson & Co. within the time period specified in the IFB, pre-award concurrence from IDOT, and the expiration of MCT's bid protest period, recommendation is being made for the award of a contract and notice to proceed be delivered to S. M. Wilson & Co. in the amount of \$13,518,369 for the above referenced construction project.

Bidder	Bid Amount	Notes
Wright Construction Services, Inc. St. Peters, MO	\$13,376,000	Non-responsible bidder
S. M. Wilson & Co. Edwardsville, IL	\$13,518,369	Contract award recommendation
Morrissey Construction Company Godfrey, IL	\$13,725,000	
Poettker Construction Company Breese, IL	\$14,170,000	

Financial assistance is being provided by the Federal Transit Administration (FTA) and the Illinois Department of Transportation (IDOT).



MCT Admin Building and Safety/Security Improvements

To: MCT Board of Trustees
From: SJ Morrison, Managing Director
Date: May 26, 2022

PROJECT SUMMARY:

Since 2014, Madison County Transit (MCT) has successfully secured multiple grants to fund the design and construction of 1) critical safety/security improvements; and 2) a new administration building at the MCT Base of Operations (Base). Key elements of this project include:

- New Administration Building which will replace inadequate workspaces located in four aging structures. The administrative staff will be consolidated into a single, secure, and ADA compliant facility.
- New Boardroom within the new Administration Building which will provide a superior workspace for both MCT and ACT board meetings with modern A/V equipment for presentations.
- New Video Surveillance System (VSS). Cameras will be installed in the new building, on the Base grounds, and at the Base entrances.
- New Access Control System (ACS). Controlled entry will be incorporated into the new building as well as new ACS gate entries for both the bus entrance and the employee entrance.
- New computer servers to operate the new VSS/ACS systems as well as serve MCT IT functions. Will allow for future, off-Base VSS/ACS expansion at other MCT facilities.
- New fencing along the north and east perimeter of the Base.
- Site improvements including a new Chain of Rocks bus shelter, parking lots, site lighting, sidewalks, walking paths, landscaping, utility connections, and storm water drainage/detention.

PROJECT FINANCES:

Source of Funds:

• Local MCT Funds:	\$205,865
• IDOT Grant CAP-14-1031-ILL	\$6,000,000
• IDOT Grant CAP-21-1138-ILL (Rebuild IL)	\$4,800,000
• <u>FTA Grant IL-90-X733 (5307) :</u>	<u>\$4,093,827</u>
	\$15,099,692

Use of Funds:

• AAIC Design/CM Contract	\$1,099,547
• S. M. Wilson Construction Bid	\$13,518,369
• <u>Design/Construction Contingency</u>	<u>\$481,776</u>
	\$15,099,692

PROJECT SCHEDULE:

The contractor's project schedule is for construction to take approximately 16 months. In addition to MCT Board approval, the Illinois Department of Transportation must provide pre-award concurrence prior to an award being made.

RESOLUTION 22-53

AUTHORIZING THE EXECUTION OF AN AGREEMENT
FOR FEDERAL AND STATE LEGISLATIVE CONSULTING SERVICES WITH
THE JERRY COSTELLO GROUP, LLC

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

WHEREAS, the District has the responsibility to protect and promote the operation and maintenance of mass transit as a public service, and protect the reputation and interests of the District for the welfare of the residents of the District and the vitality of the County; and,

WHEREAS, the District has maintained an agreement with The Jerry Costello Group, LLC, for legislative and related services since May 1, 2013; and,

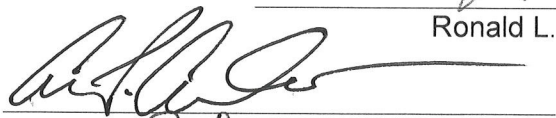
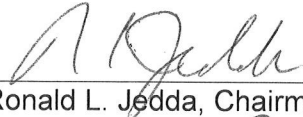
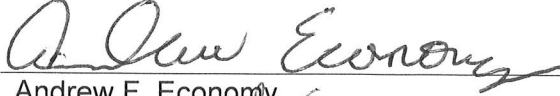
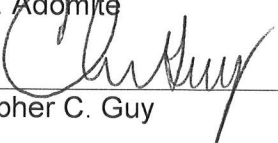
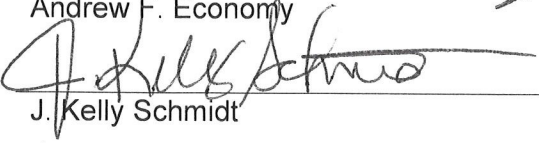
WHEREAS, The Jerry Costello Group, LLC, has performed its services in an exemplary manner to benefit the District and the residents it serves; and,

WHEREAS, the District and The Jerry Costello Group, LLC, are mutually agreeable to continuing this relationship through June 30, 2025.

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

1. Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to execute the attached agreement with The Jerry Costello Group, LLC, for legislative and related services through June 30, 2025.
2. Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the agreement on behalf of and in a manner beneficial to the Madison County Mass Transit District.

ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of May 2022.

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

APPROVED as to Form:



Emily Nielsen, Legal Counsel
Evan R. Franklin, for

CERTIFICATE

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

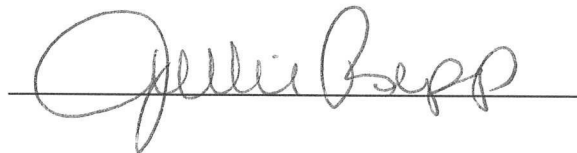
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, May 26, 2022, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to execute the attached agreement with The Jerry Costello Group, LLC, for legislative and related services through June 30, 2025.
2. Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the agreement on behalf of and in a manner beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-sixth day of May 2022.



CONSULTING SERVICES AGREEMENT

THIS AGREEMENT, is entered into as of July 1, 2022 by and between Madison County Mass Transit District (hereinafter "District") with its offices at 1 Transit Way, Pontoon Beach, IL 62040 and The Jerry Costello Group, LLC (hereinafter "Consultant") with its offices located at 138 Lincoln Place Court, Suite 101, Belleville, IL 62221.

WITNESSETH:

WHEREAS, District wishes to retain Consultant to furnish certain consulting services (hereinafter more particularly described), which Consultant is qualified to perform on behalf of District in the State of Illinois; and

WHEREAS, Consultant is willing to render such services and is properly registered to do so,

NOW, THEREFORE, the parties hereto do agree as follows:

1. Term

This agreement shall be effective as of July 1, 2022, and continue in full force and effect through June 30, 2025. Subject to 60 days written notice, agreement may be terminated for any reason by either party.

2. Consulting Services

District retains Consultant to advise District and work with other parties as necessary to promote the District's goals, interests, and objectives. District will keep Consultant fully apprised of the current issues and objectives of District.

District and Consultant agree that Jerry F. Costello will be primarily responsible for the performance of the services referred to in this Agreement, however, as needed, Consultant is allowed to retain third party consultants to provide assistance in performing the Agreement, at no cost to the District, unless agreed upon by the District.

Consultant will devote time and resources necessary in performing the services described in this Agreement. Consultant shall have full discretion in selecting the dates and times necessary to complete the terms of the agreement giving due regard to the needs of the District. District is advised that Jerry F. Costello may consult or lobby local, state, and federal officials, including all agencies, elected and appointed officials.

Consultant will provide one annual report to the MCT Board of Trustees in writing or in person.

Compensation

District agrees to pay Consultant a monthly fee of \$7,000. Monthly fees will be paid on the 1st business day of each month.

3. Authorized Representative

For the purpose of this agreement, District's authorized representative shall be as follows: Steven J. Morrison, Managing Director. District may designate from time to time additional or substitute authorized representatives by written notice to Consultant. Consultant's primary contact will be Jerry F. Costello. Consultant may designate such other additional or substitute authorized representatives who are acceptable to District. District agrees that such acceptance shall not be unreasonably withheld.

4. Compliance with State and Federal Laws

The parties recognize and agree that both have a policy to comply fully with the applicable federal, state and local laws regulating any and all such consulting activities, and each agree to fully comply with all applicable laws, decrees, rules, regulations, orders, ordinances, actions and requests of any federal, state or local governmental or judicial body, agency or official.

6. Independent Contractor

This agreement is not a contract of employment. Consultant is an independent contractor of the District and shall have no authority to obligate the District. Consultant shall have the exclusive right to determine the method, matter and means by which it will perform the Agreement.

7. Notice

Any notice or communication permitted or required by this Agreement shall be deemed effective when personally delivered or deposited, postage prepaid, in first class U.S. mail properly addressed to the appropriate party at the address set forth below:

Consultant: Honorable Jerry F. Costello
 The Jerry Costello Group, LLC
 138 Lincoln Place Court, Suite 101
 Belleville, IL 62221

District: Madison County Mass Transit District
 ATTN: Managing Director
 1 Transit Way
 Pontoon Beach, IL 62040

8. Miscellaneous

- (a) This Agreement constitutes the full understanding of the parties of the obligations, responsibilities and risks between them and a complete and exclusive statement of the terms and conditions of their agreement and supersedes any and all prior agreements, whether written or oral, between the parties. A waiver by either party with respect to any breach or default or of any right or remedy shall not be deemed to constitute a waiver for any other breach or default or of any other right or remedy. Any such waiver is to be expressed in writing and signed by the party to be bound. No amendment or extension of this Agreement shall be binding unless in writing and signed by both parties.

- (b) All provisions of this Agreement are severable and any provision which may be prohibited by law shall be ineffective to the extent of such prohibition without invalidating the remaining provisions.

IN WITNESS WHEREOF, the parties have duly executed this Agreement as of the date first above written.

Signature

Signature

Date

Date

Steven J. Morrison
Madison County Mass Transit District
1 Transit Way
Pontoon Beach, IL 62040
618-797-4600 (office)

Honorable Jerry F. Costello
The Jerry Costello Group, LLC
138 Lincoln Place Court
Suite 101
Belleville, IL 62221
thejerrycostellogroup@gmail.com
618-234-6701 (office)
618-971-6200 (cell)

RESOLUTION 22-54

APPROVING
THE MADISON COUNTY MASS TRANSIT DISTRICT'S
TITLE VI PROGRAM UPDATE


WHEREAS, as a recipient of federal funds, the Madison County Mass Transit District (District) is required by the United States Department of Transportation, Federal Transit Administration (FTA), to administer and maintain a Title VI Program, pursuant to the Civil Rights Act of 1964 (42 U.S.C. Section 2000d) and the Federal Transit Laws, as amended (49 U.S.C. Chapter 53 et seq.); and,

WHEREAS, the District is required by the United States Department of Transportation, Federal Transit Administration, to submit triennial plan updates pursuant to guidelines as described in FTA Circular 4702.1B and the Department's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient ("LEP") Persons (70 FR 74087).


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

1. Madison County Mass Transit District hereby approves the Madison County Mass Transit District's Title VI Program Update, dated May 2022, as attached.
2. Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to file the District's Title VI Program Update with the United States Department of Transportation, FTA.
3. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to take any and all actions as are necessary and appropriate to enact and administer the program, and maintain the District in full compliance with the provisions of FTA Circular 4702.1B and the Department's Policy Guidance Concerning Recipients' Responsibilities to LEP Persons (70 FR 74087).

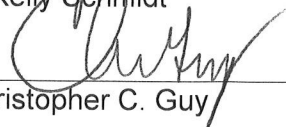
ADOPTED by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of May 2022.



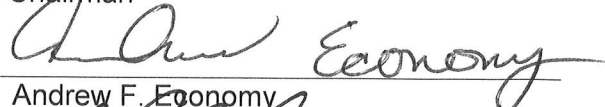
Ronald L. Jedda, Chairman



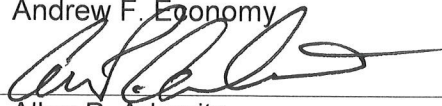
J. Kelly Schmidt



Christopher C. Guy




Andrew F. Economy




Allen P. Adomite

APPROVED as to Form:



Emily Nielsen, Legal Counsel


Evan R. Franklin, for

CERTIFICATE

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

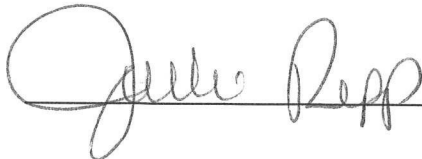
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, May 26, 2022, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Madison County Mass Transit District hereby approves the Madison County Mass Transit District's Title VI Program Update, dated May 2022, as attached.
2. Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to file with the United States Department of Transportation, FTA, said Title VI Program Update.
3. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to take any and all actions as are necessary and appropriate to enact and administer the program, and maintain the District in full compliance with the provisions of FTA Circular 4702.1B and the Department's Policy Guidance Concerning Recipients' Responsibilities to LEP Persons (70 FR 74087).

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-sixth day of May 2022.



Title VI Program Report

Recipient ID 5622
May 2022



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Madison County Transit Background

Madison County Mass Transit District (MCT) was formed in 1980 to meet the public transportation needs of local residents and promote the efficient provision of public transit and paratransit services in Madison County, Illinois. The MCT service area encompasses 183 of the 195 census block groups and 95% of the Madison County population. As reported in the 2010 US Census, the population of the MCT Service Area is 253,620 and the overall population of Madison County is 269,282.

MCT's current Fixed-Route bus system is comprised of twenty-eight regular fixed-routes operating on 663.62 directional route miles throughout western and central Madison County, as well as in the US 40 corridor of eastern Madison County

Paratransit service did not exist in Madison County prior to 1985 when MCT contracted with the Agency for Community Transit, Inc. (ACT) to initiate countywide "curb-to-curb" demand response service. The level of paratransit service increased rapidly with the passage of the Americans with Disabilities Act in 1990. Since then, the complementary paratransit system has grown consistently with expansion of the fixed-route system.

MCT's Title VI Report Purpose

The purpose of the Title VI Program Report is to show evidence of the steps MCT has taken and will continue to take to ensure services are provided without excluding or discriminating against individuals on the basis of race, color, and national origin. In addition, MCT will take steps to ensure that programs and activities do not exclude or discriminate against low-income individuals or other classes protected by Federal or State law.

INTRODUCTION

Madison County Mass Transit District (MCT) has prepared this Title VI Program Report in compliance with the Federal Transit Administration (FTA) Circular 4702.1B “Title VI Requirements and Guidelines for Federal Transit Administration Recipients,” issued October 1, 2012 and the Department’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficiency (“LEP”) Persons (70 FR 74087), dated December 14, 2005.

MCT’s initial Title VI Assurance Program was approved by the Federal Transit Administration (FTA) on August 23, 1994, and subsequently reaffirmed in 1997, 2000, 2003, 2006, 2010, 2013, 2016, 2019, and 2022. This program update will be for the period of August 1, 2022 to July 31, 2025

In compliance with federal guidelines, the objectives of this Title VI program are to:

- Ensure that the level and quality of public transportation service is provided in a nondiscriminatory manner;
- Promote full and fair participation in public transportation decision-making without regard to race, color or national origin;
- Ensure meaningful access to transit-related programs and activities by persons with limited English proficiency.

Contact Information

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I. GENERAL REPORTING REQUIREMENTS

1. Title VI Notice to the Public

A copy of MCT's Title VI Notice to the Public can be found below. The notice indicates that MCT complies with Title VI and informs the public of the procedures for requesting additional Title VI information, their Title VI protections, and the procedures for making a Title VI complaint. The notice has been posted and printed in both English and Spanish.

Copies of the Title VI Notice to the Public are posted at the following locations:

- MCT fixed-route buses
- MCT Transfer Stations
 - Alton, Collinsville, Edwardsville, Granite City & Wood River
- MCT's website, www.mct.org
- MCT System Maps, which are distributed throughout Madison County

Notice of Title VI Rights

Madison County Transit (MCT) operates programs without regard to race, color, national origin, or English proficiency. What are the Procedures for making a Title VI Inquiry or Complaint? All Title VI inquiries and complaints can be faxed to (618) 797-7547, emailed to info@mct.org or mailed to: Madison County Transit District, Attn: Managing Director, 1 Transit Way, Pontoon Beach, IL 62040-7500

The complaint should include the following information:

- a. Name, address, and phone number of the individual making the complaint
- b. Basis of complaint, i.e. race, color, national origin, English proficiency.
- c. The date or dates on which the alleged Title VI violation(s) occurred.
- d. Names, addresses, and phone numbers of person(s) involved.
- e. Description of the incident resulting in the perceived violation.
- f. Signature of individual making the complaint.
- g. If an individual wishing to make a complaint is unable to write the complaint, MCT staff will assist. Please contact (618) 797-4600 for details.

Federal law requires that complaints be filed within one-hundred eighty (180) calendar days of the alleged incident.

Aviso de los Derechos del Título VI

Madison County Transit (MCT) opera programas sin distinción de raza, color, origen nacional, o dominio del inglés. ¿Cuáles son los procedimientos para realizar una consulta o queja título VI? Todas las consultas y quejas de título VI pueden ser enviadas por fax al (618) 797-7547, por correo electrónico a info@mct.org o por correo a: Madison County Transit District, Attn: Managing Director, 1 Transit Way, Pontoon Beach, IL 62040-7500.

La queja debe incluir la siguiente información:

- a. Nombre, dirección y número de teléfono de la persona que presenta la queja.
- b. Bases de la demanda, es decir, raza, color, origen nacional, o dominio del inglés.
- c. La fecha o fechas en que la violación del título VI (s) ocurrió.
- d. Nombres, direcciones y números de teléfono de las personas que participan.
- e. Descripción del incidente que resulta en la violación percibida.
- f. Firma de la toma individual de la queja.
- g. Si una persona que desee presentar una queja no puede escribir la queja, el personal MCT asistirá. Póngase en contacto con (618) 797-4600 para obtener más información.

La ley federal requiere que las quejas se presentarán dentro de los ciento ochenta (180) días naturales del supuesto incidente.

2. Title VI Complaint Procedure & Complaint Form

As part of MCT's commitment to ensuring that no person is discriminated against on the basis of race, color, national origin, or any other federal and/or state protected category, and to ensure compliance with 49 CFR Section 21.9(b).

MCT has developed and adopted a Civil Rights Assurances (**Appendix A**), a Title VI Assurances (**Appendix B**) and the Title VI Statement, Complaint Procedures & Notification (**Appendix C**), which includes procedures for investigating and tracking Title VI complaints. MCT policy is to investigate complaints that are filed in writing within 180 days from the date of the alleged discrimination. Each complaint alleging discrimination based on race, color, or national origin is categorized as a Title VI complaint and investigated according to policy.

The MCT Title VI Complaint Form is included on the next page and can also be found on MCT's website:

https://www.mct.org/MCTInfo/MadisonCountyTransitTitleVIandADACo_mplaintForm.pdf

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Complaint Form



Title VI and Americans with Disabilities Act
Complaint Form

Madison County Transit (MCT) operates programs without regard to race, color, national origin, income level, or English Proficiency, as described by Title VI of the Civil Rights Act of 1964. The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity and access for persons with disabilities. MCT is committed to providing safe, accessible and efficient transportation services, in full compliance with 49 CFR Parts 27, 37, 38, and 39 of the ADA.

In order to make a Title VI or ADA complaint, please provide the following information. Assistance is available upon request. Complete this form and mail or deliver to: Madison County Transit, Attn: Managing Director, 1 Transit Way, Pontoon Beach, IL 62040. Alternatively, it can be faxed to (618) 797-7547 or emailed to info@mct.org. Federal law requires complaints be filed within one-hundred eighty (180) calendar days of alleged incident.

Type of complaint: Title VI Americans with Disabilities Act (ADA)

Individual registering this complaint:

Name: _____
Address: _____
City: _____ State: _____ Zip Code: _____
Telephone (Home): _____ (Business): _____

Individual discriminated against (if other than the individual mentioned above):

Name: _____
Address: _____
City: _____ State: _____ Zip Code: _____
Telephone (Home): _____ (Business): _____

What is the basis for the complaint? (Check all that apply):

Race / Color / National Origin Disability Income Level Limited English Proficiency
 Other: _____

Date and approximate time of incident or violation: _____

Describe the incident or violation. What happened and who was responsible? Include any other information that is pertinent to the investigation (ex: bus number, bus route, employee involved in the complaint, direction of vehicle, details about weather conditions, etc.) For additional space, use back of form.

Please sign, verifying that the information above is accurate: _____

Attach any documents that will support your complaint.

If an individual wishing to make a complaint is unable to write the complaint, MCT staff will assist. Please call 618-797-4600.

3. Title VI Investigations, Complaints, and Lawsuits

MCT is not currently involved in any investigations, complaints, or lawsuits alleging discrimination on the basis of race, color, or national origin.

4. Public Participation Plan

In accordance with the guidelines set forth by the Federal Transit Administration (FTA), all transit providers who receive federal funds must develop a “Public Participation Plan” which outlines a targeted outreach to engage minority and Limited English Proficiency (LEP) populations. FTA also encourages the engagement of other traditionally underserved constituencies such as individuals with disabilities and low-income populations. The Public Participation Plan is included in this section along with an Executive Summary of MCT’s participation and outreach efforts since May 2019.

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MADISON COUNTY MASS TRANSIT DISTRICT TITLE VI PROGRAM PUBLIC PARTICIPATION PLAN

In accordance with the guidelines set forth by the Federal Transit Administration (FTA), all transit providers who receive federal funds must develop a “Public Participation Plan” which outlines a targeted outreach to engage minority and Limited English Proficiency (LEP) populations. FTA also encourages the engagement of other traditionally underserved constituencies such as individuals with disabilities and low-income populations. The Madison County Mass Transit District (MCT) proposes to establish the Public Participation Plan summarized below in compliance with applicable federal requirements (Title VI of the Civil Rights Act 1964, 49 CFR Section 21 and FTA Circular 4702.1B), amended on October 12, 2012.

The purpose of this plan is to ensure that MCT is proactive in providing complete information, timely public notice, diverse techniques, full public access to key decisions, and ongoing involvement in the planning process. The following are MCT’s core objectives for Public Participation:

- The process must be transparent, and meaningful.
- The public should be given adequate notice of public comment opportunities and then provided with the method and the steps for making public comments.
- Public comments should be considered, evaluated, and integrated into the decision-making process.
- As echoed in its Non-Discrimination Policy, efforts should be made to engage underserved populations such as minority, low income and LEP populations as well as individuals with disabilities.

Non-Discrimination Policy:

MCT operates programs without regard to race, color, national origin, or English proficiency.

Proposals Which Prompt Public Participation:

MCT will engage the public in a formal public participation process when a Major Service Change or a Fare Change is proposed. Major Service Changes and Fare Changes are defined in the “Title VI Major Service Change and Fare Change Policy” document which was subject to a public comment process and approved by the MCT Board of Trustees.

Public Engagement Plan:

MCT will take the following steps to ensure that all residents have an opportunity to review and comment on proposed Major Service Changes and proposed Fare Changes. In addition to accepting comments via e-mail, US mail or over the phone, MCT will also host public meetings to disseminate hard copies of the proposal, to answer questions and to collect written comments from the public.

Notification:

A copy of the proposed Major Service Change or Fare Change will be posted on the website and will be available in hard copy format. Copies of the proposal will also be available in Braille or translated into the language of the individual’s choice upon request.

MCT will notify the public of the dates, times, and locations of the public meetings at least 14 days before the scheduled meetings. Procedures for making public comments during the meeting will also be released in advance. MCT uses the following notification methods:

- Press releases distributed to regional media outlets
- On-board customer advisories on MCT Fixed-Route Buses
- Legal Notice in newspaper(s) of general circulation
- E-News e-mail to all registered subscribers
- Posting on MCT’s website and Facebook page

Efforts to reach Minority and Low-Income Populations:

The MCT Passenger Demographic survey in 2021 revealed that minority bus riders constitute approximately 39 percent of MCT’s Fixed Route ridership and approximately 73 percent of MCT’s Fixed Route ridership is classified as “Low Income” using the State of Illinois’ “Benefits Access Program” guidelines.

The Demographic Survey also revealed that the preferred method of receiving information about MCT services for those protected classes is spread among the following media:

PREFERRED METHOD	MINORITY	LOW-INCOME
<i>Email</i>	29%	47%
<i>MCT Website</i>	24%	15%
<i>Facebook</i>	14%	12%
<i>Google Transit</i>	12%	10%
<i>Text Message</i>	11%	9%
<i>MCT Staff by Phone</i>	4%	3%
<i>Word of Mouth</i>	2%	2%
<i>On-Board Advisory</i>	1%	2%
<i>Newspaper</i>	1%	1%
<i>Radio</i>	1%	0%
TOTAL	100%	100%

Currently, MCT utilizes email, Facebook, the MCT website, newspapers, text messaging and onboard customer advisories on MCT buses to alert passengers of any route or schedule changes, appealing to 80 percent of minority respondents’ and 86 percent of low-income respondents’ preferred information outlet.

MCT also has placed “Stay Connected” bus cards on all fixed route vehicles encouraging passengers to visit the website, register for E-News updates, visit the MCT Facebook page or e-mail comments to info@mct.org, in an effort to expand outreach efforts using the growing online media fields.



Due to a growing number of MCT bus riders preferring mobile text messaging as their desired form of communication, MCT implemented an automated MCT Text Alert program in 2015 and placed “Stay Informed” bus cards on all fixed route vehicles. This free service allows passengers to select which route or routes about which they’d like to receive information. Opting out of the program is simple as well.



Additional Public Outreach

Prior to the COVID-19 pandemic, MCT hosted monthly meetings at the Edwardsville Transit Station, which is centrally located within the county. Passengers were able to obtain free and half fare IDs, ask questions, and get information on service. These sessions had not been reinstated as of April 2022 but have been replaced by a no-contact email and USPS option. A Customer Service Coordinator was hired in October of 2021 to assist passengers with all aspects of communication and provides support in a timely manner.

In the Fall of 2021, MCT collaborated with the Madison County Housing Authority to host several sessions at housing complexes located in low-income and minority neighborhoods. Housing Authority residents and community members were invited to attend to learn about MCT and ask questions about services provided.

MCT staff also offers a Travel Training program. Travel training services are available to anyone in need of support, instruction, or assistance using the MCT fixed route service.

Ongoing Passenger Engagement

MCT will take the following additional steps to ensure that these protected classes of passengers receive advanced notification of proposals and can engage the process by reviewing, asking questions, and making comments:

- Sending proposals to elected officials in minority and low-income areas
- Placing notices of public meetings at popular destinations such as grocery stores, senior centers, churches, etc.
- Identifying community and neighborhood opinion leaders who can assist MCT in disseminating information

Efforts to reach Limited English Proficiency Populations:

MCT has outlined its efforts to reach Limited English Proficiency (LEP) populations in the LEP Plan of the 2022 Title VI Program Report. The following summary outlines MCT’s efforts to identify whether an LEP population exists in the MCT Service Area and efforts to effectively engage that population.

The MCT Passenger Demographic survey in 2021 surveyed 690 passengers. Of those surveyed, no individuals were encountered who could not speak English. However, 22 individuals, or approximately 4% of respondents, did identify a language other than English as their “Primary Language” as indicated in the table below:

Primary Language	# Of Respondents	%
<i>English</i>	668	96.12%
<i>Spanish</i>	11	1.58%
<i>Other</i>	11	1.58%
<i>Did Not Respond</i>	5	0.72%
Grand Total	695	100%

While 96 percent of MCT passengers identified “English” as their “Primary Language,” it’s clear that there are individuals living in our service area, and riding MCT, who primarily speak other languages. MCT defines an LEP population as any group that speaks “Less than Very Well.” Data from the 2015 American Community Survey (ACS) found a total of 2,642 individuals living within the MCT Service Area who identified themselves as speaking English “Less than Very Well.” This represents about 1.05% of the total Service Area population. At the census tract level, none of the census tracts in the MCT Service Area reported an LEP population of more than 5%.

Although the current data suggests that MCT does not have a significant LEP population in its service area or riding its Fixed-Route buses, MCT has worked with the International Institute of St. Louis to determine the top three languages spoken in the St. Louis region. Those languages were: English, Spanish and Bosnian. In an effort to reach members of the LEP population from St. Louis who may access MCT services, information was posted in these three languages on the MCT System Map.

Public Engagement since 2019 Title VI Program Update:

The following is a summary of MCT’s public engagement activities since May 2019. Some of the changes listed below did not meet MCT’s criteria for a “Major Service Change” but notice was given, and public meetings were held to solicit comments, provide information, and answer questions. In most cases, comments that were made at the public meetings or via e-mail regarding a proposed service change prompted staff to adjust the final proposal.

August 11, 2019 (Major Service Change)

Madison County Transit (MCT) Marketing & Planning staff proposed focusing heavily on improving service for SIUE and the Edwardsville/Glen Carbon area as ridership had dropped on both the #16 and #17 routes since 2015. To identify the source of these declines, staff met with SIUE officials and learned that several external factors were likely playing a role, including: the development of off-campus student housing, a reduction in the number of international students, change in student travel patterns, etc. In May 2018, a proposal was developed, and public meetings were held. At the time, staff decided to pull the proposal to allow more time to survey students. A survey was developed and distributed

in January 2019, to collect student comments. MCT hosted a series of meeting at SIUE and at Transit Centers.

Public Meetings & Proposed Plan

- April 17, 2019: SIUE MUC Missouri Room (10:00 – 11:30 am)
- April 18, 2019: Edwardsville Transit Center (1:30 – 3:00 pm)
- April 23, 2019: SIUE MUC International Room (10:00 – 11:30 am)
- April 24, 2019: Edwardsville Transit Center (1:30 – 3:00 pm)

#16 Edwardsville-Glen Carbon Shuttle:

- Increase weekday service to the May Apartments by adding additional trips
- Introduce Saturday trips to May Apartments

#17 Cougar Shuttle:

- Simplify and improve Weekday/Academic service between Cougar Village and Peck Hall by increasing frequency to every 10 minutes from 7:00 am – 7:13 pm.
- Maintain hourly Saturday service between Cougar Village and Peck Hall
- Introduce hourly Sunday service on the #17
- Maintain hourly service on Weekday Breaks and Weekday Summer
- Off campus service to Downtown and Esic operated by proposed #22 route

#22 University Shuttle (New Route): Develop new #22 route, which operates Weekday/Academic

- Introduce 30-minute service between Downtown Edwardsville, Esic, and SIUE
- Introduce 60-minute Weekday Academic service to Axis Apartments & Century Drive Apartments
- Absorb hourly Saturday service between Downtown Edwardsville, Esic and SIUE previously operated by the #17
- Introduce hourly Sunday service between Downtown Edwardsville, Esic and SIUE
- Eliminate low performing route segment on Myrtle, Randle, and Union

MCT received 16 public comments, 9 were positive and 7 were unrelated. All comments were summarized and presented to the MCT Board of Trustees for consideration. Individuals who could not attend the public meetings but wanted to comment could do so via phone, e-mail, or US Mail. The MCT Board of Trustees approved the proposal at the May 20, 2019, board meeting.

March 29, 2020 (Emergency Service Change; COVID-19)

Due to the COVID-19 pandemic MCT reduced its fixed-route service to a “modified Saturday service level,” seven days a week. The service reduction was prompted by sharp declines in ridership due to COVID-19. MCT’s fixed-route service had been increasing in recent months but experienced a 37 percent system-wide drop in daily ridership. The MCT Express trips to

Downtown St. Louis ridership dropped 58 percent compared to March 2019. The details of the reduced service are listed below:

- All MCT fixed routes in Madison County will operate on their Saturday schedule, seven days a week.
- MCT will temporarily discontinue all MCT Express service to Downtown St. Louis, including the #1X Riverbend Express, #5 Tri-City Regional trips to St. Louis, #14X Highland Express, #16X Edwardsville -Glen Carbon Express as well as the #13X Highland – SIUE Express from Highland to SIUE.
- The #13 Troy-Glen Carbon which doesn't operate on Saturdays will operate on its weekday schedule.
- The #20X Gateway Commerce Center Express will operate on its weekday schedule.

To ensure the health and safety of drivers and passengers during this period of reduced service, and to keep the entire driver workforce employed, MCT utilized drivers to serve as “assistants” helping to clean the bus mid-route as passengers get on and off. MCT asked that passengers limit their trips to essential travel only and follow social distancing protocols on the bus and at bus stops.

The MCT Board of Trustees approved the Emergency Service Change at an emergency meeting on March 17, 2021.

August 16, 2020 (Restoration of Service)

In response to ridership trends and as the State entered Phase 4 of its Restore Illinois plan, staff recommended the following service adjustments:

Based on past and present ridership patterns, staff recommended **full weekday restoration** of the following:

#5 Tri City Regional	#15 East Collinsville Shuttle
#9 Washington Shuttle	#17 Cougar Shuttle
#10 State and Elm Shuttle	#18 Collinsville Regional
#13 Troy – Glen Carbon	#19 Edwardsville – Collinsville
#13X Highland – SIUE Express	#22 University Shuttle

Although MCT has implemented limited Express service to and from Downtown St. Louis, demand is growing very slowly. Instead of a full restoration in August, staff recommends the following **phased restoration for Express** routes:

- **#1X Riverbend Express:** Add two trips per peak, one serving Bethalto and one serving Godfrey (increase from two to four)
- **#14X Highland Express:** Add two trips per peak (increase from three to five)
- **#16X Edwardsville Express:** Add two trips per peak (increase from two to four)

Additional Changes Previously Approved

The following changes were initially approved by the MCT Board for implementation at the May 2020 Service Change. Due to COVID-19, they were not implemented, but staff recommended doing so at this August Service Change:

- **#2 Granite City Shuttle:** Improve frequency to 30 minutes but do so using the Saturday service span. Extend route to Pontoon Road, Granite City Walmart, and Chestnut Health Systems.
- **#20 Granite City – Pontoon Beach Shuttle:** Reinstate previous span and frequency but implement new route path through Gateway Commerce Center (GCC).
- **#23 GCC Shuttle:** Create a peak weekday service between Liberty & Chain of Rocks and GCC every 30 minutes. Operate a more in-depth routing through GCC, every 30 minutes, off-set with the #20 to provide 15-minute service between Liberty and GCC.

Addition of New Weekday Routes:

Demand for direct service to and from Gateway Commerce Center (GCC) continued to grow during the pandemic. The following improvements were made to decrease travel times from the communities of Alton and Collinsville to the GCC:

- **#24X Alton GCC Express:** Create direct express service from MCT Alton Station to GCC. Three inbound trips and two outbound trips per peak.
- **#25X Collinsville GCC Express:** Create direct express service from MCT Collinsville Station to GCC. Three inbound trips and two outbound trips per peak.

The MCT Board approved the service restoration at the June 22, 2020, board meeting.

May 9, 2021 (Major Service Change; Fare Decrease)

Due to the COVID-19 pandemic, MCT staff recommended the elimination of Madison County Fare Zones as well as the reduction of the base fare and a reduction to the cost of MCT passes to create a simplified fare structure and improve the passenger experience. These changes would reduce driver-passenger conflict, speed the boarding process, eliminate cumbersome rules for drivers, make the system more user-friendly, and potentially grow ridership.

Fixed Route, Paratransit Fare & Zone Changes:

Fixed Route:

- Consolidate all Madison County Fare Zones (see attached MCT Service Map)
 - This area will be known as “Local” service for all routes operating within Madison County.
 - One flat base fare of \$1.00 per ride will be charged for all “Local” service, trips that begin and end in Madison County.

- Combine St. Clair County and St. Louis Fare Zone
 - The areas served by MCT outside of Madison County (St. Clair County and the City of St. Louis) will be known as “Regional” service.
 - One flat base fare of \$3.00 per ride will be charged for all “Regional” service.

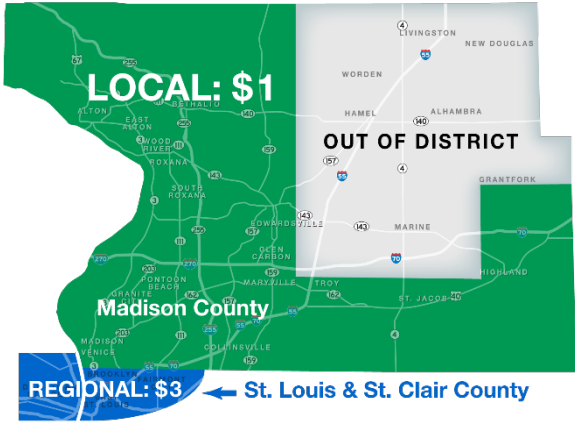
- Reduce the cost of fares and passes for Madison County residents (see attached Fare Chart)
 - Eliminate Cross County and Express fares.
 - Transition the Express Round Trip Pass sold on-board to a “Day Pass,” valid on all MCT routes for a calendar day and sold for \$5.00. Day Pass also sold on Mobile Ticketing app.
 - Reduce Local Monthly and Local 30-Day Pass from \$50 to \$40.
 - Reduce Student Monthly and 7-Day Pass from \$20 to \$15.
 - Introduce a \$1.00 Token to reduce the number of tokens for agencies to buy, passengers to carry, and MCT to count. New tokens would be valued at \$1.00 and could be used as fare or toward a pass purchase on any MCT bus.
 - Eliminate the Onboard MCT \$2.00 Zone Pass.

The fixed route fare chart and service area map can be found below:

Proposed Fixed Route Fare Chart

Effective May 9, 2021

Fare Chart	
Fixed Route Fares	
LOCAL	\$1.00
REGIONAL	\$3.00
Elderly¹ Disabled² Children under age 5 Police and Military in Uniform	FREE
Half Fares	
Elderly³ Disabled³ Children aged 5 – 12	LOCAL \$.50
	REGIONAL \$1.50
<small>1 Seniors (65 and up) with MCT Senior Free Ride ID, or seniors (75 and up) with MCT Senior Select ID. 2 Registered ADA Paratransit users with valid MCT Paratransit ID, MCT ADA ID, or MCT Benefits Access ID. 3 Persons with disabilities, seniors (65 and up) with MCT Half Fare ID or Metro Reduced Fare Permit. Medicare cardholders eligible. Please have correct change. Valid Metro passes and tickets are accepted.</small>	
MCT Passes	
MCT Local Monthly Pass	\$40.00
MCT Local 30-Day Pass (Mobile)	\$40.00
MCT System Monthly Pass	\$70.00
MCT Student Monthly Pass	\$15.00
MCT 7 Day Pass (Mobile)	\$15.00
MCT 2 Hour Regional Pass	\$3.00
MCT Day Pass	\$5.00



Paratransit:

Reducing fixed route fares requires an adjustment to the fare structure of the paratransit service as well. As defined by the Americans with Disabilities Act (ADA), fares for complementary paratransit service cannot be more than twice the base fixed-route fare.

- Designate trips within Madison County as “In-District” trips
- Reduce the cost of trips within Madison County to \$2.00

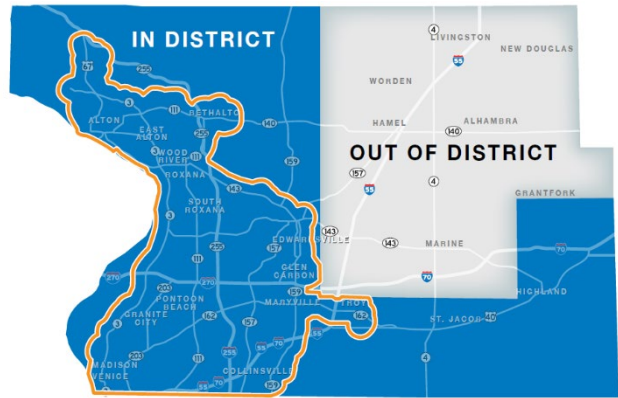
Fees for trips outside of Madison County or “Out of District” trips would remain unchanged. The paratransit fare chart and service area map can be found below.

Proposed Paratransit Fare Chart

Effective May 9, 2021

Paratransit Fare Chart			
<i>Runabout</i>			
In District Trip			
ADA Eligible	\$2.00	Non-ADA Eligible	\$6.00
Trip to St. Clair County/St. Louis			
Transfer		Direct Medical Only	
ADA Eligible	\$6.00	Non-ADA Eligible	\$10.00
Trip to St. Clair County/St. Louis			
Direct Medical Only		Direct Medical Only	
ADA Eligible	\$10.00	Non-ADA Eligible	\$10.00
Out of District Surcharge			
Medical Only		Medical Only	
ADA Eligible	\$5.00	Non-ADA Eligible	\$5.00

ACT Agency for Community Transit



MCT was unable to host in-person meetings due to State and Local COVID-19 restrictions. Information about the proposed changes were sent to local media outlets, posted on MCT’s website with a narrated and subtitled video, as well as a PDF slideshow of the changes. Drivers were given the information ahead of time and acted as ambassadors for the proposed changes. Additionally, MCT staff held a virtual meeting on Wednesday, January 20 from 2:00–3:00 p.m. to explain the proposal, answer questions, and take comments. MCT staff contacted more than 15 community organizations and stakeholders to invite them to the virtual meeting and inform them of the proposed changes. MCT received no negative comments regarding the proposal. The MCT Board of Trustees approved the plan at the January 28, 2021, board meeting.

August 15, 2021 (Minor Service Change)

MCT Staff recommended changes to service to improve access to jobs at the warehouse facilities known as Logistics Valley. MCT held public meetings to gather feedback, but this was not considered a Major Service Change.

Staff hosted a virtual public meeting on May 17, 2021, to solicit feedback regarding proposed changes to the #5 Tri-City Regional, #20X GCC Express, and 24X Alton GCC Express. After reviewing the comments made by meeting participants, the following was decided by the MCT Board of Trustees:

- **#5 Tri-City Regional:** Modify the routing in Brooklyn to operate on Canal St, 3rd St, and Washington St as requested by Brooklyn Mayor.
- **#20X GCC Express:** Preserve morning service and replace low performing late morning/early afternoon trips with additional service during the PM peak.
- **#24X Alton GCC Express:** Extend the #24X to Lakeview Commerce Center to increase transit access to employment opportunities.

January 2022 (Major Service Change)

MCT Planning staff proposed making changes to routes in response to low demand on select routes during certain times of day. Due to the on-going pandemic, MCT hosted a virtual meeting as well as series of in person meetings at transit centers to gather feedback. Many of the proposed changes did not constitute a Major Service Change.

Public Meetings & Proposed Plan

- October 16, 2021: MCT Alton Station (10:00 – 11:0 am)
- October 18, 2021: Virtual Meeting (10:00 – 11:00 am)
- October 18, 2021: MCT Alton Station (3:00 – 4:00 pm)
- October 19, 2021: MCT Wood River Station (10:00 – 11:00 am)
- October 19, 2021: MCT Wood River Station (6:00 – 7:00 pm)
- October 20, 2021: MCT Collinsville Station (10:00 – 11:00 am)
- October 20, 2021: MCT Edwardsville Station (5:00 – 6:00 pm)

The following changes were presented to the public:

- **#6 Roxana Pontoon Beach:** Due to ridership not returning to pre-COVID levels, staff recommends reducing weekday frequency from 30 minutes to 60 minutes.
- **#8 Central Shuttle:** Shift service at Hillcrest Apartments (Muny Vista) from the #9 Washington Shuttle, where a boarding analysis indicates zero boardings after 5:00 p.m. and extend route to the 248 apartments at Surrey Court in Godfrey.
- **#9 Washington Shuttle:** Reduce service at Skyline Towers, per their request, discontinuing 30-minute service on weekdays between 10:00 a.m. and 3:00 p.m.

- **#10 State & Elm Shuttle:** Reduce weekday span from 10:09 p.m. to 7:11 p.m.
- **#18 Collinsville Regional & #19 Collinsville – Edwardsville:** Reduce weekday and weekend evening service.
- **#22 University Shuttle:** Change direction of service on Hillsboro Ave to improve access to Edwardsville Senior Living Community.

MCT received 32 public comments, 19 were directly related to the proposed changes (3 positive, 14 negative, 2 neutral). After reviewing the comments, MCT staff made several changes and only implemented changes to the #6 Roxana Pontoon Beach, #8 Central Shuttle, and #22 University Shuttle. All comments were summarized and presented to the MCT Board of Trustees for consideration. Individuals who could not attend the public meetings but wanted to comment could do so via phone, e-mail, or US Mail. The MCT Board of Trustees approved the proposal at the October 28, 2021, board meeting.

5. Limited English Proficiency Plan

In accordance with the guidelines set forth by the Federal Transit Administration (FTA), all transit providers who receive federal funds must assist individuals with Limited English Proficiency (LEP). LEP individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English fall under Title VI of the Civil Rights Act. MCT's LEP Plan is included in this section.

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**MADISON COUNTY MASS TRANSIT DISTRICT
 LIMITED ENGLISH PROFICIENCY AND LANGUAGE ASSISTANCE PLAN**

Summary:

Limited English Proficiency (LEP) is a term used to describe individuals who do not speak English as their primary language AND who have a limited ability to read, speak, write, or understand English. Title VI of the Civil Rights Act of 1964 requires recipients of Federal funds to assess and address the needs of LEP individuals seeking assistance. The intent of this plan is to ensure that individuals, who do not speak or read English proficiently, have access to Madison County Mass Transit District (MCT) information and services.

MCT Limited English Proficiency Four Factor Analysis:

As a recipient of federal funds, MCT must take reasonable steps to ensure meaningful access to the information and services it provides for LEP persons in the MCT service area. In assessing the level of assistance MCT provides and the extent to which services are needed by LEP individuals, the following four factors are considered.

A. *The number or proportion of LEP persons in the eligible service area.*

To determine the number and proportion of LEP persons in the MCT Service Area, MCT reviews data from the most recent American Community Survey (ACS) and the 2010 U.S. Census. MCT defines an LEP population as any group that speaks English “Less than Very Well.” Data from the 2015 ACS found a total of 2,642 individuals living within the MCT Service Area who identified themselves as speaking English “Less than Very Well.” This represents about 1.05% of the total Service Area population. As indicated in the table below, the LEP population in the MCT Service Area has increased since 2010, when there were 1,425 LEP individuals representing 0.5% of the Service Area.

	2014 ACS Data	2015 ACS Data	Change
<i>LEP Population in Service Area</i>	2,612	2,642	+30 individuals 1.15% increase
<i>Proportion of LEP Population</i>	1.03%	1.05%	+0.2% .02% increase

At the census tract level, there were no census tracts in the MCT Service Area that reported an LEP population of more than 5% and the census tract with the largest LEP population had only 293 LEP individuals, with 131 speaking English less than very well. See **Section 17, Map 3** to see LEP census tract data.

The LEP population in the MCT Service Area has increased slightly and one group, Spanish-speakers, represented nearly half of the Service Area’s LEP population.

- a) The 2021 MCT Demographic Study did not reveal any MCT Fixed-Route bus passengers who could not speak English. However, although they speak English, approximately 3% of respondents reported that English is not their “Primary Language.” Additionally, it is believed that there are LEP populations riding MCT to Madison County employment centers. Identifying those populations and

finding a way to reach them and assist them has been a challenge, which will be discussed in this document.

- b) Based on data in the ACS, by far, the largest LEP population in the MCT Service Area is Spanish, accounting for 51.44% of all LEP individuals in the Service Area but less than 1% of the MCT Service Area. As a result, the instructions on all MCT public schedules and fare charts are published in Spanish.
 - a. Spanish is one of three languages on the MCT System Map which invites passengers to request information in their language.
 - b. MCT has also translated the Notice of Title VI Rights into Spanish as well. Other Primary Languages include French, Other Asian Languages, Arabic, Chinese, Slavic Languages, Korean, Russian and African Languages. (See table below for a complete summary of LEP individuals by Primary Language spoken).

Primary Languages of LEP Populations Spoken in the MCT Service Area:			
	2015 LEP Population	% of LEP Population	% of MCT Service Area
<i>Spanish or Spanish Creole</i>	1,359	51.44%	0.54%
<i>French (incl. Patois, Cajun)</i>	140	5.30%	0.06%
<i>Korean</i>	121	4.58%	0.05%
<i>Arabic</i>	87	3.29%	0.03%
<i>Chinese</i>	85	3.22%	0.03%
<i>Other Asian langs.</i>	79	2.99%	0.03%
<i>Other Indo-European langs.</i>	69	2.61%	0.03%
<i>Tagalog</i>	62	2.35%	0.02%
<i>Polish</i>	58	2.20%	0.02%
<i>German</i>	56	2.12%	0.02%
<i>Russian</i>	55	2.08%	0.02%
<i>Other Slavic langs.</i>	53	2.01%	0.02%
<i>African langs.</i>	53	2.01%	0.02%
<i>Gujarati</i>	47	1.78%	0.02%
<i>Greek</i>	46	1.74%	0.02%
<i>Italian</i>	42	1.59%	0.02%
<i>French Creole</i>	36	1.36%	0.01%
<i>Urdu</i>	28	1.06%	0.01%
<i>Other Pacific Island langs.</i>	28	1.06%	0.01%
<i>Japanese</i>	27	1.02%	0.01%
<i>Laotian</i>	18	0.68%	0.01%
<i>Other Indic langs.</i>	16	0.61%	0.01%
<i>Vietnamese</i>	16	0.61%	0.01%
<i>Thai</i>	14	0.53%	0.01%
<i>Hungarian</i>	14	0.53%	0.01%
<i>Persian</i>	13	0.49%	0.01%
<i>Other West Germanic langs.</i>	12	0.45%	0.00%
<i>Armenian</i>	8	0.30%	0.00%
TOTAL	2,642	100.00%	1.05%

-
- c) At this time, MCT is not aware of the literacy skills of the LEP populations and data does not exist which would provide evidence one way or another.
 - d) Based on the low numbers of LEP individuals in the MCT Service Area, and the lack of requests for information, there does not appear to be an underserved population. The Spanish translations on the timetables provide a base level of information for this population.

B. The frequency with which LEP persons come into contact with the program.

The small, LEP population in the MCT Service Area and the growing population in the greater St. Louis metro area, increases the probability of its contact with MCT. Due to the small size of the LEP population however, involvement is currently infrequent and unpredictable. No requests have been made for information by either individuals or groups.

As indicated above, the 2021 MCT Passenger Demographic Survey did not find any passengers who could not speak and/or read and write English. But as previously mentioned, it is believed that there are other LEP individuals riding MCT, which is why MCT has proactively translated the timetables and Title VI Notices into Spanish, the predominant LEP language in the Service Area.

Conversations with MCT staff who assist passengers with pass sales, customer information and public meetings revealed that there have not been any problems for individuals attempting to access services or stories about non-native English speakers struggling due to the language barrier.

C. The nature and importance of the program, activity or service provided to people's lives.

MCT provides fixed-route and Paratransit transportation services in Madison County and to select destinations in downtown St. Louis and St. Clair County. MCT also provides a connection to MetroLink for access throughout the St. Louis region. To take full advantage of MCT's services, the ability to read a public timetable or other "How to Ride" information, is critical. As public transit is used for many life-sustaining trips such as work, school, medical appointments, errands, etc. the nature of the services provided by MCT are very important.

D. Resources available to the recipient for LEP outreach and costs associated with that outreach.

Because the LEP population in the MCT service area is not of a significant proportion and the cost of translating MCT's fixed-route timetables is high, MCT has determined that full translation of all materials is not necessary at this time. However, should an individual or agency make a request for translation of information into their primary language, MCT would do so in a timely manner.

MCT will also work with the regional Metropolitan Planning Organization (MPO), the East-West Gateway Council of Governments, to develop plans and programs for reaching LEP populations.

MCT Language Assistance Plan

Based on the small number of residents with LEP in the MCT service area and the limited interaction with MCT that these individuals have, a full LEP plan is not necessary at this time. However, the region is dynamic and continues to attract diverse ethnic and cultural populations. Therefore, MCT has developed the following plan to ensure that if an LEP population does develop in the region, a plan is in place to meet their needs.

A. Results of the Four Factor Analysis and Description of the LEP Population Served

A full description of the LEP populations who reside in the MCT Service Area can be found on the previous page of this document. Although it was discovered that 2,642 LEP individuals live in the Service Area, MCT has been unable to find evidence that these individuals are using MCT services. Even anecdotal conversations with MCT drivers, customer service representatives and other staff who engage the public did not reveal that there are LEP populations riding MCT.

B. Language Assistance Services:

As stated above, MCT has translated its Title VI Notices, timetable instructions and fare charts into Spanish, as half of the LEP individuals who reside in the Service Area identified Spanish as their primary language.

Since the remaining language groups in the MCT Service Area are significantly smaller, MCT has worked with the International Institute of St. Louis to identify the largest non-English speaking populations in the St. Louis Metropolitan area and translated instructions for requesting materials in their language on the MCT System Maps.

Perhaps the most dynamic effort to reach LEP populations is the development of “I Speak...” cards which have been placed in all MCT buses and transfer stations. Based on information from the ACS, demographic data from Southern Illinois University Edwardsville, and guidance from the International Institute, MCT has identified fifteen languages that appear on the card. The following text has been translated into those languages on the “I Speak...” card: “I speak ... and need information about bus services. (Please check the box and give this card to the driver.)”

The card also asks the LEP passenger to provide their name and contact information. Upon receipt, the card will then be forwarded to the Executive Projects Manager, Amanda Viliocco-Smith for timely follow-up and translation of materials if requested.

“I Speak...”

Español (Spanish):
 Hablo español y necesito la información sobre servicios del autobús. (Marque la caja y dé esta tarjeta al conductor del autobús)
 Nombre: _____
 Información del contacto: _____

Deutsch (German):
 Ich spreche Deutsch und benötige Informationen über Busdienstleistungen. (Kennzeichnen Sie den Kasten und geben Sie diese Karte zum Bustreiber)
 Name: _____
 Kontaktinformationen: _____

عربي (Arabic):
 تتحدث بلغة عربية ولديّ حاجة في معرفة معلومات عن خدمات الحافلات. (علّق هذه البطاقة على سائق الحافلة)
 اسم: _____
 معلومات الاتصال: _____

汉语 (Chinese):
 我讲中文并且需要信息关于总线服务。(标记箱子并且给送这张卡片公共汽车司机)
 名字: _____
 联络信息: _____

Srpski (Serbian/Bosnian):
 Govorim srpski i potrebne informacije o uslugama. (Mark je sadržaj i da ova kartica na vozača autobusa)
 Ime: _____
 Kontakt informacije: _____

Русско (Russian):
 Мне говорю русского и нужна информация на обслуживание шинь. (Марк коробка и дает эту карточку к водителю автобуса)
 Имя: _____
 Данные по контакта: _____

한국어 (Korean):
 나는 한국어 를 말하고 버스 서비스에 정보를 필요로 한다. (상자 를 표 를 하고 버스 운전사 에 이 카드 를 주십시오.)
 이름: _____
 교신 정보: _____



C. *Providing Notice to LEP Persons Regarding Availability of Language Assistance:*

MCT has established the following methods to inform Spanish-speaking LEP individuals, supporting organizations, and the public, of available LEP services: MCT will notify area community-based organizations such as the Hispanic Chamber of Commerce in St. Louis and other stakeholders of available language assistance services. MCT will also periodically issue notices, in Spanish and English, about available LEP services to local Spanish-language newspapers in the region. MCT has also placed this notice in its System Map, which is available on MCT buses, at transfer stations, and at distribution locations throughout the region.

D. *Monitoring, Evaluating and Updating the Language Assistance Plan:*

MCT will continue to engage drivers, elected officials, the business community, religious leaders, and other stakeholders on identifying the area's LEP populations. As additional LEP populations are identified, language assistance measures will be taken. If an LEP individual seeks information that MCT does not have available in their language, MCT will have information translated for that person in a timely manner.

MCT staff will monitor changing population levels and the language needs of LEP individuals in the service area. An annual review of this LEP plan will take place with the May service change and will be kept on file with the Executive Projects Manager. In the future, MCT will also consider conducting further assessment such as: conducting surveys and focus groups or collecting primary language data for individuals that participate in programs and activities.

E. *Providing Timely and Reasonable Language Assistance:*

As described above, the "I Speak..." cards are placed on all MCT buses and at Transfer Stations. The "I Speak..." cards have fifteen different language options and give the LEP person the opportunity to request additional information from MCT in their language. Operations staff is to forward the cards to the Executive Projects Manager for follow-up and translation as quickly as possible.

6. Non-Elected Planning Boards

MCT does not have a non-elected planning board or advisory council. The members of the MCT Board of Trustees are appointed by the Madison County Board, in accordance with Illinois State Statute.

7. Subrecipient Compliance

MCT does not have any subrecipients.

8. Construction of Maintenance Facility of Operation Center

MCT has not constructed any Maintenance Facilities or Operations Centers since the last program submittal.

9. System-wide Service Stands and Policies

MCT's System-wide Service Standards and Policies document is included in this section.

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**MADISON COUNTY MASS TRANSIT DISTRICT
 SYSTEM-WIDE SERVICE STANDARDS AND POLICIES**

Objective: To ensure service design and operations practices do not result in discrimination on the basis of race, color, or national origin.

SERVICE STANDARDS:

A. Vehicle Load by Size:

The passenger capacity of the four MCT vehicle types are listed in the table below. The Maximum Load Factor is calculated by dividing the number of seats by the number of seated and standing passengers combined.

AVERAGE PASSENGER CAPACITY				
Vehicle Type	Seated	Standing	Total	Maximum Load Factor
27' Bus	18	7	25	1.4
30' Bus	25	20	45	1.8
35' Bus	32	23	55	1.7
40' Bus	39	31	70	1.8

Standard: MCT monitors all trips to ensure that the Maximum Vehicle Load Factor does not exceed the established limits. When trips are approaching the limits listed above, MCT will evaluate making adjustments to frequency and/or trip times; or assigning an appropriate size bus to accommodate the load.

B. Vehicle Headway for Each Mode:

Headway refers to the amount of time between buses passing a given timepoint on a route. FY 2021 service headway targets by route classification are summarized on the table below.

Mode Classification	Weekday Peak (mins.)	Weekday Off-peak	Saturday	Sunday
Local	30-60	30-60	60	60
Regional	30	30	60	60
Express	30	None	None	None

Standard: MCT adjusts frequency commensurate with demand. Where ridership increases, MCT will continue to respond with service adjustments.

C. On Time Performance:

On-time performance is critical, particularly on routes with 60-minute headways. Customers are highly sensitive to early and excessively late buses.

Standard: Early Trips - An “Early Trip” is a one-way trip that passes time points ahead of the published time. No buses should operate early in scheduled revenue service.

Standard: On Time Trips – An “On Time Trip” is a trip which starts or reaches its terminus between zero and five minutes after the published time. For fixed routes operating on a 60-minute service frequency, at least ninety-five percent (95%) of all trips should operate on time in any given month. For routes operating on a 30-minute service frequency, at least ninety percent (90%) of all trips should operate on time in any given month.

Standard: Late Trips – A “Late Trip” is a trip which starts or reaches its terminus five minutes or more after the published time. For fixed routes operating on a 60-minute service frequency, no more than five percent (5%) of all trips should operate late in any given month. For routes operating on a 30-minute service frequency, not more than ten percent (10%) of all trips should operate late in any given month.

D. Service Availability by Mode:

Approximately 95% of residents in the MCT Service Area live within one-quarter ($\frac{1}{4}$) mile of a Fixed-Route. This calculation includes the residents of all census blocks which fall within or touch a $\frac{1}{4}$ mile boundary around an MCT Fixed-Route. If any portion of a census block falls within $\frac{1}{4}$ mile of a bus route the entire population of that census block is included. The Service Area Population Map which illustrates both the $\frac{1}{4}$ mile boundary around MCT Fixed-Routes and the census blocks is included in Section 17, Map 1.

SERVICE POLICIES:

E. Distribution of Transit Amenities:

Policy: MCT transit amenities will be distributed equitably throughout the MCT Service Area, without regard to race, color, national origin, income level, or English proficiency.

MCT places timetables and other informational brochures at 90 distribution locations throughout Madison County and frequently adds locations by request. MCT’s greatest amenity are its transfer stations which provide a safe, clean climate-controlled waiting area and transfer point for passengers in the following five communities of Madison County: Alton, Collinsville, Edwardsville, Granite City and Wood River. Four of the stations, Alton, Collinsville, Edwardsville, and Granite City are located within Minority Census Block Groups and four are located within Low Income Census Block Groups: Alton, Collinsville, Granite City and Wood River.

MCT is working to ensure that amenities such as shelters, and benches are not only placed at high ridership areas but are equitably distributed throughout the service area. MCT has and will continue to maintain Service Area maps which illustrate where

amenities are located to ensure that Title VI areas and low-income areas are distributed equitably.

F. Vehicle Assignment:

Policy: MCT will assign vehicles without regard to race, color, national origin, income level, or English proficiency.

MCT Fixed-Route buses are deployed from one garage at the MCT Base of Operations in Pontoon Beach, Illinois. All MCT buses are ADA-accessible, equipped with climate control, and automated vehicle annunciators which announce transfer opportunities, route, and destination.

Operating characteristics of routes determine vehicle size assignments. Vehicles are rotated through each of the routes and assigned daily based on a pre-determined schedule within each bus size.

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10. Board Resolution

The MCT Board of Trustees resolution approving the Title VI Program can be found in **Appendix F**.

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II. PROGRAM SPECIFIC REQUIREMENTS

As outlined in the FTA Circular 4702.1B, transit providers that receive federal funds, operate 50 or more fixed-route vehicles in peak service and are in a UZA of 200,000 or more in a population shall provide the following information:

11. Demographic Analysis of the MCT Service Area

The Madison County Mass Transit District or the MCT Service Area, encompasses the following 16 townships in Madison County, Illinois:

Alton, Godfrey, Foster, Moro, Fort Russell, Wood River, Chouteau, Edwardsville, Venice, Granite City, Nameoki, Collinsville, Jarvis, Saline, St. Jacob and Helvetia.

The MCT Service Area includes 183 of Madison County's 195 Census Block Groups and with 253,620 residents, represents approximately 95% of Madison County's total population (See Service Area Map in **Section 17, Map 1**). The minority population of the MCT Service Area is 31,235 individuals, which represents 99% of Madison County's minority population and 12.32% of the Service Area population (See Minority Population Map in **Section 17, Map 2**). The low-income population of the MCT Service Area is 89,259 individuals, which represents 35% of the service area. A total of 80 of 183 census block groups were classified as "Low Income" using the State of Illinois "Benefits Access Program" definition. (See Low Income Block Group Map in **Section 17, Map 4**).

12. MCT Customer Demographics and Travel Patterns

MCT Fixed-Route Passenger Demographic Survey was last completed in the summer of 2021. Average weekday ridership by route for CY 2020 (4,073 boardings) was inserted into a Raosoft calculator to determine sample size. With a margin of error of 5% and a 95% confidence level, 352 surveys were needed to be collected. MCT exceeded the recommended sample size, collecting 695 surveys. The number of surveys required by route was based on each route's percentage of overall ridership. For example, the #1 Riverbend accounted for 10% of all boardings, so 10% of all surveys needed would be collected on that route. This methodology accurately reflected the fixed-route ridership and provided a representative sample in which respondents were spread proportionately across the routes.

MCT Passengers by Race:

As the table below illustrates, the survey revealed that the 61% of all MCT passengers classified themselves as "White," and 46% classified themselves as "Black." Other categories that were reported included American Indian, Asian, Hispanic, and Middle Eastern.

What is your racial or ethnic background?		
	Count	Composition
<i>Caucasian / White</i>	421	61%
<i>African American / Black</i>	165	24%
<i>More than one</i>	53	8%
<i>Asian</i>	24	3%
<i>Hispanic / Latino</i>	20	3%
<i>Middle Eastern / North African</i>	6	1%
<i>Native American / American Indian</i>	6	1%
TOTAL	695	100%

MCT Passengers by Income:

The survey also revealed that a large percentage of MCT’s Fixed-Route ridership can be classified as “low income.” Approximately 31% of MCT passengers reported earning less than \$33,362 annually, regardless of the number of persons in their household. The State of Illinois Benefits Access Program defines low income as a three-person household earning less than \$44,533 annually. In MCT’s case, approximately 87% of all passengers can be characterized as low income, using the first three income levels.

Persons in Household	\$0-\$33,562	\$33,563-\$44,533	\$44,534-\$55,499	\$55,500 +	Grand Total
1	71	9	8	1	89
2	36	87	16	9	148
3	26	123	58	17	224
4	44	77	36	18	175
5	24	3	15	3	45
<i>More than 5</i>	8	0	2	0	10
<i>No Response</i>	4	0	0	0	4
Grand Total	213	299	135	48	695
% of Ridership	31%	43%	19%	7%	100%

MCT Passengers by National Origin:

91% of MCT passengers identified the USA as their country of origin, with another 3% reporting “Other” as their country of origin.

What is your country of origin?		
	Count	Percent
<i>USA</i>	633	91%
<i>Canada</i>	29	4%
<i>Other</i>	23	3%
<i>Mexico</i>	3	0%
<i>Did Not Respond</i>	10	1%
TOTAL	695	100%

MCT Trip Purpose:

Passengers identified “Work” as the most common purpose for their trip at 76% of respondents. An additional 13% said “School”.

<i>What is the purpose of your MCT trip?</i>		
	Count	Percent
<i>Work</i>	529	76%
<i>School</i>	93	13%
<i>Errands</i>	20	3%
<i>Leisure</i>	9	1%
<i>Healthcare</i>	7	1%
<i>Did Not Respond</i>	37	5%
TOTAL	695	100%

MCT Fare Usage:

MCT tracks ridership by Fare Type each month. The survey results correlated very closely with the actual boarding numbers for most of the categories. Compared to actual boarding data, the only number that did not correlate and was low, was the “Metro Pass” category. In reality, Metro boardings typically account for approximately 20% to 24% of all boardings, and the survey number was 9%.

<i>How do you most frequently pay your bus fare?</i>		
	Count	Percent
<i>Cash</i>	330	47%
<i>MCT Local Monthly Pass</i>	70	10%
<i>MCT Student Monthly Pass</i>	61	9%
<i>Metro Pass, Ticket, or ID</i>	64	9%
<i>MCT Half Fare ID</i>	47	7%
<i>MCT Senior Free Ride ID</i>	42	6%
<i>MCT Circuit Breaker ID</i>	26	4%
<i>MCT System Monthly Pass</i>	36	5%
<i>2 Hour Pass</i>	6	1%
<i>Did Not Respond</i>	13	2%
TOTAL	695	100%

13. Monitoring Program

MCT will measure and adhere to its service standards policy to ensure services and benefits are distributed equitably throughout the MCT Service Area. MCT will continue to produce a system map with minority census block group and MCT Fixed-Route overlays at every service change. To ensure an equitable distribution of vehicle capacities, vehicle loads will be compared between minority routes, non-minority routes and the system average. Additionally, MCT will continue to rotate vehicle assignments daily within geographic constraints. If an uneven distribution of services or benefits is found, MCT will evaluate and pursue changes that conform to established standards.

MCT has created the table below which identifies minority routes as well as low income routes. If one-third of the service miles on a route are located within minority census block groups, the route is characterized as a “Minority Route.” If one-third of the service miles on a route are located within a low income census block group, the route is characterized as a “Low Income Route.” MCT uses these designations to determine whether minority and low income routes are treated equitably as it relates to the service standards and policies. Using August 2021 operating data, the table below shows the service spans of each route, categorized by minority and non-minority status.

Route	Minority Route	Low Income Route	Weekday Span		Saturday Span		Sunday Span	
1 – Riverbend	Minority	Low Income	5:33 AM	9:14 PM	7:18 AM	9:14 PM	8:18 AM	9:16 PM
1X – Riverbend Express			5:54 AM	8:03 AM				
			3:39 PM	6:09 PM				
2 – Granite City Shuttle	Minority	Low Income	6:18 AM	6:40 PM	7:41 AM	5:40 PM	7:41 AM	5:43 PM
4 – Madison – Edwardsville	Minority	Low Income	6:10 AM	6:13 PM	7:46 AM	6:10 PM	7:46 AM	6:10 PM
5- Tri-City Regional	Minority	Low Income	4:01 AM	1:12 AM	4:46 AM	1:22 AM	7:46 AM	9:16 PM
6 – Roxana Shuttle			4:35 AM	6:37 PM	6:47 AM	6:37 PM	6:47 AM	6:37 PM
7- Alton Edwardsville	Minority	Low Income	6:18 AM	6:43 PM	7:18 AM	6:43 PM	8:18 AM	6:13 PM
8 – Central Shuttle	Minority		8:18 AM	6:02 PM	8:18 AM	6:02 PM	8:18 AM	6:02 PM
9- Washington Shuttle	Minority	Low Income	5:48 AM	9:40 PM	7:47 AM	6:10 PM	7:47 AM	6:10 PM
10- State/Elm Shuttle	Minority		5:48 AM	10:09 PM	8:18 AM	7:12 PM	8:18 AM	7:12 PM
11 – Brown Shuttle	Minority	Low Income	7:51 AM	5:45 PM	7:51 AM	5:45 PM		
12 – Bethalto Shuttle			7:18 AM	4:49 PM	7:18 AM	4:49 PM		
13 – Glen Carbon - Highland	Minority		6:50 AM	6:31 PM				
13X - Highland - SIUE			one trip per peak					
14X – Highland Express			5:45 AM	8:01 AM				
			3:29 PM	6:09 PM				
15 – East Collinsville Shuttle	Minority	Low Income	6:58 AM	6:52 PM	7:58 AM	6:52 PM		
16 – Edwardsville Shuttle	Minority	Low Income	8:45 AM	6:09 PM	8:45 AM	6:09 PM		
16X – Edwardsville Express	Minority		5:35 AM	7:49 AM				
			3:28 PM	6:15 PM				
17 - Cougar Shuttle*	Minority		6:45 AM	11:49 PM	7:32 AM	11:50 PM	7:32 AM	7:45 PM
18 – Collinsville Regional	Minority	Low Income	4:58 AM	12:41 AM	6:58 AM	11:41 PM	7:58 AM	9:16 PM
19 – Edwardsville – Collinsville Shuttle	Minority		4:29 AM	12:16 AM	6:15 AM	10:50 PM	7:15 AM	9:17 PM
20- Granite - Pontoon Beach			3:17 AM	12:48 AM	5:17 AM	12:45 AM	6:47 AM	9:45 PM
20X - GCC Express			3:17 AM	8:07 AM				
			2:15 PM	6:50 PM				
21 - West Collinsville Shuttle	Minority	Low Income	6:58 AM	6:54 PM	6:58 AM	6:54 AM		
22 - University Shuttle*	Minority		6:15 AM	12:02 AM	7:15 AM	12:04 AM	7:15 AM	7:59 PM
23 - GCC Shuttle			5:32 AM	8:58 AM				
			2:02 PM	6:28 PM				
24X - Alton GCC Express			4:55 AM	9:24 AM				
			3:07 PM	7:24 PM				
25X - Collinsville GCC Express			5:00 AM	8:25 AM				
			3:02 PM	6:34 PM				

A. Performance Monitoring

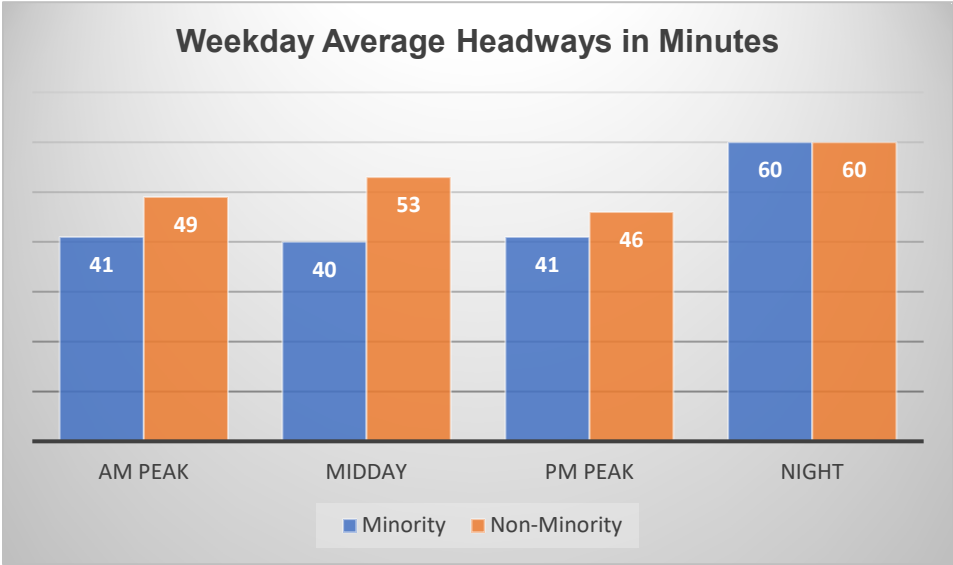
MCT will annually assess the performance of each minority and non-minority route at least once a year by assessing *Ridership by Minority and Non-Minority Routes*. The following table shows data as of August 2021:

	<i>Ridership</i>	<i>Percentage of Total Ridership</i>
<i>Minority Routes</i>	70,409	78%
<i>Non-Minority Routes</i>	19,475	22%

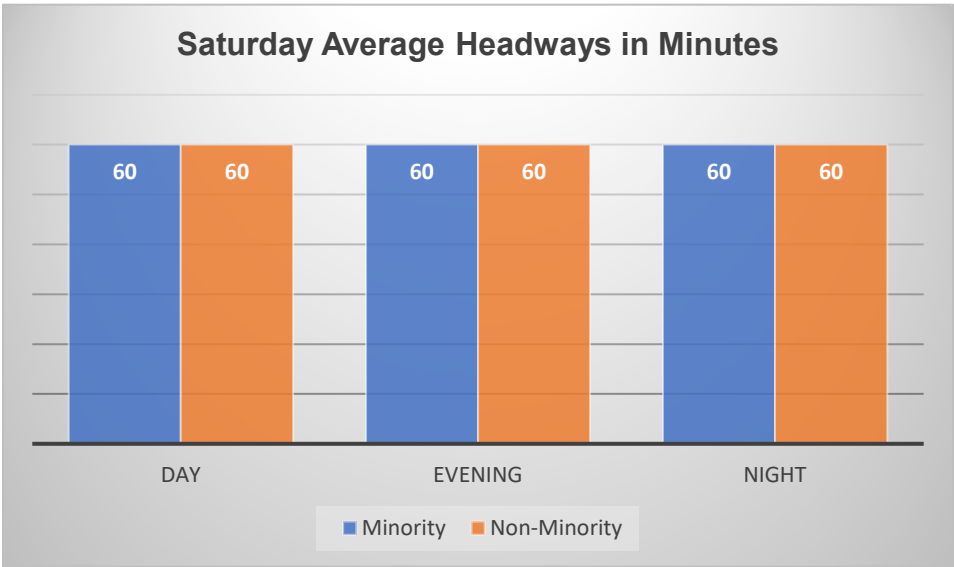
B. Characteristic Monitoring

MCT will annually assess the characteristics of each minority and non-minority route by period (Weekday, Saturday, Sunday) and span. This can be seen on the subsequent charts.

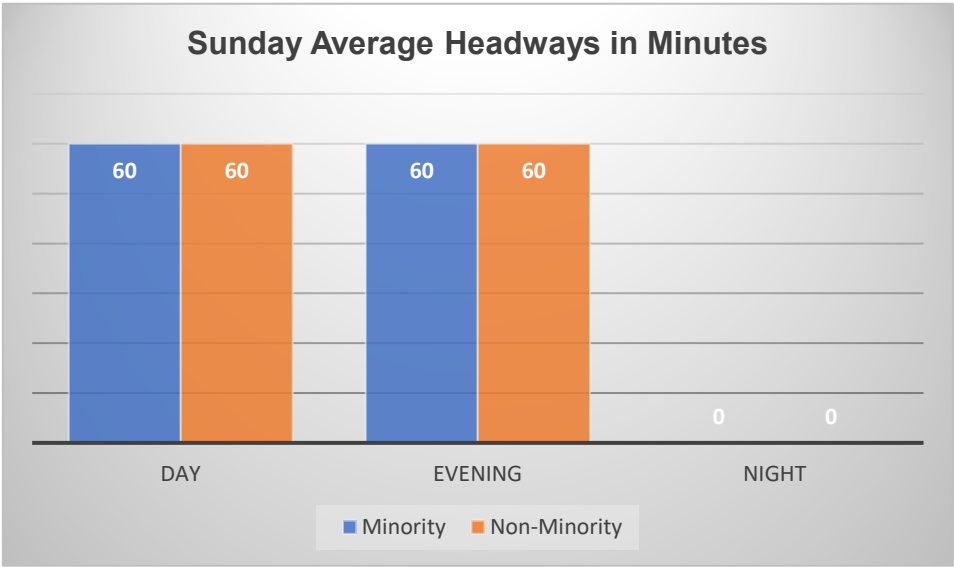
- a. Service Period:** The tables below indicate that non-minority routes have slightly higher frequency in both peaks as well as the midday period and like frequency in the evening on the weekdays; equal frequency during the day on Saturdays and on Saturday nights. On Sundays, service between Minority and Non Minority routes are equal.



	AM Peak	Midday	PM Peak	Night
Minority	41	40	41	60
Non-Minority	49	53	46	60



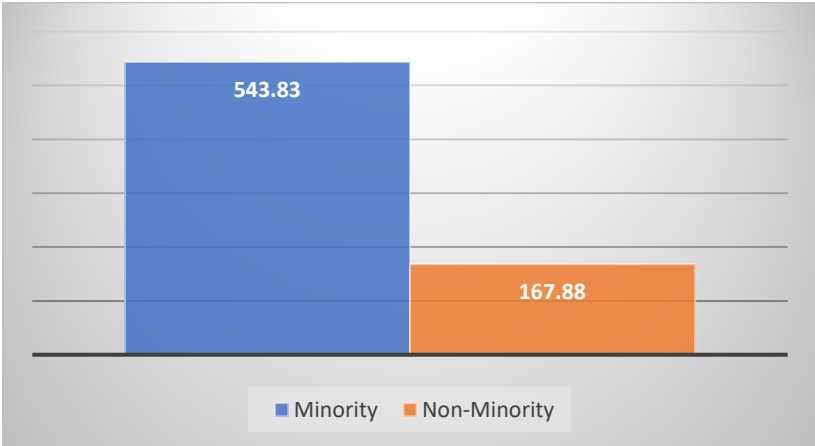
	Daytime	Evening	Night
Minority	60	60	60
Non-Minority	60	60	60



	Daytime	Evening	Night
Minority	60	60	0
Non-Minority	60	60	0

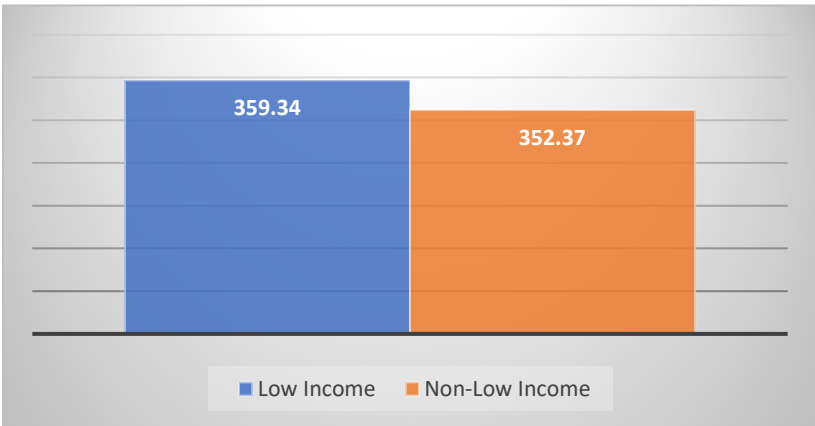
b. **Service Span:** As the table on page 34 indicates, the span of service is greater on Minority routes and Low Income routes, compared to Non-Minority and Non-Low-Income routes. To illustrate this point more clearly, the following charts have been created. The first chart below indicates that each weekday there are three times more revenue hours (544 hours) on Minority Routes, than Non-Minority routes (162 hours).

Weekday Revenue Hours of Minority Routes vs Non-Minority Routes



The number of weekday trips on Minority routes vs. Non-Minority routes is another useful indicator. MCT currently operates 780 trips each weekday on Minority routes, compared to 210 trips on Non-Minority routes.

Weekday Revenue Hours of Low-Income Routes vs Non-Low-Income Routes



There are similar weekday revenue hours on Low-Income routes (359 hours) as there are on Non-Low-Income routes (352 hours), as indicated in the chart above.

There are slightly fewer trips on Low Income routes (460) than on Non-Low Income routes (530).

- c. **Any route changes that impact Minority Census Block Groups:** See Section 16 for a listing of route changes and the corresponding Equity Analyses performed since 2019.
 - d. **Any route changes that impact Low Income Census Block Groups:** See Section 16 for a listing of route changes and the corresponding Equity Analyses performed since 2019.
- C. Transit Amenities Monitoring: As bus stops and transit amenities are placed, MCT annually assesses the location of amenities using a map that includes both the amenities, the Minority Census Block Groups and the Low-Income groups. The purpose of this exercise will be to ensure that amenities are distributed equitably. If discrepancies are found in minority or low-income areas MCT will take steps to correct the situation.
- D. Disparate Impact and Disproportionate Burden Monitoring: As discussed in Section 16 and **Appendix D**, MCT will evaluate transit service to determine whether a disparate impact or disproportionate burden exists on the basis of race, color, or national origin any time that a Major Service Change or Fare Change is proposed.

14. Public Engagement Process Policies

To engage the public on its proposed Major Service Change, Fare Change, Disparate Impact and Disproportionate Burden Policies, MCT hosted a series of open house-style information sessions to gather feedback and answer questions regarding the policy. Dates, times and locations of the meetings are listed below:

- MCT Alton Station Thurs., February 13, 2014 3:00 p.m. – 4:00 p.m.
- MCT Granite City Station Fri., February 14, 2014 10:00 a.m. – 11:00 a.m.
- MCT Wood River Station Fri., February 14, 2014 3:00 p.m. – 4:00 p.m.
- MCT Collinsville Station Tues., February 18, 2014 10:00 a.m. – 11:00 a.m.
- MCT Edwardsville Station Tues., February 18, 2014 3:00 p.m. – 4:00 p.m.

Although individuals were present at the transfer stations during the public meetings, and several read through the proposed policies, none of the individuals made any comments regarding the draft policies. The MCT Board of Trustees approved the policies at its regular Board Meeting on Thursday, February 27, 2014. A copy of the approved policy can be found in **Appendix D**.

15. Board Meeting Minutes and Resolution

A copy of the signed Resolution confirming the approval of Major Service Change Policy, Fare Change Policy, Disparate Impact Policy and Disproportionate Burden Policy can be found in **Appendix E**.

16. Equity Analyses of Major Service Changes

Since the last Title VI program submission in 2019, MCT has proposed and implemented several service changes which were characterized as “Major Service Changes” as defined in the Major Service Change policy in **Appendix D**.

Before changes are approved, MCT performs a Disparate Impact and Disproportionate Burden Analysis. The analysis determines whether a Disparate Impact on minority populations or a Disproportionate Burden on low-income populations would occur should changes be made. MCT has outlined an “Adverse Effect” as: If the proportion of persons in the protected class is 20% higher than the proportion of persons in the non-protected class.

For each Major Service Change since the 2019 submission MCT conducted the following analyses:

August 11, 2019, Service Change

The following Major Changes were proposed for the August 11, 2019, Service Change

- **#17 Cougar Shuttle:** Simplify and improve Weekday/Academic service between Cougar Village and Peck Hall by increasing frequency to every 10 minutes from 7:00 am – 7:13 pm. Maintain hourly Saturday service between Cougar Village and Peck Hall.
- **#22 University Shuttle:** Create a new route to service SIUE, Downtown Edwardsville, Esic, and SIUE; Absorb hourly Saturday service between Downtown Edwardsville, Esic and SIUE previously operated by the #17; Introduce Sunday service; Eliminate low performing route segment on Myrtle, Randle, and Union

Route	Minority			Low-Income		
	Route Ridership	System Ridership	Difference from System	Route Ridership	System Ridership	Difference from System
17	52%	55%	- 3%	82%	76%	+ 6%

The analysis revealed there is no Disproportionate Burden on minority individuals or Adverse Effects to minority individuals as the affect is not greater than 20 percent of the system average.

May 9, 2021, Service Change & Fare Decrease

Due to the COVID-19 pandemic, MCT staff recommended the elimination of Madison County Fare Zones at the May 9, 2021, service change. MCT also proposed a reduction of the base fare and to the cost of MCT passes to create a simplified fare structure. This reduction happened system wide and was not restricted to a specific area or route type.

The following table breaks down each fare type MCT proposed changes to:

Fare Type	Minority			Low-Income		
	Route Ridership	System Ridership	Difference from System	Route Ridership	System Ridership	Difference from System
Cash	67%	57%	+ 10%	98%	85%	+ 12%
Monthly Passes	55%	57%	- 2%	80%	85%	- 5%
Onboard Passes	50%	57%	- 7%	100%	85%	+ 15%

The analysis revealed that there is no Disproportionate Burden on minority individuals and no Adverse Effects with regard to minority individuals as this fare reduction was system wide and decreased the cost of fares for all individuals utilizing MCT service within the County.

MCT did not propose any routes specific changes which would constitute a Major Service Change.

January 9, 2021, Service Change

The following Major Changes were proposed for the January 9, 2021, Service Change:

- **#6 Roxana Pontoon Beach:** Due to ridership not returning to pre-COVID levels, staff recommends reducing weekday frequency from 30 minutes to 60 minutes.

Route	Minority			Low-Income		
	Route Ridership	System Ridership	Difference from System	Route Ridership	System Ridership	Difference from System
6	36%	56%	- 20%	86%	86%	0%

MCT's mission is to provide service that is commensurate with demand. The primary objective for this analysis was to examine the proposed service change to ensure minority and low-income populations would not be more adversely affected than non-minority and non-low-income populations. The analysis revealed there is no Disproportionate Burden on minority individuals or Adverse Effects to minority individuals as the affect is not greater than 20 percent of the system average.

17. Demographic & Service Maps

The following maps illustrate the demographics and landmarks of the MCT Service Area. These maps and charts are used to assist MCT in determining to what extent transit service are available to minority and low-income populations with the MCT Service Area.

Map 1: Service Area: A Base Map of MCT's Service Area includes census block groups, transit facilities, and other major activity centers and trip generators.

Map 2: Minority Population: A Minority Block Group Map plots the MCT Service Area and census block groups where the percentage of total minority population residing in these areas exceeds the average percentage of minority populations for the service area as a whole.








Map 3: LEP: A Limited English Proficiency Map plots the MCT Service Area and the percentage of Limited English Proficiency populations by census tract.

Map 4: Low Income: A Low-Income Block Group Map plots the MCT Service Area and census block groups where the percentage of the total low-income population exceeds the average percentage of low-income populations for the service area as a whole.

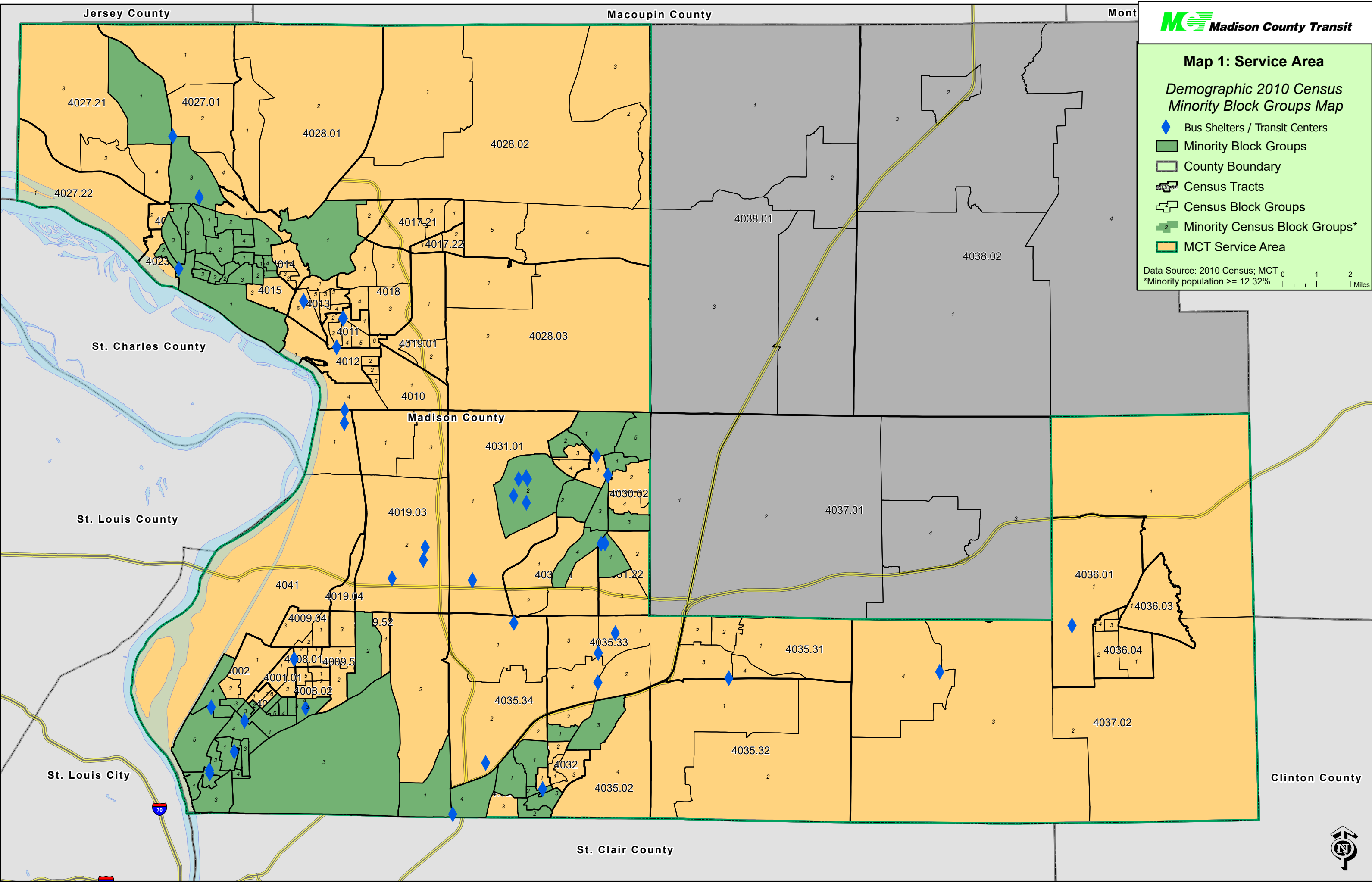
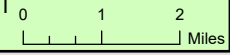
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Map 1: Service Area

*Demographic 2010 Census
Minority Block Groups Map*








-  Bus Shelters / Transit Centers
-  Minority Block Groups
-  County Boundary
-  Census Tracts
-  Census Block Groups
-  Minority Census Block Groups*
-  MCT Service Area

Data Source: 2010 Census; MCT
*Minority population >= 12.32%

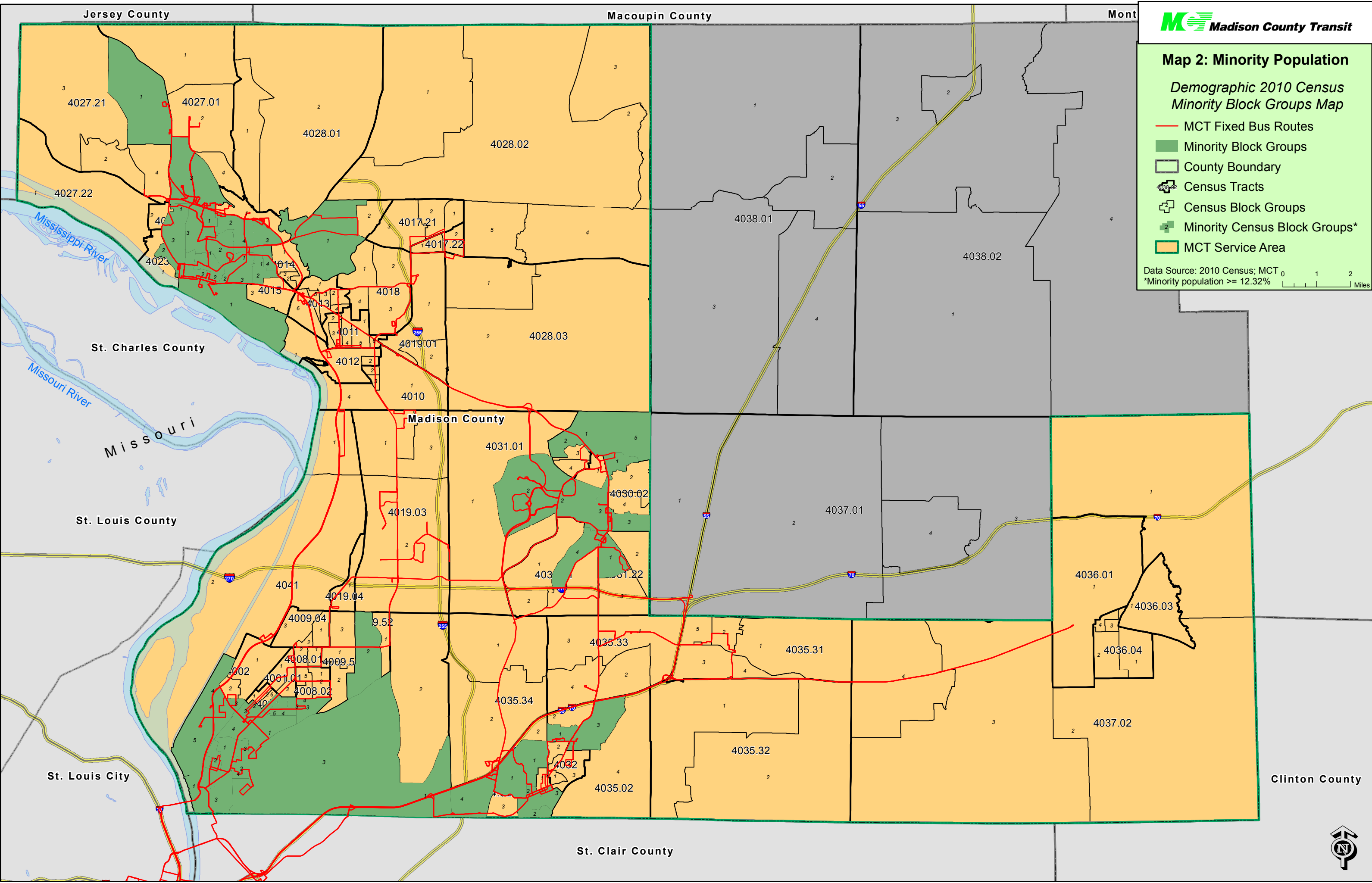


Map 2: Minority Population







Demographic 2010 Census
Minority Block Groups Map

-  MCT Fixed Bus Routes
-  Minority Block Groups
-  County Boundary
-  Census Tracts
-  Census Block Groups
-  Minority Census Block Groups*
-  MCT Service Area

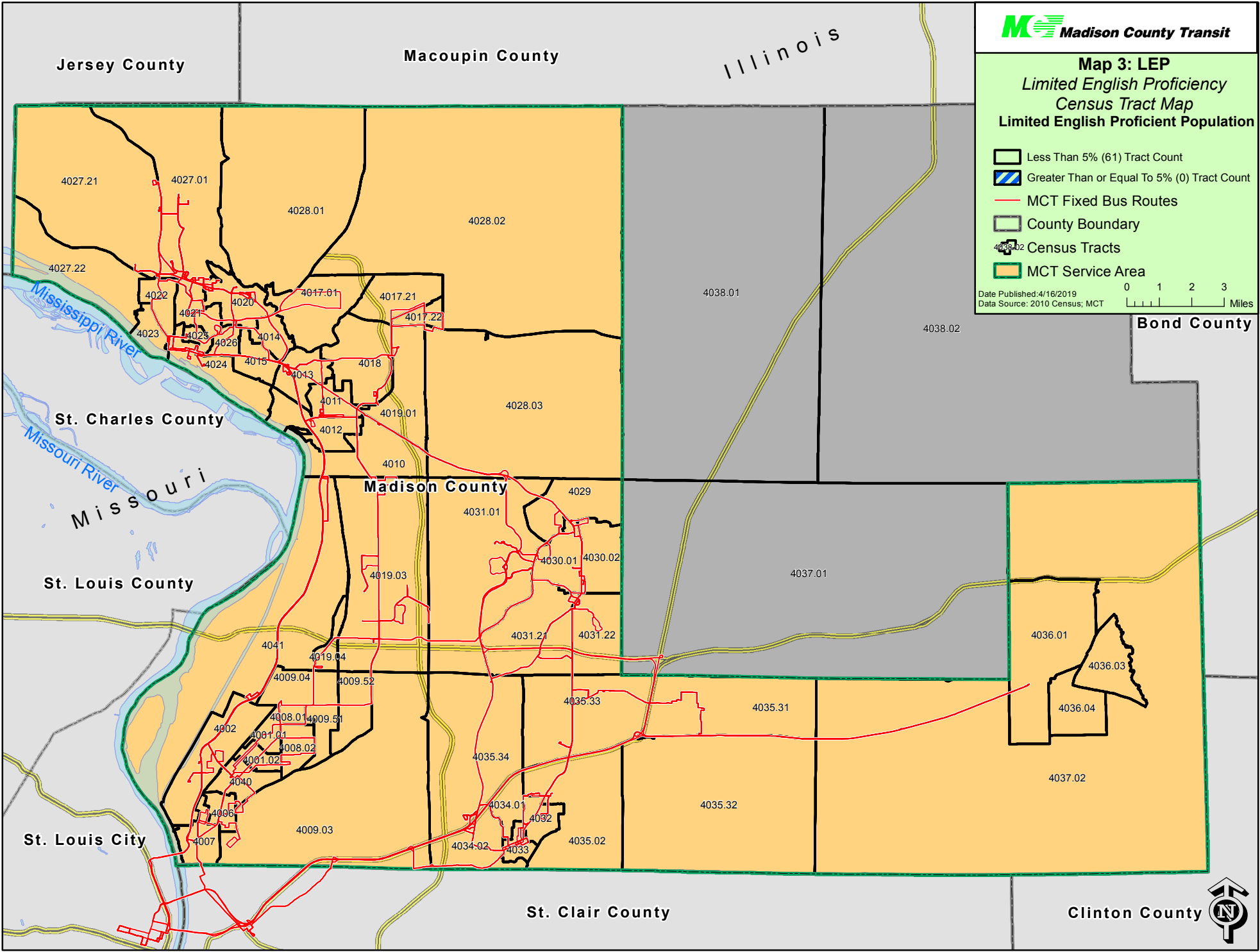
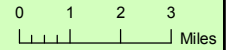
Data Source: 2010 Census; MCT
*Minority population >= 12.32%








Map 3: LEP
Limited English Proficiency
Census Tract Map
Limited English Proficient Population

-  Less Than 5% (61) Tract Count
-  Greater Than or Equal To 5% (0) Tract Count
-  MCT Fixed Bus Routes
-  County Boundary
-  Census Tracts
-  MCT Service Area

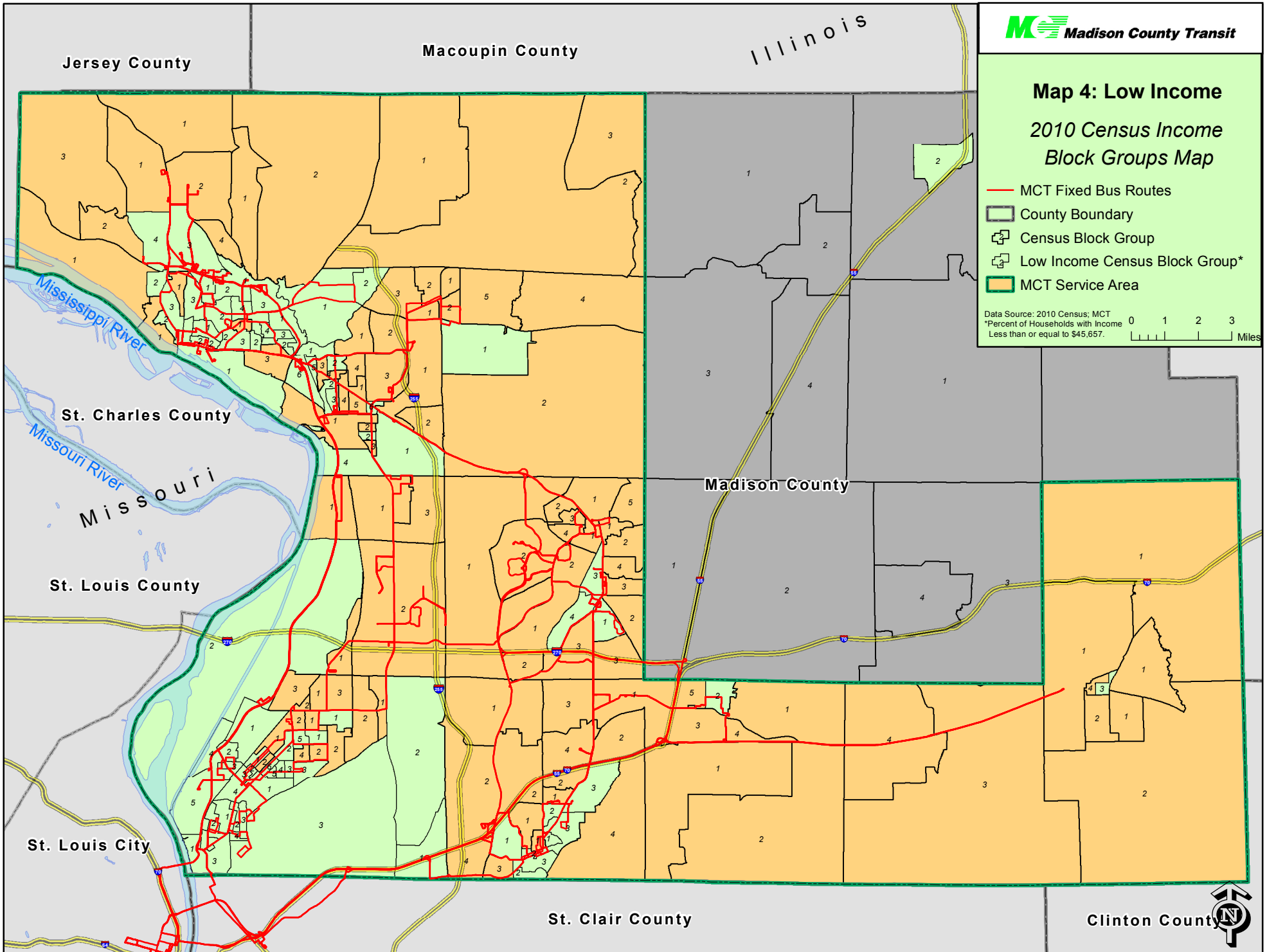
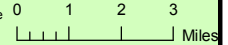
Date Published: 4/16/2019
Data Source: 2010 Census; MCT



Map 4: Low Income 2010 Census Income Block Groups Map

-  MCT Fixed Bus Routes
-  County Boundary
-  Census Block Group
-  Low Income Census Block Group*
-  MCT Service Area

Data Source: 2010 Census; MCT
*Percent of Households with Income
Less than or equal to \$45,657.



III. APPENDIX

A. Civil Rights Assurances

DEPARTMENT OF TRANSPORTATION CIVIL RIGHTS ASSURANCE

Madison County Mass Transit District hereby agrees that, as a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d - 42 U.S.C. 2000d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Madison County Mass Transit District receives Federal financial assistance from the Department of Transportation, including the Federal Transit Administration, and hereby gives assurance that it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) of the Regulations.

More specifically and without limiting the above general assurance, Madison County Mass Transit District hereby gives the following specific assurances with respect to its FTA Section 5309 and 5307 assisted transit programs:

1. That Madison County Mass Transit District agrees that each “program” and each “facility” as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a “program”) conducted, or will be (“with regard to a “facility”) operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That Madison County Mass Transit District shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with its FTA Section 5309 and 5307 assisted transit programs and, in adapted form in all proposals for negotiated agreements:

“Madison County Mass Transit District, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”

3. That Madison County Mass Transit District shall insert the clauses of Appendix A of this assurance in every contract subject to this Act and the Regulations.
4. That Madison County Mass Transit District shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States affecting a transfer of real property, structures, or improvements thereon, or interest therein.

5. That where Madison County Mass Transit District receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
6. That where Madison County Mass Transit District receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.
7. That Madison County Mass Transit District shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by Madison County Mass Transit District with other parties: (a) for the subsequent transfer of real property acquired or improved under its FTA Section 5309 and 5307 assisted transit programs; and (b) for the construction or use of or access to space on, over, or under real property acquired, or improved under its FTA Section 5309 and 5307 assisted transit programs.
8. That this assurance obligates Madison County Mass Transit District for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates Madison County Mass Transit District or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which Madison County Mass Transit District retains ownership or possession of the property.
9. Madison County Mass Transit District shall provide for such methods of administration for the program as are found by the Secretary of Transportation of the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.
10. Madison County Mass Transit District agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations and this assurance.

This assurance is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to Madison County Mass Transit District by the Department of Transportation under the FTA Section 5309 and 5307 programs and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest and other participants in the FTA Section 5309 and 5307 programs. The person whose signature appears below is authorized to sign this assurance on behalf of Madison County Mass Transit District.

Steven. J. Morrison, Managing Director

Date

B. Title VI Assurances

MADISON COUNTY MASS TRANSIT DISTRICT TITLE VI ASSURANCE

Madison County Mass Transit District hereby certifies that, as a condition of receiving Federal financial assistance under the Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2015, effective January 1, 2016, and reaffirmed May 26, 2022, it will ensure that:

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. Madison County Mass Transit District will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1A and in compliance with the Department of Transportation's Title VI regulation, 49 CFR Part 21.9.
3. Madison County Mass Transit District will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

I, Steven J. Morrison, Managing Director of Madison County Mass Transit, am authorized to sign this assurance on behalf of Madison County Mass Transit District.

Steven J. Morrison, Managing Director

Date

C. Title VI Statement, Complaint Procedures, & Notification

MADISON COUNTY MASS TRANSIT DISTRICT TITLE VI STATEMENT, COMPLAINT PROCEDURES & NOTIFICATION

- (1) Madison County Mass Transit District (MCT) is committed to enforcing the provisions of Title VI and protecting the rights and opportunities of all persons associated with MCT or affected by its services. MCT's Director of Marketing & Planning, serving under the direction of the Managing Director, is responsible for the implementation and compliance of these processes.
- (2) A copy of this information is available to the general public by contacting the Director of Marketing & Planning at (618) 797-4600.
- (3) Any person(s) or group(s) who feel that they have been discriminated against is encouraged to report such violations to MCT by following the process described below:

Title VI Complaint Procedures

1. Any person who believes that they have been subjected to discrimination may file a complaint with Madison County Mass Transit District. Federal law requires that complaints be filed within one-hundred eighty (180) calendar days of the alleged incident.
2. The complaint should include the following information:
 - a. Name, address, and phone number of the individual making the complaint.
 - b. Basis of the complaint, i.e., race, color, national origin, or English proficiency.
 - c. The date or dates on which the alleged discriminatory event(s) occurred.
 - d. Names, addresses, and phone numbers of person(s) who were allegedly discriminated against.
 - e. Description of the incident resulting in discrimination.
 - f. Signature of individual making the complaint.
 - g. If an individual wishing to make a complaint is unable to write the complaint, MCT staff will assist. Please contact (618) 797-4600 for details.
3. The complaint can be faxed to (618) 797-7547, e-mailed to info@mct.org or mailed to:
Madison County Mass Transit District
Attn: Managing Director
One Transit Way, PO Box 7500
Granite City, IL 62040
4. Formal written complaints are immediately reviewed and tracked in the Title VI Investigation Log by the Managing Director or his/her designee.

5. The Managing Director or his/her designee will track the date of the complaint, summary of allegations, date and status of the investigation, and action taken by the District.
6. The Managing Director or his/her designee shall promptly and thoroughly investigate the circumstances of the formal complaint.
7. If an investigation confirms a violation has occurred, MCT will take corrective action, including discipline of an employee found to be willfully negligent and/or discriminatory.

If the information provided reveals that the incident addressed by the complaint relates to race, color, national origin or Limited English proficiency, the complaint will be identified as a "Title VI Complaint."

D. Title VI Major Service Change & Fare Change Policy

MADISON COUNTY MASS TRANSIT DISTRICT TITLE VI MAJOR SERVICE CHANGE & FARE CHANGE POLICY: FEBRAURY 2014

In accordance with the guidelines set forth by the Federal Transit Administration (FTA), all transit providers who receive federal funds must evaluate the impacts of proposed service and fare changes on minority and low-income populations. The Madison County Mass Transit District (MCT) proposes to establish the policies below in compliance with applicable federal requirements (Title VI of the Civil Rights Act 1964, 49 CFR Section 21 and FTA Circular 4702.1B), amended on October 12, 2012.

The purpose of the Title VI Service & Fare Equity Analysis is to define thresholds for determining Major Service Changes and whether potential changes to existing services or fares will have a “Disparate Impact” based on race, color, or national origin, or whether potential service changes will bear a “Disproportionate Burden” on low-income populations.

A) Title VI Major Service Change Policy:

If a proposed change is characterized as a “Major Service Change” a “Service Equity Analysis” must be performed to determine the impacts on both minority and low-income populations. MCT defines a “Major Service Change” as any change that meets one or more of the following criteria:

- Addition of a fixed-route.
- Addition or reduction of 25% or more of the total annual service hours or miles operated on a fixed-route.
- Addition or reduction of 25% or more of the Paratransit general public (non-ADA) coverage area.
- Addition or reduction of 25% or more of the coverage of existing street miles of a fixed-route due to proposed realignment or discontinuation.
- Addition or reduction that impacts 25% or more of the total daily ridership on a fixed-route or the average daily ridership of Paratransit general public (non-ADA) trips.

Emergency or temporary changes caused by street or bridge closure, public disaster, severe weather, floods, or governmental order may be implemented without triggering a Service Equity Analysis.

B) Title VI Fare Change Policy:

Any increase or decrease of MCT’s fares, which has been initiated by MCT, will be characterized as a “Fare Change” and will trigger a “Service Equity Analysis.”

C) Title VI Disparate Impact Policy:

A Major Service Change or Fare Change may be characterized as having a “Disparate Impact” on a minority population if the percentage of minority passengers on an affected

route is greater than the percentage of minority passengers in the overall fixed-route system. To determine if there is a disparate impact, the following steps will be taken:

- Determine what percentage of the affected ridership is characterized as a minority.
- Determine what percentage of the overall system ridership is characterized as a minority.
- Compare the ridership on an affected route with the ridership of the entire system. (Example: If the ridership on the affected route is 60% minority and the system ridership is 40% minority, there may be a Disparate Impact.)
- Compare the proportion of persons in the protected class who are adversely affected with the proportion of persons not in the protected class who are adversely affected.

Adverse Effects: If the proportion of persons in the protected class is 20% higher than the proportion of persons in the non-protected class, there may be Adverse Effects and a Disparate Impact. In the case of a Disparate Impact, MCT will consider modifying its proposal to avoid or minimize the impact.

D) Title VI Disproportionate Burden Policy:

A Major Service Change or Fare Change may be characterized as having a “Disproportionate Burden” on a low-income population if the percentage of low-income passengers on an affected route is greater than the percentage of low-income passengers in the overall fixed-route system.

A “low-income population” is defined by the State of Illinois’ Department of Aging’s low-income threshold for the “Benefits Access Program.” The State of Illinois changes the income threshold periodically, and MCT will modify the low-income definition accordingly. To determine if there is a disproportionate burden, the following steps will be taken:

- Determine what percentage of the affected ridership is characterized as low-income.
- Determine what percentage of the overall system ridership is characterized as low-income.
- Compare the ridership on an affected route with the ridership of the entire system. (Example: If the ridership on the affected route is 60% low-income and the system ridership is 40% low-income, there may be a disproportionate burden.)
- Compare the proportion of persons in the protected class who are adversely affected with the proportion of persons not in the protected class who are adversely affected.

Adverse Effects: If the proportion of persons in the protected class is 20% higher than the proportion of persons in the non-protected class, there may be Adverse Effects and a Disproportionate Burden. If a Disproportionate Burden is discovered, MCT will consider modifying its proposal to avoid or minimize the impact.

E) Data Analysis:

MCT will utilize ridership information, survey responses and/or US Census data to determine if a Major Service Change or Fare Change will have a Disparate Impact or Disproportionate Burden.

F) Public Engagement:

To engage the public on its proposed Major Service Change, Fare Change, Disparate Impact and Disproportionate Burden Policies, Madison County Mass Transit District hosted a series of open house-style information sessions to gather feedback and answer questions regarding the policy. Dates, times, and locations of the meetings are listed below:

- MCT Alton Station Thurs., February 13, 2014 3:00 p.m. – 4:00 p.m.
- MCT Granite City Station Fri., February 14, 2014 10:00 a.m. – 11:00 a.m.
- MCT Wood River Station Fri., February 14, 2014 3:00 p.m. – 4:00 p.m.
- MCT Collinsville Station Tues., February 18, 2014 10:00 a.m. – 11:00 a.m.
- MCT Edwardsville Station Tues., February 18, 2014 3:00 p.m. – 4:00 p.m.

E. Title VI Board Resolution Approving Major Service Change Policy

RESOLUTION 14-26

AUTHORIZING THE ADOPTION OF THE MADISON COUNTY MASS TRANSIT DISTRICT'S REVISED PUBLIC COMMENT PROCESS FOR FARE INCREASES AND MAJOR SERVICE CHANGES

WHEREAS, the District has the responsibility to operate and maintain fixed route and paratransit mass transportation as a public service for the welfare of the residents of the District and the vitality of Madison County, Illinois; and,

WHEREAS, in accordance with the guidelines set forth by the Federal Transit Administration (FTA), (Title VI of the Civil Rights Act 1964, 49 CFR Section 21 and FTA Circular 4702.1B), amended on October 12, 2012) all transit providers (with 50 or more fixed route vehicles operating peak service in an Urbanized Area of 200,000 or more) who receive federal funds, must have a written locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction and must evaluate the impacts of proposed service and fare changes on minority and low income populations; and,

WHEREAS, following the 2013 Triennial Review, the District was advised to amend its public comment process to include a definition for major service reductions and fare increases for "general public demand response service"; and,

WHEREAS, in an effort to engage the public and solicit comments from passengers and community members regarding the proposed policy change, the District published legal notices in four newspapers of general circulation and held five public meetings at transit centers: Thursday, February 13, 2014, at Alton Station, Friday, February 14, 2014, at Granite City Station and Wood River Station and Tuesday, February 18, 2014, at Collinsville Station and Edwardsville Station; and,

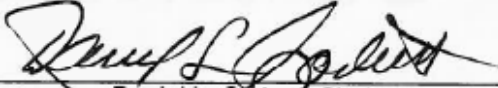
WHEREAS, the staff recommends the approval of the attached revised Public Comment Process for Fare Increases and Major Service Changes, which incorporates the required changes since the approval of the District's last policies in May 2013.

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

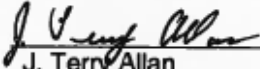
1. The Madison County Mass Transit District authorizes the adoption of the attached revised Public Comment Process for Fare Increases and Major Service Changes.
2. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, of the Madison County Mass Transit District, are hereby authorized to execute, complete, administer, and perform all obligations associated with the aforesaid actions, and to take any and all such further actions as are necessary and appropriate, including any and all amendments, on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

Appendix E (Continued):

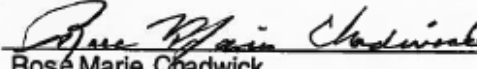
ADOPTED by the Board of Trustees of the Madison County Mass Transit District,
Madison County, Illinois, on this twenty-seventh day of February 2014.



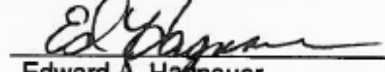
Daniel L. Corbett, Chairman




J. Terry Allan



Rose Marie Chadwick

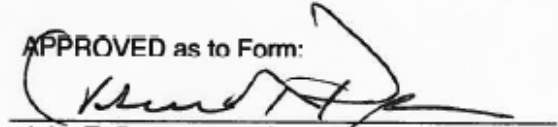


Edward A. Hagnauer



Bruce A. Malone

APPROVED as to Form:



John T. Papa, Legal Counsel

Appendix E (Continued):

MADISON COUNTY MASS TRANSIT DISTRICT PUBLIC COMMENT PROCESS FOR FARE INCREASES AND MAJOR SERVICE CHANGES

Prior to implementing a Fare Increase or Major Service Change to fixed-route or Paratransit services, Madison County Mass Transit District (MCT) will notify the public of the proposed changes and offer an opportunity for public comment and discussion prior to the Board of Trustees meeting at which MCT would consider enacting the proposed change. To explain the changes under consideration and to solicit and consider public comments in accordance with Federal Transit Administration guidelines, the following process has been developed:

Definition of a “Major Service Change”:

MCT defines a “Major Service Change” as any change that meets one or more of the following criteria:

1. Addition of a fixed-route.
2. Addition or reduction of 25% or more of the total annual service hours or miles operated on a fixed-route.
3. Addition or reduction of 25% or more of the Paratransit general public (non-ADA) coverage area.
4. Addition or reduction of 25% or more of the coverage of existing street miles of a fixed-route due to proposed realignment or discontinuation.
5. Addition or reduction that impacts 25% or more of the total daily ridership on a fixed-route or the average daily ridership of Paratransit general public (non-ADA) trips.

Emergency or temporary changes caused by street or bridge closure, public disaster, severe weather, floods, or governmental order are not characterized as a “Major Service Change.”

Notification:

A copy of the proposed Major Service Change or Fare Change will be posted on the website and will be available in hard copy format. Copies of the proposal will also be available in Braille or translated into the language of the individual’s choice upon request.

MCT will notify the public of the dates, times and locations of the public meetings at least 14 days before the scheduled meetings. Procedures for making public comments during the meeting will also be released in advance. MCT uses the following notification methods:

- Press releases distributed to regional media outlets
- On-board customer advisories on MCT Fixed-Route Buses
- Public Notices in newspapers of general circulation
- Email blast to all registered subscribers
- Posting on MCT’s website and MCT’s social media sites if applicable

Collecting Public Comments:

In addition to accepting comments via e-mail, US mail or over the phone, MCT will also host public meetings to disseminate hard copies of the proposal, to answer questions and to collect written comments from the public. Locations for the public meetings will be based on the geographic area affected by the proposed change, the availability of transit for those affected and accessibility for the disabled and elderly. Along with the comments, MCT staff will also attempt to obtain the commenter’s name, address and phone or e-mail for follow-up purposes.

Consideration of Public Comments:

All comments received via e-mail, US mail and at the public meetings will be summarized and presented to the MCT Board of Trustees for consideration at their regular MCT Board meeting. The decision by the MCT Board of Trustees will appear in the board meeting minutes posted on the MCT website, www.mct.org, and will be available for the public upon request.

F. Resolution Approving Title VI Program Update

RESOLUTION 22-55

APPROVAL OF THE MADISON COUNTY TRANSIT (MCT) ZERO EMISSIONS
TRANSITION PLAN

WHEREAS, the Bipartisan Infrastructure Law (BIL) amended the statutory provisions for any applications for projects that support current or future low or no emissions federal assets include a Zero-Emission Transition Plan; and,

WHEREAS, the District has developed a Zero Emissions Transition Plan to maintain eligibility for current and future competitive grant program funding; and,

WHEREAS, the Zero Emissions Transition Plan identifies a strategy to procure and operate all Zero Emission Buses (ZEBs) by 2036; and,

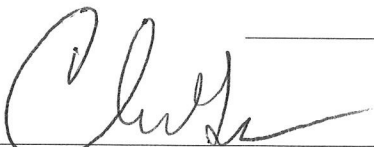
WHEREAS, the Zero Emissions Transition Plan will serve as a guide to ensure that MCT proactively minimizes risk while maximizing efficiency of this transition; and,

WHEREAS, it has been determined to be in the best interest of the District to create and update a Zero Emission Transition Plan as new, relevant data and information becomes available.

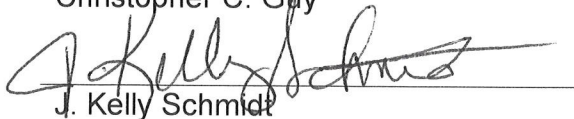
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. Madison County Mass Transit District Board adopts the proposed MCT Zero Emissions Transition Plan.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to execute, complete, administer, and perform all obligations associated with the filing of said application and to execute, complete and perform all obligations associated with any resulting contracts, furnish such additional information as may reasonably be required in connection with the aforesaid actions, and to take any and all such further actions as are necessary and appropriate, including any and all amendments on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of May 2022.



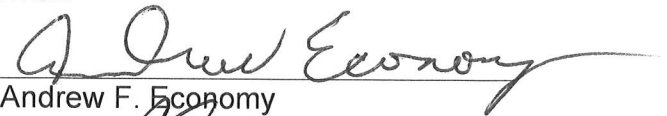
Christopher C. Guy



J. Kelly Schmidt



Ronald L. Jedda, Chairman



Andrew F. Economy



Allen P. Adomite

APPROVED as to Form:



Emily Nielsen, Legal Counsel

Evan R. Franklin, for

CERTIFICATE

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

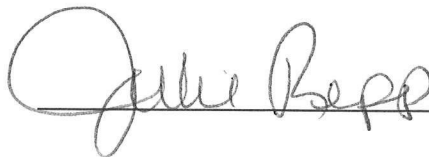
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, May 26, 2022, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Madison County Mass Transit District Board adopts the proposed MCT Zero Emissions Transition Plan.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to execute, complete, administer, and perform all obligations associated with the filing of said application and to execute, complete and perform all obligations associated with any resulting contracts, furnish such additional information as may reasonably be required in connection with the aforesaid actions, and to take any and all such further actions as are necessary and appropriate, including any and all amendments on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-sixth day of May 2022.



Zero Emissions Transition Plan

Document Control History

Version	Document Title	Date Approved	MCT Resolution
1	Zero Emissions Transition Plan	5/26/2022	No. 22-55

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Section A:

Overview of Madison County Transit

Madison County Mass Transit District (MCT) provides fixed route and paratransit services to the residents of Madison County, Illinois. MCT is located in the St. Louis metropolitan area and connects with public transit providers in St. Clair County, Illinois and St. Louis, Missouri, allowing for seamless regional transportation options.

MCT has been serving the residents of Madison County since 1980 with numerous public bus routes and paratransit service for the elderly and disabled. In the early 1990's MCT began the development of the MCT Trails system, which today has expanded into a series of 135+ miles of interconnected separated Class One bikeways that traverse a variety of natural landscapes and connect to neighborhoods, schools, parks, and MCT bus routes. MCT is one of the only transit systems in the country that has an integrated transportation system which links its own bikeways with its existing bus system. MCT also oversees the St. Louis regional rideshare program, RideFinders, assisting commuters in finding a more sustainable and affordable ride to work.

MCT aims is to provide safe, affordable, reliable, and sustainable transportation options that respond to the needs of our residents and the communities we serve.

Transit Agency	Madison County Mass Transit District (MCT)
Mailing Address	1 Transit Way Pontoon Beach, IL 62040
Recipient ID	5622
Fixed Route Fleet	94
Paratransit Fleet	26
Population of Service Area	253,620
Contact information of Managing Director	SJ Morrison Managing Director 618-797-4600 managingdirector@mct.org

Section B:

Transition Plan Overview

MCT's Zero Emissions Transition Plan identifies a strategy to procure and operate all Zero Emission Buses (ZEBs) by 2036, based upon MCT's current fleet replacement schedule. Due to the evolving nature around ZEB technology, and a forthcoming Zero Emissions Transit Technology Analysis, this plan will be updated periodically as new information is available and as technology advances. In addition to ZEB procurement, new and emerging technology requirements are being considered as the MCT Fleet and Facilities departments are planning for future infrastructure build-out, allowing MCT to continue with current plans while considering future needs.

A major component of MCT's Zero Emissions Transition Plan is a ZEB feasibility and transition study. The results of this study will give MCT the information needed to make decisions regarding which ZEB technology works best for the region and operation, as well as the necessary infrastructure needed. **Section D: Startup & Infrastructure Constraints** identifies barriers and potential roadblocks to achieving a ZEB fleet and facility. The challenges identified may change as technology advances but will serve as a springboard for future planning.

Zero Emission Transition Plan Contact information

Name	Title	Email
SJ Morrison	Managing Director	managingdirector@mct.org
Justin Dixon	Director of Fleet	jdixon@mct.org
Amanda Viliocco-Smith	Executive Projects Manager	aviliocco@mct.org

Section C: Current Fleet Composition

As of May 2022, MCT operates 94 fixed route vehicles and 26 paratransit vehicles. The table below presents a summary of MCT's existing fleet.

Manufacturer	Fuel Type	Length	Year	Service Type	Number of Buses
Gillig	Diesel	40	2010	Fixed Route	26
Gillig	Diesel	40	2012	Fixed Route	13
Gillig	Diesel	30	2020	Fixed Route	42
Turtle Top	Gasoline	27	2017	Fixed Route	13
Turtle Top	Gasoline	24	2019	Paratransit	26
TOTAL					120



Bus Replacement Schedule

Safe and reliable service is of utmost importance to MCT. To continue to operate fixed route and paratransit service, and all the supporting functions, MCT must be funded adequately. As more funding becomes available in the Low-Emission or No-Emission Buses and Bus Facilities (Low-No) category, MCT is assessing its bus replacement schedule and infrastructure investments. The following Zero Emissions Transition Plan guiding principles have been established:

1. MCT aims to replace vehicles at the end of their useful life as defined in the Transit Asset Management (TAM) Plan
2. MCT will work toward procuring a ZEB fleet based on vehicle and infrastructure technology capabilities to meet service requirements
3. MCT will deploy ZEB technologies that are most efficient and sustainable to operate
4. MCT will deploy ZEB technologies that fit MCT's operational needs to ensure service for the public is met.

Fleet Useful Life Expectancy

The following schedule is based upon current fleet usage and meeting the useful life expectancy.

Fuel Type	Model Year	Size	Type	FTA Miles	FTA Years	Projected Replacement
Diesel	2020	30'	HD	350,000	10	2030-2031
Diesel	2010/2012	40'	HD	500,000	12	2034-2036
Gasoline	2017	27	LD COC	150,000	5	2028-2029
Gasoline	2019	24	LD COC	150,000	5	2028-2029

Section D:

Route Analysis & Bus Study

MCT will be contracting for and completing a Zero Emissions Transit Technology Analysis to examine the feasibility of alternative transit bus technologies. This analysis will include contracted services for a zero-emissions study of existing routes, bus emulation, optimization of resources, and an asset management digital platform. Transitioning to a zero emissions fleet brings new risks and opportunities, and it's vital to the success of the transition that MCT be armed with the most reliable and relevant data prior to purchasing zero-emissions buses. A zero-emissions fleet requires a shift in planning, procurement, implementation, and operations and this study and software will provide MCT with the data and information needed to proactively minimize risk while maximizing efficiency of this transition.

Startup & Infrastructure Constraints

As there has been a recent increase in available federal funds for Low-Emission or No-Emission Buses and Bus Facilities (Low-No), MCT is committed to increasing emphasis and focus on sustainable operations despite startup and infrastructure constraints. Since MCT has yet to perform a Zero Emissions Transit Technology Analysis the feasibility of ZEBs is unknown. The following start up and infrastructure constraints are based upon current knowledge of low/no emissions technology and the state of MCT's infrastructure. Upon completion of the Zero Emissions Transit Technology Analysis this plan will be updated accordingly.

Internal Constraints:

- Base of Operations refueling infrastructure for ZEB would need to match the needs found in the Zero Emissions Transit Technology Analysis
- Storage space to accommodate additional spare parts and materials needed to effectively service the fleet. Supply chain shortages will continue to deepen as the demand for parts and materials outside of bus production increases, while the demand for new bus builds increases as well
- Additional temperature-controlled storage of electric buses when parked and charging is critical in the Midwest

External Constraints:

- Transmission line capacities to refuel battery electric buses from the grid and solar storage
- The availability of clean processed hydrogen fuel in times where on-site production is either interrupted or not up to capacity needs

Section E:

Current Fleet & Future Bus Purchases

MCT will prioritize ZEB purchases and progressively increase the percentage of ZEB purchases overtime. MCT's existing fleet consists of 120 fixed route and paratransit vehicles. Assuming a 1:1 replacement ratio, each existing bus will eventually be replaced with an equivalent ZEB, depending on the outcome of the Zero Emissions Transit Technology Analysis. The table below presents a summary of MCT's anticipated bus procurement through 2036, at which point we plan to be operating a completely ZEB fleet.

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036			
Fixed Route HD 30'	Diesel (42)								Battery Electric Buses (42)									
Fixed Route Light Duty COC	Gas (13)	Gasoline (17)					Battery Electric Buses (17)					Battery Electric Buses (17)						
Fixed Route HD 40'	Diesel (39)	Diesel (25)						Diesel (10)						ZEB Mix (25)				ZEB Mix (10)
Paratransit Light Duty COC	Gasoline (26)				Battery Electric Buses (25)						Battery Electric Buses (25)							

Section F:

Facilities & Infrastructure

MCT has five bus stations located in Madison County, Illinois and one Base of Operations located in Pontoon Beach, Illinois which houses all off-duty buses, relief vehicles, maintenance facilities and all administrative staff. MCT is working with consultants to evaluate the current routes/corridor to determine the infrastructure needed at each of these facilities, a rollout strategy, and timeline that will align with MCT's zero-emissions fleet transition goal.

Facility Name	Location	Main Functions	Type of Infrastructure	Upgrade Type	Estimated Conversion Timeline
Alton Station	6 th and Piasa Street, Alton, IL 62002	Bus/Transfer Station	Hydrogen storage/Chargers	TBD	TBD
Collinsville Station	100 N. Clinton, Collinsville, IL 62234	Bus/Transfer Station	Hydrogen storage/Chargers	TBD	TBD
Edwardsville Station	158 N. Main Street, Edwardsville, IL 62025	Bus/Transfer Station	Hydrogen storage/Chargers	TBD	TBD
Granite City Station	1833 Edison, Granite City, IL 62040	Bus/Transfer Station	Hydrogen storage/Chargers	TBD	TBD
Wood River Station	60 W. Ferguson, Wood River, IL 62095	Bus/Transfer Station	Hydrogen storage/Chargers	TBD	TBD
Base of Operations	1 Transit Way, Pontoon Beach, IL 62040	Operating/Maintenance	Hydrogen storage/Chargers Bus Canopy/ Garage	TBD/ Facilities	TBD

Section G:

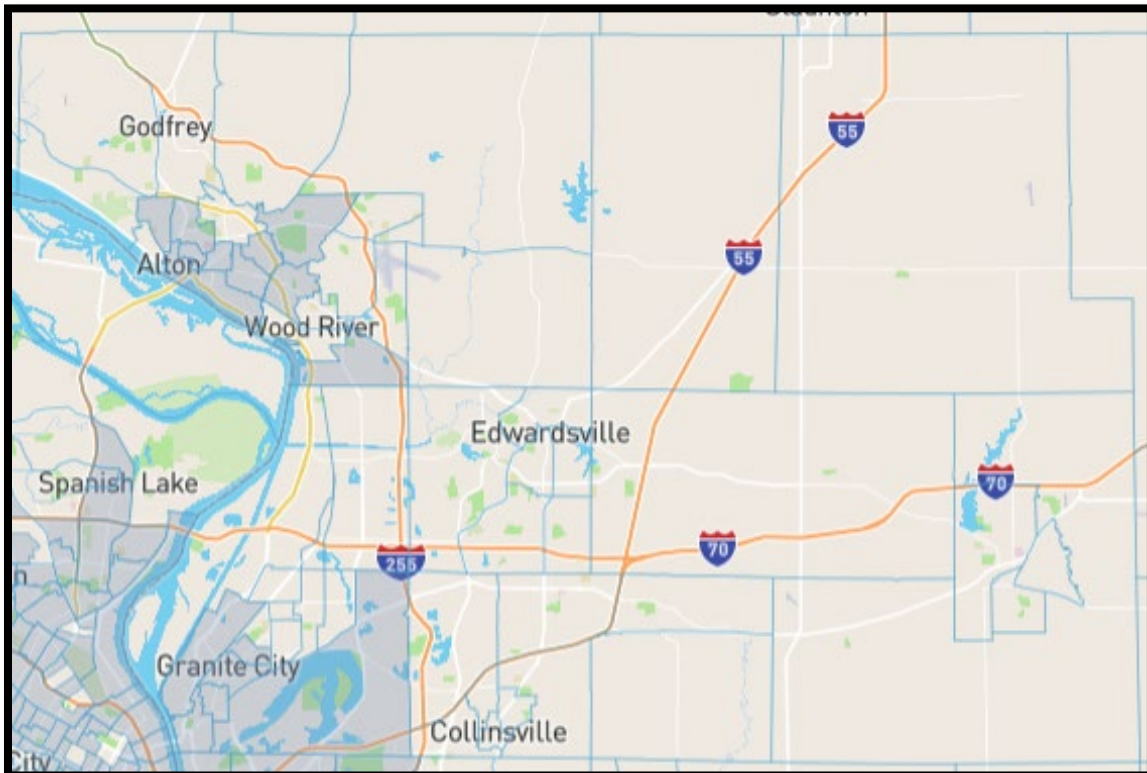
Disadvantaged Communities

MCT is dedicated to intentionality serving disadvantaged communities and will be considering these communities while developing defined rollout timelines for zero-emission buses to serve Clean Corridors. The overall goal of the plan is to prioritize these communities as possible dependent on the energy needs of the zero-emissions buses serving these corridors. The methodology for identifying and prioritizing the corridors and communities in that plan is as follows:

1. Evaluate existing routes/corridors
2. Identify routes serving Disadvantaged Communities
3. Rank lines based on ridership and productivity to ensure maximum impact of deployment
4. Consider constraints such as capacity/capability of infrastructure to accommodate growth/transition
5. Determine the number of zero-emission buses and supporting infrastructure required to convert entire corridors into Clean Corridors
6. Forecast operating and capital cost associated with the conversion to Clean Corridors

Madison County Illinois Disadvantaged Communities

The map below highlights disadvantaged communities. Map and data provided by the Climate and Economic Justice Screening Tool which identifies communities that are marginalized, underserved, and overburdened by pollution.



Section H:

Workforce Training

Trained and skilled ZEB mechanics are not readily available on the job market. Original Equipment Manufacturers (OEMs) will need to provide the training aids and tools required to advance the skills of our workforce as ZEB technology continues to evolve. Once MCT has received the findings of the Zero Emissions Transit Technology Analysis workforce training can be investigated further. It is not MCT's intention to replace the current workforce, but rather to train and retain those employed by the agency.

MCT plans to train in the following ways as it relates to ZEB technology:

- Fleet technician training for ZEB technology
- Driver training for operations of ZEB bus
- Electrical training and familiarization of charging infrastructure and stations
- Electrical training for diagnostics of charging infrastructure and stations
- Operation training for hook up of electrical charging stations
- Leadership training on systems designed to charge buses during non-peak hours.
- Fleet technician training of hydrogen production and refueling stations
- Training for refueling of hydrogen fuel cell buses
- Safety training on ZEB technology maintenance procedures
- Emergency response training related to ZEB technology on buses, structures, refueling stations and electrical infrastructure

Section I: Funding

Sufficient funding is critical in ensuring MCT can successfully transition to a zero-emissions fleet. Replacing the entire fleet of diesel buses with new zero-emissions buses will have a significant cost impact over replacement with standard diesel buses. The new infrastructure required for weather/element protection and fueling/charging and reconfiguration of existing facilities adds further to the cost. Due to the uncertain nature of transit funding over the duration of this transition, MCT will need to constantly monitor funding and financing opportunities. MCT is eligible to receive Federal Transit Administration (FTA) 5307 formula funds for the cost of bus purchases and replacement. The table below identifies the most common funding sources that MCT could utilize to fund this transition to zero-emissions. MCT intends to pursue funding opportunities vigorously; however, it is highly likely the implementation timeline, and fleet size will change.

Agency Level	Program Name
Federal	FTA Formula Funds (Section 5307)
State	Rebuild Illinois
	State of Good Repair

Appendix:
Board Resolution

RESOLUTION 22-56

AUTHORIZING THE FILING OF AN APPLICATION WITH THE FEDERAL TRANSIT ADMINISTRATION FOR FY 2022 BUSES AND BUS FACILITIES COMPETITIVE PROGRAM FOR THE ZERO EMISSIONS TRANSITION PHASE ONE PROJECT

WHEREAS, Federal public transportation law (49 U.S.C. 5339(b)) authorizes the Federal Transit Administration (FTA) to award grants for buses and bus facilities projects through a competitive process; and,

WHEREAS, the FTA is responsible for administering the Buses and Bus Facilities Competitive Program on behalf of the United States Department of Transportation; and,

WHEREAS, the Madison County Mass Transit District (District) operates public mass transit service within Madison County, Illinois reducing vehicle emission and traffic congestion; and,

WHEREAS, the Bipartisan Infrastructure Law (BIL) amended the statutory provisions for any applications for projects that support current or future low or no emissions federal assets include a Zero-Emission Transition Plan; and,

WHEREAS, the District will develop a Zero-Emission Transition Plan to maintain eligibility for current and future competitive grant program funding; and,

WHEREAS, the District seeks to construct the bus facility infrastructure required to support this Zero-Emission Transition Plan; and,

WHEREAS, it has been determined to be in the best interest of the District to submit an application to this competitive grant process in the amount of twenty million, seven hundred thousand dollars (\$20,700,000) in Grants.gov, in order to obtain grant funds in the amount of sixteen million, five hundred sixty thousand dollars (\$16,560,000) to assist with the cost of the Zero-Emission Transition Phase One Project; and,

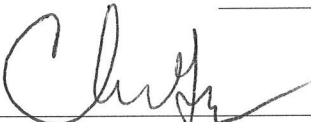
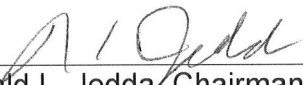
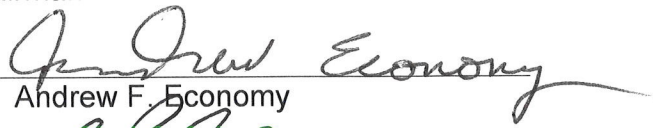
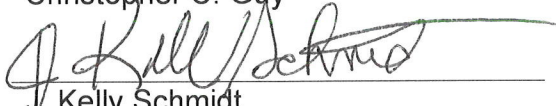

WHEREAS, a grant for said funds will impose certain obligations upon the recipient, including the provision by it of the twenty percent (20%) local share of funds necessary to cover costs not covered by the grant.

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


1. Madison County Mass Transit District submit an application in Grants.gov in order to obtain sixteen million, five hundred sixty thousand dollars (\$16,560,000) of FY 2022 Buses and Bus Facilities Competitive Program funds to assist with the implementation of the Zero Emission Transition Phase One project.
2. Upon approval of its application, the Madison County Mass Transit District shall increase its Assigned Fund Balance by the amount equivalent to twenty percent (20%) of the approved project cost.

3. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to execute, complete, administer, and perform all obligations associated with the filing of said application and to execute, complete and perform all obligations associated with any resulting contracts, furnish such additional information as may reasonably be required in connection with the aforesaid actions, and to take any and all such further actions as are necessary and appropriate, including any and all amendments on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of May 2022.

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

APPROVED as to Form:



Emily Nielsen, Legal Counsel
Evan R. Franklin, for

CERTIFICATE

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

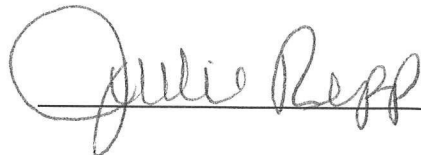
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, May 26, 2022, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Madison County Mass Transit District submit an application in Grants.gov in order to obtain sixteen million, five hundred sixty thousand dollars (\$16,560,000) of FY 2022 Buses and Bus Facilities Competitive Program funds to assist with the implementation of the Zero Emission Transition Phase One project.
2. Upon approval of its application, the Madison County Mass Transit District shall increase its Assigned Fund Balance by the amount equivalent to twenty percent (20%) of the approved project cost.
3. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to execute, complete, administer, and perform all obligations associated with the filing of said application and to execute, complete and perform all obligations associated with any resulting contracts, furnish such additional information as may reasonably be required in connection with the aforesaid actions, and to take any and all such further actions as are necessary and appropriate, including any and all amendments on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-sixth day of May 2022.



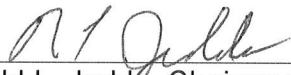
RESOLUTION 22-57

**AUTHORIZING THE ACQUISITION OF PROPERTY,
INCLUDING THE USE OF THE POWER OF EMINENT DOMAIN**

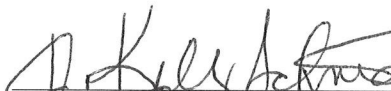
BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT AT A REGULARLY CONVENED MEETING THAT:

1. Said Board determines that the property described in the legal description attached hereto and incorporated herein marked "Exhibit A" (an unaddressed property located on Gateway Commerce Center Drive West, Edwardsville, Illinois) is within the area served by the Madison County Mass Transit District, is desirable and necessary for the purposes of the District and is needed for a legitimate public purpose - the creation and maintenance of a passenger bus transfer facility and bus staging area.
2. Said Board is authorized to acquire such property by the Local Mass Transit Act, 70 ILCS 3610/1 et seq. and may employ the Illinois Code of Civil Procedure, Eminent Domain Act, 735 ILCS 30/1-1-1 et seq., if necessary.
3. Said Board hereby authorizes the Managing Director and legal counsel of the District and their agents to take all actions appropriate and necessary to acquire ownership of and title to said parcel of property, as provided by law, and which may include the negotiation and purchase of the property from the current owners, and/or the institution and prosecution of a proceeding for acquisition in conformity with the Illinois Code of Civil Procedure, Eminent Domain Act.
4. Said Board determines there shall be no further action necessary on its part to acquire said parcel of property by whatever lawful means are employed by said Managing Director and legal counsel and their agents.

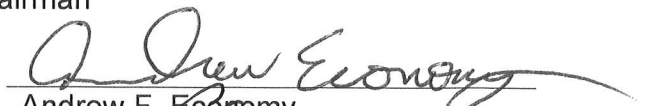
ADOPTED by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of May 2022.



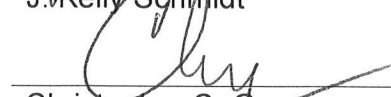
Ronald L. Jedd, Chairman




J. Kelly Schmidt



Andrew F. Economy



Christopher C. Guy



Allen P. Adomite

APPROVED as to Form:



Emily Nielsen, Legal Counsel


Evan R. Franklin, for

CERTIFICATE

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

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, May 26, 2022, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Said Board determines that the property described in the legal description attached hereto and incorporated herein marked "Exhibit A" (an unaddressed property located on Gateway Commerce Center Drive West, Edwardsville, Illinois) is within the area served by the Madison County Mass Transit District, is desirable and necessary for the purposes of the District and is needed for a legitimate public purpose - the creation and maintenance of a passenger bus transfer facility and bus staging area.
2. Said Board is authorized to acquire such property by the Local Mass Transit Act, 70 ILCS 3610/1 et seq. and may employ the Illinois Code of Civil Procedure, Eminent Domain Act, 735 ILCS 30/1-1-1 et seq., if necessary.
3. Said Board hereby authorizes the Managing Director and legal counsel of the District and their agents to take all actions appropriate and necessary to acquire ownership of and title to said parcel of property, as provided by law, and which may include the negotiation and purchase of the property from the current owners, and/or the institution and prosecution of a proceeding for acquisition in conformity with the Illinois Code of Civil Procedure, Eminent Domain Act.
4. Said Board determines there shall be no further action necessary on its part to acquire said parcel of property by whatever lawful means are employed by said Managing Director and legal counsel and their agents.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-sixth day of May 2022.

