

AGENDA
Board of Trustees Meeting
 Madison County Mass Transit District
 8:30 a.m., Thursday, October 28, 2021
 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 September 30, 2021, regular meeting, for inclusion in the District's official records.</u>	Discussion/Action
V.	<u>Financial:</u>	
	A. Payments and Claims: Consideration of the September 2021 claims for payment.	Discussion/Action
	B. Monthly Financial Report: Review of the monthly financial records as of September 30, 2021.	Discussion/Action
	C. Presentation of the FY2021 Audit: Scott Weber and Jordan Vonder Haar, Scheffel Boyle	Approval
	D. Quarterly Investment Update	Information
VI.	<u>Services:</u>	
	A. Managing Director's Report, SJ Morrison	Information
	B. Review of Public Comments and Authorizing Approval of the January 2022 Service Change	Discussion/Action
	C. Resolution 22-20 Authorizing Award of Contract for Biodiesel Fuel	Discussion/Action
	D. Resolution 22-21 Authorizing Award of Contract for Nickel Plate Trail Improvements	Discussion/Action
VII.	<u>Other Business</u>	
	A. Resolution 22-22 Authorizing Execution of a Contract for Design Engineering Services for the Formosa West Trail	Discussion/Action
	B. Resolution 22-23 Authorizing Execution of a Contract for Design Engineering Services for the Yellowhammer Trail Connection	Discussion/Action

AGENDA
Board of Trustees Meeting
Madison County Mass Transit District
8:30 a.m., Thursday, October 28, 2021
1 Transit Way, Pontoon Beach, Illinois

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|-------|---|-------------------|
| C. | Resolution 22-24 Authorizing Execution of a Contract for Design Engineering Services for the Eastgate Trail Connection | Discussion/Action |
| VIII. | <u>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)):</u> | Discussion |
| IX. | Adjournment. | Discussion/Action |

MINUTES

Board of Trustees

Madison County Mass Transit District
8:30 a.m., Thursday, September 30, 2021
1 Transit Way, Pontoon Beach, Illinois

I. Pledge of Allegiance

Chairman Jemma led the reciting of the Pledge of Allegiance.

II. Call to Order: Roll Call

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

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

MEMBERS ABSENT: NONE

OTHERS PRESENT: ANDREW CARRUTHERS, LEGAL COUNSEL; STEVEN J. MORRISON, ACT; AMANDA SMITH, ACT; MICHELLE DOMER, ACT; ROB SCHMIDT, ACT; DEBBIE BARRON, ACT; PHIL ROGGIO, ACT; MARK STEYER, ACT; PENNY BROWN, ACT; JULIE REPP, ACT; AMANDA SCHOMAKER, ACT; JOE DOMER, ACT; JUSTIN DIXON; ACT

Public Comments:

No public comments were presented.

III. Consideration of the minutes of the August 26, 2021, regular meeting for inclusion in the Official Records of the District.

ADOMITE MADE THE MOTION, SECONDED BY SCHMIDT, 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. JEMMA	AYE
J. KELLY SCHMIDT	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

IV. Financial:

A. Payments and Claims: Consideration of the August 2021 claims for payment:

Managing Director, Steven J. Morrison presented the payments and claims report.

ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, 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	ABSTAINED
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE
J. KELLY SCHMIDT	AYE

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

ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, 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.

- B. Monthly Financial Report: Review of the monthly financial records as of August 31, 2021.

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

TRUSTEE ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE THE MONTHLY FINANCIAL REPORT.

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. Services:

- A. Managing Director's Report:

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

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

22-12 ESTABLISHING SENATOR BILL AND ANNA HAINE PLAZA AT MCT
ALTON STATION

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.

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

22-13 AUTHORIZING AWARD OF CONTRACT FOR FUEL DISPENSER
REPLACEMENTS

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 GUY, TO APPROVE THE FOLLOWING:

AUTHORIZING AN EXTENSION OF FREE RIDES ON MCT FIXED ROUTE BUSES
FOR GRANITE CITY SCHOOL DISTRICT STUDENTS

- E. Managing Director, Steven J. Morrison, presented the January 2022 Service Change

Schmidt suggested adding a Saturday morning public meeting date and additional evening meeting date for the proposed January 2022 Service Change.

VI. Other Business:

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

22-14 AUTHORIZING AN AMENDMENT TO AN AGREEMENT WITH VOLKERT
FOR LAND ACQUISITION SERVICES

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

- B. GUY MADE THE MOTION, SECONDED BY SCHMIDT, TO APPROVE THE
FOLLOWING RESOLUTION:

22-15 AUTHORIZING CHANGES TO MCT TRAIL RULES

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 five (5), and litigation under (11), of the Open Meetings Act (5 ILCS 120/2(c)).

SCHMIDT MADE THE MOTION, SECONDED BY ADOMITE, TO MOVE INTO
EXECUTIVE SESSION TO DISCUSS THE ACQUISITION OR LEASE OF REAL
PROPERTY UNDER FIVE (5), AND LITIGATION UNDER (11), OF THE OPEN
MEETINGS ACT (5 ILCS 120/2(C)).

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.

GUY MADE THE MOTION, SECONDED BY SCHMIDT, TO RETURN TO REGULAR
SESSION.

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

GUY MADE AN OMNIBUS MOTION, SECONDED BY SCHMIDT, TO APPROVE THE FOLLOWING RESOLUTIONS:

22-16 AUTHORIZING THE ACQUISITION OF PROPERTY INCLUDING THE USE OF THE POWER OF EMINENT DOMAIN

22-17 AUTHORIZING THE ACQUISITION OF PROPERTY INCLUDING THE USE OF THE POWER OF EMINENT DOMAIN

22-18 AUTHORIZING THE ACQUISITION OF PROPERTY INCLUDING THE USE OF THE POWER OF EMINENT DOMAIN

22-19 AUTHORIZING APPROVAL OF A SETTLEMENT AGREEMENT

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.

VIII. Adjournment:

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

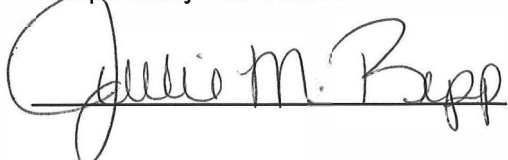
A ROLL CALL VOTE FOLLOWED:

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 10:02 a.m.

Respectfully submitted.



10/18/2021 13:45
jhartke
WARRANT: 102821

Madison County Mass Transit District
ADVICE REGISTER - PER DIEM
From: 09/01/2021 To: 09/30/2021

P 1
pradvreg

EMP #	NAME	CHK #	NET PAY
10013	ECONOMY, ANDREW F	005220010	184.70
10011	GUY, CHRISTOPHER C	005220011	184.70
1138	Internal Revenue Servi	005220012	707.10
Total Deposits: 3			1,076.50

10/18/2021 13:47
jhartke
WARRANT: 102821

Madison County Mass Transit District
CURRENT CHECK REGISTER - PER DIEM
09/01/2021 to 09/30/2021

P 1
prchkreg
CHECK DATE: 10/28/2021

EMP #	NAME	TYP	NET PAY	CHECK #	CHECK DATE	SPECIAL
10012	ADOMITE, ALLEN P.	CK	0.00	003220010	10/28/2021	
10009	JEDDA, RONALD L.	CK	0.00	003220011	10/28/2021	
10010	SCHMIDT, J. KELLY	CK	0.00	003220012	10/28/2021	
3 **	TOTAL CHECK(S)		0.00			

10/08/2021 12:51 |Madison County Mass Transit District
 tpohlman |CHECK REGISTER

|P 1
 |apcshdsb

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4220160	10/08/2021	PRTD	1902 City of Collinsville		100121SPCTC	10/01/2021		100721	2,687.83
					100121WSCTC	10/01/2021		100721	108.15
						CHECK	4220160	TOTAL:	2,795.98
4220161	10/08/2021	PRTD	1433 City of Edwardsville		092421L	09/24/2021		100721	36.20
					092421SPEPR	09/24/2021		100721	220.09
					092421WSEPR	09/24/2021		100721	96.88
						CHECK	4220161	TOTAL:	353.17
4220162	10/08/2021	PRTD	1253 City Treasurer-Grani		093021	09/29/2021		100721	63.60
						CHECK	4220162	TOTAL:	63.60
4220163	10/08/2021	PRTD	3984 City of Troy		100421SPTPR	10/01/2021		100721	320.09
					100421WSTPR	10/01/2021		100721	25.31
						CHECK	4220163	TOTAL:	345.40
4220164	10/08/2021	PRTD	1220 Illinois American wa		092421GCTC	09/24/2021		100721	256.74
						CHECK	4220164	TOTAL:	256.74
4220165	10/08/2021	PRTD	1220 Illinois American wa		100521AHSRIR	10/05/2021		100721	66.55
						CHECK	4220165	TOTAL:	66.55
4220166	10/08/2021	PRTD	1220 Illinois American wa		100521AHSRWS	10/05/2021		100721	104.77
						CHECK	4220166	TOTAL:	104.77
4220167	10/08/2021	PRTD	1733 Johnny on the Spot #		47-000248355	09/30/2021		100721	1,056.29
						CHECK	4220167	TOTAL:	1,056.29
4220168	10/08/2021	PRTD	1051 Pontoon Beach Public		100521-1	10/05/2021		100721	305.68
					100521-2	10/05/2021		100721	759.28

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

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					100521BW	10/05/2021		100721	417.90
					100521N	10/05/2021		100721	26.62
					100521SS	10/05/2021		100721	362.08
					100521T	10/05/2021		100721	24.00
						CHECK	4220168	TOTAL:	1,895.56
4220169	10/08/2021	PRTD	1053 Special Service Area		100121	10/01/2021		100721	691.43
					100121BW	10/01/2021		100721	1,298.31
					100121N	10/01/2021		100721	97.21
						CHECK	4220169	TOTAL:	2,086.95
4220170	10/08/2021	PRTD	1506 Village of Glen Carb		092121GLPR	09/21/2021		100721	383.22
						CHECK	4220170	TOTAL:	383.22
4220171	10/08/2021	PRTD	1932 Wex Bank		74731444	09/30/2021		100721	6,727.67
						CHECK	4220171	TOTAL:	6,727.67
				NUMBER OF CHECKS	12	*** CASH ACCOUNT TOTAL ***			16,135.90
						<u>COUNT</u>		<u>AMOUNT</u>	
				TOTAL PRINTED CHECKS		12		16,135.90	
								*** GRAND TOTAL ***	16,135.90

10/18/2021 14:30 |Madison County Mass Transit District
 tpohlman |CHECK REGISTER

|P 1
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CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4220172	10/18/2021	PRTD	1043 AT&T		OCT21	10/01/2021		101521	22.93
						CHECK	4220172	TOTAL:	22.93
4220173	10/18/2021	PRTD	1436 City of Highland		SEPT21HPR	10/05/2021		101521	62.17
						CHECK	4220173	TOTAL:	62.17
4220174	10/18/2021	PRTD	2047 City of Wood River		101221SPWRTC	10/08/2021		101521	31.90
					101221WSWRTC	10/08/2021		101521	31.32
						CHECK	4220174	TOTAL:	63.22
4220175	10/18/2021	PRTD	1220 Illinois American Wa		101121SPATC	10/11/2021		101521	184.31
						CHECK	4220175	TOTAL:	184.31
4220176	10/18/2021	PRTD	1220 Illinois American Wa		101121WSATC	10/11/2021		101521	567.67
						CHECK	4220176	TOTAL:	567.67
					NUMBER OF CHECKS	5		*** CASH ACCOUNT TOTAL ***	900.30
						<u>COUNT</u>		<u>AMOUNT</u>	
					TOTAL PRINTED CHECKS	5		900.30	
								*** GRAND TOTAL ***	900.30

10/19/2021 12:50 | Madison County Mass Transit District
 tpohlman | CHECK REGISTER

| P 1
 | apcshdsb

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4220177	10/28/2021	PRTD	4012 AAIC, Inc.		16996	10/07/2021		102821	11,048.00
							CHECK 4220177	TOTAL:	11,048.00
4220178	10/28/2021	PRTD	2501 Agency for Community		SEPT21BW	10/18/2021		102821	84,212.55
					SEPT21DR	10/18/2021		102821	207,849.90
					SEPT21FR	10/18/2021		102821	1,829,718.76
					SEPT21RS	10/18/2021		102821	37,885.14
					SEPT21VP	10/18/2021		102821	-12,961.16
							CHECK 4220178	TOTAL:	2,146,705.19
4220179	10/28/2021	PRTD	1050 Ameren Illinois		SEPT21AHSR	09/28/2021		102821	66.75
							CHECK 4220179	TOTAL:	66.75
4220180	10/28/2021	PRTD	1050 Ameren Illinois		SEPT21ETC	10/04/2021		102821	50.86
							CHECK 4220180	TOTAL:	50.86
4220181	10/28/2021	PRTD	1050 Ameren Illinois		SEPT21L	10/01/2021		102821	50.86
							CHECK 4220181	TOTAL:	50.86
4220182	10/28/2021	PRTD	1501 Ameren Illinois		SEPT21	10/05/2021		102821	2,892.45
							CHECK 4220182	TOTAL:	2,892.45
4220183	10/28/2021	PRTD	1501 Ameren Illinois		SEPT21Maingt	09/30/2021		102821	11.31
							CHECK 4220183	TOTAL:	11.31
4220184	10/28/2021	PRTD	2031 Best-One Fleet Servi		80115329	09/24/2021		102821	200.00
					80115490	09/29/2021		102821	180.00
					80115643	09/30/2021		102821	100.00
					80115828	10/05/2021		102821	80.00
					80115954	10/12/2021		102821	120.00

10/19/2021 12:50
tpohlman

Madison County Mass Transit District
CHECK REGISTER

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apcshdsb

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					80116060	10/12/2021		102821	80.00
						CHECK	4220184	TOTAL:	760.00
4220185	10/28/2021	PRTD	4034 Bruce Unterbrink Con		99109	10/08/2021	12100045	102821	41,197.94
						CHECK	4220185	TOTAL:	41,197.94
4220186	10/28/2021	PRTD	1092 The Edwardsville Int		300935012	09/26/2021	12200027	102821	168.50
						CHECK	4220186	TOTAL:	168.50
4220187	10/28/2021	PRTD	1113 FedEx		7-510-14606	09/23/2021		102821	32.49
						CHECK	4220187	TOTAL:	32.49
4220188	10/28/2021	PRTD	1029 Fort Russell Townshi		100521	09/22/2021		102821	402.93
						CHECK	4220188	TOTAL:	402.93
4220189	10/28/2021	PRTD	4042 Illinois Power Marke		421122121091	09/27/2021		102821	10,471.81
						CHECK	4220189	TOTAL:	10,471.81
4220190	10/28/2021	PRTD	4044 Huel's Oil Co.		SI-2686	09/28/2021	12200036	102821	15,782.20
						CHECK	4220190	TOTAL:	15,782.20
4220191	10/28/2021	PRTD	3920 The Jerry Costello G		NOV21	10/04/2021		102821	7,000.00
						CHECK	4220191	TOTAL:	7,000.00
4220192	10/28/2021	PRTD	1602 Madison County State		NOV21	10/04/2021		102821	8,000.00
						CHECK	4220192	TOTAL:	8,000.00
4220193	10/28/2021	PRTD	1874 Main Street Communit		101421	10/06/2021		102821	420.43
					101421-1	10/06/2021		102821	666.09

10/19/2021 12:50 | 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

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
						CHECK	4220193	TOTAL:	1,086.52
4220194	10/28/2021	PRTD	1698 O'Brien Tire & Auto		0232260	09/29/2021		102821	592.03
					0232261	09/29/2021		102821	69.00
					0232293	09/29/2021		102821	208.98
					0232296	10/04/2021		102821	52.76
					0232434	10/06/2021		102821	417.96
					0232520	10/11/2021		102821	102.00
					0232539	10/11/2021		102821	547.04
						CHECK	4220194	TOTAL:	1,989.77
4220195	10/28/2021	PRTD	1757 Piasa Motor Fuels LL		258921	09/23/2021	12200033	102821	16,926.77
					258964	09/28/2021	12200035	102821	17,848.50
					258998	09/30/2021	12200037	102821	17,939.57
					259043	10/05/2021	12200041	102821	18,926.73
					259079	10/07/2021	12200042	102821	17,231.25
					259090	10/08/2021	12200044	102821	19,110.89
						CHECK	4220195	TOTAL:	107,983.71
4220196	10/28/2021	PRTD	1506 Village of Glen Carb		100521	10/04/2021		102821	1,298.19
						CHECK	4220196	TOTAL:	1,298.19
4220197	10/28/2021	PRTD	3986 Michael Joseph Walte		OCT21	10/15/2021		102821	5,000.00
						CHECK	4220197	TOTAL:	5,000.00
4220198	10/28/2021	PRTD	3923 Xerox Corporation		014470353	10/01/2021	12100127	102821	57.00
					014470354	10/01/2021	12100127	102821	141.00
					014470355	10/01/2021	12100127	102821	152.00

10/19/2021 12:50
tpohlman

Madison County Mass Transit District
CHECK REGISTER

P 4
apcshdsb

	CHECK	4220198	TOTAL:	350.00
NUMBER OF CHECKS	22	*** CASH ACCOUNT TOTAL ***		2,362,349.48
	<u>COUNT</u>	<u>AMOUNT</u>		
TOTAL PRINTED CHECKS	22	2,362,349.48		
		*** GRAND TOTAL ***		2,362,349.48

10/26/2021 11:07 |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

9220011 10/25/2021 PRD 1737 wheatland Title Comp 102521 10/25/2021 EFT1025 47,683.00

CHECK 9220011 TOTAL: 47,683.00

NUMBER OF CHECKS 1 *** CASH ACCOUNT TOTAL *** 47,683.00

	<u>COUNT</u>	<u>AMOUNT</u>
TOTAL PRINTED CHECKS	1	47,683.00

*** GRAND TOTAL *** 47,683.00

10/27/2021 08:07 |Madison County Mass Transit District
tpohlman |ELECTRONIC FUNDS TRANSFER JOURNAL

|P 1
|apcshdsb

CASH ACCOUNT: 10000000 10101 Checking Account

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

9220012 10/26/2021 PRTD 4053 Abstracts & Titles, 102621 10/26/2021 102621 206,347.00

CHECK 9220012 TOTAL: 206,347.00

NUMBER OF CHECKS 1 *** CASH ACCOUNT TOTAL *** 206,347.00

	<u>COUNT</u>	<u>AMOUNT</u>
TOTAL PRINTED CHECKS	1	206,347.00

*** GRAND TOTAL *** 206,347.00

CASH ACCOUNT: 10000000 10101			Checking Account						
CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4220199	10/28/2021	PRTD	4012 AAIC, Inc.		16997	10/07/2021		102821B	1,287.00
						CHECK	4220199	TOTAL:	1,287.00
4220200	10/28/2021	PRTD	1050 Ameren Illinois		SEPT21	10/13/2021		102821B	813.55
						CHECK	4220200	TOTAL:	813.55
4220201	10/28/2021	PRTD	1501 Ameren Illinois		102121	10/21/2021		102821B	27.53
						CHECK	4220201	TOTAL:	27.53
4220202	10/28/2021	PRTD	1501 Ameren Illinois		102121ATC	10/21/2021		102821B	50.61
						CHECK	4220202	TOTAL:	50.61
4220203	10/28/2021	PRTD	2031 Best-One Fleet Servi		80116167	10/14/2021		102821B	126.00
						CHECK	4220203	TOTAL:	126.00
4220204	10/28/2021	PRTD	3995 Bradford National Ba		102621	10/26/2021		102821B	1,000,000.00
						CHECK	4220204	TOTAL:	1,000,000.00
4220205	10/28/2021	PRTD	1433 City of Edwardsville		102221WSETC	10/22/2021		102821B	1,034.22
						CHECK	4220205	TOTAL:	1,034.22
4220206	10/28/2021	PRTD	4025 Edwardsville Bank		102621	10/26/2021		102821B	1,000,000.00
						CHECK	4220206	TOTAL:	1,000,000.00
4220207	10/28/2021	PRTD	1029 Fort Russell Townshi		101721	09/22/2021		102821B	138.20
						CHECK	4220207	TOTAL:	138.20
4220208	10/28/2021	PRTD	1014 Granite City Townshi		101221	10/12/2021		102821B	3,405.03
						CHECK	4220208	TOTAL:	3,405.03

10/27/2021 12:00 | Madison County Mass Transit District
 tpohlman | CHECK REGISTER

| P 2
 | apcshdsb

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4220209	10/28/2021	PRTD	4051 Great Rivers & Route		092822	10/18/2021		102821B	3,500.00
							CHECK	4220209 TOTAL:	3,500.00
4220210	10/28/2021	PRTD	1220 Illinois American Wa		0422ILRt3PR	10/21/2021		102821B	145.11
							CHECK	4220210 TOTAL:	145.11
4220211	10/28/2021	PRTD	1439 Juneau Associates, I		45608	09/25/2021		102821B	442.50
					45672	09/25/2021		102821B	2,483.00
							CHECK	4220211 TOTAL:	2,925.50
4220212	10/28/2021	PRTD	1437 Keller Construction,		20211015	10/15/2021	12100128	102821B	78,217.42
							CHECK	4220212 TOTAL:	78,217.42
4220213	10/28/2021	PRTD	1698 O'Brien Tire & Auto		0232661	10/15/2021		102821B	467.23
					0232710	10/19/2021		102821B	791.75
					0232725	10/19/2021		102821B	17.00
					0232739	10/20/2021		102821B	482.50
							CHECK	4220213 TOTAL:	1,758.48
4220214	10/28/2021	PRTD	1173 Oates Associates		34379	10/19/2021		102821B	490.00
							CHECK	4220214 TOTAL:	490.00
4220215	10/28/2021	PRTD	1757 Piasa Motor Fuels LL		259103	10/12/2021	12200045	102821B	19,135.80
					259112	10/15/2021	12200046	102821B	19,301.25
					259203	10/20/2021	12200047	102821B	18,720.00
							CHECK	4220215 TOTAL:	57,157.05
4220216	10/28/2021	PRTD	4007 Stutz Excavating Inc		102521	10/25/2021	12200034	102821B	29,735.00

10/27/2021 12:00 | 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
						CHECK	4220216	TOTAL:	29,735.00
4220217	10/28/2021	PRTD	3998 Town & Country Bank		102621	10/26/2021		102821B	1,000,000.00
						CHECK	4220217	TOTAL:	1,000,000.00
4220218	10/28/2021	PRTD	3998 Town & Country Bank		102621-1	10/26/2021		102821B	500,000.00
						CHECK	4220218	TOTAL:	500,000.00
4220219	10/28/2021	PRTD	1506 Village of Glen Carb		102121GLPR	10/21/2021		102821B	10.80
						CHECK	4220219	TOTAL:	10.80
NUMBER OF CHECKS						21	*** CASH ACCOUNT TOTAL ***		3,680,821.50
						<u>COUNT</u>	<u>AMOUNT</u>		
TOTAL PRINTED CHECKS						21	3,680,821.50		
						*** GRAND TOTAL ***		3,680,821.50	

10/27/2021 12:47 |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
9220013	10/28/2021	EFT	4013 Andrew Economy		SEPT21	10/07/2021		102821B	5.60
						CHECK	9220013	TOTAL:	5.60
9220014	10/28/2021	EFT	3982 Ronald L. Jedda		SEPT21	10/05/2021		102821B	15.68
						CHECK	9220014	TOTAL:	15.68
9220015	10/28/2021	EFT	3994 J. Kelly Schmidt		SEPT21	10/01/2021		102821B	8.96
						CHECK	9220015	TOTAL:	8.96
NUMBER OF CHECKS						3	*** CASH ACCOUNT TOTAL ***		30.24
						<u>COUNT</u>	<u>AMOUNT</u>		
TOTAL EFT'S						3	30.24		
						*** GRAND TOTAL ***		30.24	

**Madison County Transit District
Management Report of Revenue and Expenses
September, 2021**

	Current Month	Current YTD	Prior YTD	Percentage Increase / (Decrease) Over Prior YTD	FY22 Budget	Budget % Expended (25% of FY)
Revenue						
Operating Revenue						
Sales Tax Revenue	\$1,093,089.14	\$3,275,877.30	\$2,586,929.27	27%	\$9,500,000	34%
Interest Income	55,046.87	179,112.53	270,016.62	-34%	675,000	27%
IDOT Operating Assistance	0.00	0.00	0.00	0%	16,500,000	0%
Federal CARES Act Funding	0.00	0.00	0.00	0%	4,875,000	0%
Local Sales Tax Reform Fund	306,151.46	871,207.76	1,034,799.48	-16%	3,000,000	29%
CMAQ Rideshare Marketing and Outreach	0.00	0.00	0.00	0%	709,000	0%
Commuter Initiative	0.00	0.00	0.00	0%	75,000	0%
Fares	0.00	0.00	0.00	0%	540,000	0%
Other Revenue	15,145.20	20,874.22	88,095.45	-76%	141,000	15%
Lease/Rental Income	0.00	9,775.25	0.00	100%	0	0%
Total Operating Revenue	\$1,469,432.67	\$4,356,847.06	\$3,979,840.82	9%	\$36,015,000	12%
Capital Revenue						
FTA Transit Admin Section 5307	\$0.00	\$125,692.00	\$110,406.00	0%	\$9,926,100	1%
FTA Transit Admin Section 5339	0.00	0.00	0.00	0%	0	0%
Congestion Mitigation Air Quality	0.00	0.00	0.00	0%	4,482,000	0%
Rebuild Illinois	0.00	0.00	0.00	0%	14,757,000	0%
Illinois Department of Transportation	0.00	0.00	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	0.00	0.00	0%	2,350,000	0%
Ruture Grants	0.00	0.00	0.00	0%	25,996,100	0%
Total Capital Revenue	\$0.00	\$125,692.00	\$110,406.00	0%	\$64,252,200	0%
Total Revenues	\$1,469,432.67	\$4,482,539.06	\$4,090,246.82	10%	\$100,267,200	4%
Expenses						
Operating Expenses						
Fixed Route and Paratransit	\$2,423,821.00	\$6,634,562.56	\$5,765,794.78	15%	\$27,495,000	24%
ACT Administrative Contract	0.00	0.00	125,000.00	-100%	420,000	0%
Rideshare	43,953.44	158,043.32	237,776.29	-34%	1,147,000	14%
Professional and Other Services	20,000.00	50,000.00	49,536.00	1%	326,000	15%
Trustee Expenses	1,123.54	3,338.91	3,333.55	0%	30,000	11%
District Office Expenses	29,011.96	91,732.57	103,982.06	-12%	620,000	15%
Facilities Maintenance	86,616.22	227,558.79	175,310.90	30%	955,000	24%
District Budget Contingency	0.00	0.00	0.00	0%	1,000,000	0%
Total Operating Expenses	\$2,604,526.16	\$7,165,236.15	\$6,460,733.58	11%	\$31,993,000	22%
Capital Expenses						
Bikeways	\$10,420.64	\$536,820.95	\$166,176.13	223%	\$28,560,000	2%
Bus Station/Stops and Park & Ride	99,834.00	278,210.65	8,182.05	100%	13,596,000	2%
Cooperative Police Bicycle Grant Program	0.00	0.00	0.00	0%	50,000	0%
Facility Improvements	18,561.98	92,261.26	13,670.00	575%	19,860,000	0%
Maintenance Equipment	0.00	0.00	380,543.50	-100%	290,000	0%
MIS Equipment	0.00	4,169.00	1,304.00	0%	3,050,000	0%
Transit Support Equipment	0.00	0.00	0.00	0%	95,300	0%
Vehicles - Buses	0.00	214,974.66	4,000.00	100%	23,291,000	1%
Vehicles - Rideshare Vans	33,962.00	33,962.00	0.00	0%	882,000	4%
Vehicles - Transit Support	0.00	0.00	0.00	0%	211,000	0%
Contingency	0.00	0.00	0.00	0%	2,000,000	0%
Total Capital Expenses	\$162,778.62	\$1,160,398.52	\$573,875.68	102%	\$91,885,300	1%
Total Expenses	\$2,767,304.78	\$8,325,634.67	\$7,034,609.26	18%	\$123,878,300	7%
Excess Revenue Over (Under) Expenses	(\$1,297,872.11)	(\$3,843,095.61)	(\$2,944,362.44)	31%	(\$23,611,100)	16%

Madison County Mass Transit District
Income Statement with Budget Variance for the
Period Ended September 30, 2021

Description	Current Period				Year to Date			
	Actual	Budget	Deviation	Pct	Actual	Budget	Deviation	Pct ytd
OPERATING REVENUE								
Sales Tax Revenue	1,093,089.14	791,666.66	301,422.48	138.07	3,275,877.30	2,375,000.00	900,877.30	137.93
Interest Income	55,046.87	56,250.00	-1,203.13	97.86	179,112.53	168,750.00	10,362.53	106.14
IDOT Operating Assistance	0.00	1,375,000.00	-1,375,000.00	0.00	0.00	4,125,000.00	-4,125,000.00	0.00
Federal CARES Act Funding	0.00	406,250.00	-406,250.00	0.00	0.00	1,218,750.00	-1,218,750.00	0.00
Local Sales Tax Reform Fund	306,151.46	250,000.00	56,151.46	122.46	871,207.76	750,000.00	121,207.76	116.16
CMAQ Rideshare Marketing & Outreach	0.00	59,083.34	-59,083.34	0.00	0.00	177,250.00	-177,250.00	0.00
Commuter Initiative	0.00	6,250.00	-6,250.00	0.00	0.00	18,750.00	-18,750.00	0.00
Fares	0.00	45,000.00	-45,000.00	0.00	0.00	135,000.00	-135,000.00	0.00
Other Revenue	15,145.20	11,750.00	3,395.20	128.90	20,874.22	35,250.00	-14,375.78	59.22
Lease/Rental Income	0.00	0.00	0.00	0.00	9,775.25	0.00	9,775.25	0.00
TOTAL OPERATING REVENUE	1,469,432.67	3,001,250.00	-1,531,817.33	48.96	4,356,847.06	9,003,750.00	-4,646,902.94	48.39
CAPITAL REVENUE								
Fed Transit Admin Section 5307	0.00	827,175.00	-827,175.00	0.00	125,692.00	2,481,525.00	-2,355,833.00	5.07
Congestion Mitigation Air Quality	0.00	373,500.00	-373,500.00	0.00	0.00	1,120,500.00	-1,120,500.00	0.00
Rebuild Illinois	0.00	1,229,750.00	-1,229,750.00	0.00	0.00	3,689,250.00	-3,689,250.00	0.00
Illinois Dept of Transportation	0.00	500,000.00	-500,000.00	0.00	0.00	1,500,000.00	-1,500,000.00	0.00
Illinois Dept of Natural Resources	0.00	61,750.00	-61,750.00	0.00	0.00	185,250.00	-185,250.00	0.00
Metro East Park and Recreation District	0.00	195,833.34	-195,833.34	0.00	0.00	587,500.00	-587,500.00	0.00
Future Grants	0.00	2,166,341.66	-2,166,341.66	0.00	0.00	6,499,025.00	-6,499,025.00	0.00
TOTAL CAPITAL REVENUE	0.00	5,354,350.00	-5,354,350.00	0.00	125,692.00	16,063,050.00	-15,937,358.00	0.78
TOTAL REVENUES	1,469,432.67	8,355,600.00	-6,886,167.33	17.59	4,482,539.06	25,066,800.00	-20,584,260.94	17.88
OPERATING EXPENSES								
Fixed Route and Paratransit	2,423,821.00	2,291,250.00	132,571.00	105.79	6,634,562.56	6,873,750.00	-239,187.44	96.52
ACT Administrative Contract	0.00	35,000.00	-35,000.00	0.00	0.00	105,000.00	-105,000.00	0.00
Rideshare	43,953.44	95,583.34	-51,629.90	45.98	158,043.32	286,750.00	-128,706.68	55.12
Professional and Other Services	20,000.00	27,166.66	-7,166.66	73.62	50,000.00	81,500.00	-31,500.00	61.35
Trustee Expenses	1,123.54	2,500.00	-1,376.46	44.94	3,338.91	7,500.00	-4,161.09	44.52
District Office Expenses	29,011.96	51,666.66	-22,654.70	56.15	91,732.57	155,000.00	-63,267.43	59.18
Facilities Maintenance	86,616.22	79,583.34	7,032.88	108.84	227,558.79	238,750.00	-11,191.21	95.31
District Budget Contingency	0.00	83,333.34	-83,333.34	0.00	0.00	250,000.00	-250,000.00	0.00
TOTAL OPERATING EXPENSES	2,604,526.16	2,666,083.34	-61,557.18	97.69	7,165,236.15	7,998,250.00	-833,013.85	89.59
CAPITAL EXPENSES								
Bikeways	10,420.64	2,380,795.46	-2,370,374.82	0.44	536,820.95	7,132,840.91	-6,596,019.96	7.53
Bus Station/Stops and Park & Ride	99,834.00	1,133,000.00	-1,033,166.00	8.81	278,210.65	3,399,000.00	-3,120,789.35	8.19
Cooperative Police Bicycle Grant Program	0.00	4,166.66	-4,166.66	0.00	0.00	12,500.00	-12,500.00	0.00
Facility Improvements	18,561.98	1,655,000.00	-1,636,438.02	1.12	92,261.26	4,965,000.00	-4,872,738.74	1.86
Maintenance Equipment	0.00	24,166.66	-24,166.66	0.00	0.00	72,500.00	-72,500.00	0.00
MIS Equipment	0.00	254,166.66	-254,166.66	0.00	4,169.00	762,500.00	-758,331.00	0.55
Transit Support Equipment	0.00	7,941.66	-7,941.66	0.00	0.00	23,825.00	-23,825.00	0.00
Vehicles - Buses	0.00	1,940,916.66	-1,940,916.66	0.00	214,974.66	5,822,750.00	-5,607,775.34	3.69
Vehicles - Rideshare Vans	33,962.00	73,500.00	-39,538.00	46.21	33,962.00	220,500.00	-186,538.00	15.40
Vehicles - Transit Support	0.00	17,583.34	-17,583.34	0.00	0.00	52,750.00	-52,750.00	0.00
Contingency	0.00	166,666.66	-166,666.66	0.00	0.00	500,000.00	-500,000.00	0.00
TOTAL CAPITAL EXPENSES	162,778.62	7,657,903.76	-7,495,125.14	2.13	1,160,398.52	22,964,165.91	-21,803,767.39	5.05
TOTAL EXPENSES	2,767,304.78	10,323,987.10	-7,556,682.32	26.80	8,325,634.67	30,962,415.91	-22,636,781.24	26.89
EXCESS REVENUE OVER EXPENSE	-1,297,872.11	-1,968,387.10	670,514.99	65.94	-3,843,095.61	-5,895,615.91	2,052,520.30	65.19

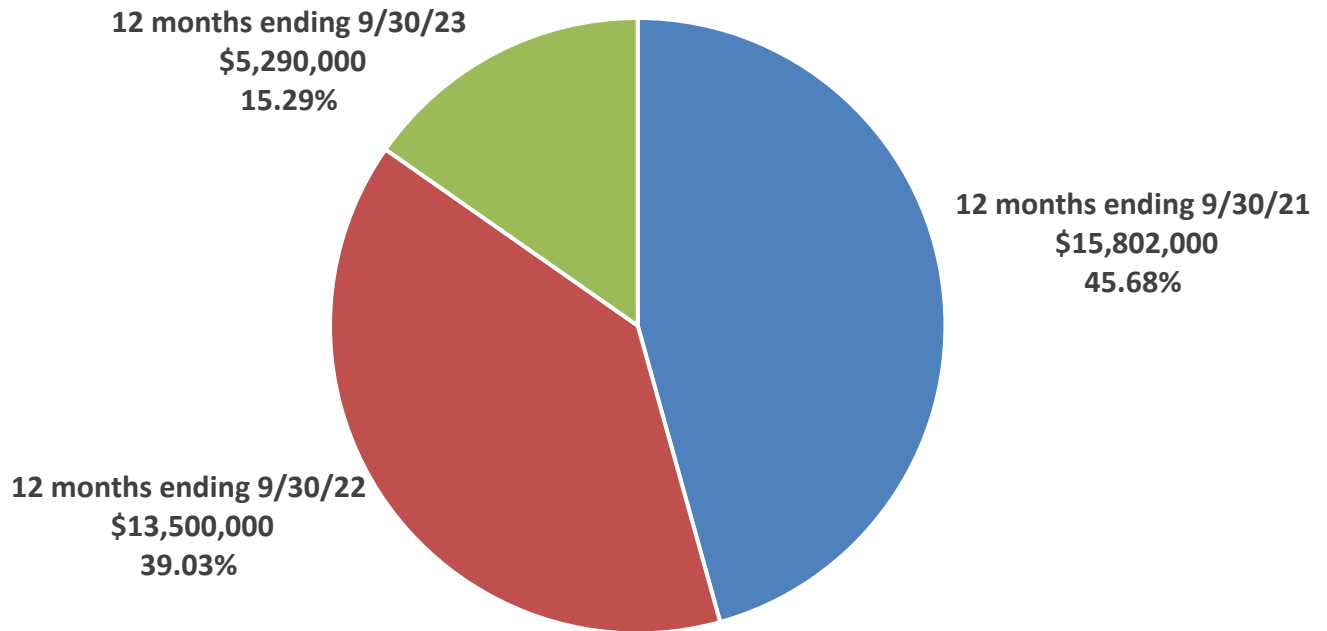
UNAUDITED

ASSETS	
Checking Account	24,030.47
Savings Accounts	11,681,783.92
Illinois Funds Investment Pool	8,824,208.25
Investments	34,592,000.00
Inventory	932,846.83
Other Receivables	59,947.67
Sales Tax Receivable	2,548,137.89
Interest Receivable	50,441.80
Prepaid Expenses	601,631.59
TOTAL ASSETS	59,315,028.42
LIABILITIES	
Accounts Payable	3,626,339.26
Retainage Payable	114,746.64
TOTAL LIABILITIES	3,741,085.90
FUND BALANCE	
Nonspendable Fund Balance	1,861,001.36
Assigned Fund Balance	27,633,100.00
Beginning Unassigned Fund Balance	29,922,936.77
Excess Revenue Over Expenses	-3,843,095.61
Total Unassigned Fund Balance	26,079,841.16
TOTAL FUND BALANCE	55,573,942.52
TOTAL LIABILITIES AND FUND BALANCE	59,315,028.42

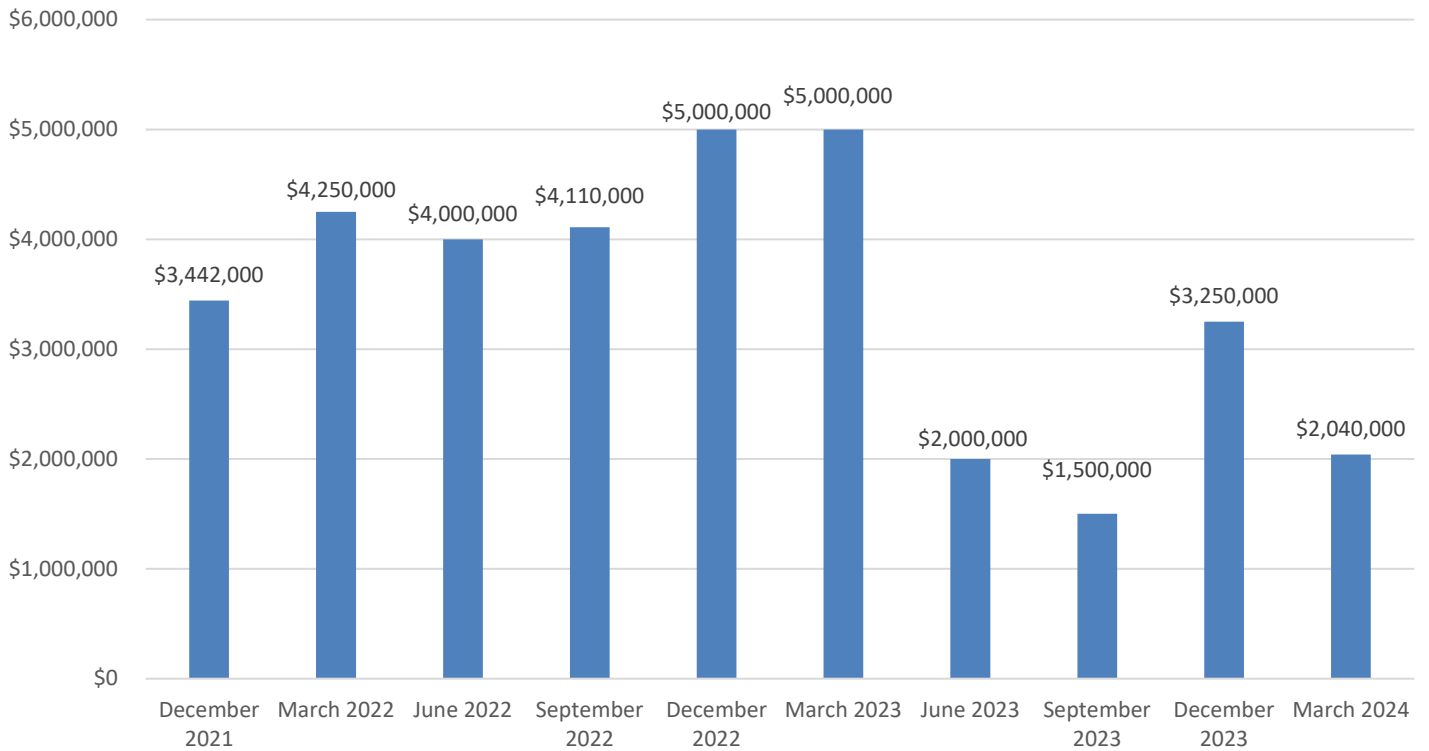
MCT DETAILED SCHEDULE OF INVESTMENTS
AT SEPTEMBER 30, 2021

INSTITUTION	PURCHASE DATE	CD OR ACCOUNT NUMBER	MATURITY DATE	INTEREST RATES	CERTIFICATE AMOUNT	WEIGHTED AVERAGE INTEREST
CERTIFICATES OF DEPOSIT (CD)						
Bank of Hillsboro	11-01-18	***72880	11-01-21	3.10%	942,000.00	
Bank of Hillsboro	02-06-19	***76839	02-06-22	3.10%	1,250,000.00	
Bank of Hillsboro	05-01-19	***70000	04-01-22	2.95%	1,000,000.00	
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	11-23-20	***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	
Carrollton Bank	06-10-19	***07390	11-10-21	2.76%	500,000.00	
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 (formerly) Simmons Banl	11-15-19	***86203	08-15-22	1.88%	1,000,000.00	
Citizens Equity First Credit Union (formerly) Simmons Banl	11-15-19	***86202	09-15-22	1.88%	1,000,000.00	
Citizens Equity First Credit Union (formerly) Simmons Banl	12-23-20	***86200	01-23-23	0.50%	2,000,000.00	
Citizens Equity First Credit Union (formerly) Simmons Banl	12-23-20	***86201	03-23-23	0.50%	1,000,000.00	
FCB Banks	10-12-18	***66530	10-12-21	3.00%	1,000,000.00	
FCB Banks	02-06-19	***66534	12-06-21	2.89%	1,000,000.00	
FCB Banks	02-06-19	***66535	01-06-22	3.04%	2,000,000.00	
FCB Banks	04-05-19	***66536	03-05-22	3.02%	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	
PENDING CERTIFICATES OF DEPOSIT (CD) ACTIVITY						
TOTAL CD'S					<u>31,052,000.00</u>	1.77%
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	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	
PENDING CERTIFICATES OF DEPOSIT ACCOUNT REGISTRY SERVICE (CDARS) ACTIVITY						
TOTAL CDARS					<u>3,540,000.00</u>	0.63%
TOTAL INVESTMENTS					<u>34,592,000.00</u>	
CASH ACCOUNTS						
MCT checking account				0.10%	24,030.47	
MCT savings accounts				0.10%	11,681,783.92	
Illinois Funds investment pool				0.020%	8,824,208.25	
TOTAL CASH					<u>20,530,022.64</u>	0.07%
TOTAL CASH AND INVESTMENTS					55,122,022.64	1.06%

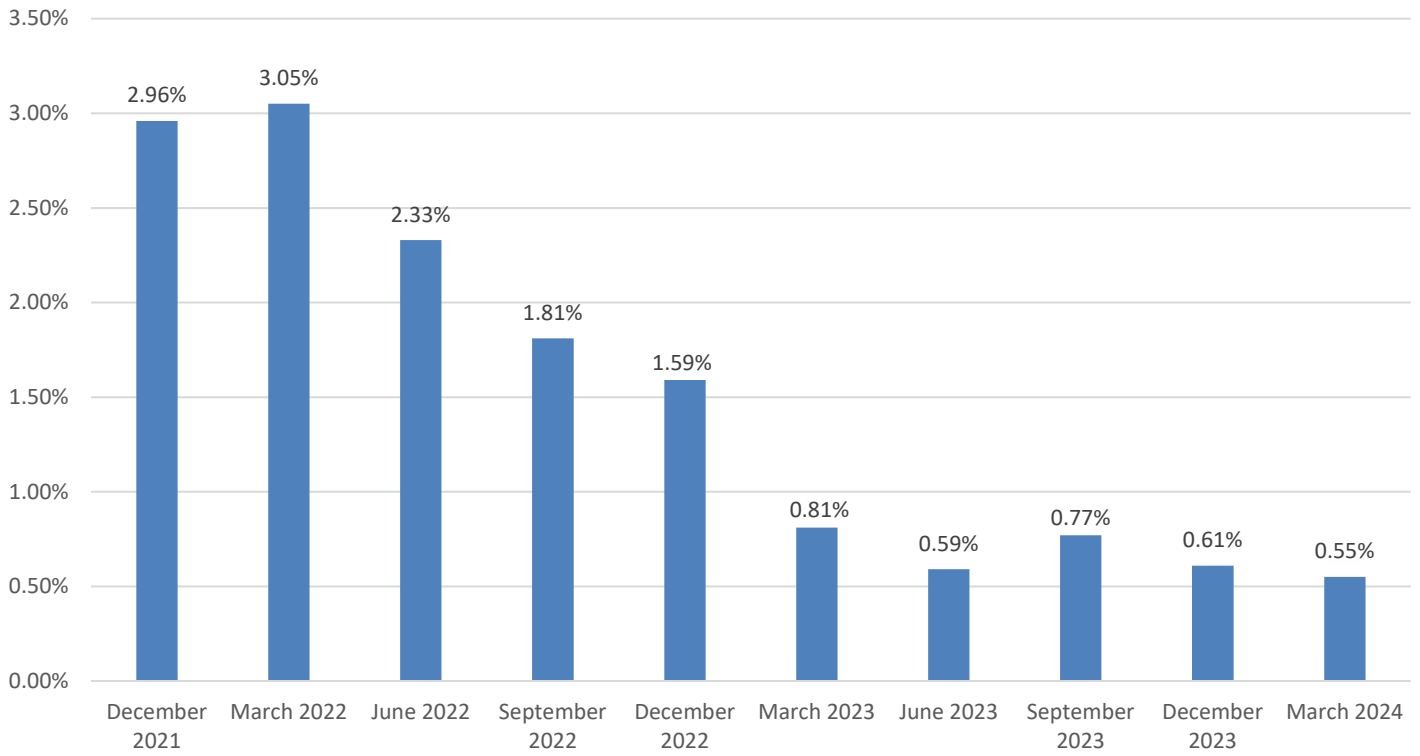
MCT Investment Maturities by Year As of September 30, 2021



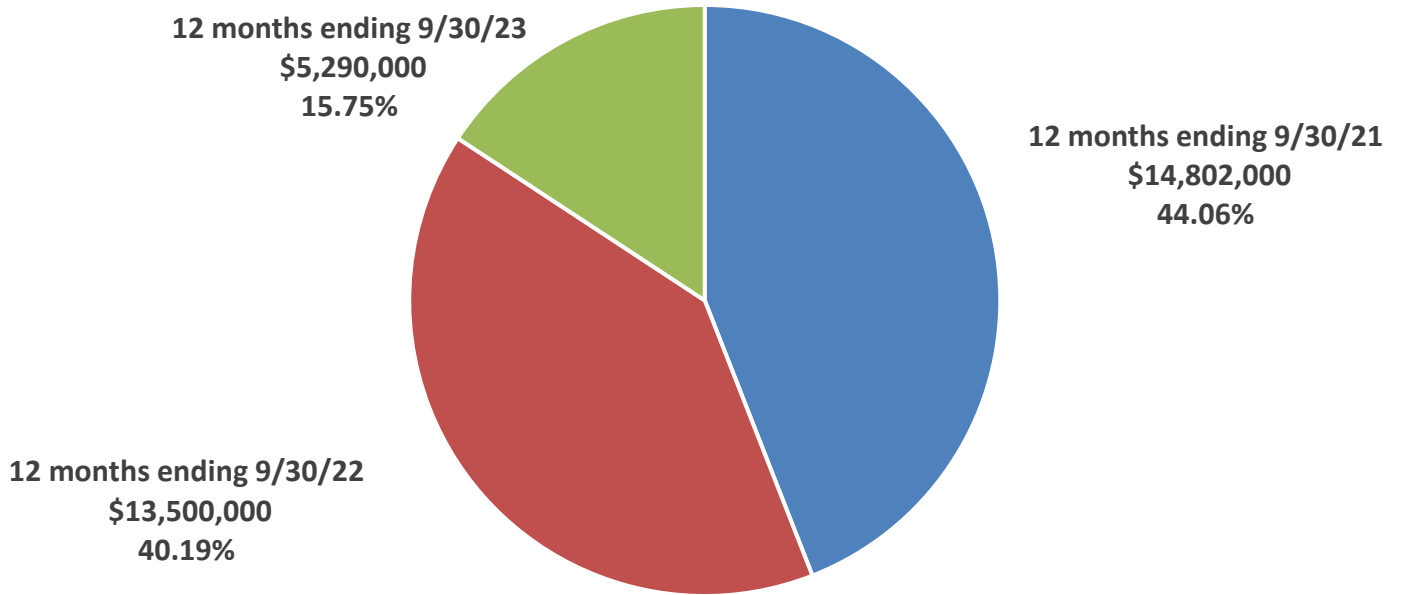
MCT Investment Maturities by Quarter As of September 30, 2021



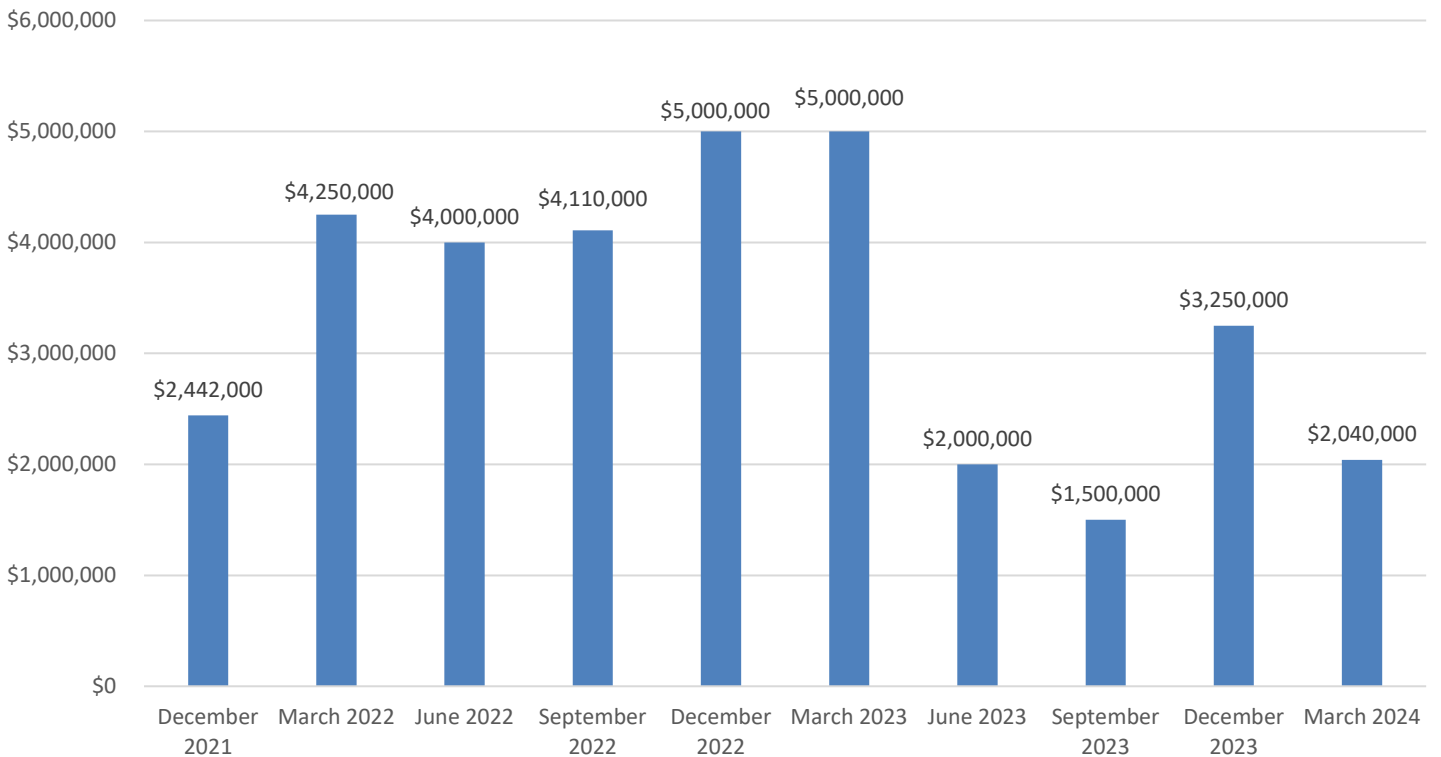
MCT Investment Weighted Average Rate of Return by Quarter As of September 30, 2021



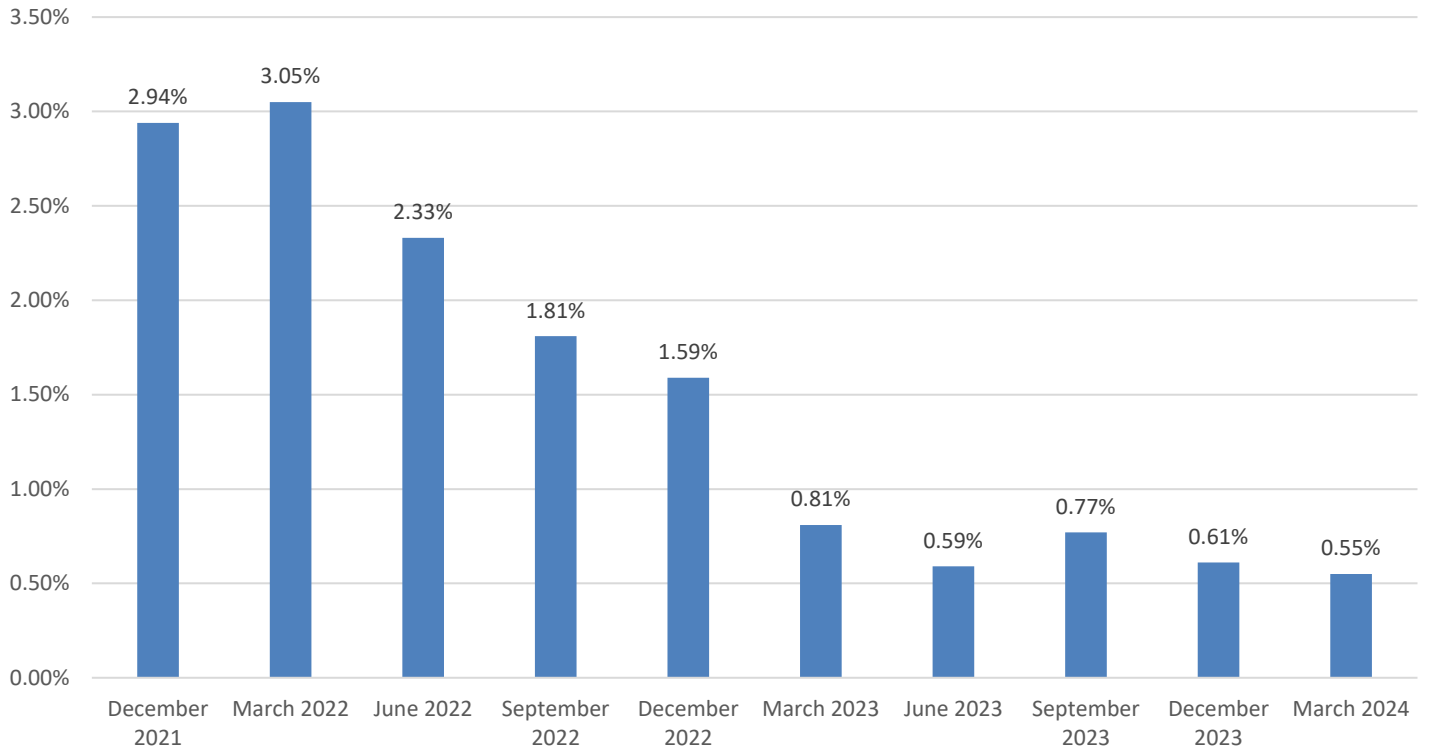
MCT Investment Maturities by Year Proposed As of October 31, 2021



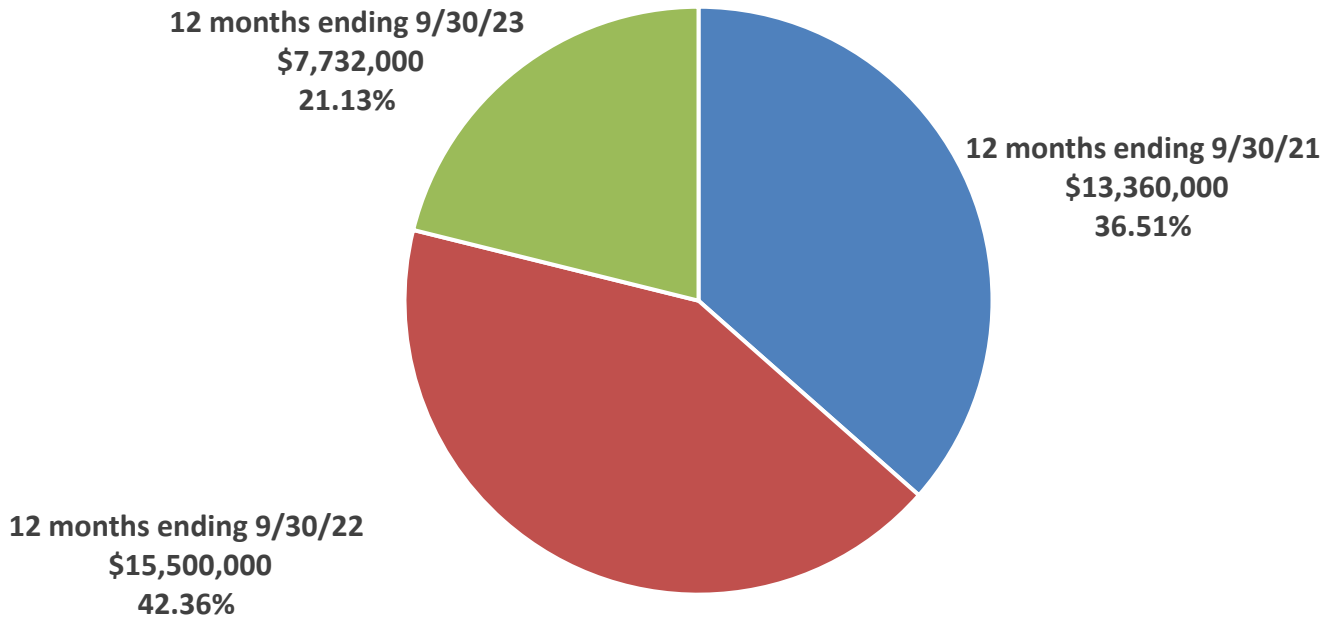
MCT Investment Maturities by Quarter Proposed as of October 31, 2021



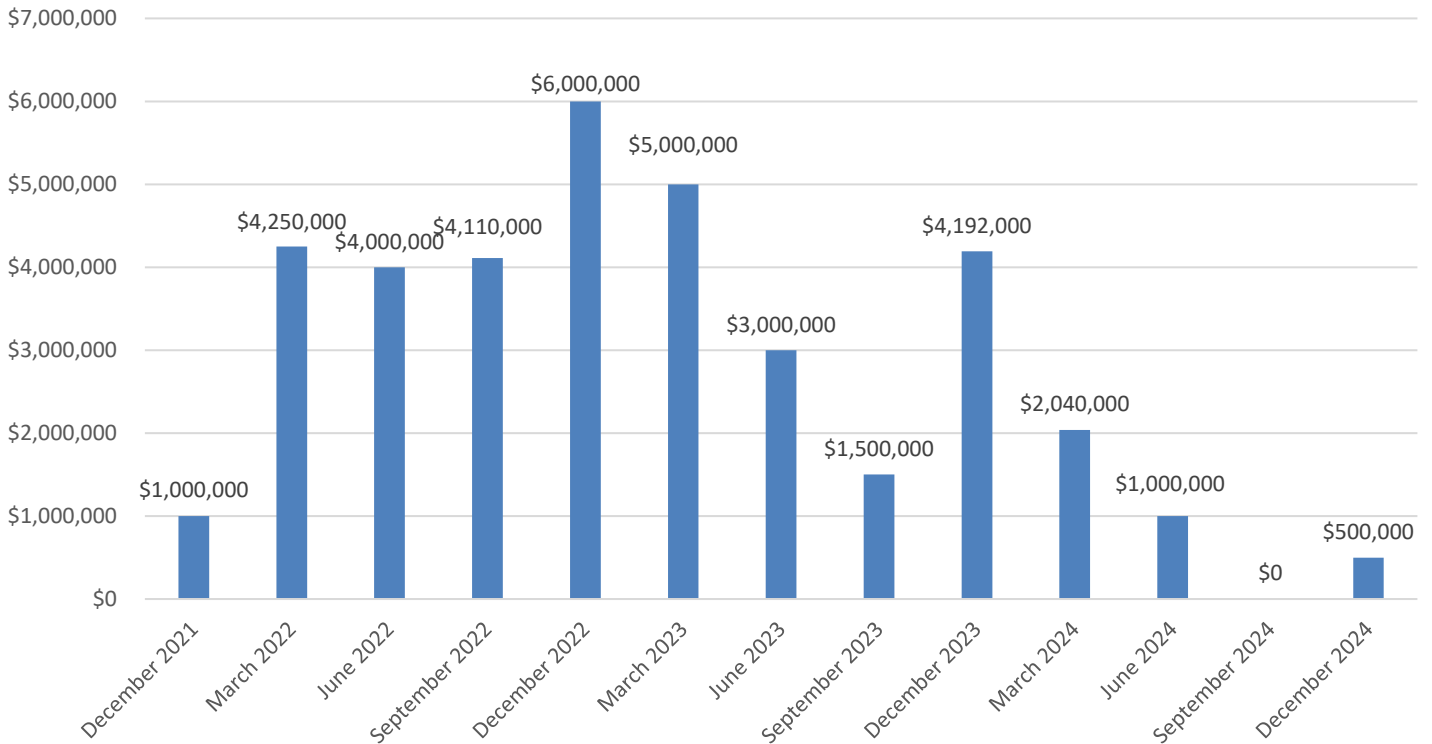
MCT Investment Weighted Average Rate of Return by Quarter Proposed As of October 31, 2021



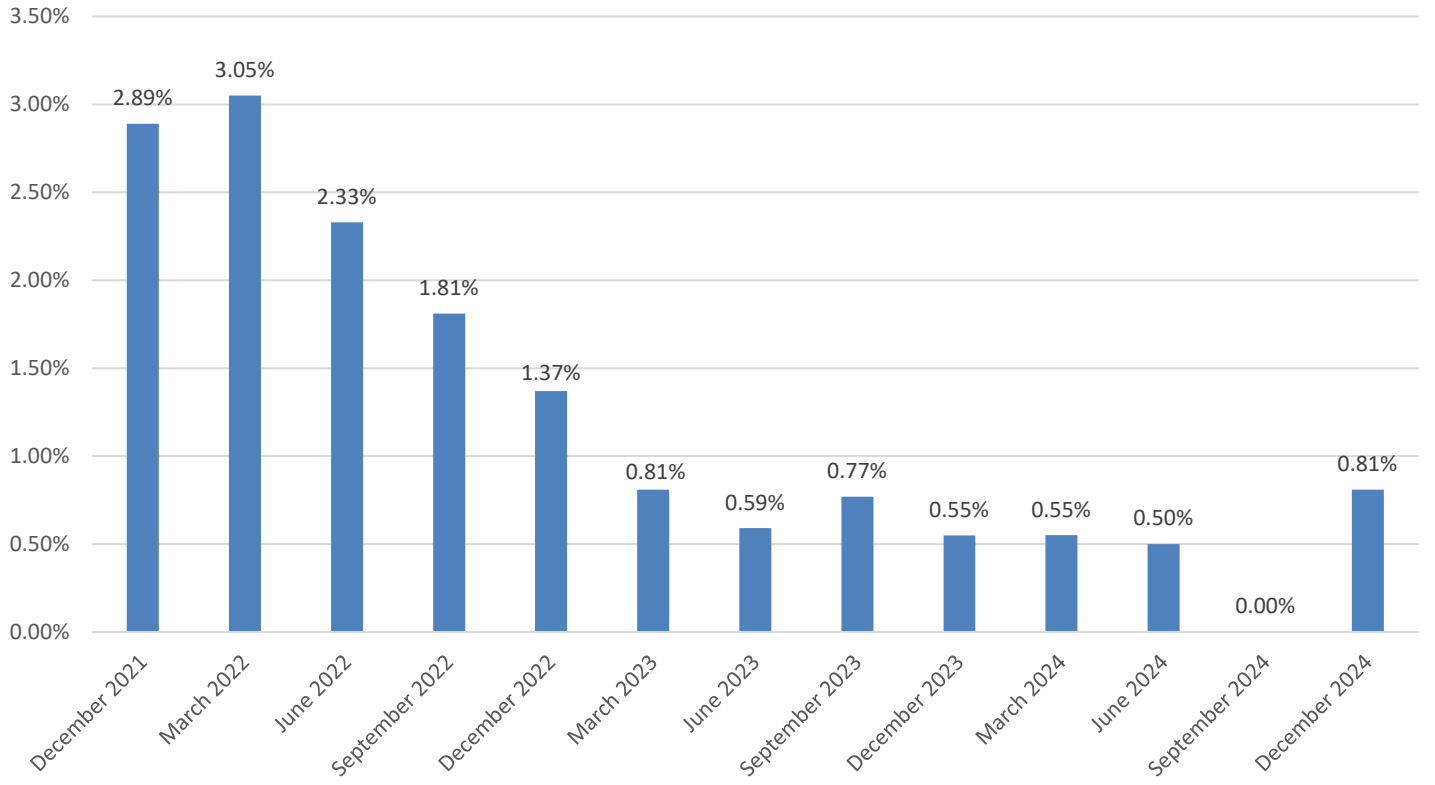
MCT Investment Maturities by Year Proposed As of November 30, 2021



MCT Investment Maturities by Quarter Proposed as of November 30, 2021



MCT Investment Weighted Average Rate of Return by Quarter Proposed As of November 30, 2021



MCT Collateral Pledges as of September 30, 2021

INSTITUTION	MCT Deposit			Collateral Needed	9/30/21 Fair	Excess Collateral
	Balance At 9/30/21	110% Of Deposits	Less FDIC Insurance		Market Value Of Collateral Pledged	
Associated Bank	\$0	\$0	(\$250,000)	\$0	\$5,131,137	\$5,131,137
Bank of Hillsboro	\$10,942,000	\$12,036,200	(\$250,000)	\$11,786,200	\$14,484,185	\$2,697,985
Busey Bank	\$11,705,809	\$12,876,390	(\$250,000)	\$12,626,390	\$15,488,546	\$2,862,156
Carrollton Bank	\$4,000,000	\$4,400,000	(\$250,000)	\$4,150,000	\$5,397,444	\$1,247,444
CEFCU (formerly Simmons Bank)	\$5,000,005	\$5,500,006	(\$250,000)	\$5,250,006	\$6,707,880	\$1,457,874
FCB Banks	\$9,000,000	\$9,900,000	(\$250,000)	\$9,650,000	\$9,717,045	\$67,045
First Mid Bank & Trust	\$0	\$0	(\$250,000)	\$0	\$826,706	\$826,706
State Bank of St. Jacob	\$1,110,000	\$1,221,000	(\$250,000)	\$971,000	\$1,052,465	\$81,465
United Community Bank	\$1,000,000	\$1,100,000	(\$250,000)	\$850,000	\$1,015,892	\$165,892
Subtotal	\$42,757,814					
CDARS investments	\$3,540,000					
Illinois Funds Investment Pool	\$8,824,208					
Total Cash and Investments at 9/30/21	\$55,122,023					
	\$0					

Freedom of Information Act (FOIA) Report

September 2021

The following FOIA request was received:

Zoe Yalcin – SmartProcure - Commercial Request

(Date Received 9/29/2021 - Date Responded 10/20/2021)

1. All purchasing records from 6/24/21 to current:
2. Purchase order number. If purchase orders are not used, a comparable substitute is acceptable, i.e., invoice, encumbrance, or check number
3. Purchase date
4. Line item details (Detailed description of the purchase)
5. Line item quantity
6. Line item price
7. Vendor ID number, name, address, contact person and their email address





Revised January 2022 Service Change Proposal

To: SJ Morrison
From: Phil Roggio; Joe Domer
Date: October 28, 2021

SUMMARY:

Madison County Transit (MCT) Planning staff has revised the proposed January 2022 Service Change after reviewing the comments received at the public meetings below. A summary of the public meetings along with a verbatim report of all comments can be found in the attached. The effective date of the proposed service change is January 9, 2021.

Date	Public Meeting Location	Time
Saturday, October 16, 2021	MCT Alton Station	10:00 a.m. – 11:00 a.m.
Monday, October 18, 2021	Virtual	10:00 a.m. – 11:00 a.m.
Monday, October 18, 2021	MCT Alton Station	3:00 p.m. – 4:00 p.m.
Tuesday, October 19, 2021	MCT Wood River Station	10:00 a.m. - 11:00 a.m.
Tuesday, October 19, 2021	MCT Wood River Station	6:00 p.m. – 7:00 p.m.
Wednesday, October 20, 2021	MCT Collinsville Station	10:00 a.m. – 11:00 a.m.
Wednesday, October 20, 2021	MCT Edwardsville Station	5:00 p.m. – 6:00 p.m.

In addition to the above public meetings, on October 12, 2021, MCT staff met with Alton High School (AHS) officials and a representative from the Alton Mayor’s office to discuss the school’s transit needs. Considering the necessary steps to produce a service which addresses the school’s needs, and to allow more time to develop a safe alternative, MCT staff has removed service to AHS from the proposal and will continue to explore fixed-route service options for the school in the future.

#6 ROXANA – PONTOON BEACH

- Due to ridership not returning to pre-COVID levels, reduce weekday frequency from 30 minutes to 60 minutes.

Estimated Cost Inc/Dec: (\$ 569,813.95) FTE Inc/Dec: (2.87) VSH Inc/Dec: (5979.16)

#8 CENTRAL SHUTTLE

- Extend route to the 248 apartments at Surrey Court Apartments in Godfrey

Estimated Cost Inc/Dec: \$ 4,447.65 FTE Inc/Dec: .02 VSH Inc/Dec: 46.67



#9 WASHINGTON SHUTTLE

- Reduce service at Skyline Towers, per their request
- Discontinue 30-minute service between 10:00AM and 3:00PM on weekdays
- Implement a partial 6:48 AM Northbound weekday trip from Alton Station
- Shift departure time from Alton Station and Alton Square to :18 after to better facilitate transfers
- Adjust times at Alton Business Center to better serve shift times

Estimated Cost Inc/Dec: \$ (164,318.17) FTE Inc/Dec: (0.83) VSH Inc/Dec: (1724.22)

#22 UNIVERSITY SHUTTLE

- Change direction of service on Hillsboro Ave to improve access to Edwardsville Senior Living Community. Replacing the one-way loop with directional service on Hillsboro Ave.

Estimated Cost Inc/Dec: \$ 0.00 FTE Inc/Dec: 0.00 VSH Inc/Dec: 0.0

TOTALS:

Estimated Cost Inc/Dec: \$ (729,684.46) FTE Inc/Dec: (3.68) VSH Inc/Dec: (7656.71)



Public Comments

Proposed January 2022 Service Change

Summary of Public Comments:

- MCT received 32 comments.
- Of those 31 comments, **19 comments were directly related to the proposed changes.**
- Of the 19 comments regarding the proposal, **3 were positive, 14 were negative, and 2 were neutral.**
- **11 unrelated** comments regarding the proposed service change were also recorded.

Total Comments Received:

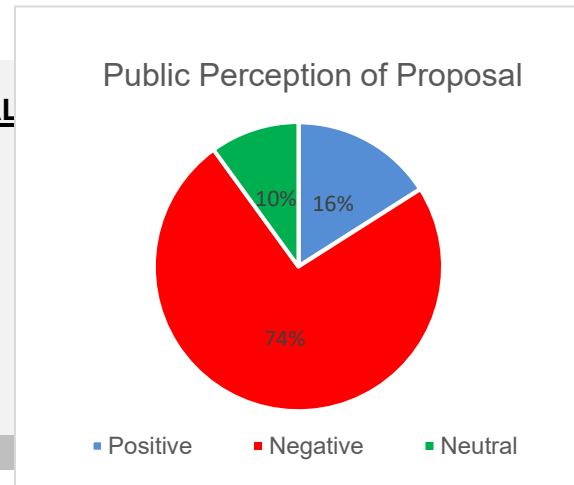
Public Meeting	Phone	Email	Facebook	US Mail	Total Comments
17	1	12	1	1	32

MCT Staff hosted seven public meetings to explain the proposal, answer questions and solicit comments. Please see the table below for the public meeting schedule.

Date	Public Meeting Location	Time	# Attendees (sign-in)
Saturday, October 16, 2021	MCT Alton Station	10:00 a.m. – 11:00 a.m.	8
Monday, October 18, 2021	Virtual	10:00 a.m. – 11:00 a.m.	0
Monday, October 18, 2021	MCT Alton Station	3:00 p.m. – 4:00 p.m.	6
Tuesday, October 19, 2021	MCT Wood River Station	10:00 a.m. - 11:00 a.m.	1
Tuesday, October 19, 2021	MCT Wood River Station	6:00 p.m. – 7:00 p.m.	0
Wednesday, October 20, 2021	MCT Collinsville Station	10:00 a.m. – 11:00 a.m.	3
Wednesday, October 20, 2021	MCT Edwardsville Station	5:00 p.m. – 6:00 p.m.	4
TOTAL ATTENDEES			22

Comments Regarding Proposed Changes

Type	Public Meeting	Phone	Email	Facebook	US Mail	<u>TOTAL</u>
Positive	1	1	-	-	1	3
Negative	8	-	5	1	-	14
Neutral	2	-	-	-	-	2
Subtotal	11	1	4	1	1	19
Unrelated	6	-	5	-	-	11
TOTAL	17	1	12*	1	1	32



*- Two emails contained positive, negative, and unrelated content. The email was not scored, only counted in the total.

Public outreach efforts included the following: There was a clickable homepage banner placed on mct.org directing visitors to the landing page specific to this proposed service change and public meeting list details. The press release and social media posts linked back to this page as well. Information on the proposal was featured in the Alton Telegraph, Edwardsville Intelligencer, Alton Daily News, Riverbend.com, and AdVantageNews.com. In addition, staff prepared a QR Code Poster that linked to the landing page describing details for the public meetings, including PDF files of the proposed changes. These posters were laminated and 2 were hung at every station. An email alert was sent to all passengers subscribed to e-news as well.

Comments received on Saturday October 16, 2021. Alton Station 10:00am – 11:00am

Susanna	Stupperich	
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I like to have the nine come to Muny Vista.

Matthew	Neely	
---------	-------	--

Number 10 half hour have it run until 8 pm instead of 7 pm. Number 1 have it start at Alton station at 5:05 Am and leave at 5:16 after the hour, and a 6:05 Number 1 and have it leave at 6:18 after the hour. Number 8 extended up until 10:05 pm on weekdays. And extend Number 10 on weekends until 9:15pm. Passengers should be allowed to choose there own drivers [sic]

Ann	Morris	
-----	--------	--

Have good service but we need cover for all stop and a place to set + a cover in front so you can be dry in Rain time + in Summer to keep when it is also rain But the shell need to be all the way to Ground The nine is good now like it the way But I ready then the nine all so Every stop should have a cover and seat [sic]

Antaine	Killion	
---------	---------	--

Nice employees

Ruth	McBride	
------	---------	--

Please, please, please! Put the bus stop back at the dollar tree! in Alton

Rotana	Ralim	
--------	-------	--

Rides 9 to mall

Mary	White	
------	-------	--

All "Alton" MCT Routes have been running on time and extending outstanding customer service. Great job!

S.	Mesgarow	
----	----------	--

The "Bus Stop" moved from in front of Dollar Tree to Wendy's is a problem. There should be (at least) a concrete slab rather than the grass – as it is now. I realize this was a "quick fix" (due to Dollar Trees insistence) but its really hard to stand on nothing but grass. Thanks!

Comments received on Monday, October 18, 2021. Virtual Meeting 10:00am – 11:00am

None

Comments received on Monday, October 18, 2021. Alton Station 3:00pm – 4:00pm

Autumn	Dyer	
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#10 Need to leave Godfrey Walmart at 7:45pm weekday to be dropped off at Godfrey Schnucks. This is for my job at Walmart

#9 Need a 6:48 Northbound from Alton Weekday station to arrive at East Elementary by 7:25. This is for my job at East Elementary

Comments received on Tuesday, October 19, 2021. Wood River Station 10:00am – 11:00am

Karen	Galyan	
-------	--------	--

OK with changes.

(As dictated to Joe Domer)

Comments received on Tuesday, October 19, 2021. Wood River Station 6:00pm – 7:00pm

None

Comments received on Wednesday, October 20, 2021. Collinsville Station 10:00am – 11:00am

Rachel		
--------	--	--

A/C is real cold, turn on heat. Need the #18 at night.

(As dictated to Joe Domer)

Susie (?)		
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What about people who work late and no bus services after 9pm.

Heather	Barfield	
---------	----------	--

Thanks for letting me know

Comments received on Wednesday, October 20, 2021. Edwardsville Station 5:00pm – 6:00pm

James	Keltmer	
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Comment #1: Relies on night #19 primarily, sometimes #18

(As dictated to Joe Domer)

Comment #2:

Curtailing late evening Northbound traveling options to return on bus 19 from the shopping area between Walgreens, Aldi, Walmart, Goodwill and Subway where I spend most time shopping will severely adversely affect my functioning ability.

Continuous problems with my legs due to blood clots because of venous (unreadable) makes hurrying aboard and running impossible, extenuating my day all the time into late evening. I'm making bus 19 travel from the Walmart area routing for me in late evening. Even the abbreviated schedule that 19 has on weekends makes it difficult for me. Please leave 19's schedule as it is! [sic]

My car is not dependable thus I depend on buses every day, 19, 4, & 18 especially.

Thank you,

James Keltmer

Germain	Lopez	
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As a student living on campus, I rely heavily on Madison County Public Transport heavily since I have no car. I work at the Walmart in Glen Carbon, which closes at 11. I take the 11:04 bus on route #19 back to Edwardsville Station and take the 11:20 bus on route #22 back to Peck Hall. If the route #19 buses were to close early, I would lose my job. My manager already coincides my work schedule with the bus schedule, so if I could not work until close I would be let go. To me, the proposal would make no sense. Why would you offer less options to people who rely on public transport? Especially for route #19 Walmart doesn't close until 11. Why would you limit the ability for someone to go to the grocery store?

London		
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I think the that the bus should stay the way it's hr's are. [sic]

Christopher	Wegener	
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I think it's a bright ide to move the bus stop from the bike path to in front of the Edwardsville senior apartments going the opposite direction to the bus station

Comments received via Phone

Tom	Blair	Alton Center Business Park
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On 10/18/21, I spoke with Tom Blair from Alton Center Business Park (ACBP) regarding changes to the #9 Washington Shuttle, which serves ACBP. The draft weekday schedule has four times at ACBP: 6:28am, 7:31am, 3:55pm, and 4:58pm. Per Tom Blair, there are two shifts, 6:45am-2:45pm and 3:15pm-1:15am.

The draft schedule accommodates the 6:45am start time, arriving at 6:28am. The proposed 3:55pm can be shifted to arrive at 2:58pm for the 2:45pm quit time of the first shift. That trip arrives at Alton Station at 3:14pm. On the 2:18pm trip from Alton Station, a new time can be added to arrive at 2:31pm at ACBP for the 3:15pm second shift start. We are unable to accommodate the 1:15am second shift quit time. The 7:31am and 4:58pm times would be removed from the proposed January 2022 #9 Washington schedule, since they do not coordinate with any shift start/quit target times.

Joe Domer

Comments received via Email

Caleb	Schnur	Email	10/15/2021
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#19- dislikes the time ending earlier as I have been told from a connection who works in the system that people still utilize the route at late times.

18- should run till at least 11:00 too, but I can understand that one a bit more than the 19 ending early.

#6- against not running every 60 minutes. There are riders that work at the warehouses, and or live in South Roxana, or Wood-River that need the service. I can get ending the 30-minute service after maybe 8 or 9, but completely getting rid of it is not a very good idea.

#10- Dislikes the State and Elm (My home route) ending at 7:11 pm instead of 10:09 pm. I have noticed that some trips people still ride the service, and LCCC still has classes that sometimes don't end till 9:10, and the 10 ending at 10:09 may strand some students, or employees at Walmart, or overnight employees at Schnucks, and the Mulch Factory on Tolle. Also I think the 2:48 trip from Alton HSR that voids LCCC, and Walmart and just does Challenge, Bachman Homes, and Pierce Lane Homes should be a call if you need-based service, as I haven't seen anyone on the AM trip that the :18 after from ATS short 10 does in the AM, and the Long 10 does it at 2:48 in the PM.

#9- Dislikes the idea of cutting Muny Vista from the route. I think it's a terrible idea, as there are people who live there and NEED to get to and from their apartment. I think that to solve this remove it from the 8, and give it back to the #9.

#8- likes the idea of adding the Surrey Court & Pierce Lane stop and the reduction to Skyline Towers as that doesn't see ridership each trip.

And also it would be nice to just Pilot the 9 going to Alton High School, and if it doesn't work discontinue it. I can get it though if ACUSD doesn't want it.

I think the ridership is low due to the passengers using Challenge's buses now. Also, it would be cool to have an (SIUE, LCCC, and SWIC) student semester pass that you can purchase in all the places you can buy the other monthly passes, and make it, and a \$1.00 one ride ticket available on the Token Transit App, as I utilize that app the most and don't use cash anymore.

Comments received via Email (Con't)

John	Tentzeras	Email	10/17/2021
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I don't want the 9 bus stop go to mall and I want it meet up with the 7 bus at the mall weekday. I love bus stay on same way on running so please don't stop it go downtown to mall all day.

Kathleen	Cox	Email	11/15/2021
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#9 Washington –

- Slow service on College & Washington from 2 minutes to 5-10 minutes, so customers can transfer from #7 Alton on College (CVS) to #9 Washington (the mall).
- Add #9 Washington to the #7 Alton stop across from the post office on Main.

#10 AMRTC (not on proposal)

- Add a stop or two at the Amtrak entryway and at Auto Butler

#11 Cottage Hills

- Add to the #7 stop across from the post office. (There is not a MCT stop from Brown to college)

Paul		Email	10/12/2021
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Can we please get back the 330 pm bus on the 1x route? That is a schedule change request a rider for 5 plus years is requesting.

Savonne	Lane	Email	10/12/2021
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Good morning MCT,

I am an avid user of the #6 and the #12 and I would like to request, if possible for the #6 and the #12 route to run an hour earlier than the start of their normal start time. It would accommodate myself and neighbors who work on Gateway Commerce Drive. Honestly the #12 should be treated as the other routes because it is a lot of people in Bethalto who do need the transportation to get to the other cities and since 2020 this has been a constant issue amongst the town. I have put in several requests and nothing has been done to assist us.

Comments received via Email (Con't)

		Email	10/18/2021
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Hello, I am an essential worker who has depended on the bus for the past 35 years. I do not own a vehicle and this is my only way to get to work. I am not a doctor or nurse but I work on the docks to make sure hospital supplies are delivered promptly so that patient's can get the care that they need. My job doesn't get much prestige but without it, the hospital would not function efficiently. Please do not remove the 5:02am time from the Collinsville #18 route as my day at the hospital starts early. I have been a resident in Collinsville, Il for 16 years and catch the bus Monday-Friday monthly. I also appreciate every bus driver the has driven me back and forth to the metrolink safely and treating me with dignity and respect especially during this pandemic. Please sincerely consider my request and thank you for all you do!

Sade	Blackmon	Email	10/19/2021
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#9 should leave station 18 after

and bus 9 should Continue to pick up at Muny Vista

Heather	Van Duker	Email	10/20/2021
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To the Board of Trustees for MCT, this email is in regards to the up coming discussion about changes to routes especially the 8,9. As a rider and a grandmother of 6 that I raise I am asking you to reconsider your proposed changes and leave the 8 exactly as it is and make the 9 at 18 after the hour at least half it's schedule. You have no idea how hard it is to miss a bus that I could easily link up with if the times were the same at least half the time, then have to go all the way to downtown station to go all the way back up where I already was, with 6 kids ages 6months, 3,4,6,7 and 10yrs, It is so discouraging to even want to ride the bus sometimes but because of the shear kindness of your driver's a lot of us wouldn't be able to ride as much. Some times it is the convenience that helps the smallest of people get along better. Please consider all I have said, I'm just one of many grandmother's, disabled people's, workers, and college students that really depend on the bus system to be there for us as we are for them. Thank you for your time and consideration Heather Van Duker Elm St, Alton IL bus 8 route. If you require any further details please contact me at 618-581-2908

Comments received via Email (Con't)

Nhat That Minh	Ton	
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Dear Sir/Madam,

I'm one the commuter who always use bus no.22 everyday. Due to some personal issues, I couldn't be able to attend today meeting at Edwardsville station so I think it's would be a great idea to email instead.

I'm currently really satisfied with bus no.22 which go past my living area everyday. The gap between 2 rides is 30 mins on weekdays and 1 hour on weekends works out pretty fine for my schedule. However, the bus fares is usually the problem for me every month.

As a international student trying to make a living every month, I'm only allowed to work on campus as a student worker. Our earnings could barely be compared to other part-time jobs off campus. I try to save as much as I could to have a better experience living here at Edwardsville.

I truly believe that other students who choose MCT to commute have the same feelings as I do as we think students should be allowed to ride without fares. Since we're all living in the Edwardsville area and it wouldn't be a really long ride to Peck Hall, it's kind of similar distance compared to #17 when the bus picks up students in Cougar Village.

I really hope that you could sincerely consider my idea in hope for a better bus-to-school community. I truly appreciate your attention and looking forward for a change in #22 bus.

Your faithfully,

Nhat Ton.

Zereeta	Kinney-Lee	ACT Driver
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Dear Sir/Madam,

Good evening MCT Board of Trustees. I hope this email finds you well. Please be informed that although it is long, it addresses a lot of concerns of the customers and drivers that asked me to speak for them. My name is Zereeta Kinney-Lee and I have been employed with ACT for 24 years. I was an Extra Board driver for 9 years and have worked a generous amount of overtime during my employment so I have a lot of knowledge about the routes and a great relationship with the customers. Some of the 2022 Proposals are beneficial and others are not. Also the format in which the information is presented to the public needs to be delivered in multiple ways. I mentioned this to management who thought the customers had smart devices and were receiving the Mobile Alerts. This is not true. You have to take in consideration that most of our customers are Seniors, disabled, low income and fixed income persons that have government phones with limited minutes. They ride our busses to use the WIFI to have phone services and access to the internet because they can't afford these luxuries. I hope we would go back to past practices when we made flyers available for the drivers to hand out and we posted flyers at each of the stations to inform customers of the meetings. I asked for these flyers and when I received them I only had 2 days to distribute them to the drivers and passengers while driving my route before the Alton meetings .I attended the October 16th meeting I was able to assist personal

Comments received via Email (Con't)

transportation home to passengers that wanted to attend the meeting on Saturday but would have to wait an hour for the next bus if they attended. For the past several years I have bided on Alton routes and some complaints that I hear are, the constant changes that are made in Alton more than any other areas that don't benefit the customers. For instance, the #9 is a shopping route, it services all the seniors, disabled, and assisted living apartments and some Section 8 housing. It's the only bus that services these areas and has for at least 20 years. We are proposing to remove Munity Vista from the #9 route and add it to the #8 route. I was told that the new changes on the #9 route would still allow customers to go to Schnucks, Dollar General and banks on the #8 route in a different area. By doing this a 15-25 minute ride on the #9 would become a 45 minute ride on the #8 to the Alton Station to transfer to the #9 and ride around 30-40 to their destination. That seems a little redundant. Also the #9 route requires drivers with patience and friendliness, so the customer can have the best transportation options to meet their needs. The drivers that bid on the #9 portray these attributes and we take pride in the customers thanking us for those characteristics. The special needs of the customers on this route are better when following a routine. Many have prescriptions filled at certain stores, and a rapport with employees that help with their grocery shopping. Especially those that are confined to a wheelchair but do not require Paratransit assistance. But all the changes are not bad. The #9 leaving Alton Station at :18 after each hour in January will allow all busses to hook up without a 30 minute wait. It will also hook up with the #7 at Alton S Square without a 30 minute wait. The passengers are so excited. The #8 having regular service to Pierce Ln. is AWESOME! There are apartments, a business center with Dental and Doctor offices, a funeral home and Gilson Brown Elementary school so parents can attend activities or take their children to school if they miss the bus. People will no longer have to get on and off at Schnucks and walk at least 1/2 a mile to connect with a bus. I just recently informed an elderly passenger that's been making that walk with a cart for 15 years 2x's a month. He was very appreciative and said he would inform the other seniors that refuse to walk the distance like him to ride the bus. Last but not least I know we are cutting the times on routes because of ridership and manpower. But we also have to realize that customers depend on our services to get to and from work, school, etc. and ending services that early on routes that connect with the MetroLink would cause hardship and be discouraging to some customers that depend on our services. After 6pm we are already reducing service by changing to hourly service and utilizing less employees by having 1 driver do 3 routes on 1 bus. The #17 starts at SIUE, turns into the #19 at Edwardsville Station, continues to the Collinsville Station where it changes to the #18 and travels to the MetroLink and runs the same routes backwards. If we start at 6pm and continue to have the 3 drivers rotate and end 7 days a week at the same times as the Sunday schedules end, it would allow people to commute a little longer with less drivers. You are ending #17, #18 and #19 too early. Let's not forget that we have increased ridership and our business has grown so much, but because of Covid, ridership and employees wanting to work has diminished at many companies requiring CDL drivers. But we don't want to move backwards and forget the people that helped make us comparable to many larger Transportation companies in larger cities. I love this company and said 24 years ago I would retire from here and I'm still going strong. I have a lot of empathy, and compassion for the passengers and the utmost respect for the company. I know this was very long and we Thank you for taking time to listen to the spokesperson for the customers and employees of ACT

Comments received via Email (Con't)

Dennis	Hampton	ACT Road Supervisor
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To the MCT Marketing & Planning Team:

Thank you for the opportunity for everyone to offer input on the proposed changes for the Madison County region. I have spoken to many of the avid riders who rely on our service to fulfill their daily needs. There has been some concern on the changes to routes 8 and 9 in Alton, as well as routes 18 and 19 suspending early in the Edwardsville/Collinsville areas.

Most residents in Alton have a daily routine on where they travel, time of day, and routes taken to get there. The current structure of Route 8 Central is excellent as it stands, and the proposed addition to serve Surrey Court Apartments would make the route even better. I am certain Alton and Godfrey residents would be pleased to have transportation access to D'Adrian Professional Park that houses medical offices, as well as the Elementary School nearby.

On the other hand, I do not feel route 8 should serve Munny Vista/Hillcrest Apartments, currently served by route 9 Washington. Senior residents from the apartment complex utilize route 9 to access most if not all of the shopping centers and other businesses that do not require a transfer to another route. With the replacement of route 8, this would create a required transfer at either Goodwill or Alton Square, or Alton Station to reach areas served by route 9. I understand this was to help route 9 to keep an adequate and more reliable schedule, however Munny Vista isn't the problem. Senior Services Plus is a less frequently visited area, which could be reduced in the amount of trips that serve the area.

In the Edwardsville/Collinsville area, routes 18 and 19 work hand in hand with transporting riders from the Emerson Park Metrolink Station to Downtown Edwardsville with many points of interest in between. We transport food service workers, retail employees and college students who rely on our service daily. Although ridership has dropped significantly, terminating service at 9pm would leave riders who work into the late evening stranded. There are riders who work in Missouri that rely on routes 18 and 19 to get them home in the evening. I am asking if MCT could reconsider early termination on those routes so that continue providing this service to late evening employees.

Comments received via Email (Con't)

Michelle	Dyer	
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Hello,

I am writing regarding the proposed January 2022 changes to the #9 and #10 bus routes.

My daughter, who is unable to drive due to a disability, relies on those two routes to get to her 2 jobs - one at East Elementary and the other at Godfrey Walmart. The proposed route changes would cause her to be late for one job and would leave her without a way home from her other job.

On weekday mornings, she has to get from Godfrey Schnucks to East Elementary by 7:30 a.m. to help the kids off the school busses. With the proposed #9 route changes, she would arrive after 7:30 am. On weeknights, she works at Godfrey Walmart and her shift ends at 8:00 pm. With the proposed #10 route changes, she would no longer have a ride back to Godfrey Schnucks.

I ask that you please reconsider the proposed changes to the weekday #9 and #10 routes. My daughter relies on MCT to get to and from her places of employment and these changes could put those jobs at risk.

Thank you,

Michelle Dyer

Comments received via Facebook

Ray	Crimson	Facebook Comment	
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Quit reducing the #6. Or make a new route that goes from wood river station to Walmart. People use that bus and you've already reduced it from 10pm to 530.

Comments received via US Mail

Paul	Gerdt	Letter	10/14/2021
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To whom it may concern,

I have recently moved into the new Edwardsville senior Living Facility on Hillsboro Ave. I am a longtime rider and would first like to thank you for the outstanding performance of your entire operation. I have enjoyed consistent courteous interactions with drivers, supervisors covering snafus, personnel answering the phone, super!

Secondly, would you consider adding a loop through this new complex to be included in the Hillsboro loop to the #22 route? Thank you for your consideration.

Title VI Service Equity Analysis

Proposed January 2022 Service Change



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Introduction

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs receiving federal financial assistance. Specifically, Title VI states, “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The Federal Transit Administration’s (FTA) Circular 4702.1B provides its recipients of FTA financial assistance with instructions for achieving compliance with Title VI and Environmental Justice. In this circular, the FTA requires MCT to evaluate, prior to implementation, any and all service changes that exceed the established major service change threshold, to determine whether those changes will have a disproportionately negative impact on minority or low-income populations.

MCT Title VI Policies & Plans

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:

- 1.) Elimination of a bus route.
- 2.) Addition or reduction of 25% or more of the total annual service hours or miles operated on a route.
- 3.) Addition or reduction of 25% or more of the coverage of existing street miles of a route due to proposed realignment or discontinuation.
- 4.) Addition or reduction that impacts 25% or more of the total daily ridership on the route.

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.

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.”

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.

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.

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.

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.

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
- E-News e-mail blast to all registered E-News subscribers
- Posting on MCT’s website and Facebook page

Overview of Proposed Changes

The following changes are proposed for the January 2022 Service Change:

Route	Description	Major Service Change?
#6 Roxana – Pontoon Beach	Reduce weekday frequency from 30 minutes to 60 minutes	Yes. Requires a Service Equity Analysis
#8 Central Shuttle	Extend to Surrey Court Apartments	No. Does not require a Service Equity Analysis
#9 Washington Shuttle	Reduce midday frequency to 60 minutes, reduce service to Skyline Towers, Shift pulse time at Alton Station to :18 after	No. Does not require a Service Equity Analysis
#22 University Shuttle	Change direction from one way to two way on Hillsboro Ave for senior apartments	No. Does not require a Service Equity Analysis

Public Engagement for Proposal

MCT Planning Staff hosted seven public meetings to solicit comments on the proposed changes, as shown on the table below. There were 31 comments received, with 18 directly related to the proposed changes.

Date	Public Meeting Location	Time
Saturday, October 16, 2021	MCT Alton Station	10:00 a.m. – 11:00 a.m.
Monday, October 18, 2021	Virtual	10:00 a.m. – 11:00 a.m.
Monday, October 18, 2021	MCT Alton Station	3:00 p.m. – 4:00 p.m.
Tuesday, October 19, 2021	MCT Wood River Station	10:00 a.m. - 11:00 a.m.
Tuesday, October 19, 2021	MCT Wood River Station	6:00 p.m. – 7:00 p.m.
Wednesday, October 20, 2021	MCT Collinsville Station	10:00 a.m. – 11:00 a.m.
Wednesday, October 20, 2021	MCT Edwardsville Station	5:00 p.m. – 6:00 p.m.

Equity Analysis Methodology

MCT completes a Service Equity Analysis as part of its review of service changes which meet or exceed the district's "Major Service Change Policy" which was approved by the MCT Board of Trustees on February 27, 2014. A Fare Equity Analysis is completed in the event of a fare increase. These standards can be found in the MCT Title VI Policies and Plans section of this document.

The basic framework for analyzing service and fare changes for equity involves comparing affected populations within in the protected class who may be adversely affected and the proportion of persons not in the protected class who may be adversely affected. As part of the equity analysis MCT will:

- Collect and examine latest ridership demographic survey data at the route level.
- Use applicable demographic data for the study area and spatially allocate the data within a buffer around routes (1/4-mile buffer) based on the most recent American Community Survey block group population data.
- Examine the percentage of minority and non-minority population
- Examine the percentage of low-income and non-low income

Analysis of Proposed Changes

The #6 Roxana-Pontoon Beach requires a Service Equity Analysis as the proposed changes would reduce 25% or more of the total annual service hours or miles operated on a route. The #6 connects Wood River Station, Wood River, Roxana, and South Roxana to shopping, employment, and recreation in the immediate area. Additionally, the #6 interfaces with three other MCT Fixed Routes at the transfer location at Liberty Place and Chain of Rocks Road.

The route operates seven days a week. Currently, the weekday frequency is 30 minutes, while operating every 60 minutes on weekends. The proposal is to decrease the #6 weekday frequency to 60 minutes due to low ridership and lack of demand.

How does this Change meet the "Major Service Change" Criteria?

Revenue Hours/Miles: The decrease in Total Annual Service Hours on the #6 Roxana – Pontoon Beach is 39.24% and the decrease of Total Annual Miles is 38.31%.

Route #6 Minority Block Groups: As shown on the maps (**figure 1, figure 2**), the #6 operates a total of 41.89 directional miles. Of those miles, 6.39 directional miles are in a Minority Block Groups. Therefore, 15% of the directional route miles operated by the #6 are in Minority Block Groups.

Figure 1

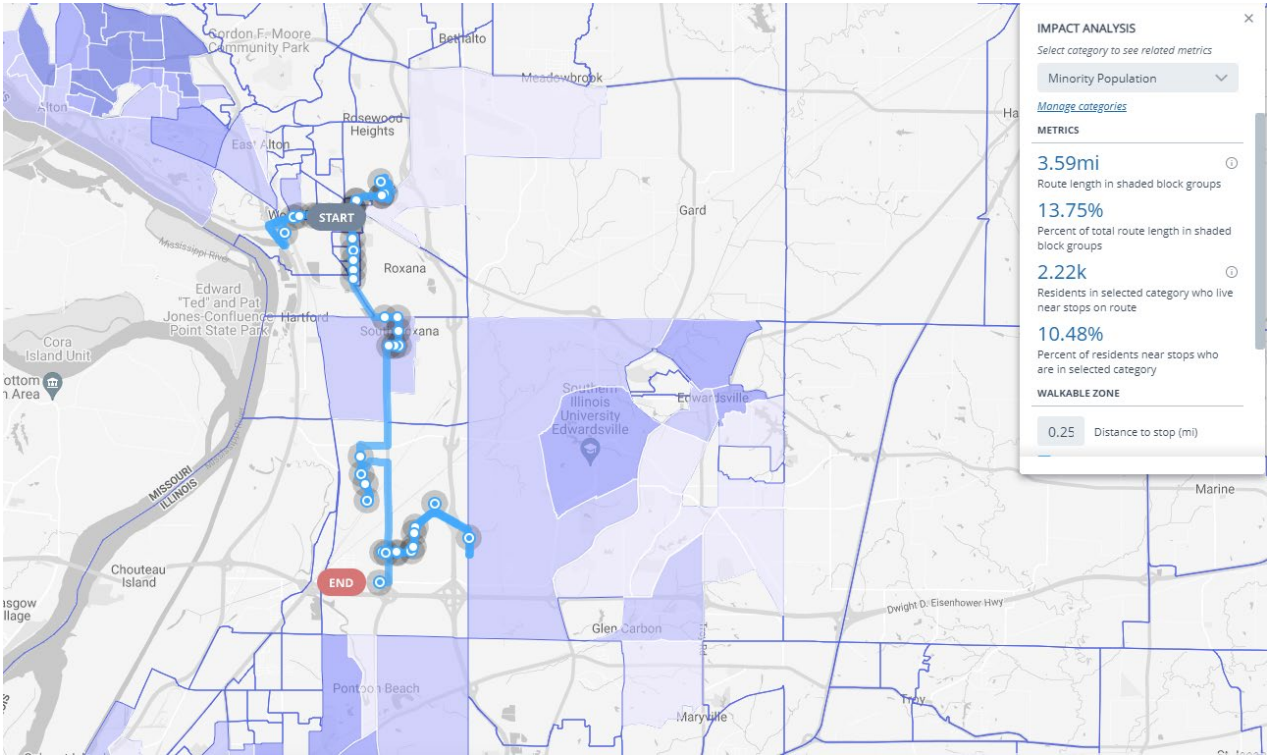
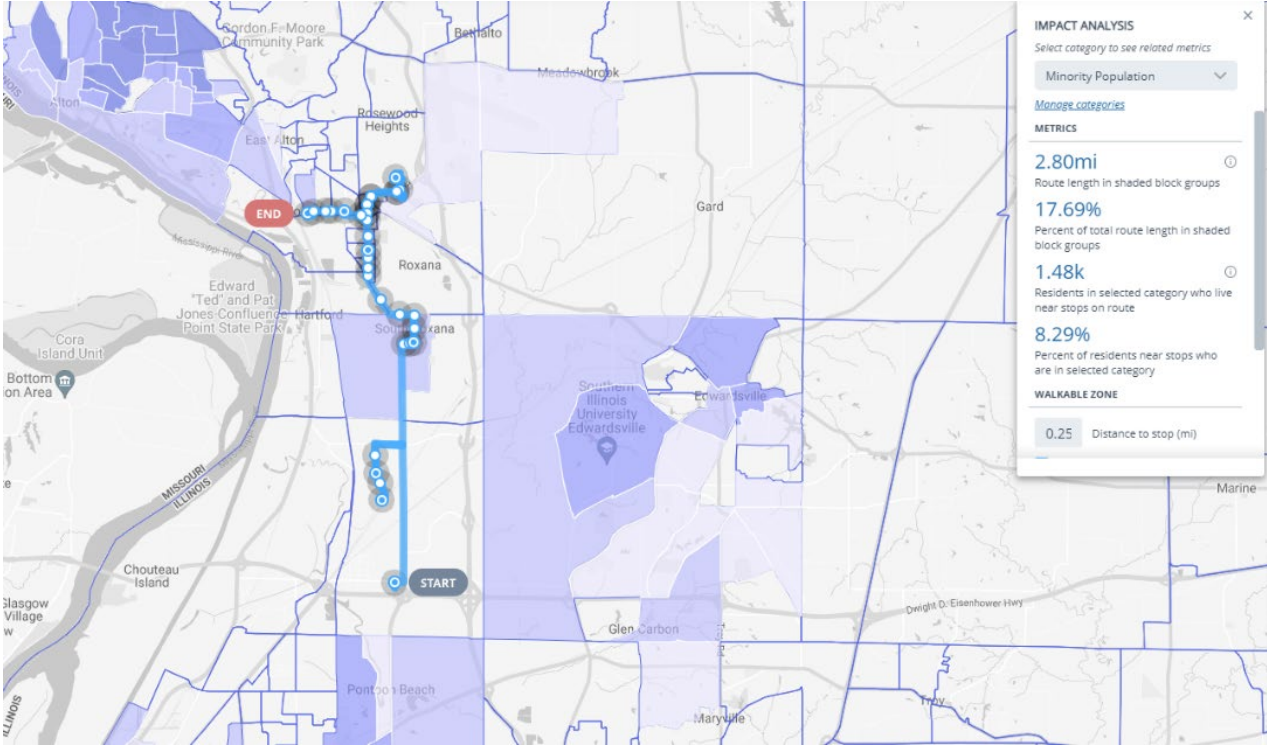


Figure 2



Route #6 Low-Income Block Groups: As shown on the maps (figure 3, figure 4), the #6 operates a total of 41.89 directional miles. Of those miles, 6.18 directional miles are in a low-income block group. Therefore, 15% of the directional route miles operated by the #6 are low-income block groups

Figure 3

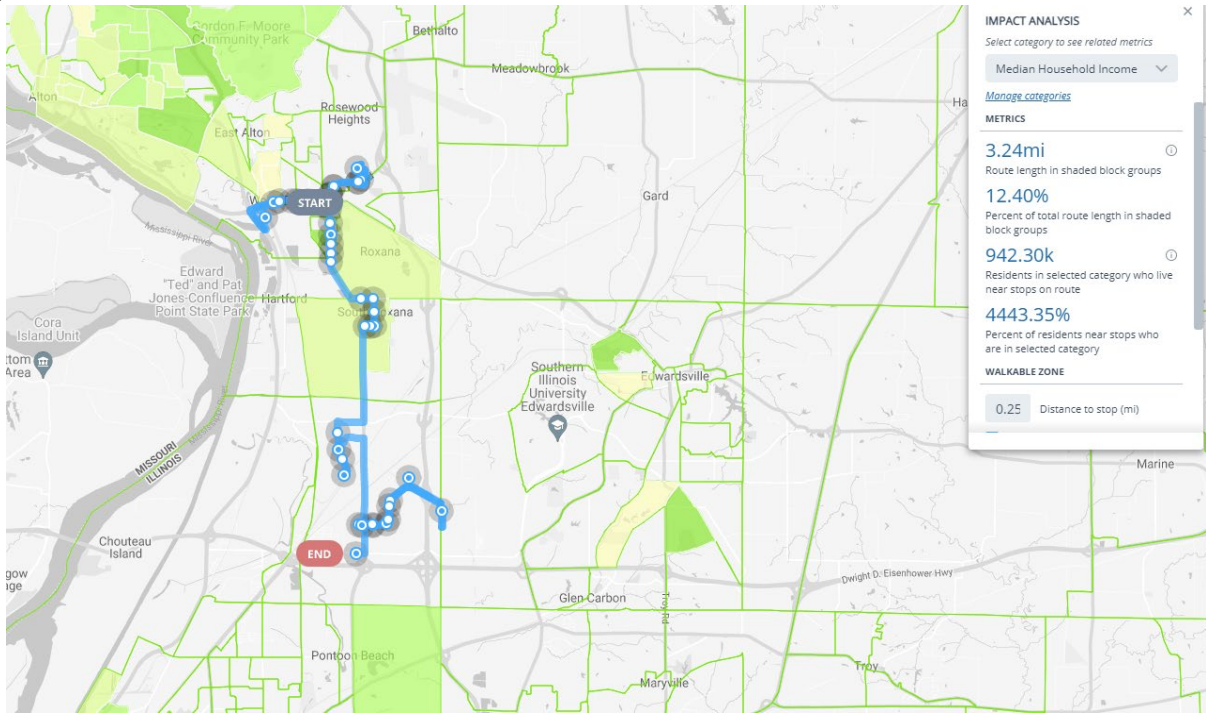
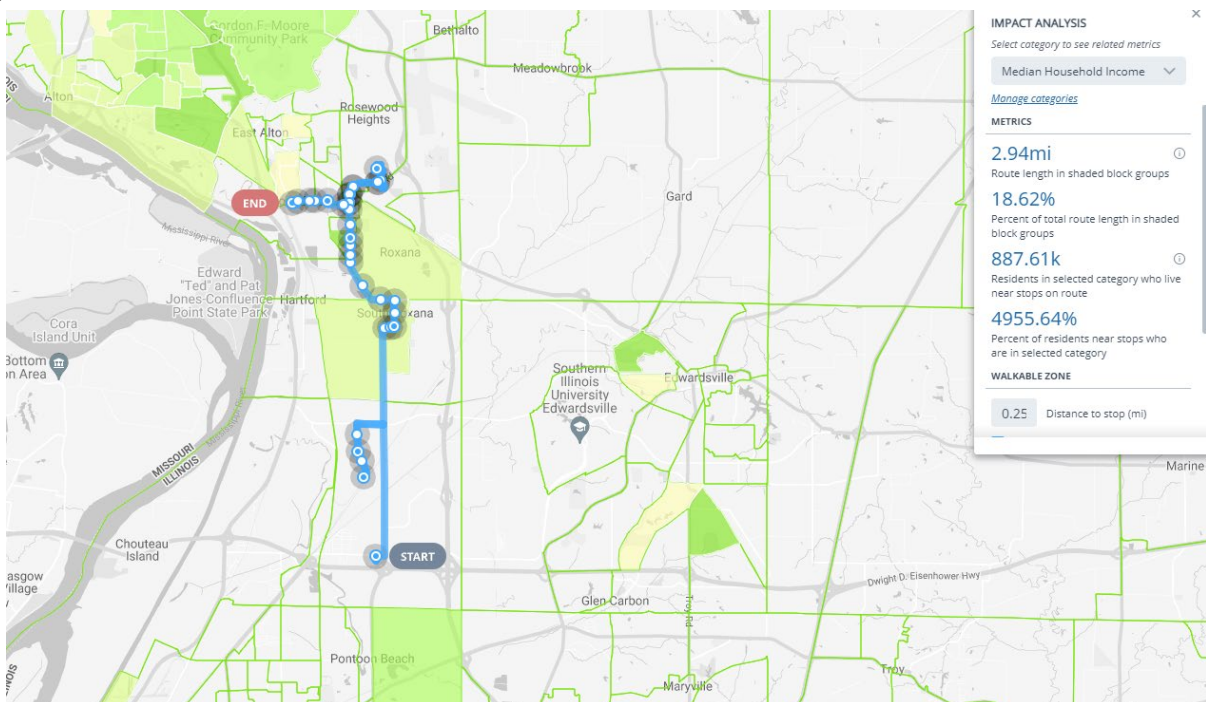


Figure 4



Disparate Impact & Disproportionate Burden Thresholds

Based on data collected as part of MCT’s 2019 demographic survey, 56 percent of MCT riders are considered a protected class pursuant to Title VI based on their reported race, color, or national origin. From the same survey, 86 percent of MCT riders are categorized as “low-income”.

The following table shows there is no disparate impact or disproportionate burden as a result of the proposed changes on the #6 Roxana – Pontoon Beach as changes with adverse effects are not greater than 20 percent of the system average (see Title VI Plans & Policies section of document for more information).

Service Change Proposal	Route	Minority System Ridership	Minority Route Ridership	Difference	Low-Income System Ridership	Low-Income Route Ridership	Difference
Changes with Adverse Effects (Reductions)	6	56%	36%	20% less than System	86%	86%	0%
Changes without Adverse Effects (Improvements)	n/a	-	-		-	-	-

Conclusion

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. Analysis of demographic data has shown the proposed service changes will not cause disparate impacts to Title VI protected populations or impose a disproportionate burden.

It is recommended to proceed with the proposed plan to reduce frequency on the #6 Roxana-Pontoon Beach from 30 minutes to 60 minutes on weekdays. For those shopping and/or working at the Wood River Plaza (Walmart) MCT will maintain the :48 after trips between Wood River Station. The #12 Bethalto Shuttle operates at :18 after therefore, preserving 30-minute service between the station and a major trip generator.

RESOLUTION 22-20

AUTHORIZING AWARD OF CONTRACT FOR BIODIESEL FUEL

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, an Invitation for Bids (IFB) was issued on October 5, 2021 in order to select the lowest responsive and responsible bidder for the purchase and delivery of biodiesel fuel on an as-needed basis; and,

WHEREAS, five bids were received timely and one bid arrived late; and,

WHEREAS, Petroleum Traders Corporation from Fort Wayne, Indiana, was identified as the apparent low bidder; and,

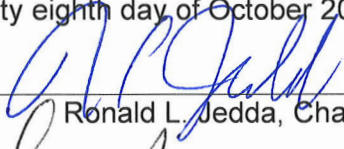
WHEREAS, a price analysis deemed Petroleum Traders Corporation bid price fair and reasonable and a responsibility determination review concluded they exhibit adequate organization, financial condition and other characteristics necessary to successfully carry out the project; and,

WHEREAS, recommendation is being made for a contract award to the lowest responsive and responsible bidder, Petroleum Traders Corporation, for the purchase and delivery of biodiesel fuel ordered for the term beginning upon contract award and expires December 31, 2022.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE DISTRICT THAT:

1. Madison County Mass Transit District award a contract to Petroleum Traders Corporation, of Fort Wayne, Indiana, for the purchase and delivery of biodiesel fuel through December 31, 2022. The estimated contract value is two million, two hundred thousand dollars (\$2,200,000.00).
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the 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 District.
3. Steven J. Morrison, Managing Director, of Madison County Mass Transit District, and Agency for Community Transit employees Justin Dixon, Fleet Director, and Mike Batson, Fleet Manager, are hereby authorized to place fuel orders under this contract.

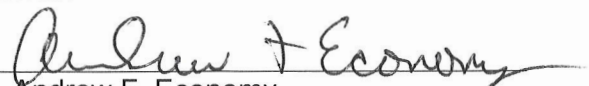
ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty eighth day of October 2021.



Ronald L. Jedda, Chairman



J. Kelly Schmidt



Andrew F. Economy

Christopher C. Guy



Allen P. Adomite

APPROVED as to Form:



Andrew K. Carruthers, Legal Counsel

CERTIFICATE

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

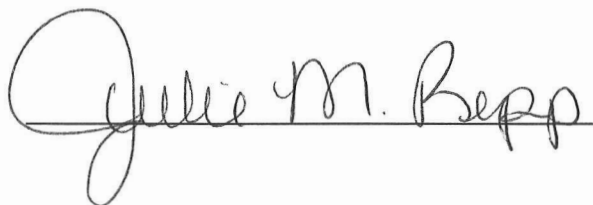
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the District held on Thursday, October 28, 2021, a resolution was adopted in full accordance and conformity with the by-laws of the District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Madison County Mass Transit District award a contract to Petroleum Traders Corporation, of Fort Wayne, Indiana, for the purchase and delivery of biodiesel fuel through December 31, 2022. The estimated contract value is two million, two hundred thousand dollars (\$2,200,000.00).
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the 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 District.
3. Steven J. Morrison, Managing Director, of Madison County Mass Transit District, and Agency for Community Transit employees Justin Dixon, Fleet Director, and Mike Batson, Fleet Manager, are hereby authorized to place fuel orders under this contract.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the District on this twenty eighth day of October 2021.

A handwritten signature in cursive script that reads "Julie M. Repp". The signature is written in black ink and is positioned above a horizontal line.

Contract Award Recommendation

To: SJ Morrison, Managing Director
From: Penny Brown, Director of Grants and Procurement
Project: Biodiesel Fuel No. 22-1-15800
Date: October 27, 2021

An Invitation for Bids (IFB) was issued on October 5, 2021 seeking sealed bids for the purchase and delivery of biodiesel fuel on an as-needed basis from contract award through the end of December 2022. The intent of the IFB is to contract with a single vendor whereby fuel prices are based off of a standard rack price reference for wholesale fuel transactions, and transportation costs and winter additives are a set fixed price.

Purchase history of diesel fuel, additives, transportation costs, and taxes:

MCT Fiscal Year	Gallons	Purchase Cost	Avg. Cost per Gallon
2018	927,795	\$ 1,833,390	\$ 1.98
2019	901,364	\$ 1,881,385	\$ 2.09
2020	767,608	\$ 1,308,681	\$ 1.70
2021	697,564	\$ 1,150,543	\$ 1.65

The District predominately orders fuel for deliveries to its base of operations which is transported in transport tanks that carry 7,500 gallons. Because renovations to the District's property at 1015 Longfellow Avenue in Edwardsville, Illinois, are anticipated to be complete late in calendar year 2022, the contract also accounts for deliveries via a small tank wagon which carries 200-600 gallons for the tractors and equipment used by the grounds crew.

Five bids were received timely. One bid arrived late. Petroleum Traders Corporation was identified as the apparent low bidder. A price analysis deemed their bid price fair and reasonable. A responsibility determination review concluded they exhibit adequate organization, financial condition and other characteristics necessary to successfully carry out the project.

Bidders submitted a bid price for transportation costs and winter additives costs based on an estimated 126 orders of 7,500 gallons, 3 orders of 200-600 gallons, and 66 orders with winter additive. These bid prices do not include the price of biodiesel fuel since fuel prices will be set by a District approved rack pricing source. Based on the District's highest purchase cost over the past four years, the estimated contract value for this approximate 14-month contract term is \$2,200,000.

Bidder	Bid Price *
Petroleum Traders Corporation Fort Wayne, IN	\$22,999.50
Energy Petroleum Company St. Louis, MO	\$32,850.00
Huels Oil Company Carlyle, IL	\$35,067.00
Piasa Motor Fuels LLC Alton, IL	\$35,865.00
Heritage Petroleum Evansville, IN	\$51,442.50

* The bid price is the estimated transportation and winter additives costs for biodiesel fuel ordered during the contract term.

Recommendation is being made for a contract award to the lowest responsive and responsible bidder, Petroleum Traders Corporation, for the deliveries of biodiesel fuel ordered from contract award through December 31, 2022.

Funding: This contract may be partially funded by Illinois Department of Transportation (IDOT) through its Downstate Operating Assistance Grants, and or the Federal Transit Administration (FTA).

RESOLUTION 22-21

AUTHORIZING AWARD OF CONTRACT FOR NICKEL PLATE TRAIL 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 passed a resolution on January 28, 1993, February 25, 1999, and again on April 27, 2006, to comply with 70 ILCS 3610/5(14) of the Local Mass Transit Act to acquire, develop, operate, and maintain bikeways and trails as a public service to benefit and offer recreational opportunities to the residents of and visitors to Madison County, Illinois; and,

WHEREAS, the District has determined that improvements are needed to a segment of the Nickel Plate Trail from Marine Road to Blackburn Road in Madison County, Illinois; and,

WHEREAS, an invitation for Bids (IFB) was issued on August 17, 2021, and a single bid was received from Keller Construction, Inc.; and,

WHEREAS, when a single bid is received an adequacy of competition review must be conducted which surveys plan holders of the Invitation for Bids (IFB) and/or other companies that normally submit a bid; and,

WHEREAS, based on information received, competition was deemed adequate, and an evaluation of the single bid then proceeded; and,

WHEREAS, the District developed a negotiation position and entered into negotiations with representatives from Keller Construction, Inc. to attempt a resolution of unit price discrepancies between the engineer's cost estimate and the bid's line item amounts; and,

WHEREAS, negotiations revealed that three of the line item bid prices were unreasonable; and,

WHEREAS, the District and Keller Construction, Inc. negotiated a fair and reasonable price for the three line items, and the negotiated unit prices that make up the revised bid price have been deemed fair and reasonable; and,

WHEREAS, a responsibility determination review concluded Keller Construction, Inc. exhibits adequate organization, financial condition, and other characteristics necessary to successfully carry out the project; and,

WHEREAS, the District has determined that Keller Construction, Inc., of Glen Carbon, Illinois, is a responsive and responsible bidder with a negotiated bid price of two million, six hundred nine thousand, six hundred two dollars and sixty-four cents (\$2,609,602.64), subject to additions and deductions based on the actual quantities used; and,


WHEREAS, the section of the project from Marine Road (IL Rt. 143) to Peradotti Lane is being funded, in part, with State of Illinois Bike Path Grant Program funding assistance made available through the Illinois Department of Natural Resources. IDNR grant BP-20-432 provides financial assistance up to \$200,000 for one-half of the project's design and construction costs; and,

WHEREAS, the section of the project from Marine Road (IL Rt. 143) to Blackburn Road is being funded, in part, by the Metro East Park and Recreation District and MEPRD will provide reimbursement of up to 40% of eligible project costs not-to-exceed \$300,000.

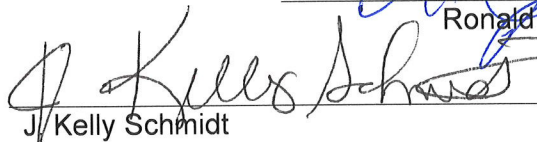
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. The District has identified Keller Construction, Inc., of Glen Carbon, Illinois as the responsive and responsible bidder for improvements to the Nickel Plate Trail from Marine Road to Blackburn Road in Madison County, Illinois.
2. The District authorizes a notice of intent to award a contract be delivered to Keller Construction, Inc. of Glen Carbon, Illinois in the amount of two million, six hundred nine thousand, six hundred two dollars and sixty-four cents (\$2,609,602.64), subject to additions and deductions based on the actual quantities used.
3. Pending the receipt of required documentation from Keller Construction, Inc. within the time period specified in the IFB, 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 Keller Construction, Inc., of Glen Carbon, Illinois, in the amount of two million, six hundred nine thousand, six hundred two dollars and sixty-four cents (\$2,609,602.64), subject to additions and deductions based on the actual quantities used.
4. The District Capital Budget line item be increased by an amount equivalent to the project costs.
5. The District increase the Assigned Fund Balance by the percent required of the contract award necessary to meet the grant requirements.
6. 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 all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

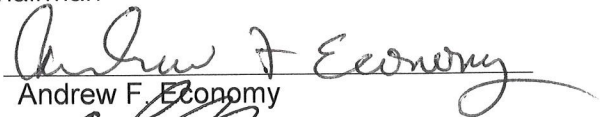
ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty eighth day of October 2021.



Ronald L. Jedda, Chairman

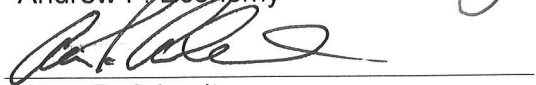


J. Kelly Schmidt



Andrew F. Economy

Christopher C. Guy



Allen P. Adomite

APPROVED as to Form:



Andrew K. Carruthers, Legal Counsel

CERTIFICATE

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

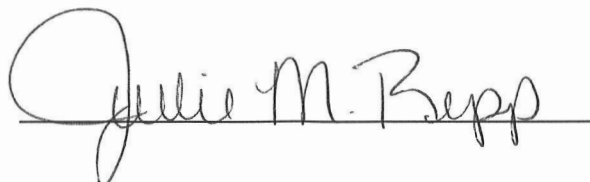
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, October 28, 2021, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. The District has identified Keller Construction, Inc., of Glen Carbon, Illinois as the responsive and responsible bidder for improvements to the Nickel Plate Trail from Marine Road to Blackburn Road in Madison County, Illinois.
2. The District authorizes a notice of intent to award a contract be delivered to Keller Construction, Inc. of Glen Carbon, Illinois in the amount of two million, six hundred nine thousand, six hundred two dollars and sixty-four cents (\$2,609,602.64), subject to additions and deductions based on the actual quantities used.
3. Pending the receipt of required documentation from Keller Construction, Inc. within the time period specified in the IFB, 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 Keller Construction, Inc., of Glen Carbon, Illinois, in the amount of two million, six hundred nine thousand, six hundred two dollars and sixty-four cents (\$2,609,602.64), subject to additions and deductions based on the actual quantities used.
4. The District Capital Budget line item be increased by an amount equivalent to the project costs.
5. The District increase the Assigned Fund Balance by the percent required of the contract award necessary to meet the grant requirements.
6. 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 all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty eighth day of October 2021.



Contract Award Recommendation

To: SJ Morrison, Managing Director
From: Penny Brown, Director of Grants and Procurement
Project: Nickel Plate Trail Improvements No. 22-1-14500
Date: October 19, 2021

An Invitation for Bids (IFB) was issued on August 17, 2021 seeking sealed bids for the construction project known as Nickel Plate Trail Improvements. The project is located along the top of an old railroad embankment from Marine Road to Blackburn Road in Madison County, Illinois. The work will consist of earth excavation, seeding, placing an aggregate base course, limestone screenings, hot-mix asphalt surface course, drainage materials, box culvert lining, pre-engineered pedestrian bridge, bridge removal, box culvert installation, pavement markings, installation of signs and other miscellaneous work necessary to complete the improvement in accordance with the plans and specifications.

A single bid was received from Keller Construction, Inc. from Glen Carbon, Illinois. When a single bid is received, an adequacy of competition review must be conducted which surveys plan holders of the Invitation for Bids (IFB) and/or other companies that normally submit a bid. Based on information received, competition was deemed adequate and an evaluation of the single bid then proceeded.

The contract type for this project is firm-fixed unit price which means payment to the contractor is made based on the actual quantity completed multiplied by the unit price bid for each pay item. As such, in order to deem the single bid price of \$2,614,904.59 fair and reasonable, each unit price bid must be evaluated. MCT established a negotiation position, and negotiations commenced on October 4, 2021 with representatives present from Keller Construction, Inc., MCT, and the project's engineering firm of Thouvenot, Wade & Moerchen, Inc. (TWM).

Negotiations revealed that the project's cost estimate of \$2,413,739.72, as prepared by TWM, was flawed with regard to the contractor's risk associated with certain portions of the work, and material price and availability due to the current market conditions volatility resulting from COVID-19. As discussed during negotiations, cost estimate unit prices are generally established based on recently awarded construction projects and the engineer's personal knowledge of the respective items being bid; the process of establishing a project's cost estimate is extremely difficult in the current atmosphere.

Although the majority of line item prices as bid by Keller Construction, Inc. were found to be fair and reasonable, three of the line items were deemed unreasonable. All parties taking part in negotiations resolved that two of the line items for earth excavation could be combined into a single lump sum pay item, and the unit price for an information kiosk would be reduced due to the contractor's misunderstanding of the work/materials required.

The revised, negotiated bid price for Keller Construction, Inc. is \$2,609,602.64. The unit prices that make up this revised bid price have been deemed fair and reasonable. A responsibility determination review concluded Keller Construction, Inc. exhibits adequate organization, financial condition and other characteristics necessary to successfully carry out the project.

Recommendation is being made for the authorization of a notice of intent to award a contract be delivered to the responsive and responsible bidder, Keller Construction, Inc., in the amount of \$2,609,602.64 subject to additions and deductions based on the actual quantities used, for the Nickel Plate Trail Improvements project.

Pending the receipt of required documentation from Keller Construction, Inc. within the time period specified in the IFB, 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 Keller Construction, Inc., of Glen Carbon, Illinois, in the amount of \$2,609,602.64, subject to additions and deductions based on the actual quantities used, for the Nickel Plate Trail Improvements project.

Funding for this project:

- The section of the project from Marine Road (IL Rt. 143) to Peradotti Lane is being funded, in part, with State of Illinois Bike Path Grant Program funding assistance made available through the Illinois Department of Natural Resources. IDNR grant BP-20-432 provides financial assistance up to \$200,000 for one-half of the project's design and construction costs.
- The section of the project from Marine Road (IL Rt. 143) to Blackburn Road is being funded, in part, by the Metro East Park and Recreation District. MEPRD will provide reimbursement of up to 40% of eligible project costs not-to-exceed \$300,000.

RESOLUTION 22-22

AUTHORIZING EXECUTION OF A CONTRACT FOR DESIGN ENGINEERING SERVICES FOR THE FORMOSA WEST TRAIL

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 is a recipient of grant funds from the Metro East Park and Recreation District to develop the Formosa West Trail between the the District's Goshen Trail near Formosa Junction to Barbara Street near Collinsville, Illinois; and,

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

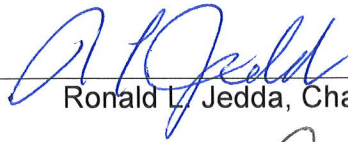
WHEREAS, the District has previously retained Juneau Associates, Inc., of Edwardsville, Illinois, to complete alignment analysis and survey plats for the Formosa West Trail project; and,

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

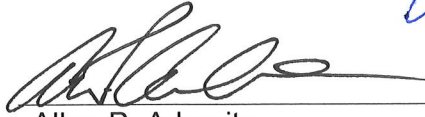
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. Madison County Mass Transit District authorizes the award of a contract to Juneau Associates, Inc., Edwardsville, Illinois, in the amount of three hundred eighteen thousand, two hundred seventy nine dollars and forty cents (\$318,279.40) to provide design engineering services for the Formosa West Trail located near Collinsville, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

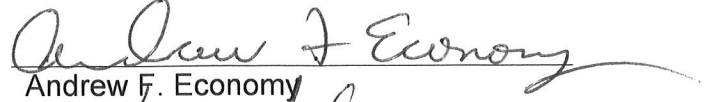
ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty eighth day of October 2021.



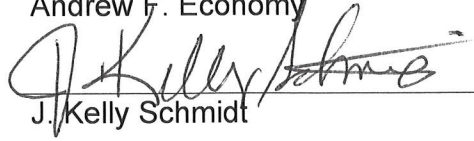
Ronald L. Jedda, Chairman



Allen P. Adomite



Andrew F. Economy



J. Kelly Schmidt

Christopher C. Guy

APPROVED as to Form:



Andrew K. Carruthers, Legal Counsel

CERTIFICATE

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

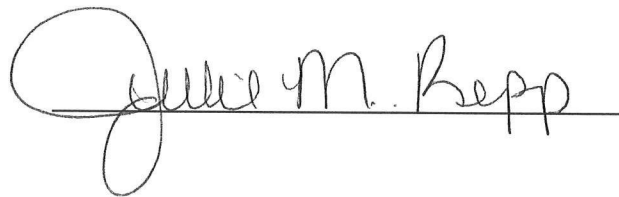
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, October 28, 2021, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Madison County Mass Transit District authorizes the award of a contract to Juneau Associates, Inc., Edwardsville, Illinois, in the amount of three hundred eighteen thousand, two hundred seventy nine dollars and forty cents (\$318,279.40) to provide design engineering services for the Formosa West Trail located near Collinsville, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty eighth day of October, 2021.



RESOLUTION 22-23

AUTHORIZING EXECUTION OF A CONTRACT FOR DESIGN ENGINEERING SERVICES FOR THE YELLOWHAMMER TRAIL CONNECTION

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 is a recipient of grant funds from the Illinois Department of Transportation (IDOT) to develop the Yellowhammer Trail Connection (Yellowhammer) between the SIUE Delyte W. Morris Trail and the District's Goshen Trail near Edwardsville, Illinois; and,

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

WHEREAS, the District has previously retained Oates Associates, Inc., of Collinsville, Illinois, to complete an Alignment Study and a Boundary/Topographic Survey for the Yellowhammer project; and,

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

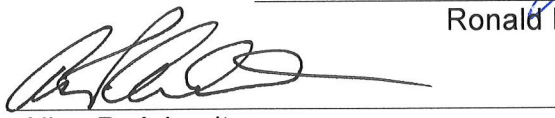
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. Madison County Mass Transit District authorizes the award of a contract to Oates Associates, Inc., Collinsville, Illinois, in the amount of one hundred fifty seven thousand, four hundred seventy five dollars (\$157,475.00) to provide design engineering services for the Yellowhammer Trail Connection located near Edwardsville, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement, with execution of said Agreement not occurring until such time it has been formally approved by the Illinois Department of Transportation.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

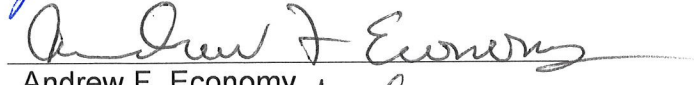
ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty eighth day of October 2021.



Ronald L. Jedda, Chairman

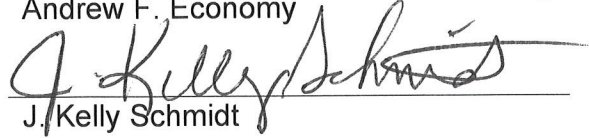


Allen P. Adomite



Andrew F. Economy

Christopher C. Guy



J. Kelly Schmidt

APPROVED as to Form:



Andrew K. Carruthers, Legal Counsel

CERTIFICATE

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

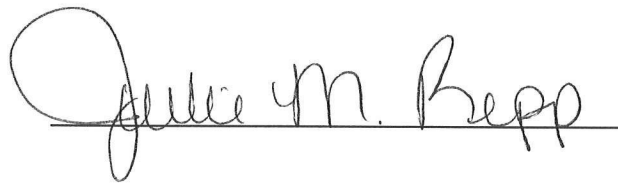
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, October 28, 2021, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Madison County Mass Transit District authorizes the award of a contract to Oates Associates, Inc., Collinsville, Illinois, in the amount of one hundred fifty seven thousand, four hundred seventy five dollars (\$157,475.00) to provide design engineering services for the Yellowhammer Trail Connection located near Edwardsville, Illinois, subject to the terms and conditions of the District's standard AIA B101 Agreement, with execution of said Agreement not occurring until such time it has been formally approved by the Illinois Department of Transportation.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty eighth day of October, 2021.

A handwritten signature in black ink that reads "Julie M. Repp". The signature is written in a cursive style and is positioned above a solid horizontal line.

RESOLUTION 22-24

AUTHORIZING EXECUTION OF A CONTRACT FOR DESIGN ENGINEERING SERVICES FOR THE EASTGATE TRAIL CONNECTION

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

WHEREAS, the District intends to utilize local funds to develop the Eastgate Trail Connection between the District's newly completed Park and Ride Lot and Niagara Street at its intersection with South Street in East Alton, Illinois; and,

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

WHEREAS, the District has previously retained Oates Associates, Inc., of Collinsville, Illinois to complete a survey plat for the Eastgate Trail Connection project; and,

WHEREAS, it has been determined to be in the best interest of the District and the residents of Madison County, Illinois, to award a contract to Oates Associates, Inc., of Collinsville, Illinois, to provide design engineering services for the Eastgate Trail Connection project located in East Alton, Illinois.

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

1. Madison County Mass Transit District authorizes the award of a contract to Oates Associates, Inc., Collinsville, Illinois, in the amount of thirty seven thousand, seven hundred dollars (\$37,700.00) to provide design engineering services for the Eastgate Trail Connection located in East Alton, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement, with execution of said Agreement not occurring until such time the land needed for the project has been acquired.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty eighth day of October 2021.



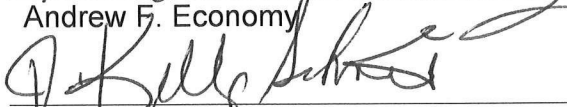
Ronald L. Jedda, Chairman



Allen P. Adomite



Andrew F. Economy



J. Kelly Schmidt

Christopher C. Guy

APPROVED as to Form:



Andrew K. Carruthers, Legal Counsel

CERTIFICATE

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

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, October 28, 2021, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Madison County Mass Transit District authorizes the award of a contract to Oates Associates, Inc., Collinsville, Illinois, in the amount of thirty seven thousand, seven hundred dollars (\$37,700.00) to provide design engineering services for the Eastgate Trail Connection located in East Alton, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement, with execution of said Agreement not occurring until such time the land needed for the project has been acquired.
2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty eighth day of October, 2021.

