

AGENDA
Board of Trustees Meeting
Madison County Mass Transit District
8:30 a.m., Thursday, October 31, 2024
1 Transit Way, Pontoon Beach, Illinois

<u>Section</u>	<u>Item</u>	<u>Recommendation</u>
I.	Pledge of Allegiance.	
II.	Call to Order: Roll Call.	
III.	Public Comments.	
IV.	<u>Consideration of the minutes of the September 26, 2024, regular meeting, for inclusion in the District's official records.</u>	Discussion/Action
V.	<u>Financial:</u>	
	A. Payments and Claims: Consideration of the October 2024 Claims for Payment	Discussion/Action
	B. Monthly Financial Report: Review of the Monthly Financial Records as of September 30, 2024	Discussion/Action
VI.	<u>Services:</u>	
	A. Managing Directors Report	Discussion
	B. Approving the January 2025 Service Change	Discussion/Action
	C. Resolution 25-20 Authorizing an Award of Contract for Bus Shelters	Discussion/Action
	D. Resolution 25-21 Authorizing an Award of Contract for 18 40-Foot Buses	Discussion/Action
	E. Resolution 25-22 Authorizing an Award of Contract for Design Engineering Services for the Wood River Camp Dubois Trail Study	Discussion/Action
	F. Resolution 25-23 Authorizing an Award of Contract for Design Engineering Services for the Nature Trail Reconstruction	Discussion/Action
	G. Resolution 25-24 Authorizing an Award of Contract for Design Engineering Services for ACS/VSS Improvements-Multiple Facilities	Discussion/Action
VII.	<u>Other Business:</u>	
VIII.	<u>Adjournment</u>	

Next meeting date: November 21, 2024

MINUTES
Board of Trustees
Madison County Mass Transit District
8:30 a.m., Thursday, September 26, 2024
1 Transit Way, Pontoon Beach, Illinois

I. Pledge of Allegiance

Chairman Jedda led the reciting of the Pledge of Allegiance.

II. Call to Order: Roll Call

Jedda called the meeting to order at 8:31 a.m.

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

MEMBERS ABSENT: DAVID J. SHERRILL

OTHERS PRESENT: STEVEN J. MORRISON, ACT; PHIL ROGGIO, ACT; MICHELLE DOMER, ACT; PENNY BROWN, ACT; JULIE REPP, ACT; DEBBIE BARRON, ACT; AMANDA SMITH, ACT; ROB SCHMIDT, ACT; RICH CONKLIN, ACT; MIKE WEVER, GENERAL PUBLIC

III. Public Comments:

No public comments.

IV. Consideration of the minutes of the August 29, 2024, regular meeting for inclusion in the Official Records of the District.

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

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED

V. Financial

A. Payments and Claims: Consideration of the September 2024 claims for payment:

ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE THE PAYMENTS AND CLAIMS EXCLUDING PAYMENT TO AMERICAN WATER

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE PAYMENT TO AMERICAN WATER

A ROLL CALL VOTE FOLLOWED:

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

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

- B. ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE THE MONTHLY FINANCIAL REPORT AS OF AUGUST 31, 2024

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

VI. Services

- A. Managing Director's Report:

Managing Director, SJ Morrison, presented the Managing Director's Report.

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

25-17 AUTHORIZING AN AWARD OF CONTRACT FOR BUS STOP IMPROVEMENTS IN THE CITY OF MADISON

A ROLL CALL VOTE FOLLOWED:

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

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

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

25-18 AUTHORIZING AN AWARD OF CONTRACT FOR CONSTRUCTION OF FORMOSA WEST TRAIL

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

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

25-19 AUTHORIZING AN AWARD OF CONTRACT FOR OUTDOOR MEDIA

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

VII. Adjournment:

ADOMITE MADE THE MOTION, SECONDED BY GUY TO ADJOURN.

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

Meeting adjourned at 9:17 a.m.

Respectfully submitted.

A handwritten signature in cursive script that reads "Julie Bepp". The signature is written in black ink and is positioned above a solid horizontal line that extends across the width of the signature.



Pay Statements
Pay Statement Board

Last Name	First Name	#	Pay Period Start	Pay Period End	Pay Date	Gross	Reimbursement	Taxes (EE)	Net Payment
JEDDA	RONALD	-14554	09/01/2024	09/30/2024	10/31/2024	\$300.00	\$13.27	\$300.00	\$13.27
GUY	CHRISTOPHER	-14552	09/01/2024	09/30/2024	10/31/2024	\$300.00	-	\$22.95	\$277.05
ECONOMY	ANDREW	-14551	09/01/2024	09/30/2024	10/31/2024	\$300.00	\$6.70	\$22.95	\$283.75
ADOMITE	ALLEN	-14550	09/01/2024	09/30/2024	10/31/2024	\$300.00	-	\$300.00	-
SHERRILL	DAVID	-14553	09/01/2024	09/30/2024	10/31/2024	\$300.00	-	\$22.95	\$277.05
Report Total						\$1,500.00	\$19.97	\$668.85	\$851.12



Madison County Mass Transit District



CHECK REGISTER

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4250201	10/09/2024	PRTD	1043 AT&T		OCT24	10/01/2024		100824	22.93
						CHECK	4250201	TOTAL:	22.93
4250202	10/09/2024	PRTD	1902 City of Collinsville		092524WSCTC	09/25/2024		100824	119.75
						CHECK	4250202	TOTAL:	119.75
4250203	10/09/2024	PRTD	1433 City of Edwardsville		092724WSETC	09/27/2024		100824	868.01
						CHECK	4250203	TOTAL:	868.01
4250204	10/09/2024	PRTD	1436 City of Highland		SEPT24HPR	10/05/2024		100824	123.40
						CHECK	4250204	TOTAL:	123.40
4250205	10/09/2024	PRTD	3984 City of Troy		100224SPTPR	10/02/2024		100824	304.94
					100224WSTPR	10/02/2024		100824	30.40
						CHECK	4250205	TOTAL:	335.34
4250206	10/09/2024	PRTD	2047 City of Wood River		100424WSWRTC	10/04/2024		100824	33.46
					100424SPWRTC	10/04/2024		100824	200.75
						CHECK	4250206	TOTAL:	234.21
4250207	10/09/2024	PRTD	4079 East Alton Water Dep		100124EGPRIR	10/01/2024		100824	636.55
					100124EGPRWS	10/01/2024		100824	36.00
						CHECK	4250207	TOTAL:	672.55
4250208	10/09/2024	PRTD	4133 AT&T Mobility LLC		578X09272024	09/19/2024	12500011	100824	39.56
						CHECK	4250208	TOTAL:	39.56
4250209	10/09/2024	PRTD	4133 AT&T Mobility LLC		986X09272024	09/19/2024	12500025	100824	350.23
						CHECK	4250209	TOTAL:	350.23

Madison County Mass Transit District



CHECK REGISTER

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4250210	10/09/2024	PRTD	4042 Illinois Power Marke		030480029428	09/26/2024		100824	12,019.99
							CHECK	4250210 TOTAL:	12,019.99
4250211	10/09/2024	PRTD	1220 Illinois American Wa		0325ILRt3PR	09/23/2024		100824	284.19
							CHECK	4250211 TOTAL:	284.19
4250212	10/09/2024	PRTD	1220 Illinois American Wa		092624GCTC	09/26/2024		100824	239.17
							CHECK	4250212 TOTAL:	239.17
4250213	10/09/2024	PRTD	1220 Illinois American wa		100224AHSRIR	10/02/2024		100824	354.24
							CHECK	4250213 TOTAL:	354.24
4250214	10/09/2024	PRTD	1220 Illinois American wa		100224AHSRWS	10/02/2024		100824	145.22
							CHECK	4250214 TOTAL:	145.22
4250215	10/09/2024	PRTD	1733 Johnny on the Spot #		47-000267915	09/30/2024		100824	1,496.81
							CHECK	4250215 TOTAL:	1,496.81
4250216	10/09/2024	PRTD	1051 Pontoon Beach Public		100124-1	10/01/2024		100824	420.52
					100124-2	10/01/2024		100824	871.14
					100124Admin	10/01/2024		100824	370.52
					100124BW	10/01/2024		100824	435.34
					100124IRAdm	10/01/2024		100824	1,552.10
					100124SS	10/01/2024		100824	30.00
					100124N	10/01/2024		100824	92.67
							CHECK	4250216 TOTAL:	3,772.29
4250217	10/09/2024	PRTD	1053 Special Service Area		092724	09/26/2024		100824	97.21
					092724N	09/27/2024		100824	138.63

CHECK REGISTER

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

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					092724BW	09/27/2024		100824	97.21
					092724Admin	09/27/2024		100824	4,057.16
						CHECK	4250217	TOTAL:	4,390.21
4250218	10/09/2024	PRTD	1506 Village of Glen Carb		092024GLPR	09/20/2024		100824	901.56
						CHECK	4250218	TOTAL:	901.56
4250219	10/09/2024	PRTD	1932 Wex Bank		100150861	09/30/2024		100824	6,546.84
						CHECK	4250219	TOTAL:	6,546.84
				NUMBER OF CHECKS	19	*** CASH ACCOUNT TOTAL ***			32,916.50
				TOTAL PRINTED CHECKS		COUNT		AMOUNT	
						19		32,916.50	
								*** GRAND TOTAL ***	32,916.50

10/22/2024 08:18
nbingheim

Madison County Mass Transit District
Voided check JOURNAL

P 1
apcshdsb

CASH ACCOUNT: 10000000 10101 Checking Account

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

4240244 09/28/2023 VOID 3920 The Jerry Costello G OCT23 09/05/2023 -7,000.00

CHECK 4240244 TOTAL: -7,000.00

NUMBER OF CHECKS 1 *** CASH ACCOUNT TOTAL *** -7,000.00

TOTAL VOIDED CHECKS COUNT AMOUNT

1 7,000.00

*** GRAND TOTAL *** -7,000.00

Madison County Mass Transit District



CHECK REGISTER

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

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4250220	10/31/2024	PRTD	4012 AAIC, Inc.		13910	10/10/2024		103124	31,200.00
					13911	10/10/2024		103124	318.90
					13924	10/14/2024		103124	400.00
					13912	10/10/2024		103124	3,000.00
							CHECK	4250220 TOTAL:	34,918.90
4250221	10/31/2024	PRTD	2501 Agency for Community		SEPT24	10/21/2024		103124	39,500.00
					SEPT24BW	10/21/2024		103124	188,517.57
					SEPT24DR	10/21/2024		103124	225,484.54
					SEPT24FR	10/21/2024		103124	1,983,224.56
					SEPT24RS	10/21/2024		103124	51,554.41
					SEPT24VP	10/21/2024		103124	-5,048.77
							CHECK	4250221 TOTAL:	2,483,232.31
4250222	10/31/2024	PRTD	1050 Ameren Illinois		100324	10/03/2024		103124	186.23
							CHECK	4250222 TOTAL:	186.23
4250223	10/31/2024	PRTD	1050 Ameren Illinois		100324BW	10/03/2024		103124	137.60
							CHECK	4250223 TOTAL:	137.60
4250224	10/31/2024	PRTD	1050 Ameren Illinois		100324GCTC	10/03/2024		103124	493.87
							CHECK	4250224 TOTAL:	493.87
4250225	10/31/2024	PRTD	1050 Ameren Illinois		100324N	10/03/2024		103124	77.35
							CHECK	4250225 TOTAL:	77.35
4250226	10/31/2024	PRTD	1050 Ameren Illinois		101424	10/14/2024		103124	365.80
							CHECK	4250226 TOTAL:	365.80

CHECK REGISTER

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4250227	10/31/2024	PRTD	1501 Ameren Illinois		03ILRt3PR	09/27/2024		103124	414.40
							CHECK	4250227 TOTAL:	414.40
4250228	10/31/2024	PRTD	1501 Ameren Illinois		092324ATC	09/23/2024		103124	51.72
							CHECK	4250228 TOTAL:	51.72
4250229	10/31/2024	PRTD	1501 Ameren Illinois		092724GLPR	09/27/2024		103124	818.15
							CHECK	4250229 TOTAL:	818.15
4250230	10/31/2024	PRTD	1501 Ameren Illinois		100224Admin	10/02/2024		103124	4,431.52
							CHECK	4250230 TOTAL:	4,431.52
4250231	10/31/2024	PRTD	1501 Ameren Illinois		100324ETC	10/03/2024		103124	75.45
							CHECK	4250231 TOTAL:	75.45
4250232	10/31/2024	PRTD	1501 Ameren Illinois		100324L	10/03/2024		103124	79.97
							CHECK	4250232 TOTAL:	79.97
4250233	10/31/2024	PRTD	1501 Ameren Illinois		100424AHSR	10/04/2024		103124	593.99
							CHECK	4250233 TOTAL:	593.99
4250234	10/31/2024	PRTD	1501 Ameren Illinois		SEPMaingTAd	10/03/2024		103124	788.67
							CHECK	4250234 TOTAL:	788.67
4250235	10/31/2024	PRTD	1501 Ameren Illinois		SEPT24	10/04/2024		103124	2,986.59
							CHECK	4250235 TOTAL:	2,986.59
4250236	10/31/2024	PRTD	2031 Best-One Fleet Servi		3200018365	09/23/2024		103124	1,486.00
					3200018293	09/27/2024	12500023	103124	29,144.50
					3200018708	10/08/2024		103124	861.00

CHECK REGISTER

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

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					3200018877	10/16/2024		103124	430.50
						CHECK	4250236	TOTAL:	31,922.00
4250237	10/31/2024	PRTD	1436 City of Highland		43	10/15/2024		103124	575.52
						CHECK	4250237	TOTAL:	575.52
4250238	10/31/2024	PRTD	1008 Collinsville sr. Cit		2400000503	09/13/2024		103124	1,640.45
						CHECK	4250238	TOTAL:	1,640.45
4250239	10/31/2024	PRTD	4101 ConvergeOne, Inc		INV1011405	07/04/2024	12300037	103124	49,807.92
					INV1031427	10/10/2024	12500009	103124	4,520.43
					INV1031804	10/15/2024	12500009	103124	120.00
						CHECK	4250239	TOTAL:	54,448.35
4250240	10/31/2024	PRTD	4136 Cummins Inc.		E2-241042562	10/16/2024	12500017	103124	8,773.05
						CHECK	4250240	TOTAL:	8,773.05
4250241	10/31/2024	PRTD	4046 D & D Tire Service L		51077	10/03/2024		103124	101.50
						CHECK	4250241	TOTAL:	101.50
4250242	10/31/2024	PRTD	4048 Dovetail Inc.		INV-24110	09/30/2024	12200029	103124	13,860.00
						CHECK	4250242	TOTAL:	13,860.00
4250243	10/31/2024	PRTD	1092 The Edwardsville Int		100124	09/29/2024	12500024	103124	464.30
						CHECK	4250243	TOTAL:	464.30
4250244	10/31/2024	PRTD	4126 GMV Syncromatics Cor		PS-INV002712	09/30/2024	12400037	103124	337,972.50
						CHECK	4250244	TOTAL:	337,972.50
4250245	10/31/2024	PRTD	1014 Granite City Townshi		091824	09/18/2024		103124	5,282.11

Madison County Mass Transit District



CHECK REGISTER

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

INV DATE PO WARRANT NET

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
						CHECK	4250245	TOTAL:	5,282.11
4250246	10/31/2024	PRTD	1220 Illinois American Wa		101424WSATC	10/14/2024		103124	197.23
						CHECK	4250246	TOTAL:	197.23
4250247	10/31/2024	PRTD	1220 Illinois American Wa		101524SPATC	10/15/2024		103124	70.58
						CHECK	4250247	TOTAL:	70.58
4250248	10/31/2024	PRTD	3920 The Jerry Costello G		NOV24	11/07/2024		103124	7,000.00
						CHECK	4250248	TOTAL:	7,000.00
4250249	10/31/2024	PRTD	3920 The Jerry Costello G		OCT23R	10/09/2024		103124	7,000.00
						CHECK	4250249	TOTAL:	7,000.00
4250250	10/31/2024	PRTD	1439 Juneau Associates, I		50466	08/31/2024		103124	24,798.00
					50467	08/31/2024		103124	13,843.55
					49942	04/27/2024		103124	985.00
					50487	08/31/2024		103124	2,327.00
						CHECK	4250250	TOTAL:	41,953.55
4250251	10/31/2024	PRTD	1437 Keller Construction,		20241006	10/10/2024	12500008	103124	38,153.61
					101724	10/17/2024	12400006	103124	326,112.41
					101624	10/16/2024	12500004	103124	91,234.00
						CHECK	4250251	TOTAL:	455,500.02
4250252	10/31/2024	PRTD	1602 Madison County State		NOV24	10/07/2024		103124	8,000.00
						CHECK	4250252	TOTAL:	8,000.00
4250253	10/31/2024	PRTD	1874 Main Street Communit		100824	10/08/2024		103124	621.04

CHECK REGISTER

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

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
						CHECK	4250253	TOTAL:	621.04
4250254	10/31/2024	PRTD	4102 Mansfield Power & Ga		SEPT24	10/15/2024		103124	76.75
						CHECK	4250254	TOTAL:	76.75
4250255	10/31/2024	PRTD	3990 Miles Chevrolet		321517	09/25/2024	12400038	103124	24,273.00
					321518	09/25/2024	12400038	103124	24,273.00
					321519	09/25/2024	12400038	103124	24,273.00
					321520	09/25/2024	12400038	103124	24,273.00
					321521	09/25/2024	12400038	103124	24,273.00
					321522	09/25/2024	12400038	103124	24,273.00
					321523	09/25/2024	12400038	103124	24,273.00
					321524	09/25/2024	12400038	103124	24,273.00
					321525	09/25/2024	12400038	103124	24,273.00
					321526	09/25/2024	12400038	103124	24,273.00
					321527	09/25/2024	12400038	103124	24,273.00
					321528	09/25/2024	12400038	103124	24,273.00
					321529	09/25/2024	12400038	103124	24,273.00
					321530	09/25/2024	12400038	103124	24,273.00
					321531	09/25/2024	12400038	103124	24,273.00
					321532	09/25/2024	12400038	103124	24,273.00
					321533	09/25/2024	12400038	103124	24,273.00
						CHECK	4250255	TOTAL:	412,641.00
4250256	10/31/2024	PRTD	1698 O'Brien Tire & Auto		0252765	09/20/2024		103124	2,187.46
					0253047	10/03/2024		103124	1,871.98
					0253179	10/09/2024		103124	661.50
					0253290	10/16/2024		103124	1,054.00

CHECK REGISTER

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 4250256 TOTAL:	5,774.94
4250257	10/31/2024	PRTD	1173 Oates Associates		39981	10/09/2024		103124	1,303.70
					39934	10/07/2024		103124	9,850.00
					39977	10/09/2024		103124	3,521.75
								CHECK 4250257 TOTAL:	14,675.45
4250258	10/31/2024	PRTD	4127 STEP CG, LLC		S-INV115098	09/24/2024		103124	3,239.39
								CHECK 4250258 TOTAL:	3,239.39
4250259	10/31/2024	PRTD	3980 The Bancorp Bank		659095	09/30/2024	12100078	103124	706.54
								CHECK 4250259 TOTAL:	706.54
4250260	10/31/2024	PRTD	1530 The Kiesel Company		566400	09/24/2024		103124	498.83
					566401	09/24/2024		103124	414.54
					566483	09/26/2024		103124	16,907.02
					566478	09/23/2024		103124	16,607.02
					566752	10/03/2024		103124	16,974.52
					566749	10/01/2024		103124	13,683.50
					566745	09/30/2024		103124	16,923.52
					566931	10/10/2024		103124	13,562.64
					566925	10/08/2024		103124	18,081.52
					566843	10/08/2024		103124	543.27
					566845	10/08/2024		103124	307.20
					566846	10/08/2024		103124	127.39
					567030	10/11/2024		103124	17,762.77
					567104	10/16/2024		103124	16,678.27

CHECK REGISTER

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

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
						CHECK	4250260	TOTAL:	149,072.01
4250261	10/31/2024	PRTD	1506 Village of Glen Carb		INV00809	10/01/2024		103124	429.25
						CHECK	4250261	TOTAL:	429.25
4250262	10/31/2024	PRTD	1737 wheatland Title Comp		692018	10/11/2024		103124	104.00
						CHECK	4250262	TOTAL:	104.00
						NUMBER OF CHECKS	43	*** CASH ACCOUNT TOTAL ***	4,091,754.05
						TOTAL PRINTED CHECKS	COUNT	AMOUNT	
							43	4,091,754.05	
							*** GRAND TOTAL ***		4,091,754.05

CHECK REGISTER

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

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4250263	10/31/2024	PRTD	1501 Ameren Illinois		04ILRt3PR	10/28/2024		103124B	362.27
						CHECK	4250263	TOTAL:	362.27
4250264	10/31/2024	PRTD	1501 Ameren Illinois		102124	10/21/2024		103124B	34.78
						CHECK	4250264	TOTAL:	34.78
4250265	10/31/2024	PRTD	1501 Ameren Illinois		102124ATC	10/21/2024		103124B	81.46
						CHECK	4250265	TOTAL:	81.46
4250266	10/31/2024	PRTD	2031 Best-One Fleet Servi		3200018929	10/17/2024		103124B	409.00
					3200019061	10/24/2024		103124B	38,666.00
						CHECK	4250266	TOTAL:	39,075.00
4250267	10/31/2024	PRTD	1008 Collinsville sr. Cit		2400000529	10/22/2024		103124B	928.51
						CHECK	4250267	TOTAL:	928.51
4250268	10/31/2024	PRTD	4116 German-Bliss Equipme		PRI-16397	10/21/2024	12500003	103124B	25,979.00
						CHECK	4250268	TOTAL:	25,979.00
4250269	10/31/2024	PRTD	4042 Illinois Power Marke		010000053483	10/26/2024		103124B	11,303.70
						CHECK	4250269	TOTAL:	11,303.70
4250270	10/31/2024	PRTD	1220 Illinois American wa		0425ILRt3PR	10/21/2024		103124B	154.01
						CHECK	4250270	TOTAL:	154.01
4250271	10/31/2024	PRTD	1220 Illinois American wa		102424GCTC	10/24/2024		103124B	218.98
						CHECK	4250271	TOTAL:	218.98
4250272	10/31/2024	PRTD	4144 Illinois EPA-Divisio		102924	10/29/2024		103124B	750.00
						CHECK	4250272	TOTAL:	750.00

Madison County Mass Transit District



CHECK REGISTER

CASH ACCOUNT: 10000000 10101 Checking Account

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4250273	10/31/2024	PRTD	1439 Juneau Associates, I		50591	09/28/2024		103124B	2,223.46
					50590	09/28/2024		103124B	645.00
						CHECK	4250273	TOTAL:	2,868.46
4250274	10/31/2024	PRTD	4104 Republic Services #3		50-005845895	10/20/2024		103124B	110.49
						CHECK	4250274	TOTAL:	110.49
4250275	10/31/2024	PRTD	4139 Scott's Tree & Outdo		102124	10/21/2024	12500021	103124B	2,600.00
						CHECK	4250275	TOTAL:	2,600.00
4250276	10/31/2024	PRTD	1530 The Kiesel Company		567290	10/21/2024		103124B	12,784.88
					567357	10/21/2024		103124B	15,729.52
					567305	10/22/2024		103124B	493.76
					567303	10/22/2024		103124B	389.71
						CHECK	4250276	TOTAL:	29,397.87
4250277	10/31/2024	PRTD	1506 Village of Glen Carb		102224GLPR	10/22/2024		103124B	529.60
						CHECK	4250277	TOTAL:	529.60
4250278	10/31/2024	PRTD	1506 Village of Glen Carb		INV00810	10/21/2024		103124B	278.11
						CHECK	4250278	TOTAL:	278.11
4250279	10/31/2024	PRTD	1737 wheatland Title Comp		692278	10/22/2024		103124B	13.00
						CHECK	4250279	TOTAL:	13.00

CHECK REGISTER

NUMBER OF CHECKS 17 *** CASH ACCOUNT TOTAL *** 114,685.24

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	17	114,685.24

*** GRAND TOTAL *** 114,685.24

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

	<u>Current Month</u>	<u>Current YTD</u>	<u>Prior YTD</u>	<u>Percentage Increase / (Decrease) Over Prior YTD</u>	<u>FY25 Budget</u>	<u>Budget % Expended (25% of FY)</u>
Revenue						
Operating Revenue						
Sales Tax Revenue	\$1,115,594.58	\$3,429,549.90	\$3,391,727.98	1%	\$12,800,000	27%
Investment Income	265,606.93	674,522.21	390,350.55	73%	1,000,000	67%
Investment Gains/Losses	0.00	0.00	0.00	0%	0	n/a
Investments-Mark to Market	316,238.84	1,287,793.03	(53,615.12)	-2502%	0	n/a
IDOT Operating Assistance	0.00	0.00	1,540,363.42	0%	21,000,000	0%
Federal CARES Act/CRRSAA/ARPA	0.00	0.00	0.00	0%	1,890,000	0%
Local Sales Tax Reform Fund	271,412.17	841,237.07	809,031.11	4%	3,100,000	27%
CMAQ Rideshare Marketing and Outreach	0.00	0.00	0.00	0%	750,000	0%
Commuter Initiative	0.00	0.00	7,591.96	0%	150,000	0%
Fares	127,031.21	400,156.28	110,267.96	100%	1,900,000	21%
Other Revenue	55,517.80	141,689.10	26,471.06	0%	118,000	120%
Lease/Rental Income	0.00	0.00	0.00	0%	0	n/a
Total Operating Revenue	\$2,151,401.53	\$6,774,947.59	\$6,222,188.92	9%	\$42,708,000	16%
Capital Revenue						
FTA Transit Admin Section 5307	\$42,116.00	\$942,265.00	\$8,015.00	100%	\$6,365,427	15%
FTA Transit Admin Section 5339	0.00	0.00	0.00	0%	3,780,000	0%
Congestion Mitigation Air Quality	0.00	0.00	0.00	0%	5,270,000	0%
Rebuild Illinois	0.00	0.00	0.00	0%	12,826,000	0%
Illinois Department of Transportation	0.00	0.00	0.00	0%	0	0%
Illinois Department of Natural Resources	0.00	0.00	0.00	0%	1,088,000	0%
Intergovernmental Agreements	0.00	0.00	0.00	0%	100,000	0%
Metro East Park and Recreation District	0.00	0.00	0.00	0%	2,550,000	0%
Other Revenue - Capital	0.00	0.00	0.00	0%	0	n/a
Future Grants	0.00	0.00	0.00	0%	7,020,000	0%
Total Capital Revenue	\$42,116.00	\$942,265.00	\$8,015.00	0%	\$38,999,427	2%
Total Revenues	\$2,193,517.53	\$7,717,212.59	\$6,230,203.92	24%	\$81,707,427	9%
Expenses						
Operating Expenses						
Fixed Route and Paratransit	\$2,725,361.23	\$8,149,610.77	\$7,761,466.10	5%	\$35,400,000	23%
ACT Administrative Contract	39,500.00	118,500.00	114,729.00	100%	490,000	24%
Rideshare	81,438.81	282,231.46	195,743.51	44%	900,000	31%
Professional and Other Services	15,985.00	52,124.00	46,000.00	13%	525,000	10%
Trustee Expenses	1,634.72	3,827.66	2,643.47	45%	30,000	13%
District Office Expenses	66,179.59	176,468.29	135,808.18	30%	640,000	28%
Facilities Maintenance	192,975.54	421,618.51	281,344.03	50%	1,367,000	31%
District Budget Contingency	0.00	0.00	0.00	0%	1,000,000	0%
Total Operating Expenses	\$3,123,074.89	\$9,204,380.69	\$8,537,734.29	8%	\$40,352,000	23%
Capital Expenses						
Bikeways	\$554,290.46	\$1,200,203.58	\$876,194.96	37%	\$38,868,000	3%
Bus Station/Stops and Park & Ride	0.00	9,240.52	12,367.30	0%	9,036,000	0%
Cooperative Police Bicycle Grant Program	0.00	11,084.98	0.00	100%	75,000	15%
Facility Improvements	71,865.90	156,434.14	2,035,460.88	-92%	6,650,000	2%
Maintenance Equipment	0.00	0.00	0.00	0%	1,495,000	0%
MIS Equipment	375,525.00	384,733.44	0.00	100%	4,200,000	9%
Transit Support Equipment	0.00	7,109.00	35,530.00	0%	711,000	1%
Vehicles - Buses	92,898.22	372,881.40	0.00	100%	17,801,750	2%
Vehicles - Rideshare Vans	0.00	0.00	0.00	0%	912,000	0%
Vehicles - Transit Support	539,186.00	712,569.12	0.00	100%	1,203,986	59%
Contingency	0.00	0.00	0.00	0%	2,000,000	0%
Total Capital Expenses	\$1,633,765.58	\$2,854,256.18	\$2,959,553.14	-4%	\$82,952,736	3%
Total Expenses	\$4,756,840.47	\$12,058,636.87	\$11,497,287.43	5%	\$123,304,736	10%
Excess Revenue Over (Under) Expenses	(\$2,563,322.94)	(\$4,341,424.28)	(\$5,267,083.51)	-18%	(\$41,597,309)	10%

Madison County Mass Transit District
Income Statement with Budget Variance for the
Period Ended September 30, 2024

Description	Current Period				Year to Date			
	Actual	Budget	Deviation	Pct	Actual	Budget	Deviation	Pct ytd
OPERATING REVENUE								
Sales Tax Revenue	1,115,594.58	1,066,666.66	48,927.92	104.59	3,429,549.90	3,200,000.00	229,549.90	107.17
Investment Income	265,606.93	83,333.34	182,273.59	318.73	674,522.21	250,000.00	424,522.21	269.81
Investments-Mark to Market	316,238.84	0.00	316,238.84	0.00	1,287,793.03	0.00	1,287,793.03	0.00
IDOT Operating Assistance	0.00	1,750,000.00	-1,750,000.00	0.00	0.00	5,250,000.00	-5,250,000.00	0.00
Federal CARES Act/CRRSAA/ARPA	0.00	157,500.00	-157,500.00	0.00	0.00	472,500.00	-472,500.00	0.00
Local Sales Tax Reform Fund	271,412.17	258,333.34	13,078.83	105.06	841,237.07	775,000.00	66,237.07	108.55
CMAQ Rideshare Marketing & Outreach	0.00	62,500.00	-62,500.00	0.00	0.00	187,500.00	-187,500.00	0.00
Commuter Initiative	0.00	12,500.00	-12,500.00	0.00	0.00	37,500.00	-37,500.00	0.00
Fares	127,031.21	158,333.34	-31,302.13	80.23	400,156.28	475,000.00	-74,843.72	84.24
Other Revenue	55,517.80	9,833.34	45,684.46	564.59	141,689.10	29,500.00	112,189.10	480.30
TOTAL OPERATING REVENUE	2,151,401.53	3,559,000.02	-1,407,598.49	60.45	6,774,947.59	10,677,000.00	-3,902,052.41	63.45
CAPITAL REVENUE								
Fed Transit Admin Section 5307	42,116.00	530,452.25	-488,336.25	7.94	942,265.00	1,591,356.75	-649,091.75	59.21
Fed Transit Admin Section 5339	0.00	315,000.00	-315,000.00	0.00	0.00	945,000.00	-945,000.00	0.00
Congestion Mitigation Air Quality	0.00	439,166.66	-439,166.66	0.00	0.00	1,317,500.00	-1,317,500.00	0.00
Rebuild Illinois	0.00	1,068,833.34	-1,068,833.34	0.00	0.00	3,206,500.00	-3,206,500.00	0.00
Illinois Dept of Natural Resources	0.00	90,666.66	-90,666.66	0.00	0.00	272,000.00	-272,000.00	0.00
Metro East Park and Recreation District	0.00	212,500.00	-212,500.00	0.00	0.00	637,500.00	-637,500.00	0.00
Future Grants	0.00	585,000.00	-585,000.00	0.00	0.00	1,755,000.00	-1,755,000.00	0.00
Intergovernmental Agreements	0.00	8,333.34	-8,333.34	0.00	0.00	25,000.00	-25,000.00	0.00
TOTAL CAPITAL REVENUE	42,116.00	3,249,952.25	-3,207,836.25	1.30	942,265.00	9,749,856.75	-8,807,591.75	9.66
TOTAL REVENUES	2,193,517.53	6,808,952.27	-4,615,434.74	32.22	7,717,212.59	20,426,856.75	-12,709,644.16	37.78
OPERATING EXPENSES								
Fixed Route and Paratransit	2,725,361.23	2,950,000.00	-224,638.77	92.39	8,149,610.77	8,850,000.00	-700,389.23	92.09
ACT Administrative Contract	39,500.00	40,833.34	-1,333.34	96.73	118,500.00	122,500.00	-4,000.00	96.73
Rideshare	81,438.81	75,000.00	6,438.81	108.59	282,231.46	225,000.00	57,231.46	125.44
Professional and Other Services	15,985.00	43,750.00	-27,765.00	36.54	52,124.00	131,250.00	-79,126.00	39.71
Trustee Expenses	1,634.72	2,500.00	-865.28	65.39	3,827.66	7,500.00	-3,672.34	51.04
District Office Expenses	66,179.59	53,333.34	12,846.25	124.09	176,468.29	160,000.00	16,468.29	110.29
Facilities Maintenance	192,975.54	113,916.66	79,058.88	169.40	421,618.51	341,750.00	79,868.51	123.37
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	3,123,074.89	3,362,666.68	-239,591.79	92.87	9,204,380.69	10,088,000.00	-883,619.31	91.24
CAPITAL EXPENSES								
Bikeways	554,290.46	3,239,000.00	-2,684,709.54	17.11	1,200,203.58	9,717,000.00	-8,516,796.42	12.35
Bus Station/Stops and Park & Ride	0.00	753,000.00	-753,000.00	0.00	9,240.52	2,259,000.00	-2,249,759.48	0.41
Cooperative Police Bicycle Grant Program	0.00	6,250.00	-6,250.00	0.00	11,084.98	18,750.00	-7,665.02	59.12
Facility Improvements	71,865.90	554,166.66	-482,300.76	12.97	156,434.14	1,662,500.00	-1,506,065.86	9.41
Maintenance Equipment	0.00	124,583.34	-124,583.34	0.00	0.00	373,750.00	-373,750.00	0.00
MIS Equipment	375,525.00	350,000.00	25,525.00	107.29	384,733.44	1,050,000.00	-665,266.56	36.64
Transit Support Equipment	0.00	59,250.00	-59,250.00	0.00	7,109.00	177,750.00	-170,641.00	4.00
Vehicles - Buses	92,898.22	1,483,479.16	-1,390,580.94	6.26	372,881.40	4,450,437.50	-4,077,556.10	8.38
Vehicles - Rideshare Vans	0.00	76,000.00	-76,000.00	0.00	0.00	228,000.00	-228,000.00	0.00
Vehicles - Transit Support	539,186.00	100,332.16	438,853.84	537.40	712,569.12	300,996.50	411,572.62	236.74
Contingency	0.00	166,666.66	-166,666.66	0.00	0.00	500,000.00	-500,000.00	0.00
TOTAL CAPITAL EXPENSES	1,633,765.58	6,912,727.98	-5,278,962.40	23.63	2,854,256.18	20,738,184.00	-17,883,927.82	13.76
TOTAL EXPENSES	4,756,840.47	10,275,394.66	-5,518,554.19	46.29	12,058,636.87	30,826,184.00	-18,767,547.13	39.12
EXCESS REVENUE OVER EXPENSE	-2,563,322.94	-3,466,442.39	903,119.45	73.95	-4,341,424.28	-10,399,327.25	6,057,902.97	41.75

UNAUDITED

ASSETS	
Checking Account	166,009.89
Savings Accounts	168,782.17
Illinois Funds Investment Pool	2,765,630.15
Investments	69,923,183.60
Investments-Mark to Market	3,062,589.59
Inventory	1,275,035.34
Capital Grants Receivables	393,093.22
Other Receivables	41,263.00
Sales Tax Receivable	3,340,880.75
Interest Receivable	367,623.80
Prepaid Expenses	959,402.85
TOTAL ASSETS	82,463,494.36
LIABILITIES	
Accounts Payable	5,743,618.61
Retainage Payable	290,346.29
TOTAL LIABILITIES	6,033,964.90
FUND BALANCE	
Nonspendable Fund Balance	2,793,374.49
Committed Fund Balance	30,412,000.00
Assigned Fund Balance	26,441,309.00
Beginning Unassigned Fund Balance	21,124,270.25
Excess Revenue Over Expenses	-4,341,424.28
Total Unassigned Fund Balance	16,782,845.97
TOTAL FUND BALANCE	76,429,529.46
TOTAL LIABILITIES AND FUND BALANCE	82,463,494.36

UNAUDITED

MCT DETAILED SCHEDULE OF INVESTMENTS
AT SEPTEMBER 30, 2024

INSTITUTION	PURCHASE DATE	CD OR ACCOUNT NUMBER	MATURITY DATE	INTEREST RATES	CERTIFICATE AMOUNT	WEIGHTED AVERAGE INTEREST
INVESTMENTS PURCHASED DIRECTLY BY MCT						
CERTIFICATES OF DEPOSIT (CD)						
Bradford National Bank	09-01-23	***41643	03-01-26	4.65%	500,000.00	
Bradford National Bank	09-01-23	***41644	09-01-26	4.50%	500,000.00	
FCB Banks	03-30-23	***56721	09-30-25	4.36%	2,000,000.00	
FCB Banks	10-27-23	***56722	10-27-25	4.93%	1,000,000.00	
First Mid Bank & Trust	06-30-23	***60357	06-30-25	4.75%	1,000,000.00	
First Mid Bank & Trust	06-30-23	***60368	12-31-25	4.50%	1,000,000.00	
First Mid Bank & Trust	06-30-23	***60379	06-30-26	4.50%	1,000,000.00	
TOTAL CD'S					<u>7,000,000.00</u>	4.57%
CERTIFICATES OF DEPOSIT ACCOUNT REGISTRY SERVICE (CDARS)						
Edwardsville Bank	10-19-23	***48258	10-14-27	4.82%	500,000.00	
Edwardsville Bank	11-02-23	***26729	10-26-28	4.20%	2,000,000.00	
Edwardsville Bank	11-02-23	***26702	10-28-27	4.20%	3,270,000.00	
Bank of Springfield	12-07-23	***99437	12-05-24	5.12%	1,500,000.00	
Bank of Springfield	12-07-23	***03256	12-03-26	4.64%	1,003,183.60	
Bank of Springfield	12-07-23	***03264	11-30-28	4.26%	2,175,000.00	
Bank of Springfield	04-04-24	***20751	04-03-25	5.25%	1,000,000.00	
Bank of Springfield	04-04-24	***20786	03-29-29	4.20%	1,500,000.00	
Bank of Springfield	09-05-24	***26584	08-30-29	3.35%	1,000,000.00	
TOTAL CDARS					<u>13,948,183.60</u>	4.38%
TOTAL INVESTMENTS PURCHASED DIRECTLY BY MCT					<u>20,948,183.60</u>	
FUNDS TRANSFERRED TO PORTFOLIO MANAGED BY BUSEY BANK (SEE SEPARATE REPORT FOR DETAILS)				varies	48,975,000.00	varies
GRAND TOTAL MCT INVESTMENTS					69,923,183.60	
CASH ACCOUNTS						
MCT checking account				2.80%	166,009.89	
MCT savings accounts				2.80%	79,404.00	
MCT savings account (BOS)				4.50%	89,378.17	
Illinois Funds investment pool				5.009%	<u>2,765,630.15</u>	
TOTAL CASH					<u>3,100,422.21</u>	4.82%
TOTAL CASH AND INVESTMENTS					73,023,605.81	

Madison County Mass Transit District Agency

STATEMENT REPORT

As of 9/30/2024

ACCOUNTS

Madison County Mass Transit District Agency



MARKET UPDATE & OUTLOOK

AS OF SEPTEMBER 30, 2024



ECONOMIC RECAP

- The U.S. economy has shown its resilience despite the challenges of higher interest rates and rising prices for goods and services. While many economists anticipated a slowdown, the economy appears to be gaining strength as the year progresses. In the first quarter, real gross domestic product (GDP) grew by 1.6% annualized, followed by stronger 3.0% growth in the second quarter. The Atlanta Fed’s GDPNow model is forecasting 3.1% real GDP growth for the third quarter.
- Reports during the third quarter showed clear evidence that inflationary pressures had eased. Both the Personal Consumption Expenditures (PCE) Price Index and the Consumer Price Index (CPI) decreased over the past three months. By the end of the quarter, the CPI’s 12-month inflation rate was 2.5%, while the PCE Price Index ended at 2.2%.
- Total employment increased by 142,000 in August, below the consensus of 160,000 and lower than the 12-month average gain of 202,000. The August estimate followed downward revisions in both June and July, which, combined, were 86,000 lower than previously reported. In August, job gains occurred in construction and health care. The unemployment rate for August ticked down 0.1 percentage point to 4.2% but was 0.4 percentage point above the rate from a year earlier (3.8%).

ECONOMIC DATA

	CURRENT	20-YEAR AVERAGE	PERCENTILE
Unemployment Rate	4.2%	5.8%	25%
CPI YoY (Urban)	2.5%	2.6%	55%
Inflation Expectations (5-year)	2.1%	1.9%	60%
Fed Deficit (% of GDP)	7.2%	5.4%	73%
Household Debt/Income (Disposable)	93%	111%	3%
Housing Affordability Index	94.3	149.0	1%
US Dollar Index	101	89	87%

Source: Bloomberg

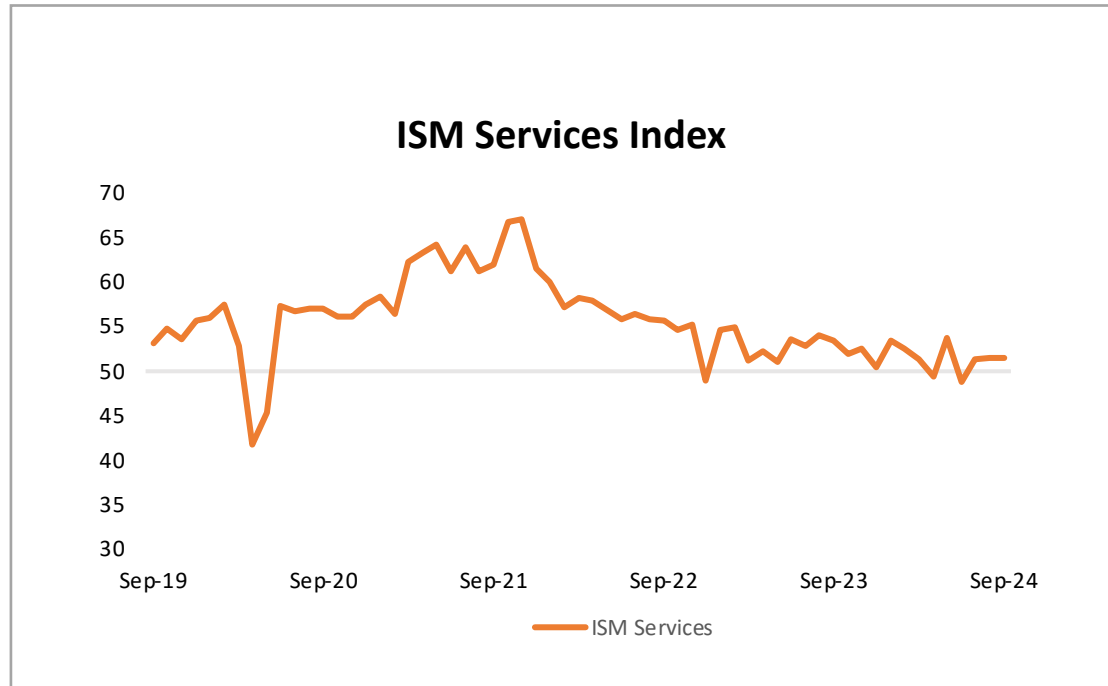


Non-deposit products and services through Busey Wealth Management

Are Not Insured By The FDIC	Are Not Deposits	May Lose Value	No Bank Guarantee
-----------------------------	------------------	----------------	-------------------

ECONOMIC OUTLOOK

- An economic “soft landing” now seems more likely for the U.S. economy thanks to strong GDP growth in the third quarter and the Federal Reserve’s decision to ease monetary policy by cutting interest rates in September, with more cuts expected later this year. Although there are some signs of economic slowing, overall, the U.S. economy is likely to show positive growth for the remainder of 2024.
- Consumer spending is the largest component driving the U.S. economy. Although the unemployment rate is rising, it has largely been driven by more people entering the workforce, not because of larger scale layoffs. As long as the job market remains on solid footing, consumer spending should continue to hold up. The latest Job Openings and Labor Turnover Survey (JOLTS) report showed an increase in the number of jobs available, now slightly over 8 million. With more people entering the workforce along with more job openings, that should bode well for the U.S. economy.
- As of recent data, services spending makes up a significantly larger portion of U.S. GDP compared to goods spending: services account for roughly 77% of U.S. GDP. Goods (both durable and non-durable) account for around 23% of U.S. GDP. This reflects the U.S. economy’s shift toward a more service-oriented structure, with sectors like healthcare, education, finance and professional services playing a dominant role, while manufacturing and production of goods contribute a smaller share. The most recent ISM Service Index reading was above 50%, indicating growth within the services sector. This also provides support to the notion of an economic “soft landing.”



Source: Institute Supply Management, Bloomberg



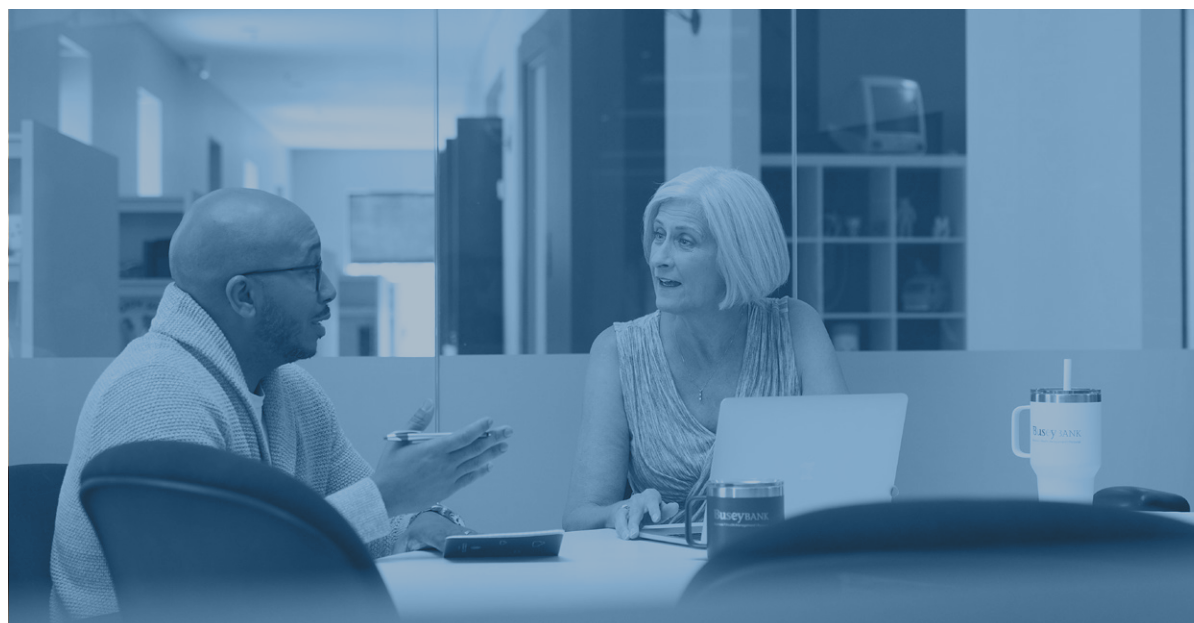
EQUITY RECAP

- The S&P 500 gained more than 2% in September, bolstered by the Fed's 0.50% rate cut which investors interpreted as bullish rather than as a sign of looming economic weakness. Stocks broadly participated in gains as the equal weighted S&P index outperformed. The S&P 500 rose 22% year-to-date and closed the month at an all-time high.
- Consumer Discretionary stocks led the S&P with a 7% increase, including large gains from Tesla, gaming stocks and cruise ship operators, as investors bet on an economic "soft landing." Utilities stocks gained more than 6% as nuclear power providers Vistra and Constellation Energy each gained more than 30% on Constellation's agreement to provide nuclear-generated electricity to power Microsoft's data centers. Energy and Health Care stocks lagged.
- Chinese equities jumped more than 20% on economic stimulus news, driving a nearly 7% increase in the MSCI Emerging Markets Index. Gold continued to charge higher, rising 5% in September and 28% year-to-date. Gold, viewed as a haven, could be signaling higher future inflation, U.S. dollar weakness versus other currencies, or other financial market risks. Oil fell more than 7% despite rising tensions in Middle East; the U.S. dollar fell 1%.

MARKET PERFORMANCE

	1-MONTH	YTD	1-YEAR	3-YEAR	5-YEAR
S&P 500	2.1%	22.1%	36.3%	11.9%	16.0%
S&P 400 Midcap	1.2%	13.5%	26.8%	7.4%	11.7%
Russell 2000	0.7%	11.2%	26.7%	1.8%	9.4%
MSCI EAFE	1.0%	13.6%	25.4%	6.1%	8.8%
MSCI Emerging Markets	6.7%	17.1%	26.4%	0.7%	6.1%
MSCI ACWI	2.4%	19.1%	32.3%	8.6%	12.7%

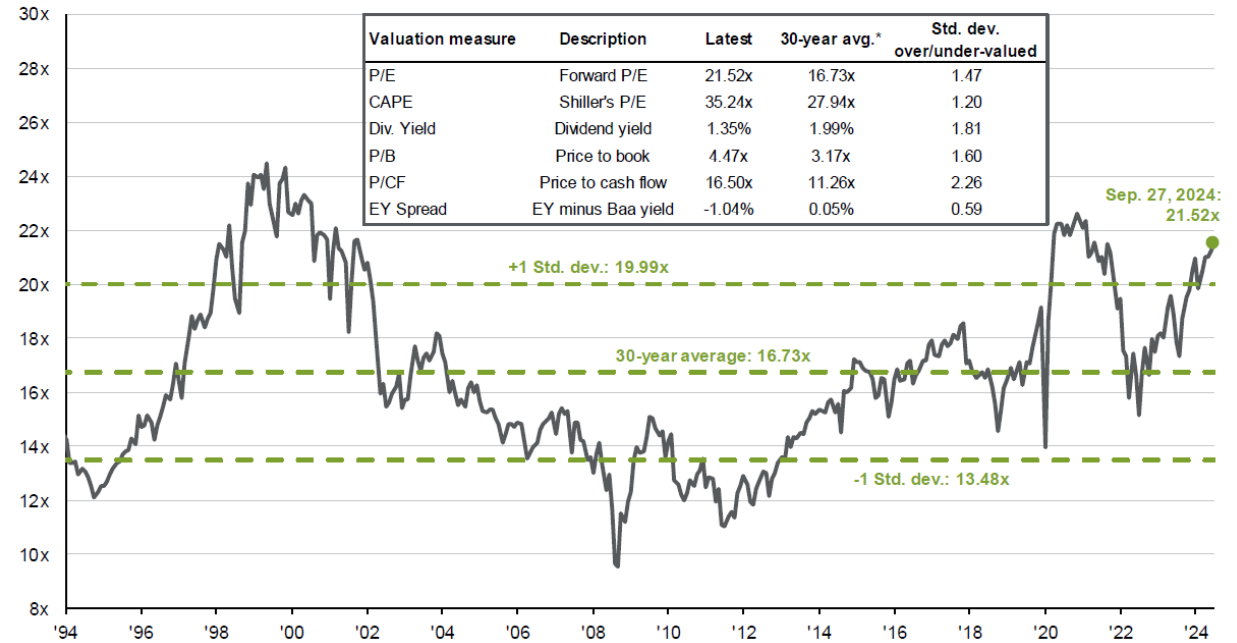
Source: Bloomberg



EQUITY OUTLOOK

- The S&P 500 increased 6% in the third quarter and 22% year-to-date through September. Interest rate-sensitive sectors led in the quarter with 19% returns from Utilities and 17% in Real Estate as investors anticipated September's Fed rate cut. Energy lost 2% and was the only sector to post negative quarterly returns. Tech stocks underperformed in the third quarter, gaining only 2%, but remained the second-best performing sector year-to-date behind Utilities.
- Companies appear to be shrugging off recession risks and performing reasonably well. Perhaps the economy will execute the improbable and avoid recession, thanks in part to the current U.S. government budget deficit to GDP of 7.7% despite below-average official unemployment of only 4.2%. Analysts currently expect S&P 500 Earnings Per Share (EPS) growth of 4.6% in the September quarter, down from the 7.8% growth expected on June 30 and 14.9% in the December quarter. Technology companies are expected to post 15.6% EPS growth in the September quarter, the fastest among S&P sectors. Energy, Materials and Consumer Discretionary are expected to report lower quarterly EPS. Full year 2024 EPS growth is expected to be 10% and 2025 EPS growth is forecasted to be 15%, according to FactSet.
- The S&P 500 is valued at a forward P/E of 21.5x compared to 21.0x last quarter and 19.5x at the start of the year and is 29% above its 30-year average. Valuation is significantly above average on most other metrics, including Shiller's cyclically adjusted P/E, price-to-book, and price-to-cash flow. The forward P/E of value stocks relative to growth stocks is 0.58x compared to the long-term ratio of 0.71x, suggesting attractive investment opportunities may be found in the value universe.

S&P 500 Index: Forward P/E ratio



Source: JP Morgan Guide to the Markets



FIXED INCOME RECAP

- On September 18, the Federal Reserve cut the federal funds rate by 50 basis points (BPS), marking its first rate cut since March 2020. Following suit, bond yields fell throughout the month, with the 1-year U.S. Treasury bill yield falling from 4.42% to 3.96%, while the 10-year U.S. Treasury bond yield dropped from 3.91% to 3.72%. Despite the rate cut, Fed Chairman Jerome Powell described the economy as healthy at the post-meeting press conference and reiterated that stance later in the month. The market expects continued rate cuts, including a 25 BPS cut on November 7 and a 50 BPS cut on December 18, with high confidence of further cuts through March of 2025.
- Historically, an inverted yield curve signals an impending recession. However, this cycle is different—the curve inverted in June 2022 and stayed inverted through the September 18 Federal Open Market Committee (FOMC) meeting. After that meeting, the yield curve began to normalize, flattening by 15 BPS. The market now believes a near-term recession is unlikely, especially with expected rate cuts, suggesting the potential for continued risk-on sentiment.
- Investment grade yield spreads widened in September, staying elevated despite the Fed's rate cut on September 18 due to recession concerns. However, since then, spreads have narrowed as the market grows more confident in the Fed's outlook. Although Powell's positive assessment stands, some signs in employment and consumer debt data warrant ongoing monitoring.

MARKET PERFORMANCE

	1-MONTH	YTD	1-YEAR	3-YEAR	5-YEAR
Bloomberg US Treasury	1.2%	3.8%	9.7%	-1.8%	-0.2%
Bloomberg US Corporate	1.8%	5.3%	14.3%	-1.2%	1.2%
Bloomberg US Aggregate	1.3%	4.4%	11.6%	-1.4%	0.3%
Bloomberg US High Yield	1.6%	8.0%	15.7%	3.1%	4.7%
Bloomberg Global Agg Ex-US	2.0%	2.8%	12.3%	-4.4%	-1.9%
Bloomberg US Municipal	1.0%	2.3%	10.4%	0.1%	1.4%

Source: Bloomberg



FIXED INCOME OUTLOOK

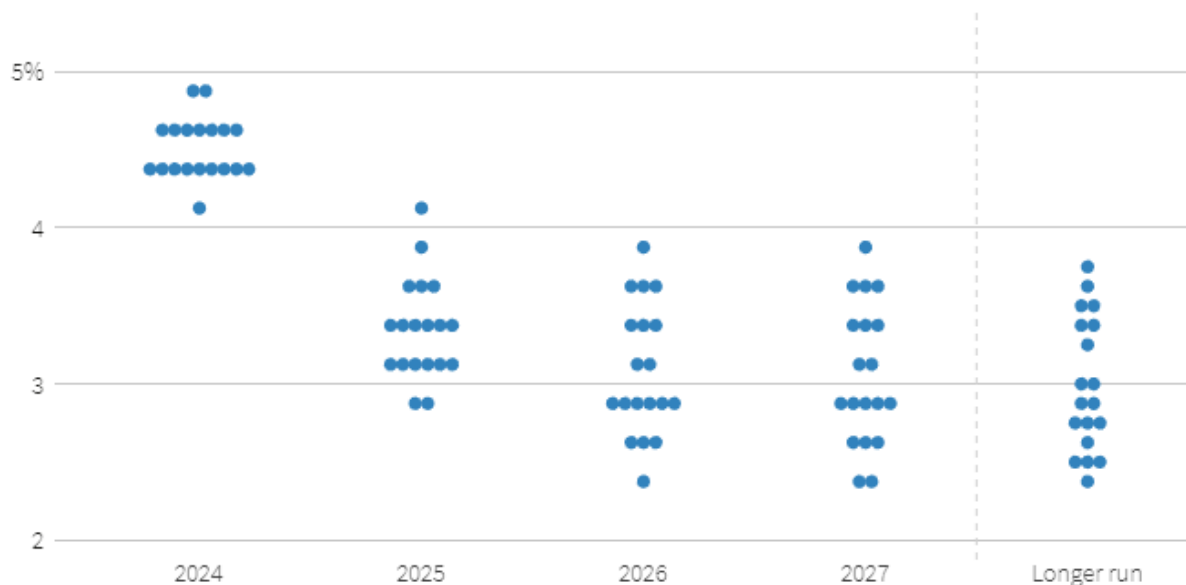
- The market is highly confident of 125 BPS of Fed rate cuts by the March 2025 FOMC meeting, spread across four meetings. However, after that, confidence in further cuts drops significantly. The market anticipates another 75 BPS of cuts between May 2025 and March 2026, but conviction is low. We suggest that investors with short-duration portfolios look to extend their duration in the near term, as substantial cuts seem more likely before March 2025, with future cuts depending on worsening economic data.

- Interestingly, given the market's expectation of 125 BPS of cuts occurring by March 19, 2025, it is noteworthy that the sell-side consensus is that inflation does not go below 2.3% in 2025 and likely does not go below 2.5% while the Fed continues to cut rates. In the past, the logic was that the Fed would not cut unless inflation were at, or very close to, the core inflation rate of 2.0%. The market says that the Fed is expected to cut rates another 125 BPS while inflation is at least 2.5%. This gives the Fed much flexibility to cut rates aggressively within expectations in the short term.

- Given that the yield curve has normalized, and the Fed is likely to cut rates, it is possible that this will lead to another leg of the “risk on” trade that we have seen in the equity markets. This may reverberate in the fixed-income markets because investment-grade corporate bond spreads could compress further. Although U.S. investment grade bond spreads have narrowed by about 15 to 20 BPS this year, depending on the sector, they are still above all-time lows by about 20 to 30 BPS. Moreover, the Atlanta Fed posted that the second half of 2024 could see U.S. GDP growth north of 3% in some months. Given the Fed is likely to cut rates and a decent economic backdrop, it is conceivable that credit spreads could approach the previous lows seen in the past decade, which would translate to another 30 BPS of narrowing. We continue to like the Utilities, Information Technology, Healthcare and Industrial sectors from an options-adjusted spread perspective.

The Fed's dot plot

Interest rate projections by officials at the Federal Open Market Committee



Each dot represents a year-end projection from September 2024. Published September 18, 2024 at 6:02 PM GMT
Sources: The Federal Reserve

THE BENEFITS OF CURRENCY IN GLOBAL PORTFOLIOS

The portfolios that we design and manage are generally comprised of global equities and domestic fixed income, with some variations. The decision to invest in non-U.S. equities takes into consideration both the prospects for the underlying stocks and the currencies in which their prices are quoted, and their dividends are paid. We have found that foreign currencies have helped to diversify our clients' portfolios, but their contribution to performance has varied for extended periods.

CHARACTERISTICS OF HISTORICAL CURRENCY PERFORMANCE

In 1973, the postwar arrangement of fixed exchange rates was abandoned, and the world's major currencies were allowed to float. At the time, the system's demise was generally considered a policy failure, but floating exchange rates with the dollar enshrined as the world's reserve currency

was generally helpful in absorbing subsequent shocks to the global economy.

Exhibit 1 shows the performance of the currency component of non-U.S. equity returns since 1970, as well as subdivided between developed and emerging countries. Over the entire period, the currencies of non-U.S. stock markets appreciated versus the U.S. dollar from an index level of 1 to 1.69 by the end of September—a gain of 69% or 1.3% annually. Much of this historical performance was attributable to the devaluations of the dollar during the inflationary Arab Oil Embargo in the 1970s and after the Plaza Accord in the mid-1980s.

Notably, the currency exposure from non-U.S. equities has neither added to nor subtracted from performance since 1987, with alternating cycles of contribution. The appreciation of the Japanese yen through 1995 was very influential to adding value but

was followed by the rise in the dollar coincident with massive flows into U.S. equities during the late 1990s tech bubble. Latin American currencies depreciated in the 1990s, hurting the contribution from emerging countries, but all foreign currencies then appreciated during the Chinese industrialization and 'carry trades' of the early 2000s. The 52% subtraction since the financial crisis has weighed on investor enthusiasm for foreign assets.

Until the financial crisis, non-U.S. equity currency returns were completely uncorrelated with U.S. equity returns and showed an average correlation of 0.2 with non-U.S. local market returns. Those low correlations resulted in reduced portfolio risks. Since 2008, currency correlations have risen but are still roughly 0.5 to both kinds of equities, indicating that diversification still exists, but less so.

DRIVERS OF CURRENCY PERFORMANCE

Relative interest rates

In the shorter run, a higher interest rate in a country induces capital flows into its sovereign debt, thus increasing demand for its currency. Most often observed in shorter-maturity notes and bills, longer maturity rates, especially if pushed up by economic activity, can also induce inflows.

Until recently, the aggressive rate raising from the U.S. Federal Reserve helped to support the dollar—but has now reversed. Higher relative rates also supported the rally in the euro during the 'carry trade' euphoria prior to the financial crisis in 2008.

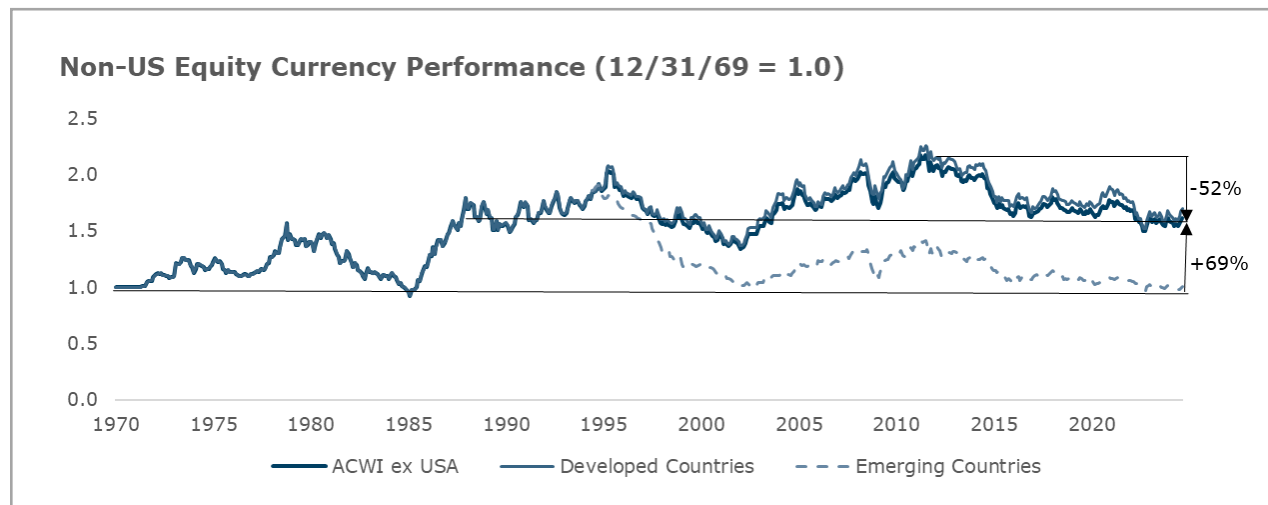


Exhibit 1

■ **Economic surprise**

When economic growth in a country turns out to be stronger than financial markets expect, that ‘positive surprise’ impacts currencies directly and indirectly. Directly by increasing the purchasing power of a country’s consumers and businesses through higher wages and profits, and indirectly through investor capital that is more likely to flow into the country, increasing the exchange rate and asset prices.

Since 2010, the U.S. economy has outperformed most other developed markets, sustaining the strength of the dollar. The strength of emerging economies during the early 2000s reindustrialization, and Japan in the 1970s and 1980s, also demonstrated economic surprise as a currency driver.

■ **Valuation**

An established method of valuing currencies is Purchasing Power Parity (PPP), calculated by determining the exchange rate required to buy the same amount of goods and services in two countries. PPP has been effective in identifying misvaluations of currency pairs, but over very long (10+ years) time horizons.

Comparing the PPP valuations of the currencies of non-U.S. equity markets to the U.S. dollar reveals 30% undervaluation in foreign currencies as a group, greater than at any time since 1970 (Exhibit 2). Historically, foreign currencies weighted by the relative size of each country’s equity market have rarely been more than 20% cheap (1973, 1984 and now) or 30% expensive (1990s) to the U.S. dollar.

Non-US Equity Wtd Currency Over (+) Under (-) valuation vs USD

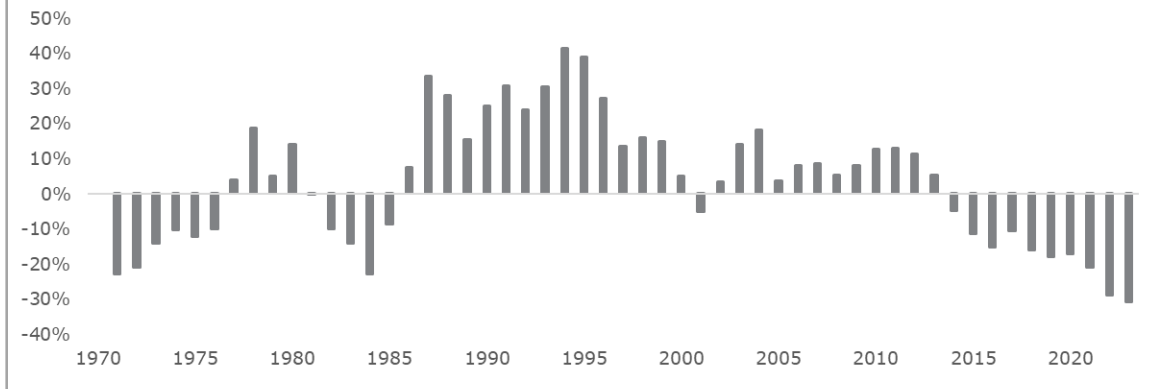


Exhibit 2

THE CURRENT OUTLOOK

Non-U.S. currency valuation suggests that currency exposure should enhance non-U.S. equity returns, as well as potentially absorb downside risk to equity markets that are aggressively valued. Relative interest rates also favor non-U.S. currencies, as the Fed has now signaled its desire to cut rates more aggressively than most of the world’s central banks. Longer-dated yields in the U.S. could be vulnerable to a resurgence in inflation, but for now, market expectations are for that not to occur. U.S. economic growth has been surprisingly strong relative to other developed economies since 2020, thanks to unprecedented government stimulus and resilient consumer spending. Government stimulus, however, is decelerating and U.S. consumers have depleted the stock of savings they built in the wake of Covid. Foreign markets (such as China) have recently shown a willingness to stimulate by both fiscal and monetary methods, which if sustained, could come to favor non-U.S. markets and their currencies.

The outlook is, on balance, more positive for foreign currency to add to the returns of global portfolios than it has been for some time. At minimum, foreign currency can continue to diversify majority-equity portfolios as it has over the long run and in recent months.

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

Zachary Hillard, CFA
Executive Vice President | Chief Investment Officer



Non-deposit products and services through Busey Wealth Management

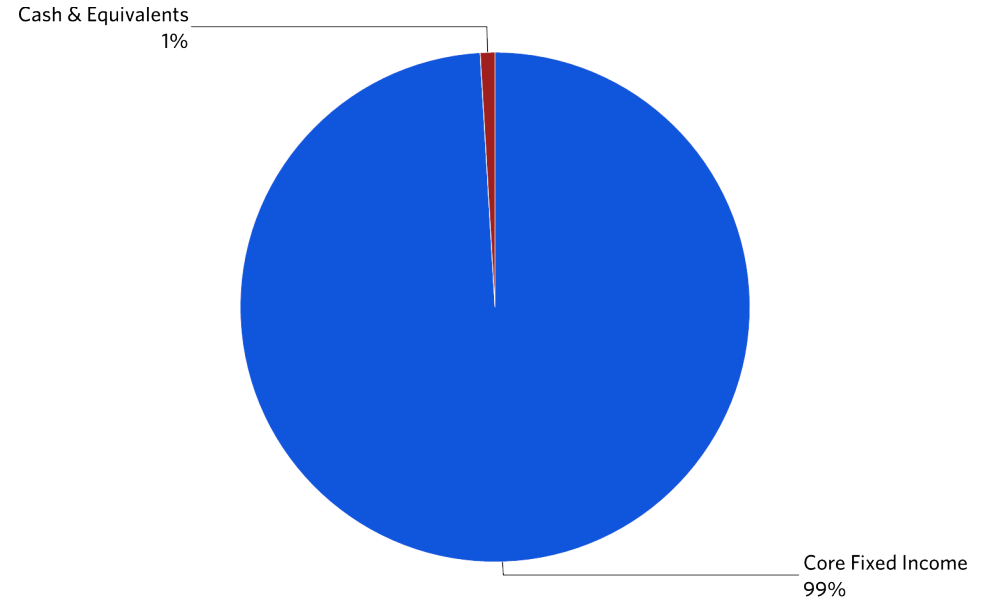
Are Not Insured By The FDIC	Are Not Deposits	May Lose Value	No Bank Guarantee
-----------------------------	------------------	----------------	-------------------

Portfolio Value Summary

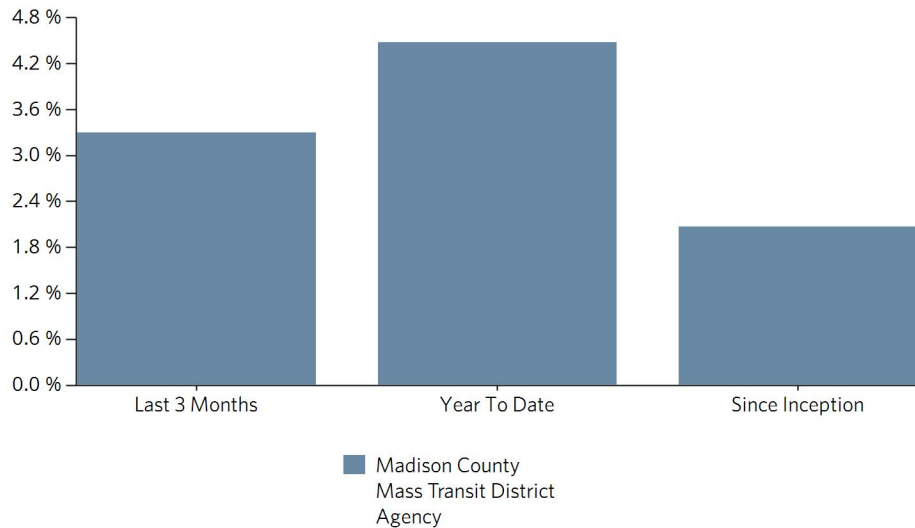
	Last 3 Months	Year To Date	Since 11/30/2021
Beginning Value	48,712,811	48,182,953	0
Net Additions	1,991,308	1,974,515	48,910,624
Gain/Loss	1,637,613	2,184,264	3,431,108
Ending Value	52,341,732	52,341,732	52,341,732
Return	3.3%	4.5%	2.1% ¹
MSCI ALL COUNTRIES ACWI Return	6.6%	18.7%	7.6%
BARCLAYS CAPITAL INTERMEDIATE GOV'T/CREDIT IN...	4.2%	4.7%	0.3%
S&P 500 TOTAL RETURN INDEX Return	5.9%	22.1%	10.3%
MSCI DEVELOPED EAFE(USD)(TRN) Return	7.3%	13.0%	6.7%
CONSUMER PRICE INDEX - (Monthly) Return	0.2%	2.6%	4.5%
MSCI EM EMERGING MARKETS(USD)(TRN) Return	8.7%	16.9%	1.5%

¹ Annualized return

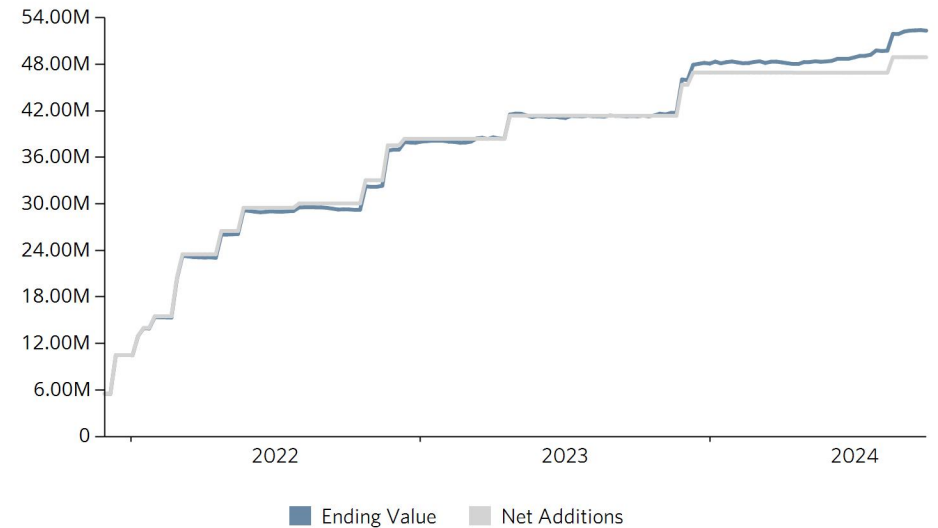
Asset Class Allocation



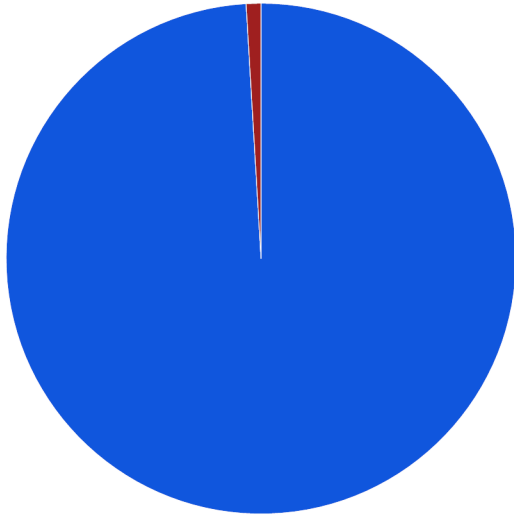
Portfolio Returns



Net Additions and Market Value

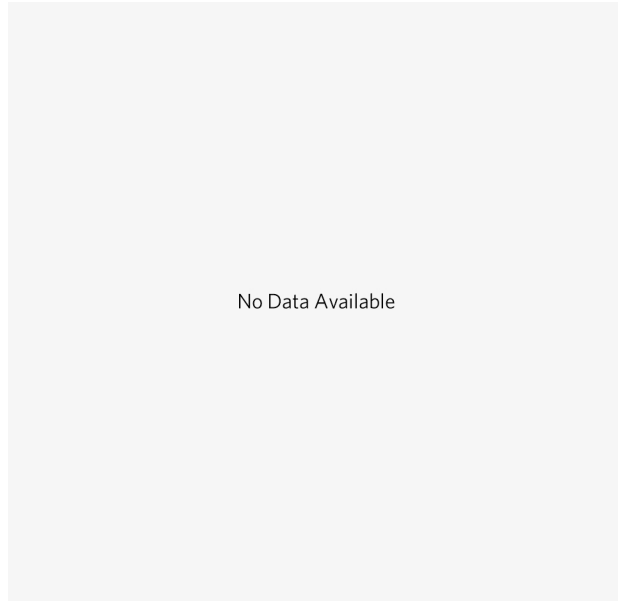


Asset Class Allocation



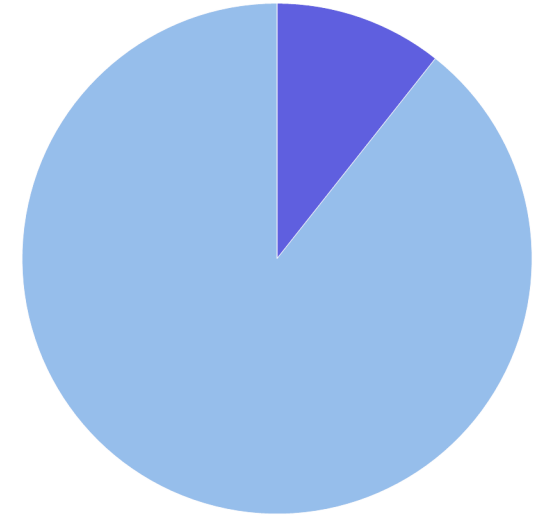
	Ending Value	Allocation
Madison County Mass Transit District Agency	52,341,732	100.0%
Core Fixed Income	51,851,954	99.1%
Cash & Equivalents	489,778	0.9%

Core Equity and Satellites Allocation



No Data Available

Core Fixed Income Allocation



	Ending Value	Allocation
Madison County Mass Transit District Agency	51,851,954	100.0%
Muni Bonds	5,530,192	10.7%
Taxable Bonds	46,321,762	89.3%

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
Madison County Mass Transit District Agency		51,291,091		52,341,732		1,050,641	2.7%	1,396,141
1035033783 - Madison County Mass Transit District Agency		51,291,091		52,341,732		1,050,641	2.7%	1,396,141
Muni Bonds		5,403,174		5,530,192		127,018	2.8%	155,752
CALIFORNIA ST 2.65% 04/01/2026	1,000,000	965,624	97	994,770	98	29,146	2.7%	26,500
CALIFORNIA ST 5.5% 10/01/2025	1,000,000	1,018,324	102	1,039,930	101	21,606	5.4%	55,000
JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026	630,000	584,389	93	599,288	95	14,899	1.1%	6,577
LINCOLN NEB WEST HAYMARKET JT 5% 12/15/2025	500,000	502,745	101	510,651	101	7,906	5.0%	25,000
PENNSYLVANIA ST 0.95% 08/01/2025	700,000	674,082	96	681,781	97	7,700	1.0%	6,650
SAN JOSE EVERGREEN CALIF CMNTY 0.921% 09/01/2025	500,000	482,437	96	486,054	97	3,617	0.9%	4,605
VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027	500,000	454,225	91	468,409	93	14,184	1.6%	7,285
WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027	750,000	721,349	96	749,309	99	27,960	3.3%	24,135
Taxable Bonds		45,398,139		46,321,762		923,624	2.7%	1,214,800
ALLY BK SANDY UTAH 3.2% 2025	245,000	245,000	100	244,409	99	-591	3.2%	7,840
AMERICAN EXPRESS NATL BK BROK 4.35% 2025	245,000	245,000	100	251,017	100	6,017	4.3%	10,658
BANK WIS DELLS WIS 4.6% 2026	245,000	245,000	100	248,904	101	3,904	4.5%	11,270
BARCLAYS BK DEL 3.05% 2025	230,000	230,655	100	230,684	99	29	3.1%	7,015
BMW BK NORTH AMER SALT LAKE CI 4.75% 2028	245,000	248,243	101	253,835	103	5,592	4.6%	11,638
CAPITAL ONE NATL ASSN VA 4.55% 2026	245,000	245,000	100	251,752	101	6,752	4.5%	11,148
CARROLL CNTY TR CO MO 4.5% 2028	245,000	245,000	100	251,647	103	6,647	4.4%	11,025
CIBC BK USA 4.35% 2027	245,000	244,816	100	252,764	101	7,949	4.3%	10,658
CITY NATL BK LOS ANGELES CALIF 4.9% 2025	245,000	245,306	100	251,950	101	6,643	4.8%	12,005
DISCOVER BK 3.4% 2025	245,000	245,000	100	244,655	99	-345	3.4%	8,330
DORT FINL CR UN GRAND BLANC MI 4.75% 2027	235,000	235,000	100	243,597	102	8,597	4.6%	11,163
FIRST CTZNS BK & TR CO RALEIGH 4.7% 2025	245,000	245,000	100	251,769	101	6,769	4.7%	11,515
FIRST FNDTN BK IRVINE CA 4.9% 2026	225,000	225,000	100	229,241	101	4,241	4.8%	11,025
FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026	245,000	245,000	100	249,677	102	4,677	4.7%	11,760
FIRST NATL BK AMER EAST LANS 4.3% 2028	250,000	250,000	100	257,221	103	7,221	4.2%	10,750

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028	245,000	245,000	100	254,630	104	9,630	4.7%	11,882
JOHN MARSHALL BANCORP INC 4.4% 2027	250,000	250,000	100	254,337	102	4,337	4.3%	11,000
LAFAYETTE FED CR UN ROCKVILLE 4.9% 2026	250,000	250,000	100	256,414	102	6,414	4.8%	12,250
MEDALLION BK UTAH 4.5% 2027	470,000	470,000	100	479,329	102	9,329	4.4%	21,150
MORGAN STANLEY PRIVATE BK NATL 5.05% 2026	250,000	250,000	100	263,239	103	13,239	4.9%	12,625
PEOPLES BK CO COLDWATER OHIO 4.7% 2027	245,000	245,000	100	250,621	102	5,621	4.6%	11,515
PROVIDENCE BK ROCKY MT NC 4.6% 2027	225,000	225,000	100	230,227	102	5,227	4.5%	10,350
SALLIE MAE BK MURRAY UTAH 4.4% 2028	250,000	250,000	100	261,243	103	11,243	4.3%	11,000
SOUTHERN BK POPLAR BLUFF MO 4.5% 2027	245,000	245,000	100	249,863	102	4,863	4.4%	11,025
STATE BK INDIA NEW YORK NY 4% 2026	250,000	250,000	100	251,752	100	1,752	4.0%	9,972
SYNCHRONY BANK 4.45% 2028	225,000	225,000	100	236,418	104	11,418	4.3%	10,013
SYNCHRONY BANK 5% 2028	240,000	245,847	102	250,476	104	4,628	4.8%	12,000
THREAD BK ROGERSVILLE TENN 4.6% 2026	250,000	250,000	100	254,840	102	4,840	4.5%	11,500
UBS BK USA SALT LAKE CITY UT 4.6% 2026	245,000	244,510	100	248,603	101	4,093	4.5%	11,270
UNITED STATES TREAS NTS 0.25% 06/30/2025	1,500,000	1,460,819	97	1,458,398	97	-2,421	0.3%	3,750
UNITED STATES TREAS NTS 0.5% 03/31/2025	1,500,000	1,483,263	99	1,471,650	98	-11,613	0.5%	3,750
UNITED STATES TREAS NTS 0.75% 01/31/2028	1,700,000	1,547,502	91	1,551,625	91	4,123	0.8%	12,750
UNITED STATES TREAS NTS 0.75% 08/31/2026	750,000	702,378	94	710,330	95	7,952	0.8%	5,625
UNITED STATES TREAS NTS 0.875% 06/30/2026	750,000	704,520	94	716,133	95	11,612	0.9%	6,563
UNITED STATES TREAS NTS 1.125% 10/31/2026	750,000	698,255	93	715,848	95	17,593	1.2%	8,438
UNITED STATES TREAS NTS 1.25% 03/31/2028	1,675,000	1,551,949	93	1,547,214	92	-4,735	1.4%	20,938
UNITED STATES TREAS NTS 1.25% 04/30/2028	2,740,000	2,445,347	89	2,539,924	92	94,577	1.4%	34,250
UNITED STATES TREAS NTS 1.25% 11/30/2026	540,000	499,179	92	515,690	95	16,510	1.3%	6,750
UNITED STATES TREAS NTS 1.25% 12/31/2026	750,000	700,825	93	714,417	95	13,592	1.3%	9,375
UNITED STATES TREAS NTS 1.375% 10/31/2028	1,140,000	1,003,908	88	1,051,166	92	47,258	1.5%	15,675
UNITED STATES TREAS NTS 1.5% 01/31/2027	425,000	403,346	95	406,058	95	2,712	1.6%	6,375
UNITED STATES TREAS NTS 1.5% 08/15/2026	1,300,000	1,241,246	95	1,251,674	96	10,428	1.6%	19,500

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
UNITED STATES TREAS NTS 1.75% 01/31/2029	770,000	698,048	91	715,649	93	17,601	1.9%	13,475
UNITED STATES TREAS NTS 1.875% 02/28/2027	1,240,000	1,175,563	95	1,192,518	96	16,955	2.0%	23,250
UNITED STATES TREAS NTS 1.875% 06/30/2026	750,000	716,793	96	730,518	97	13,725	1.9%	14,063
UNITED STATES TREAS NTS 2% 02/15/2025	500,000	500,448	100	496,609	99	-3,839	2.0%	5,000
UNITED STATES TREAS NTS 2.25% 02/15/2027	800,000	754,030	94	777,471	97	23,442	2.3%	18,000
UNITED STATES TREAS NTS 2.25% 03/31/2026	1,500,000	1,457,134	97	1,467,135	98	10,001	2.3%	33,750
UNITED STATES TREAS NTS 2.25% 08/15/2027	1,300,000	1,246,426	96	1,256,475	96	10,049	2.3%	29,250
UNITED STATES TREAS NTS 2.5% 03/31/2027	1,500,000	1,445,197	96	1,461,090	97	15,893	2.6%	37,500
UNITED STATES TREAS NTS 2.625% 01/31/2026	400,000	389,027	97	395,715	98	6,688	2.7%	10,500
UNITED STATES TREAS NTS 2.625% 05/31/2027	316,000	299,237	95	311,034	98	11,796	2.7%	8,295
UNITED STATES TREAS NTS 2.75% 02/15/2028	1,500,000	1,444,496	96	1,465,337	97	20,841	2.8%	41,250
UNITED STATES TREAS NTS 2.75% 04/30/2027	300,000	289,338	96	297,225	98	7,887	2.8%	8,250
UNITED STATES TREAS NTS 2.75% 05/31/2029	322,000	298,957	93	313,289	96	14,332	2.9%	8,855
UNITED STATES TREAS NTS 2.75% 07/31/2027	400,000	383,424	96	392,831	98	9,407	2.8%	11,000
UNITED STATES TREAS NTS 2.875% 04/30/2029	1,170,000	1,083,151	93	1,148,738	97	65,587	3.0%	33,638
UNITED STATES TREAS NTS 2.875% 05/15/2028	400,000	381,352	95	394,603	98	13,252	2.9%	11,500
UNITED STATES TREAS NTS 2.875% 06/15/2025	302,000	295,567	98	301,829	99	6,262	2.9%	8,683
UNITED STATES TREAS NTS 2.875% 08/15/2028	535,000	505,242	94	523,076	97	17,834	3.0%	15,381
UNITED STATES TREAS NTS 3.125% 08/31/2027	500,000	488,427	98	495,067	99	6,639	3.2%	15,625
UNITED STATES TREAS NTS 3.125% 11/15/2028	1,000,000	952,845	95	993,978	98	41,133	3.2%	31,250
UNITED STATES TREAS NTS 3.25% 06/30/2027	500,000	489,715	98	499,774	99	10,059	3.3%	16,250
UNITED STATES TREAS NTS 3.5% 01/31/2028	700,000	687,282	98	702,316	100	15,035	3.5%	24,500
UNITED STATES TREAS NTS 3.5% 09/15/2025	1,500,000	1,494,355	100	1,495,410	100	1,055	3.5%	52,500
UNITED STATES TREAS NTS 3.875% 11/30/2027	1,000,000	985,882	99	1,021,423	101	35,541	3.8%	38,750
UNITED STATES TREAS NTS 3.875% 12/31/2027	500,000	499,297	100	509,513	101	10,216	3.8%	19,375
UNITED STATES TREAS NTS 4.125% 06/15/2026	298,000	294,482	99	303,618	101	9,136	4.1%	12,293
UNITED STATES TREAS NTS 4.125% 09/30/2027	1,000,000	992,705	99	1,015,700	102	22,995	4.1%	41,250

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
UNITED STATES TREAS NTS 4.125% 10/31/2027	500,000	502,987	101	516,433	102	13,447	4.1%	20,625
UNITED STATES TREAS NTS 4.5% 04/15/2027	1,100,000	1,093,598	99	1,146,485	102	52,887	4.4%	49,500
UNITED STATES TREAS NTS 4.5% 07/15/2026	500,000	497,109	99	511,650	101	14,541	4.4%	22,500
UNITED STATES TREAS NTS 4.625% 11/15/2026	825,000	829,111	100	855,801	102	26,690	4.5%	38,156
WELLS FARGO BANK NATL ASSN 4.55% 2027	250,000	250,000	100	256,625	102	6,625	4.4%	11,375
WORKERS CR UN FITCHBURG MA 4.05% 2027	250,000	250,000	100	251,588	101	1,588	4.0%	10,125
Money Markets		489,778		489,778		0	5.2%	25,589
GOLDMAN FED FUND 520	489,778	489,778	1	489,778	1	0	5.2%	25,589

Summary Analytics Report

	Ending Value	Coupon Rate	Maturity Date	Call Date	S&P Rating	Moody's Rating	Yield to Maturity	Yield to Call	Modified Duration
Madison County Mass Transit District Agency									
Madison County Mass Transit District Agency									
ALLY BK SANDY UTAH 3.2% 2025	244,409	3.200%	7/28/2025	—	—	—	4.3	—	0.8
AMERICAN EXPRESS NATL BK BROK 4.35% 2025	251,017	4.350%	10/14/2025	—	—	—	4.0	—	1.0
BANK WIS DELLS WIS 4.6% 2026	248,904	4.600%	8/17/2026	—	—	—	3.9	—	1.8
BARCLAYS BK DEL 3.05% 2025	230,684	3.050%	5/19/2025	—	—	—	4.5	—	0.6
BMW BK NORTH AMER SALT LAKE CI 4.75% 2028	253,835	4.750%	3/17/2028	—	—	—	3.7	—	3.2
CALIFORNIA ST 2.65% 04/01/2026	994,770	2.650%	4/1/2026	—	AA-	Aa2	4.0	—	1.4
CALIFORNIA ST 5.5% 10/01/2025	1,039,930	5.500%	10/1/2025	—	AA-	Aa2	4.2	—	0.9
CAPITAL ONE NATL ASSN VA 4.55% 2026	251,752	4.550%	5/18/2026	—	—	—	3.9	—	1.6
CARROLL CNTY TR CO MO 4.5% 2028	251,647	4.500%	3/30/2028	—	—	—	3.7	—	3.2
CIBC BK USA 4.35% 2027	252,764	4.350%	4/27/2027	—	—	—	3.9	—	2.4
CITY NATL BK LOS ANGELES CALIF 4.9% 2025	251,950	4.900%	11/24/2025	—	—	—	3.9	—	1.2
DISCOVER BK 3.4% 2025	244,655	3.400%	8/8/2025	—	—	—	4.2	—	0.8
DORT FINL CR UN GRAND BLANC MI 4.75% 2027	243,597	4.750%	6/21/2027	—	—	—	3.4	—	2.7
FIRST CTZNS BK & TR CO RALEIGH 4.7% 2025	251,769	4.700%	10/28/2025	—	—	—	4.0	—	1.0
FIRST FNDRY BK IRVINE CA 4.9% 2026	229,241	4.900%	2/18/2026	—	—	—	4.0	—	1.3
FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026	249,677	4.800%	9/30/2026	—	—	—	3.8	—	1.9
FIRST NATL BK AMER EAST LANS 4.3% 2028	257,221	4.300%	12/28/2028	—	—	—	3.6	—	3.9
GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028	254,630	4.850%	3/22/2028	—	—	—	3.7	—	3.2
JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026	599,288	1.044%	9/1/2026	—	—	Aa1	3.8	—	1.9
JOHN MARSHALL BANCORP INC 4.4% 2027	254,337	4.400%	6/15/2027	—	—	—	3.9	—	2.5
LAFAYETTE FED CR UN ROCKVILLE 4.9% 2026	256,414	4.900%	12/14/2026	—	—	—	3.9	—	2.2
LINCOLN NEB WEST HAYMARKET JT 5% 12/15/2025	510,651	5.000%	12/15/2025	—	AAA	Aa1	4.5	—	1.1
MEDALLION BK UTAH 4.5% 2027	479,329	4.500%	6/16/2027	—	—	—	3.9	—	2.5
MORGAN STANLEY PRIVATE BK NATL 5.05% 2026	263,239	5.050%	10/19/2026	—	—	—	3.5	—	2.1
PENNSYLVANIA ST 0.95% 08/01/2025	681,781	0.950%	8/1/2025	—	A+	Aa3	4.4	—	0.8
PEOPLES BK CO COLDWATER OHIO 4.7% 2027	250,621	4.700%	3/17/2027	—	—	—	3.9	—	2.3
PROVIDENCE BK ROCKY MT NC 4.6% 2027	230,227	4.600%	8/20/2027	—	—	—	3.9	—	2.7
SALLIE MAE BK MURRAY UTAH 4.4% 2028	261,243	4.400%	12/13/2028	—	—	—	3.6	—	3.8
SAN JOSE EVERGREEN CALIF CMNTY 0.921% 09/01/2025	486,054	0.921%	9/1/2025	—	—	Aaa	4.2	—	0.9
SOUTHERN BK POPLAR BLUFF MO 4.5% 2027	249,863	4.500%	6/16/2027	—	—	—	3.9	—	2.5
STATE BK INDIA NEW YORK NY 4% 2026	251,752	4.000%	8/28/2026	—	—	—	3.8	—	1.8

Summary Analytics Report

	Ending Value	Coupon Rate	Maturity Date	Call Date	S&P Rating	Moody's Rating	Yield to Maturity	Yield to Call	Modified Duration
SYNCHRONY BANK 4.45% 2028	236,418	4.450%	8/11/2028	—	—	—	3.2	—	3.5
SYNCHRONY BANK 5% 2028	250,476	5.000%	3/24/2028	—	—	—	3.7	—	3.2
THREAD BK ROGERSVILLE TENN 4.6% 2026	254,840	4.600%	12/11/2026	—	—	—	3.9	—	2.1
UBS BK USA SALT LAKE CITY UT 4.6% 2026	248,603	4.600%	5/5/2026	—	—	—	3.9	—	1.5
UNITED STATES TREAS NTS 0.25% 06/30/2025	1,458,398	0.250%	6/30/2025	—	—	Aaa	4.2	—	0.7
UNITED STATES TREAS NTS 0.5% 03/31/2025	1,471,650	0.500%	3/31/2025	—	—	Aaa	4.4	—	0.5
UNITED STATES TREAS NTS 0.75% 01/31/2028	1,551,625	0.750%	1/31/2028	—	—	Aaa	3.6	—	3.2
UNITED STATES TREAS NTS 0.75% 08/31/2026	710,330	0.750%	8/31/2026	—	—	Aaa	3.7	—	1.9
UNITED STATES TREAS NTS 0.875% 06/30/2026	716,133	0.875%	6/30/2026	—	—	Aaa	3.7	—	1.7
UNITED STATES TREAS NTS 1.125% 10/31/2026	715,848	1.125%	10/31/2026	—	—	—	3.7	—	2.0
UNITED STATES TREAS NTS 1.25% 03/31/2028	1,547,214	1.250%	3/31/2028	—	—	Aaa	3.6	—	3.4
UNITED STATES TREAS NTS 1.25% 04/30/2028	2,539,924	1.250%	4/30/2028	—	—	Aaa	3.6	—	3.4
UNITED STATES TREAS NTS 1.25% 11/30/2026	515,690	1.250%	11/30/2026	—	—	Aaa	3.7	—	2.1
UNITED STATES TREAS NTS 1.25% 12/31/2026	714,417	1.250%	12/31/2026	—	—	Aaa	3.6	—	2.2
UNITED STATES TREAS NTS 1.375% 10/31/2028	1,051,166	1.375%	10/31/2028	—	—	Aaa	3.6	—	3.9
UNITED STATES TREAS NTS 1.5% 01/31/2027	406,058	1.500%	1/31/2027	—	—	Aaa	3.7	—	2.3
UNITED STATES TREAS NTS 1.5% 08/15/2026	1,251,674	1.500%	8/15/2026	—	—	Aaa	3.7	—	1.8
UNITED STATES TREAS NTS 1.75% 01/31/2029	715,649	1.750%	1/31/2029	—	—	Aaa	3.6	—	4.1
UNITED STATES TREAS NTS 1.875% 02/28/2027	1,192,518	1.875%	2/28/2027	—	—	Aaa	3.7	—	2.3
UNITED STATES TREAS NTS 1.875% 06/30/2026	730,518	1.875%	6/30/2026	—	—	Aaa	3.7	—	1.7
UNITED STATES TREAS NTS 2% 02/15/2025	496,609	2.000%	2/15/2025	—	—	Aaa	4.6	—	0.4
UNITED STATES TREAS NTS 2.25% 02/15/2027	777,471	2.250%	2/15/2027	—	—	Aaa	3.7	—	2.3
UNITED STATES TREAS NTS 2.25% 03/31/2026	1,467,135	2.250%	3/31/2026	—	—	Aaa	3.8	—	1.5
UNITED STATES TREAS NTS 2.25% 08/15/2027	1,256,475	2.250%	8/15/2027	—	—	Aaa	3.6	—	2.7
UNITED STATES TREAS NTS 2.5% 03/31/2027	1,461,090	2.500%	3/31/2027	—	—	Aaa	3.6	—	2.4
UNITED STATES TREAS NTS 2.625% 01/31/2026	395,715	2.625%	1/31/2026	—	—	Aaa	3.8	—	1.3
UNITED STATES TREAS NTS 2.625% 05/31/2027	311,034	2.625%	5/31/2027	—	—	Aaa	3.6	—	2.5
UNITED STATES TREAS NTS 2.75% 02/15/2028	1,465,337	2.750%	2/15/2028	—	—	Aaa	3.6	—	3.2
UNITED STATES TREAS NTS 2.75% 04/30/2027	297,225	2.750%	4/30/2027	—	—	Aaa	3.6	—	2.4
UNITED STATES TREAS NTS 2.75% 05/31/2029	313,289	2.750%	5/31/2029	—	—	Aaa	3.6	—	4.3
UNITED STATES TREAS NTS 2.75% 07/31/2027	392,831	2.750%	7/31/2027	—	—	Aaa	3.6	—	2.7
UNITED STATES TREAS NTS 2.875% 04/30/2029	1,148,738	2.875%	4/30/2029	—	—	Aaa	3.6	—	4.2
UNITED STATES TREAS NTS 2.875% 05/15/2028	394,603	2.875%	5/15/2028	—	—	Aaa	3.6	—	3.4

Summary Analytics Report

	Ending Value	Coupon Rate	Maturity Date	Call Date	S&P Rating	Moody's Rating	Yield to Maturity	Yield to Call	Modified Duration
UNITED STATES TREAS NTS 2.875% 06/15/2025	301,829	2.875%	6/15/2025	—	—	Aaa	4.2	—	0.7
UNITED STATES TREAS NTS 2.875% 08/15/2028	523,076	2.875%	8/15/2028	—	—	Aaa	3.6	—	3.6
UNITED STATES TREAS NTS 3.125% 08/31/2027	495,067	3.125%	8/31/2027	—	—	Aaa	3.6	—	2.7
UNITED STATES TREAS NTS 3.125% 11/15/2028	993,978	3.125%	11/15/2028	—	—	Aaa	3.6	—	3.8
UNITED STATES TREAS NTS 3.25% 06/30/2027	499,774	3.250%	6/30/2027	—	—	Aaa	3.6	—	2.6
UNITED STATES TREAS NTS 3.5% 01/31/2028	702,316	3.500%	1/31/2028	—	—	Aaa	3.6	—	3.1
UNITED STATES TREAS NTS 3.5% 09/15/2025	1,495,410	3.500%	9/15/2025	—	—	Aaa	4.0	—	0.9
UNITED STATES TREAS NTS 3.875% 11/30/2027	1,021,423	3.875%	11/30/2027	—	—	Aaa	3.6	—	2.9
UNITED STATES TREAS NTS 3.875% 12/31/2027	509,513	3.875%	12/31/2027	—	—	Aaa	3.6	—	3.0
UNITED STATES TREAS NTS 4.125% 06/15/2026	303,618	4.125%	6/15/2026	—	—	Aaa	3.8	—	1.6
UNITED STATES TREAS NTS 4.125% 09/30/2027	1,015,700	4.125%	9/30/2027	—	—	Aaa	3.6	—	2.8
UNITED STATES TREAS NTS 4.125% 10/31/2027	516,433	4.125%	10/31/2027	—	—	Aaa	3.6	—	2.8
UNITED STATES TREAS NTS 4.5% 04/15/2027	1,146,485	4.500%	4/15/2027	—	—	Aaa	3.6	—	2.3
UNITED STATES TREAS NTS 4.5% 07/15/2026	511,650	4.500%	7/15/2026	—	—	Aaa	3.7	—	1.7
UNITED STATES TREAS NTS 4.625% 11/15/2026	855,801	4.625%	11/15/2026	—	—	Aaa	3.7	—	2.0
VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027	468,409	1.457%	8/1/2027	—	—	Aa2	4.0	—	2.7
WELLS FARGO BANK NATL ASSN 4.55% 2027	256,625	4.550%	12/13/2027	—	—	—	3.8	—	3.0
WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027	749,309	3.218%	5/1/2027	—	AA	Aa2	3.8	—	2.4
WORKERS CR UN FITCHBURG MA 4.05% 2027	251,588	4.050%	6/1/2027	—	—	—	3.9	—	2.6
Total Madison County Mass Transit District Agency	51,851,954	2.658%	3/16/2027	—	AA-	Aaa	3.8	—	2.3
Total Madison County Mass Transit District Agency	51,851,954	2.658%	3/16/2027	—	AA-	Aaa	3.8	—	2.3

Copyright © 2024, Standard & Poor's, a division of The McGraw-Hill Companies, Inc. All rights reserved.
Please see end of report for the full Standard & Poor's, a division of The McGraw-Hill Companies, disclaimer.

Copyright © 2024, Moody's Analytics, Inc. and its licensors.
Please see end of report for the full Moody's Analytics disclaimer.

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

Comprehensive and Goal-Based Financial Planning

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

Retirement Planning

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

Insurance Solutions

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

Investment Management

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

Estate Planning

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

The Private Client Service Approach

- Personal Banking and Lending Services

Farm Management and Real Estate Brokerage

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

Disclaimer:

The information provided herein is obtained from sources believed to be reliable, and such information is believed to be accurate and complete, but no reservation or warranty is made as to its accuracy or completeness. These investments are not insured or otherwise protected by the U.S. Government, the Federal Deposit Insurance Corporation, the Federal Reserve Board, or any other government agency and involve risk, including the possible loss of investment principal. Past performance is no guarantee of future results.

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

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

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

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

Assets for which Busey Wealth Management has limited or no responsibility:

This report may include assets that are not held and/or not managed by Busey Wealth Management. Assets that are not held and/or not managed by Busey Wealth Management are listed solely for the convenience of our clients. Busey Wealth Management has no responsibility to manage, maintain, safekeep, monitor, or value such assets.

Real property, closely held business, and oil, gas, and mineral interests:

Market values for any real property, closely held business investments, other unique assets, and oil, gas, and mineral interests are an approximation based on periodic appraisals, assessments, or common practices for these types of assets. Such values are updated at intervals set in accordance with our procedures and may differ from a value derived today by the same method. These values should not be used or relied on for transactional, tax or any purposes other than general information. If values are provided by the client or the clients, Busey Wealth Management shall have no responsibility for verifying the accuracy of the data provided, or for maintaining current values.

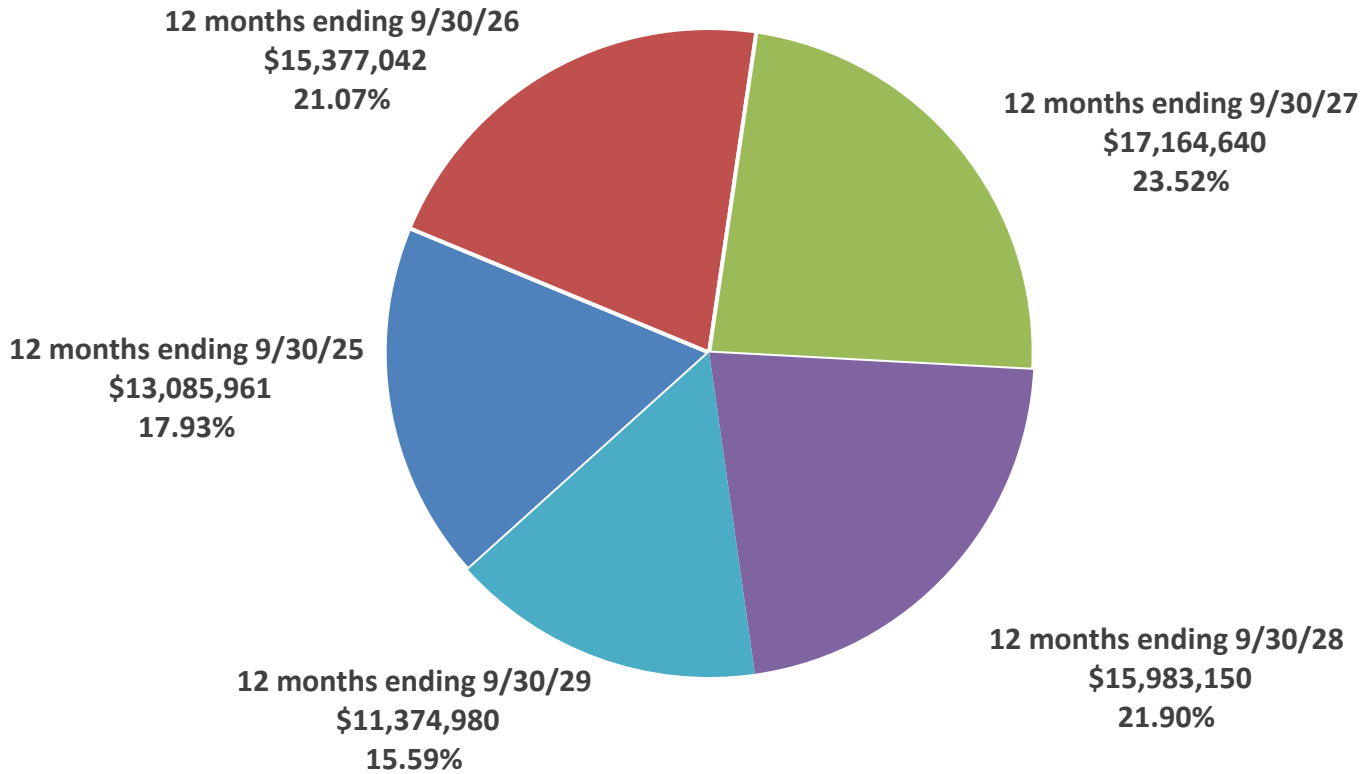
Ratings Disclaimer

Copyright © 2024, Standard & Poor's, a division of The McGraw-Hill Companies, Inc. All rights reserved.

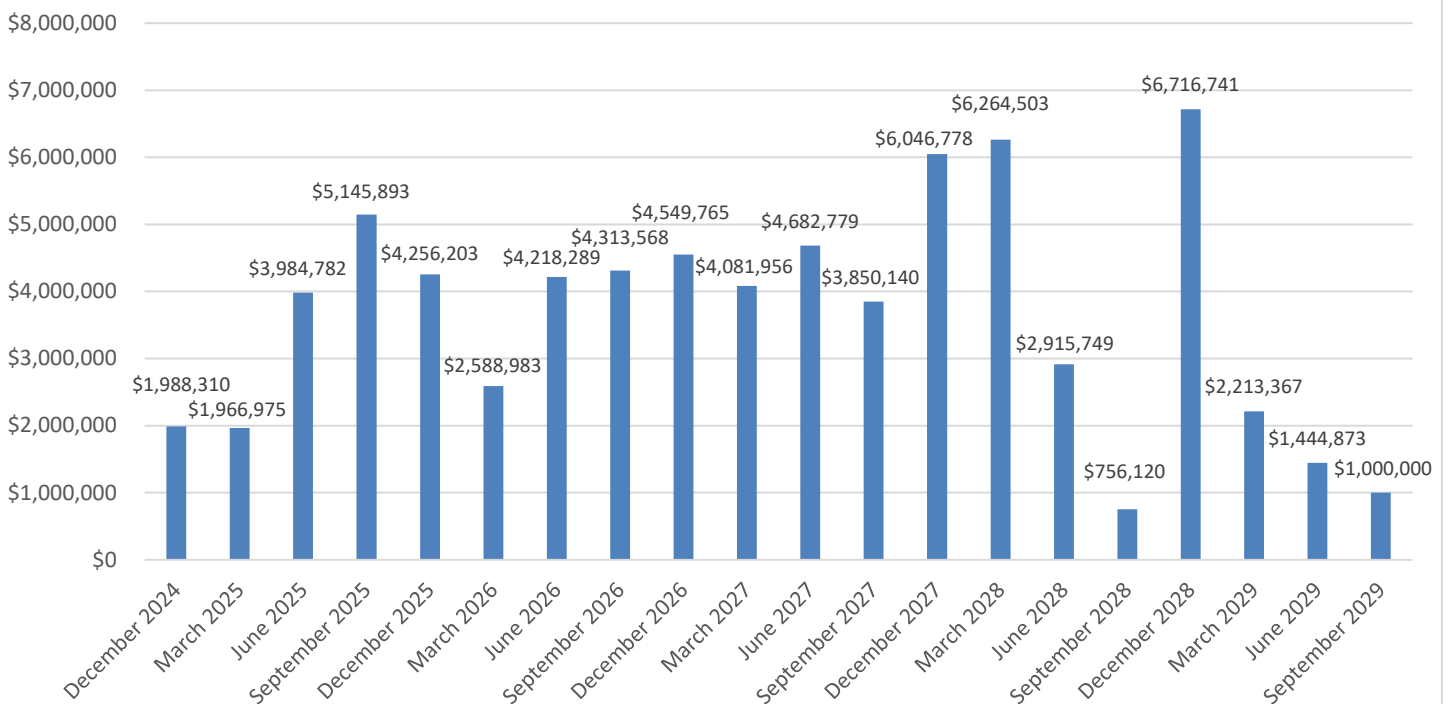
This may contain information obtained from third parties, including ratings from credit ratings agencies such as Standard & Poor's. Reproduction and distribution of third party content in any form is prohibited except with the prior written permission of the related third party. Third party content providers do not guarantee the accuracy, completeness, timeliness or availability of any information, including ratings, and are not responsible for any errors or omissions (negligent or otherwise), regardless of the cause, or for the results obtained from the use of such content. THIRD PARTY CONTENT PROVIDERS GIVE NO EXPRESS OR IMPLIED WARRANTIES, INCLUDING, BUT NOT LIMITED TO, ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR USE. Third party content providers shall not be liable for any direct, indirect, incidental, exemplary, compensatory, punitive, special or consequential damages, costs, expenses, legal fees, or losses (including lost income or profits and opportunity costs or losses caused by negligence) in connection with any use of ratings. Credit ratings are statements of opinions and are not statements of fact or recommendations to purchase, hold or sell securities. They do not address the suitability of securities or the suitability of securities for investment purposes, and should not be relied on as investment advice. To the extent this is being provided to an individual or institutional account holder, any ratings contained herein are solely for such account holder's own non-commercial use and may only be used by or for the benefit of the account holder in connection with the management and/or administration of such account holder's holdings and not for any other purpose.

© 2024, Moody's Analytics, Inc. and its licensors ("Moody's"). Moody's ratings and other information ("Moody's Information") are proprietary to Moody's and/or its licensors and are protected by copyright and other intellectual property laws. Moody's Information is licensed to Distributor by Moody's. MOODY'S INFORMATION MAY NOT BE COPIED OR OTHERWISE REPRODUCED, REPACKAGED, FURTHER TRANSMITTED, TRANSFERRED, DISSEMINATED, REDISTRIBUTED OR RESOLD, OR STORED FOR SUBSEQUENT USE FOR ANY SUCH PURPOSE, IN WHOLE OR IN PART, IN ANY FORM OR MANNER OR BY ANY MEANS WHATSOEVER, BY ANY PERSON WITHOUT MOODY'S PRIOR WRITTEN CONSENT. Moody's® is a registered trademark.

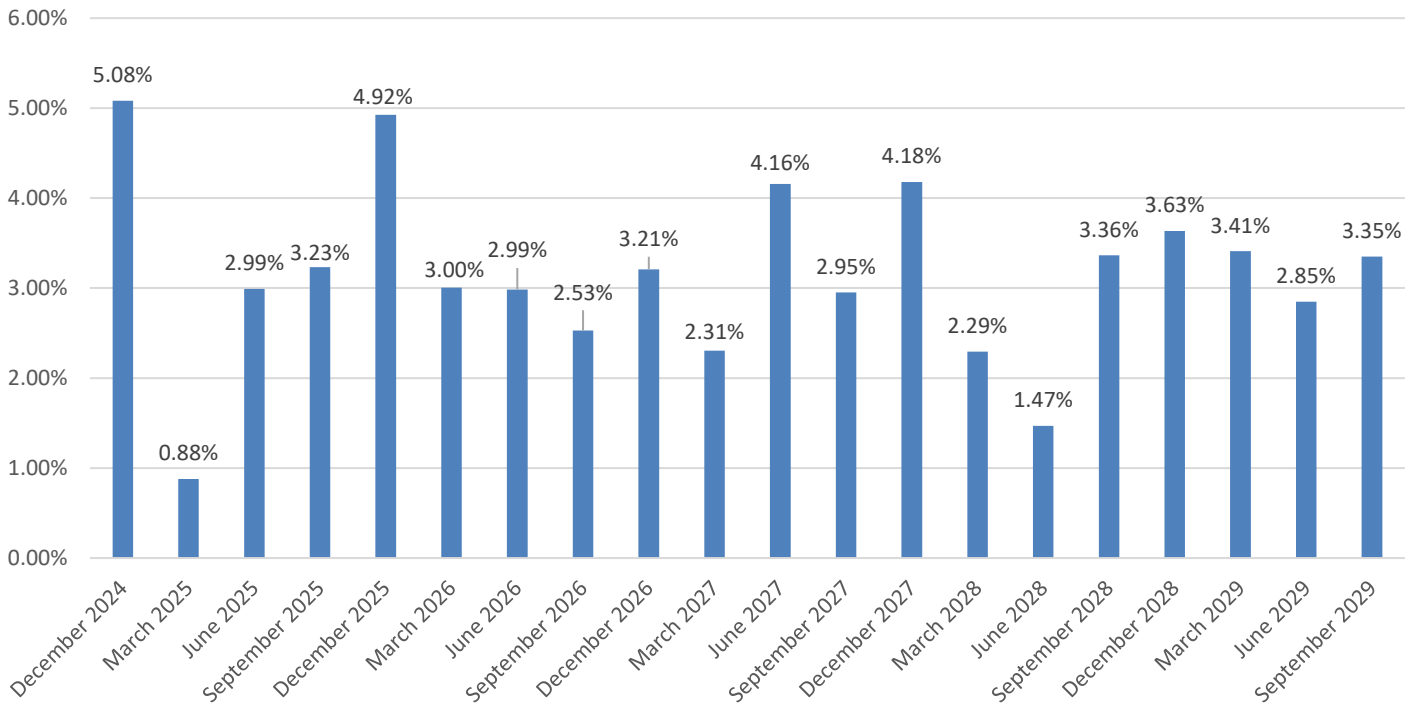
**MCT Investment Maturities by Year
As of September 30, 2024
(includes the portfolios managed by MCT and by Busey Bank)**



**MCT Investment Maturities by Quarter
As of September 30, 2024
(includes the portfolios managed by MCT and Busey Bank)**



**MCT Investment Weighted Average Rate of Return by Quarter
As of September 30, 2024
(includes the portfolios managed by MCT and Busey Bank)**



MCT Collateral Pledges as of Septmeber 30, 2024

INSTITUTION	MCT Deposit Balance at 09/30/24	110% Of Deposits	Less FDIC Insurance	Collateral Needed	Fair Market Value of Collateral Pledged at 9/30/24	Excess Collateral
Bradford National Bank	\$1,000,000	\$1,100,000	(\$250,000)	\$850,000	\$3,430,876	\$2,580,876
Busey Bank	\$245,414	\$269,955	(\$250,000)	\$19,955	\$9,302,057	\$9,282,102
First Mid Bank & Trust	\$3,000,000	\$3,300,000	(\$250,000)	\$3,050,000	\$3,861,352	\$811,352
FCB Banks	\$3,000,000	\$3,300,000	(\$250,000)	\$3,050,000	\$3,499,816	\$449,816
Subtotal	\$7,245,414					
CDARS investments	\$13,948,184					
Illinois Funds Investment Pool	\$2,765,630					
Total Cash and Investments at 09/30/24	\$23,959,228					



Madison County Transit
1 Transit Way
Pontoon Beach, IL 62040
618-797-4600

Freedom of Information Act (FOIA) Report
September 2024

The following FOIA request was received:

Ron Fisher – Glisson Law/WWF&G
(Received 9/9/2024 – Response sent 9/16/2024)

Any and all video recordings from the MCT bus which was involved in the traffic crash on 11/24/2023, located at Humbert Rd. and Loretta Ln. in Godfrey, Illinois

January 2025 Proposed Service Change for Board Approval

To: Board of Trustees

From: SJ Morrison

Date: October 31, 2024

SUMMARY:

Three public meetings were held in October 2024 to gather feedback from both staff and passengers regarding the proposed January 2025 Service Change. All comments made during the meetings have been documented, and a summary is attached for review. Based on the feedback received, staff recommends the following changes. This updated briefing paper outlines those recommendations for board approval.

PROPOSED CHANGES:

1. MCT Student Monthly Pass

To better serve the student population, staff propose extending the eligibility for the MCT Student Monthly Pass to include all students from kindergarten through college/university with a valid student ID. This change will make public transportation more accessible and affordable for students of all ages, encouraging greater use of our services and supporting educational institutions in the community.

2. MCT Micro in Collinsville

The pilot program has been successful, providing residents with a flexible and convenient transportation option. Given its popularity, ease of use, and efficiency, staff recommends making the Collinsville Micro service a permanent MCT route offering.

3. Route Modifications

- **#9 Washington Shuttle & #10 State & Elm Shuttle**

Discontinue the first northbound (8:48 AM) on the #9 to Alton High School due to low ridership. Reassign these Vehicle Service Hours to the #10 State & Elm Shuttle, serving more than 20 passengers from the group home on Bachman Lane to the Beverly Farm Developmental Training and Work Center.

- **#15 East Collinsville Shuttle - Discontinue Route**

Due to low ridership and the proposal to establish Collinsville's MCT Micro as a permanent route, staff recommends the discontinuation of the #15. MCT Micro can efficiently cover the #15 route, ensuring transportation access to area residents.

- **#18 Collinsville Regional - Discontinue Late Night Trip**

Discontinue the last northbound trip from Emerson Park to Collinsville Station at 12:19 AM on weekdays due to low ridership. Northbound service will now end at 11:41 PM, and southbound to Emerson Park will end at 12:13 AM.

- **#19 Edwardsville-Collinsville – Discontinue Late Night Trip**

Discontinue the last northbound trip from Collinsville to Edwardsville Station at 11:41 PM on weekdays. Northbound service to Edwardsville will end at 11:16 PM, and southbound to Collinsville will end at 11:47 PM.

- **#20X Gateway Commerce Center Express – Add Monday Trip to Schedule**

Add an early Monday morning trip between Gateway Commerce Center and Emerson Park Metrolink to be consistent with all other weekday 20X trips, which already includes early morning trips from Tuesday to Friday. This change will streamline and simplify service hours for riders.

VSH Difference: -4099.38

FTE Difference: -1.97

Annual Cost Difference: \$ (498.457.06)

Public Comments Regarding Proposed Changes January 2025 Service Change

Summary of Public Comments:

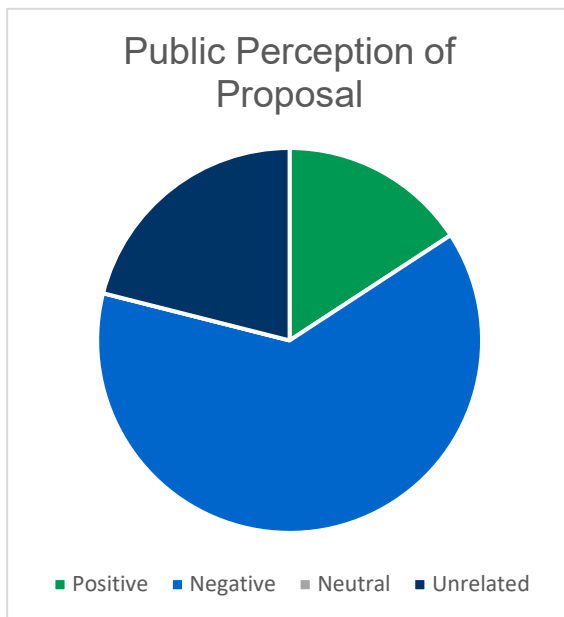
- MCT received **19 public comments**.
- Of those 19 comments, **15 comments were directly related to the proposed changes**.
- Of the 19 comments regarding the proposal **3 were positive**, **12 were negative**, **0 were neutral** and **4 were unrelated**.

Summary of Outreach:

Staff conducted three public meetings aimed at actively involving the community, collecting valuable feedback, and addressing inquiries regarding the proposed January Service Change. These meetings took place at key locations such as Collinsville Station and Southern Illinois University Edwardsville, with an additional virtual meeting to enhance accessibility.

To spread awareness of the proposal, various communication methods were employed. On-board customer advisories were used to directly inform passengers. Information was also shared through social media channels, and a press release and legal notice were distributed, which received coverage in local publications, including the Edwardsville Intelligencer, Alton Telegraph, Riverbender, and Advantage News.

In a proactive measure, staff engaged in communication with Woodland Towers and the Braner Building, ensuring that the proposed changes were made aware to all individuals who were affected.



Comments Regarding Proposed Changes

Type	Meeting	Phone	Email	US Mail	TOTAL
Positive	1	-	2	-	-
Negative	6	-	6	-	-
Neutral	-	-	-	-	-
Unrelated	2	-	1	1	-
TOTAL	9	-	9	1	19

Comments via Email:

[REDACTED]

I absolutely love having the MCT micro bus here in Collinsville. I have already made a few trips on there since late August. This bus seems to be very successful with the area which is awesome. I'm very hopeful that other residents will give their positive feedback in favor of making the MCT micro a permanent service. I am in favor of keeping that bus around for good. I have a question regarding the number twenty-one bus though. Can MCT propose eliminating that bus? Its route is pretty much done by the micro too.

And also the #19 Collinsville-Edwardsville bus can it make more trips to the Edwardsville Station? And adding bus shelters wherever there is not a transit station would be helpful.

[REDACTED]

I hope this message finds you well. I am writing to express my heartfelt concern regarding the proposed discontinuation of the 13X Highland - SIUE Express which I rely on daily to commute to Southern Illinois University Edwardsville for my classes and work.

This route is essential for me and my three neighbors, who are also students. With my morning shifts usually starting at 8:30 AM, the 13X Highland - SIUE Express allows me to arrive on campus by 7:50 AM, providing me with ample time to prepare for my day.

I understand the challenges of maintaining routes with low ridership, but I urge you to consider the impact of discontinuing this bus. For many of us, this route is not just a convenience; it is a vital lifeline that supports our education and work commitments.

Unfortunately, I have a shift scheduled during the time of the meeting to discuss this issue at the MUC in SIUE tomorrow, which prevents me from attending. However, I kindly ask that you reconsider the decision to discontinue this route. Your support in keeping this service operational would mean a great deal to me, my fellow students and other SIUE workers living in Troy and Highland who depend on it.

Thank you for your time and consideration. I appreciate your efforts to improve our community transit system and hope for a positive resolution.

[REDACTED]

I am a graduate student at SIUE, currently living in Troy. I rely on the 13x Highland-SIUE Express bus to get to campus early for my classes and my job. The elimination of this bus route would cause me significant inconvenience and stress, especially since I am new to this country and still getting familiar with my surroundings. Additionally, I do not have access to a car. I sincerely hope you reconsider the decision to eliminate this route, as it would greatly affect my ability to attend classes and work.

[REDACTED]

I wanted to send an email in support of the proposed change to the cost of the monthly bus pass for SIUE students to be made available at \$15. This would be a great benefit to SIUE's domestic and international students.

[REDACTED]

I have a citizen very concerned about the loss of the 13X route in Highland and has reached out inquiring about options. They have a special needs child that does not drive, but attends classes at SIUE and this route has been their link to the school.

[REDACTED]

I'm writing in regards to the proposal to shut down the 13X bus from Highland to SIUE. I had been riding that particular bus for at least 4 years and had changed jobs that didn't allow me to ride the bus. I have changed jobs again and am looking forward to riding the bus again on a regular basis. During that time, some of us were approached by RideFinders and do not want that. We really appreciate every bus driver that takes us to and from. We would hate for them to not have the opportunity to drive and would hate for the 13X to be removed. We would appreciate that the 13X stays so that staff and students can enjoy it. In some instances, some staff and students may not have transportation and rely solely on the bus.

[REDACTED]

I am reaching out with concerns about MCT cancelling the route to/from SIUE for Highland. My special needs child is a freshman attending school part-time so that she could try out the MCT. The MCT has benefitted us so much that we are now comfortable enrolling her full-time and plan on having her ride every day to and from school. I know other students also utilize the MCT for transportation to and from SIUE, and it has also helped them tremendously with transportation, so I hope you will consider this before cancelling the route. My child has also told my husband and me how busy the bus is when she rides.

[REDACTED]

I am graduate student in the Department of Applied Communication at SIUE. I am writing to inquire about the current plan regarding bus services between the SIUE/Edwardsville station and the Wood River/Alton region. As a member of the SIUE community, I have noticed disparities in bus availability compared to other regions such as Edwardsville-Collinsville, which have more frequent services. I believe that Alton, in particular, would greatly benefit from at least one bus running every hour until 11 PM, providing service levels similar to those of other parts of Madison County. In my program at the Department of Applied Communication Studies, most of my classes don't start until 6 pm and end at 9 pm, at that time, I won't be able to get a bus back to Wood River, could you please look into it as this isn't for only me but for other international students who couldn't afford campus housing and stay within that vicinity.

I would like to emphasize the importance of ensuring an equal spread of SIUE students across the Madison County region. A more balanced distribution would foster greater diversity and inclusion, ensuring that certain regions are not underserved or segregated in terms of transportation access. Year by year, SIUE, records a great number of International students, who won't be able to afford campus housing, but affordability will be accessed through affordable apartments in the locations such as Wood River and Alton. We would appreciate hearing your thoughts on this matter.

Comments via US Mail:

[REDACTED]

I recently found that there are changes to be made for the 2025 proposed service.

Please consider adding a bus stop at the intersection of Wood River Rd off of Ferguson Ave (On the right side of Wood River, facing the thorough fare -- east/west -- closet to Wood River Station).

There is a bus stop on Ferguson Ave (headed East) close to Wood River Rd, it would give passengers an option to transfer to an MCT bus and/or Wood River, get off the bus prior to reaching the station.

Your consideration would be appreciated. Also, if there are stops that can be added to MCT #12 route, along the east-west street, south of the Wood River Station.

Thank you in advance.

Comments via Public Meeting at Collinsville Station:

[REDACTED]

Wants the Student Monthly Passes for college students as he is transferring to SIUE soon.

[REDACTED]

Wants a food truck, coffee bar, hot dog cart or something for passengers at the stations. Concerned with cutting service on #18 and #19 at night for how it would affect people getting off work at Walmart late at night. Need to consider 2nd/3rd shift. Thinks it would be beneficial to adjust the 19, make it a bit cleaner and not loop through so many places.

[REDACTED]

Don't change the #21.

Comments via Public Meeting at SIUE:

[REDACTED]

2 young students from Highland cannot/won't drive and it's a huge concern that they won't be able to get a ride. I'm speaking for the students. I have ridden the bus for multiple years, about 4 years. All the seats are full, there is no reason to eliminate it.

Include college students in the Student Monthly Pass.

[REDACTED]

I've been riding the bus for 13 and a half years, other than in the beginning this is the most full that I have seen it. This is the most useful. I don't make a lot of money here and it would cost me over \$300 to commute to and from work from Highland. It saves on cost because I'm paying daily for a ride and I don't want to have to pay more for taking my car. It used to cost more than a dollar per ride so if it was something considering a fare increase, I would be willing to pay a fare increase.

Include college students in the Student Monthly Pass.

[REDACTED]

To whom it may concern,

My name is Joe Feigl, and I am an SIUE staff member and a new Highland, IL resident. I would like to express my dismay about the proposal to eliminate the 13X route. I and other staff members rely on this route to get to work either inexpensively or at all.

I personally use this route 3 days each week to make the 23 mile one-way trip to campus affordable despite my recent move. I have investigated ride finders to see if it's a viable option for me and my fellow staff members, but it isn't a feasible option for us.

The cost of the carpool isn't affordable for some of us, particularly those of us who have no vehicle to drive into campus on their own. I also would have to purchase another vehicle to make the gas and maintenance costs affordable if I were to be a driver, and I WOULD have to be a driver given my co-riders different work schedules.

The van pool option simply wouldn't work because there would be fewer than 5 of us riding to campus on some days. 3 days of the week there would probably be enough to sign up for the van, but other days there wouldn't.

Further, there are 3-5 SIUE students who frequently catch the bus at the Troy park and ride. These students likely can't afford to drive to campus 4-5 days a week, and living nearer to campus is not affordable to many of them.

Given all the above, I strongly request that you reconsider the elimination of the 13X route. I will also be at the hearing at campus tomorrow, October 17th, and will be happily discussing my concerns there.

Additionally, please consider including college students in the Student Monthly Passes.

[REDACTED]

The first comment students make is about the transportation and how it's not a great as other places. To get a SSN you have to go to Alton and it's a 2 hour bus ride. The cost of a monthly pass is completely out of there budget. International students are only restricted to work on campus and we don't have enough spaces for jobs for each student. Yes Edwardsville is walkable but rent in Edwardsville is not. Most students go to Collinsville, troy, granite, Maryville. There is limited off campus residence for students with no SSN and further away from campus, the harder it is to commute. We have over 1000 students and we cannot afford to purchase passes for each student. I'm highly advocating for including the college students in the student monthly passes.

[REDACTED]

I ride the 13X Monday through Friday. I work at Center Court – I'm an essential worker that needs to be at SIUE. Another thing, we have one car at our household. 13X has at leave 15 riders on our route (8 students, 7 staff).

Additionally, please consider including college students in the Student Monthly Passes.

[REDACTED]

With MCT proposing to discontinue the 13X Highland-SIUE service, would be detrimental for many SIUE staff and students who ride this bus. We have 7 students and 8 staff members who rely on this transportation to and from SIUE and Highland.

To discontinue the service would cause a hardship for all of us.

Additionally, please consider including college students in the Student Monthly Passes.

Comments via Virtual Public Meeting:

			
---	--	--	--

Don't cut the 13X, I ride that bus so I would like to keep the route. I board from Highland Park and Ride and ride daily. There are about 5-6 people who ride that route.

RESOLUTION 25-20

AUTHORIZING AN AWARD OF CONTRACT FOR BUS SHELTERS

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

WHEREAS, in order to create a better, more comfortable rider experience, replacement of several bus shelters that have exceeded their useful is needed plus the addition of new bus shelter installations for areas with higher ridership volume including the bus shelters to be installed as part of the current bus stop improvement construction project in the City of Madison, Illinois, and,

WHEREAS, three vendors responded with quotes for the purchase and delivery fifteen (15) bus shelters, and two of the bids were deemed responsive; and,

WHEREAS, Handi-Hut from New Jersey was identified as the lowest responsive bidder; and,

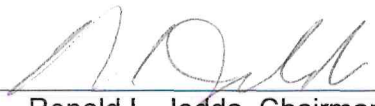
WHEREAS, a price analysis deemed the prices from Handi-Hut fair and reasonable, and a responsibility determination review concluded they exhibit adequate organization, financial condition, and other characteristics necessary to successfully carry out the project; and,

WHEREAS, nine of the bus shelters will be funded by a Federal Transit Administration Section 5307 grant at an 80/20 federal/local ratio.

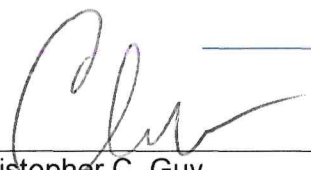
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. Handi-Hut of Clifton, New Jersey, be awarded a contract in the amount of thirty-five thousand eight hundred fifty dollars (\$35,850.00) for the purchase and delivery of six (6) locally funded bus shelters, and a separate contract in the amount of sixty-one thousand six hundred fifteen dollars (\$61,615.00) for the purchase and delivery of nine (9) federally funded bus shelters.
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 and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

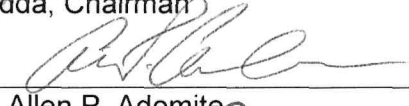
ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this thirty-first day of October 2024.



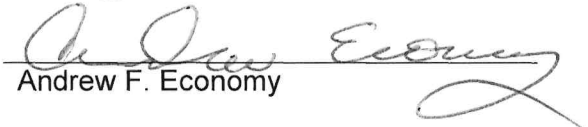
Ronald L. Jedda, Chairman



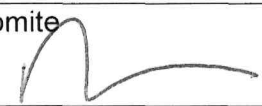
Christopher C. Guy



Allen P. Adomite



Andrew F. Economy



David J. Sherrill

APPROVED as to Form:



Legal Counsel

CERTIFICATE

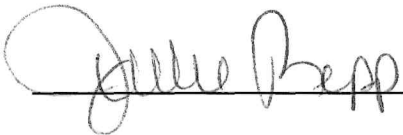
I, Julie Repp, do hereby certify that I am the fully qualified and acting Secretary of the Board of Trustees of the Madison County Mass Transit District, and as such Secretary, I am the keeper of the records and files of the Madison County Mass Transit District.

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, October 31, 2024, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Handi-Hut of Clifton, New Jersey, be awarded a contract in the amount of thirty-five thousand eight hundred fifty dollars (\$35,850.00) for the purchase and delivery of six (6) locally funded bus shelters, and a separate contract in the amount of sixty-one thousand six hundred fifteen dollars (\$61,615.00) for the purchase and delivery of nine (9) federally funded bus shelters.
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 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.

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



To: SJ Morrison, Managing Director

From: Penny Brown, Director of Grants and Procurement
Emily Jacobsen, Procurement Associate

Project: Bus Shelters

Date: October 29, 2024

Quotes were requested from three vendors for the purchase and delivery of 15 bus shelters for the following locations. An “*” indicates funding assistance will be provided by an FTA grant.

- East Alton – Berkshire (North and South sides of the street)
- * Glen Carbon – Wal-Mart Parking Lot
- * Granite City – Nameoki Road at Shop n Save
- * Granite City – 25th and Edwards
- * Hartford – Delmar and Hawthorne
- * Hartford – Delmar and Elm
- * Madison – 12th Street and Greenwood Street
- Madison – Alton Avenue and James Street
- Madison – 7th Street and Lee Street
- Madison – 3rd Street and Alton Avenue
- * Madison – 10th and Madison
- Maryville – Anderson Hospital
- * Pontoon Beach – Liberty at Chain of Rock Road
- * Wood River – St. Louis and North Pence Street

Quotes were received from three vendors. One vendor’s quotes did not meet minimum specifications and was deemed non-responsive. The remaining two vendors were deemed responsive. Based on a price analysis, the apparent lowest bidder is Handi-Hut for both projects. A responsibility determination review concluded that Handi-Hut has the availability and capacity to provide the shelters as requested.

Bidder	Bid for Qty 6 (locally funded)	Bid for Qty 9 (FTA funded)	Notes
Handi-Hut Clifton, NJ	\$35,080.00	\$61,615.00	Award recommendation
Columbia Equipment Company Freeport, NY	\$81,215.00	\$139,424.00	

Recommendation is being made for the purchase of 15 bus shelters for \$96,695.00 from Handi-Hut of Clifton, New Jersey.

The nine bus shelters will be funded with Section 5307 financial assistance made available through a Federal Transit Administration grant at an 80/20 federal/local ratio.

RESOLUTION 25-21

AUTHORIZING AN AWARD OF CONTRACT FOR 18 40-FOOT BUSES

WHEREAS, the District's fixed route fleet consists of 85 transit buses made up of 29 heavy-duty 40-ft. low floor, clean diesel buses, 42 heavy-duty 30-ft. diesel buses, 13 light-duty coach-on-chassis buses, and one (1) light-duty low-floor bus; and,

WHEREAS, the District's fleet of 40-foot buses has an average mileage of over 608,616 miles, exceeding the Federal Transit Administration's parameters for replacement; and,

WHEREAS, a formal competitive procurement was initiated on May 15, 2024, to solicit bids for the manufacture and delivery of 18 heavy-duty 40-foot low floor, clean diesel transit buses; and,

WHEREAS, a single bid was received from Gillig LLC, requiring an adequacy of competition to be conducted which evaluates information from companies that received the Invitation for Bid (IFB) but did not submit a bid; and,

WHEREAS, the bid from Gillig LLC was evaluated in a manner compliant with the guidelines and requirements as set forth by Federal Transit Administration (FTA); and,

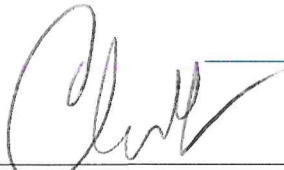
WHEREAS, a price analysis deemed Gillig LLC's price fair and reasonable, and a responsibility determination review concluded they exhibits adequate organization, financial condition, and other characteristics necessary to successfully carry out the project; and,

WHEREAS, financial assistance for the purchase is being provided by the FTA at an 80/20 federal/local ratio.

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

1. Gillig LLC of Livermore, California, be awarded a contract in the amount of eleven million, nine hundred twelve thousand, eight hundred thirty-two dollars (\$11,912,832.00) for the purchase and delivery of eighteen (18) heavy-duty 40-foot low floor, clean diesel transit buses.
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 and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

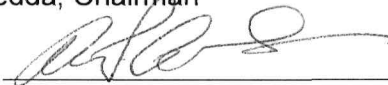
ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this thirty-first day of October 2024.



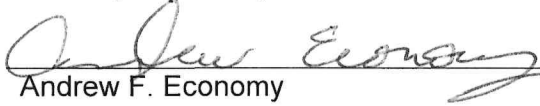
Christopher C. Guy




Ronald L. Jedda, Chairman



Allen P. Adomite



Andrew F. Economy



David J. Sherrill

APPROVED as to Form:



Legal Counsel

CERTIFICATE

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

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, October 31, 2024, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Gillig LLC of Livermore, California, be awarded a contract in the amount of eleven million, nine hundred twelve thousand, eight hundred thirty-two dollars (\$11,912,832.00) for the purchase and delivery of eighteen (18) heavy-duty 40-foot low floor, clean diesel transit buses.
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 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.

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



To: SJ Morrison, Managing Director
From: Penny Brown, Director of Grants and Procurement
Project: 40 ft. Heavy-Duty Transit Buses No. 24-1-19900R1
Date: October 29, 2024

A formal competitive procurement was initiated on May 15, 2024, to solicit sealed bids for the manufacture and delivery of eighteen (18) heavy-duty 40 ft. low floor, clean diesel transit buses to replace buses that exceeded their useful life.

A single bid was received from Gillig LLC of Livermore, California. When a single bid is received, an adequacy of competition review must be conducted which evaluates information from companies that did not submit a bid. Based on information received, competition was deemed adequate and an evaluation of the single bid then proceeded.

A price analysis deemed Gillig's price fair and reasonable, and a responsibility determination review concluded they exhibits adequate organization, financial condition, and other characteristics necessary to successfully carry out the project. As required by the Federal Transit Administration (FTA) when using federal funds, a pre-award audit was performed. The audit concluded that the vehicles proposed by Gillig will comply with FTA's Buy America requirements for final assembly and more than 70% domestic content, and Disadvantaged Business Enterprise (DBE) program eligibility requirements.

Recommendation is being made for a contract award to Gillig LLC from Livermore, California, in the amount of \$11,912,832.00 for a quantity of 18 heavy-duty 40 ft. transit buses. This price includes the acceptance of an optional piece of equipment for an electronically assisted steering system which adds \$2,817.00 to the \$659,007.00 base bus price; the total price per bus equals \$661,824.00.

Section 5307, CMAQ, and Section 5339 funding assistance is available for this purchase through grants the District has with the Federal Transit Administration at an 80/20 federal/local ratio.

RESOLUTION 25-22

AUTHORIZING AN AWARD OF CONTRACT FOR DESIGN ENGINEERING SERVICES FOR THE WOOD RIVER CAMP DUBOIS TRAIL STUDY

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 City of Wood River (City) adopted a Bicycle and Pedestrian Plan (Plan) in February 2023 to identify proposed routes and improvements for potential bike trails and shared use paths in Wood River, Illinois; and,

WHEREAS, the adopted Plan was funded in part by the Agency for Community Transit and the Metro East Park and Recreation District to promote trail and shared use path development for the citizens of Wood River and Madison County; and,

WHEREAS, the Plan identifies a potential trail that would connect Camp Dubois to the District's Confluence Trail (Project); and,

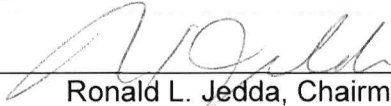
WHEREAS, the District and City requires the services of a qualified firm to provide conceptual design engineering services to assist in determining the feasibility of the Project; and,

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, utilizing local funds, to provide conceptual design engineering services for the Project.


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

1. Madison County Mass Transit District authorizes the award of a contract to Oates Associates, Inc. of Collinsville, Illinois, in the amount of seventy-five thousand dollars (\$75,000.00) to provide conceptual design engineering services for a potential trail to connect Camp Dubois to the District's Confluence Trail, located in Wood River, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement (per the attached proposal).
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 thirty-first day of October 2024.




Ronald L. Jedda, Chairman




Christopher C. Guy



Allen P. Adomite




Andrew F. Economy



David J. Sherrill

APPROVED as to Form:



Legal Counsel

CERTIFICATE

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

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, October 31, 2024, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Madison County Mass Transit District authorizes the award of a contract to Oates Associates, Inc. of Collinsville, Illinois, in the amount of seventy-five thousand dollars (\$75,000.00) to provide conceptual design engineering services for a potential trail to connect Camp Dubois to the District's Confluence Trail, located in Wood River, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement (per the attached 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 thirty-first day of October 2024.



Scope of Work and Estimated Schedule

BASIC SERVICES - \$75,000 overall fee
OPTIONAL SERVICE – \$3,500

*We will look at an alignment to connect the Confluence Trail at the IL-143 underpass to Camp Dubois and the Phoebe Goldberg Overpass pedestrian facilities in Wood River within the general study area and along the two alignments shown in **Figure 1**. All work is performed by Oates Associates.*

Individual Phase costs are provided as follows for review and billing only – they are not individual Lump Sums.

Estimated fee and scope broken down by phase as follows:

Phase 1: Initial Discovery - \$10,100 (November - January)

Tasks associated with the Initial Discovery Phase include:

- *Property research*
- *Study basemap development*
- *Obtaining aerials, lidar, roadway information*
- *Initial permitting list and tracking sheet*
- *Initial utility contact list and tracking sheet*
- *Initial stakeholder contact for coordination*

Phase 2: Typical Corridor Analysis - \$20,200 (February – May)

Task associated with the Typical Corridor Analysis Phase include evaluation of standard alignment conditions.

Evaluations includes evaluating:

- *ROW along roadway corridors including IL-3, IL-143, Enviro Way, W. Freguson Ave. Dubois Trail and W. Madison Ave*
- *Existing condition typical sections*
- *Terrain impacts*
- *Property impacts*
- *Utility mapping*
- *Review meeting*

Phase 3: Special Circumstance Evaluations - \$10,600 (November – April)

Given the nature of the proposed alignment, this Phase will be completed as soon as possible within the study project concurrent with Phase 1 and 2. If information determined within this Phase greatly impacts the outcome of the study, the information will be presented to MCT for guidance before further work is completed. Tasks associated with the Special Circumstance Evaluation Phase include evaluation of the following:

- *Drainage relief wells*
- *Corp of Engineers Project*
- *Development options on the Wood River Property*
- *Wetland and flooding concerns*

Phase 4: Alignment - \$18,200 (June – August)

The Final Alignment Phase will consist of preparing the agreed upon final alignment documents for review and approval. Tasks included in this phase include preparing:

- *Vertical and horizontal alignment layouts*
- *Conceptual plan sheets and typical sections*
- *Conceptual cost estimates*
- *Utility and property impact exhibits*
- *Coordination logs for railroads and utilities*
- *Review meeting*

Scope of Work and Estimated Schedule

Phase 5: Final Alignment, Report and Project Deliverables - \$15,900 (September - October)

This Phase will consist of finalizing the information gathered during the study for inclusion into the final report and refining the final alignment documents for submittal. Task associated with this Phase include:

- Final Alignment, cost, plans, typical sections, and coordination log
- Final report and appendix development
- Draft submittal and review
- Address review comments
- Final submittal and project conclusion

OPTIONAL SERVICES \$3,500 overall fee

The following services are offered as optional services and can be selected during the project as needed to complete the Study:

Option 1: Property Refinement - \$3,500. If during the Study, the District and Oates agree that property lines need to be surveyed and established in a critical area, we can provide one day of property survey, establish the lines in the office, and revise our drawing to account for the revised property line.

ITEMS NOT INCLUDED IN THE SCOPE OF WORK

The following services are not included in the Study, but they can be provided in the future by the design team.

1. Field Survey with survey grade equipment
2. Property Survey. One day to tie-in property corners for critical areas identified during the Study offered as an Optional Service.
3. Railroad coordination
4. Phase 2 Environmental Testing
5. Geotechnical Explorations
6. Water Table Testing
7. Bridge evaluations (existing or proposed)
8. Hazardous Material Screening
9. Drainage Designs for proposed or existing culverts
10. Appraisal Plats or Title Searches
11. Parcel negotiation exhibits.
12. Utility locations services – potholing

PROJECT: MCT Wood River Alignment Study
LOCATION: Wood River, IL
CLIENT: MCT
FIRM: Oates Associates, Inc.
JOB NO.: 224040
CONTRACT: Original

ESTIMATE OF PERSON HOURS

TASK		TOTAL	SCOPE OF WORK
1.0	Initial Discovery	76	
1.1	Kick off and goal setting	4	Initial Confirmation with MCT on Scope and internal kick off and project set up. MCT asked to cut in half
1.2	Limits and segmenting	5	Determine Study Limits and any segmenting needed
1.3	Property Research	6	determine and draw in AutoCAD - obtain from Madison County?
1.4	Regional Plans		MCT asked to remove.
1.5	Local Plans		MCT asked to remove.
1.6	Wetlands and FEMA mapping	2	Research and Mapping - include in study basemap
1.7	Background Drawing Development	6	aerials, lidar, existing roadways. Cover all WR property. Steve thinks can run n/s along IL-3
1.8	Permitting Requirements	15	Permit List and tracking Sheet, ECOCAT and IDNR and IHPA sent in
1.9	Initial Utility research	18	Utility list and tracking sheet, initial contact, Design Locates, exhibit, emails, follow up
1.10	Entity Coordination	20	Corp, Levee Dist, Camp Dubois, IDOT, - 4 meetings or calls - set up and minutes
2.0	Typical Corridor Analysis	158	
2.1	ROW - existing conditions	20	IL-143, IL-3, Enviro Way, Dubois Trail, Smith Ct, Berm Hwy, W Ferguson Ave - research & draw on study basemap. Added time for IL-3.
2.2	Existing Roadway Evaluation	16	Draw and Evaluate room and need for bike facilities or sidewalks - create prelim typ sections - 5 sections
2.3	Non-ROW impact evaluations	30	Eval challenges and opportunities on all properties out of ROW - 12 impact areas construction limits, terrain, walls, drainage, trail location alternatives
2.4	ROW - impact evaluations	31	Evaluation of Walls, construction limits, grading concerns on ROW only - 5 roadways. Added time for IL-3
2.5	Easement need evaluations	18	Koch (2), Shafer (2), Olin - 5 properties
2.6	Property Corners established		Set as optional services

PROJECT: MCT Wood River Alignment Study
LOCATION: Wood River, IL
CLIENT: MCT
FIRM: Oates Associates, Inc.
JOB NO.: 224040
CONTRACT: Original

ESTIMATE OF PERSON HOURS

TASK		TOTAL	SCOPE OF WORK
2.7	Utilities	14	Draw and evaluate conflicts
2.8	Site Visit/walk through	12	
2.9	Acquisition Evaluation		acquisition impacts - drawings and exhibit. MCT wants to deal with Koch acquisition ramifications if needed.
2.10	Review Meeting with MCT	6	
2.11	Review Countours along IL-3/ IL-143 for flooding	11	Add Exclusion that IL-3 alignment is for initial review only.
3.0	Special Circumstance Evals	72	
3.1	Drainage Relief Wells	14	Research, Impact memo, review with MCT
3.2	Olin Property		MCT asked to avoid Olin.
3.3	Corp of Engineers Project	14	Call to Steve P, Call to Corp, email follow, exhibit, possible meeting set up
3.4	Investigate Options on Wood River Prop.	5	Call to Steve, Review documents, research options, determine impacts, review findings with MCT. MCT wants to work on the edges of Land Option.
3.5	Railroad	2	MCT wants to stay off RR right of way - pull in corners found during ITEP application
3.6	Existing earth bridge		Excluded
3.7	New Bridge Design Concepts		Excluded
3.8	Existing Culvert Evaluation		Excluded
3.9	New Culvert Design Concepts		Excluded
3.10	Petroleum Lines	8	Look into requirements for petroleum lines and for additional typical utilities in the proximity of the Mississippi River. Investigate Easements Ameren
3.11	IL-3 and IL-143 intersection		Study of Safety concerns and documentation in an exhibit for use in an ITEP application. MCT wants to remove unless we get to grant writing.
3.12	Flooding impact	14	Evaluation of wetlands - research mitigation options, alternative routes, crossing types. Elevations. Added focus
3.13	Review Meeting MCT	11	Meeting - prep, exhibit, attendance time
3.14	Review Ameren Easement under Bridge	4	

PROJECT: MCT Wood River Alignment Study
LOCATION: Wood River, IL
CLIENT: MCT
FIRM: Oates Associates, Inc.
JOB NO.: 224040
CONTRACT: Original

ESTIMATE OF PERSON HOURS

TASK		TOTAL	SCOPE OF WORK
4.0	Final Alignment	149	
4.1	Horizontal Alignment	19	Determined above - drawing and review time.
4.2	Vertical Alignment	19	Determined above - drawing and review time
4.3	Alignment Refinement	19	Intersections and entrances bus stops, trees, other misc. interactions
4.4	Plan Sheets	19	2.5 Miles of alignment - do representative layouts only - for 4 locations - 2 pages each, 8 layout sheets. - the remainder of the recommendation will be in exhibit view only
4.5	Typical Sections	10	Conceptual - refined
4.6	Cost Estimates	12	conceptual - entire alignment
4.7	Utility Log	3	contacts
4.8	Utility Impact Drawing	10	deliverable
4.9	Property Impact Drawings	10	prepare and finalize
4.10	Title Reports		MCT will do in house
4.11	Permitting Log and Clearances	3	update and finalize
4.12	Railroad Coordination Log and info		None. Stay off RR
4.13	Selection Table	16	Pros Cons and alternative options explained
4.14	Review Meeting with MCT	9	
5.0	Alignment Study Report	111	Audience is Board/ Council and MCT
5.1	Report Writing	40	
5.2	Report Exhibits	32	Photo of IL-3 overpass. Camp Dubois, Ped bridge on west side of IL-143. Remove Regional Planning Exhibits/ RR/ Utility Coordination
5.3	Attachments	8	
5.4	Appendix	8	
5.5	Assembly QA and Edits	14	
5.6	DRAFT submittal	1	
5.7	Final Submittal	8	Include picking up review comments

RESOLUTION 25-23

AUTHORIZING AN AWARD OF CONTRACT FOR DESIGN ENGINEERING SERVICES FOR THE NATURE TRAIL RECONSTRUCTION

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 executed a contract with TWM Consulting Engineering in March 2024 to conduct and complete a Structural Inspection & Report and Trail Inspection & Report (collectively Report) for the District's Nature Trail from Bluff Road near Edwardsville, Illinois, to Mockingbird Lane in Granite City, Illinois (Project Area); and,

WHEREAS, based on the findings of the Report, it has been determined that the Project Area's pavement and bridge structures are in need of Rehabilitation and/or Reconstruction (Project); and,

WHEREAS, the Project is currently estimated at three million, two hundred six thousand, three hundred seventy nine dollars (\$3,206,379) which includes approximately 7 miles trail pavement improvements and the rehabilitation of four bridge structures; and,

WHEREAS, the District received one million, seven hundred eighty one thousand, nine hundred eighty one dollars (\$1,781,981) from Ameren Illinois in June 2022 for easements, licenses and damage repair for portions of the Project Area which will be utilized for the Project; and,

WHEREAS, the District requires the services of a qualified firm to provide design engineering services to assist in the design and construction of the 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 TWM Consulting Engineering of Glen Carbon, Illinois, utilizing local funds, to provide design engineering services for the Project.

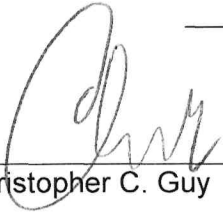
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. Madison County Mass Transit District authorizes the award of a contract to TWM Consulting Engineering of Glen Carbon, Illinois, in the amount of one hundred eighty-five thousand two hundred dollars (\$185,200.00) to provide design engineering services for the Rehabilitation and/or Reconstruction of the District's Nature Trail from Bluff Road near Edwardsville, Illinois, to Mockingbird Lane in Granite City, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement (per the attached proposal).
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.

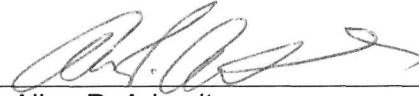
ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this thirty-first day of October 2024.



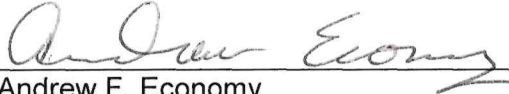
Ronald L. Jedda, Chairman



Christopher C. Guy



Allen P. Adomite



Andrew F. Economy



David J. Sherrill

APPROVED as to Form:



Legal Counsel

CERTIFICATE

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

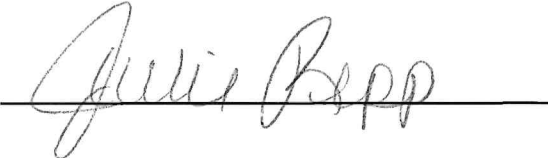
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, October 31, 2024, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Madison County Mass Transit District authorizes the award of a contract to TWM Consulting Engineering of Glen Carbon, Illinois, in the amount of one hundred eighty-five thousand two hundred dollars (\$185,200.00) to provide design engineering services for the Rehabilitation and/or Reconstruction of the District's Nature Trail from Bluff Road near Edwardsville, Illinois, to Mockingbird Lane in Granite City, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement (per the attached 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 thirty-first day of October 2024.





**SHORT FORM OF AGREEMENT BETWEEN OWNER AND ENGINEER
FOR PROFESSIONAL SERVICES**

THOUVENOT, WADE & MOERCHEN, INC.
204 Evergreen, Unit B
Glen Carbon, IL 62034
618.656.4040
WWW.TWM-INC.COM

This document is a MODIFIED version of EJCDC® E-520, Copyright © 2015 by the National Society of Professional Engineers, American Council of Engineering Companies, and American Society of Civil Engineers, or is based in part on excerpts from copyrighted EJCDC documents. Those portions of the text that originated in copyrighted EJCDC documents remain subject to the copyright.

THIS IS AN AGREEMENT effective as of _____, 2024 (“Effective Date”) between **Madison County Transit**, (“Owner”) and **Thouvenot, Wade & Moerchen, Inc.** (“Engineer”).

Owner’s Project, of which Engineer’s services under this Agreement are a part, is generally identified as follows: **Nature Trail – Mockingbird Lane – Bluff Road** (“Project”).

Engineer’s services under this Agreement are generally identified as follows: (“Services”).

a. Topographic Survey

1. Limited topographic survey at Mockingbird Lane and Nature Trail
2. Limited Topographic survey for Lake Drive and Nature Trail intersections and limits of paved shoulder
3. Topographic survey at Revelle Lane
4. Topographic survey at Rose Avenue
5. Topographic survey at Anderson Lane
6. Topographic survey 100’ before and after bridge limits Structure #1
7. Topographic survey at Old Edwardsville Road
8. Topographic survey 100’ before and after bridge limits Structure #2
9. Topographic survey at Ameren Substation crossing
10. Topographic survey along entire alignment of Sand Road.
11. Topographic survey at Idle Acres Lane.
12. Scan of Existing Structure #3 & Structure #4 and topographic survey 100’ before and after bridge limits
13. Topographic Survey at Bluff Road.

b. Pavement Core and Geotechnical Report & Construction material Testing (via subconsultant)

1. Pavement cores along alignment for use in Full-Depth Reclamation Mix Design.
2. Prepare calculations and provide mix designs for Full-Depth Reclamation of existing trail surface.
3. Provide observation of Full-Depth Reclamation (three (3) days of planned observation)

c. Structural Plans

1. Final design of the replacement bridge decks, approach slabs, substructure modifications, and repairs as described below.
2. Prepare final plans, specifications, and opinions of cost for the bridges.
3. Site visit to verify final plan details.
4. Respond to questions during bidding and assist with bid tabulation.
5. Respond to RFIs during construction.
6. Shop drawing review of pedestrian trusses and FRP decking

Bridges Included in Scope of Services:

- a. Pre-Engineered Truss Bridge #1
 - a. Remove timber deck and replace with FRP.
 - b. Add approach slab.

Appendix 2, Engineers Standard Hourly Rates

EJCDC® E-520, Short Form of Agreement Between Owner and Engineer for Professional Services.
Copyright ©2015 National Society of Professional Engineers, American Council of Engineering Companies,
and American Society of Civil Engineers. All rights reserved.



- c. Add riprap to channel.
 - d. Repair or replace approach rail as necessary.
- b. Pre-Engineered Truss Bridge #2
 - a. Remove timber deck and replace with FRP decking.
 - b. Add approach slab.
 - c. Repair concrete at East abutment.
 - d. Add riprap to channel if warranted.
 - e. Repair or replace approach rail as necessary.
- c. Rehabilitated Railroad Bridge #3
 - a. Remove superstructure and replace with 1-span pedestrian truss with a cast-in-place concrete deck.
 - b. Modify existing substructure bearing seats and remove concrete at the piers as required to accommodate pedestrian truss.
 - c. Add approach slab.
 - d. Repair concrete at abutments.
 - e. Add riprap to channel if warranted.
 - f. Repair or replace approach rail as necessary.
- d. Rehabilitated Railroad Bridge #4
 - a. Remove superstructure and replace with 1-span pedestrian truss with a cast-in-place concrete deck.
 - b. Modify existing substructure bearing seats as required to accommodate pedestrian truss.
 - c. Add approach slab.
 - d. Repair concrete and epoxy crack injection at abutments.
 - e. Add riprap to channel if warranted.
 - f. Repair or replace approach rail as necessary.

Exclusions:

- a. Hydraulic and hydrologic calculations.
- b. Foundation modifications at substructures.
- c. Construction observation.

d. Nature Trail Improvement Plans and Specifications

- 1. Provide Improvement Plans along Nature Trail from Mockingbird Lane to Bluff Road. Final plans to include the following items
 - i. Cover Sheet
 - ii. General Notes
 - iii. Summary of Quantities
 - iv. Typical Sections
 - v. Schedule of Quantities
 - vi. Plan and Profiles
 - vii. Details
- 2. The plans will include the following items in the base scope of services
 - i. Shoulder improvements at Mockingbird Lane and Lake Drive
 - ii. Delineation of type of improvements along trail sections
 - iii. Concrete approach details and elevations at the following intersections
 - 1. Mockingbird Lane
 - 2. Lake Drive
 - 3. Revelle Lane
 - 4. Rose Avenue
 - 5. Anderson Lane
 - 6. Old Edwardsville Road
 - 7. Ameren Substation
 - 8. Sand Road

Appendix 2, Engineers Standard Hourly Rates

EJCDC® E-520, Short Form of Agreement Between Owner and Engineer for Professional Services.
Copyright ©2015 National Society of Professional Engineers, American Council of Engineering Companies,
and American Society of Civil Engineers. All rights reserved.



- 9. Chain of Rocks Road
- 10. Idle Acres Lane
- 11. Bluff Road
- iv. Reconstruction of Sand Road
- v. Updates to existing signs based upon sign study prepared by MCT
- 3. Preparation of Specifications and Special provisions. Front End Documents to be provided by MCT
- 4. Permitting with local jurisdictions, railroad and IDOT
- 5. Bidding assistance
- 6. Answering questions and RFI's during construction of the trail & project closeout.

Exclusions:

- 1. Hydraulic and hydrologic calculations at crossings.
- 2. Cross sections along trail alignment.

Owner and Engineer further agree as follows:

1.01 Basic agreement and period of service

- A. Engineer shall provide or furnish the Services set forth in this Agreement. If authorized by Owner or if required because of changes in the Project, Engineer shall furnish services in addition to those set forth above ("Additional Services").
- B. Engineer shall complete its Services within the following specific time period:
Pre-Final Plans and Specifications – February 3, 2025
Final Plans Specifications & Estimates – March 3, 2025
- C. If, through no fault of Engineer, such periods of time or dates are changed, or the orderly and continuous progress of Engineer's Services is impaired, or Engineer's Services are delayed or suspended, then the time for completion of Engineer's Services, and the rates and amounts of Engineer's compensation, shall be adjusted equitably.

2.01 Payment procedures

- A. Invoices: Engineer shall prepare invoices in accordance with its standard invoicing practices and submit the invoices to Owner on a monthly basis. Invoices are due and payable within 45 days of receipt. If Owner fails to make any payment due Engineer for Services, Additional Services, and expenses within 45 days after receipt of Engineer's invoice, then (1) the amounts due Engineer will be increased at the rate of 1.5% per month (or the maximum rate of interest permitted by law, if less) from said thirtieth day, and (2) in addition Engineer may, after giving seven days written notice to Owner, suspend Services under this Agreement until Engineer has been paid in full all amounts due for Services, Additional Services, expenses, and other related charges. Owner waives any and all claims against Engineer for any such suspension.
- B. Payment: As compensation for Engineer providing or furnishing Services and Additional Services, Owner shall pay Engineer as set forth in Paragraphs 2.01, 2.02 (Services), and 2.03 (Additional Services). If Owner disputes an invoice, either as to amount or entitlement, then Owner shall promptly advise Engineer in writing of the specific basis for doing so, may withhold only that portion so disputed, and must pay the undisputed portion.

Appendix 2, Engineers Standard Hourly Rates

EJCDC® E-520, Short Form of Agreement Between Owner and Engineer for Professional Services.
Copyright ©2015 National Society of Professional Engineers, American Council of Engineering Companies,
and American Society of Civil Engineers. All rights reserved.



2.02 *Basis of Payment – Lump Sum*

A. Owner shall pay Engineer for Services as follows:

1. A Lump Sum amount of \$ **185,000.00**.

a. Topographic Survey	Lump Sum Fee \$ 21,500.00
b. Geotechnical Services	Lump Sum Fee \$ 10,000.00
c. Structural Plans	Lump Sum Fee \$ 75,500.00
d. Nature Trail Improvement Plans	Lump Sum Fee \$ 78,000.00

2. In addition to the Lump Sum amount, reimbursement for the following expenses: **\$200.00 for mileage & courthouse research.**

B. The portion of the compensation amount billed monthly for Engineer's Services will be based upon Engineer's estimate of the percentage of the total Services actually completed during the billing period.

2.03 *Additional Services:* For Additional Services, Owner shall pay Engineer an amount equal to the cumulative hours charged in providing the Additional Services by each class of Engineer's employees, times standard hourly rates for each applicable billing class; plus reimbursement of expenses incurred in connection with providing the Additional Services and Engineer's consultants' charges, if any. Engineer's standard hourly rates are attached as Appendix 2.

3.01 *Termination*

A. The obligation to continue performance under this Agreement may be terminated:

1. For cause,

a. By either party upon 30 days written notice in the event of substantial failure by the other party to perform in accordance with the Agreement's terms through no fault of the terminating party. Failure to pay Engineer for its services is a substantial failure to perform and a basis for termination.

b. By Engineer:

- 1) upon seven days written notice if Owner demands that Engineer furnish or perform services contrary to Engineer's responsibilities as a licensed professional; or
- 2) upon seven days written notice if the Engineer's Services are delayed for more than 90 days for reasons beyond Engineer's control, or as the result of the presence at the Site of undisclosed Constituents of Concern, as set forth in Paragraph 5.01.H.

c. Engineer shall have no liability to Owner on account of a termination for cause by Engineer.

d. Notwithstanding the foregoing, this Agreement will not terminate as a result of a substantial failure under Paragraph 3.01.A.1.a if the party receiving such notice begins, within seven days of receipt of such notice, to correct its substantial failure to perform and proceeds diligently to cure such failure within no more than 30 days of receipt of notice; provided, however, that if and to the extent such substantial failure cannot be reasonably cured within such 30 day period, and if such party has diligently attempted to cure the same and thereafter continues diligently to cure the same, then the cure period provided for herein shall extend up to, but in no case more than, 60 days after the date of receipt of the notice.

2. For convenience, by Owner effective upon Engineer's receipt of written notice from Owner.

B. In the event of any termination under Paragraph 3.01, Engineer will be entitled to invoice Owner and to receive full payment for all Services and Additional Services performed or furnished in accordance with this Agreement, plus reimbursement of expenses incurred through the effective date of termination in connection with providing the Services and Additional Services, and Engineer's consultants' charges, if any.

Appendix 2, Engineers Standard Hourly Rates

EJCDC® E-520, Short Form of Agreement Between Owner and Engineer for Professional Services.
Copyright ©2015 National Society of Professional Engineers, American Council of Engineering Companies,
and American Society of Civil Engineers. All rights reserved.



4.01 *Successors, Assigns, and Beneficiaries*

- A. Owner and Engineer are hereby bound and the successors, executors, administrators, and legal representatives of Owner and Engineer (and to the extent permitted by Paragraph 4.01.B the assigns of Owner and Engineer) are hereby bound to the other party to this Agreement and to the successors, executors, administrators, and legal representatives (and said assigns) of such other party, in respect of all covenants, agreements, and obligations of this Agreement.
- B. Neither Owner nor Engineer may assign, sublet, or transfer any rights under or interest (including, but without limitation, money that is due or may become due) in this Agreement without the written consent of the other party, except to the extent that any assignment, subletting, or transfer is mandated by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Agreement.
- C. Unless expressly provided otherwise, nothing in this Agreement shall be construed to create, impose, or give rise to any duty owed by Owner or Engineer to any Constructor, other third-party individual or entity, or to any surety for or employee of any of them. All duties and responsibilities undertaken pursuant to this Agreement will be for the sole and exclusive benefit of Owner and Engineer and not for the benefit of any other party.

5.01 *General Considerations*

- A. The standard of care for all professional engineering and related services performed or furnished by Engineer under this Agreement will be the care and skill ordinarily used by members of the subject profession practicing under similar circumstances at the same time and in the same locality. Engineer makes no warranties, express or implied, under this Agreement or otherwise, in connection with any services performed or furnished by Engineer. Subject to the foregoing standard of care, Engineer and its consultants may use or rely upon design elements and information ordinarily or customarily furnished by others, including, but not limited to, specialty contractors, manufacturers, suppliers, and the publishers of technical standards.
- B. Engineer shall not at any time supervise, direct, control, or have authority over any Constructor's work, nor shall Engineer have authority over or be responsible for the means, methods, techniques, sequences, or procedures of construction selected or used by any Constructor, or the safety precautions and programs incident thereto, for security or safety at the Project site, nor for any failure of a Constructor to comply with laws and regulations applicable to such Constructor's furnishing and performing of its work. Engineer shall not be responsible for the acts or omissions of any Constructor.
- C. Engineer neither guarantees the performance of any Constructor nor assumes responsibility for any Constructor's failure to furnish and perform its work.
- D. Engineer's opinions (if any) of probable construction cost are to be made on the basis of Engineer's experience, qualifications, and general familiarity with the construction industry. However, because Engineer has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractors' methods of determining prices, or over competitive bidding or market conditions, Engineer cannot and does not guarantee that proposals, bids, or actual construction cost will not vary from opinions of probable construction cost prepared by Engineer. If Owner requires greater assurance as to probable construction cost, then Owner agrees to obtain an independent cost estimate.
- E. Engineer shall not be responsible for any decision made regarding the construction contract requirements, or any application, interpretation, clarification, or modification of the construction contract documents other than those made by Engineer or its consultants.
- F. All documents prepared or furnished by Engineer are instruments of service, and Engineer retains an ownership and property interest (including the copyright and the right of reuse) in such documents, whether or not the Project is completed. Owner shall have a limited license to use the documents on the Project, extensions of the Project, and for related uses of the Owner subject to receipt by Engineer of full payment due and owing for all Services and Additional Services relating to preparation of the documents and subject to the following limitations:

Appendix 2, Engineers Standard Hourly Rates

EJCDC® E-520, Short Form of Agreement Between Owner and Engineer for Professional Services.
Copyright ©2015 National Society of Professional Engineers, American Council of Engineering Companies,
and American Society of Civil Engineers. All rights reserved.



1. Owner acknowledges that such documents are not intended or represented to be suitable for use on the Project unless completed by Engineer, or for use or reuse by Owner or others on extensions of the Project, on any other project, or for any other use or purpose, without written verification or adaptation by Engineer;
 2. any such use or reuse, or any modification of the documents, without written verification, completion, or adaptation by Engineer, as appropriate for the specific purpose intended, will be at Owner's sole risk and without liability or legal exposure to Engineer or to its officers, directors, members, partners, agents, employees, and consultants;
 3. Owner shall indemnify and hold harmless Engineer and its officers, directors, members, partners, agents, employees, and consultants from all claims, damages, losses, and expenses, including attorneys' fees, arising out of or resulting from any use, reuse, or modification of the documents without written verification, completion, or adaptation by Engineer; and such limited license to Owner shall not create any rights in third parties.
- G. Owner and Engineer may transmit, and shall accept, Project-related correspondence, documents, text, data, drawings, information, and graphics, in electronic media or digital format, either directly, or through access to a secure Project website, in accordance with a mutually agreeable protocol.
- H. The parties acknowledge that Engineer's Services do not include any services related to unknown or undisclosed Constituents of Concern. If Engineer or any other party encounters, uncovers, or reveals an unknown or undisclosed Constituent of Concern, then Engineer may, at its option and without liability for consequential or any other damages, suspend performance of Services on the portion of the Project affected thereby until such portion of the Project is no longer affected, or terminate this Agreement for cause if it is not practical to continue providing Services.
- I. This Agreement is to be governed by the law of the state in which the Project is located.
- J. Engineer's Services and Additional Services do not include: (1) serving as a "municipal advisor" for purposes of the registration requirements of Section 975 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (2010) or the municipal advisor registration rules issued by the Securities and Exchange Commission; (2) advising Owner, or any municipal entity or other person or entity, regarding municipal financial products or the issuance of municipal securities, including advice with respect to the structure, timing, terms, or other similar matters concerning such products or issuances; (3) providing surety bonding or insurance-related advice, recommendations, counseling, or research, or enforcement of construction insurance or surety bonding requirements; or (4) providing legal advice or representation.

6.01 *Insurance*

- A. The Engineer shall secure and endeavor to maintain professional liability insurance, commercial general liability insurance, and automobile liability insurance to protect the Engineer from claims for negligence, bodily injury, death or property damage which may arise out of the performance of the Engineer's services under this Agreement. The Engineer shall also carry Worker's Compensation Insurance. The Engineer shall, if requested in writing, provide certificates of insurance to the Owner.

7.01 *Indemnification*

- A. The Engineer shall indemnify and hold harmless the Owner and its officers, members, directors, partners, agents, employees, and sub-consultants against any and all claims, damages, losses and expenses to the extent they are caused by the negligent acts, errors, or omissions of the Engineer and its officers, members, directors, partners, agents, employees, and sub-consultants in the performance of its services under this Agreement, subject to the Risk Allocation provisions. The Owner shall indemnify and hold harmless the Engineer and its officers, members, directors, partners, agents, employees and sub-consultants from and against any and all claims, damages, losses and expenses arising out of or resulting from the performance of the services, provided that any such claims, damage, loss or expense is caused in whole or in part by the negligent act or omission and/or strict liability of the

Appendix 2, Engineers Standard Hourly Rates

EJCDC® E-520, Short Form of Agreement Between Owner and Engineer for Professional Services.
Copyright ©2015 National Society of Professional Engineers, American Council of Engineering Companies,
and American Society of Civil Engineers. All rights reserved.



Owner, anyone directly or indirectly employed by the Owner (except the ENGINEER) or anyone for whose acts any of them may be liable. This indemnification shall include any claim, damage or loss due to the presence of hazardous materials. Neither party shall have any obligation to defend or pay for the defense costs of the other party until such time as there is a determination of fault of the parties and in that event, the party found at fault shall only be obligated to reimburse the other party for its reasonable defense costs on a percentage basis in direct proportion, as determined by the court, to the percentage of fault of the party who was found at fault.

- B. For third party claims, to the fullest extent permitted by law, the Owner hereby agrees to indemnify, hold harmless and defend the Engineer, including its officers, members, directors, partners, agents, employees, and sub-consultants from and against all third party claims, including bodily injury, property damage, products liability, demands, damages and losses, causes of actions, judgments, fines, penalties and claims expense including attorney fees, caused by or alleged to have been caused by anything other than negligent performance by the Engineer of services under the agreement related to this project. Said indemnification shall also apply to any deductible that the Engineer may be obligated to pay under its Professional Liability Policy resulting therefrom.
- C. In recognition of the relative risks, rewards and benefits of the Project to both the Owner and the Engineer, the risks have been allocated such that the Owner agrees that, to the fullest extent permitted by law, the Engineer's total liability to the Owner and any third parties for any and all injuries, claims, losses, expenses, damages or claim expenses arising out of this Agreement, from any cause or causes, inclusive of all costs including attorney and expert fees shall not exceed the amount of \$50,000, or the amount of the Engineer's fees (whichever is greater). Such cause or causes include, but are not limited to, the Engineer's negligent acts, errors, omissions, strict liability, breach of contract, breach of expressed or implied warranty, or any other theory of legal liability. This limitation of liability shall apply to the Engineer and its officers, members, directors, partners, agents, employees, and sub-consultants.
- D. Owner and Engineer agree to negotiate each dispute between them in good faith during the 30 days after notice of dispute. If negotiations are unsuccessful in resolving the dispute, then the dispute shall be mediated. If mediation is unsuccessful, then the parties may exercise their rights at law.

8.01 *Total Agreement*

- A. This Agreement (including any expressly incorporated attachments), constitutes the entire agreement between Owner and Engineer and supersedes all prior written or oral understandings. This Agreement may only be amended, supplemented, modified, or canceled by a duly executed written instrument.

9.01 *Definitions*

- A. *Constructor*—Any person or entity (not including the Engineer, its employees, agents, representatives, and consultants), performing or supporting construction activities relating to the Project, including but not limited to contractors, subcontractors, suppliers, Owner's work forces, utility companies, construction managers, testing firms, shippers, and truckers, and the employees, agents, and representatives of any or all of them.
- B. *Constituent of Concern*—Asbestos, petroleum, radioactive material, polychlorinated biphenyls (PCBs), hazardous waste, and any substance, product, waste, or other material of any nature whatsoever that is or becomes listed, regulated, or addressed pursuant to (a) the Comprehensive Environmental Response, Compensation and Liability Act, 42 U.S.C. §§9601 et seq. ("CERCLA"); (b) the Hazardous Materials Transportation Act, 49 U.S.C. §§5101 et seq.; (c) the Resource Conservation and Recovery Act, 42 U.S.C. §§6901 et seq. ("RCRA"); (d) the Toxic Substances Control Act, 15 U.S.C. §§2601 et seq.; (e) the Clean Water Act, 33 U.S.C. §§1251 et seq.; (f) the Clean Air Act, 42 U.S.C. §§7401 et seq.; or (g) any other federal, State, or local statute, law, rule, regulation, ordinance, resolution, code, order, or decree regulating, relating to, or imposing liability or standards of conduct concerning, any hazardous, toxic, or dangerous waste, substance, or material.

Appendix 2, Engineers Standard Hourly Rates

EJCDC® E-520, Short Form of Agreement Between Owner and Engineer for Professional Services.
Copyright ©2015 National Society of Professional Engineers, American Council of Engineering Companies,
and American Society of Civil Engineers. All rights reserved.



IN WITNESS WHERE OF, the parties hereto have executed this Agreement, the Effective Date of which is indicated on page 1.

Owner: Madison County Transit

Engineer: Thouvenot, Wade & Moerchen, Inc.

By:

By:

Print name: _____

Print name: Robert DeConcini, PE

Title: _____

Title: President

Date Signed: _____

Date Signed: 10/21/2024

Engineer License or
Firm's Cert. No. (if required): 184-001220 (IL)
State of: Illinois

Address for Owner's receipt of notices:

One Transit Way
Pontoon Beach, Illinois 62040-7500
618-797-4600

Address for Engineer's receipt of notices:

204 Evergreen, Unit B
Glen Carbon, IL 62034
618.656.4040

Appendix 2, Engineers Standard Hourly Rates

EJCDC® E-520, Short Form of Agreement Between Owner and Engineer for Professional Services.
Copyright ©2015 National Society of Professional Engineers, American Council of Engineering Companies,
and American Society of Civil Engineers. All rights reserved.

RESOLUTION 25-24

AUTHORIZING AN AWARD OF CONTRACT FOR DESIGN ENGINEERING SERVICES FOR ACS/VSS IMPROVEMENTS-MULTIPLE FACILITIES

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 desires to make improvements to its Access Control Systems (ACS) and Video Surveillance Systems at multiple District facilities; and,

WHEREAS, said ACS and VSS improvements are necessary for the ongoing safety and security of District patrons, District employees and the public at large; and,

WHEREAS, said ACS and VSS improvements will be fully integrated into the District's Wide Area Network (WAN) for improved system functionality; and,

WHEREAS, the District requires the services of a qualified firm to provide design engineering services to assist with the implementation of the aforesaid ACS and VSS improvements; 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 RTM Engineering Consultants of Belleville, Illinois, utilizing local funds, to provide design engineering services for the design and construction of the aforesaid ACS and VSS improvements.

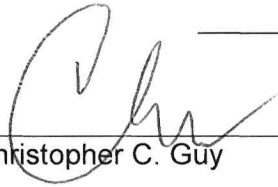
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. Madison County Mass Transit District authorizes an award of a contract to RTM Engineering Consultants of Belleville, Illinois, in the amount of one hundred seventy six thousand, six hundred sixty dollars (\$176,660.00) to provide design engineering services for ACS and VSS improvements, located at multiple facilities in Madison County, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement (per the attached proposal).
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.

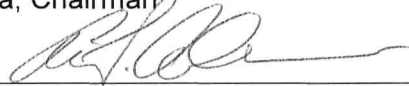
ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this thirty-first day of October 2024.



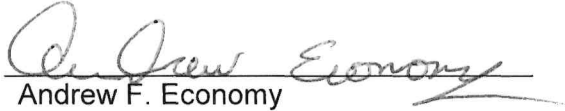
Ronald L. Jedda, Chairman



Christopher C. Guy



Allen P. Adomite



Andrew F. Economy



David J. Sherrill

APPROVED as to Form:



Legal Counsel

CERTIFICATE

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

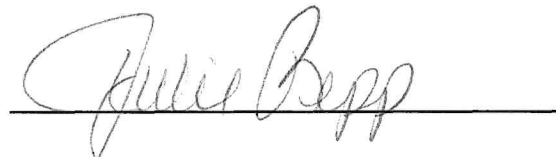
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, October 31, 2024, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Madison County Mass Transit District authorizes an award of a contract to RTM Engineering Consultants of Belleville, Illinois, in the amount of one hundred seventy six thousand six hundred sixty dollars (\$176,660.00) to provide design engineering services for ACS and VSS improvements, located at multiple facilities in Madison County, Illinois, subject to the terms and conditions of the District's standard AIA B102 Agreement (per the attached proposal).
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 thirty-first day of October 2024.





October 15, 2024

Mr. SJ Morrison
Managing Director
Madison County Transit
1 Transit Way
Pontoon Beach, IL 62040

Re: Upgrades / Replacements to Access Control System (ACS) and Video Surveillance System (VSS)
Multiple Site, Madison County, Illinois

Dear Mr. Morrison,

I am pleased to offer this proposal to provide security engineering services to upgrade / replace the access control and video surveillance systems at multiple sites for Madison County Transit.

The sites include Collinsville Transit Center, Edwardsville Transit Center, Eastgate Park & Ride, Granite City Transit Center, Glen Carbon Park & Ride, Highland Park & Ride, LeClaire Park & Ride, Longfellow Ground Maintenance Facility, River's Edge Park & Ride, Troy Park & Ride, and Wood River Transit Center.

Our general scope is outlined below. This will form our Basic Services for this project and subsequently our Basic Services Fee request. I have attached our understanding of the scope at each site for your review as well.

Basic Services Scope:

1. We will visit each of the sites with MCT personnel to document existing conditions and discuss additional devices to be installed to provided expanded coverage where desired.
2. We will visit each site as necessary to develop routings, mounting details, etc. for replacement and new equipment.
3. We will coordinate with MCT personnel as necessary for connectivity between each site and the Administration Building. We are not anticipating including infrastructure off site but can include empty conduits in our package to facilitate new infrastructure into the buildings if needed.
4. We will meet with MCT's preferred vendors to confirm required components.
5. We will develop an opinion of probable construction cost / project budget.
6. We will meet with MCT personnel to review project progress, budgets and review drawings. We are anticipating two (2) in-person meetings.
7. We will coordinate with MCT for "frontend" (bid forms, contracts, standard conditions, security / background check requirements, etc.) documents to include in the bid package.
8. We will coordinate with MCT to release the project for bid through the MCT bidding system.
9. We will conduct a pre-bid meeting with contractors to review the bid information, and scope of work.
10. We will respond to contractor's questions during bidding and issue all required addenda through the MCT bidding system.
11. We will attend the bid opening, evaluate the low bid contractor(s) to ensure they have the required scope of work and make a recommendation to MCT for award.
12. We will coordinate with MCT and the low bid contractor to facilitate the purchase order / contract.
13. We will conduct a preconstruction meeting with the awarded contractor.
14. We will review shop drawings.
15. We will visit each site once during construction to ensure the contractor is adhering to the contract documents and respond to any questions.
16. We will conduct a monthly pay / progress meeting with MCT and the contractor to review project status and approve their pay request for processing by MCT.

National Resources, Local Relationships

Schaumburg | Chicago | Quad Cities | Milwaukee | Dallas | Orlando
Springfield | Kansas City | Denver | Seattle | Palm Springs | Newport Beach | Laguna Woods
Belleville | Springfield | St. Louis | Evansville



17. We will perform a punch list inspection for each site and provide to the contractor.
18. We will issue a Certificate of Substantial Completion for the project.
19. We will back check the punch list to ensure the contractor is complete before approving their final pay request.
20. We will review contractor closeout documentation prior to it being submitted to MCT for their records.

Assumptions:

1. As an equipment replacement / upgrade project we are not anticipating needing permit review in any of the municipalities where the sites are located and have not included it in our proposal.
2. All sites within the scope listed above will be issued under a single bid package. We understand there may be a priority for which sites are constructed first and can coordinate that within the bid documents as necessary.
3. All sites can be upgraded simultaneously versus sequentially. If the project is to be constructed sequentially, time for additional site visits / punch list may be required.
4. We have engaged AAIC Architects to develop CAD files per their discussions with David Cobb.

Deliverables:

All submissions will be in electronic PDF format.

1. We will provide a Design Development set of documents. This will include confirmation of the scope at each site and the proposed budget for review and approval by MCT.
2. We will provide a 50% completion set of documents for review with an updated budget for review and approval by MCT.
3. We will provide a 100% completion set of documents for review with an updated budget for review and approval by MCT.
4. We will meet with MCT at each submittal to review comments.
5. After approval to release for bid, we will issue sealed documents for upload / distribution through MCT's bidding system.

Reimbursable Expenses:

All expenses to be billed at a 1.0 multiplier.

Printing, Delivery, Travel Expenses: \$500.00

Sub-Consultant:

As outlined above, we have retained AAIC, Inc. to provide architectural and door hardware support. Their proposal is attached for reference. We will not mark-up AAIC services.

Compensation:

Fee will be billed monthly and in accordance with project milestones. Fee is lump sum and fixed.

Mr. SJ Morrison
October 04, 2024



Basic Service Fee:

For the above listed Basic Services we request a Basic Services Fee broken down as follows:

	<u>RTM</u>	<u>AAIC</u>	<u>Totals:</u>
Design Phase Services:	\$ 75,500.00	\$59,410.00	\$134,910.00
Bidding Phase Services:	\$ 5,500.00	\$ 4,200.00	\$ 9,700.00
Construction Services:	\$ 20,500.00	\$11,550.00	\$ 32,050.00
Sub-Totals:	\$101,500.00	\$75,160.00	\$176,660.00

We look forward to assisting MCT with this important project. If you have any questions, please do not hesitate to contact me.

Sincerely,
RTM Engineering Consultants, LLC

A handwritten signature in blue ink, appearing to read 'Eric R. Rogers'.

Eric R. Rogers, P.E.
Principal

Enclosures:
Attachment A – Detailed Scope of Work – 2 pages
Attachment B – Fee Proposal – AAIC, Inc. – 4 pages



MADISON COUNTY TRANSIT SECURITY UPGRADES

EDWARDSVILLE TRANSIT CENTER

- CCTV: NO Existing system; however, some interior CAT-6 cabling installed (6 total).
 ACS: Existing Keyscan system installed, (9) existing reader locations (four interior, two inner/outer vestibule doors, one exterior door).
- NOTES: Exterior CCTV locations requested at existing steel canopy structure to cover bus paths and stops, moderate lengths (can match existing installed raceway systems);
 (2) ADA operators at north entry.

LECLAIRE PARK & RIDE

- CCTV: Existing Milestone system with mixed PoE-copper and fiber cameras (35) – non-operational at time of survey.
 ACS: Existing Keyscan system installed, (4) reader locations.
- NOTES: Large site with cameras on both sides of Troy Road (including in under-road tunnel, observed water at interior of camera housings).

LONGFELLOW MAINTENANCE FACILITY

- CCTV: NO Existing system (one Vosker mobile camera installed).
 ACS: NO Existing system.
- NOTES: Owner is requesting building-mounted cameras for interior at buildings A, B, C and D and general observation of exterior, including fuel island and trail to west of buildings;
 Owner is requesting one reader at B building main office;
 Two existing gates have ACS control - north gate includes existing underground conduits

WOOD RIVER TRANSIT CENTER

- CCTV: NO Existing system; however, some exterior raceways and CAT-6 cabling installed (15 total).
 ACS: Existing Isonas system, (9) existing reader locations.
- NOTES: Detached maintenance building with CAT-6 installed (for network) to existing IT room at main building;
 Owner requests coverage of bus paths and stops, and small parking lot at Ferguson Avenue;
 (2) ADA operators at south entry.

EASTGATE PARK & RIDE

- CCTV: Existing Milestone system with mixed PoE-copper and fiber cameras – non-operational at time of survey.
 ACS: Existing Isonas system, (3) existing reader locations.
- NOTES: N/A

HIGHLAND PARK & RIDE

- CCTV: NO Existing system.
 ACS: N/A
- NOTES: No interior rooms (IT or otherwise), all hardware shall be in an exterior/ruggedized enclosure and CCTV video shall be wireless (cellular);
 Owner requests coverage of lots and shelter (waiting area).

TROY PARK & RIDE

CCTV: Existing Brewster-Alexander system with mixed PoE-copper and fiber cameras (31 total, 8 building-mounted locations).

ACS: Existing Isonas system with (3) existing reader locations.

NOTES: N/A

COLLINSVILLE TRANSIT CENTER

CCTV: NO Existing system; however, some exterior raceways and CAT-6 cabling installed (observed 8 blank plates and two top-of-column locations).

ACS: Existing Keyscan system, (5) existing reader locations (entries, restrooms, and Main/IT).

NOTES: Owner requests coverage of bus paths and stops, as well as Plaza (cannot be building-mounted due to landscaping), and coverage of IT room.

GLEN CARBON PARK & RIDE

CCTV: Existing Brewster-Alexander system with mixed PoE-copper and fiber cameras (31, including predominantly pole-mount and (1) PTZ).

ACS: Existing Keyscan system, only (1) reader at Maintenance/IT.

NOTES: Large site with cameras on both sides of 157 (including in under-road tunnel).

GRANITE CITY TRANSIT CENTER

CCTV: Existing Pelco (analog) system with multiple camera types (interior wedges, interior and exterior bullets, exterior domes).

ACS: Existing Keyscan system, (9) existing reader locations (entries, restrooms, office, IT).

NOTES: Owner requests coverage of bus paths and stops, as well as two parking lots (19th St and Edison Avenue) from building;
Owner also requests coverage of mechanical/HVAC equipment enclosure at east exterior (due to volume/type of activity);
(2) ADA operators at west entry;
Two separate headend locations (power supplies, etc. at maintenance room, and NVR at office IT room);
New under-canopy ceiling system installed recently (including removeable slats, not panels).

RIVER'S EDGE PARK & RIDE

CCTV: Existing Brewster-Alexander system with PoE (only) cameras (27).

ACS: Existing Keyscan system, only (1) reader at Maintenance/IT.

NOTES: Owner requests coverage of existing radio tower at west perimeter of site (general observation only).

SYSTEM NOTES

Network switches to be upgraded from Cisco(Catalyst) 9200L to Cisco/Meraki 9300M series (assuming by Owner);
All CCTV cameras by Axis;
CCTV video management system (VMS) by Genetec – Dell servers (by Owner) with software (by integrator);
Fiber vs PoE (copper) to cameras to be determined at time of design (due to modern innovations extending Ethernet lengths beyond 100m);
All ACS readers shall be HID Signo series;
ACS by AXIS (for small one- or two-door systems, e.g. #A1610) or predominantly by Genetec;
Transit Centers include clock towers with 120VAC constant power that Owner has discussed/approved exterior camera mounting (with wireless video).

Main Office:

15 E. Washington
Belleville, Illinois
62220

Locations:

600 Troy Rd.
Edwardsville, IL
62025

707 N. Second St.
Suite 415
St. Louis, MO
63102

October 10th, 2024

Eric Rogers
RTM Engineering Consultants
521 W. Main St.
Suite 250
Belleville, IL 62220

RE: MCT ACS / VSS System

Dear Eric,

Thank you for giving AAIC Inc. the opportunity to submit a proposal to provide architectural services for the project MCT ACS / VSS Systems located at four (4) different sites (Wood River, Granite City, Collinsville, and Edwardsville Bus Transfer Stations). We are pleased to submit this Proposal for architectural services for your review and consideration. We have outlined our understanding of the Project and the requested scope of services as follows.

SCOPE OF SERVICES

Professional Services provided under this Proposal include the following.

- Architectural Design: AAIC Inc.

ARCHITECTURAL SCOPE OF SERVICES

Design Phase Services

- Review the program and other information with the Owner and Design Team.
- Conduct four (4) on-site field verification and documentation consisting of a visual assessment and field dimensions for the development of background to accurately document existing conditions. Site investigation to include interior wall and door layouts.
- Assist Client in the refinement of the building program for implementation into the design documents.
- Develop architectural floor plans for use in development of floor plans, reflected ceiling plan layout and door schedules of all project phases.
- Review existing vestibule exterior and interior door hardware and provide new if required to coordinate with Electrical Access Control system for four (4) sites as mentioned above.
- Architect will attend weekly design review meetings with the Client. We anticipate eight (8) virtual design review meetings with the Client and Client's representatives.



- Design documents shall be used by the Client to prepare final estimates and submit the drawings to the proper City Municipality to obtain necessary building permits.
- Provide architectural probable cost estimates per site for Client review and approval.
- Incorporate the design requirements of governmental authorities having jurisdiction over the Project into the Design Documents.
- Assist in obtaining building permits and other approvals from agencies that have jurisdiction over the project.

Construction Administration Phase Services

- Review and approve Contractor's or Client's Submittals for general conformance with the Project's design intent.
- Provide consultation for the purpose of document clarification and interpretation, and if determined necessary by AAIC Inc., issue supplemental information to clarify portions of the documents.
- Assist with project closeout procedures including four (4) Punch List site visits with the Client and Client's Contractor and prepare a Certificate of Substantial Completion.
- Attend OAC (Owner/Client, Architect, Contractor) Meetings monthly.

The Architect will make up to eight (8) periodic on-site visits at appropriate intervals (assume 2 per site) to the stage of construction to observe the progress of the Work for General Conformance with the Design Documents. Additional site visits, if requested by the Client, will be provided as an Additional Service.

EXCLUSIONS

The following services are excluded from this proposal:

- Renderings and/or animations (photo-realistic/fully rendered).
- Services and work associated with value engineering and required drawing revisions.
- Furniture, furnishings, and equipment design (including interior and exterior signage).
- Other services provided by Specialty Consultants.
- LEED Certification or sustainable project services including energy modeling services and photovoltaic systems. Energy modeling services can be provided as additional services upon request.
- Telecommunications/data design, security evaluation and planning.
- As constructed record drawings.
- Development of Building Information Models for post construction use.
- Commissioning services. Commissioning services can be provided as an additional service upon request.
- Seismic Calculations including seismic design required to connect our equipment or bases to building structure, or other engineering services not specifically included in this proposal. Seismic design will be specified to be provided by contractor's seismic restraint manufacturer's licensed engineer.

- We do not include permit fees or fees to procure permits for this project.

FEE PROPOSAL

BASIC SERVICES

For the Scope of Services outlined above and the attached Terms & Conditions, we propose a fixed fee, stipulated sum of **SEVENTY-FIVE THOUSAND ONE HUNDRED SIXTY DOLLARS (\$75,160.00)** plus reimbursable expenses incurred. The fee will be billed monthly per percentage completed.

Breakdown of Fee:

Design Phase:	\$ 59,410.00
Bidding / Permitting:	\$ 4,200.00
Construction Administration:	\$ 11,550.00

REIMBURSABLE

Reimbursable Expenses are in addition to the fees outlined above and include costs associated with in-house printing, courier, overnight deliveries and long-distance phone calls, mileage, drawing reproduction for Client review, bid documents and construction sets, and any travel expenses including airfare, meals, and lodging. For Reimbursable Expenses, the compensation shall be the direct expenses incurred by the Architect and the Architect’s consultant with no markup. Reimbursable expenses will be tracked and billed with monthly invoices. Reimbursable expenses are a recommendation based upon past professional experience. Authorization of reimbursable expenses required owner direction / agreement prior to start of service.

We suggest budgeting an amount of **FIVE HUNDRAD DOLLARS (\$ 500.00)**, which is allocated approximately as follows:

- Printing, Delivery, Travel Expenses: \$ 500.00

HOURLY RATE SCHEDULE

For services beyond the scope identified in this proposal, or services considered as Additional Services, the following hourly rate schedule will apply:

AAIC Inc.	
Principal	\$230.00/hour
Sr. Project Manager	\$190.00/hour
Project Manager	\$155.00/hour
Project Architect	\$145.00/hour
Design Professional	\$125.00/hour
Administrative	\$80.00/hour

SCHEDULE

Architectural design schedule will be integrated into Security Design Schedule.

Thank you for your confidence in AAIC. We are excited about the opportunity to collaborate with you on this project. If you have any questions or need any clarifications, please do not hesitate to reach out at your earliest convenience. Please return one signed copy as our authorization to proceed.

Sincerely,

Accepted by:

AAIC INC.

Grant Ramsey

(Signature)

Grant Ramsey
Director of Operations

(Printed name and title) (Date)

cc: L.E. Morris – Principal emorris@aaicinc.com
Mindy Lee – Accountant MindyL@aaicinc.com