

AGENDA
Board of Trustees Meeting
Madison County Mass Transit District
9:30 a.m., Thursday, May 22, 2025
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.	Election of Officers for the MCT Board of Trustees	Discussion/Action
V.	<u>Consideration of the minutes of the April 24, 2025, regular meeting, for inclusion in the District's official records.</u>	Discussion/Action
VI.	<u>Financial:</u>	
	A. Payments and Claims: Consideration of the May 2025 Claims for Payment	Discussion/Action
	B. Monthly Financial Report: Review of the Monthly Financial Records as of April 30, 2025	Discussion/Action
	C. Resolution 25-62 Amending the FY2025 Operating Budget	Discussion/Action
VII.	<u>Services:</u>	
	A. Managing Directors Report	Discussion
	B. Resolution 25-63 Approving the Madison County Mass Transit District's Title VI Program Update	Discussion/Action
	C. Capital Needs Assessment and Trails Lifestyle Discussion	Discussion
	D. Resolution 25-64 Authorizing the Execution of an Agreement for Federal and State Legislative Consulting Services with KBS Group, LLP	Discussion/Action
	E. Resolution 25-65 Authorizing an Award of Contract for RideFinders Vanpool Vehicles	Discussion/Action
	F. Resolution 25-66 Authorizing an Award of Contract for the Purchase of one Diesel Melter	Discussion/Action
	G. Resolution 25-67 Authorizing the Execution of an Intergovernmental Agreement with Southern Illinois University Edwardsville (SIUE)	Discussion/Action
	H. Resolution 25-68 Authorizing the Execution of a Contract Option for the Purchase and Delivery of Light-Duty Coach on Chassis Transit Buses	Discussion/Action

AGENDA
Board of Trustees Meeting
Madison County Mass Transit District
9:30 a.m., Thursday, May 22, 2025
1 Transit Way, Pontoon Beach, Illinois

VIII. Other Business:

Discussion/Action

IX. Adjournment

Action

Next meeting date: June 26, 2025

MINUTES
Board of Trustees
Madison County Mass Transit District
9:30 a.m., Thursday, April 24, 2025
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

Chairman Jedda called the meeting to order at 9:30 a.m.

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

MEMBERS ABSENT: NONE

OTHERS PRESENT: STEVEN J. MORRISON, ACT; PHIL ROGGIO, ACT; MICHELLE DOMER, ACT; PENNY BROWN, ACT; AMANDA SMITH, ACT; ROB SCHMIDT, ACT; DJ CLUBB, ACT; JUSTIN DIXON, ACT; DEBBIE BARRON, ACT; JULIE REPP, ACT; DAVID LIVINGSTONE, LEGAL COUNSEL; MAGGIE BRUEGGEMANN, LEGAL COUNSEL ASSISTANT; CHRIS SLUSSER, MADISON COUNTY CHAIRMAN

III. Public Comments:

No public comments.

Morrison thanked Jedda for his time on the MCT Board for the past 8 years.

IV. Consideration of the minutes of the March 27, 2025, 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
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED

V. Financial

- A. Payments and Claims: Consideration of the April 2025 claims for payment:

ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE APRIL 2025 PAYMENTS AND CLAIMS:

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
CHRISTOPHER C. GUY	ABS
RONALD L. JEDDA	AYE
DAVID J. SHERRILL	AYE

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

- B. ADOMITE MADE THE MOTION, SECONDED BY GUY, TO APPROVE THE MONTHLY FINANCIAL REPORT AS OF MARCH 31, 2025:

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

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

25-03 TENTATIVE ANNUAL BUDGET AND APPROPRIATION OF THE MADISON COUNTY MASS TRANSIT DISTRICT FOR THE FISCAL YEAR BEGINNING JULY 1, 2025, AND ENDING JUNE 30, 2026

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
CHRISTOPHER C. GUY	AYE
RONALD L. JEDDA	AYE
DAVID J. SHERRILL	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:

25-56 AUTHORIZING AN AWARD OF CONTRACT FOR A MOBILE TICKETING SOLUTION

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

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

25-57 AUTHORIZING AN AWARD OF CONTRACT FOR THE PURCHASE AND INSTALLATION OF A FUELING STATION UNDERGROUND STORAGE TANK

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

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

25-58 AUTHORIZING THE FILING OF AN APPLICATION WITH THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES (IDNR) FOR BICYCLE PATH GRANT PROGRAM

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

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

ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO REMOVE THE MOTION TO APPROVE THE FOLLOWING RESOLUTION:

SHERRILL MADE THE MOTION, SECONDED BY ADOMITE, TO TABLE THE FOLLOWING RESOLUTION:

25-59 APPROVING THE MADISON COUNTY MASS TRANSIT DISTRICT'S TITLE VI PROGRAM UPDATE

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

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

25-60 AUTHORIZING THE EXECUTION OF AN AGREEMENT FOR FEDERAL AND STATE LEGISLATIVE CONSULTING SERVICES WITH THE JERRY COSTELLO GROUP, LLC

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

- G. SHERRILL MADE THE MOTION, SECONDED BY ADOMITE, TO APPROVE THE FOLLOWING RESOLUTION:

25-61 RECOGNIZING RONALD L. JEDDA FOR HIS SERVICE TO THE MCT BOARD OF TRUSTEES

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

H. Other business:

No other business was discussed.

I. Adjournment:

ECONOMY MADE THE MOTION, SECONDED BY ECONOMY TO ADJOURN.

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

Meeting adjourned at 10:32 a.m.

Respectfully submitted.

A handwritten signature in cursive script, reading "Julie Repp", is written over a horizontal line.



Pay Statements
Pay Statement Board

Last Name	First Name	Statement #	Pay Period Start	Pay Period End	Pay Date	Gross	Reimbursement	Taxes (EE)	Net Payment
JEDDA	RONALD	-19383	04/01/2025	04/30/2025	05/22/2025	\$300.00	\$13.86	\$300.00	\$13.86
GUY	CHRISTOPHER	-19381	04/01/2025	04/30/2025	05/22/2025	\$300.00	-	\$22.95	\$277.05
ECONOMY	ANDREW	-19380	04/01/2025	04/30/2025	05/22/2025	\$300.00	\$7.00	\$22.95	\$284.05
ADOMITE	ALLEN	-19379	04/01/2025	04/30/2025	05/22/2025	\$300.00	-	\$300.00	-
SHERRILL	DAVID	-19382	04/01/2025	04/30/2025	05/22/2025	\$300.00	-	\$22.95	\$277.05
Report Total									
						\$1,500.00	\$20.86	\$668.85	\$852.01



CHECK REGISTER

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

VOUCHER INVOICE

INV DATE PO

WARRANT

NET

4250722	05/02/2025	PRTD	3936	Illinois Dept of Nat	042425	04/24/2025	042425	300.00
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CHECK	4250722	TOTAL:	300.00
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NUMBER OF CHECKS	1	*** CASH ACCOUNT TOTAL ***	300.00
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	COUNT	AMOUNT
TOTAL PRINTED CHECKS	1	300.00

*** GRAND TOTAL ***	300.00
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ELECTRONIC FUNDS TRANSFER 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
9250011	05/01/2025	PRTD	4064 FTA		050125	05/01/2025		050125	63,550.00
						CHECK	9250011	TOTAL:	63,550.00
				NUMBER OF CHECKS	1	*** CASH ACCOUNT TOTAL ***			63,550.00
						COUNT		AMOUNT	
				TOTAL PRINTED CHECKS		1		63,550.00	
							*** GRAND TOTAL ***		63,550.00

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
4250723	05/09/2025	PRTD	1043	AT&T		MAY25	05/01/2025		050825	22.93
							CHECK	4250723	TOTAL:	22.93
4250724	05/09/2025	PRTD	1436	City of Highland		APR25HPR	05/05/2025		050825	150.93
							CHECK	4250724	TOTAL:	150.93
4250725	05/09/2025	PRTD	3984	City of Troy		050225WSTPR	05/02/2025		050825	30.40
						050225SPTPR	05/02/2025		050825	16.88
							CHECK	4250725	TOTAL:	47.28
4250726	05/09/2025	PRTD	2047	City of Wood River		050625SPWRTC	05/06/2025		050825	6.50
						050625SWRTC	05/06/2025		050825	96.76
							CHECK	4250726	TOTAL:	103.26
4250727	05/09/2025	PRTD	4133	AT&T Mobility		461X04272025	04/19/2025	12500012	050825	414.23
							CHECK	4250727	TOTAL:	414.23
4250728	05/09/2025	PRTD	4133	AT&T Mobility		578X04272025	04/19/2025	12500011	050825	39.56
							CHECK	4250728	TOTAL:	39.56
4250729	05/09/2025	PRTD	4133	AT&T Mobility		986X04272025	04/19/2025	12500032	050825	72.48
							CHECK	4250729	TOTAL:	72.48
4250730	05/09/2025	PRTD	4042	Illinois Power Marke		010000100555	04/26/2025		050825	11,357.85
							CHECK	4250730	TOTAL:	11,357.85
4250731	05/09/2025	PRTD	4042	Illinois Power Marke		010000100562	04/26/2025		050825	9,205.13
							CHECK	4250731	TOTAL:	9,205.13
4250732	05/09/2025	PRTD	1220	Illinois American wa		042525GCTC	04/25/2025		050825	276.97

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	4250732	TOTAL:	276.97
4250733	05/09/2025	PRTD	1220 Illinois American Wa		050225AHSRIR	05/02/2025		050825	79.85
						CHECK	4250733	TOTAL:	79.85
4250734	05/09/2025	PRTD	1220 Illinois American Wa		050225AHSRWS	05/02/2025		050825	509.71
						CHECK	4250734	TOTAL:	509.71
4250735	05/09/2025	PRTD	1733 Johnny on the Spot #		47-000270811	04/30/2025		050825	1,885.99
						CHECK	4250735	TOTAL:	1,885.99
4250736	05/09/2025	PRTD	4102 Mansfield Power & Ga		APR25	05/06/2025		050825	934.14
						CHECK	4250736	TOTAL:	934.14
4250737	05/09/2025	PRTD	1051 Pontoon Beach Public		050125-2	05/01/2025		050825	594.65
						050125-3	05/01/2025	050825	420.52
						050125Admin	05/01/2025	050825	370.52
						050125BW	05/01/2025	050825	533.07
						050125N	05/01/2025	050825	161.55
						CHECK	4250737	TOTAL:	2,080.31
4250738	05/09/2025	PRTD	4160 valence Inc.		50847	04/24/2025	12500064	050825	4,457.50
						CHECK	4250738	TOTAL:	4,457.50
4250739	05/09/2025	PRTD	1932 wex Bank		104477287	04/30/2025		050825	6,149.10
						CHECK	4250739	TOTAL:	6,149.10

CHECK REGISTER

NUMBER OF CHECKS 17 *** CASH ACCOUNT TOTAL *** 37,787.22

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	17	37,787.22

*** GRAND TOTAL *** 37,787.22

ELECTRONIC FUNDS TRANSFER REGISTER

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

VOUCHER

INVOICE

INV DATE

PO

WARRANT

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9250012	05/12/2025	PRTD	4103	Edwardsville Title &	051225-1	05/12/2025	EFT0512	60,000.00
						CHECK	9250012 TOTAL:	60,000.00

9250013	05/12/2025	PRTD	4103	Edwardsville Title &	051225-2	05/12/2025	EFT0512	475,834.50
						CHECK	9250013 TOTAL:	475,834.50

NUMBER OF CHECKS	2	*** CASH ACCOUNT TOTAL ***	535,834.50
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	COUNT	AMOUNT
TOTAL PRINTED CHECKS	2	535,834.50

*** GRAND TOTAL ***	535,834.50
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Madison County Mass Transit District



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
4250740	05/22/2025	PRTD	2501 Agency for Community		APR25	05/13/2025		052225	49,513.00
					APR25BW	05/13/2025		052225	117,950.10
					APR25RS	05/13/2025		052225	49,379.15
					APR25VP	05/13/2025		052225	-605.38
					APR25DR	05/13/2025		052225	237,917.59
					APR25FR	05/13/2025		052225	1,861,409.41
						CHECK	4250740	TOTAL:	2,315,563.87
4250741	05/22/2025	PRTD	4137 Allied Universal Sec		16990398	04/24/2025	12500020	052225	12,162.48
						CHECK	4250741	TOTAL:	12,162.48
4250742	05/22/2025	PRTD	1050 Ameren Illinois		050525BW	05/05/2025		052225	277.01
						CHECK	4250742	TOTAL:	277.01
4250743	05/22/2025	PRTD	1050 Ameren Illinois		050525GCTC	05/05/2025		052225	365.33
						CHECK	4250743	TOTAL:	365.33
4250744	05/22/2025	PRTD	1050 Ameren Illinois		050625	05/06/2025		052225	636.56
						CHECK	4250744	TOTAL:	636.56
4250745	05/22/2025	PRTD	1050 Ameren Illinois		050625N	05/06/2025		052225	98.31
						CHECK	4250745	TOTAL:	98.31
4250746	05/22/2025	PRTD	1501 Ameren Illinois		042325ATC	04/23/2025		052225	177.72
						CHECK	4250746	TOTAL:	177.72
4250747	05/22/2025	PRTD	1501 Ameren Illinois		042925GLPR	04/29/2025		052225	604.68
						CHECK	4250747	TOTAL:	604.68

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	
4250748	05/22/2025	PRTD	1501 Ameren Illinois		050225Admin	05/02/2025		052225	2,928.56	
						CHECK	4250748	TOTAL:	2,928.56	
4250749	05/22/2025	PRTD	1501 Ameren Illinois		050525ETC	05/05/2025		052225	99.17	
						CHECK	4250749	TOTAL:	99.17	
4250750	05/22/2025	PRTD	1501 Ameren Illinois		050525L	05/05/2025		052225	161.92	
						CHECK	4250750	TOTAL:	161.92	
4250751	05/22/2025	PRTD	1501 Ameren Illinois		050625AHSR	05/06/2025		052225	529.36	
						CHECK	4250751	TOTAL:	529.36	
4250752	05/22/2025	PRTD	1501 Ameren Illinois		10ILRt3PR	04/29/2025		052225	328.86	
						CHECK	4250752	TOTAL:	328.86	
4250753	05/22/2025	PRTD	1501 Ameren Illinois		APRMaintAd	05/05/2025		052225	49.53	
						CHECK	4250753	TOTAL:	49.53	
4250754	05/22/2025	PRTD	2031 Best-One Fleet Servi		3200022299	04/23/2025		052225	41,320.50	
					3200022302	04/23/2025		052225	-41,320.50	
					3200022303	04/23/2025		052225	30,191.00	
					3200022313	04/24/2025		052225	-30,155.50	
					3200022314	04/24/2025		052225	30,130.50	
						CHECK	4250754	TOTAL:	30,166.00	
4250755	05/22/2025	PRTD	3942 Carahsoft Technology		IN1952286	04/24/2025	12500056	052225	66,030.36	
						CHECK	4250755	TOTAL:	66,030.36	
4250756	05/22/2025	PRTD	4145 Chestnut Health Syst		MISC-25-260	05/02/2025	12500035	052225	8,138.00	

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

Report generated: 05/13/2025 13:59
User: tpohlman
Program ID: apcshdsb

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	4250765	TOTAL:	13,457.40
4250766	05/22/2025	PRTD	4154	Patterson Brake & Fr	127832	04/22/2025	052225	30.00
					195000	04/24/2025	052225	994.58
					195238	05/02/2025	052225	151.44
					129554	05/06/2025	052225	30.00
					CHECK	4250766	TOTAL:	1,206.02
4250767	05/22/2025	PRTD	4151	Peckham Guyton Alber	121445	05/01/2025	12500040 052225	6,000.00
					CHECK	4250767	TOTAL:	6,000.00
4250768	05/22/2025	PRTD	3896	Southern Bus and Mob	17090	04/22/2025	12400010 052225	234,101.00
					17091	04/22/2025	12400010 052225	234,101.00
					CHECK	4250768	TOTAL:	468,202.00
4250769	05/22/2025	PRTD	1530	The Kiesel Company	573499	04/17/2025	052225	604.50
					573503	04/17/2025	052225	465.23
					573659	04/23/2025	052225	16,517.91
					573661	04/23/2025	052225	13,701.20
					573842	04/28/2025	052225	16,540.36
					573847	04/28/2025	052225	549.12
					573872	04/28/2025	052225	537.67
					573960	05/01/2025	052225	15,951.14
					574005	05/02/2025	052225	13,285.02
					CHECK	4250769	TOTAL:	78,152.15
4250770	05/22/2025	PRTD	3811	Thouvenot, Wade & Mo	91232	04/30/2025	052225	37,852.75

Madison County Mass Transit District



CHECK REGISTER

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

VOUCHER INVOICE

INV DATE

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WARRANT

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							CHECK	4250770	TOTAL:	37,852.75	
4250771	05/22/2025	PRTD	1737	wheatland Title Comp	697204	04/23/2025		052225		605.00	
							CHECK	4250771	TOTAL:	605.00	
							NUMBER OF CHECKS	32	*** CASH ACCOUNT TOTAL ***	3,068,607.32	
							COUNT	AMOUNT			
							TOTAL PRINTED CHECKS	32	3,068,607.32		
									*** GRAND TOTAL ***		3,068,607.32

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
4250772	05/22/2025	PRTD	4012 AAIC, Inc.		14067	05/09/2025		052225B	500.00
					14069	05/09/2025		052225B	5,386.40
					14068	05/09/2025		052225B	3,815.00
					14070	05/09/2025		052225B	13,852.40
						CHECK	4250772	TOTAL:	23,553.80
4250773	05/22/2025	PRTD	1501 Ameren Illinois		APR25	05/06/2025		052225B	2,314.83
						CHECK	4250773	TOTAL:	2,314.83
4250774	05/22/2025	PRTD	1058 American Public Tran		424808	05/15/2025		052225B	35,500.00
						CHECK	4250774	TOTAL:	35,500.00
4250775	05/22/2025	PRTD	1433 City of Edwardsville		050925L	05/09/2025		052225B	143.13
					050925WSEPR	05/09/2025		052225B	90.20
					050925SPEPR	05/09/2025		052225B	11.87
						CHECK	4250775	TOTAL:	245.20
4250776	05/22/2025	PRTD	4126 GMV Syncromatics Cor		VSYN25500155	03/31/2025	12400037	052225B	12,477.99
					VSYN25500154	03/31/2025	12400037	052225B	203,103.00
						CHECK	4250776	TOTAL:	215,580.99
4250777	05/22/2025	PRTD	1220 Illinois American wa		050925SPATC	05/09/2025		052225B	106.14
						CHECK	4250777	TOTAL:	106.14
4250778	05/22/2025	PRTD	1220 Illinois American wa		050925WSATC	05/09/2025		052225B	252.26
						CHECK	4250778	TOTAL:	252.26
4250779	05/22/2025	PRTD	1437 Keller Construction,		051525	05/15/2025	12500026	052225B	288,917.42
						CHECK	4250779	TOTAL:	288,917.42

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
4250780	05/22/2025	PRTD	1173	Oates Associates		41232	05/12/2025		052225B	9,683.80
						41230	05/12/2025		052225B	2,160.00
						41219	05/12/2025		052225B	3,250.00
						41231	05/12/2025		052225B	2,687.50
						41264	05/13/2025		052225B	785.00
							CHECK	4250780	TOTAL:	18,566.30
4250781	05/22/2025	PRTD	4154	Patterson Brake & Fr		195529	05/13/2025		052225B	1,716.00
							CHECK	4250781	TOTAL:	1,716.00
4250782	05/22/2025	PRTD	4061	Sheppard, Morgan & S		43247	05/15/2025		052225B	31,700.48
						43246	05/15/2025		052225B	15,271.50
							CHECK	4250782	TOTAL:	46,971.98
4250783	05/22/2025	PRTD	4007	Stutz Excavating Inc		051925	05/19/2025	12500063	052225B	22,680.00
							CHECK	4250783	TOTAL:	22,680.00
4250784	05/22/2025	PRTD	1530	The Kiesel Company		574181	05/07/2025		052225B	525.83
						574182	05/07/2025		052225B	393.07
						574217	05/06/2025		052225B	15,629.11
						574264	05/09/2025		052225B	16,293.00
						574453	05/15/2025		052225B	610.16
						574456	05/15/2025		052225B	452.69
							CHECK	4250784	TOTAL:	33,903.86
4250785	05/22/2025	PRTD	3965	UPS		1882021202	05/12/2025		052225B	305.21
							CHECK	4250785	TOTAL:	305.21

CHECK REGISTER

NUMBER OF CHECKS 14 *** CASH ACCOUNT TOTAL *** 690,613.99

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	14	690,613.99

*** GRAND TOTAL *** 690,613.99

Madison County Transit District
Management Report of Revenue and Expenses
April, 2025

	Current Month	Current YTD	Prior YTD	Percentage Increase / (Decrease) Over Prior YTD	FY25 Budget	Budget % Expended (83% of FY)
Revenue						
Operating Revenue						
Sales Tax Revenue	\$1,191,903.00	\$12,069,344.95	\$11,295,353.94	7%	\$12,800,000	94%
Investment Income	275,510.27	2,352,883.77	1,788,473.34	32%	1,000,000	235%
Investment Gains/Losses	0.00	0.00	4,362.11	0%	0	n/a
Investments-Mark to Market	281,487.75	1,541,912.34	356,621.65	-332%	0	n/a
IDOT Operating Assistance	1,815,376.08	14,646,833.32	15,541,261.07	-6%	21,000,000	70%
Federal CARES Act/CRRSAA/ARPA	471,750.00	1,415,250.00	2,326,118.00	0%	1,890,000	75%
Local Sales Tax Reform Fund	70,402.49	2,646,945.20	3,021,052.11	-12%	3,100,000	85%
CMAQ Rideshare Marketing and Outreach	0.00	462,767.00	319,577.00	0%	750,000	62%
Commuter Initiative	30,570.66	132,975.81	80,638.61	65%	150,000	89%
Fares	239,526.09	1,592,543.35	1,330,799.87	20%	1,900,000	84%
Other Revenue	85,093.90	399,845.27	204,282.37	96%	118,000	339%
Lease/Rental Income	0.00	22,627.22	31,421.89	0%	0	n/a
Total Operating Revenue	\$4,461,620.24	\$37,283,928.23	\$36,299,961.96	3%	\$42,708,000	87%
Capital Revenue						
FTA Transit Admin Section 5307	\$1,442,451.00	\$3,837,396.00	\$63,402.00	5952%	\$6,365,427	60%
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	4,730,781.70	0%	12,826,000	0%
Illinois Department of Transportation	0.00	0.00	1,335,904.62	0%	0	0%
Illinois Department of Natural Resources	0.00	0.00	165,000.00	0%	1,088,000	0%
Intergovernmental Agreements	0.00	0.00	150,918.70	0%	100,000	0%
Metro East Park and Recreation District	0.00	312,886.48	0.00	0%	2,550,000	12%
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	\$1,442,451.00	\$4,150,282.48	\$6,446,007.02	-36%	\$38,999,427	11%
Total Revenues	\$5,904,071.24	\$41,434,210.71	\$42,745,968.98	-3%	\$81,707,427	51%
Expenses						
Operating Expenses						
Fixed Route and Paratransit	\$2,696,693.25	\$27,558,678.77	\$26,521,279.16	4%	\$35,400,000	78%
ACT Administrative Contract	49,513.00	405,013.00	394,680.00	3%	490,000	83%
Rideshare	66,714.27	868,666.99	671,406.95	29%	900,000	97%
Professional and Other Services	21,000.00	228,624.00	245,797.89	-7%	525,000	44%
Trustee Expenses	1,635.61	15,273.93	8,824.59	73%	30,000	51%
District Office Expenses	67,698.68	462,852.85	503,682.10	-8%	640,000	72%
Facilities Maintenance	130,331.71	1,339,527.15	1,013,267.01	32%	1,367,000	98%
District Budget Contingency	0.00	0.00	0.00	0%	1,000,000	0%
Total Operating Expenses	\$3,033,586.52	\$30,878,636.69	\$29,358,937.70	5%	\$40,352,000	77%
Capital Expenses						
Bikeways	\$779,044.75	\$3,664,723.93	\$3,481,875.37	5%	\$38,868,000	9%
Bus Station/Stops and Park & Ride	17,765.00	332,451.88	79,414.25	319%	9,036,000	4%
Cooperative Police Bicycle Grant Program	0.00	11,084.98	10,944.98	100%	75,000	15%
Facility Improvements	4,457.50	308,796.97	5,921,857.58	-95%	6,715,105	5%
Maintenance Equipment	0.00	0.00	83,320.53	0%	1,495,000	0%
MIS Equipment	724,735.50	1,579,746.44	9,995.00	100%	4,200,000	38%
Transit Support Equipment	0.00	39,146.50	395,697.68	-90%	711,000	6%
Vehicles - Buses	468,202.00	3,449,727.96	0.00	100%	17,801,750	19%
Vehicles - Rideshare Vans	0.00	169,944.12	109,724.00	0%	912,000	19%
Vehicles - Transit Support	133,866.00	883,990.12	7,500.00	100%	1,203,986	73%
Contingency	0.00	0.00	0.00	0%	2,000,000	0%
Total Capital Expenses	\$2,128,070.75	\$10,439,612.90	\$10,100,329.39	3%	\$83,017,841	13%
Total Expenses	\$5,161,657.27	\$41,318,249.59	\$39,459,267.09	5%	\$123,369,841	33%
Excess Revenue Over (Under) Expenses	\$742,413.97	\$115,961.12	\$3,286,701.89	-96%	(\$41,662,414)	(0%)

Madison County Mass Transit District
Income Statement with Budget Variance for the
Period Ended April 30, 2025

Description	Current Period				Year to Date			
	<u>Actual</u>	<u>Budget</u>	<u>Deviation</u>	<u>Pct</u>	<u>Actual</u>	<u>Budget</u>	<u>Deviation</u>	<u>Pct ytd</u>
OPERATING REVENUE								
Sales Tax Revenue	1,191,903.00	1,066,666.67	125,236.33	111.74	12,069,344.95	10,666,666.67	1,402,678.28	113.15
Investment Income	275,510.27	83,333.33	192,176.94	330.61	2,352,883.77	833,333.33	1,519,550.44	282.35
Investments-Mark to Market	281,487.75	0.00	281,487.75	0.00	1,541,912.34	0.00	1,541,912.34	0.00
IDOT Operating Assistance	1,815,376.08	1,750,000.00	65,376.08	103.74	14,646,833.32	17,500,000.00	-2,853,166.68	83.70
Federal CARES Act/CRRSAA/ARPA	471,750.00	157,500.00	314,250.00	299.52	1,415,250.00	1,575,000.00	-159,750.00	89.86
Local Sales Tax Reform Fund	70,402.49	258,333.33	-187,930.84	27.25	2,646,945.20	2,583,333.33	63,611.87	102.46
CMAQ Rideshare Marketing & Outreach	0.00	62,500.00	-62,500.00	0.00	462,767.00	625,000.00	-162,233.00	74.04
Commuter Initiative	30,570.66	12,500.00	18,070.66	244.57	132,975.81	125,000.00	7,975.81	106.38
Fares	239,526.09	158,333.33	81,192.76	151.28	1,592,543.35	1,583,333.33	9,210.02	100.58
Other Revenue	85,093.90	9,833.33	75,260.57	865.36	399,845.27	98,333.33	301,511.94	406.62
Lease/Rental Income	0.00	0.00	0.00	0.00	22,627.22	0.00	22,627.22	0.00
TOTAL OPERATING REVENUE	4,461,620.24	3,558,999.99	902,620.25	125.36	37,283,928.23	35,589,999.99	1,693,928.24	104.76
CAPITAL REVENUE								
Fed Transit Admin Section 5307	1,442,451.00	530,452.25	911,998.75	271.93	3,837,396.00	5,304,522.50	-1,467,126.50	72.34
Fed Transit Admin Section 5339	0.00	315,000.00	-315,000.00	0.00	0.00	3,150,000.00	-3,150,000.00	0.00
Congestion Mitigation Air Quality	0.00	439,166.67	-439,166.67	0.00	0.00	4,391,666.67	-4,391,666.67	0.00
Rebuild Illinois	0.00	1,068,833.33	-1,068,833.33	0.00	0.00	10,688,333.33	-10,688,333.33	0.00
Illinois Dept of Natural Resources	0.00	90,666.67	-90,666.67	0.00	0.00	906,666.67	-906,666.67	0.00
Metro East Park and Recreation District	0.00	212,500.00	-212,500.00	0.00	312,886.48	2,125,000.00	-1,812,113.52	14.72
Future Grants	0.00	585,000.00	-585,000.00	0.00	0.00	5,850,000.00	-5,850,000.00	0.00
Intergovernmental Agreements	0.00	8,333.33	-8,333.33	0.00	0.00	83,333.33	-83,333.33	0.00
TOTAL CAPITAL REVENUE	1,442,451.00	3,249,952.25	-1,807,501.25	44.38	4,150,282.48	32,499,522.50	-28,349,240.02	12.77
TOTAL REVENUES	5,904,071.24	6,808,952.24	-904,881.00	86.71	41,434,210.71	68,089,522.49	-26,655,311.78	60.85
OPERATING EXPENSES								
Fixed Route and Paratransit	2,804,822.78	2,950,000.00	-145,177.22	95.08	27,558,678.77	29,500,000.00	-1,941,321.23	93.42
ACT Administrative Contract	49,513.00	40,833.33	8,679.67	121.26	405,013.00	408,333.33	-3,320.33	99.19
Rideshare	66,714.27	75,000.00	-8,285.73	88.95	868,666.99	750,000.00	118,666.99	115.82
Professional and Other Services	21,000.00	43,750.00	-22,750.00	48.00	228,624.00	437,500.00	-208,876.00	52.26
Trustee Expenses	1,635.61	2,500.00	-864.39	65.42	15,273.93	25,000.00	-9,726.07	61.10
District Office Expenses	-40,430.85	53,333.33	-93,764.18	-75.81	462,852.85	533,333.33	-70,480.48	86.78
Facilities Maintenance	130,331.71	113,916.67	16,415.04	114.41	1,339,527.15	1,139,166.67	200,360.48	117.59
District Budget Contingency	0.00	83,333.33	-83,333.33	0.00	0.00	833,333.33	-833,333.33	0.00
TOTAL OPERATING EXPENSES	3,033,586.52	3,362,666.66	-329,080.14	90.21	30,878,636.69	33,626,666.66	-2,748,029.97	91.83
CAPITAL EXPENSES								
Bikeways	779,044.75	3,239,000.00	-2,459,955.25	24.05	3,664,723.93	32,390,000.00	-28,725,276.07	11.31
Bus Station/Stops and Park & Ride	17,765.00	753,000.00	-735,235.00	2.36	332,451.88	7,530,000.00	-7,197,548.12	4.42
Cooperative Police Bicycle Grant Program	0.00	6,250.00	-6,250.00	0.00	11,084.98	62,500.00	-51,415.02	17.74
Facility Improvements	4,457.50	575,868.23	-571,410.73	0.77	308,796.97	5,563,368.23	-5,254,571.26	5.55
Maintenance Equipment	0.00	124,583.33	-124,583.33	0.00	0.00	1,245,833.33	-1,245,833.33	0.00
MIS Equipment	724,735.50	350,000.00	374,735.50	207.07	1,579,746.44	3,500,000.00	-1,920,253.56	45.14
Transit Support Equipment	0.00	59,250.00	-59,250.00	0.00	39,146.50	592,500.00	-553,353.50	6.61
Vehicles - Buses	468,202.00	1,483,479.17	-1,015,277.17	31.56	3,449,727.96	14,834,791.67	-11,385,063.71	23.25
Vehicles - Rideshare Vans	0.00	76,000.00	-76,000.00	0.00	169,944.12	760,000.00	-590,055.88	22.36
Vehicles - Transit Support	133,866.00	100,332.17	33,533.83	133.42	883,990.12	1,003,321.67	-119,331.55	88.11
Contingency	0.00	166,666.67	-166,666.67	0.00	0.00	1,666,666.67	-1,666,666.67	0.00
TOTAL CAPITAL EXPENSES	2,128,070.75	6,934,429.57	-4,806,358.82	30.69	10,439,612.90	69,148,981.57	-58,709,368.67	15.10
TOTAL EXPENSES	5,161,657.27	10,297,096.23	-5,135,438.96	50.13	41,318,249.59	102,775,648.23	-61,457,398.64	40.20
EXCESS REVENUE OVER EXPENSE	742,413.97	-3,488,143.99	4,230,557.96	-21.28	115,961.12	-34,686,125.74	34,802,086.86	-0.33

UNAUDITED

ASSETS	
Checking Account	763,014.48
Savings Accounts	179,615.74
Illinois Funds Investment Pool	4,219,830.17
Investments	69,423,183.60
Investments-Mark to Market	4,152,382.63
Inventory	1,275,035.34
Accounts Receivable	15,688.76
Capital Grants Receivables	393,093.22
Sales Tax Receivable	3,378,131.02
Interest Receivable	372,301.20
Prepaid Expenses	1,802,710.84
TOTAL ASSETS	85,974,987.00
LIABILITIES	
Accounts Payable	4,578,679.35
Retainage Payable	274,322.52
TOTAL LIABILITIES	4,853,001.87
FUND BALANCE	
Nonspendable Fund Balance	2,793,374.49
Committed Fund Balance	30,412,000.00
Assigned Fund Balance	26,506,413.69
Beginning Unassigned Fund Balance	21,294,235.83
Excess Revenue Over Expenses	115,961.12
Total Unassigned Fund Balance	21,410,196.95
TOTAL FUND BALANCE	81,121,985.13
TOTAL LIABILITIES AND FUND BALANCE	85,974,987.00

UNAUDITED

MCT DETAILED SCHEDULE OF INVESTMENTS
AT APRIL 30, 2025

INSTITUTION	PURCHASE DATE	CD OR ACCOUNT NUMBER	MATURITY DATE	INTEREST RATES	CERTIFICATE AMOUNT	WEIGHTED AVERAGE INTEREST
<u>INVESTMENTS PURCHASED DIRECTLY BY MCT</u>						
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	***32685	10-26-28	4.20%	2,000,000.00	
Edwardsville Bank	11-02-23	***28459	10-28-27	4.20%	3,270,000.00	
Bank of Springfield	12-07-23	***03256	12-03-26	4.64%	1,003,183.60	
Bank of Springfield	12-07-23	***13523	11-30-28	4.26%	2,175,000.00	
Bank of Springfield	04-04-24	***85348	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	
PENDING CDARS						
Bank of Springfield	05-01-25	***93658	04-25-30	3.70%	2,000,000.00	
TOTAL CDARS					<u>13,448,183.60</u>	4.13%
TOTAL INVESTMENTS PURCHASED DIRECTLY BY MCT					<u>20,448,183.60</u>	
FUNDS TRANSFERRED TO PORTFOLIO MANAGED BY BUSEY BANK (SEE SEPARATE REPORT FOR DETAILS)				varies	48,975,000.00	varies
GRAND TOTAL MCT INVESTMENTS					69,423,183.60	
CASH ACCOUNTS						
MCT checking account				2.93%	763,014.48	
MCT savings accounts				2.93%	80,718.96	
MCT savings account (BOS)				4.00%	79,969.02	
MCT checking account (First Mid)					18,927.76	
Illinois Funds investment pool				4.436%	<u>4,219,830.17</u>	
TOTAL CASH					<u>5,162,460.39</u>	4.17%
TOTAL CASH AND INVESTMENTS					74,585,643.99	

Madison County Mass Transit District Agency

STATEMENT REPORT

As of 4/30/2025

ACCOUNTS

Madison County Mass Transit District Agency

ECONOMIC RECAP

- The U.S. economy shrank by 0.3% in the first quarter of 2025—marking the first contraction since 2022—driven by a 41% surge in imports as businesses stockpiled goods ahead of President Trump’s sweeping tariffs. With the spike in imports, the trade deficit rose to an all-time high of \$384.8 billion in the first quarter. A decline in government spending also contributed to the first quarter slowdown. Consumer spending, which drives around 68% of U.S. economic activity, grew at a slower—but positive—1.8% rate, compared to 4.2% in the fourth quarter of 2024. Business investment contributed
- positively, surging 22%, driven by inventory stockpiling and equipment spending ahead of the tariffs.

 - The U.S. job market in March showed resilience with an unemployment rate of 4.2%, up slightly from 4.1% in February, but still indicating a robust labor market. Nonfarm payrolls added 228,000 jobs—exceeding expectations of 140,000—with gains in healthcare, social assistance and transportation. Wage growth held steady at 3.8% year-over-year, supporting consumer spending amid tariff-related price pressures.
- The U.S. Consumer Price Index (CPI) inflation rate fell to 2.4% in March 2025—down from 2.8% in February—marking the lowest annual rate since September, driven by a 6.3% drop in gasoline prices. Core inflation (excluding food and energy) eased to 2.8%, the slowest pace since March 2021, though grocery prices rose 0.5% month-over-month. Economists warn that President Trump’s tariffs implemented in April could reverse this progress. The next CPI update is scheduled for May 13, and will provide further insight into tariff-related price pressures.

ECONOMIC DATA

	CURRENT	20-YEAR AVERAGE	PERCENTILE
Unemployment Rate	4.2%	5.8%	26%
CPI YoY (Urban)	2.8%	2.5%	79%
Inflation Expectations (5-year)	2.3%	1.9%	74%
Fed Deficit (% of GDP)	7.0%	5.5%	70%
Household Debt/Income (Disposable)	92%	109%	3%
Housing Affordability Index	100.8	148.0	9%
US Dollar Index	100	90	82%

Source: Bloomberg



EQUITY RECAP

- The S&P 500 closed April down less than 1% after losing more than 12% in four days following the Trump administration's tariff announcements on "Liberation Day". President Trump's announcement on April 9 of a 90-day pause on reciprocal tariffs for most countries except China sparked a strong rally in stocks. Year-to-date, the S&P has declined less than 5%, while the Nasdaq fell around 9%.
- Energy stocks lost nearly 14% in April as crude prices plummeted 19% amid rising recession risks. Technology stocks were the top performers, gaining nearly 2% on relief from the tariff pause. Consumer Staples stocks gained 1%, led by defensively oriented retailers as well as food and tobacco stocks. The ratio of positive to negative earnings surprises has been below average among first quarter earnings reports, and a rising number of companies have noted slowing consumer demand.
- International markets outperformed in April, driven by a sharp decline in the U.S. dollar and continued reallocation by foreign investors towards markets outside of the U.S. Gold closed the month up 5% but declined from mid-month highs as tariff concerns eased.

MARKET PERFORMANCE

	1-MONTH	YTD	1-YEAR	3-YEAR	5-YEAR
S&P 500	-0.7%	-4.9%	12.1%	12.2%	15.6%
S&P 400 Midcap	-2.3%	-8.2%	1.2%	6.2%	13.3%
Russell 2000	-2.3%	-11.6%	0.9%	3.2%	9.8%
MSCI EAFE	4.7%	12.1%	13.2%	10.7%	12.0%
MSCI Emerging Markets	1.3%	4.4%	9.5%	4.3%	6.7%
MSCI ACWI	1.0%	-0.3%	12.3%	10.8%	13.6%

Source: Bloomberg



FIXED INCOME RECAP

- In April, U.S. Treasury yields fluctuated but ended lower than March with the 10-year Treasury yield dropping from 4.21% to 4.16%, while peaking at 4.50% on April 11. The 1-year Treasury yield fell from 4.03% to 3.86%, showing less volatility than the 10-year, which was sensitive to economic expectations and tariff uncertainties. The yield curve continued normalizing, with a 0.55% spread between 2-year and 10-year yields, up 0.40% since February. A normalizing curve, where long-term rates exceed short-term, signals positive market sentiment. Market volatility persisted, but expectations for improvement grew, supported by paused tariffs and new potential trade deals with countries like India.
- U.S. investment-grade (IG) corporate spreads widened sharply in early April, peaking at 1.95% on April 8—presenting a buying opportunity we capitalized on for clients. Spreads later narrowed to an average of 1.53%, still 0.48% above mid-February's low. U.S. IG corporate bonds remain relatively attractive compared to Treasuries and High Yield bonds, with Healthcare, IT and Consumer Discretionary sectors leading in appeal. Energy valuations improved significantly, while Materials and Subordinated Financials appear less attractive. Current valuations suggest strong historical and relative value in U.S. IG bonds.
- The Busey Taxable Core Fixed Income strategy currently yields 4.57%, while Busey's Non-Taxable Municipal Fixed Income strategy yields 3.63%. Potential tax rule changes for Private Activity, Higher Education and Hospital Bonds—which comprise 10% of our Muni benchmark—have led to lower pricing and higher yields in these sectors,

creating a buying opportunity as our portfolios have minimal exposure to these sectors. The tax rate breakeven between municipal and corporate bonds is usually above 30%, meaning it's generally better to own Munis only when an individual's tax rate is above 30%. Currently, the breakeven is below 20%, making municipal bonds more attractive. The two most attractive asset classes in fixed income now, from our perspective, are U.S. IG corporate bonds and municipal bonds.

MARKET PERFORMANCE

	1-MONTH	YTD	1-YEAR	3-YEAR	5-YEAR
Bloomberg US Treasury	0.6%	3.6%	7.7%	1.2%	-1.7%
Bloomberg US Corporate	0.0%	2.3%	7.6%	3.0%	0.5%
Bloomberg US Aggregate	0.4%	3.2%	8.0%	2.0%	-0.7%
Bloomberg US High Yield	0.0%	1.0%	8.7%	6.2%	6.3%
Bloomberg Global Agg Ex-US	5.1%	7.8%	9.5%	0.5%	-1.8%
Bloomberg US Municipal	-0.8%	-1.0%	1.7%	2.2%	1.2%

Source: Bloomberg



SPECIAL TOPIC: TARIFF NEGOTIATIONS CALM MARKETS

One of our external investment managers¹ has a useful framework, shown as Exhibit 1, for describing the motivations for imposing tariffs.

Exhibit 1: Tariff Motivations and Implications

Motivation	Decoupling	Rebalancing	Negotiating	Funding
Description	Shift Supply chains, reduce country reliance	Reduce trade deficits, boost U.S. production	Economic pressure to achieve policy goals	Generate revenue to fund budget priorities
Impacts	High, persistent	Medium, persistent	Low, temporary	High, persistent
Affected Countries	China	China, EU, Japan, India, South Korea, Vietnam, Mexico, Canada, Brazil	China, Mexico, Canada, EU, Japan, Latin America	Likely a broadly-applied universal tariff

Source: Capital Group

Decoupling and Funding motivations, which have previously been mentioned by President Trump and his administration, are the most negative and long-lasting for the economy and financial markets. Rebalancing and Negotiating are less impactful over a shorter time horizon.

- Financial markets, after an initial shock early in April, coalesced around Rebalancing and Negotiating as the principal motivations of the Trump administration. The subsequent 90-day pause on non-China tariffs focused markets on negotiated outcomes and reduced perceived potential impacts from other motivations that previously had been cited by administration officials, including the president.

- Retaliation by China and responses by the United States initially left U.S. tariffs on China at 145% and China's tariffs on the U.S. at 125%. Recent exemptions of critical goods by both countries led to speculation that tensions were abating, and today China's Commerce Ministry announced it is evaluating the possibility of trade talks with the U.S. This further reduces risks from other motivations.
- Negotiations with other countries are ongoing, with a process in place to emphasize progress with 18 'important' U.S. trading partners, particularly in Asia. Trade negotiations can be complex and take years, so smaller, temporary agreements are expected before the 90-day tariff pause ends in early July.

- The sooner negotiations are successful, the better for the economy. Trade uncertainty has already affected business and consumer confidence and tightened financial conditions. The U.S. Federal Reserve remains unlikely in the near-term to reduce interest rates because of inflationary uncertainty. Sustained retaliatory tariffs, potential increases in production costs and loss of access to key production inputs threaten economic growth.

Negotiation can falter and other tariff motivations could come to the fore. The economic effects from early responses to tariffs could also be felt for the remainder of the year. But financial markets seem to have initially discounted some of the worst tariff motivations and outcomes, and the path to recovery is underway.

¹ Understanding Tariffs in 5 Charts, Capital Group <https://www.capitalgroup.com/advisor/insights/articles/understanding-tariffs-5-charts.html>

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

Busey WEALTH[®]
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Non-deposit products and services through Busey Wealth Management

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May Lose
Value

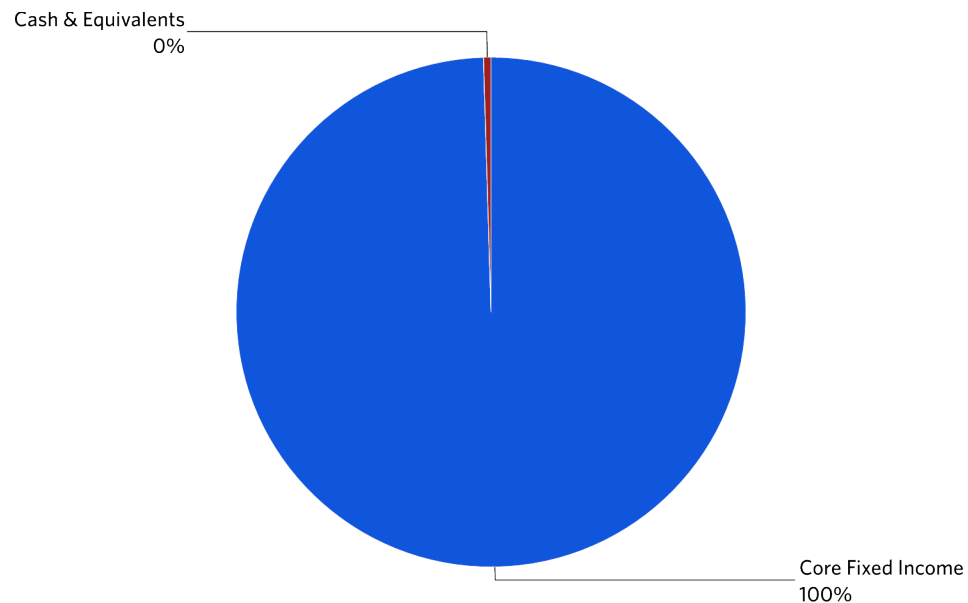
No Bank
Guarantee

Portfolio Value Summary

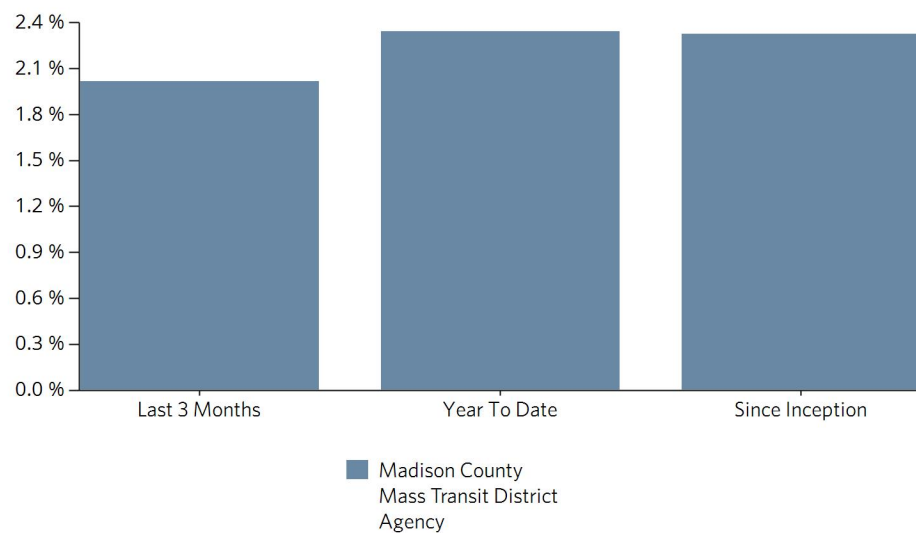
	Last 3 Months	Year To Date	Since 11/30/2021
Beginning Value	52,350,682	52,184,563	0
Net Additions	-22,665	-22,665	48,878,886
Gain/Loss	1,059,934	1,226,052	4,509,065
Ending Value	53,387,950	53,387,950	53,387,950
Return	2.0%	2.3%	2.3% ¹
MSCI ALL COUNTRIES ACWI Return	-3.6%	-0.4%	5.9%
BARCLAYS CAPITAL INTERMEDIATE GOV'T/CREDIT IN...	2.8%	3.4%	0.8%
S&P 500 TOTAL RETURN INDEX Return	-7.5%	-4.9%	7.6%
MSCI DEVELOPED EAFE(USD)(TRN) Return	6.2%	11.8%	6.4%
CONSUMER PRICE INDEX - (Monthly) Return	0.7%	1.3%	4.2%
MSCI EM EMERGING MARKETS(USD)(TRN) Return	2.4%	4.3%	0.0%

¹ Annualized return

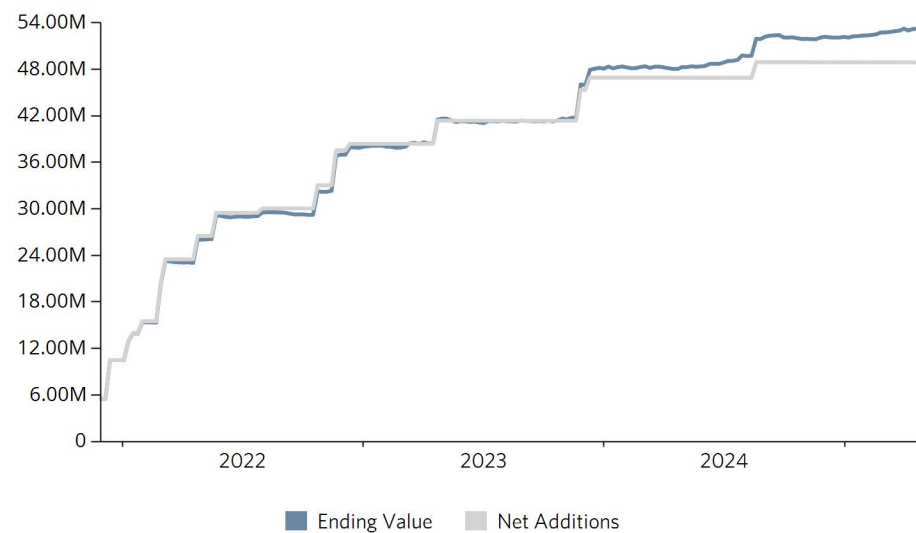
Asset Class Allocation



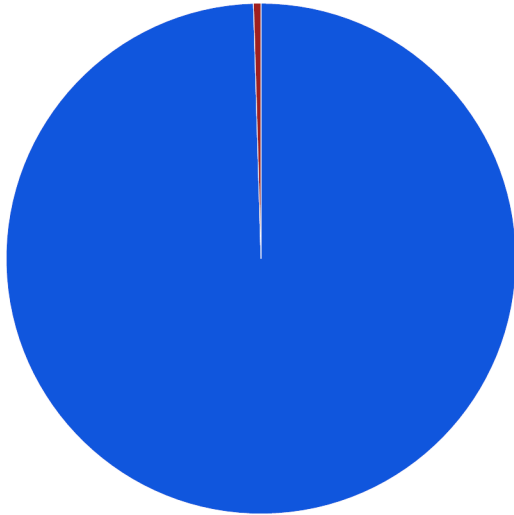
Portfolio Returns



Net Additions and Market Value



Asset Class Allocation



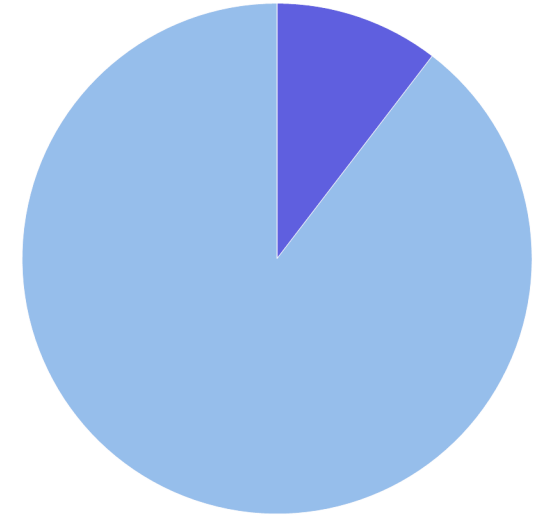
	Ending Value	Allocation
Madison County Mass Transit District Agency	53,387,950	100.0%
■ Core Fixed Income	53,133,980	99.5%
■ Cash & Equivalents	253,970	0.5%

Core Equity and Satellites Allocation



No Data Available

Core Fixed Income Allocation



	Ending Value	Allocation
Madison County Mass Transit District Agency	53,133,980	100.0%
■ Muni Bonds	5,536,606	10.4%
■ Taxable Bonds	47,597,374	89.6%

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
Madison County Mass Transit District Agency		52,556,642		53,387,950		831,308	2.7%	1,350,604
1035033783 - Madison County Mass Transit District Agency		52,556,642		53,387,950		831,308	2.7%	1,350,604
■ Muni Bonds		5,451,192		5,536,606		85,415	2.8%	122,625
CALIFORNIA ST 2.65% 04/01/2026	1,000,000	982,426	98	989,498	99	7,072	2.7%	26,500
CALIFORNIA ST 5.5% 10/01/2025	1,000,000	1,006,249	101	1,009,723	101	3,474	5.5%	27,500
JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026	630,000	595,284	94	607,742	96	12,458	1.1%	6,577
LINCOLN NEB WEST HAYMARKET JT 5% 12/15/2025	500,000	501,850	100	512,154	101	10,305	5.0%	25,000
PENNSYLVANIA ST 0.95% 08/01/2025	700,000	686,991	98	695,930	99	8,938	1.0%	3,325
SAN JOSE EVERGREEN CALIF CMNTY 0.921% 09/01/2025	500,000	491,047	98	495,458	99	4,411	0.9%	2,303
VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027	500,000	461,459	92	475,336	95	13,877	1.5%	7,285
WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027	750,000	725,887	97	750,765	98	24,878	3.3%	24,135
■ Taxable Bonds		46,851,480		47,597,374		745,893	2.7%	1,217,330
ALLY BK SANDY UTAH 3.2% 2025	245,000	245,000	100	246,312	100	1,312	3.2%	3,920
AMERICAN EXPRESS NATL BK BROK 4.35% 2025	245,000	245,000	100	245,699	100	699	4.3%	5,329
BANK WIS DELLS WIS 4.6% 2026	245,000	245,000	100	247,086	101	2,086	4.6%	11,270
BARCLAYS BK DEL 3.05% 2025	230,000	230,655	100	233,005	100	2,350	3.1%	3,508
BMW BK NORTH AMER SALT LAKE CI 4.75% 2028	245,000	248,243	101	250,592	102	2,349	4.7%	11,638
CAPITAL ONE NATL ASSN VA 4.55% 2026	245,000	245,000	100	251,274	101	6,274	4.5%	11,148
CARROLL CNTY TR CO MO 4.5% 2028	245,000	245,000	100	247,715	101	2,715	4.5%	11,025
CIBC BK USA 4.35% 2027	245,000	244,816	100	246,195	100	1,379	4.3%	10,658
CITY NATL BK LOS ANGELES CALIF 4.9% 2025	245,000	245,306	100	251,325	100	6,018	4.9%	12,005
DISCOVER BK 3.4% 2025	245,000	245,000	100	246,242	100	1,242	3.4%	4,165
DORT FINL CR UN GRAND BLANC MI 4.75% 2027	235,000	235,000	100	239,396	101	4,396	4.7%	11,163
FEDERAL FARM CR BKS 1.04% 10/27/2028	500,000	452,997	91	455,988	91	2,990	1.1%	5,200
FEDERAL FARM CR BKS 1.23% 07/29/2030	225,000	191,925	85	196,235	87	4,310	1.4%	2,768
FEDERAL FARM CR BKS 1.26% 10/15/2030	900,000	767,509	85	778,122	86	10,613	1.5%	11,340
FEDERAL FARM CR BKS 1.77% 01/13/2028	450,000	421,542	94	430,097	95	8,555	1.9%	7,965


Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
FEDERAL HOME LN MTG CORP 6.75%	450,000	500,652	111	507,076	112	6,424	6.0%	30,375
FEDERAL NATL MTG ASSN 1% 08/28/2030	875,000	743,225	85	748,111	85	4,886	1.2%	8,750
FIRST CTZNS BK & TR CO RALEIGH 4.7% 2025	245,000	245,000	100	245,604	100	604	4.7%	5,758
FIRST FNDTN BK IRVINE CA 4.9% 2026	225,000	225,000	100	228,606	101	3,606	4.9%	11,025
FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026	245,000	245,000	100	248,373	101	3,373	4.8%	11,760
FIRST NATL BK AMER EAST LANS 4.3% 2028	250,000	250,000	100	251,503	101	1,503	4.3%	10,750
GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028	245,000	245,000	100	250,301	102	5,301	4.8%	11,882
JOHN MARSHALL BANCORP INC 4.4% 2027	250,000	250,000	100	252,005	101	2,005	4.4%	11,000
LAFAYETTE FED CR UN ROCKVILLE 4.9% 2026	250,000	250,000	100	253,812	101	3,812	4.8%	12,250
MEDALLION BK UTAH 4.5% 2027	470,000	470,000	100	474,695	101	4,695	4.5%	21,150
MORGAN STANLEY PRIVATE BK NATL 5.05% 2026	250,000	250,000	100	254,912	102	4,912	5.0%	12,625
PEOPLES BK CO COLDWATER OHIO 4.7% 2027	245,000	245,000	100	248,124	101	3,124	4.6%	11,515
PROVIDENCE BK ROCKY MT NC 4.6% 2027	225,000	225,000	100	227,779	101	2,779	4.5%	10,350
SALLIE MAE BK MURRAY UTAH 4.4% 2028	250,000	250,000	100	256,357	101	6,357	4.4%	11,000
SOUTHERN BK POPLAR BLUFF MO 4.5% 2027	245,000	245,000	100	247,447	101	2,447	4.5%	11,025
STATE BK INDIA NEW YORK NY 4% 2026	250,000	250,000	100	251,446	100	1,446	4.0%	10,000
SYNCHRONY BANK 4.45% 2028	225,000	225,000	100	232,065	102	7,065	4.4%	10,013
SYNCHRONY BANK 5% 2028	240,000	245,847	102	246,973	102	1,126	4.9%	12,000
THREAD BK ROGERSVILLE TENN 4.6% 2026	250,000	250,000	100	252,653	101	2,653	4.6%	11,500
UBS BK USA SALT LAKE CITY UT 4.6% 2026	245,000	244,510	100	247,138	101	2,628	4.6%	11,270
UNITED STATES TREAS NTS 0.25% 06/30/2025	1,500,000	1,480,426	99	1,491,328	99	10,902	0.3%	1,875
UNITED STATES TREAS NTS 0.75% 01/31/2028	1,700,000	1,568,291	92	1,576,443	93	8,152	0.8%	12,750
UNITED STATES TREAS NTS 0.75% 08/31/2026	750,000	713,965	95	721,600	96	7,636	0.8%	5,625
UNITED STATES TREAS NTS 0.875% 06/30/2026	750,000	715,634	95	726,923	97	11,289	0.9%	6,563
UNITED STATES TREAS NTS 1.125% 10/31/2026	750,000	718,287	96	721,703	96	3,416	1.2%	8,438
UNITED STATES TREAS NTS 1.25% 03/31/2028	1,675,000	1,568,554	94	1,567,760	93	-794	1.3%	20,938
UNITED STATES TREAS NTS 1.25% 04/30/2028	2,740,000	2,514,250	92	2,556,557	93	42,307	1.3%	34,250

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
UNITED STATES TREAS NTS 1.25% 11/30/2026	540,000	506,995	94	522,539	96	15,544	1.3%	6,750
UNITED STATES TREAS NTS 1.25% 12/31/2026	750,000	710,274	95	723,749	96	13,475	1.3%	9,375
UNITED STATES TREAS NTS 1.375% 10/31/2028	1,140,000	1,031,810	91	1,055,127	93	23,317	1.5%	15,675
UNITED STATES TREAS NTS 1.5% 01/31/2027	425,000	407,546	96	410,983	96	3,437	1.6%	6,375
UNITED STATES TREAS NTS 1.5% 08/15/2026	1,300,000	1,255,037	97	1,266,528	97	11,491	1.5%	19,500
UNITED STATES TREAS NTS 1.75% 01/31/2029	770,000	705,446	92	721,771	93	16,325	1.9%	13,475
UNITED STATES TREAS NTS 1.875% 02/28/2027	1,240,000	1,187,843	96	1,205,100	97	17,257	1.9%	23,250
UNITED STATES TREAS NTS 1.875% 06/30/2026	750,000	724,855	97	737,877	98	13,022	1.9%	14,063
UNITED STATES TREAS NTS 2.25% 02/15/2027	800,000	762,848	95	784,107	98	21,259	2.3%	18,000
UNITED STATES TREAS NTS 2.25% 03/31/2026	1,500,000	1,471,095	98	1,480,354	98	9,259	2.3%	33,750
UNITED STATES TREAS NTS 2.25% 08/15/2027	1,300,000	1,254,622	97	1,267,309	97	12,688	2.3%	29,250
UNITED STATES TREAS NTS 2.5% 03/31/2027	1,500,000	1,455,633	97	1,471,938	98	16,304	2.6%	37,500
UNITED STATES TREAS NTS 2.625% 01/31/2026	400,000	392,621	98	398,397	99	5,776	2.7%	10,500
UNITED STATES TREAS NTS 2.625% 05/31/2027	316,000	301,844	96	313,109	98	11,265	2.7%	8,295
UNITED STATES TREAS NTS 2.75% 02/15/2028	1,500,000	1,452,015	97	1,474,081	98	22,066	2.8%	41,250
UNITED STATES TREAS NTS 2.75% 04/30/2027	300,000	292,748	98	294,960	98	2,212	2.8%	8,250
UNITED STATES TREAS NTS 2.75% 05/31/2029	322,000	301,009	93	314,192	96	13,183	2.9%	8,855
UNITED STATES TREAS NTS 2.75% 07/31/2027	400,000	386,062	97	395,148	98	9,086	2.8%	11,000
UNITED STATES TREAS NTS 2.875% 04/30/2029	1,170,000	1,098,923	94	1,134,678	97	35,755	3.0%	33,638
UNITED STATES TREAS NTS 2.875% 05/15/2028	400,000	383,530	96	396,606	98	13,076	2.9%	11,500
UNITED STATES TREAS NTS 2.875% 06/15/2025	302,000	298,751	99	304,727	100	5,976	2.9%	4,341
UNITED STATES TREAS NTS 2.875% 08/15/2028	535,000	508,701	95	525,476	98	16,775	2.9%	15,381
UNITED STATES TREAS NTS 3.125% 08/31/2027	500,000	490,246	98	497,109	99	6,863	3.2%	15,625
UNITED STATES TREAS NTS 3.125% 11/15/2028	1,000,000	957,667	96	996,568	98	38,901	3.2%	31,250
UNITED STATES TREAS NTS 3.25% 06/30/2027	500,000	491,357	98	501,637	99	10,280	3.3%	16,250
UNITED STATES TREAS NTS 3.5% 01/31/2028	700,000	689,000	98	703,857	100	14,857	3.5%	24,500
UNITED STATES TREAS NTS 3.5% 09/15/2025	1,500,000	1,494,355	100	1,502,890	100	8,536	3.5%	26,250

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
UNITED STATES TREAS NTS 3.875% 11/30/2027	1,000,000	987,773	99	1,022,267	101	34,494	3.9%	38,750
UNITED STATES TREAS NTS 3.875% 12/31/2027	500,000	499,297	100	509,951	101	10,654	3.8%	19,375
UNITED STATES TREAS NTS 4.125% 06/15/2026	298,000	295,333	99	303,463	100	8,131	4.1%	12,293
UNITED STATES TREAS NTS 4.125% 09/30/2027	1,000,000	992,705	99	1,015,613	101	22,908	4.1%	41,250
UNITED STATES TREAS NTS 4.125% 10/31/2027	500,000	502,177	100	506,015	101	3,838	4.1%	20,625
UNITED STATES TREAS NTS 4.5% 04/15/2027	1,100,000	1,093,598	99	1,119,836	102	26,238	4.4%	49,500
UNITED STATES TREAS NTS 4.5% 07/15/2026	500,000	497,812	100	510,384	101	12,573	4.5%	22,500
UNITED STATES TREAS NTS 4.625% 11/15/2026	825,000	828,320	100	853,290	101	24,970	4.6%	38,156
WELLS FARGO BANK NATL ASSN 4.55% 2027	250,000	250,000	100	253,382	101	3,382	4.5%	11,375
WORKERS CR UN FITCHBURG MA 4.05% 2027	250,000	250,000	100	249,780	100	-220	4.1%	10,125
 Money Markets		253,970		253,970		0	4.3%	10,649
GOLDMAN FED FUND 520	253,970	253,970	1	253,970	1	0	4.3%	10,649

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	246,312	3.200%	7/28/2025	—	—	—	4.5	—	0.2
AMERICAN EXPRESS NATL BK BROK 4.35% 2025	245,699	4.350%	10/14/2025	—	—	—	4.2	—	0.5
BANK WIS DELLS WIS 4.6% 2026	247,086	4.600%	8/17/2026	—	—	—	4.1	—	1.3
BARCLAYS BK DEL 3.05% 2025	233,005	3.050%	5/19/2025	—	—	—	4.6	—	0.1
BMW BK NORTH AMER SALT LAKE CI 4.75% 2028	250,592	4.750%	3/17/2028	—	—	—	4.2	—	2.7
CALIFORNIA ST 2.65% 04/01/2026	989,498	2.650%	4/1/2026	—	AA-	Aa2	4.1	—	0.9
CALIFORNIA ST 5.5% 10/01/2025	1,009,723	5.500%	10/1/2025	—	AA-	Aa2	4.2	—	0.4
CAPITAL ONE NATL ASSN VA 4.55% 2026	251,274	4.550%	5/18/2026	—	—	—	4.1	—	1.0
CARROLL CNTY TR CO MO 4.5% 2028	247,715	4.500%	3/30/2028	—	—	—	4.2	—	2.7
CIBC BK USA 4.35% 2027	246,195	4.350%	4/27/2027	—	—	—	4.2	—	1.9
CITY NATL BK LOS ANGELES CALIF 4.9% 2025	251,325	4.900%	11/24/2025	—	—	—	4.1	—	0.6
DISCOVER BK 3.4% 2025	246,242	3.400%	8/8/2025	—	—	—	4.4	—	0.3
DORT FINL CR UN GRAND BLANC MI 4.75% 2027	239,396	4.750%	6/21/2027	—	—	—	4.2	—	2.1
FEDERAL FARM CR BKS 1.04% 10/27/2028	455,988	1.040%	10/27/2028	5/3/2025	AA+	Aaa	3.8	—	3.4
FEDERAL FARM CR BKS 1.23% 07/29/2030	196,235	1.230%	7/29/2030	5/3/2025	AA+	Aaa	4.1	—	5.0
FEDERAL FARM CR BKS 1.26% 10/15/2030	778,122	1.260%	10/15/2030	5/3/2025	AA+	Aaa	4.1	—	5.2
FEDERAL FARM CR BKS 1.77% 01/13/2028	430,097	1.770%	1/13/2028	5/3/2025	AA+	Aaa	3.7	—	2.6
FEDERAL HOME LN MTG CORP 6.75%	507,076	6.750%	9/15/2029	—	AA+	Aaa	3.8	—	3.8
FEDERAL NATL MTG ASSN 1% 08/28/2030	748,111	1.000%	8/28/2030	5/28/2025	AA+	Aaa	4.1	—	5.1
FIRST CTZNS BK & TR CO RALEIGH 4.7% 2025	245,604	4.700%	10/28/2025	—	—	—	4.3	—	0.5
FIRST FNDTN BK IRVINE CA 4.9% 2026	228,606	4.900%	2/18/2026	—	—	—	4.1	—	0.8
FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026	248,373	4.800%	9/30/2026	—	—	—	4.1	—	1.4
FIRST NATL BK AMER EAST LANS 4.3% 2028	251,503	4.300%	12/28/2028	—	—	—	4.2	—	3.4
GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028	250,301	4.850%	3/22/2028	—	—	—	4.2	—	2.7
JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026	607,742	1.044%	9/1/2026	—	—	Aa1	4.0	—	1.3
JOHN MARSHALL BANCORP INC 4.4% 2027	252,005	4.400%	6/15/2027	—	—	—	4.2	—	2.0
LAFAYETTE FED CR UN ROCKVILLE 4.9% 2026	253,812	4.900%	12/14/2026	—	—	—	4.2	—	1.6
LINCOLN NEB WEST HAYMARKET JT 5% 12/15/2025	512,154	5.000%	12/15/2025	—	AAA	Aa1	4.1	—	0.6
MEDALLION BK UTAH 4.5% 2027	474,695	4.500%	6/16/2027	—	—	—	4.2	—	2.0
MORGAN STANLEY PRIVATE BK NATL 5.05% 2026	254,912	5.050%	10/19/2026	—	—	—	3.8	—	1.5
PENNSYLVANIA ST 0.95% 08/01/2025	695,930	0.950%	8/1/2025	—	A+	Aa2	4.3	—	0.2

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
PEOPLES BK CO COLDWATER OHIO 4.7% 2027	248,124	4.700%	3/17/2027	—	—	—	4.2	—	1.8
PROVIDENCE BK ROCKY MT NC 4.6% 2027	227,779	4.600%	8/20/2027	—	—	—	4.2	—	2.2
SALLIE MAE BK MURRAY UTAH 4.4% 2028	256,357	4.400%	12/13/2028	—	—	—	4.2	—	3.3
SAN JOSE EVERGREEN CALIF CMNTY 0.921% 09/01/2025	495,458	0.921%	9/1/2025	—	—	Aaa	4.2	—	0.3
SOUTHERN BK POPLAR BLUFF MO 4.5% 2027	247,447	4.500%	6/16/2027	—	—	—	4.2	—	2.0
STATE BK INDIA NEW YORK NY 4% 2026	251,446	4.000%	8/28/2026	—	—	—	4.1	—	1.3
SYNCHRONY BANK 4.45% 2028	232,065	4.450%	8/11/2028	—	—	—	3.8	—	3.0
SYNCHRONY BANK 5% 2028	246,973	5.000%	3/24/2028	—	—	—	4.2	—	2.7
THREAD BK ROGERSVILLE TENN 4.6% 2026	252,653	4.600%	12/11/2026	—	—	—	4.2	—	1.5
UBS BK USA SALT LAKE CITY UT 4.6% 2026	247,138	4.600%	5/5/2026	—	—	—	4.1	—	1.0
UNITED STATES TREAS NTS 0.25% 06/30/2025	1,491,328	0.250%	6/30/2025	—	—	Aaa	4.4	—	0.2
UNITED STATES TREAS NTS 0.75% 01/31/2028	1,576,443	0.750%	1/31/2028	—	—	Aaa	3.7	—	2.7
UNITED STATES TREAS NTS 0.75% 08/31/2026	721,600	0.750%	8/31/2026	—	—	Aaa	3.8	—	1.3
UNITED STATES TREAS NTS 0.875% 06/30/2026	726,923	0.875%	6/30/2026	—	—	Aaa	3.9	—	1.1
UNITED STATES TREAS NTS 1.125% 10/31/2026	721,703	1.125%	10/31/2026	—	—	—	3.8	—	1.5
UNITED STATES TREAS NTS 1.25% 03/31/2028	1,567,760	1.250%	3/31/2028	—	—	Aaa	3.7	—	2.8
UNITED STATES TREAS NTS 1.25% 04/30/2028	2,556,557	1.250%	4/30/2028	—	—	Aaa	3.7	—	2.9
UNITED STATES TREAS NTS 1.25% 11/30/2026	522,539	1.250%	11/30/2026	—	—	Aaa	3.7	—	1.5
UNITED STATES TREAS NTS 1.25% 12/31/2026	723,749	1.250%	12/31/2026	—	—	Aaa	3.7	—	1.6
UNITED STATES TREAS NTS 1.375% 10/31/2028	1,055,127	1.375%	10/31/2028	—	—	Aaa	3.7	—	3.4
UNITED STATES TREAS NTS 1.5% 01/31/2027	410,983	1.500%	1/31/2027	—	—	Aaa	3.7	—	1.7
UNITED STATES TREAS NTS 1.5% 08/15/2026	1,266,528	1.500%	8/15/2026	—	—	Aaa	3.9	—	1.3
UNITED STATES TREAS NTS 1.75% 01/31/2029	721,771	1.750%	1/31/2029	—	—	Aaa	3.7	—	3.6
UNITED STATES TREAS NTS 1.875% 02/28/2027	1,205,100	1.875%	2/28/2027	—	—	Aaa	3.7	—	1.8
UNITED STATES TREAS NTS 1.875% 06/30/2026	737,877	1.875%	6/30/2026	—	—	Aaa	3.9	—	1.1
UNITED STATES TREAS NTS 2.25% 02/15/2027	784,107	2.250%	2/15/2027	—	—	Aaa	3.7	—	1.7
UNITED STATES TREAS NTS 2.25% 03/31/2026	1,480,354	2.250%	3/31/2026	—	—	Aaa	4.0	—	0.9
UNITED STATES TREAS NTS 2.25% 08/15/2027	1,267,309	2.250%	8/15/2027	—	—	Aaa	3.7	—	2.2
UNITED STATES TREAS NTS 2.5% 03/31/2027	1,471,938	2.500%	3/31/2027	—	—	Aaa	3.7	—	1.8
UNITED STATES TREAS NTS 2.625% 01/31/2026	398,397	2.625%	1/31/2026	—	—	Aaa	4.1	—	0.7
UNITED STATES TREAS NTS 2.625% 05/31/2027	313,109	2.625%	5/31/2027	—	—	Aaa	3.7	—	2.0
UNITED STATES TREAS NTS 2.75% 02/15/2028	1,474,081	2.750%	2/15/2028	—	—	Aaa	3.7	—	2.6
UNITED STATES TREAS NTS 2.75% 04/30/2027	294,960	2.750%	4/30/2027	—	—	Aaa	3.7	—	1.9

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 2.75% 05/31/2029	314,192	2.750%	5/31/2029	—	—	Aaa	3.7	—	3.8
UNITED STATES TREAS NTS 2.75% 07/31/2027	395,148	2.750%	7/31/2027	—	—	Aaa	3.7	—	2.1
UNITED STATES TREAS NTS 2.875% 04/30/2029	1,134,678	2.875%	4/30/2029	—	—	Aaa	3.7	—	3.7
UNITED STATES TREAS NTS 2.875% 05/15/2028	396,606	2.875%	5/15/2028	—	—	Aaa	3.7	—	2.8
UNITED STATES TREAS NTS 2.875% 06/15/2025	304,727	2.875%	6/15/2025	—	—	Aaa	4.4	—	0.1
UNITED STATES TREAS NTS 2.875% 08/15/2028	525,476	2.875%	8/15/2028	—	—	Aaa	3.7	—	3.1
UNITED STATES TREAS NTS 3.125% 08/31/2027	497,109	3.125%	8/31/2027	—	—	Aaa	3.7	—	2.2
UNITED STATES TREAS NTS 3.125% 11/15/2028	996,568	3.125%	11/15/2028	—	—	Aaa	3.7	—	3.3
UNITED STATES TREAS NTS 3.25% 06/30/2027	501,637	3.250%	6/30/2027	—	—	Aaa	3.7	—	2.1
UNITED STATES TREAS NTS 3.5% 01/31/2028	703,857	3.500%	1/31/2028	—	—	Aaa	3.7	—	2.6
UNITED STATES TREAS NTS 3.5% 09/15/2025	1,502,890	3.500%	9/15/2025	—	—	Aaa	4.2	—	0.4
UNITED STATES TREAS NTS 3.875% 11/30/2027	1,022,267	3.875%	11/30/2027	—	—	Aaa	3.7	—	2.4
UNITED STATES TREAS NTS 3.875% 12/31/2027	509,951	3.875%	12/31/2027	—	—	Aaa	3.6	—	2.5
UNITED STATES TREAS NTS 4.125% 06/15/2026	303,463	4.125%	6/15/2026	—	—	Aaa	3.9	—	1.1
UNITED STATES TREAS NTS 4.125% 09/30/2027	1,015,613	4.125%	9/30/2027	—	—	Aaa	3.6	—	2.3
UNITED STATES TREAS NTS 4.125% 10/31/2027	506,015	4.125%	10/31/2027	—	—	Aaa	3.6	—	2.4
UNITED STATES TREAS NTS 4.5% 04/15/2027	1,119,836	4.500%	4/15/2027	—	—	Aaa	3.7	—	1.9
UNITED STATES TREAS NTS 4.5% 07/15/2026	510,384	4.500%	7/15/2026	—	—	Aaa	3.9	—	1.2
UNITED STATES TREAS NTS 4.625% 11/15/2026	853,290	4.625%	11/15/2026	—	—	Aaa	3.8	—	1.4
VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027	475,336	1.457%	8/1/2027	—	—	Aa2	4.0	—	2.2
WELLS FARGO BANK NATL ASSN 4.55% 2027	253,382	4.550%	12/13/2027	—	—	—	4.2	—	2.5
WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027	750,765	3.218%	5/1/2027	—	AA	Aa2	4.0	—	1.9
WORKERS CR UN FITCHBURG MA 4.05% 2027	249,780	4.050%	6/1/2027	—	—	—	4.2	—	2.1
Total Madison County Mass Transit District Agency	53,133,980	2.680%	6/9/2027	—	AA	Aaa	3.9	—	2.0
Total Madison County Mass Transit District Agency	53,133,980	2.680%	6/9/2027	—	AA	Aaa	3.9	—	2.0

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- Corporate Executive Stock Option Strategies

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- Distribution Strategies
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Insurance Solutions

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

Investment Management

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- Enhanced Asset Allocation Strategies
- Goal Based Asset Allocation
- Tax Efficient Strategies
- Distribution Planning

Estate Planning

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- Document Review (wills, trusts, power of attorney)
- Executor and Trustee Services
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RESOLUTION 25-62

AMENDING THE FY2025 OPERATING BUDGET

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

WHEREAS, on June 27, 2024, the District approved Ordinance 24-03 adopting an Operating Budget for fiscal period July 1, 2024, through June 30, 2025; and,

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

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

1. The Madison County Mass Transit District Operating Budget for fiscal period July 1, 2024, through June 30, 2025, shall be amended as follows:

<u>Expenditure Line Item</u>	<u>Adjustment Amount</u>	<u>Adjusted Budget</u>
Rideshare	\$150,000	\$1,050,000
Facilities Maintenance	\$473,000	\$1,840,000
District Budget Contingency	(\$623,000)	\$377,000
<u>Revenue Line Item</u>		
Sales Tax Revenue	\$315,000	\$13,115,000
Local Sales Tax Reform Fund	(\$315,000)	\$2,785,000

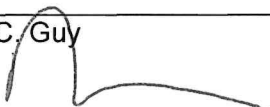
2. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the District, are hereby authorized to take any and all actions as reasonably necessary to execute, complete, and perform all obligations associated with the Operating Budget as amended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

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-second day of May 2025.

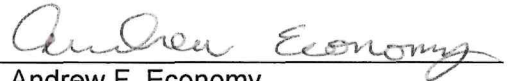


Allen P. Adomite, Chairman

Christopher C. Guy



David J. Sherrill



Andrew F. Economy

Michael J. McCormick

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, May 22, 2025, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

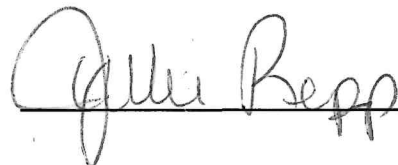
1. The Madison County Mass Transit District Operating Budget for fiscal period July 1, 2024 through June 30, 2025 shall be amended as follows:

<u>Expenditure Line Item</u>	<u>Adjustment Amount</u>	<u>Adjusted Budget</u>
Rideshare	\$150,000	\$1,050,000
Facilities Maintenance	\$473,000	\$1,840,000
 District Budget Contingency	 (\$623,000)	 \$377,000
 <u>Revenue Line Item</u>		
Sales Tax Revenue	\$315,000	\$13,115,000
Local Sales Tax Reform Fund	(\$315,000)	\$2,785,000

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

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-second day of May 2025.



MANAGING DIRECTOR'S REPORT

RESOLUTION 25-63

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

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

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

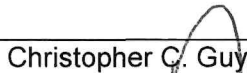
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. Madison County Mass Transit District hereby approves the Madison County Mass Transit District's Title VI Program Update, dated May 2025, as attached.
2. Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to file the District's Title VI Program Update with the United States Department of Transportation, FTA.
3. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to take any and all actions as are necessary and appropriate to enact and administer the program, and maintain the District in full compliance with the provisions of FTA Circular 4702.1B and the Department's Policy Guidance Concerning Recipients' Responsibilities to LEP Persons (70 FR 74087).

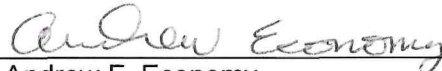
ADOPTED by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-second day of May 2025.



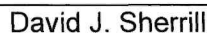
Allen P. Adomite, Chairman



Christopher C. Guy



Andrew F. Economy



David J. Sherrill



Michael J. McCormick

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.

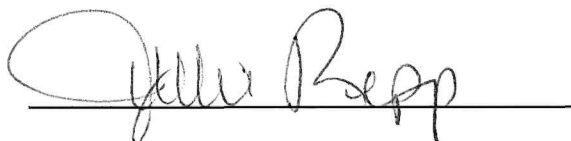
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, May 22, 2025, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Madison County Mass Transit District hereby approves the Madison County Mass Transit District's Title VI Program Update, dated May 2025, as attached.
2. Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to file with the United States Department of Transportation, FTA, said Title VI Program Update.
3. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to take any and all actions as are necessary and appropriate to enact and administer the program, and maintain the District in full compliance with the provisions of FTA Circular 4702.1B and the Department's Policy Guidance Concerning Recipients' Responsibilities to LEP Persons (70 FR 74087).

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-second day of May 2025.

A handwritten signature in cursive script, reading "Julie Repp", is written over a solid horizontal line.

Title VI Program Report

Recipient ID 5622
May 2025



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Madison County Transit Background

Madison County Mass Transit District (MCT) was formed in 1980 to meet the public transportation needs of local residents and promote the efficient provision of public transit and paratransit services in Madison County, Illinois. The MCT service area encompasses 179 of the 191 census block groups and 94% of the Madison County population. As reported in the 2020 US Census, the population of the MCT Service Area is 249,471 and the overall population of Madison County is 265,859.

MCT's current Fixed-Route bus system is comprised of twenty-four regular fixed-routes operating on 665.86 directional route miles throughout western and central Madison County, as well as in the US 40 corridor of eastern Madison County.

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

MCT's Title VI Report Purpose

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

INTRODUCTION

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

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

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

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

Contact Information

Amanda Smith
Director of Marketing & Planning
(618) 797-4600
asmith@mct.org

I. GENERAL REPORTING REQUIREMENTS

1. Title VI Notice to the Public

A copy of MCT's Title VI Notice to the Public can be found on the next page (page 6). The notice indicates that MCT complies with Title VI and informs the public of the procedures for requesting additional Title VI information, their Title VI protections, and the procedures for making a Title VI complaint. The notice has been posted and printed in both English and Spanish.

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

- MCT fixed-route buses
- MCT Transfer Stations
 - Alton, Collinsville, Edwardsville, Granite City & Wood River
- MCT's website, www.mct.org

Notice of Title VI Rights

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

The complaint should include the following information:

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

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

Aviso de los Derechos del Título VI

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

La queja debe incluir la siguiente información:

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

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

2. Title VI Complaint Procedure & Complaint Form

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

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

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

[Madison County Transit Title VI and ADA Complaint Form](#)

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Complaint Form



Title VI and Americans with Disabilities Act
Complaint Form

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

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

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

Individual registering this complaint:

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

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

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

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

☐ Race / Color / National Origin ☐ Disability

Date and approximate time of incident or violation: _____

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

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

Attach any documents that will support your complaint.

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

3. Title VI Investigations, Complaints, and Lawsuits

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

4. Public Participation Plan

In accordance with the guidelines set forth by the Federal Transit Administration (FTA), all transit providers who receive federal funds must develop a “Public Participation Plan” which outlines a targeted outreach to engage minority and Limited English Proficiency (LEP) populations. FTA also encourages the engagement of other traditionally underserved constituencies such as individuals with disabilities and low-income populations. The Public Participation Plan is included in this section along with an Executive Summary of MCT’s participation and outreach efforts since May 2022.

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MADISON COUNTY MASS TRANSIT DISTRICT TITLE VI PROGRAM PUBLIC PARTICIPATION PLAN

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

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

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

Non-Discrimination Policy:

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

Proposals Which Prompt Public Participation:

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

Public Engagement Plan:

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

Notification:

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

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

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

Efforts to reach Minority and Low-Income Populations:

The MCT Passenger Demographic survey in 2024 revealed that minority bus riders constitute approximately 57 percent of MCT's Fixed Route ridership and approximately 64 percent of MCT's Fixed Route ridership is classified as "Low Income" using the State of Illinois' "Benefits Access Program" guidelines.

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

PREFERRED METHOD	MINORITY	LOW-INCOME
<i>On-Board Customer Advisory</i>	21%	21%
<i>Social media</i>	9%	10%
<i>Google Transit</i>	10%	9%
<i>Newspaper</i>	3%	3%
<i>MCT Website</i>	23%	22%
<i>Text Message</i>	16%	18%
<i>Email</i>	16%	16%
<i>Other</i>	2%	1%
TOTAL	100%	100%

Currently, MCT utilizes email, Facebook, the MCT website, newspapers, text messaging, and onboard customer advisories on MCT buses to alert passengers of any route or schedule changes, appealing to 88 percent of minority respondents' and 90 percent of low-income respondents' preferred information outlet.

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



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

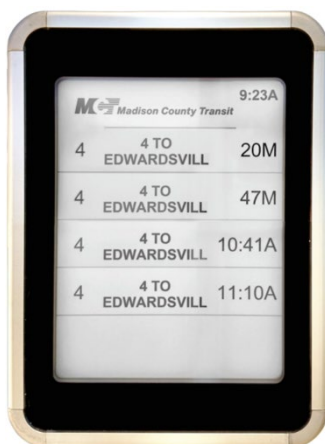
- Sending proposals to elected officials in minority and low-income areas
- Placing notices of public meetings at popular destinations such as grocery stores, senior centers, churches, etc.
- Identifying community and neighborhood opinion leaders who can assist MCT in disseminating information

Public Outreach and Passenger Information

MCT staff offers a Travel Training program and a Train the Trainer Program for individuals or groups of people in need of support, instruction, or assistance using the MCT fixed route service. Travel Training and Train the Trainer Programs are available to any individual or entity upon request.

To improve service and reduce confusion, MCT deployed a new CAD/AVL (Computer Aided Dispatch/Automatic Vehicle Location) system in October 2024. This new system involves a real-time GTFS feed via NextMCTbus.org where riders can view where the bus is currently located and provide real-time based predictions. This makes riding easier, more predictable, and more connected.

In addition to NextMCTbus.org, MCT is in the process of replacing all bus stop signs. The replacement signs have a unique number attached to that stop (which is linked to our CAD/AVL system). These signs will provide riders with information on text-to-find arrival times, a quick way to text and receive the next bus's expected arrival time. Passengers also can call our interactive voice response system and enter a stop number to receive real time updates via phone. This feature is especially helpful for riders without smartphones or internet access, providing a reliable way to get up-to-the-minute arrival information. The real-time voice calling system uses data from our CAD/AVL platform to give accurate, automated updates, helping ensure passengers can plan their trips with confidence.



Thirty-one stops throughout our service area now feature 13-inch e-ink digital displays showing predicted bus arrival times, referred to as Passenger Information Displays (PIDs).

At stations, larger 32-in digital e-ink displays have been installed inside stations and under canopies, offering passengers real-time arrival information.

With this system, passengers have reliable, up-to-date information to make their trips more seamless. Whether at a stop, a transit station, or from their smartphone, riders will have access to tools to navigate our service with ease.

5. Limited English Proficiency Plan

Efforts to reach Limited English Proficiency Populations:

MCT has outlined its efforts to reach Limited English Proficiency (LEP) populations in the LEP Plan of the 2025 Title VI Program Report. The following summary outlines MCT's efforts to identify whether an LEP population exists in the MCT Service Area and efforts to effectively engage that population.

The MCT Passenger Demographic survey in 2024 surveyed 632 passengers. Of those surveyed, no individuals were encountered who could not speak English. However, 54 individuals, or approximately 8.5% of respondents, did identify a language other than English as their "Primary Language" as indicated in the table below:

<i>Primary Language</i>	<i># Of Respondents</i>	<i>%</i>
<i>English</i>	537	85%
<i>Spanish</i>	6	1%
<i>Other</i>	48	8%
<i>Did Not Respond</i>	41	6%
<i>Grand Total</i>	632	100%

While 85 percent of MCT passengers identified "English" as their "Primary Language," it's clear that there are individuals living in our service area, and riding MCT, who primarily speak other languages. MCT defines an LEP population as any group that speaks "Less than Very Well." Data from the 2023 American Community Survey (ACS) found a total of 2,755 individuals living within the MCT Service Area who identified themselves as speaking English "Less than Very Well." This represents about 1% of the total Service Area population. At the census tract level, none of the census tracts in the MCT Service Area reported an LEP population of more than 5%.

Although the current data suggests that MCT does not have a significant LEP population in its service area or riding its Fixed-Route buses, MCT will work with the St. Louis International Institute if a need for translation services arise. Should it be determined that the primary language spoken in the MCT service area have changed, MCT will take the necessary steps to begin translation of information to the primary language.

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

MADISON COUNTY MASS TRANSIT DISTRICT

LIMITED ENGLISH PROFICIENCY AND LANGUAGE ASSISTANCE PLAN

Summary:

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

MCT Limited English Proficiency Four Factor Analysis:

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

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

To determine the number and proportion of LEP persons in the MCT Service Area, MCT reviews data from the most recent American Community Survey (ACS) and the 2020 U.S. Census. MCT defines an LEP population as any group that speaks English “Less than Very Well.” Data from the 2023 ACS found a total of 2,755 individuals living within the MCT Service Area who identified themselves as speaking English “Less than Very Well.” This represents about 1.10% of the total Service Area population. As indicated in the table below, the LEP population in the MCT Service Area increased in 2022, when there were 2,537 LEP individuals representing 1.02% of the Service Area.

	2022 ACS Data	2023 ACS Data	Change
<i>LEP Population in Service Area</i>	2,537	2,755	+218 individuals 8.6% increase
<i>Proportion of LEP Population</i>	1.02%	1.10%	+0.8% increase

At the census tract level, there were no census tracts in the MCT Service Area that reported an LEP population of more than 5%.

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

- a) The 2024 MCT Demographic Study did not reveal any MCT Fixed-Route bus passengers who could not speak English. However, although they speak English, approximately 9% of respondents reported that English is not their “Primary language.”

- b) Based on data in the ACS, by far, the largest LEP population in the MCT Service Area is Spanish, accounting for 61% of all LEP individuals in the Service Area but is 1.10% of the MCT Service Area. As a result, the instructions on all MCT public schedules and fare charts are published in Spanish.
- a. All MCT timetables offer instructions and fare information in Spanish.
 - b. MCT has also translated the Notice of Title VI Rights into Spanish.

Other Primary Languages are listed in the table below, including a complete summary of LEP individuals by Primary Language spoken.

Language	2023 LEP Population	% of LEP Population	% of MCT Service Area
Spanish:	1686	61.20%	0.68%
French, Haitian, or Cajun:	56	2.03%	0.02%
German or other West Germanic languages:	49	1.78%	0.02%
Russian, Polish, or other Slavic languages:	77	2.79%	0.03%
Other Indo-European languages:	145	5.26%	0.06%
Korean:	123	4.46%	0.05%
Chinese (incl. Mandarin, Cantonese):	173	6.28%	0.07%
Vietnamese:	109	3.96%	0.04%
Tagalog (incl. Filipino):	74	2.69%	0.03%
Other Asian and Pacific Island languages:	71	2.58%	0.03%
Arabic:	11	0.40%	0.00%
Other and unspecified languages:	181	6.57%	0.07%
TOTAL	2755	100%	1.10%

At this time, MCT is not aware of the literacy skills of the LEP populations and data does not exist which would provide evidence one way or another.

Based on the low numbers of LEP individuals in the MCT Service Area, and the lack of requests for information, there does not appear to be an underserved population. The Spanish translations on the timetables provide a base level of information for this population.

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

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

As indicated above, the 2024 MCT Passenger Demographic Survey did not find any passengers who could not speak and/or read and write English. But as previously mentioned, it is believed that there are other LEP individuals riding MCT, which is why MCT has proactively translated the timetables and Title VI Notices into Spanish, the predominant LEP language in the Service Area.

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

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

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

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

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

MCT Language Assistance Plan

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

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

A full description of the LEP populations who reside in the MCT Service Area can be found on the previous pages of this document. Although it was discovered that 2,755 LEP individuals live in the Service Area, MCT has been unable to find evidence that these individuals are using MCT services. Even anecdotal conversations with MCT drivers, customer service representatives, and other staff who engage the public did not reveal that there are LEP populations riding MCT.

B. Language Assistance Services:

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

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

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

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

“I Speak...”

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

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

☐ **عربي (Arabic):**
أتحدث اللغة الإنجليزية وأحتاج معلومات عن خدمات الحافلة. (علامة مربعي وأعط هذه البطاقة للسائق)
الاسم: _____
معلومات الاتصال: _____

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

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

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

☐ **한국어 (Korean):**
나는 한국어를 말하고 버스 서비스에 정보를 필요로 한다. (상자 표를 하고 버스 운전사에게 이 카드를 주십시오)
이름: _____
연락처 정보: _____

MCT Madison County Transit

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

MCT has established the following methods to inform Spanish-speaking LEP individuals, supporting organizations, and the public, of available LEP services: MCT will notify area community-based organizations such as the Hispanic Chamber of Commerce in St. Louis and other stakeholders of available language assistance services. MCT will also periodically issue notices, in Spanish and English, about available LEP services to local Spanish-language newspapers in the region.

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

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

MCT staff will monitor changing population levels and the language needs of LEP individuals in the service area. In the future, MCT will also consider conducting further assessment such as: conducting surveys and focus groups or collecting primary language data for individuals that participate in programs and activities.

E. *Providing Timely and Reasonable Language Assistance:*

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

Public Engagement since 2022 Title VI Program Update:

Since May 2022, MCT has actively engaged the public regarding major service changes. For any major service change, MCT issued a legal notice, hosted public meetings to gather feedback, share information, answer questions, and provided details on its website. Additionally, an equity analysis was conducted to assess any potential disparate impacts or disproportionate burdens. In most cases, feedback received during public meetings or via email led staff to refine the final service change proposals.

January 12, 2025 (Major Service Change)

To better serve the student population, Madison County Transit (MCT) Planning staff proposed to extend the MCT Student Monthly Pass eligibility to include any student attending kindergarten through college/university who holds a valid student ID. Staff also proposed discontinuing the #15 East Collinsville Shuttle due to low ridership and in replacement, providing a microtransit service to the area to allow for more flexible, direct rides. Microtransit service is operated as an on-demand service, not a fixed route service. Due to low ridership, MCT Planning staff proposed to discontinue the 13X Highland-SIUE Express and transition the route to a vanpool.

Public Meetings & Proposed Plan

- October 15, 2024: Collinsville Station (12:00 – 1:00 pm)
- October 17, 2024: SIUE, MUC Missouri Room (11:30 – 1:00 pm)
- October 17, 2024: Virtual Meeting (4:30 – 5:30 pm)

#9 Washington Shuttle:

- Discontinue first trip from Alton Station to Alton High School

#13X Highland-SIUE Express:

- Discontinue route due to low ridership

#15 East Collinsville Shuttle:

- Discontinue route due to low ridership and the implementation of MCT Micro

#18 Collinsville Regional:

- Discontinue the last trip from Emerson Park to Collinsville Station

#19 Edwardsville-Collinsville:

- Discontinue last trip from Collinsville Station to Edwardsville Station

MCT Micro:

- Change from a pilot program to a permanent fixture

MCT received 19 public comments, 3 were positive and 4 were unrelated. All comments were summarized and presented to the MCT Board of Trustees for consideration. Individuals who could not attend the public meetings but wanted to comment could do so via phone, e-mail, or US Mail. The MCT Board of Trustees approved the proposal at the October 31, 2024 board meeting.

May 5, 2024 (Major Service Change, turned Minor Service Change)

Madison County Transit proposed to adjust five routes as part of the May 2024 Service Change. The changes include redirecting select trips to Emerson Park Metrolink Station in lieu of Downtown St. Louis, shifting two local routes in Upper Alton and extending the hours of the weekday route in Bethalto. Proposing to eliminate trips to Downtown St. Louis triggered a major service change. After hosting public meetings and reviewing rider comments, MCT planning staff were able to rework the routes to save the downtown trips turning it into a minor service change.

Public Meetings & Proposed Plan

- February 1, 2024: Virtual Meeting (11:30 – 12:30 pm)
- February 1, 2024: Virtual Meeting (4:30 – 5:30 pm)

#5 Tri-City Regional:

- Eliminate trips to Downtown St. Louis and substitute with trips to Emerson Park Metrolink Station

#9 Washington Shuttle:

- Shift route path to facilitate improved transfer opportunities in Upper Alton

#11 Brown Shuttle:

- Shift route path to facilitate improved transfer opportunities in Upper Alton

#12 Bethalto Shuttle:

- Extend weekday service span 2 hours in the evening

#20 Granite City-Pontoon Beach:

- Eliminate one southbound weekday trip at 6:02 am

MCT received 10 comments about the proposed changes, with 6 directly related to the changes, 4 of those comments being negative. After attending public meetings and collecting feedback, we were able to retain select trips into Downtown St. Louis, therefore no longer meeting the Major Service Change criteria by not reducing more than 25% of the route. The MCT Board of Trustees approved the proposal at the February 29, 2024 board meeting.

December 3, 2023 (Major Service Change)

Madison County Transit adjusted three routes and discontinued two as a part of the December 2023 Service Change. The change, which was moved earlier than originally scheduled, was in response to an ongoing workforce shortage. The routes proposed for elimination were due to low ridership, but service was still available to the destinations using alternative routes.

Public Meetings & Proposed Plan

- September 18, 2023: Virtual Meeting (10:30 – 12:00 pm)
- September 19, 2023: Wood River Station (8:00 – 9:00 am)
- September 20, 2023: Collinsville Station (4:00 – 5:30 pm)
- October 4, 2023: Alton Station (10:00 – 11:00 am)
- October 4, 2023: Collinsville Station (4:00 – 5:00 pm)
- October 5, 2023: Edwardsville Station (8:00 – 9:00 am)
- October 5, 2023: Virtual Meeting (1:00 – 2:00 pm)
- October 5, 2023: Wood River Station (3:00 - 4:00 pm)

#7 Alton-Edwardsville:

- Reduce frequency to every 60 minutes
- Remove trips to and from SIUE
- Only serve Alton Regional Multimodal Transportation Center (ARMTC) on weekdays

#10 State & Elm:

- Reduce frequency to 60 minutes
- End service at 9:12 pm
- Reduce morning service span

18 Collinsville Regional:

- Preserve AM service; reduce PM service to every 60 minutes

#24X Riverbend-Gateway Commerce Center Express:

- Discontinue 24X Riverbend-Gateway Commerce Center Express due to low ridership

#24X Collinsville-Gateway Commerce Center Express:

- Discontinue 25X Collinsville-Gateway Commerce Center Express due to low ridership

MCT received 13 public comments, 7 of which were directly related to the proposed service change and all of which were negative. While all public comments are taken into consideration for proposed changes, MCT was unable to change the proposal due to a workforce shortage. While the reduction did affect low-income and minority populations, they are still able to reach their destinations using MCT services, the reduction eliminated the fastest route. For MCT to provide reliable service, the changes needed to be made. The MCT Board of Trustees approved the proposal at the September 28, 2023 board meeting.

February 5, 2023 (Major Service Change)

Madison County Transit adjusted six routes as part of the February 2023 Service Change and discontinued one route. The goals were to improve service by extending weekday service span for evening classes at SIUE and SWIC, a route extension to a grocery store, improve frequency to three senior living centers, and make adjustments to running times for greater schedule accuracy.

Public Meetings & Proposed Plan

- October 18, 2022: Edwardsville Station (11:00 – 12:00 pm)
- October 18, 2022: Wood River Station (2:30 – 3:30 pm)
- October 19, 2022: Virtual Meeting (1:00 – 2:00 pm)
- October 20, 2022: ARMTC (10:00 – 11:00 am)
- October 20, 2022: Collinsville Station (5:00 – 6:00 pm)

#4 Madison-Edwardsville:

- Extend weekday service span to 9:46 pm

#6 Roxana-Pontoon Beach:

- Extend trips in all services to Schnucks grocery store on Illinois 143

#9 Washington Shuttle:

- Reinstate service to Skyline Towers, a senior living facility in Alton

#10 State and Elm Shuttle:

- Eliminate service to Bachman Lane group home

#13 Troy-Glen Carbon:

- Serve Cambridge House and Liberty Village on Illinois 162 on every trip

#20X Gateway Commerce Center Express:

- Adjust running times for schedule accuracy

#23 Gateway Commerce Center Shuttle:

- Discontinue route

MCT received 15 comments directly related to the proposed service change, 5 of which were negative and 9 were neutral. MCT's mission is to provide service that is commensurate with demand. While the discontinuation of the #23 Gateway Commerce Center Shuttle does affect some low-income and minority populations, trips are still available to those destinations using alternate routes. The MCT Board of Trustees approved this proposal at the October 27, 2022 board meeting.

6. Non-Elected Planning Boards

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

7. Subrecipient Compliance

MCT does not have any subrecipients.

8. Construction of Maintenance Facility of Operation Center

In June 2022, Madison County Transit (MCT) began construction of a new administration building at its existing Base of Operations. The project was completed in May 2024. The 27,000-square-foot, two-story facility was constructed on a previously undeveloped parcel of land owned by MCT since December 19, 1997. The property had been vacant and unused prior to construction, and no buildings were demolished. The project did not require the acquisition of additional property.

The new administration building is fully ADA-compliant and consolidates MCT's administrative and base operations staff into a single facility. It includes staff offices, a public-facing lobby for job applicants, pass purchasers, and lost and found services, as well as conference rooms and secure areas equipped with modern security and technology systems to support core operational functions.

Associated site improvements include:

- Installation of new video surveillance and access control systems
- Upgraded computer servers
- New fencing and security gates at all entrances
- Construction of a new bus pull-off and shelter on Chain of Rocks Road
- New employee and visitor parking areas
- Enhanced site lighting, sidewalks, utility infrastructure
- Improved stormwater drainage and detention systems

Title VI Equity Analysis

In accordance with FTA Circular 4702.1B, MCT determined that a Title VI equity analysis was not required for this project. The construction occurred on existing agency-owned property that had not been in active use, and no individuals or businesses were displaced. The project did not involve acquisition of land, disruption of existing structures, or changes that would result in disparate impacts on surrounding minority or low-income populations.

During construction, all work was conducted during weekday business hours to minimize disruption. MCT did not receive any complaints from neighboring residents or businesses regarding noise, traffic, or construction-related disturbances.

9. Service System-wide Standards and Policies

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

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

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

SERVICE STANDARDS:

A. Vehicle Load by Size:

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

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

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

B. Vehicle Headway for Each Mode:

Headway refers to the amount of time between buses passing a given timepoint on a route. FY 2026 service headway targets by route classification are summarized on the table below.

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

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

C. On Time Performance:

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

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

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

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

D. Service Availability by Mode:

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

SERVICE POLICIES:

E. Distribution of Transit Amenities:

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

MCT places timetables and other informational brochures at over 100 distribution locations throughout Madison County and frequently adds locations by request. MCT’s greatest amenity are its transfer stations which provide a safe, clean climate-controlled waiting area and transfer point for passengers in the following five communities of Madison County: Alton, Collinsville, Edwardsville, Granite City and Wood River. Four of the stations, Alton, Collinsville, Edwardsville, and Granite City are located within Minority Census Block Groups and four are located within Low Income Census Block Groups: Alton, Collinsville, Granite City and Wood River.

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

F. Vehicle Assignment:

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

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

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

10. Board Resolution

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

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II. PROGRAM SPECIFIC REQUIREMENTS

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

11. Demographic Analysis of the MCT Service Area

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

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

The MCT Service Area includes 179 of Madison County's 191 Census Block Groups and with 248,281 residents, represents approximately 93% of Madison County's total population (See Service Area Map in **Section 17, Map 1**). The minority population of the MCT Service Area is 41,576 individuals, which represents 17% of the Service Area population (See Minority Population Map in **Section 17, Map 2**). The low-income population of the MCT Service Area is 30,792 individuals, which represents 12% of the service area (See Low Income Block Group Map in **Section 17, Map 3**).

12. MCT Customer Demographics and Travel Patterns

MCT Fixed-Route Passenger Demographic Survey was last completed in the summer of 2024. Average weekday ridership by route for CY 2023 (1,276,769 boardings) was inserted into a Raosoft calculator to determine sample size. With a margin of error of 5% and a 95% confidence level, 385 surveys needed to be collected. MCT exceeded the recommended sample size, collecting 604 surveys. The number of surveys required by route was based on each route's percentage of overall ridership. For example, the #17 Cougar Shuttle accounted for 15% of all boardings, so 15% of all surveys needed would be collected on that route. This methodology accurately reflected the fixed-route ridership and provided a representative sample in which respondents were spread proportionately across the routes.

MCT Passengers by Race:

As the table on the next page illustrates, the survey revealed that the 43% of all MCT passengers classified themselves as "White," and 40% classified themselves as "Black." Other categories that were reported included American Indian, Asian, Hispanic, and Middle Eastern.

<i>What is your racial or ethnic background?</i>		
	Count	Composition
<i>Caucasian / White</i>	257	43%
<i>African American / Black</i>	244	40%
<i>More than one</i>	24	4%
<i>Asian</i>	62	10%
<i>Hispanic / Latino</i>	10	2%
<i>Middle Eastern / North African</i>	4	1%
<i>Native American / American Indian</i>	3	>1%
<i>TOTAL</i>	604	100%

MCT Passengers by Income:

The survey also revealed that a large percentage of MCT's Fixed-Route ridership can be classified as "low income." Approximately 64% of MCT passengers reported earning less than \$33,362 annually, regardless of the number of persons in their household. The State of Illinois Benefit Access Program defines low income as a three-person household earning less than \$55,500 annually. In MCT's case, approximately 88% of all passengers can be characterized as low income, using the first three income levels.

<i>Persons in Household</i>	<i>\$0-\$33,562</i>	<i>\$33,563-\$44,533</i>	<i>\$44,534-\$55,500</i>	<i>\$55,501 +</i>	<i>Grand Total</i>
<i>1</i>	181	35	11	11	238
<i>2</i>	81	27	10	21	139
<i>3</i>	43	15	9	20	87
<i>4</i>	47	11	8	10	76
<i>5+</i>	36	13	7	8	64
<i>No Response</i>	0	0	0	0	0
<i>Grand Total</i>	388	101	45	70	604
<i>% of Ridership</i>	64%	17%	7%	12%	100%

MCT Passengers by National Origin:

84% of MCT passengers identified the USA as their country of origin, with another 14% reporting "Other" as their country of origin.

<i>What is your country of origin?</i>		
	Count	Percent
<i>USA</i>	509	84%
<i>Mexico</i>	1	>1%
<i>Other</i>	86	14%
<i>Did Not Respond</i>	8	1%
<i>TOTAL</i>	604	100%

MCT Passengers Purpose of Trip:

Passengers identified “Work” as the most common purpose for their trip at 47% of respondents. An additional 24% said “School”.

<i>What is the purpose of your MCT trip?</i>		
	Count	Percent
<i>Work</i>	285	47%
<i>School</i>	146	24%
<i>Other</i>	163	27%
<i>Did Not Respond</i>	10	2%
<i>TOTAL</i>	604	100%

MCT Fare Usage:

MCT tracks ridership by Fare Type each month. The survey results correlated very closely with the actual boarding numbers for most of the categories. Compared to actual boarding data, the only number that did not correlate and was low, was the “Metro Pass” category. In reality, Metro boardings typically account for approximately 14% to 20% of all boardings, and the survey number was 9%.

<i>How do you most frequently pay your bus fare?</i>		
	Count	Percent
<i>Cash</i>	205	34%
<i>Free/Reduced Fare ID</i>	105	17%
<i>MCT Pass</i>	103	17%
<i>Metro Pass, Ticket, or ID</i>	57	9%
<i>TokenTransit/Mobile Pass</i>	125	21%
<i>Did Not Respond</i>	9	1%
<i>TOTAL</i>	604	100%

13. Monitoring Program

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

MCT has created the table below which identifies minority routes as well as low income routes. If one-third of the service miles on a route are located within minority census block groups, the route is characterized as a “Minority Route.” If one-third of the service miles on a route are located within a low income census block group, the route is characterized as a “Low Income Route.” MCT uses these designations to determine whether minority and low income routes are treated equitably as it relates to the service standards and policies. Using August 2024 operating data, the table below shows the service spans of each route, categorized by minority and non-minority status.

Route	Minority Route	Low Income Route	Weekday Span		Saturday Span		Sunday Span	
1 – Riverbend	Minority	Low Income	5:33 AM	11:13 PM	7:18 AM	9:13 PM	8:18 AM	9:13 PM
1X – Riverbend Express	Minority		5:54 AM	8:03 AM				
	Minority		3:43 PM	6:09 PM				
2 – Granite City Shuttle	Minority	Low Income	6:18 AM	6:40 PM	7:41 AM	5:43 PM	7:41 AM	5:43 PM
4 – Madison – Edwardsville	Minority		6:10 AM	9:46 PM	7:46 AM	6:10 PM	7:46 AM	6:10 PM
5- Tri-City Regional	Minority	Low Income	3:56 AM	1:01 AM	4:46 AM	1:01 AM	7:18 AM	9:15 PM
6 – Roxana Shuttle			5:47 AM	6:42 PM	6:47 AM	6:42 PM	6:47 AM	6:42 PM
7- Alton Edwardsville	Minority	Low Income	6:18 AM	6:43 PM	7:18 AM	6:43 PM	8:18 AM	6:11 PM
8 – Central Shuttle	Minority		8:18 AM	6:04 PM	8:18 AM	6:04 PM	8:18 AM	6:04 PM
9- Washington Shuttle	Minority	Low Income	6:18 AM	9:09 PM	7:47 AM	6:09 PM	7:47 AM	6:12 PM
10- State/Elm Shuttle	Minority		6:18 AM	9:12 PM	8:18 AM	7:12 PM	8:18 AM	7:12 PM
11 – Brown Shuttle	Minority	Low Income	7:51 AM	5:43 PM	7:51 AM	5:43 PM		
12 – Bethalto Shuttle	Minority		7:18 AM	6:10 PM	7:18 AM	4:49 PM		
13 – Glen Carbon - Highland	Minority		6:50 AM	6:36 PM				
13X - Highland - SIUE			one trip per peak					
14X – Highland Express			5:45 AM	8:01 AM				
			3:33 PM	6:09 PM				
15 –East Collinsville Shuttle	Minority		6:58 AM	6:52 PM	7:58 AM	6:52 PM		
16 –Edwardsville Shuttle			8:13 AM	6:09 PM	8:13 AM	6:09 PM		
16X – Edwardsville Express	Minority		5:35 AM	7:49 AM				
	Minority		3:32 PM	6:15 PM				
17 - Cougar Shuttle*	Minority		6:45 AM	11:49 PM	7:32 AM	11:50 PM	7:32 AM	7:45 PM
18 – Collinsville Regional	Minority	Low Income	4:58 AM	12:41 AM	6:58 AM	11:41 PM	7:58 AM	9:16 PM
19 –Edwardsville – Collinsville Shuttle	Minority		4:29 AM	12:16 AM	6:15 AM	10:50 PM	7:15 AM	9:17 PM
20- Granite - Pontoon Beach			3:17 AM	12:48 AM	5:17 AM	12:45 AM	6:47 AM	9:45 PM
20X - GCC Express			3:17 AM	7:59 AM				
			2:15 PM	6:50 PM				
21 - West Collinsville Shuttle	Minority		6:58 AM	6:54 PM	6:58 AM	6:54 AM		
22 - University Shuttle*	Minority		6:15 AM	12:02 AM	7:15 AM	12:04 AM	7:15 AM	7:59 PM

A. Performance Monitoring

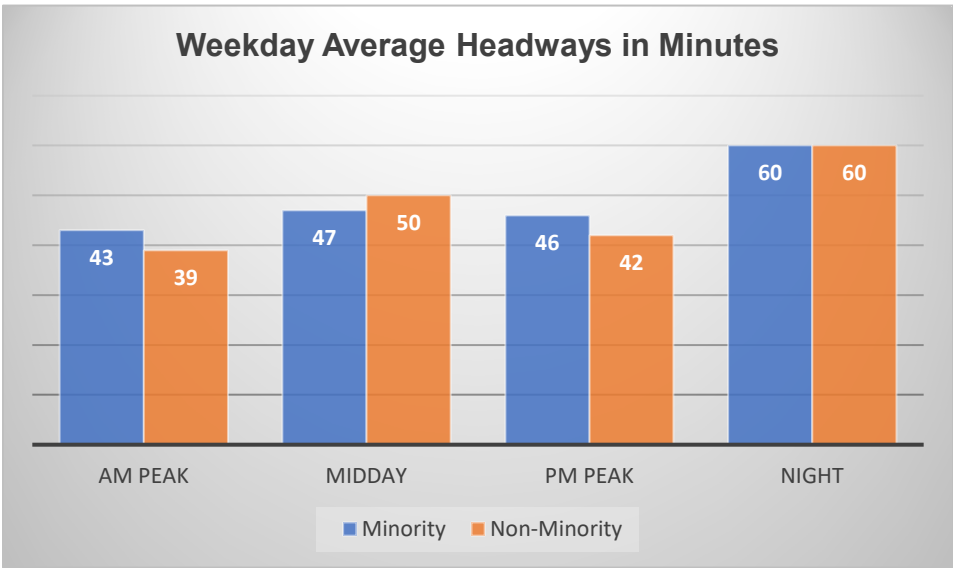
MCT will assesses the performance of each minority and non-minority route by assessing *Ridership by Minority and Non-Minority Routes*. The following table shows data as of August 2023, since then no major changes to span or routing have been made:

	Ridership	Percentage of Total Ridership
<i>Minority Routes</i>	123,584	83%
<i>Non-Minority Routes</i>	24,632	17%

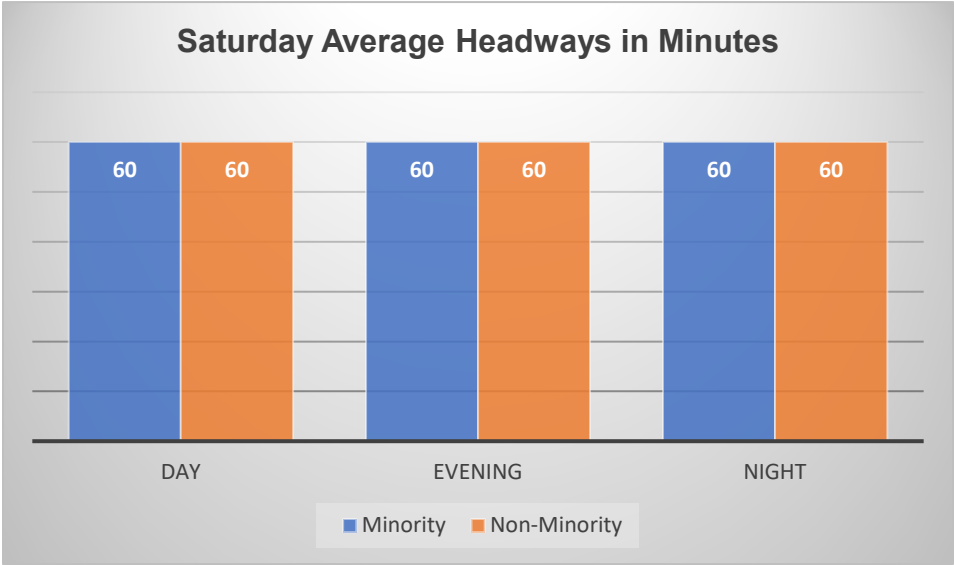
B. Characteristic Monitoring

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

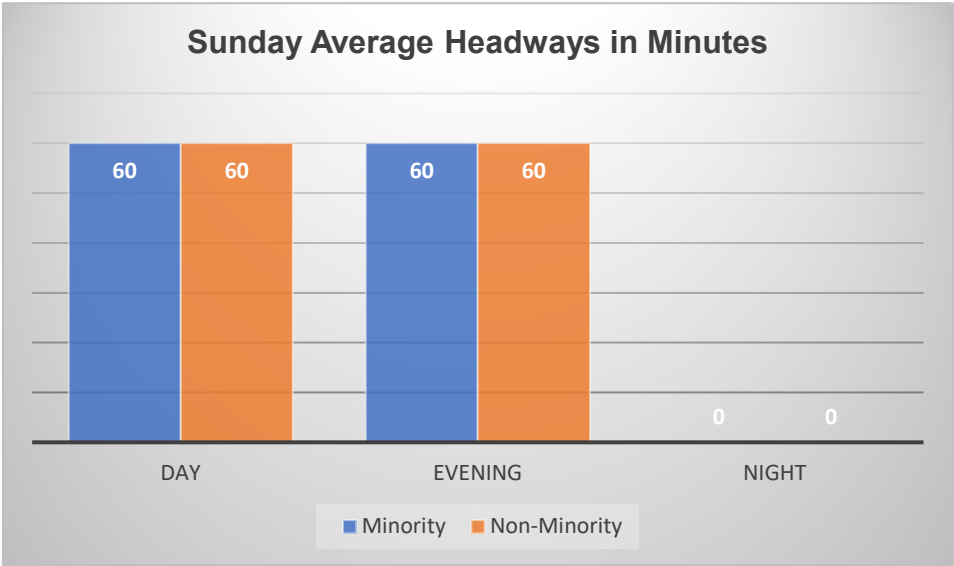
- a. **Service Period:** The tables below indicate that non-minority routes have slightly higher frequency in both peaks as well as the midday period and like frequency in the evening on the weekdays; equal frequency during the day on Saturdays and on Saturday nights. On Sundays, service between Minority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



	AM Peak	Midday	PM Peak	Night
Minority	43	47	46	60
Non-Minority	39	50	42	60



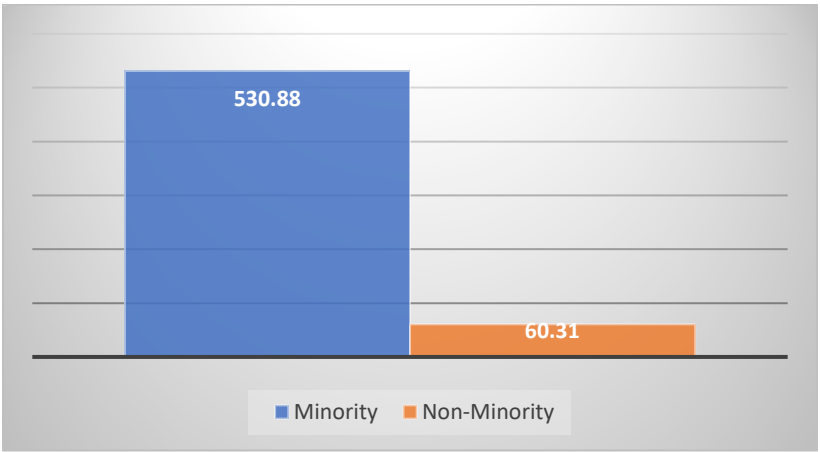
	Daytime	Evening	Night
Minority	60	60	60
Non-Minority	60	60	60



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

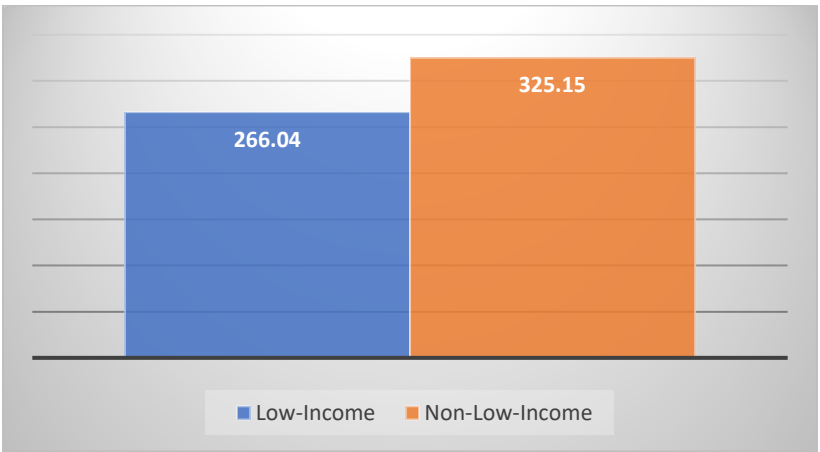
- b. **Service Span:** As the table on page 29 indicates, the span of service is greater on Minority routes and Low Income routes, compared to Non-Minority and Non-Low-Income routes. To illustrate this point more clearly, the following charts have been created. The first chart below indicates that each weekday there are eight times more revenue hours (530 hours) on Minority Routes, than Non-Minority routes (60 hours).

Weekday Revenue Hours of Minority Routes vs Non-Minority Routes



The number of weekday trips on Minority routes vs. Non-Minority routes is another useful indicator. MCT currently operates 709 trips each weekday on Minority routes, compared to 86 trips on Non-Minority routes.

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



There are similar weekday revenue hours on Low-Income routes (266 hours) as there are on Non-Low-Income routes (325 hours), as indicated in the chart above.

-
- c. **Any route changes that impact Minority Census Block Groups:** See Section 16 for a listing of route changes and the corresponding Equity Analyses performed since 2022.
- d. **Any route changes that impact Low Income Census Block Groups:** See Section 16 for a listing of route changes and the corresponding Equity Analyses performed since 2022.
- C. Transit Amenities Monitoring: As bus stops and transit amenities are placed, MCT annually assesses the location of amenities using a map that includes both the amenities, the Minority Census Block Groups and the Low-Income groups. The purpose of this exercise will be to ensure that amenities are distributed equitably. If discrepancies are found in minority or low-income areas MCT will take steps to correct the situation.
- D. Disparate Impact and Disproportionate Burden Monitoring: As discussed in Section 16 and **Appendix D**, MCT will evaluate transit service to determine whether a disparate impact or disproportionate burden exists on the basis of race, color, or national origin any time that a Major Service Change or Fare Change is proposed.

14. Public Engagement Process Policies

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

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

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

15. Board Meeting Minutes and Resolution

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

16. Equity Analysis of Major Service Changes

Since the last Title VI program submission in 2022, MCT has proposed and implemented several service changes which were characterized as “Major Service Changes” as defined in the Major Service Change policy in **Appendix D**.

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

For each Major Service Change since the 2022 submission MCT conducted the following analyses:

January 12, 2025 Service Change

The following Major Changes were proposed for the January 12, 2025 Service Change

- **13X Highland-SIUE Express**: Discontinue route due to reported low ridership and the opportunity to turn the riders into a vanpool using the RideFinders program along with the Madison County Vanpool Initiative.
- **#15 East Collinsville Shuttle**: Discontinue route due to low ridership and the implementation of a microtransit that covers more of the area, provides on demand rides to specific locations within the zone for the same cost.

Route	Minority			Low-Income		
	Route Ridership	System Ridership	Difference from System	Route Ridership	System Ridership	Difference from System
13X	0%	57%	57% Less Than	0%	64%	64% Less Than
15	50%	57%	7% More Than	75%	64%	11% Less Than

The analysis revealed there was not a disproportionate burden and disparate impact on minority and low-income individuals. However, after reviewing public comments MCT did not eliminate the 13X Highland-SIUE Express. There was no disproportionate burden or disparate impact greater than 20% with the elimination of the 15 East Collinsville Shuttle. If there was, MCT was able to validate the elimination of the route by creating a microtransit service within the area.

May 5, 2024 Service Change

The following service change initially started out as a major service change but then turned minor after reviewing public comments. MCT still performed an equity analysis even though it was not required.

- **#5 Tri-City Regional**: Eliminate trips to Downtown St. Louis and substitute with trips to Emerson Park Metrolink Station.

Route	Minority			Low-Income		
	Route Ridership	System Ridership	Difference from System	Route Ridership	System Ridership	Difference from System
5	42%	39%	3% More Than	47%	30%	17% More Than

The analysis revealed that there is no disproportionate burden or disparate impact on individuals that was greater than 20%. However, after reviewing public comments MCT did not follow through with the proposal and was able to save specific routes into Downtown St. Louis no longer triggering a major service change.

December 3, 2023 Service Change

The following Major Changes were proposed for the December 5, 2023 Service Change:

- **#7 Alton-Edwardsville:** Reduce frequency to 60 minutes due to a workforce shortage. Remove trips to and from SIUE. Only serve ARMTTC on weekdays.
- **#10 State & Elm:** Reduce frequency to 60 minutes due to workforce shortage. End service at 9:12 PM. Reduce morning service span.
- **#24X Riverbend-Gateway Commerce Center Express:** Discontinue route due to low ridership.
- **#25X Collinsville-Gateway Commerce Center Express:** Discontinue route due to low ridership.

Route	Minority			Low-Income		
	Route Ridership	System Ridership	Difference from System	Route Ridership	System Ridership	Difference from System
7	39%	10%	29% More Than	75%	30%	45% More Than
10	48%	39%	9% Less Than	23%	30%	7% Less Than
24X	90%	39%	51% More Than	0%	30%	-
25X*	-	39%	-	-	30%	-

*When the demographic survey was conducted, the #25X did not require any surveys based on the boarding data and average daily ridership.

MCT's mission is to provide service that is commensurate with demand. The primary objective for this analysis was to examine the proposed service change to ensure minority and low-income populations would not be more adversely affected than non-minority and non-low-income populations. While the analysis revealed there was an effect, individuals are still able to reach their destinations using MCT services but there is no longer a direct route. This choice was made to help provide reliable service and combat the driver shortage MCT faced.

February 5, 2023 Service Change

The following Major Changes were proposed for February 5, 2023, Service Change:

- **#23 Gateway Commerce Center Shuttle:** Discontinue route due to low ridership.

Route	Minority			Low-Income		
	Route Ridership	System Ridership	Difference from System	Route Ridership	System Ridership	Difference from System
23	36%	56%	20% Less Than	86%	86%	0%

While there was an adverse effect, MCT still went through with the proposed plan due to low route performance. Other routes were still available to take passengers to the same location.

17. Demographic & Service Maps

The following information shows the demographics of the MCT Service Area. These maps are used to assist MCT in determining to what extent transit services are available to minority and low-income populations within the MCT Service Area. The maps are taken out of our scheduling and planning software, Optibus.

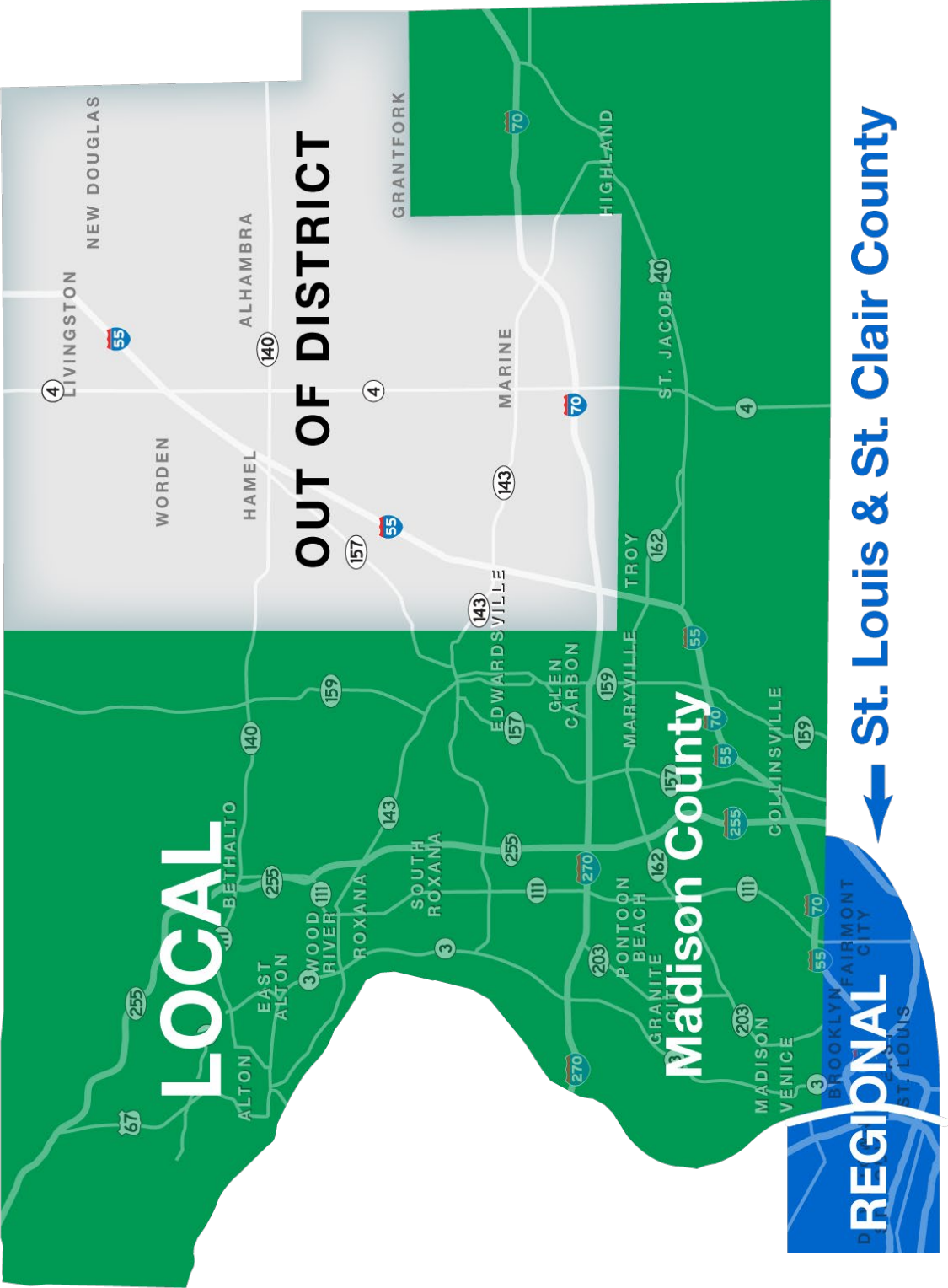
Map 1 Service Area: The MCT service area encompasses 179 of the 191 census block groups and 94% of the Madison County population. As reported in the 2020 US Census, the population of the MCT Service Area is 249,471 and the overall population of Madison County is 265,859. MCT's current Fixed-Route bus system is comprised of twenty-four regular fixed-routes operating on 665.86 directional route miles throughout western and central Madison County, as well as in the US 40 corridor of eastern Madison County.

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

Map 3 Low-Income: A Low-Income Block Group Map plots the MCT Service Area and census block groups where the percentage of the total low-income population exceeds the average percentage of low-income populations for the service area as a whole.

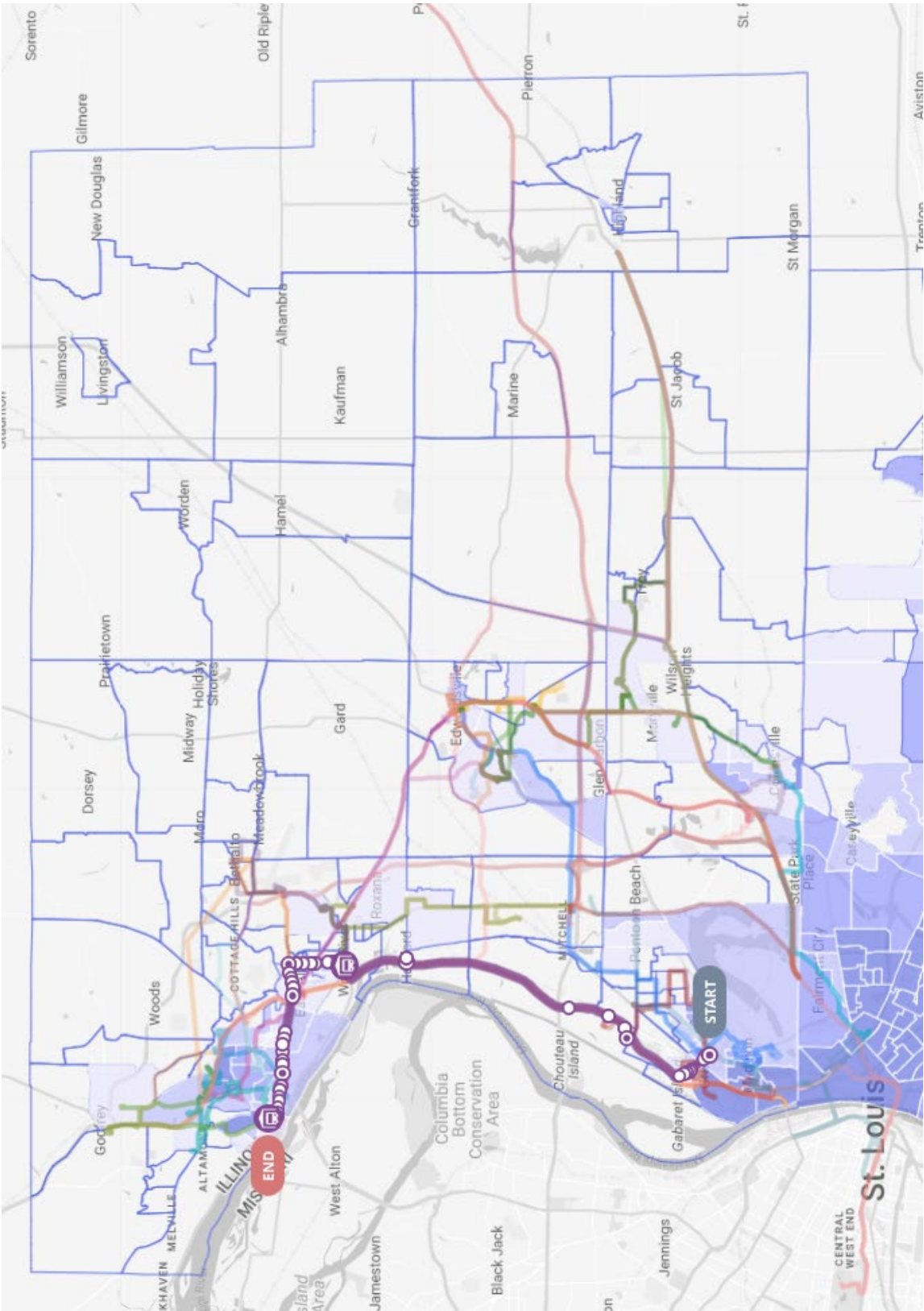
Map 4 Limited English Proficiency: A Limited English Proficiency Map plots the MCT Service Area and the percentage of Limited English Proficiency populations by census tract.

Map 1: Service Area

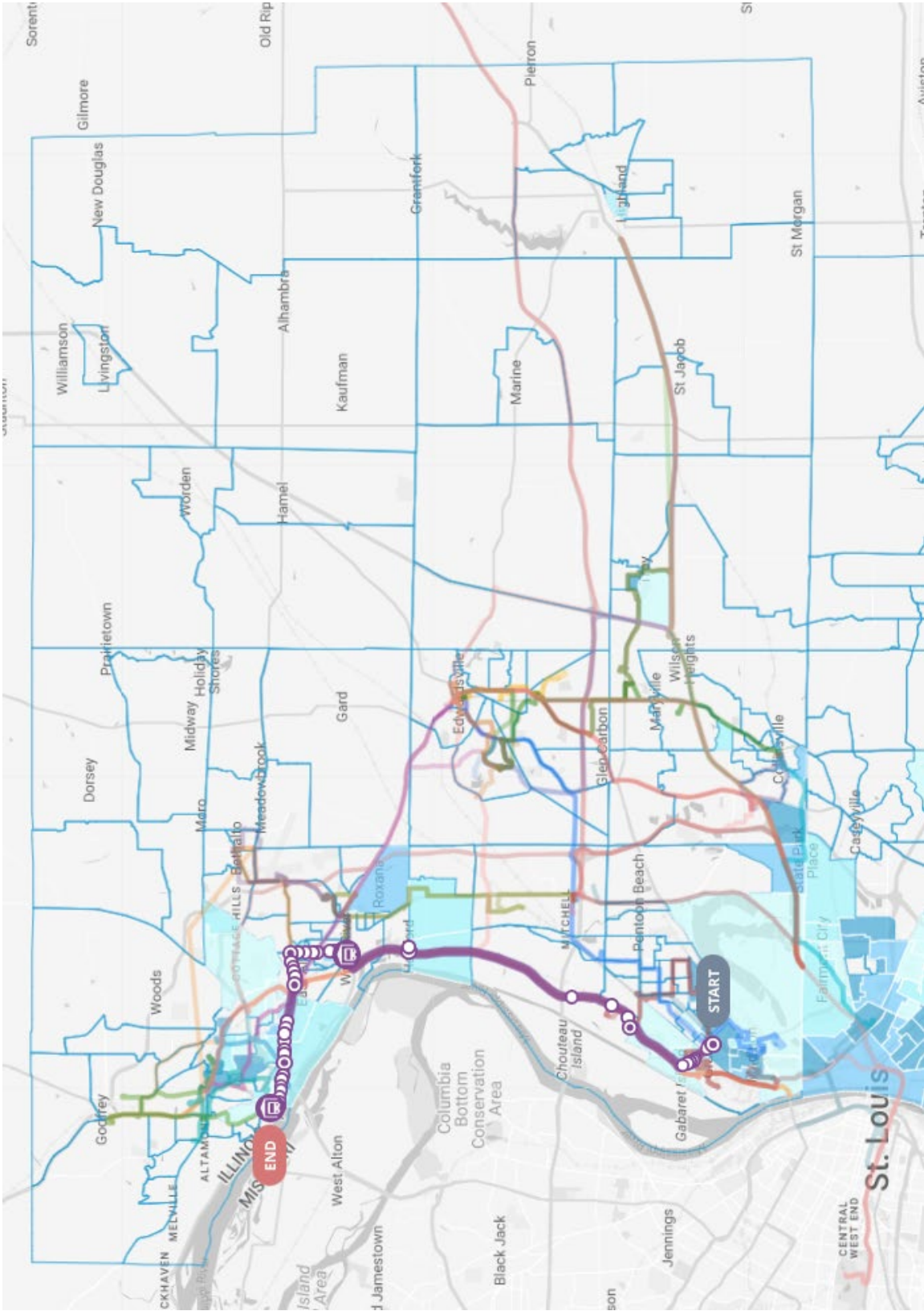


Map 2: Minority Population

Minority population is shown by the purple blocks on the map below.

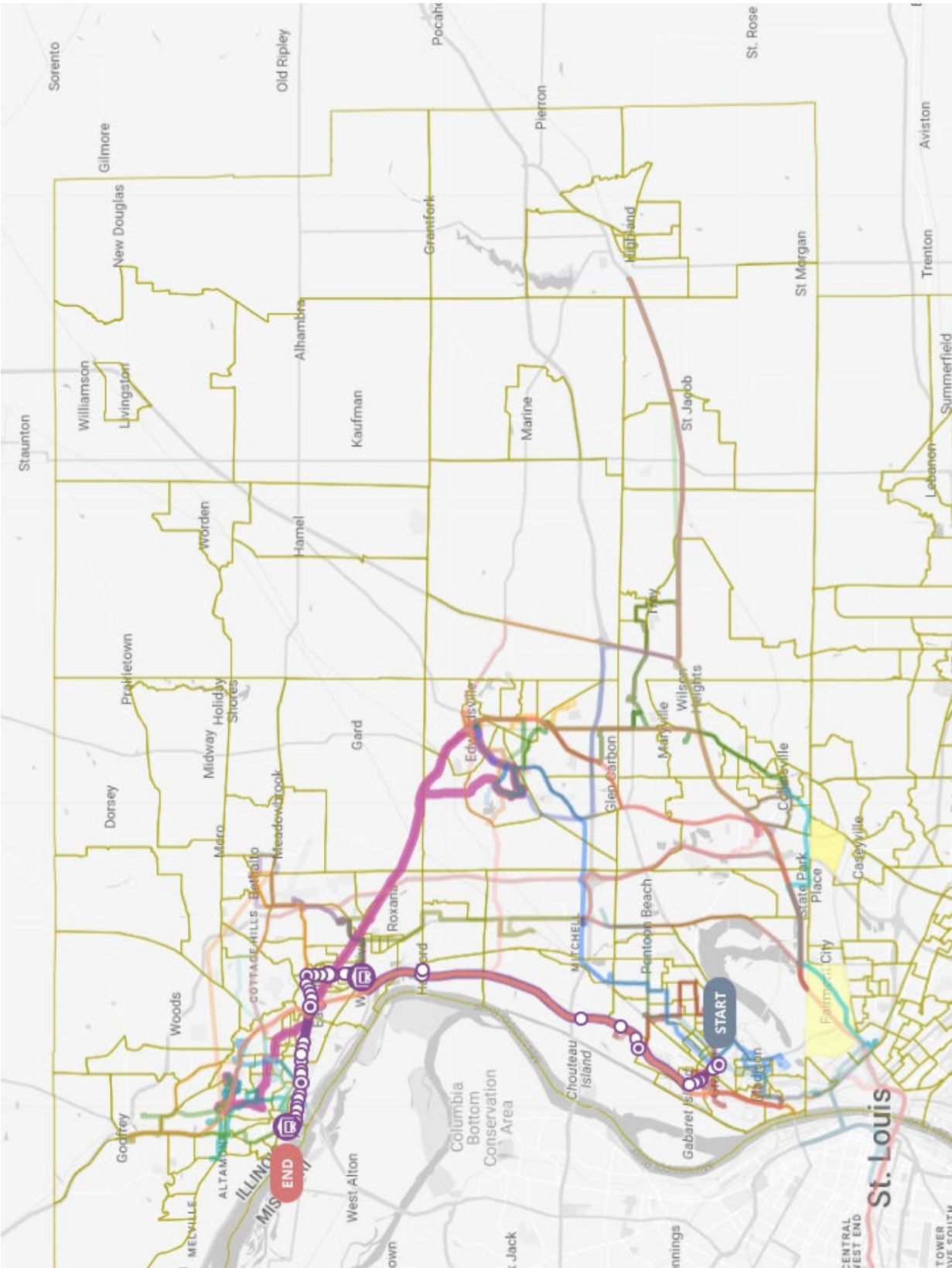


Map 3: Low-Income Population
Low-income populations are shown



Map 4: Limited English Proficiency

Limited English Proficiency populations are shown in yellow on the map.



III. APPENDIX

A. Civil Rights Assurances

DEPARTMENT OF TRANSPORTATION CIVIL RIGHTS ASSURANCE

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

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

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

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

3. That Madison County Mass Transit District shall insert the clauses of Appendix A of this assurance in every contract subject to this Act and the Regulations.

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

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

Steven. J. Morrison, Managing Director

Date

B. Title VI Assurances

MADISON COUNTY MASS TRANSIT DISTRICT TITLE VI ASSURANCE

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

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

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

Steven J. Morrison, Managing Director

Date

C. Title VI Statement, Complaint Procedures, & Notification

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

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

Title VI Complaint Procedures

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

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

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

D. Title VI Major Service Change & Fare Change Policy

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

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

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

A) Title VI Major Service Change Policy:

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

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

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

B) Title VI Fare Change Policy:

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

C) Title VI Disparate Impact Policy:

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

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

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

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

D) Title VI Disproportionate Burden Policy:

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

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

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

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

E) Data Analysis:

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

F) Public Engagement:

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

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

E. Title VI Board Resolution Approving Major Service Change Policy

RESOLUTION 14-26

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

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

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

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

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

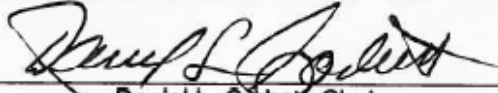
WHEREAS, the staff recommends the approval of the attached revised Public Comment Process for Fare Increases and Major Service Changes, which incorporates the required changes since the approval of the District's last policies in May 2013.

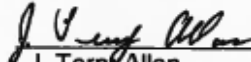
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

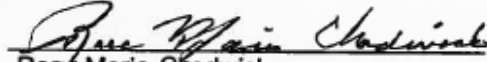
1. The Madison County Mass Transit District authorizes the adoption of the attached revised Public Comment Process for Fare Increases and Major Service Changes.
2. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, of the Madison County Mass Transit District,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

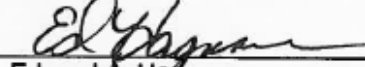
Appendix E (Continued):

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



Daniel L. Corbett, Chairman


J. Terry Allan


Rose Marie Chadwick


Edward A. Hagnauer


Bruce A. Malone

APPROVED as to Form:

John T. Papa, Legal Counsel

Appendix E (Continued):

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

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

Definition of a "Major Service Change":

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

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

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

Notification:

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

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

MCT uses the following notification methods:

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

Collecting Public Comments:

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

Consideration of Public Comments:

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

F. Resolution Approving Title VI Program Update

RESOLUTION 25-64

AUTHORIZING THE EXECUTION OF AN AGREEMENT FOR FEDERAL AND STATE LEGISLATIVE CONSULTING SERVICES WITH KBS GROUP, LLP

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

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

WHEREAS, the District previously entered into agreements with other entities for legislative and related services for the benefit of the District and the services provided to its residents; and,

WHEREAS, the District is aware that KBS Group (KBS) is available and willing to represent the District; and,

WHEREAS, the District and KBS are mutually agreeable to establishing this relationship through June 30, 2028.

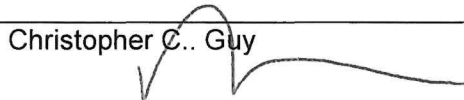
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to execute the attached agreement with KBS, for legislative and related services through June 30, 2028.
2. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director of the Madison County Mass Transit District, are hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the agreement on behalf of and in a manner beneficial to the Madison County Mass Transit District.

ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-second day of May 2025.




Allen P. Adomite, Chairman



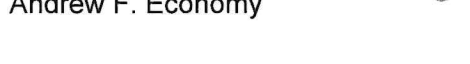
Christopher C. Guy



Andrew F. Economy

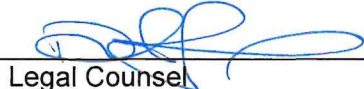


David J. Sherrill



Michael J. McCormick

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.

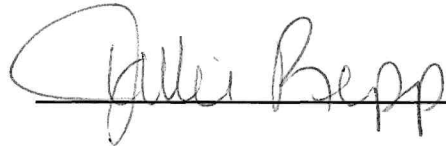
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, May 22, 2025, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to execute the attached agreement with KBS, for legislative and related services through June 30, 2028.
2. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director of the Madison County Mass Transit District, are hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the agreement on behalf of and in a manner beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-second day of May 2025.



Mr. S.J. Morrison
Madison County Transit
1 Transit Way
Pontoon Beach, IL 62040



RE: Proposal for Services

Thank you for allowing KBS Group, LLP to share some background about our company, and propose terms and conditions of a Consulting Services Agreement (hereafter “Agreement”) by and between Madison County Transit (hereafter “MCT”) and KBS Group, LLP (hereafter “KBS”) for services commencing on July 1, 2025.

About KBS

KBS Group, LLP, formerly Kit Bond Strategies, was formed by Christopher S. “Kit” Bond in 2011 after leaving office as the senior United State Senator in Missouri. Since the firm’s creation, KBS has worked with clients such as Southwest Airlines, Ameren, Greater STL, Terminal Rail, and many others on business development, government affairs, startup market development, economic development, and more.

The firm is currently under the leadership of Kenny Hulshof, Chairman, and Matt Roney, CEO. Prior to his time at KBS, Hulshoff was vice chair of Polsinelli Law Firm’s Public Policy practice and served in the U.S. House of Representatives from 1997 – 2009. In Congress, he was appointed by Speaker Newt Gingrich to the powerful Ways and Means Committee. Matt Roney spent eight years as Senator Bond’s director for the Western District of Missouri. He is a founding member of the firm and has played a pivotal role in major public and private development projects across the Midwest.

Primary Contacts

While the entire KBS is always ready to assist, MCT’s primary contacts would be John Shimkus and Deb Detmers. John Shimkus is a lifelong resident of Madison County, having served as a township official, the Madison County Treasurer, and representing Madison County during his 24 years in Congress. He has been known as a thoughtful policymaker and advocate for his constituents. During his tenure in Congress, he was instrumental in shaping policy in the areas of communications, technology, public safety, healthcare and energy. Deb Detmers has served in a variety of governmental positions in the State of Illinois, including the Director of the Index Department for the Secretary of State, Assistant to the Chief of Staff for the Senate Republican Staff and most recently 24 years as the District Director to Congressman Shimkus, where she

developed relationships across the state with local governments, state officials, businesses, and not for profit organizations.

Scope of Work

KBS will work with MCT on the following:

1. KBS, at MCT's instructions, arrange Republican meetings, calls, and support letters as needed on a federal, state, and local level.
2. KBS provides a weekly newsletter (for when Congress is in session) that summarizes the week's actions in Congress. The MCT board and leadership team will be added to this newsletter distribution list, as per MCT's instructions.
3. KBS will attend, at a minimum, one meeting per year to give a verbal update to the board.

Contract Terms

Performance by KBS of its obligations under this Agreement include:

1. Term: Implementation to begin upon execution of this Agreement.
2. KBS Lead: KBS staff working on this project will be John Shimkus and Deb Detmers Fansler. They will be supported by other KBS personnel as required.
3. Conditions: The services provided under this Agreement are not legal services and the protections of the attorney-client privilege do not apply, even though some principals within KBS Group are licensed attorneys.

Compensation

A retainer of five thousand (\$5,000) per month will be paid to KBS.

KBS will invoice MCT monthly, with the first payment due within 30 days after the effective date (July 1, 2025) of the Agreement. MCT agrees to reimburse extraordinary travel expenses to KBS for travel related to MCT work. KBS will obtain prior approval from MCT before incurring reimbursable expenses.

Confidentiality

Except as necessary in the performance of the Services, KBS shall not directly or indirectly use or disclose to any third party any of MCT's proprietary or confidential information, either during (other material containing confidential information which come into KBS's possession or custody will be delivered to MCT when such material is no longer needed for the services upon MCT's written request. The obligations set forth in this Section shall survive in perpetuity.

Compliance with Laws

KBS shall comply with all federal, state, and local laws, ordinances, rules and regulations applicable to KBS's services, including public reporting requirements pursuant to the Lobbyist Disclosure Act of 1995 as amended (2 U.S.C. Section 1601).

Termination

1. For Cause: This Agreement may be terminated by MCT with no compensation to KBS upon written notice from MCT stating the effective date of termination if (i) KBS materially breaches any obligation in this Agreements, or (ii) KBS is unable to provides the Services in this Agreement due to illness, death, or disability.
2. Either party may terminate this Agreements, with or without cause, on 30-day prior written notice to the other party and such Termination shall apply to any Services not yet completed by KBS. Upon termination of this Agreement and presentation of the final invoice, all payments due KBS prior to such termination date shall become due and payable within thirty (30) days, provided KBS submits the associated invoice(s) withing fifteen (15) days of the termination date. MCT shall not be liable to KBS for any further compensation, or any losses, damages, prospective fees, expenditures, or commitments made by KBS.

Indemnification

MCT shall indemnify and hold KBS and its employees, directors, officers, and partners harmless against any and all claims, demands, liabilities, action, damages, costs, and expenses (including attorney's fees, court costs, and other expenses or litigation) attributable to either MCTS's acts, omissions, negligence, misconduct or breach of this Agreement, or any action taken by KBS at the instruction of Doe Run.

KBS shall indemnify and hold MCT and its employees, directors, officers, and partners harmless against any and all claims, demands, liabilities, action, damages, costs, and expenses (including attorneys' fees, court costs, and other expenses of litigation) attributable to either KBS's acts,

omissions, negligence, misconduct or break of this Agreement, or any action taken by MCT at the instruction of KBS.

References available upon request

Contact

Deb Detmers Fanlser

deb@kbsgroupllp.com

618-910-2994

CONSULTING SERVICES AGREEMENT

THIS AGREEMENT, is entered into as of July 1, 2025 by and between Madison County Mass Transit District (hereinafter "District") with its offices at 1 Transit Way, Pontoon Beach, IL 62040 and KBS Group, LLP (hereinafter "Consultant") with its offices located at 210 SW Market Street, Suite 211, Lee's Summit, Missouri 64063.

WITNESSETH:

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

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

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

1. Term

This agreement shall be effective as of July 1, 2025, and continue in full force and effect through June 30, 2028. Subject to 60 days' written notice, agreement may be terminated for any reason by either party.

2. Consulting Services

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

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

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

Consultant will report periodically to the MCT Board of Trustees and/or the Managing Director in writing or in person.

Compensation

District agrees to pay Consultant a monthly fee of \$5,000. Monthly fees will be paid on the 1st business day of each month.

3. Authorized Representative

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

4. Compliance with State and Federal Laws

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

6. Independent Contractor

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

7. Notice

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


Consultant: Honorable John Shimkus
 KBS Group, LLP
 210 SW Market St., Suite 211
 Lee's Summit, MO 64063

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

8. Miscellaneous

- (a) This Agreement constitutes the full understanding of the parties of the obligations, responsibilities and risks between them and a complete and exclusive statement of the terms and conditions of their agreement and supersedes any and all prior agreements, whether written or oral, between the parties. A waiver by either party with respect to any breach or default or of any right or remedy shall not be deemed to constitute a waiver for any other breach or default or of any other right or remedy. Any such waiver is to be expressed in writing and signed by the party to be bound. No amendment or extension of this Agreement shall be binding unless in writing and signed by both parties.
- (b) All provisions of this Agreement are severable and any provision which may be prohibited by law shall be ineffective to the extent of such prohibition without invalidating the remaining provisions.

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




Signature




Date

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



Signature



Date

Honorable John Shimkus by
Kenny Hulshof, Chairman
KBS Group, LLP
210 SW Market St., Suite 211
Lee's Summit, MO 64063
deb@kbsgroupllp.com
618-910-2994

RESOLUTION 25-65

AUTHORIZING AN AWARD OF CONTRACT FOR RIDEFINDERS VANPOOL VEHICLES

WHEREAS, the Madison County Mass Transit District (District) operates RideFinders, the St. Louis regional carpool and vanpool program, connecting commuters with reliable, affordable, sustainable transportation to and from work; and,

WHEREAS, the District maintains a fleet replacement schedule for RideFinders vehicles based on the Federal Transit Administration (FTA) disposal guidelines in order to lower maintenance costs, offer enhanced safety features, better overall performance such as handling, braking, reliability, and fuel efficiency through advanced engine technologies available from newer model vehicles; and,

WHEREAS, two (2) minivans will replace two (2) fifteen passenger vans that have exceeded their FTA defined useful life and are in need of replacement; and,

WHEREAS, due to carpool ridership needs, fleet has decided to increase the number of minivans and decrease the number of large capacity fifteen passenger vans; therefore,

WHEREAS, a Request for Quotes (RFQ) was issued for the purchase and delivery of two (2) 7-passenger minivans that will comply with FTA's Buy America general nonavailability waiver for mass-produced, unmodified non-ADA accessible vans and minivans by ensuring 1) final assembly is in the United States, as reported to National Highway Traffic Safety Administration (NHTSA) under the American Automobile Labeling Act (AALA); and 2) the country of origin of the engine is in the United States, as reported to NHTSA under the AALA; and,

WHEREAS, Roy Schmidt Honda of Effingham, Illinois, submitted the single responsive bid with a price that was determined to be fair and reasonable, and has been deemed responsible with the capability to provide the vehicles as requested; and,

WHEREAS, these vehicles will be 100% funded by Congestion Mitigation and Air Quality (CMAQ) grant(s), requiring no local match by the District.

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

1. A contract be awarded to Roy Schmidt Honda of Effingham, Illinois, in the amount up to eighty-four thousand, eight hundred eighty-four dollars and zero cents (\$84,884.00) for up to two (2) 7-passenger minivans which are immediately available as proposed.
2. If, upon the adoption of this resolution, off-the-lot immediate availability has changed for one or both of the proposed 7-passenger minivans from Roy Schmidt Honda of Effingham, Illinois, then contract(s) in the cumulative amount not to exceed ninety thousand dollars (\$90,000) for up to two (2) 7-passenger minivans be awarded expeditiously through the end of August, 2025, to vendors with available, or soon to be available vehicles, provided that all applicable procurement and purchasing requirements are adhered to under these emergent circumstances.
3. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take

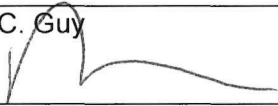
any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

ADOPTED by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-second day of May 2025.

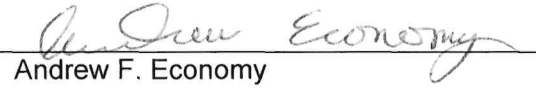


Allen P. Adomite, Chairman

Christopher C. Guy



David J. Sherrill



Andrew F. Economy

Michael J. McCormick

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.

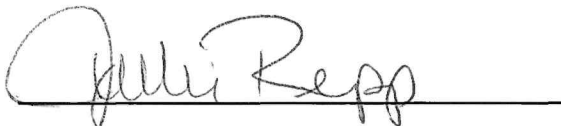
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, May 22, 2025, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. A contract be awarded to Roy Schmidt Honda of Effingham, Illinois, in the amount up to eighty-four thousand, eight hundred eighty-four dollars and zero cents (\$84,884.00) for up to two (2) 7-passenger minivans which are immediately available as proposed.
2. If, upon the adoption of this resolution, off-the-lot immediate availability has changed for one or both of the proposed 7-passenger minivans from Roy Schmidt Honda of Effingham, Illinois, then contract(s) in the cumulative amount not to exceed ninety thousand dollars (\$90,000) for up to two (2) 7-passenger minivans be awarded expeditiously through the end of August, 2025, to vendors with available, or soon to be available vehicles, provided that all applicable procurement and purchasing requirements are adhered to under these emergent circumstances.
3. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-second day of May 2025.

A handwritten signature in cursive script, reading "Julie Repp", is written over a solid horizontal line.

RESOLUTION 25-66

**AUTHORIZING AND AWARD OF CONTRACT FOR THE PURCHASE
OF ONE DIESEL MELTER**

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 the continued support of the MCT trail system, there is a need to replace a diesel melter (crack sealer) that has exceeded its useful life; and,

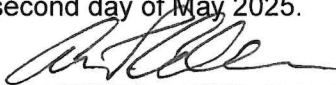
WHEREAS, asphalt equipment is available for purchase off a competitively bid Joint Purchase Master Contract (JPMC) with the State of Illinois; and,

WHEREAS, this equipment will be locally funded.


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

1. A purchase order be awarded to Crafcro Inc. from Chandler, Arizona, for the purchase and delivery of one Diesel Melter in the amount of sixty-five thousand, four hundred ninety seven dollars and forty cents (\$65,497.40).
2. The Capital Budget line item shall be increased to an amount equivalent to the project costs.
3. The Assigned Fund Balance shall be increased by the amount necessary to meet the local match portion of this project.
4. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-second day of May 2025.




Allen P. Adomite, Chairman




Christopher C. Guy



Andrew F. Economy




David J. Sherrill



Michael J. McCormick

APPROVED as to Form:



Legal Counsel

CERTIFICATE

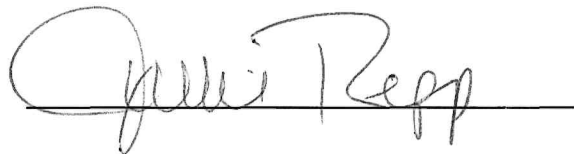
I, Julie Repp, do hereby certify that I am the fully qualified and acting Secretary of the Board of Trustees of the Madison County Mass Transit District, and as such Secretary, I am the keeper of the records and files of the Madison County Mass Transit District.

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, May 22, 2025, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. A purchase order be awarded to Crafcro Inc. from Chandler, Arizona, for the purchase and delivery of one Diesel Melter in the amount of sixty-five thousand, four hundred ninety seven dollars and forty cents (\$65,497.40).
2. The Capital Budget line item shall be increased to an amount equivalent to the project costs.
3. The Assigned Fund Balance shall be increased by the amount necessary to meet the local match portion of this project.
4. Allen P. Adomite, 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 twenty-second day of May 2025.

A handwritten signature in black ink, reading "Julie Repp", is written over a horizontal line.



6165 W. Detroit St.
Chandler, AZ 85226
(602) 276-0406 (800) 528-8242
FAX: (480) 940-0313

QUOTE

BBBQ73260

Date Quoted 5/1/2025

EXPIRATION DATE 5/31/2025

**Due to extreme market volatility of raw materials, quotes are reviewed and revised after 30 days.
Products ordered for shipment after the expiration date on this quote will be adjusted to the price in
the quote valid at the time of the shipment.**

Quote To:	Account Code: 921135	Ship To:	Account Code: 921135
MADISON COUNTY TRANSIT - METD N/A		MADISON COUNTY TRANSIT - METD	
1 TRANSIT WAY PONTOON BEACH, IL 62040 US		1 TRANSIT WAY PONTOON BEACH, IL 62040 US	
Mobile:			
Phone: 618-931-7433			
Fax:		N/A	
Email:		618-931-7433	

Project Title: MADISON COUNTY METD - Contract 23-416CMS-BOSS4-B-33802-JPMC Supershot

Bid Date:		Terms: NET 30
Bid Number:		F.O.B.: PPA- Delivered; freight includ
Project Start Date:		Ship Via: Truck/Common Carrier
Ship Before: 5/31/2025		Sales Group:
Quote Effective Dates: 5/2/2025 TO 5/31/2025		Quoted By: Dave Kasprzyk
		Sales Office:

Estimated Time to Ship After Receipt of Order:

Customer:	MADISON COUNTY TRANSIT - METD	Quote Number	BBBQ73260
Project Title:	MADISON COUNTY METD - Contract	Date	05-01-25

**SALES TAX EXEMPT CERTIFICATE MUST BE PROVIDED AT THE TIME OF ORDER OR SALES TAX WILL BE
ADDED TO YOUR ORDER**

Part #	Description	Unit	Qty.	Quote Price	Ext. Price
44100BASE-AZ03	SS250D TRAILER BASE 4/2020	EA	1	\$57,900.0000	\$57,900.0000
20014-AZ03	3" PINTLE HITCH REV.E	EA	1	\$126.4000	\$126.4000
20140-AZ03	28" HITCH EXTENSION ASSY	ea	1	\$572.0000	\$572.0000
183816 RETRACTABLE JACK STAND	JACK WITH CASTER REV.C	EA	1	\$0.0000	\$0.0000
24507S-AZ03	LIGHT KIT - NON DP STROBE BEACON CL2 R0	EA	1	\$1,070.0000	\$1,070.0000
24190K-AZ03	OVERNIGHT HEATER W/FITTING	EA	2	\$316.0000	\$632.0000
26058-AZ03	10# FIRE EXT. W/COVER REV.B	EA	1	\$285.0000	\$285.0000
26059-AZ03	FIRE EXT. BRKT FOR 10#, REV.A	EA	1	\$92.0000	\$92.0000
26119-AZ03	3/8 HOOK W/SAFETY LATCH REV.C	EA	2	\$72.5000	\$145.0000
26098-AZ03	TOOL BOX REV.F	EA	1	\$125.0000	\$125.0000
47268PK-AZ03	PHANTOM GAUGE KIT FOR 3CH & 3CJ RA	EA	1	\$495.0000	\$495.0000
45599-AZ03	INSULATED ENG. COVER RVA	EA	1	\$2,125.0000	\$2,125.0000
29332-AZ03	SURGE BRAKES/3" PINTLE	EA	1	\$1,930.0000	\$1,930.0000

Customer:	MADISON COUNTY TRANSIT - METD	Quote Number	BBBQ73260
Project Title:	MADISON COUNTY METD - Contract	Date	05-01-25

SALES TAX EXEMPT CERTIFICATE MUST BE PROVIDED AT THE TIME OF ORDER OR SALES TAX WILL BE ADDED TO YOUR ORDER

Part #	Description	Unit	Qty.	Quote Price	Ext. Price
Total					\$65,497.4000

Due to extreme market volatility, all prices and availability are subject to change without notice, all quotes to be confirmed at time of order and subject to inventory status.

COMMENTS:

Crafco Supershot 250 with requested options.
Purchase available through approved IDOT State Contract
IDOT_23_494DOT-FINAD-B-34579 BID
23-416CMS-BOSS4-B-33802-JPMC
FREIGHT IS FOB DELIVERED

NOTE:**PAYMENT POLICY:**

A deposit of 50% of the purchase price is required on all equipment orders.
Payment of cash, wire transfer or cashier's check for equipment is required at the time of delivery. Personal or Company checks must be deposited and the equipment will not be released until the funds clear. (7-10 days is typical)

WARNING:

Products on this quote may be labeled in accordance with California Proposition 65.

For Terms and Conditions of purchases go to: <https://crafco.com/Terms-of-Sale.pdf> <https://crafco.com/Terms.pdf>

Quantities may be limited at CrafcO's discretion.

Pricing and availability are subject to change without notice.

Pricing does not include applicable taxes. Tax exemption forms must be on file prior to invoicing. Unpaid sales tax will be reported to State and Local tax authorities. Extension is net after terms.

FOB DEFINITIONS:

PPA- Delivered; freight included.

PPD- Delivered; freight separate.

Pavement Preservation Products Restocking Policy**RETURN POLICY**

All products will only accept the return of products that have been authorized in writing in advance, and proof of purchase is required. Not all purchases are returnable. This is a Return Policy for non-warranty claims. Refer to the product data sheet for information about warranty and claims for warranty reimbursement.

All returns are subject to restocking fees.

All products returned must be in the original packaging and be in good and salable condition.

Crafco reserves the right to charge repackaging fees in addition to restocking fees.

The customer is responsible for all shipping costs of returned products.

Request information on the acceptability for returns for any specific product when ordering.

Non-Returnable Products

Not all products are returnable. Products that have a shelf life or are considered made to order, or special order may not be returned.

No used parts may be returned and any part or product that is non-standard or obsolete is not returnable.

Product	Return Status
Athletic Surfacing Products, Cure & Commercial Liquids, Equipment, Geocomposites, Paint, Sealcoat, and Silicone	Non-Returnable

Restocking Fees

All returnable products have a restocking fee if returned.

Product	Restocking Fee
Parts	15% of part purchase price
All Other Products	25% of product purchase price

How to Return an Item

1. To obtain authorization contact your customer service representative.
2. A written authorization will be faxed or emailed to you.
3. A copy of the Return Authorization must accompany the material being returned.

RESOLUTION 25-67

**AUTHORIZING THE EXECUTION OF AN INTERGOVERNMENTAL AGREEMENT WITH
SOUTHERN ILLINOIS UNIVERSITY EDWARDSVILLE (SIUE)**

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

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

WHEREAS, the District and Southern Illinois University Edwardsville (University) have had a contractual relationship for over twenty years allowing fare-free access to all District provided trips within the agreed upon Fare Free Zone located on the campus of the University; and,

WHEREAS, the University and the District desire to continue this relationship for the mutual benefit of the parties; and,

WHEREAS, Southern Illinois University Edwardsville has agreed to compensate the Madison County Mass Transit District for reasonable costs associated with maintaining a fare free zone.

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

1. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to execute the Intergovernmental Agreement as attached, with Southern Illinois University Edwardsville governing the provision of integrated public transit service, and continuation of the Fare Free Zone.
2. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to take all action necessary to complete and perform all obligations associated with the agreement, including any and all amendments, on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-second day of May 2025.



Allen P. Adomite, Chairman

Christopher C. Guy



Andrew F. Economy

David J. Sherrill

Michael J. McCormick

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, May 22, 2025, 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. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to execute the Intergovernmental Agreement as attached, with Southern Illinois University Edwardsville governing the provision of integrated public transit service, and continuation of the Fare Free Zone.
1. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to take all action necessary to complete and perform all obligations associated with the agreement, including any and all amendments, 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 twenty-second day of April 2020.

A handwritten signature in cursive script, reading "Julie Repp", is written over a solid horizontal line.

INTERGOVERNMENTAL AGREEMENT

THIS AGREEMENT made by and between the Board of Trustees of Southern Illinois University governing Southern Illinois University Edwardsville, a body politic and corporate of the State of Illinois, governing Southern Illinois University Edwardsville, located in Edwardsville, Illinois 62026 (hereinafter referred to as "UNIVERSITY") and the Madison County Mass Transit District, a municipal corporation with principal offices located at One Transit Way, Pontoon Beach, Illinois 62040 (hereinafter referred to as "DISTRICT"), witnesseth:

WHEREAS, UNIVERSITY is authorized to enter into this intergovernmental agreement pursuant to the Southern Illinois University Management Act, 110 ILCS 520/, and the Intergovernmental Cooperation Act, 5 ILCS 220/1 et seq.; and

WHEREAS, DISTRICT is authorized to enter into this agreement pursuant to the Local Mass Transit District Act, 70 ILCS 36105(f) (3), and the Intergovernmental Cooperation Act, 5 ILCS 220/1 et seq.; and

WHEREAS, UNIVERSITY desires to pay for transit fares on behalf of students, faculty, employees, and visitors who use DISTRICT's fixed route public transportation services to travel within UNIVERSITY's main campus; and

WHEREAS, DISTRICT desires to encourage transit ridership among UNIVERSITY students, faculty, employees, and visitors by minimizing onboard collection of individual fares.

NOW, THEREFORE, in consideration of the mutual covenants and agreements hereinafter set forth, the parties hereto, intending to be legally bound hereby, agree as follows:

1. Term

This Agreement shall commence on July 1, 2025, and continue in full force and effect through June 30, 2030, a period of five (5) years.

2. Public Transportation Services

DISTRICT shall provide fixed route public transportation services (hereinafter referred to as "SERVICES") consistent with policies and practices adopted by its Board of Trustees within an area of Madison County encompassing UNIVERSITY's main campus at Edwardsville. DISTRICT shall make SERVICES available to, from, and within UNIVERSITY's main campus for use by the general public, including UNIVERSITY students, faculty, employees, and visitors.

All routes, schedules and other characteristics of SERVICES shall be established and periodically modified by DISTRICT, which shall determine alignments, operating periods and schedules consistent with established performance objectives and standards. DISTRICT shall consult with UNIVERSITY, local communities, consumers and the general public as appropriate to ensure that SERVICES reasonably satisfy public convenience and necessity. DISTRICT will seek input from UNIVERSITY when considering changes but shall not be obligated to solicit approval from UNIVERSITY to modify or adjust public transportation services affecting the main campus or any other location.

The DISTRICT shall provide bus service on the UNIVERSITY's Edwardsville campus consistent with the provisions of Attachment A. This service will remain open to the public, will operate on a fixed-route with a published timetable, and will remain fully integrated with DISTRICT's public fixed route system which offers transit connectivity with the entire region. The parties agree that service characteristics shall be adjusted as necessary to reflect ridership patterns by service day, time period, and whether UNIVERSITY classes are in session. DISTRICT shall consider the need to balance between passenger convenience and productivity objectives when making level of service decisions. DISTRICT shall

compile and report ridership information and other data as needed.

The parties to this Agreement acknowledge that the on-campus bus shelters are owned and maintained by the UNIVERSITY and can be used by patrons accessing DISRTICT services. In the spirit of collaboration, the DISTRICT agrees to participate financially with the UNIVERSITY to improve and/or construct an enhanced ADA-accessible bus shelter along Hairpin Drive.

3. Fare-Free Zone

UNIVERSITY students, faculty, employees, and visitors who utilize DISTRICT SERVICES to make one-way trips entirely within a defined fare-free zone on the main campus shall not be required to individually pay a fare upon boarding. For purposes of this Agreement, the fare-free zone (see Attachment E) shall incorporate academic buildings, residence halls and major facilities accessible to pedestrians from Hairpin Drive and Circle Drive, as well as the Cougar Village residential area.

Fare-free transportation provided under this Agreement shall be limited to persons making one-way trips that both originate and terminate within the fare-free zone as defined. Any travel on DISTRICT services to, from, or between origins and destinations located outside of the fare-free zone shall require payment of a fare consistent with rules applicable to the general riding public.

4. Regional Rideshare Program (RideFinders)

The parties to this Agreement acknowledge that DISTRICT administers the regional rideshare program, known as RideFinders, for purposes of reducing motor vehicle congestion and air pollution in the St. Louis metropolitan region. In cooperation with RideFinders, UNIVERSITY agrees to promote the use of carpooling, vanpooling, transit and bicycling as modes of travel to and from UNIVERSITY facilities.

4.1 Employer Transportation Contact (ETC) - UNIVERSITY shall designate for the full term of this Agreement one or more of its employees to act as liaison with RideFinders staff in the capacity of the ETC. The ETC shall coordinate the exchange of match lists, surveys, promotional materials and information to students, faculty and employees in association with RideFinders staff.

4.2 Campus Transportation-Related Events - UNIVERSITY shall sponsor and support RideFinders' promotional activities on the Edwardsville campus as reasonably requested by DISTRICT. UNIVERSITY shall in good faith consider parking management strategies to encourage ridesharing, including but not limited to: Carpool/vanpool preferential parking; discount parking fees; employee commuter choice initiatives; recognition and non-cash incentives.

4.3 Student Ride Matching - UNIVERSITY shall assist RideFinders with development of on campus carpool, vanpool and public transit ride matching services. UNIVERSITY shall further assist with dissemination of RideFinders brochures, other printed and electronic information through internal channels maintained by the UNIVERSITY.

5. Transit Pass Program Development

The parties mutually acknowledge the desirability of encouraging the use of DISTRICT's public transit services as a means of increasing local mobility options of UNIVERSITY students. DISTRICT and UNIVERSITY agree in good faith to explore various transit system pass programs currently utilized by academic institutions and transit systems throughout the United States, and to take all reasonable steps to encourage consideration of an appropriate transit pass program by UNIVERSITY's student body. UNIVERSITY will continue to promote and sell MCT bus passes on a consignment basis without commission.

6. Public Timetables and Information

DISTRICT shall furnish public timetables describing the routes, schedules, fares and other information to

facilitate the use of SERVICES available on and off campus. UNIVERSITY shall cooperatively assist with distribution of timetables and related printed information. DISTRICT and UNIVERSITY shall collaborate on production and periodic updating of an informational video designed to assist students, faculty and employees with understanding all available public transportation, ridesharing and bicycle/pedestrian services and programs offered by DISTRICT.

7. Compensation

For and in consideration of fare-free transportation for UNIVERSITY students, faculty, employees, and visitors traveling within the campus fare-free zone on bus service as set forth in Attachment A, for the period July 1, 2025 to June 30, 2030, UNIVERSITY shall pay to DISTRICT the amounts and in the manner as set forth in Attachment C.

8. Termination

If either party shall fail or be unable to perform or observe any of the terms or conditions of this Agreement for any reason, the party claiming such failure shall give the other party a written notice of such event. If, within thirty (30) days from such notice the failure has not been corrected, the so notified party may cancel the Agreement effective thirty (30) days after the end of said thirty (30) day period.

Notwithstanding any other provisions herein, either party to this Agreement may terminate this Agreement upon one hundred and twenty (120) days written notice to the other party. In such case, UNIVERSITY shall pay to DISTRICT the pro rata amount of compensation due to the date of termination.

9. Force Majeure

In case performance of any terms of provisions hereof shall be delayed or prevented because of compliance with any law, decree or order of any governmental agency or authority, either local, state or federal, or because of riots, war, public disturbances, strikes, lockouts, difference with workers, fires, floods, acts of God, or any other reason whatsoever which is not within the control of the party whose performance is interfered with and which, by the exercise of reasonable diligence said party is unable to prevent, the party so suffering may, at its option, suspend, without liability, the performance of its obligations hereunder during the period such cause continues. In such case, UNIVERSITY shall make pro rata payment to DISTRICT for services rendered up to the time of delay or prevention of performance.

10. Assignment

Neither DISTRICT nor UNIVERSITY may assign or transfer this Agreement or any part thereof, without the written consent of the other party.

11. Insurance

Each party to this Agreement shall carry and keep in full force at their own cost and expense the insurance coverages detailed in Attachment B, attached herewith. The parties shall exchange such proof of insurance.

12. Indemnification

To the extent permitted by Illinois law and not inconsistent with the doctrine of sovereign immunity, UNIVERSITY shall indemnify and hold harmless DISTRICT for any claims, demands, costs and expenses, including reasonable attorney's fees, arising out of negligent actions by University, its officers, employees and agents in the performance of obligations under this Agreement; provided that said claims, demands, costs and expenses have not been caused or alleged to have been caused in whole or in part by the negligence or willful misconduct of DISTRICT. The parties agree that all claims against UNIVERSITY are subject to the Illinois Court of Claims Act, 705 ILCS 505 *et seq.*

DISTRICT shall indemnify and hold harmless UNIVERSITY for any claims, demands, costs and expenses, including reasonable attorney's fees, arising out of negligent actions by DISTRICT, its officers, employees and agents in the performance of obligations under this Agreement; provided that said claims, demands, costs and expenses have not been caused or alleged to have been caused in whole or in part by the negligence or willful misconduct of UNIVERSITY.

13. Compliance with Law

During performance on this Agreement, DISTRICT shall comply with all laws and regulations applicable to the subject matter of this Agreement.

14. Independent Contractors

The parties acknowledge that they are independent contractors, and nothing set forth in this Agreement shall be deemed or construed to render the parties as joint-venturers, partners or employer and employee. Each party shall be and remain an independent contractor with respect to all rights obtained and services performed under this Agreement.

15. Severability

If any provision or a portion of any provision of this Agreement is held to be unenforceable or invalid by a court of competent jurisdiction, the validity and enforceability of the enforceable portion of any such provision and/or the remaining provisions shall not be affected thereby.

16. Certifications

DISTRICT has executed the Contract Certifications required by the State of Illinois, attached as Attachment D, and shall abide by said Certifications.

17. Headings

The headings in this Agreement are intended only for ease of reference and shall not be considered in the construction or interpretation of this Agreement.

18. Governance

This Agreement shall be governed by and construed in accordance with the laws of the State of Illinois. The parties agree that the Illinois Court of Claims, 705 ILCS 505/ et seq., shall have exclusive jurisdiction of any and all claims involving the subject matter of this Agreement.

19. Entire Agreement

This Agreement constitutes the entire agreement between the parties and there are not other further written or oral understandings or agreements with respect thereto. No variation or modification of this Agreement and no waiver of its provisions shall be valid unless in writing and signed by duly authorized officers of DISTRICT and UNIVERSITY. This Agreement supersedes all other agreements between the parties for the provision of DISTRICT's services.

20. Notices

The individuals listed below shall be the sole contact between the parties. All communication in connection with or arising out of this Agreement shall be directed to the individuals listed below. All notices to UNIVERSITY shall be addressed to:

Mallory Sidarous
E-mail: msidaro@siue.edu
Director of University Housing
Southern Illinois University Edwardsville
Campus Box 1254
Edwardsville, IL 62026-1254

All notices to DISTRICT shall be addressed to:

SJ Morrison
E-mail: smorrison@mct.org
Managing Director
Madison County Mass Transit District
1 Transit Way
Pontoon Beach, IL 62040-7500

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals as of the day and year first above written.

BOARD OF TRUSTEES OF SOUTHERN ILLINOIS UNIVERSITY

By: 

Date: 5/19/2025

MADISON COUNTY TRANSIT DISTRICT

By: 
SJ Morrison, Managing Director

Date: May 22, 2025

Attachment A
Fare Free Zone for On-Campus Bus Service

The level of bus service operated shall be mutually agreeable to the parties and commensurate with passenger volumes, which are understood to vary substantially between academic and break periods. For purposes of this Agreement,

“Academic period” shall include all weekdays, Saturdays and Sundays occurring during the Fall and Spring semesters when regularly scheduled classes are in session, the week prior to the initiation of classes, and/or final examinations are administered;

“Break period” shall include all weekdays, Saturdays and Sundays occurring during holiday breaks when regularly scheduled classes are suspended during the Fall, and Spring semesters; and all weekdays, Saturdays, and Sundays occurring during intersession.

No service shall be provided on federal holidays recognized by DISTRICT. Sunday-level service will be provided on Martin Luther King Jr. Day.

Routing: On-campus bus service shall remain open to the public and shall operate on a fixed route, with a published timetable, serving posted bus stops near Peck Hall and various locations in Cougar Village. Additionally, trips will serve the Early Childhood Center on Circle Drive and the Health Sciences Building in University Park, both of which are located in the Fare Free Zone.

Service Span and Frequency: On-campus bus service shall operate at variable levels, based on demand and depending on the operating period and service day on which it is provided. DISTRICT shall operate frequent service five days a week throughout the day and into the evening, during the Academic Period as well as select trips on Saturdays and Sundays during the Academic Period.

Attachment B Insurance Requirement

Each party shall procure and maintain during the term of this Agreement insurance coverage as listed below. The insurance companies providing coverage must have a B+:VI or better rating in the current edition of Best's Key Rating Guide. Each party must agree to maintain such insurance for the duration of this Agreement. If a policy required under this section is written on a claims-made basis and that policy is replaced or renewed, any retroactive date must coincide with, or precede commencement of this Agreement. A claims-made policy that is replaced or not renewed must have an extended reporting period of not less than two (2) years.

- | | |
|--|---|
| A. Worker's Compensation and Occupational Diseases
Employer's Liability | Illinois Statutory Limits
\$500,000 per occurrence |
| B. Commercial General Liability
General Aggregate | \$5,000,000 per occurrence
\$5,000,000 |
| C. Commercial Auto Liability (including owned, hired and non-owned endorsement)
Combined Single Limit | \$10,000,000 per occurrence |

Umbrella liability insurance may be used to meet the general liability coverage limit requirements.

Subcontractors must comply with the same insurance coverage requirements as Provider. Subcontractors shall submit the required Certificate of Insurance through the primary provider.

Each party shall name the other party as additional insured for general liability coverage.

Each party shall furnish all original Certificate(s) of Insurance evidencing the required coverage to be in force on the date of this Agreement no less than three business days after execution of this Agreement. The receipt of any certificate does not constitute an agreement by a party that insurance requirements have been met. Failure of a party to obtain certificates or other insurance evidence from the other party shall not be deemed a waiver.

Attachment C
Compensation

For and in consideration of transportation for UNIVERSITY students, faculty, employees, and visitors traveling within the campus fare-free zone as illustrated in Attachment E of this agreement, and for the bus service as set forth in Attachment A, for the period July 1, 2025 to June 30, 2030, UNIVERSITY shall pay DISTRICT in accordance with the table below:

Year	Annual Cost
FY 2026	\$370,000
FY 2027	\$380,000
FY 2028	\$390,000
FY 2029	\$400,000
FY 2030	\$410,000

District shall invoice University an amount equal to one-fourth of the annual cost, after the end of each fiscal quarter. University shall pay to District the invoiced amount within 60 days of the invoice.

Attachment D

Contract Certifications

CONTRACT CERTIFICATIONS AND CONFLICTS

TRANSACTION #:

All subcontracts issued by Vendor under this Contract must include the Standard Qualifications, Certifications, Representations, and Disclosures Attachment. If this is a multi-year contract, including the initial term and all optional renewals, Vendor shall reconfirm compliance with the following certifications by July 1 of each year that this contract remains in effect. All subcontractors shall reconfirm compliance with the Standard Qualifications, Certifications, Representations, and Disclosure Attachment.

Vendor certifies it is under no legal prohibition on contracting with the State of Illinois, has no known conflicts of interest and further specifically certifies that:

1. **This applies to chartered bus contracts and is otherwise not applicable.** The Contractor certifies that it is in compliance with the Illinois Vehicle Code and that Contractor and all drivers of vehicles that will be provided under this contract are in compliance with the Uniform Commercial Driver's License Act, 625 ILCS 5/6-500.
2. Vendor, its employees and subcontractors will comply with applicable provisions of the U.S. Civil Rights Act, Section 504 of the Federal Rehabilitation Act, the Americans with Disabilities Act (42 U.S.C. § 12101 et seq.) and applicable rules in performance under this Contract.
3. **This applies to individuals, sole proprietorships, partnerships and LLCs, but is not otherwise applicable.** Vendor is not in default on an educational loan (5 ILCS 385/3).
4. **This does not apply to contracts with the state universities.** Vendor (if an individual, sole proprietor, or partner) has informed the director of the Agency in writing if he/she was formerly employed by that agency and has received an early retirement incentive prior to 1993 under Section 14-108.3 or 16-133.3 of the Illinois Pension Code, 40 ILCS 5/14-108.3 and 40 ILCS 5/16-133.3, and acknowledges that contracts made without the appropriate filing with the Auditor General are not payable from the "contractual services" or other appropriation line items. Vendor has not received an early retirement incentive on or after 2002 under Section 14-108.3 or 16-133.3 of the Illinois Pension Code, 40 ILCS 5/14-108.3 and 40 ILCS 5/16-133.3, and acknowledges that contracts in violation of Section 15a of the State Finance Act are not payable from the "contractual services" or other appropriation line items (30 ILCS 105/15a).
5. Vendor is an existing legal entity, and **as applicable:** has obtained an assumed name certificate from the appropriate authority, is registered to conduct business in Illinois, and is in good standing with the Illinois Secretary of State (30 ILCS 500/1.15.80).
6. **This applies to service contracts and is otherwise not applicable.** Vendor certifies (i) that it will offer to assume the collective bargaining obligations of the prior employer, including any existing collective bargaining agreement with the bargaining representative of any existing collective bargaining unit or units performing substantially similar work to the services covered by the contract subject to its bid or offer, and (ii) that it shall offer employment to all employees currently employed in any existing bargaining unit performing substantially similar work that will be performed under this contract (30 ILCS 500/25-80). This certification does not apply to heating and air-conditioning, plumbing and electrical service contracts.
7. The contractor certifies that it is not barred from being awarded a contract under 30 ILCS 500/50-5. Section 50-5 prohibits a contractor from entering into a contract with a State agency if the contractor has been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois, or if the contractor has made an admission of guilt of such conduct to which is a matter of record. The contractor further acknowledges that the chief procurement officer may declare the related contract void if this certification is false.
8. Contractor certifies that it is not barred from being awarded a contract under 30 ILCS 500/50-10. Section 50-10 prohibits a contractor from entering into a contract with a State agency if the contractor has been convicted of a felony and 5 years have not passed from the completion of the sentence for that felony. The contractor further acknowledges that the chief procurement officer may declare the related contract void if this certification is false.
9. The contractor certifies that it is not barred from being awarded a contract under 30 ILCS 500/50-10.5. Section 50-10.5 prohibits a contractor from entering into a contract with a State agency if the contractor, or any officer, director, partner or other managerial agent of the contractor, has been convicted within the last 5 years of a felony under the Sarbanes-Oxley Act of 2002 or a Class 3 or Class 2 felony under the Illinois Securities Law of 1953 or if the contractor is in violation of subsection (e). The contractor further acknowledges that the chief procurement officer shall declare the related contract void if this certification is false.
10. Contractor certifies that it, and any affiliate, is not barred from being awarded a contract under 30 ILCS 500/50-11. Section 50-11 prohibits a contractor from entering into a contract with a State Agency if the contractor knows or should know that it, or any affiliate, is delinquent in the payment of any debt to the State as defined by the Debt Collection Board. The contractor further acknowledges that the chief procurement officer may declare the related contract void if this certification is false or if Vendor or an affiliate later becomes delinquent and has not entered into a deferred payment plan to pay off the debt (30 ILCS 500/50-60).

11. The contractor certifies that it is not barred from being awarded a contract under 30 ILCS 500/50-12. Section 50-12 prohibits a contractor from entering into a contract with a State agency if the contractor, or any affiliate, has failed to collect and remit Illinois Use Tax on all sales of tangible personal property into the State of Illinois in accordance with the provisions of the Illinois Use Tax Act. The contractor further acknowledges that the chief procurement officer may declare the related contract void if this certification is false.
12. The contractor certifies that it is not barred from being awarded a contract under 30 ILCS 500/50-14. Section 50-14 prohibits a contractor from entering into a contract with the State agency if the contractor has been found by a court or the Pollution Control Board to have committed a willful or knowing violation of the Environmental Protection Act within the last 5 years. The contractor further acknowledges that the contracting State agency may declare the related contract void if this certification is false.
13. Vendor has not paid any money or valuable thing to induce any person to refrain from bidding on a State contract, nor has Vendor accepted any money or other valuable thing, or acted upon the promise of same, for not bidding on a State contract (30 ILCS 500/50-25).
14. Vendor is not in violation of the "Revolving Door" section of the Illinois Procurement Code (30 ILCS 500/50-30).
15. Vendor will report to the Illinois Attorney General and the Chief Procurement Officer any suspected collusion or other anti-competitive practice among any bidders, offerors, contractors, proposers or employees of the State (30 ILCS 500/50-40, 50-45, 50-50).
16. In accordance with the Steel Products Procurement Act, steel products used or supplied in the performance of a contract for public works shall be manufactured or produced in the United States, unless the executive head of the procuring agency grants an exception (30 ILCS 565).
17. If Vendor employs 25 or more employees and this Contract is worth more than \$5,000, Vendor certifies that it will provide a drug free workplace in accordance with the requirements of the Illinois Drug-Free Workplace Act (30 ILCS 580).
18. If Vendor is an individual and this Contract is worth more than \$5,000, Vendor shall not engage in the unlawful manufacture, distribution, dispensation, possession or use of a controlled substance during the performance of the Contract. (30 ILCS 580).
19. Neither Vendor nor any substantially owned affiliate is participating or shall participate in an international boycott in violation of the U.S. Export Administration Act of 1979 or the applicable regulations of the U.S. Department of Commerce. This certification applies to contracts that exceed \$10,000 (30 ILCS 582).
20. Vendor has not been convicted of the offense of bid rigging or bid rotating or any similar offense of any state or of the United States (720 ILCS 5/33 E-3, E-4).
21. Vendor certifies that it will comply with all applicable provisions of the Equal Opportunity Employment Clause at 44 Ill. Adm. Code 750, Appx. A, which forms a part of this Contract by reference. (775 ILCS 5/2-105).
22. Vendor does not pay dues to, or reimburse or subsidize payments by its employees for any dues or fees to any "discriminatory club" (775 ILCS 25/2).
23. Vendor complies with the State Prohibition of Goods from Forced Labor Act, and certifies that no foreign-made equipment, materials, or supplies furnished to the State under the Contract have been or will be produced in whole or in part by forced labor, or indentured labor under penal sanction (30 ILCS 583).
24. Vendor certifies that no foreign-made equipment, materials, or supplies furnished to the State under the Contract have been produced in whole or in part by the labor or any child under the age of 12 (30 ILCS 584).
25. Vendor certifies that it has not committed a willful or knowing violation of the Lead Poisoning Prevention Act (410 ILCS 45) and acknowledges that it is prohibited from doing business with the State until the violation is mitigated. (30 ILCS 500/50-14.5).
26. **This does not apply to contracts with the state universities.** Vendor warrants and certifies that it and, to the best of its knowledge, its subcontractors have and will comply with Executive Order No. 1 (2007). The Order generally prohibits vendors and subcontractors from hiring the then-serving Governor's family members to lobby procurement activities of the State, or any other unit of government in Illinois including local governments if that procurement may result in a contract valued at over \$25,000. The prohibition also applies to hiring for that same purpose any former State employee who had procurement authority at any time during the one-year period preceding the procurement lobbying activity.
27. **This applies to information technology contracts and is otherwise not applicable.** Vendor acknowledges that all information technology, including electronic information, software, systems and equipment, developed or provided under this Contract must be accessible to individuals with disabilities to the greatest extent possible, in accordance with the Illinois Information Technology Accessibility Act Standards published at www.dhs.state.il.us/itaa (30 ILCS 587).

28. Vendor has disclosed if required, on forms provided by the State, and agrees it is under a continuing obligation to disclose to the State, financial or other interests (public or private, direct or indirect) that may be a potential conflict of interest or that would prohibit Vendor from having or continuing the Contract. This includes, but is not limited to conflicts under the "Infrastructure Task Force Fee Prohibition" section of the State Finance Act (30 ILCS 105/8.40), Article 50 of the Illinois Procurement Code (30 ILCS 500/50), or those which may conflict in any manner with the Vendor's obligation under this Contract. Vendor shall not employ any person with a conflict to perform under this Contract. If any elected or appointed State officer or employee, or the spouse or minor child of same has any ownership or financial interest in the Vendor or the Contract, Vendor certifies it has disclosed that information to the State if required, on forms provided by the State, and any waiver of the conflict has been issued in accordance with applicable law and rule. A waiver is required if:

- a) the person intending to contract with the State, his/her spouse or child: (i) holds an elective office in Illinois; (ii) holds a seat in the Illinois General Assembly; (iii) is an officer or employee of the Capital Development Board or the Illinois Toll Highway Authority; or holds an appointed position or is employed in any of the offices or agencies of the State government and who receives compensation for such employment in excess of 60% of the salary of the Governor (currently \$106,447.20). (The conflict of interest threshold of 60% of the Governor's salary set forth in Section 50-13 does not apply to elective office holders, legislators, and officers or employees of the Capital Development Board or the Illinois Toll Highway Authority.);
- b) the contract is with a firm, partnership, association or corporation in which a person referenced in a) above receives more than 7.5% of the total distributable income or an amount in excess of the salary of the Governor (currently \$177,412.00).
- c) the contract is with a firm, partnership, association or corporation in which a person referenced in b) above, together with their spouse or minor child, receives more than 15% in the aggregate of the total distributable income or an amount in excess of 2 times the salary of the Governor (currently \$354,824.00) from the firm, partnership, association or corporation.

29. Vendor (as "business entity" under 30 ILCS 500/50-37), certifies that it will not make a prohibited political contribution.

30. In accordance with 30 ILCS 500/20-160, Vendor certifies that either: Vendor is not required to register as a business entity with the State Board of Elections. Or Vendor has registered as a business entity with the State Board of Elections and acknowledges a continuing duty to update the registration as required by the Act. **A copy of the official certificate of registration as issued by the State Board of Elections is attached.** (Go to the State Board of Elections website (www.elections.il.gov) for more specific information.)

31. Vendor will include these terms in any subcontract and acknowledges that the State may declare this Contract void without penalty or obligation to pay additional compensation if any certifications are false or if this Contract has been made in violation of the Procurement Code or any other law.

32. **Disclosure of Business in Iran:** You must respond to the following request for information. Failure to respond will disqualify your firm from consideration in this solicitation. Within the 24 months before submission of the renewal offer the vendor, or any of its corporate parents or subsidiaries, has had business operations that involved contracts with or provision of supplies or services to

- (a) the Government of Iran;
- (b) companies in which the Government of Iran has any direct or indirect equity share;
- (c) consortiums or projects commissioned by the Government of Iran; or
- (d) companies involved in consortiums or projects commissioned by the Government of Iran; **AND**
 - (1) more than 10% of the company's revenues produced in, or assets located in, Iran involve oil-related activities or mineral-extraction activities; less than 75% of the company's revenues produced in, or assets located in, Iran involve contracts with or provision of oil-related or mineral-extraction products or services to the Government of Iran or a project or consortium created exclusively by that government; and the company has failed to take substantial action; **OR**
 - (2) the company has, on or after August 5, 1996, made an investment of \$20 million or more, or any combination of investments of at least \$10 million each that in the aggregate equals or exceeds \$20 million in any 12-month period, that directly or significantly contributes to the enhancement of Iran's ability to develop petroleum resources of Iran.

NO, the above information does NOT apply to our firm.

YES, the above information DOES apply to our firm. We understand that the participating University is required to notify the State Comptroller of this disclosure.

33. **Illinois Department of Human Rights (DHR) Public Contracts Number:** If Vendor has employed fifteen (15) or more full-time employees at any time during the term of this contract, then Vendor must have a current Public Contract Number or have proof of having submitted a completed application. If IPHEC cannot confirm compliance, it will not be able to consider the renewal offer. Please complete the appropriate sections below.

Name of Company (and D/B/A): _____

DHR Public Contracts Number: _____

Date of Expiration: _____

☒X (check if applicable) The number is not required as the company has employed 14 or less full-time employees during the 365-day period immediately preceding the renewal period. (Questions, please call IDHR at phone # 312-814-2432.)

34. The Vendor acknowledges that this Contract may be voided if any of the certifications made herein by the Vendor are false.

35. In the event of a conflict between these contract certifications and a purchase order these contract certifications shall control.

36. **This applies only if procuring university receives Medicare or Medicaid funding.** Contractor certifies that neither it nor any of its employees or subcontractors who may provide services pursuant to this Contract is currently subject of an investigation or proceeding to exclude it as a provider under Medicare or Medicaid or under any other federal or state health care program or under any third party insurance program, nor is it currently excluded or debarred from submitting claims to Medicare or Medicaid or to any other federal or state health care program or to any third party insurer. Contractor represents and warrants it has checked the U.S. General Service Administration's (GSA) Excluded Party Listing System (EPLS), which lists parties excluded from federal procurement and non-procurement programs. The EPLS website includes GSA/EPLS, the U.S. Department of Health and Human Services (HHS) Office of Inspector General's (OIG) List of Excluded Individuals/Entities (LEIE), and the Department of Treasury's (Treasury) Specially Designated Nationals (SDN) list. Contractor also represents and warrants it has checked the Illinois Department of Public Aid (IDPA) OIG Provider Sanctions list of individuals and entities excluded from state procurement with respect to Contractor's employees and agents. See the following websites: <http://epls.arnet.gov> and <http://www.state.il.us/agency/oig/search.asp>. University will terminate Contract without penalty to University if Contractor becomes excluded during life of this Contract.

37. Contractor agrees to maintain books and records related to the performance of the contract and necessary to support amounts charged to the State under the contract for a minimum of 3 years from the last action on the contract. Contractor further agrees to cooperate fully with any audit and to make the books and records available to the Auditor General, chief procurement officer, internal auditor, and the purchasing agency. (30ILCS 500/20-65(b))

By signing this form, the Vendor signifies agreement and compliance with the certifications and conditions identified in this document.

I certify that the above information is accurate and complete:

Company name: Madison County Mass Transit District

Address: 1 Transit Way, Pontoon Beach, IL 62040

Telephone number: 618-797-4600

Signature: _____

Printed name: SJ Morrison

Date: _____

Contractor Federal Identification Number and Legal Status Disclosure

Under penalties of perjury, I certify that 37-1099038 is my correct Federal Taxpayer Identification Number. I am doing business as a (please check one):

☐ Individual ☐ Not-For-Profit Corporation ☐ Trust or Estate ☐ Sole Proprietorship

☐ Real Estate Agent ☐ Medical and Health Care Service Provider ☐ Partnership

☒X Governmental Entity ☐ Corporation ☐ Tax Exempt Organization (IRC 501(a) only)

Anything in the Agreement to the contrary notwithstanding, if the term of this agreement extends beyond the end of the current fiscal year the Agreement is subject to termination and cancellation without penalty, accelerated payment, or other recoupment mechanisms, in any fiscal year for which the General Assembly (or other funding source, if applicable) fails to make adequate appropriation to cover the agency's procurement obligations. Contractor agrees not to commit unlawful discrimination in Illinois as prohibited by the Illinois Human Rights Act (775 ILCS 5/1-101 et seq.), the Public Works Employment Discrimination Act (775 ILCS 10/0.01 et seq.) and agrees to comply with the provisions of the Equal Employment Opportunity Clause attached hereto as Exhibit A. Notwithstanding anything in the Agreement or purchase order to the contrary, University has thirty days in which to approve or disapprove a bill. If the bill is not paid within sixty days of approval, Contractor may request a one percent interest penalty be added for each month or fraction thereof beyond the thirty days payment period (30 ILCS 540).

Business Enterprise Program for Minorities, Females and Persons With Disabilities: In order to promote the development and use of minority owned businesses or services, Southern Illinois University, as an Illinois public university, is required to participate in the State of Illinois' Business Enterprise Program (BEP) for minorities, females, and persons with disabilities by Public Act 88-597 (30 ILCS 575/0.01, et seq.). This Act requires that each State of Illinois public university annually report its utilization of businesses owned by minorities, females and persons with disabilities. The completion of this section will play an important role in our University's goal to obtain goods and services from qualifying individuals or businesses.

PLEASE SELECT THE APPROPRIATE BOXES:

If an individual: ☐ Female ☐ Male

If a company: ☐ Female Owned (must own 51% or more) ☐ Not Applicable

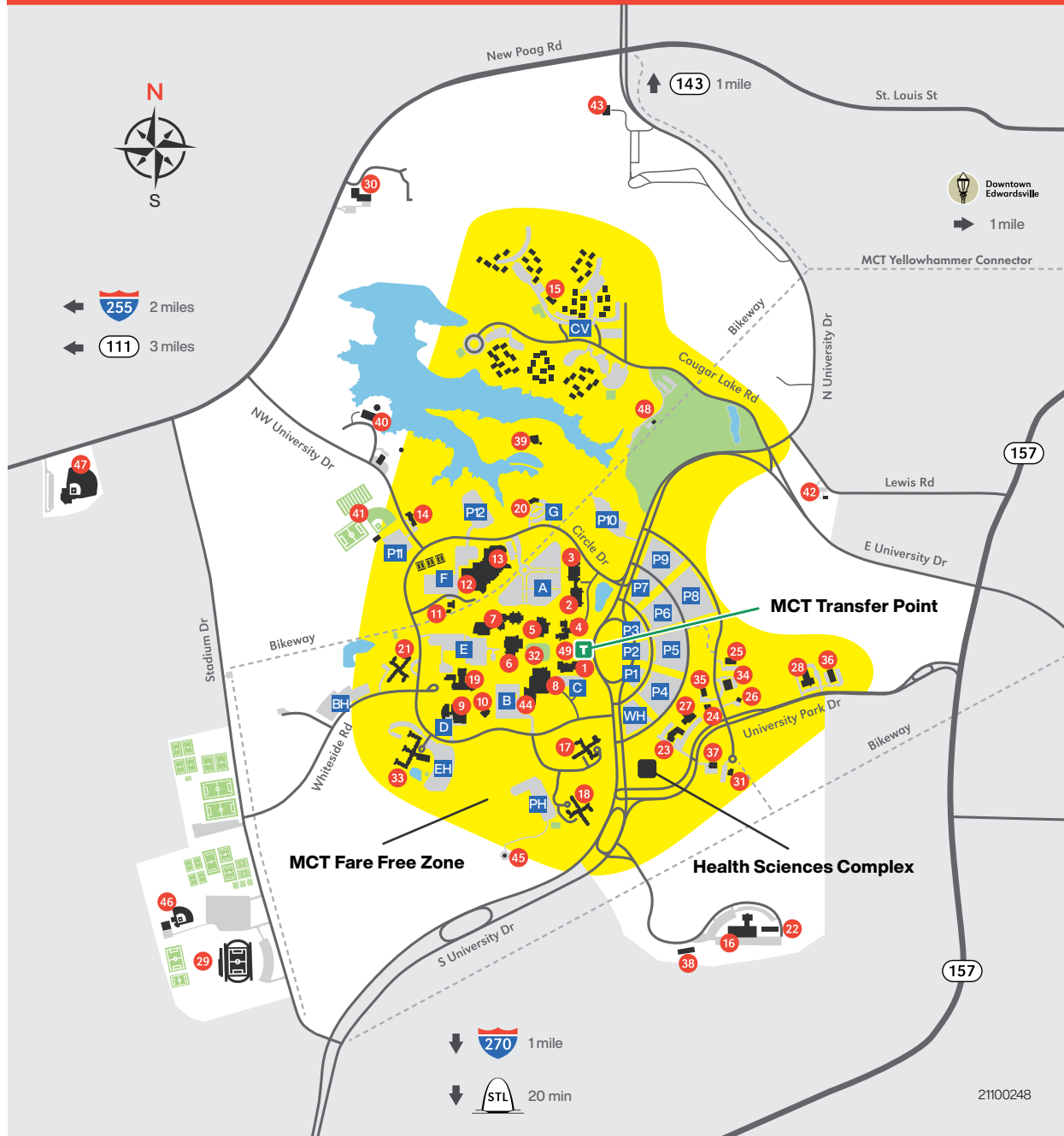
Select appropriate category: ☐ African American ☐ Alaskan American ☐ Asian American ☐ Caucasian

☐ Hispanic ☐ Native American ☐ Decline to Answer

If disabled, please check: ☐ Person with Disability

Attachment E Fare Free Zone

CAMPUS MAP



- | | |
|---|---|
| 1 Rendleman Hall | 25 95 North Research Drive |
| 2 Founders Hall | 26 Chamber of Commerce |
| 3 Alumni Hall | 27 School of Pharmacy Lab |
| 4 Peck Hall | 28 National Corn-to-Ethanol Research Center |
| 5 Lovejoy Library | 29 Ralph Korte Stadium |
| 6 Dunham Hall | 30 Environmental Resources Training Center |
| 7 Science Buildings East and West | 31 Technology and Management Center |
| 8 Morris University Center | 32 Stratton Quadrangle |
| 9 Art and Design & Art and Design West | 33 Evergreen Residence Hall |
| 10 Center for Spirituality and Sustainability | 34 47 North Research Dr. |
| 11 Metcalf Student Experimental Theater | 35 110 N Research Dr. |
| 12 Student Fitness Center | 36 Biotechnology Laboratory Incubator |
| 13 First Community Arena at the Vadalabene Center | 37 Dental Clinic |
| 14 Early Childhood Center | 38 Library Storage Facility |
| 15 Cougar Village Commons | 39 Swimming Pool |
| 16 Supporting Services / University Police | 40 Heating & Refrigeration Plant |
| 17 Woodland Residence Hall | 41 Outdoor Recreational Sports Complex |
| 18 Prairie Residence Hall | 42 SIUE Credit Union |
| 19 Engineering Building | 43 Shaw Sky Lab |
| 20 B. Barnard Birger Hall | 44 Student Success Center |
| 21 Bluff Residence Hall | 45 Physics Observatory |
| 22 Museum Operations | 46 Fulginiti Indoor Softball |
| 23 200 University Park | 47 Simmons Law Firm Baseball Complex |
| 24 100 North Research Dr. | 48 The Gardens Support Center |
| | 49 The "e" Sculpture |



Parking Information:

Visitors may park in Lots B, C, or pay-by-space portions of other lots.

21100248

RESOLUTION 25-68

AUTHORIZING THE EXECUTION OF A CONTRACT OPTION FOR THE PURCHASE AND DELIVERY OF LIGHT-DUTY COACH ON CHASSIS TRANSIT BUSES

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 Madison County, Illinois; and,

WHEREAS, the deployment of current and future MCT micro transit zones-which have proven to be successful, have increased ridership, and expanded transportation access in the District's service area-has prompted the need for additional light-duty fixed route style vehicles; and,

WHEREAS, on October 26, 2023, the Board of Trustees adopted Resolution 24-16 awarding a 3-year contract to Southern Bus and Mobility, Inc., of Breese, Illinois, for a base order of thirteen (13) light-duty buses, with an option to purchase up to six (6) additional buses; and,

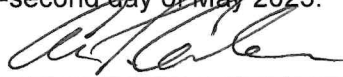
WHEREAS, it has been determined to be in the best interest of the District to execute a contract option with Southern Bus and Mobility, Inc., of Breese, Illinois, in the amount of \$744,862.56 for the purchase and delivery of three (3) light-duty coach on chassis 17-passenger buses; and,

WHEREAS, FTA Section 5307 grant funds are available for this purchase 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. A contract option be executed with Southern Bus and Mobility, Inc., Breese, Illinois, in the amount of seven hundred forty-four thousand, eight hundred sixty-two dollars and fifty-six cents (\$744,862.56) for the purchase and delivery of three (3) light-duty 17-passenger coach on chassis buses.
2. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-second day of May 2025.



Allen P. Adomite, Chairman

Christopher C. Guy



David J. Sherrill



Andrew F. Economy

Michael J. McCormick

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, May 22, 2025, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. A contract option be executed with Southern Bus and Mobility, Inc., Breese, Illinois, in the amount of seven hundred forty-four thousand, eight hundred sixty-two dollars and fifty-six cents (\$744,862.56) for the purchase and delivery of three (3) light-duty 17-passenger coach on chassis buses.
2. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-second day of May 2025.

