

**AGENDA**  
**Board of Trustees Meeting**  
 Madison County Mass Transit District  
 9:30 a.m., Thursday, February 26, 2026  
 MCT Administration Building  
 1 Transit Way, Pontoon Beach, IL 62040

<u>Section</u>	<u>Item</u>	<u>Recommendation</u>
<b>I.</b>	<b><u>Pledge of Allegiance</u></b>	
<b>II.</b>	<b><u>Call to Order: Roll Call</u></b>	
<b>III.</b>	<b><u>Public Comments</u></b>	
<b>IV.</b>	<b><u>Consideration of Meeting Minutes</u></b>	
	A. Consideration of the minutes of the January 29, 2026 regular meeting for inclusion in the official records of the District	Discussion/Action
<b>V.</b>	<b><u>Financial</u></b>	
	A. Payments and Claims: Consideration of the February 2026 Claims for Payment	Discussion/Action
	B. Monthly Financial Report: Review of the Monthly Financial Records as of January 31, 2026	Discussion/Action
	C. Busey Bank Presentation	Information
<b>VI.</b>	<b><u>Services</u></b>	
	A. Managing Director's Report	Information
	B. Approving the July 2026 Service Change	Discussion/Action
	C. Resolution 26-37 Authorizing Changes to the Public Transportation Agency Safety Plan (PTASP)	Discussion/Action
	D. Resolution 26-38 Allowing all Madison County, Illinois Students in Grades K-12 to Ride the MCT Fixed Route System Free of Charge with the 2026 MCT Summer Youth Pass	Discussion/Action
	E. Resolution 26-39 Authorizing Negotiation of Contracts for Professional Engineering Services	Discussion/Action
	F. Resolution 26-40 Authorizing an Award of Contract for Multi-Site Video Surveillance, Access Control, and Door Hardware Systems	Discussion/Action
	G. Resolution 26-41 Authorizing an Award of Contract for Underground Storage Tank Removal	Discussion/Action
	H. Resolution 26-42 Authorizing an Award of Contract for a Service Truck with Liftgate	Discussion/Action

- I. Resolution 26-43 Authorizing Signators for Negotiable Instruments for the Madison County Mass Transit District Discussion/Action

**VII. Other Business**

- A. Resolution 26-44 Approving Annexation of Pin Oak Township into the Madison County Mass Transit District Discussion/Action

**VIII. Adjournment**

Action

- A. Next meeting date: March 26, 2026

**MINUTES**

**Board of Trustees**

Madison County Mass Transit District  
9:30 a.m., Thursday, January 29, 2026  
1 Transit Way, Pontoon Beach, Illinois

**I. Pledge of Allegiance**

Chairman Adomite led the reciting of the Pledge of Allegiance.

**II. Call to Order: Roll Call**

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

MEMBERS PRESENT: ALLEN P. ADOMITE, ANDREW F. ECONOMY,  
MICHAEL J. MCCORMICK, AND DAVID J. SHERRILL

MEMBERS ABSENT: CHRISTOPHER C. GUY

OTHERS PRESENT: STEVEN J. MORRISON, ACT; PHIL ROGGIO, ACT;  
MICHELLE DOMER, ACT; PENNY BROWN, ACT;  
AMANDA SMITH, ACT; ROB SCHMIDT, ACT; DJ  
CLUBB, ACT; JULIE REPP, ACT; DEBBIE BARRON,  
ACT; PAUL EVANS, LEGAL COUNSEL; MIKE  
WEVER, GENERAL PUBLIC; STEVE COATES, GBA;  
MIKE ERDTMANN, GBA

**III. Public Comments:**

Mike Wever complimented MCT on all of the work that is being done.

**IV. Consideration of the minutes of the December 18, 2025, regular meeting for inclusion in the Official Records of the District.**

SHERRILL MADE THE MOTION, SECONDED BY MCCORMICK, TO APPROVE THE MINUTES FOR INCLUSION IN THE OFFICIAL RECORDS OF THE DISTRICT AS AMENDED.

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
MICHAEL J. MCCORMICK	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED

**V. Financial**

A. Payments and Claims: Consideration of the January 2026 Claims for Payment

SHERRILL MADE THE MOTION, SECONDED BY MCCORMICK, TO APPROVE JANUARY 2025 PAYMENTS AND CLAIMS

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
MICHAEL J. MCCORMICK	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

- B. Monthly Financial Report: Review of the Monthly Financial Records as of December 31, 2025

SHERRILL MADE THE MOTION, SECONDED BY MCCORMICK, TO APPROVE THE MONTHLY FINANCIAL REPORT AS OF NOVEMBER 30, 2025

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
MICHAEL J. MCCORMICK	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

- C. SHERRILL MADE THE MOTION, SECONDED BY MCCORMICK, TO APPROVE THE FOLLOWING RESOLUTION:

26-30 INCREASING THE DISTRICT'S FIXED ASSET CAPITALIZATION LEVEL

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
MICHAEL J. MCCORMICK	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. SHERRILL MADE THE MOTION, SECONDED BY MCCORMICK, TO APPROVE THE FOLLOWING RESOLUTION:

26-31 AUTHORIZING THE FILING OF AN APPLICATION WITH THE DEPARTMENT OF TRANSPORTATION FOR FY 2026 BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) DISCRETIONARY GRANT PROGRAM FOR THE MCT GOSHEN TRAIL EXTENSION TO BETHALTO

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
MICHAEL J. MCCORMICK	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

C. SHERRILL MADE THE MOTION, SECONDED BY MCCORMICK, TO APPROVE THE FOLLOWING RESOLUTION:

26-32 AUTHORIZING THE FILING OF APPLICATIONS WITH THE EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS FOR RIDEFINDERS MARKETING & OUTREACH, RIDEFINDERS VANPOOL VEHICLES, AND TRANSIT ACCESS PROGRAM

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
MICHAEL J. MCCORMICK	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

D. SHERRILL MADE THE MOTION, SECONDED BY MCCORMICK, TO APPROVE THE FOLLOWING RESOLUTION:

26-33 AUTHORIZING OFFICIALS RESPONSIBLE FOR APPLYING FOR FEDERAL ASSISTANCE AND LEGALLY COMMITTING THE DISTRICT TO COMPLIANCE WITH TERMS OF AN AWARD

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
MICHAEL J. MCCORMICK	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

E. SHERRILL MADE THE MOTION, SECONDED BY MCCORMICK, TO APPROVE THE FOLLOWING RESOLUTION:

26-34 AUTHORIZING RENEWAL OF CISCO MERAKI SOFTWARE  
SUBSCRIPTIONS

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
MICHAEL J. MCCORMICK	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

- F. SHERRILL MADE THE MOTION, SECONDED BY MCCORMICK, TO APPROVE THE FOLLOWING RESOLUTION:

26-35 AUTHORIZING AN AWARD OF CONTRACTS FOR RIDEFINDERS  
VANPOOL VEHICLES

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
MICHAEL J. MCCORMICK	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

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

26-36 AUTHORIZING AN AWARD OF CONTRACT FOR REPLACEMENT  
BUS LIFT

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
MICHAEL J. MCCORMICK	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

**H. Other business:**

No other business was discussed

**I. Adjournment:**

SHERRILL MADE THE MOTION, SECONDED BY MCCORMICK TO ADJOURN.

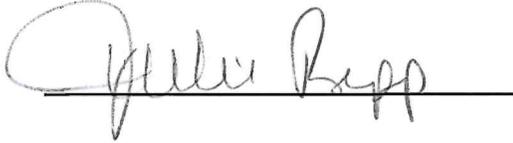
A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
MICHAEL J. MCCORMICK	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

Meeting adjourned at 10:17 a.m.

Respectfully submitted.

A handwritten signature in cursive script, appearing to read "Julie Rupp", is written over a solid 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
GUY	CHRISTOPHER	-26886	01/01/2026	01/31/2026	02/26/2026	\$300.00	-	\$22.95	\$277.05
ECONOMY	ANDREW	-26885	01/01/2026	01/31/2026	02/26/2026	\$300.00	\$7.25	\$22.95	\$284.30
ADOMITE	ALLEN	-26884	01/01/2026	01/31/2026	02/26/2026	\$300.00	-	\$300.00	-
SHERRILL	DAVID	-26887	01/01/2026	01/31/2026	02/26/2026	\$300.00	-	\$22.95	\$277.05
MCCORMICK	MICHAEL	-26888	01/01/2026	01/31/2026	02/26/2026	\$300.00	-	\$22.95	\$277.05
<b>Report Total</b>						\$1,500.00	\$7.25	\$391.80	\$1,115.45



## CHECK REGISTER

CASH ACCOUNT: 10000000 1010      Checking Account  
 CHECK NO    CHK DATE    TYPE VENDOR NAME

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4260508	01/30/2026	PRTD	1010 East-West Gateway Co		013026	01/30/2026		013026	16,750.00
							CHECK	4260508 TOTAL:	16,750.00
				NUMBER OF CHECKS	1		*** CASH ACCOUNT TOTAL ***		16,750.00
				TOTAL PRINTED CHECKS		COUNT	AMOUNT		
						1	16,750.00		
							*** GRAND TOTAL ***		16,750.00

## 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
4260509	02/05/2026	PRTD	4155 Arthur J Gallagher R		5985063	02/05/2026		020526	2,302,223.00
						CHECK	4260509	TOTAL:	2,302,223.00
				NUMBER OF CHECKS	1	*** CASH ACCOUNT TOTAL ***			2,302,223.00
				TOTAL PRINTED CHECKS		COUNT		AMOUNT	
						1		2,302,223.00	
								*** GRAND TOTAL ***	2,302,223.00

# 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

4260510	02/09/2026	PRTD	1902 City of Collinsville		013026WSCTC	01/30/2026		020626	127.50
						CHECK	4260510	TOTAL:	127.50
4260511	02/09/2026	PRTD	3984 City of Troy		020526SPTPR	02/05/2026		020626	17.73
					020526WSTPR	02/05/2026		020626	32.33
						CHECK	4260511	TOTAL:	50.06
4260512	02/09/2026	PRTD	2047 City of Wood River		020526SPWRTC	02/05/2026		020626	6.50
					020526WSWRTC	02/05/2026		020626	21.19
						CHECK	4260512	TOTAL:	27.69
4260513	02/09/2026	PRTD	4079 East Alton Water Dep		020126EGPRIR	02/01/2026		020626	10.00
					020126EGPRWS	02/01/2026		020626	19.00
						CHECK	4260513	TOTAL:	29.00
4260514	02/09/2026	PRTD	4133 AT&T Mobility		461X01272026	01/19/2026	12500012	020626	477.80
						CHECK	4260514	TOTAL:	477.80
4260515	02/09/2026	PRTD	4133 AT&T Mobility		578X01272026	01/19/2026	12500011	020626	222.50
						CHECK	4260515	TOTAL:	222.50
4260516	02/09/2026	PRTD	4133 AT&T Mobility		986X01272026	01/19/2026	12500032	020626	72.48
						CHECK	4260516	TOTAL:	72.48
4260517	02/09/2026	PRTD	1220 Illinois American Wa		020325AHSRIR	02/03/2026		020626	165.75
						CHECK	4260517	TOTAL:	165.75
4260518	02/09/2026	PRTD	4164 KBS Group, LLP		4051	02/01/2026		020626	5,000.00
						CHECK	4260518	TOTAL:	5,000.00

## CHECK REGISTER

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

INV DATE    PO      WARRANT      NET

4260519	02/09/2026	PRTD	4102 Mansfield Power & Ga	DEC25	01/13/2026	020626	4,617.24
					CHECK	4260519 TOTAL:	4,617.24

4260520	02/09/2026	PRTD	1051 Pontoon Beach Public	020226-2	02/02/2026	020626	778.49
				020226-3	02/02/2026	020626	545.59
				020226Admin	02/02/2026	020626	495.59
				020226BW	02/02/2026	020626	495.59
				020226N	02/02/2026	020626	235.68
					CHECK	4260520 TOTAL:	2,550.94

4260521	02/09/2026	PRTD	1932 Wex Bank	110354121	01/31/2026	020626	4,615.56
					CHECK	4260521 TOTAL:	4,615.56

NUMBER OF CHECKS    12      \*\*\* CASH ACCOUNT TOTAL \*\*\*      17,956.52

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	12	17,956.52

\*\*\* GRAND TOTAL \*\*\*      17,956.52

## CHECK REGISTER

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

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4260522	02/16/2026	PRTD	1043 AT&T		FEB26	02/01/2026		021326	22.93
						CHECK	4260522	TOTAL:	22.93
4260523	02/16/2026	PRTD	1436 City of Highland		JAN26HPR	02/05/2026		021326	163.22
						CHECK	4260523	TOTAL:	163.22
4260524	02/16/2026	PRTD	1220 Illinois American wa		021026WSATC	02/10/2026		021326	229.20
						CHECK	4260524	TOTAL:	229.20
4260525	02/16/2026	PRTD	1733 Johnny on the Spot #		47-000274670	01/31/2026		021326	2,376.34
						CHECK	4260525	TOTAL:	2,376.34
4260526	02/16/2026	PRTD	4102 Mansfield Power & Ga		JAN26	02/09/2026		021326	5,331.12
						CHECK	4260526	TOTAL:	5,331.12
NUMBER OF CHECKS						5	*** CASH ACCOUNT TOTAL ***		8,122.81
TOTAL PRINTED CHECKS						COUNT	AMOUNT		
						5	8,122.81		
*** GRAND TOTAL ***									8,122.81

# 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
4260527	02/26/2026	PRTD	2501 Agency for Community		JAN26VP	01/17/2026		022626	-14,747.51
					JAN26RS	01/17/2026		022626	46,057.12
					JAN26	01/17/2026		022626	40,501.25
					JAN26BW	01/17/2026		022626	79,784.66
					JAN26DR	01/17/2026		022626	279,799.29
					JAN26FR	01/17/2026		022626	2,015,522.18
							CHECK 4260527	TOTAL:	2,446,916.99
4260528	02/26/2026	PRTD	4137 Allied Universal Sec		18067495	01/29/2026	12500020	022626	15,840.00
							CHECK 4260528	TOTAL:	15,840.00
4260529	02/26/2026	PRTD	1050 Ameren Illinois		020326BW	02/03/2026		022626	672.42
							CHECK 4260529	TOTAL:	672.42
4260530	02/26/2026	PRTD	1050 Ameren Illinois		020326GCTC	02/03/2026		022626	527.16
							CHECK 4260530	TOTAL:	527.16
4260531	02/26/2026	PRTD	1050 Ameren Illinois		020326N	02/03/2026		022626	163.33
							CHECK 4260531	TOTAL:	163.33
4260532	02/26/2026	PRTD	1501 Ameren Illinois		012326ATC	01/23/2026		022626	420.10
							CHECK 4260532	TOTAL:	420.10
4260533	02/26/2026	PRTD	1501 Ameren Illinois		013026GLPR	01/30/2026		022626	766.57
							CHECK 4260533	TOTAL:	766.57
4260534	02/26/2026	PRTD	1501 Ameren Illinois		020326L	02/03/2026		022626	256.34
							CHECK 4260534	TOTAL:	256.34

## CHECK REGISTER

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

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4260535	02/26/2026	PRTD	1501 Ameren Illinois		020426Admin	02/04/2026		022626	3,395.50
						CHECK	4260535	TOTAL:	3,395.50
4260536	02/26/2026	PRTD	1501 Ameren Illinois		0726ILRt3PR	02/03/2026		022626	203.04
						CHECK	4260536	TOTAL:	203.04
4260537	02/26/2026	PRTD	1501 Ameren Illinois		JAN26	02/06/2026		022626	2,557.93
						CHECK	4260537	TOTAL:	2,557.93
4260538	02/26/2026	PRTD	1501 Ameren Illinois		JanMainGTAd	02/03/2026		022626	2,190.38
						CHECK	4260538	TOTAL:	2,190.38
4260539	02/26/2026	PRTD	4177 Best-One Tire & Serv		3200026797	01/28/2026		022626	182.00
					3200026895	02/06/2026		022626	313.00
					3200026953	02/11/2026		022626	472.50
						CHECK	4260539	TOTAL:	967.50
4260540	02/26/2026	PRTD	4056 Budget Signs		852849	01/22/2026	12600033	022626	130.42
					852848	01/22/2026	12600030	022626	271.84
						CHECK	4260540	TOTAL:	402.26
4260541	02/26/2026	PRTD	4145 Chestnut Health Syst		MISC-26-202	02/03/2026	12500035	022626	12,628.00
						CHECK	4260541	TOTAL:	12,628.00
4260542	02/26/2026	PRTD	4178 Certified Travel Med		INV-00001097	02/01/2026	12500045	022626	250.00
						CHECK	4260542	TOTAL:	250.00
4260543	02/26/2026	PRTD	1092 Illinois Media Group		810149884	01/25/2026		022626	145.13
						CHECK	4260543	TOTAL:	145.13

# 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
4260544	02/26/2026	PRTD	1029 Fort Russell Townshi		012626	01/26/2026		022626	321.05
						CHECK	4260544	TOTAL:	321.05
4260545	02/26/2026	PRTD	1014 Granite City Townshi		012726	01/27/2026		022626	3,231.27
						CHECK	4260545	TOTAL:	3,231.27
4260546	02/26/2026	PRTD	3920 The Jerry Costello G		MAR26	02/09/2026		022626	7,000.00
						CHECK	4260546	TOTAL:	7,000.00
4260547	02/26/2026	PRTD	1602 Madison County State		MAR26	02/09/2026		022626	8,000.00
						CHECK	4260547	TOTAL:	8,000.00
4260548	02/26/2026	PRTD	1874 Main Street Communit		020426	02/03/2026		022626	663.66
						CHECK	4260548	TOTAL:	663.66
4260549	02/26/2026	PRTD	4092 Nameoki Township		020626	12/30/2025		022626	275.94
						CHECK	4260549	TOTAL:	275.94
4260550	02/26/2026	PRTD	4040 NuToys Leisure Produ		58174	01/29/2026	12600027	022626	6,281.00
						CHECK	4260550	TOTAL:	6,281.00
4260551	02/26/2026	PRTD	4154 Patterson Brake & Fr		201653	01/29/2026		022626	2,736.51
					207382	02/06/2026		022626	1,926.39
					207257	02/02/2026		022626	282.00
					207312	02/04/2026		022626	30.00
						CHECK	4260551	TOTAL:	4,974.90
4260552	02/26/2026	PRTD	4148 RTM Engineering Cons		449692	02/11/2026		022626	5,900.00
						CHECK	4260552	TOTAL:	5,900.00

## 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
4260553	02/26/2026	PRTD	4007 Stutz Excavating Inc		020926	02/09/2026	12600020	022626	275,435.14
							CHECK	4260553 TOTAL:	275,435.14
4260554	02/26/2026	PRTD	1530 The Kiesel Company		585764	01/28/2026		022626	1,255.28
					585611	01/27/2026		022626	16,685.18
					585860	01/30/2026		022626	17,549.13
					586199	02/05/2026		022626	17,417.93
					586201	02/05/2026		022626	14,939.37
							CHECK	4260554 TOTAL:	67,846.89
4260555	02/26/2026	PRTD	1506 Village of Glen Carb		INV01061	01/20/2026		022626	1,260.84
					INV01070	02/02/2026		022626	330.85
							CHECK	4260555 TOTAL:	1,591.69
NUMBER OF CHECKS						29	*** CASH ACCOUNT TOTAL ***		2,869,824.19
TOTAL PRINTED CHECKS							COUNT	AMOUNT	
						29		2,869,824.19	
*** GRAND TOTAL ***									2,869,824.19

# Madison County Mass Transit District



## CHECK REGISTER

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

CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4260556	02/26/2026	PRTD	4012 AAIC, Inc.		14265	02/12/2026		022626B	2,000.00
					14266	02/13/2026		022626B	4,200.00
					14202	11/18/2025		022626B	2,500.00
					14243	01/15/2026		022626B	2,000.00
						CHECK	4260556	TOTAL:	10,700.00
4260557	02/26/2026	PRTD	1050 Ameren Illinois		021626	02/16/2026		022626B	760.50
						CHECK	4260557	TOTAL:	760.50
4260558	02/26/2026	PRTD	1501 Ameren Illinois		022326	02/23/2026		022626B	48.90
						CHECK	4260558	TOTAL:	48.90
4260559	02/26/2026	PRTD	4056 Budget Signs		852964	02/23/2026	12600037	022626B	270.84
						CHECK	4260559	TOTAL:	270.84
4260560	02/26/2026	PRTD	1675 CDW Government		AI1FN6Y	02/13/2026	12600039	022626B	43,824.97
						CHECK	4260560	TOTAL:	43,824.97
4260561	02/26/2026	PRTD	1433 City of Edwardsville		021326WSETC	02/13/2026		022626B	320.49
						CHECK	4260561	TOTAL:	320.49
4260562	02/26/2026	PRTD	1008 Collinsville sr. Cit		2600001210	02/02/2026		022626B	540.45
						CHECK	4260562	TOTAL:	540.45
4260563	02/26/2026	PRTD	4158 ControlCo		3619	02/14/2026	12500060	022626B	6,070.00
						CHECK	4260563	TOTAL:	6,070.00
4260564	02/26/2026	PRTD	4178 Certified Travel Med		INV-00000663	01/01/2026	12500045	022626B	250.00
						CHECK	4260564	TOTAL:	250.00

# 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

4260565	02/26/2026	PRTD	4179 W.W. Grainger, Inc.	9815217550	02/20/2026	12600044	022626B	1,104.19
						CHECK	4260565 TOTAL:	1,104.19
4260566	02/26/2026	PRTD	4042 Illinois Power Marke	030000741816	02/19/2026		022626B	35,120.02
						CHECK	4260566 TOTAL:	35,120.02
4260567	02/26/2026	PRTD	1439 Juneau Associates, I	52428	01/31/2026		022626B	20,598.72
				52430	01/31/2026		022626B	475.00
				52429	01/31/2026		022626B	328.00
						CHECK	4260567 TOTAL:	21,401.72
4260568	02/26/2026	PRTD	4156 Keeley & Sons, Inc	020526	02/05/2026	12500043	022626B	91,693.83
						CHECK	4260568 TOTAL:	91,693.83
4260569	02/26/2026	PRTD	1437 Keller Construction,	20260113R	02/12/2026	12600112	022626B	220,989.60
						CHECK	4260569 TOTAL:	220,989.60
4260570	02/26/2026	PRTD	1173 Oates Associates	42781	02/03/2026		022626B	5,639.00
				42830	02/05/2026		022626B	20,200.00
						CHECK	4260570 TOTAL:	25,839.00
4260571	02/26/2026	PRTD	4154 Patterson Brake & Fr	207528	02/12/2026		022626B	438.50
				207553	02/13/2026		022626B	169.00
				207691	02/18/2026		022626B	1,505.53
				207692	02/18/2026		022626B	1,020.58
				207659	02/17/2026		022626B	1,144.08
						CHECK	4260571 TOTAL:	4,277.69

# 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

4260572	02/26/2026	PRTD	4104 Republic Services #3	50-006442268	02/20/2026	022626B	190.57
					CHECK	4260572 TOTAL:	190.57
4260573	02/26/2026	PRTD	1033 Scheffel Boyle	280123	01/31/2026	022626B	43,500.00
					CHECK	4260573 TOTAL:	43,500.00
4260574	02/26/2026	PRTD	4061 Sheppard, Morgan & S	43811	02/17/2026	022626B	21,642.00
					CHECK	4260574 TOTAL:	21,642.00
4260575	02/26/2026	PRTD	1530 The Kiesel Company	586619	02/13/2026	022626B	17,754.80
				586365	02/09/2026	022626B	17,618.40
				586836	02/18/2026	022626B	18,575.45
				586907	02/19/2026	022626B	14,693.03
					CHECK	4260575 TOTAL:	68,641.68
4260576	02/26/2026	PRTD	3811 Thouvenot, Wade & Mo	95772	01/31/2026	022626B	2,255.75
					CHECK	4260576 TOTAL:	2,255.75
4260577	02/26/2026	PRTD	1506 Village of Glen Carb	022326GLPR	02/23/2026	022626B	15.28
					CHECK	4260577 TOTAL:	15.28
NUMBER OF CHECKS					22	*** CASH ACCOUNT TOTAL ***	599,457.48
TOTAL PRINTED CHECKS					COUNT	AMOUNT	
					22	599,457.48	
*** GRAND TOTAL ***							599,457.48

**Madison County Transit District**  
**Management Report of Revenue and Expenses**  
**January, 2026**

	<u>Current</u>	<u>Current</u>	<u>Prior</u>	<u>Percentage</u>	<u>FY26</u>	<u>Budget %</u>
	<u>Month</u>	<u>YTD</u>	<u>YTD</u>	<u>Increase /</u>	<u>Budget</u>	<u>Expended</u>
				<u>(Decrease)</u>		<u>(58% of FY)</u>
				<u>Over Prior YTD</u>		
<b>Revenue</b>						
<b>Operating Revenue</b>						
Sales Tax Revenue	\$1,582,888.52	\$11,055,131.39	\$8,173,932.96	35%	\$13,500,000	82%
Investment Income	142,127.40	1,577,301.51	1,582,772.11	0%	1,000,000	158%
Investment Gains/Losses	0.00	5,340.17	0.00	100%	0	n/a
Investments-Mark to Market	(24,083.48)	455,196.43	830,476.86	-45%	0	n/a
IDOT Operating Assistance	1,805,582.53	9,389,374.13	9,172,179.28	2%	22,500,000	42%
Federal CARES Act/CRRSAA/ARPA	0.00	471,750.00	471,750.00	0%	1,890,000	25%
Local Sales Tax Reform Fund	69,180.16	506,074.85	1,888,745.60	-73%	875,000	58%
CMAQ Rideshare Marketing and Outreach	9,771.00	150,181.00	255,680.00	-41%	830,000	18%
Commuter Initiative	0.00	25,003.51	76,671.48	-67%	115,000	22%
Fares	210,211.86	1,090,572.57	1,107,262.50	-2%	1,880,000	58%
Other Revenue	15,340.00	86,020.20	304,835.80	-72%	108,000	80%
Lease/Rental Income	0.00	29,609.16	22,627.22	31%	0	n/a
<b>Total Operating Revenue</b>	<b>\$3,811,017.99</b>	<b>\$24,841,554.92</b>	<b>\$23,886,933.81</b>	<b>4%</b>	<b>\$42,698,000</b>	<b>58%</b>
<b>Capital Revenue</b>						
FTA Transit Admin Section 5307	\$0.00	\$10,338,928.00	\$1,458,196.00	609%	\$6,997,662	148%
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%	4,869,250	0%
Rebuild Illinois	6,340.00	20,139.54	0.00	100%	15,100,000	0%
Illinois Department of Transportation	0.00	0.00	0.00	0%	0	0%
Illinois Department of Natural Resources	0.00	0.00	0.00	0%	1,088,000	0%
Intergovernmental Agreements	0.00	0.00	0.00	0%	0	0%
Metro East Park and Recreation District	0.00	379,296.43	93,581.24	305%	2,200,000	17%
Future Grants	0.00	0.00	0.00	0%	11,705,392	0%
Congressional Directed Spending	0.00	0.00	0.00	0%	1,000,000	n/a
<b>Total Capital Revenue</b>	<b>\$6,340.00</b>	<b>\$10,738,363.97</b>	<b>\$1,551,777.24</b>	<b>592%</b>	<b>\$46,740,304</b>	<b>23%</b>
<b>Total Revenues</b>	<b>\$3,817,357.99</b>	<b>\$35,579,918.89</b>	<b>\$25,438,711.05</b>	<b>40%</b>	<b>\$89,438,304</b>	<b>40%</b>
<b>Expenses</b>						
<b>Operating Expenses</b>						
Fixed Route and Paratransit	\$2,820,673.83	\$20,317,807.71	\$19,290,840.41	5%	\$37,072,000	55%
ACT Administrative Contract	40,501.25	283,508.75	276,500.00	3%	505,000	56%
Rideshare	47,728.52	439,355.73	680,651.30	-35%	1,000,000	44%
Professional and Other Services	20,000.00	141,000.00	118,124.00	19%	378,500	37%
Trustee Expenses	1,621.75	11,352.25	10,367.10	10%	30,000	38%
District Office Expenses	62,379.35	367,897.19	421,458.57	-13%	767,000	48%
Facilities Maintenance	91,069.89	826,917.44	1,012,742.84	-18%	1,896,000	44%
District Budget Contingency	0.00	0.00	0.00	0%	1,000,000	0%
<b>Total Operating Expenses</b>	<b>\$3,083,974.59</b>	<b>\$22,387,839.07</b>	<b>\$21,810,684.22</b>	<b>3%</b>	<b>\$42,648,500</b>	<b>52%</b>
<b>Capital Expenses</b>						
Bikeways	\$474,301.39	\$4,862,754.03	\$1,979,894.51	146%	\$33,162,315	15%
Bus Station/Stops and Park & Ride	937.49	182,068.64	278,355.38	-35%	9,860,000	2%
Cooperative Police Bicycle Grant Program	0.00	0.00	11,084.98	-100%	75,000	0%
Facility Improvements	1,512.50	1,591,569.61	267,025.76	496%	12,500,000	13%
Maintenance Equipment	0.00	6,300.00	0.00	100%	1,521,000	0%
MIS Equipment	137,178.82	373,976.29	855,010.94	-56%	2,550,000	15%
Project Administration	4,073.56	39,936.79	0.00	100%	332,149	12%
Preventive Maintenance	47,480.00	90,980.00	0.00	100%	546,424	17%
Transit Support Equipment	0.00	230,977.71	39,146.50	490%	878,174	26%
Vehicles - Buses	0.00	12,367,452.00	394,364.96	3036%	23,608,494	52%
Vehicles - Rideshare Vans	0.00	0.00	169,944.12	0%	760,000	0%
Vehicles - Transit Support	0.00	54,296.00	728,974.12	-93%	843,870	6%
Contingency	0.00	0.00	0.00	0%	2,000,000	0%
<b>Total Capital Expenses</b>	<b>\$665,483.76</b>	<b>\$19,800,311.07</b>	<b>\$4,723,801.27</b>	<b>319%</b>	<b>\$88,637,426</b>	<b>22%</b>
<b>Total Expenses</b>	<b>\$3,749,458.35</b>	<b>\$42,188,150.14</b>	<b>\$26,534,485.49</b>	<b>59%</b>	<b>\$131,285,926</b>	<b>32%</b>
<b>Excess Revenue Over (Under) Expenses</b>	<b>\$67,899.64</b>	<b>(\$6,608,231.25)</b>	<b>(\$1,095,774.44)</b>	<b>503%</b>	<b>(\$41,847,622)</b>	<b>16%</b>

Madison County Mass Transit District  
Income Statement with Budget Variance for the  
Period Ended January 31, 2026

Description	Current Period				Year to Date			
	Actual	Budget	Deviation	Pct	Actual	Budget	Deviation	Pct ytd
<b>OPERATING REVENUE</b>								
Sales Tax Revenue	1,582,888.52	1,125,000.00	457,888.52	140.70	11,055,131.39	7,875,000.00	3,180,131.39	140.38
Investment Income	142,127.40	83,333.33	58,794.07	170.55	1,577,301.51	583,333.33	993,968.18	270.39
Investment Realized Gains/Losses	0.00	0.00	0.00	0.00	5,340.17	0.00	5,340.17	0.00
Investments-Mark to Market	-24,083.48	0.00	-24,083.48	0.00	455,196.43	0.00	455,196.43	0.00
IDOT Operating Assistance	1,805,582.53	1,875,000.00	-69,417.47	96.30	9,389,374.13	13,125,000.00	-3,735,625.87	71.54
Federal CARES Act/CRRSAA/ARPA	0.00	157,500.00	-157,500.00	0.00	471,750.00	1,102,500.00	-630,750.00	42.79
Local Sales Tax Reform Fund	69,180.16	72,916.67	-3,736.51	94.88	506,074.85	510,416.67	-4,341.82	99.15
CMAQ Rideshare Marketing & Outreach	9,771.00	69,166.67	-59,395.67	14.13	150,181.00	484,166.67	-333,985.67	31.02
Commuter Initiative	0.00	9,583.33	-9,583.33	0.00	25,003.51	67,083.33	-42,079.82	37.27
Fares	210,211.86	156,666.67	53,545.19	134.18	1,090,572.57	1,096,666.67	-6,094.10	99.44
Other Revenue	15,340.00	9,000.00	6,340.00	170.44	86,020.20	63,000.00	23,020.20	136.54
Lease/Rental Income	0.00	0.00	0.00	0.00	29,609.16	0.00	29,609.16	0.00
<b>TOTAL OPERATING REVENUE</b>	<b>3,811,017.99</b>	<b>3,558,166.67</b>	<b>252,851.32</b>	<b>107.11</b>	<b>24,841,554.92</b>	<b>24,907,166.67</b>	<b>-65,611.75</b>	<b>99.74</b>
<b>CAPITAL REVENUE</b>								
Fed Transit Admin Section 5307	0.00	583,138.50	-583,138.50	0.00	10,338,928.00	4,081,969.50	6,256,958.50	253.28
Fed Transit Admin Section 5339	0.00	315,000.00	-315,000.00	0.00	0.00	2,205,000.00	-2,205,000.00	0.00
Congestion Mitigation Air Quality	0.00	405,770.83	-405,770.83	0.00	0.00	2,840,395.83	-2,840,395.83	0.00
Rebuild Illinois	6,340.00	1,258,333.33	-1,251,993.33	0.50	20,139.54	8,808,333.33	-8,788,193.79	0.23
Illinois Dept of Natural Resources	0.00	90,666.67	-90,666.67	0.00	0.00	634,666.67	-634,666.67	0.00
Metro East Park and Recreation District	0.00	185,606.06	-185,606.06	0.00	379,296.43	1,271,969.70	-892,673.27	29.82
Future Grants	0.00	975,449.33	-975,449.33	0.00	0.00	6,828,145.33	-6,828,145.33	0.00
Congressional Directed Spending	0.00	83,333.33	-83,333.33	0.00	0.00	583,333.33	-583,333.33	0.00
<b>TOTAL CAPITAL REVENUE</b>	<b>6,340.00</b>	<b>3,897,298.05</b>	<b>-3,890,958.05</b>	<b>0.16</b>	<b>10,738,363.97</b>	<b>27,253,813.69</b>	<b>-16,515,449.72</b>	<b>39.40</b>
<b>TOTAL REVENUES</b>	<b>3,817,357.99</b>	<b>7,455,464.72</b>	<b>-3,638,106.73</b>	<b>51.20</b>	<b>35,579,918.89</b>	<b>52,160,980.36</b>	<b>-16,581,061.47</b>	<b>68.21</b>
<b>OPERATING EXPENSES</b>								
Fixed Route and Paratransit	2,820,673.83	3,089,333.33	-268,659.50	91.30	20,317,807.71	21,625,333.33	-1,307,525.62	93.95
ACT Administrative Contract	40,501.25	42,083.33	-1,582.08	96.24	283,508.75	294,583.33	-11,074.58	96.24
Rideshare	47,728.52	83,333.33	-35,604.81	57.27	439,355.73	583,333.33	-143,977.60	75.32
Professional and Other Services	20,000.00	31,541.67	-11,541.67	63.41	141,000.00	220,791.67	-79,791.67	63.86
Trustee Expenses	1,621.75	2,500.00	-878.25	64.87	11,352.25	17,500.00	-6,147.75	64.87
District Office Expenses	62,379.35	63,916.67	-1,537.32	97.59	367,897.19	447,416.67	-79,519.48	82.23
Facilities Maintenance	91,069.89	158,000.00	-66,930.11	57.64	826,917.44	1,106,000.00	-279,082.56	74.77
District Budget Contingency	0.00	83,333.33	-83,333.33	0.00	0.00	583,333.33	-583,333.33	0.00
<b>TOTAL OPERATING EXPENSES</b>	<b>3,083,974.59</b>	<b>3,554,041.66</b>	<b>-470,067.07</b>	<b>86.77</b>	<b>22,387,839.07</b>	<b>24,878,291.66</b>	<b>-2,490,452.59</b>	<b>89.99</b>
<b>CAPITAL EXPENSES</b>								
Bikeways	474,301.39	2,766,848.35	-2,292,546.96	17.14	4,862,754.03	19,328,073.45	-14,465,319.42	25.16
Bus Station/Stops and Park & Ride	937.49	821,666.67	-820,729.18	0.11	182,068.64	5,751,666.67	-5,569,598.03	3.17
Cooperative Police Bicycle Grant Program	0.00	6,250.00	-6,250.00	0.00	0.00	43,750.00	-43,750.00	0.00
Facility Improvements	1,512.50	1,041,666.67	-1,040,154.17	0.15	1,591,569.61	7,291,666.67	-5,700,097.06	21.83
Maintenance Equipment	0.00	126,750.00	-126,750.00	0.00	6,300.00	887,250.00	-880,950.00	0.71
MIS Equipment	137,178.82	212,500.00	-75,321.18	64.55	373,976.29	1,487,500.00	-1,113,523.71	25.14
Project Administration	4,073.56	27,679.08	-23,605.52	14.72	39,936.79	193,753.58	-153,816.79	20.61
Preventive Maintenance	47,480.00	45,535.33	1,944.67	104.27	90,980.00	318,747.33	-227,767.33	28.54
Transit Support Equipment	0.00	74,296.10	-74,296.10	0.00	230,977.71	506,693.24	-275,715.53	45.59
Vehicles - Buses	0.00	1,967,374.50	-1,967,374.50	0.00	12,367,452.00	13,771,621.50	-1,404,169.50	89.80
Vehicles - Rideshare Vans	0.00	63,333.33	-63,333.33	0.00	0.00	443,333.33	-443,333.33	0.00
Vehicles - Transit Support	0.00	70,322.50	-70,322.50	0.00	54,296.00	492,257.50	-437,961.50	11.03
Contingency	0.00	166,666.67	-166,666.67	0.00	0.00	1,166,666.67	-1,166,666.67	0.00
<b>TOTAL CAPITAL EXPENSES</b>	<b>665,483.76</b>	<b>7,390,889.20</b>	<b>-6,725,405.44</b>	<b>9.00</b>	<b>19,800,311.07</b>	<b>51,682,979.94</b>	<b>-31,882,668.87</b>	<b>38.31</b>
<b>TOTAL EXPENSES</b>	<b>3,749,458.35</b>	<b>10,944,930.86</b>	<b>-7,195,472.51</b>	<b>34.26</b>	<b>42,188,150.14</b>	<b>76,561,271.60</b>	<b>-34,373,121.46</b>	<b>55.10</b>
<b>EXCESS REVENUE OVER EXPENSE</b>	<b>67,899.64</b>	<b>-3,489,466.14</b>	<b>3,557,365.78</b>	<b>-1.95</b>	<b>-6,608,231.25</b>	<b>-24,400,291.24</b>	<b>17,792,059.99</b>	<b>27.08</b>

ASSETS	
Checking Account	152,017.13
Savings Accounts	182,570.59
Illinois Funds Investment Pool	6,225,077.01
Investments	69,423,183.60
Investments-Mark to Market	5,591,395.45
Inventory	1,429,321.27
Sales Tax Receivable	4,554,380.94
Interest Receivable	404,686.67
Prepaid Expenses	282,304.20
TOTAL ASSETS	88,244,936.86
LIABILITIES	
Accounts Payable	4,344,517.30
Retainage Payable	906,291.47
TOTAL LIABILITIES	5,250,808.77
FUND BALANCE	
Nonspendable Fund Balance	2,956,974.65
Committed Fund Balance	30,412,000.00
Assigned Fund Balance	27,385,121.44
Beginning Unassigned Fund Balance	28,848,263.25
Excess Revenue Over Expenses	-6,608,231.25
Total Unassigned Fund Balance	22,240,032.00
TOTAL FUND BALANCE	82,994,128.09
TOTAL LIABILITIES AND FUND BALANCE	88,244,936.86

UNAUDITED

MCT DETAILED SCHEDULE OF INVESTMENTS  
AT JANUARY 31, 2026

INSTITUTION	PURCHASE DATE	CD OR ACCOUNT NUMBER	MATURITY DATE	INTEREST RATES	CERTIFICATE AMOUNT	WEIGHTED AVERAGE INTEREST
<b>INVESTMENTS PURCHASED DIRECTLY BY MCT</b>						
<b>CERTIFICATES OF DEPOSIT (CD)</b>						
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	
First Mid Bank & Trust	06-30-23	***60379	06-30-26	4.50%	1,000,000.00	
<b>TOTAL CD'S</b>					<u>2,000,000.00</u>	4.54%
<b>CERTIFICATES OF DEPOSIT ACCOUNT REGISTRY SERVICE (CDARS)</b>						
Edwardsville Bank	10-19-23	***49768	10-14-27	4.82%	500,000.00	
Edwardsville Bank	11-02-23	***02324	10-26-28	4.20%	2,000,000.00	
Edwardsville Bank	11-02-23	***05242	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	***04172	11-30-28	4.35%	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	***65605	08-30-29	3.35%	1,000,000.00	
Bank of Springfield	05-01-25	***93658	04-25-30	3.70%	2,000,000.00	
Bank of Springfield	12-26-25	***58285	12-21-29	3.50%	1,000,000.00	
Bank of Springfield	12-26-25	***58315	12-20-30	3.50%	2,000,000.00	
Bank of Belleville	12-26-25	***49707	12-21-29	3.68%	1,000,000.00	
Bank of Belleville	12-26-25	***50659	12-20-30	3.75%	1,000,000.00	
<b>TOTAL CDARS</b>					<u>18,448,183.60</u>	3.99%
<b>TOTAL INVESTMENTS PURCHASED DIRECTLY BY MCT</b>					<u>20,448,183.60</u>	
<b>FUNDS TRANSFERRED TO PORTFOLIO MANAGED BY BUSEY BANK (SEE SEPARATE REPORT FOR DETAILS)</b>				varies	48,975,000.00	varies
<b>GRAND TOTAL MCT INVESTMENTS</b>					69,423,183.60	
<b>CASH ACCOUNTS</b>						
MCT checking account				2.44%	152,017.13	
MCT savings accounts				2.44%	77,216.48	
MCT savings account (BOS)				3.25%	86,273.18	
MCT checking account (First Mid)					19,080.93	
Illinois Funds investment pool				3.780%	<u>6,225,077.01</u>	
<b>TOTAL CASH</b>					<u>6,559,664.73</u>	3.72%
<b>TOTAL CASH AND INVESTMENTS</b>					75,982,848.33	

# Madison County Mass Transit District

## STATEMENT REPORT

As of 1/31/2026

ACCOUNTS

Madison County Mass Transit District



# MARKET UPDATE & OUTLOOK

AS OF DECEMBER 31, 2025



## ECONOMIC RECAP

- The third quarter U.S. gross domestic product (GDP) report wasn't released until December 23 due to the government shutdown, but the delayed numbers were notably strong. The U.S. economy grew at a 4.3% annualized rate in the third quarter—the fastest pace in two years and well above expectations. Growth was supported by robust consumer spending, a rebound in exports, increased government outlays and solid business investment, including spending on equipment and artificial intelligence (AI). The Atlanta Fed's GDPNow model is currently projecting that fourth quarter real GDP growth will come in at 3%.
- Although economic activity was very strong in the third quarter, inflationary pressures continued to ease, showing that rapid growth did not reignite price acceleration. The latest Consumer Price Index (CPI) report reflected this cooling trend with headline inflation slowing to 2.7% and core CPI easing to 2.6%, helped by softer prices in categories like new vehicles, gasoline and household furnishings. The Personal Consumption Expenditures (PCE) report told a similar story: core PCE—the Fed's preferred gauge—continued to moderate, supported by slower increases in goods prices and easing shelter inflation. Together, these data points show that even with robust consumer spending and solid business investment driving third quarter GDP higher, underlying inflation pressures continued to move in the right direction.
- The November jobs report showed a labor market that is still expanding but clearly cooling with non-farm payrolls rising 64,000—better than expected but modest by historical standards. The unemployment rate ticked up to 4.6%, the highest since 2021, reflecting softer hiring across several sectors. Job gains were highly concentrated, with health care adding 46,000 jobs—accounting for more than 70% of total growth—while federal government employment continued to decline following earlier shutdown-related disruptions. Wage growth also slowed with average hourly earnings rising at their weakest pace since 2021, reinforcing the picture of a labor market gradually losing momentum.

## ECONOMIC DATA

	CURRENT	20-YEAR AVERAGE	PERCENTILE
Unemployment Rate	4.6%	5.8%	39%
Core CPI YoY (Urban)	2.6%	2.5%	73%
Inflation Expectations (5-year)	2.3%	1.9%	72%
Fed Deficit (% of GDP)	5.3%	5.6%	54%
Household Debt/Income (Disposable)	90%	108%	3%
Housing Affordability Index	101	148	10%
US Dollar Index	98	90	75%

Source: Bloomberg



## EQUITY RECAP

- The S&P 500 faded in the final days of December but still managed to finish the month slightly positive. Full-year returns remained strong at nearly 18%, supported by a favorable macro backdrop. The Fed's widely expected 25 basis-point rate cut helped reinforce confidence that monetary policy is shifting toward accommodation, even as longer-term Treasury yields drifted higher. At the same time, the surprisingly strong 4.3% third quarter GDP reading highlighted the resilience of consumer spending and broader economic activity—a dynamic that continued to underpin equity valuations throughout the year. Together, these factors contributed to a market environment where growth remained solid, and investors stayed constructive despite late-month volatility.
- The Financials sector gained more than 3% in December and was the S&P 500's top performer for the month, supported by a steepening yield curve. KeyCorp, Citigroup and Capital One all posted solid gains. Materials stocks rose 2%, driven by double-digit increases in mining names such as Freeport-McMoRan and Newmont. Utilities were notable underperformers, falling 5% as 10-year Treasury yields climbed. Technology stocks slipped slightly for the month and lagged the broader index in the fourth quarter, potentially signaling early signs of investor rotation into other sectors.
- International equities gained 3% in December, supported by broad strength across regions. Banks and miners in developed markets led the advance as improving growth expectations and firmer commodity prices lifted earnings prospects, while technology shares in emerging Asia benefited

from rising semiconductor demand and signs of stabilization in Chinese manufacturing. For the full year, international stocks outperformed with gains of more than 32%—helped by a 9% decline in the U.S. dollar, which boosted returns for dollar-based investors. Gold also surged, rising 2% in December and nearly 65% in 2025, as global central banks continued to accumulate bullion amid geopolitical uncertainty and a desire to diversify reserves away from major currencies.

## MARKET PERFORMANCE

	1-MONTH	YTD	1-YEAR	3-YEAR	5-YEAR
S&P 500	0.1%	17.9%	17.9%	23.0%	14.4%
S&P 400 Midcap	0.1%	7.5%	7.5%	12.5%	9.1%
Russell 2000	-0.6%	12.8%	12.8%	13.7%	6.1%
MSCI EAFE	3.0%	32.0%	32.0%	18.0%	9.6%
MSCI Emerging Markets	3.0%	34.3%	34.3%	17.0%	4.6%
MSCI ACWI	1.1%	22.9%	22.9%	21.2%	11.7%

Source: Bloomberg



## FIXED INCOME RECAP

- U.S. Treasury yields diverged in December, with short-term maturities (3-month to 2-year) moving lower while yields beyond three years rose, resulting in a modestly steeper yield curve. The decline in front-end yields reflected growing confidence in additional Fed easing over 2026, even after the Federal Open Market Committee (FOMC) delivered a widely expected 25 basis-point cut in December. In contrast, higher longer-term yields were driven by resilient economic data, including the strong 4.3% third quarter GDP reading, and shifting term-premium dynamics rather than renewed inflation concerns. U.S. investment-grade bonds, represented by the Bloomberg U.S. Aggregate Bond Index, declined for the month as rising long-term rates weighed on total returns. The index, however, still delivered its strongest calendar year performance since 2020, when interest rates collapsed.
- The FOMC lowered the target federal funds rate twice during the fourth quarter—first on October 29 and again on December 10, bringing the range to 3.50%–3.75%. Markets currently see roughly equal odds of the next cut occurring at either the April 29 or June 17, 2026, meetings, followed by another in September. Beyond that, expectations for additional easing drop off meaningfully. Globally, most major central banks have begun easing cycles as inflation cools, though generally at a slower pace than the U.S., while the UK and Japan remain outliers with more persistent inflation. Japan’s monetary tightening stance also raises the risk of carry-trade unwinds, which historically have contributed to periods of U.S. equity volatility.
- U.S. sector-neutral investment-grade (IG) spreads narrowed from about 1.21% to 1.14% during the December quarter. Spreads represent the extra

yield investors demand to hold corporate bonds instead of safer U.S. Treasuries—so when spreads get smaller, it means investors see less risk in corporate debt and are willing to accept lower compensation for holding it. Today, the risk-reward tradeoff in the investment grade market is becoming more limited because spreads are already very tight. In fact, seven of the 11 IG sectors are now within 0.30% of their lowest levels seen during the Federal Reserve’s QE3 era, which signals that valuations are elevated. We still see opportunities in high-quality U.S. corporate bonds for Busey clients, but valuations across the entire credit spectrum—especially in lower-rated bonds—are becoming increasingly demanding.



## MARKET PERFORMANCE

	1-MONTH	YTD	1-YEAR	3-YEAR	5-YEAR
Bloomberg US Treasury	-0.3%	6.3%	6.3%	3.6%	-1.0%
Bloomberg US Corporate	0.2%	7.8%	7.8%	6.1%	-0.1%
Bloomberg US Aggregate	-0.1%	7.3%	7.3%	4.7%	-0.4%
Bloomberg US High Yield	0.6%	8.6%	8.6%	10.1%	4.5%
Bloomberg Global Agg Ex-US	0.6%	8.8%	8.8%	3.3%	-3.6%
Bloomberg US Municipal	0.1%	4.2%	4.2%	3.9%	0.8%

Source: Bloomberg

## SPECIAL TOPIC: INVESTMENT OUTLOOK

### 2025 RECAP

Equities declined earlier in the year as a technology selloff in February was exacerbated by a negative market response to tariff announcements in April. Renegotiation of tariff levels, continued strong earnings growth and the scale of AI infrastructure investments drove a subsequent rally that resulted in the third consecutive year of double-digit returns for U.S. and global equities. Although technology companies led the way again in the U.S., sector leadership overseas was more balanced with a more cyclical flavor from outperforming financials, industrials and materials stocks.

U.S. bond yields of all maturities were stable through July but then fell through October along with lower expectations for the Fed Funds rate as the labor market continued to weaken. In the last two months of the year, longer-dated bonds saw yield rises while shorter-dated bonds remained anchored, resulting in a steepening of the yield curve consistent with stronger overall economic growth and concerns about inflation and a lack of fiscal discipline. Maturities between five and 10 years thus outperformed for the year. Credit risk has been significantly rewarded since April along with equities; emerging market debt is ahead of reinsurance and U.S. high yield for the year, with all three outpacing all forms of investment grade credit.

BALANCED PORTFOLIO RETURNS*	ANNUALIZED				
	2025	2024	2023	3-YEAR	5-YEAR
<b>Global 60:40</b>	<b>16.2%</b>	<b>11.7%</b>	<b>15.4%</b>	<b>16.9%</b>	<b>9.0%</b>
<b>Domestic 60:40</b>	<b>13.5%</b>	<b>16.2%</b>	<b>17.9%</b>	<b>17.9%</b>	<b>10.7%</b>

\*Global equity allocation represented by the MSCI All-Country World Index. Domestic equity allocation represented by the S&P 500 Index. Fixed income allocation represented by the Bloomberg Intermediate US Gov't/Credit Index.

U.S. dollar decline has been sustained as the U.S. Federal Reserve cuts interest rates—policy now different from other central banks—and the U.S. government faces another shutdown. For the year, Developed and Emerging market currencies have appreciated 12% and 2%, respectively. Investments in foreign assets have benefited, with foreign stocks having risen 32% to 18% for those in the U.S. Currency continues to add to the performance of global versus domestic-only portfolios.

### OUTLOOK: EQUITIES

	POSITIVE	NEUTRAL	NEGATIVE
<b>Equity: Region</b>			
Emerging ex-U.S.	X		
Developed ex-U.S.		X	
U.S.		X	
<b>Equity: Size</b>			
U.S. Small	X		
U.S. Mid		X	
U.S. Large		X	
<b>Equity: Style</b>			
U.S. Value		X	
U.S. Blend		X	
U.S. Growth			X

Earnings expectations continue to rise, especially in the U.S., where growth year-on-year through 2026 is expected to be 15% on revenue growth of 7%. AI investment remains a key driver, as are potential tax benefits from recent legislation, resilient consumer demand and companies providing more positive guidance. Prices have outpaced earnings growth, leaving the broad U.S. stock market one-third overvalued per our capital market expectations and larger growth companies even more so. Stock returns are likely to be lower than what we have experienced over the last 10 years but could still be meaningfully positive given the policy outlook.

The macro drivers of equity earnings remain supportive. U.S. fiscal policy is expansionary because of the impact of roughly \$150 billion in additional household tax refunds through mid-April and sustained consumer spending. Inflation impact from tariffs is modest and offset for now by lower rates of services inflation. Deglobalization is likely a drag on growth but the wave of business investment, especially in the U.S., could be meaningful. U.S. monetary policy has also become more expansionary, with a divided Fed under the leadership of a new chairman expected to cut rates at least twice more in 2026 and the money supply and balance sheet growing again.

## OUTLOOK: EQUITIES (CONTINUED)

The ability of companies to deliver at least high single-digit earnings growth into 2026 is likely to be sustained, especially in the U.S. and emerging markets thanks to AI and associated productivity benefits. Non-U.S. developed markets should benefit from fiscal stimulus to generate higher than typical earnings growth and remain available at more affordable valuations. U.S. smaller and mid-size companies saw more modest earnings growth in 2025, leaving them potentially undervalued if their fundamentals improve as expected, benefiting from lower short-term interest rates and productivity growth. They also provide more industry diversification should large company technology companies fail to justify their high valuations.



## OUTLOOK: FIXED INCOME

	POSITIVE	NEUTRAL	NEGATIVE
<b>FIXED INCOME</b>			
Cash		X	
Short Term		X	
Medium Term		X	
Long Term			X
Municipals		X	
Investment Grade		X	
U.S. High Yield			X
Emerging Debt		X	

Credit continues to be supported by the same dynamics affecting equities: Earnings growth, monetary and fiscal stimulus, and consumption and business investment sufficient to avoid recession. As a result, the additional yields in credit instruments above Treasuries ('spreads') are now at or below historically low levels. This is especially the case for U.S. corporates, whether investment grade or higher-yielding. We are concerned that these spreads offer insufficient compensation for risk but if the drivers listed above remain supportive, these spreads can remain at their current low levels for a while longer. Emerging debt could still benefit from its greater sensitivity to interest rates, influence from rises in commodity prices, and the reduction in relative risk to developed country central banks that now appear less politically independent and developed sovereign governments that appear more profligate. Agency and securitized investment grade spreads are much less compressed and help investment grade bonds to be fairly valued overall.

Taxable government bonds stand to benefit from a U.S. Federal Reserve likely to continue reducing rates at the short end of the yield curve. Longer-dated (>10 year) bonds remain at risk from continued deficit spending and debt accumulation, which has driven up nominal yields in a number of developed-country markets, including the U.S. Inflation appears less of a threat thanks to benign recent data, but that could change if goods inflation persists and/or services inflation stops declining. Uncertainty leads us to deemphasize positioning on interest rates but uncertainty about inflation and prospects for U.S. growth result in a slight favor to shorter-term assets.

## OUTLOOK: OTHER ASSETS

	POSITIVE	NEUTRAL	NEGATIVE
<b>ALTERNATIVES</b>			
Global Real Estate		X	
Reinsurance	X		
Commodities		X	
U.S. Dollar			X

Discounted valuations, supportive policies and increased credit availability should help the performance of listed real estate. Non-U.S. markets are more attractive on valuation, whereas the U.S. market could benefit from interest rate declines and more favorable tax treatment. Real estate remains a defensive asset that we expect to outperform in broader equity market drawdowns. Reinsurance still offers double-digit yields that more than compensate for the risks from weather-induced catastrophes and are uncorrelated to financial market risks—an attractive feature in the current environment. Yields are variable relative to short-term rates, so as the Fed continues to cut, that compensation is likely to fall. They also depend on spreads negotiated with reinsurance companies that have previously been elevated but could begin to meaningfully decline. Commodities could benefit from a continued rally in precious and industrial metals—the former driven by yield curve steepening and concerns about fiscal profligacy, and the latter sustained by increased demand from recovering global manufacturing and hoarding of critical materials. That rally could offset continued weakness in energy and agriculture.

Our view of the U.S. dollar remains consistent: It is overvalued against the world basket of currencies and relative interest rates are falling. The U.S. economy is showing surprising strength, but so are other economies in roughly equal measure. A more gradual and sustained decline than earlier this year should continue to add modestly to the returns from overseas assets.



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<sup>®</sup>  
MANAGEMENT

Non-deposit products and services through Busey Wealth Management

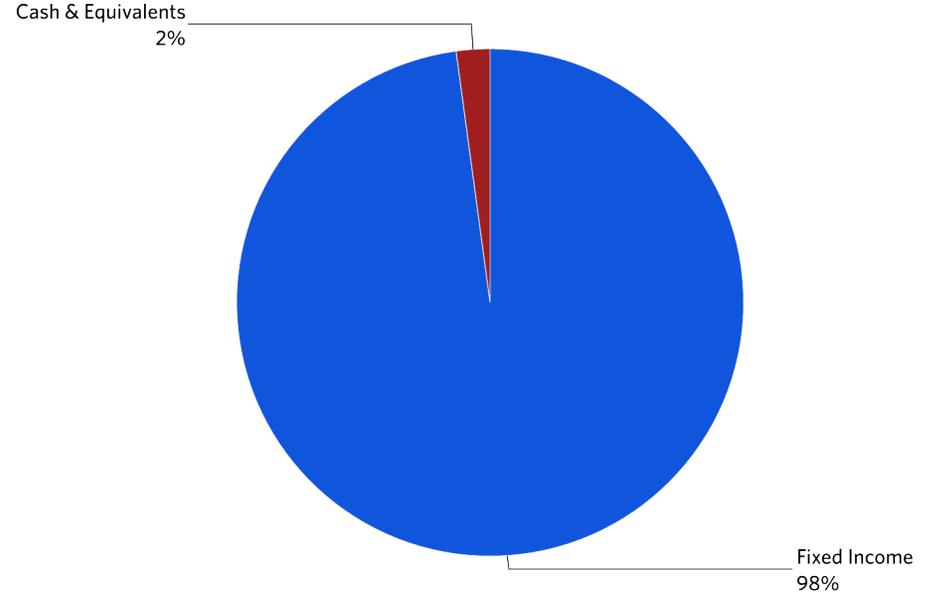
Are Not Insured By The FDIC	Are Not Deposits	May Lose Value	No Bank Guarantee
--------------------------------	---------------------	-------------------	----------------------

Portfolio Value Summary

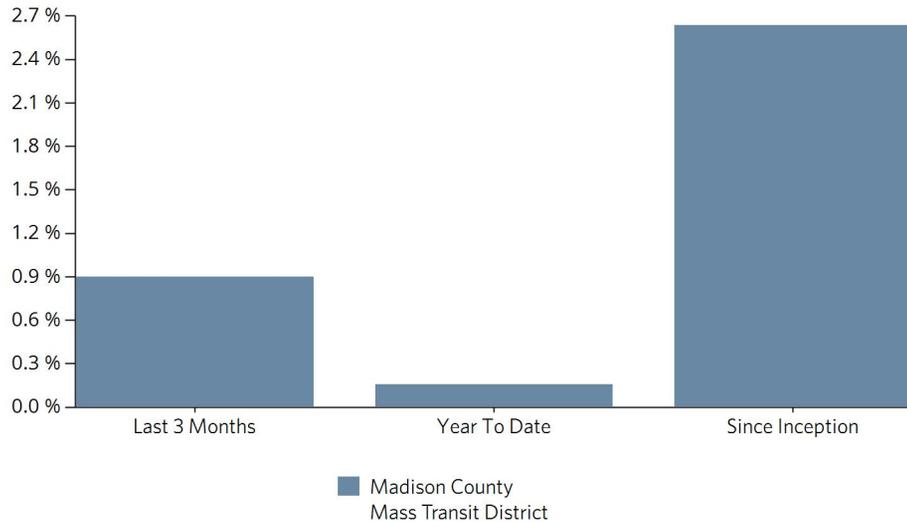
	Last 3 Months	Year To Date	Since 11/30/2021
<b>Beginning Value</b>	<b>54,468,057</b>	<b>54,857,017</b>	<b>0</b>
Net Additions	-20,397	-6,819	48,818,426
Gain/Loss	493,822	91,285	6,123,057
<b>Ending Value</b>	<b>54,941,483</b>	<b>54,941,483</b>	<b>54,941,483</b>
Return	0.9%	0.2%	2.6% <sup>1</sup>
MSCI ALL COUNTRIES ACWI Return	4.0%	3.0%	10.9%
BLOOMBERG INTERMEDIATE GOV'T/CREDIT INDEX Ret...	0.8%	0.1%	1.5%
S&P 500 TOTAL RETURN INDEX Return	1.8%	1.5%	12.2%
MSCI DEVELOPED EAFE(USD)(TRN) Return	9.0%	5.2%	10.7%
CONSUMER PRICE INDEX - (Monthly) Return	-0.2%	0.0%	3.8%
MSCI EM EMERGING MARKETS(USD)(TRN) Return	9.4%	8.9%	8.4%

<sup>1</sup> Annualized return

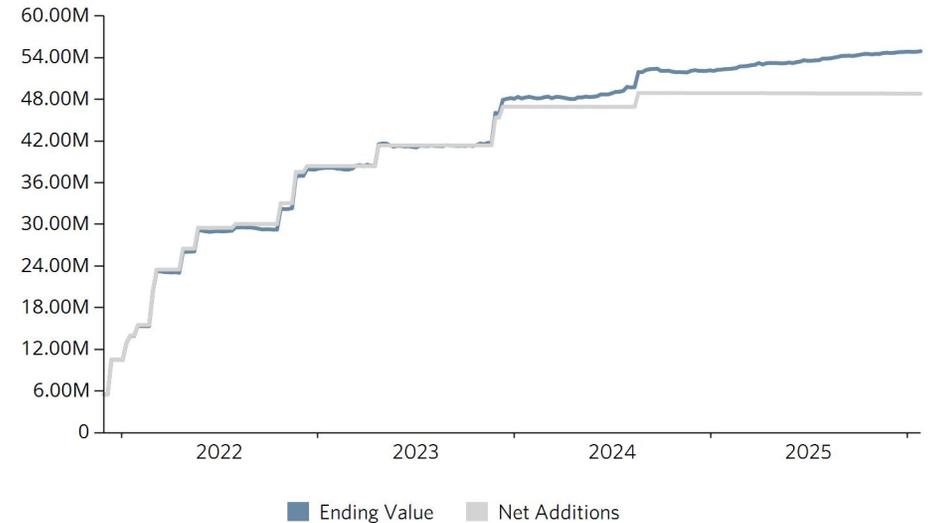
Asset Class Allocation



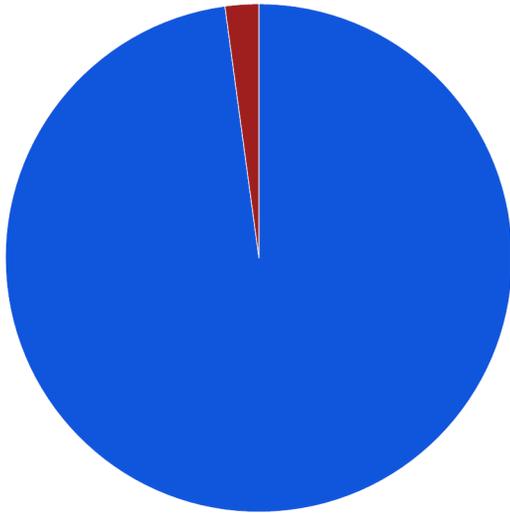
Portfolio Returns



Net Additions and Market Value



Asset Class Allocation



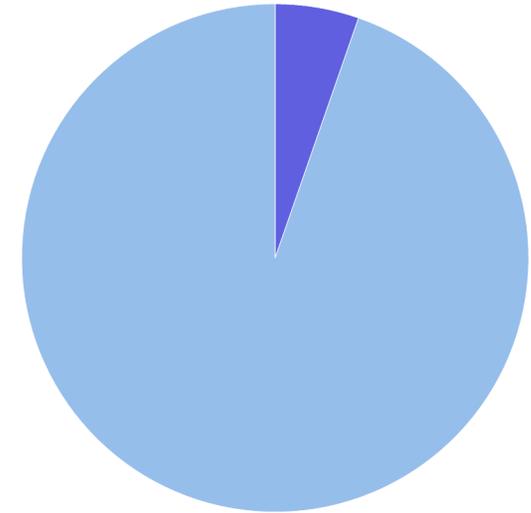
	Ending Value	Allocation
<b>Madison County Mass Transit District</b>	<b>54,941,483</b>	<b>100.0%</b>
■ Fixed Income	53,762,622	97.9%
■ Cash & Equivalents	1,178,861	2.1%

Core Equity and Satellites Allocation



No Data Available

Core Fixed Income Allocation



	Ending Value	Allocation
<b>Madison County Mass Transit District</b>	<b>53,762,622</b>	<b>100.0%</b>
■ Muni Bonds	2,869,502	5.3%
■ Taxable Bonds	50,893,120	94.7%

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
<b>Madison County Mass Transit District</b>		<b>53,947,795</b>		<b>54,941,483</b>		<b>993,688</b>	<b>2.7%</b>	<b>1,353,092</b>
<b>1035033783 - Madison County Mass Transit District</b>		<b>53,947,795</b>		<b>54,941,483</b>		<b>993,688</b>	<b>2.7%</b>	<b>1,353,092</b>
■ Muni Bonds		2,801,738		2,869,502		67,764	2.3%	51,247
CALIFORNIA ST 2.65% 04/01/2026	1,000,000	991,139	99	1,007,123	100	15,985	2.7%	13,250
JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026	630,000	606,634	96	623,505	99	16,871	1.1%	6,577
VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027	500,000	468,752	94	487,393	97	18,640	1.5%	7,285
WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027	750,000	735,214	98	751,481	99	16,267	3.2%	24,135
■ Taxable Bonds		49,967,196		50,893,120		925,924	2.7%	1,257,312
BANK WIS DELLS WIS 4.6% 2026	245,000	245,000	100	246,496	100	1,496	4.6%	6,574
BMW BK NORTH AMER SALT LAKE CI 4.75% 2028	245,000	248,243	101	254,008	102	5,765	4.7%	11,638
CAPITAL ONE NATL ASSN VA 4.55% 2026	245,000	245,000	100	247,822	100	2,822	4.5%	5,574
CARROLL CNTY TR CO MO 4.5% 2028	245,000	245,000	100	248,557	101	3,557	4.4%	11,025
CIBC BK USA 4.35% 2027	245,000	244,816	100	249,464	101	4,648	4.3%	10,658
DORT FINL CR UN GRAND BLANC MI 4.75% 2027	235,000	235,000	100	239,445	101	4,445	4.7%	11,163
FEDERAL FARM CR BKS 1.04% 10/27/2028	500,000	459,325	92	467,053	93	7,728	1.1%	5,200
FEDERAL FARM CR BKS 1.23% 07/29/2030	1,171,000	1,045,981	89	1,042,188	89	-3,793	1.4%	14,403
FEDERAL FARM CR BKS 1.26% 10/15/2030	900,000	778,285	86	797,085	88	18,800	1.4%	11,340
FEDERAL FARM CR BKS 1.32% 09/09/2030	850,000	751,599	88	765,728	90	14,130	1.5%	11,220
FEDERAL FARM CR BKS 1.55% 07/26/2030	1,767,000	1,603,719	91	1,602,343	91	-1,376	1.7%	27,389
FEDERAL FARM CR BKS 1.57% 09/23/2030	475,000	420,050	88	432,503	90	12,453	1.7%	7,458
FEDERAL FARM CR BKS 1.77% 01/13/2028	450,000	429,899	96	432,479	96	2,580	1.8%	7,965
FEDERAL HOME LN MTG CORP 6.75%	450,000	496,378	110	508,545	110	12,167	6.1%	30,375
FEDERAL HOME LOAN BANKS 1.65% 08/25/2031	780,000	694,200	89	695,713	88	1,513	1.9%	12,870
FEDERAL HOME LOAN BANKS 1.75% 02/23/2029	1,000,000	975,400	98	980,728	97	5,328	2.1%	20,000
FEDERAL NATL MTG ASSN 1% 08/28/2030	875,000	751,043	86	773,946	88	22,903	1.1%	8,750
FEDERAL NATL MTG ASSN 6.625% 11/15/2030	615,000	695,245	113	698,687	112	3,442	5.9%	40,744
FIRST FNDTN BK IRVINE CA 4.9% 2026	225,000	225,000	100	230,016	100	5,016	4.9%	5,513

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026	245,000	245,000	100	250,526	101	5,526	4.8%	11,760
FIRST NATL BK AMER EAST LANS 4.3% 2028	250,000	250,000	100	253,501	101	3,501	4.2%	10,750
GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028	245,000	245,000	100	250,556	102	5,556	4.7%	11,882
GOLDMAN SACHS BK USA 3.65% 2028	250,000	250,000	100	251,933	100	1,933	3.7%	9,125
JOHN MARSHALL BANCORP INC 4.4% 2027	250,000	250,000	100	252,567	101	2,567	4.4%	11,000
LAFAYETTE FED CR UN ROCKVILLE 4.9% 2026	250,000	250,000	100	253,019	101	3,019	4.9%	11,229
MEDALLION BK UTAH 4.5% 2027	470,000	470,000	100	475,428	101	5,428	4.5%	21,150
MORGAN STANLEY PRIVATE BK NATL 5.05% 2026	250,000	250,000	100	256,397	101	6,397	5.0%	12,625
PEOPLES BK CO COLDWATER OHIO 4.7% 2027	245,000	245,000	100	247,970	101	2,970	4.7%	11,515
PROVIDENCE BK ROCKY MT NC 4.6% 2027	225,000	225,000	100	228,076	101	3,076	4.5%	10,350
SALLIE MAE BK MURRAY UTAH 4.4% 2028	250,000	250,000	100	255,452	102	5,452	4.3%	11,000
SOUTHERN BK POPLAR BLUFF MO 4.5% 2027	245,000	245,000	100	247,830	101	2,830	4.5%	11,025
STATE BK INDIA NEW YORK NY 4% 2026	250,000	250,000	100	254,474	100	4,474	4.0%	5,000
SYNCHRONY BANK 4.45% 2028	225,000	225,000	100	235,211	102	10,211	4.3%	10,013
SYNCHRONY BANK 5% 2028	240,000	245,847	102	250,080	102	4,233	4.9%	12,000
THREAD BK ROGERSVILLE TENN 4.6% 2026	250,000	250,000	100	252,385	101	2,385	4.6%	10,542
UBS BK USA SALT LAKE CITY UT 4.6% 2026	245,000	244,510	100	246,290	100	1,780	4.6%	3,757
UNITED STATES TREAS NTS 0.75% 01/31/2028	1,700,000	1,589,112	93	1,615,987	95	26,875	0.8%	12,750
UNITED STATES TREAS NTS 0.75% 08/31/2026	750,000	725,602	97	740,179	98	14,577	0.8%	5,625
UNITED STATES TREAS NTS 0.875% 06/30/2026	750,000	738,375	98	742,105	99	3,730	0.9%	3,281
UNITED STATES TREAS NTS 1.125% 10/31/2026	750,000	728,643	97	738,462	98	9,820	1.1%	8,438
UNITED STATES TREAS NTS 1.25% 03/31/2028	1,675,000	1,585,550	95	1,602,627	95	17,077	1.3%	20,938
UNITED STATES TREAS NTS 1.25% 04/30/2028	2,740,000	2,550,138	93	2,613,880	95	63,742	1.3%	34,250
UNITED STATES TREAS NTS 1.25% 11/30/2026	540,000	523,126	97	530,962	98	7,836	1.3%	6,750
UNITED STATES TREAS NTS 1.25% 12/31/2026	750,000	729,707	97	735,409	98	5,702	1.3%	9,375
UNITED STATES TREAS NTS 1.375% 10/31/2028	1,140,000	1,046,353	92	1,078,626	94	32,273	1.5%	15,675
UNITED STATES TREAS NTS 1.5% 01/31/2027	425,000	411,755	97	419,756	98	8,001	1.5%	6,375

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
UNITED STATES TREAS NTS 1.5% 08/15/2026	1,300,000	1,269,653	98	1,294,378	99	24,725	1.5%	19,500
UNITED STATES TREAS NTS 1.75% 01/31/2029	770,000	712,879	93	736,429	95	23,551	1.8%	13,475
UNITED STATES TREAS NTS 1.875% 02/28/2027	1,240,000	1,200,587	97	1,228,133	98	27,546	1.9%	23,250
UNITED STATES TREAS NTS 1.875% 06/30/2026	750,000	741,457	99	745,922	99	4,465	1.9%	7,031
UNITED STATES TREAS NTS 2.25% 02/15/2027	800,000	771,734	96	797,814	99	26,080	2.3%	18,000
UNITED STATES TREAS NTS 2.25% 03/31/2026	1,500,000	1,485,434	99	1,507,968	100	22,535	2.3%	16,875
UNITED STATES TREAS NTS 2.25% 08/15/2027	1,300,000	1,263,302	97	1,288,869	98	25,567	2.3%	29,250
UNITED STATES TREAS NTS 2.5% 03/31/2027	1,500,000	1,466,461	98	1,494,832	99	28,371	2.5%	37,500
UNITED STATES TREAS NTS 2.625% 01/31/2026	400,000	396,239	99	405,293	100	9,054	2.6%	0
UNITED STATES TREAS NTS 2.625% 05/31/2027	316,000	307,316	97	313,680	99	6,365	2.7%	8,295
UNITED STATES TREAS NTS 2.75% 02/15/2028	1,500,000	1,459,561	97	1,496,014	98	36,453	2.8%	41,250
UNITED STATES TREAS NTS 2.75% 04/30/2027	300,000	294,521	98	299,256	99	4,735	2.8%	8,250
UNITED STATES TREAS NTS 2.75% 05/31/2029	322,000	305,315	95	314,575	97	9,260	2.8%	8,855
UNITED STATES TREAS NTS 2.75% 07/31/2027	400,000	388,714	97	401,061	99	12,347	2.8%	11,000
UNITED STATES TREAS NTS 2.875% 04/30/2029	1,170,000	1,107,161	95	1,151,463	98	44,302	2.9%	33,638
UNITED STATES TREAS NTS 2.875% 05/15/2028	400,000	387,992	97	396,490	99	8,498	2.9%	11,500
UNITED STATES TREAS NTS 2.875% 08/15/2028	535,000	512,182	96	533,155	98	20,973	2.9%	15,381
UNITED STATES TREAS NTS 3.125% 08/31/2027	500,000	492,132	98	503,653	99	11,521	3.1%	15,625
UNITED STATES TREAS NTS 3.125% 11/15/2028	1,000,000	967,559	97	994,362	99	26,804	3.2%	31,250
UNITED STATES TREAS NTS 3.25% 06/30/2027	500,000	494,716	99	499,505	100	4,789	3.3%	16,250
UNITED STATES TREAS NTS 3.5% 01/31/2028	700,000	690,726	99	711,994	100	21,268	3.5%	24,500
UNITED STATES TREAS NTS 3.75% 05/31/2030	500,000	493,160	99	503,245	100	10,085	3.7%	18,750
UNITED STATES TREAS NTS 3.875% 11/30/2027	1,000,000	991,672	99	1,012,642	101	20,971	3.9%	38,750
UNITED STATES TREAS NTS 3.875% 12/31/2027	500,000	499,297	100	504,864	101	5,567	3.9%	19,375
UNITED STATES TREAS NTS 4.125% 06/15/2026	298,000	297,091	100	300,170	100	3,079	4.1%	6,146
UNITED STATES TREAS NTS 4.125% 09/30/2027	1,000,000	992,705	99	1,023,431	101	30,726	4.1%	41,250
UNITED STATES TREAS NTS 4.125% 10/31/2027	500,000	501,756	100	510,175	101	8,419	4.1%	20,625

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
UNITED STATES TREAS NTS 4.5% 04/15/2027	1,100,000	1,093,598	99	1,126,934	101	33,336	4.5%	49,500
UNITED STATES TREAS NTS 4.5% 07/15/2026	500,000	497,812	100	502,896	100	5,085	4.5%	11,250
UNITED STATES TREAS NTS 4.625% 09/30/2030	720,000	749,869	104	757,098	104	7,230	4.5%	33,300
UNITED STATES TREAS NTS 4.625% 11/15/2026	825,000	826,697	100	839,394	101	12,697	4.6%	38,156
WELLS FARGO BANK NATL ASSN 4.55% 2027	250,000	250,000	100	253,975	101	3,975	4.5%	11,375
WORKERS CR UN FITCHBURG MA 4.05% 2027	250,000	250,000	100	250,953	100	953	4.0%	10,125
<b>Money Markets</b>		<b>1,178,861</b>		<b>1,178,861</b>		<b>0</b>	<b>3.8%</b>	<b>44,533</b>
GOLDMAN FED FUND 520	1,178,861	1,178,861	1	1,178,861	1	0	3.8%	44,533

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
<b>Madison County Mass Transit District</b>									
Madison County Mass Transit District									
BANK WIS DELLS WIS 4.6% 2026	246,496	4.600%	8/17/2026	—	—	—	3.9	—	0.5
BMW BK NORTH AMER SALT LAKE CI 4.75% 2028	254,008	4.750%	3/17/2028	—	—	—	3.8	—	2.0
CALIFORNIA ST 2.65% 04/01/2026	1,007,123	2.650%	4/1/2026	—	AA-	Aa2	3.6	—	0.2
CAPITAL ONE NATL ASSN VA 4.55% 2026	247,822	4.550%	5/18/2026	—	—	—	3.9	—	0.3
CARROLL CNTY TR CO MO 4.5% 2028	248,557	4.500%	3/30/2028	—	—	—	3.9	—	2.1
CIBC BK USA 4.35% 2027	249,464	4.350%	4/27/2027	—	—	—	3.8	—	1.2
DORT FINL CR UN GRAND BLANC MI 4.75% 2027	239,445	4.750%	6/21/2027	—	—	—	3.8	—	1.4
FEDERAL FARM CR BKS 1.04% 10/27/2028	467,053	1.040%	10/27/2028	2/1/2026	AA+	Aa1	3.7	—	2.7
FEDERAL FARM CR BKS 1.23% 07/29/2030	1,042,188	1.230%	7/29/2030	2/3/2026	AA+	Aa1	4.0	—	4.3
FEDERAL FARM CR BKS 1.26% 10/15/2030	797,085	1.260%	10/15/2030	2/1/2026	AA+	Aa1	4.1	—	4.5
FEDERAL FARM CR BKS 1.32% 09/09/2030	765,728	1.320%	9/9/2030	2/1/2026	AA+	Aa1	3.8	—	4.4
FEDERAL FARM CR BKS 1.55% 07/26/2030	1,602,343	1.550%	7/26/2030	2/1/2026	AA+	Aa1	3.9	—	4.3
FEDERAL FARM CR BKS 1.57% 09/23/2030	432,503	1.570%	9/23/2030	2/1/2026	AA+	Aa1	3.9	—	4.4
FEDERAL FARM CR BKS 1.77% 01/13/2028	432,479	1.770%	1/13/2028	2/1/2026	AA+	Aa1	3.9	—	1.9
FEDERAL HOME LN MTG CORP 6.75%	508,545	6.750%	9/15/2029	—	AA+	Aa1	3.7	—	3.2
FEDERAL HOME LOAN BANKS 1.65% 08/25/2031	695,713	1.650%	8/25/2031	2/1/2026	AA+	Aa1	4.0	—	5.2
FEDERAL HOME LOAN BANKS 1.75% 02/23/2029	980,728	2.000%	2/23/2029	2/23/2026	AA+	Aa1	3.0	—	2.9
FEDERAL NATL MTG ASSN 1% 08/28/2030	773,946	1.000%	8/28/2030	2/28/2026	AA+	Aa1	3.9	—	4.4
FEDERAL NATL MTG ASSN 6.625% 11/15/2030	698,687	6.625%	11/15/2030	—	AA+	Aa1	3.8	—	4.1
FIRST FNDTN BK IRVINE CA 4.9% 2026	230,016	4.900%	2/18/2026	—	—	—	4.5	—	0.0
FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026	250,526	4.800%	9/30/2026	—	—	—	3.8	—	0.6
FIRST NATL BK AMER EAST LANS 4.3% 2028	253,501	4.300%	12/28/2028	—	—	—	3.9	—	2.7
GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028	250,556	4.850%	3/22/2028	—	—	—	3.9	—	2.0
GOLDMAN SACHS BK USA 3.65% 2028	251,933	3.650%	10/10/2028	—	—	—	3.8	—	2.7
JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026	623,505	1.044%	9/1/2026	—	—	Aa1	3.6	—	0.6
JOHN MARSHALL BANCORP INC 4.4% 2027	252,567	4.400%	6/15/2027	—	—	—	3.9	—	1.3
LAFAYETTE FED CR UN ROCKVILLE 4.9% 2026	253,019	4.900%	12/14/2026	—	—	—	3.8	—	0.9
MEDALLION BK UTAH 4.5% 2027	475,428	4.500%	6/16/2027	—	—	—	3.8	—	1.3
MORGAN STANLEY PRIVATE BK NATL 5.05% 2026	256,397	5.050%	10/19/2026	—	—	—	3.5	—	0.7
PEOPLES BK CO COLDWATER OHIO 4.7% 2027	247,970	4.700%	3/17/2027	—	—	—	3.8	—	1.1
PROVIDENCE BK ROCKY MT NC 4.6% 2027	228,076	4.600%	8/20/2027	—	—	—	3.8	—	1.5

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
SALLIE MAE BK MURRAY UTAH 4.4% 2028	255,452	4.400%	12/13/2028	—	—	—	3.8	—	2.7
SOUTHERN BK POPLAR BLUFF MO 4.5% 2027	247,830	4.500%	6/16/2027	—	—	—	3.8	—	1.3
STATE BK INDIA NEW YORK NY 4% 2026	254,474	4.000%	8/28/2026	—	—	—	3.9	—	0.6
SYNCHRONY BANK 4.45% 2028	235,211	4.450%	8/11/2028	—	—	—	3.5	—	2.3
SYNCHRONY BANK 5% 2028	250,080	5.000%	3/24/2028	—	—	—	3.8	—	2.0
THREAD BK ROGERSVILLE TENN 4.6% 2026	252,385	4.600%	12/11/2026	—	—	—	3.8	—	0.8
UBS BK USA SALT LAKE CITY UT 4.6% 2026	246,290	4.600%	5/5/2026	—	—	—	4.0	—	0.3
UNITED STATES TREAS NTS 0.75% 01/31/2028	1,615,987	0.750%	1/31/2028	—	—	Aa1	3.4	—	2.0
UNITED STATES TREAS NTS 0.75% 08/31/2026	740,179	0.750%	8/31/2026	—	—	Aa1	3.6	—	0.6
UNITED STATES TREAS NTS 0.875% 06/30/2026	742,105	0.875%	6/30/2026	—	—	Aa1	3.7	—	0.4
UNITED STATES TREAS NTS 1.125% 10/31/2026	738,462	1.125%	10/31/2026	—	—	—	3.6	—	0.7
UNITED STATES TREAS NTS 1.25% 03/31/2028	1,602,627	1.250%	3/31/2028	—	—	Aa1	3.6	—	2.1
UNITED STATES TREAS NTS 1.25% 04/30/2028	2,613,880	1.250%	4/30/2028	—	—	Aa1	3.6	—	2.2
UNITED STATES TREAS NTS 1.25% 11/30/2026	530,962	1.250%	11/30/2026	—	—	Aa1	3.6	—	0.8
UNITED STATES TREAS NTS 1.25% 12/31/2026	735,409	1.250%	12/31/2026	—	—	Aa1	3.6	—	0.9
UNITED STATES TREAS NTS 1.375% 10/31/2028	1,078,626	1.375%	10/31/2028	—	—	Aa1	3.6	—	2.6
UNITED STATES TREAS NTS 1.5% 01/31/2027	419,756	1.500%	1/31/2027	—	—	Aa1	2.8	—	1.0
UNITED STATES TREAS NTS 1.5% 08/15/2026	1,294,378	1.500%	8/15/2026	—	—	Aa1	3.7	—	0.5
UNITED STATES TREAS NTS 1.75% 01/31/2029	736,429	1.750%	1/31/2029	—	—	Aa1	3.3	—	2.9
UNITED STATES TREAS NTS 1.875% 02/28/2027	1,228,133	1.875%	2/28/2027	—	—	Aa1	3.6	—	1.0
UNITED STATES TREAS NTS 1.875% 06/30/2026	745,922	1.875%	6/30/2026	—	—	Aa1	3.7	—	0.4
UNITED STATES TREAS NTS 2.25% 02/15/2027	797,814	2.250%	2/15/2027	—	—	Aa1	3.6	—	1.0
UNITED STATES TREAS NTS 2.25% 03/31/2026	1,507,968	2.250%	3/31/2026	—	—	Aa1	3.7	—	0.2
UNITED STATES TREAS NTS 2.25% 08/15/2027	1,288,869	2.250%	8/15/2027	—	—	Aa1	3.6	—	1.5
UNITED STATES TREAS NTS 2.5% 03/31/2027	1,494,832	2.500%	3/31/2027	—	—	Aa1	3.6	—	1.1
UNITED STATES TREAS NTS 2.625% 01/31/2026	405,293	2.625%	1/31/2026	—	—	Aa1	0.0	—	0.0
UNITED STATES TREAS NTS 2.625% 05/31/2027	313,680	2.625%	5/31/2027	—	—	Aa1	3.6	—	1.3
UNITED STATES TREAS NTS 2.75% 02/15/2028	1,496,014	2.750%	2/15/2028	—	—	Aa1	3.6	—	1.9
UNITED STATES TREAS NTS 2.75% 04/30/2027	299,256	2.750%	4/30/2027	—	—	Aa1	3.6	—	1.2
UNITED STATES TREAS NTS 2.75% 05/31/2029	314,575	2.750%	5/31/2029	—	—	Aa1	3.7	—	3.1
UNITED STATES TREAS NTS 2.75% 07/31/2027	401,061	2.750%	7/31/2027	—	—	Aa1	2.6	—	1.5
UNITED STATES TREAS NTS 2.875% 04/30/2029	1,151,463	2.875%	4/30/2029	—	—	Aa1	3.7	—	3.0
UNITED STATES TREAS NTS 2.875% 05/15/2028	396,490	2.875%	5/15/2028	—	—	Aa1	3.6	—	2.2

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
UNITED STATES TREAS NTS 2.875% 08/15/2028	533,155	2.875%	8/15/2028	—	—	Aa1	3.6	—	2.4
UNITED STATES TREAS NTS 3.125% 08/31/2027	503,653	3.125%	8/31/2027	—	—	Aa1	3.5	—	1.5
UNITED STATES TREAS NTS 3.125% 11/15/2028	994,362	3.125%	11/15/2028	—	—	Aa1	3.6	—	2.6
UNITED STATES TREAS NTS 3.25% 06/30/2027	499,505	3.250%	6/30/2027	—	—	Aa1	3.6	—	1.4
UNITED STATES TREAS NTS 3.5% 01/31/2028	711,994	3.500%	1/31/2028	—	—	Aa1	2.6	—	1.9
UNITED STATES TREAS NTS 3.75% 05/31/2030	503,245	3.750%	5/31/2030	—	—	Aa1	3.8	—	3.9
UNITED STATES TREAS NTS 3.875% 11/30/2027	1,012,642	3.875%	11/30/2027	—	—	Aa1	3.6	—	1.7
UNITED STATES TREAS NTS 3.875% 12/31/2027	504,864	3.875%	12/31/2027	—	—	Aa1	3.6	—	1.8
UNITED STATES TREAS NTS 4.125% 06/15/2026	300,170	4.125%	6/15/2026	—	—	Aa1	3.6	—	0.4
UNITED STATES TREAS NTS 4.125% 09/30/2027	1,023,431	4.125%	9/30/2027	—	—	Aa1	3.6	—	1.6
UNITED STATES TREAS NTS 4.125% 10/31/2027	510,175	4.125%	10/31/2027	—	—	Aa1	3.6	—	1.7
UNITED STATES TREAS NTS 4.5% 04/15/2027	1,126,934	4.500%	4/15/2027	—	—	Aa1	3.6	—	1.2
UNITED STATES TREAS NTS 4.5% 07/15/2026	502,896	4.500%	7/15/2026	—	—	Aa1	3.7	—	0.4
UNITED STATES TREAS NTS 4.625% 09/30/2030	757,098	4.625%	9/30/2030	—	—	Aa1	3.8	—	4.1
UNITED STATES TREAS NTS 4.625% 11/15/2026	839,394	4.625%	11/15/2026	—	—	Aa1	3.7	—	0.8
VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027	487,393	1.457%	8/1/2027	—	—	Aa2	3.7	—	1.5
WELLS FARGO BANK NATL ASSN 4.55% 2027	253,975	4.550%	12/13/2027	—	—	—	3.9	—	1.9
WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027	751,481	3.218%	5/1/2027	—	AA	Aa2	3.7	—	1.2
WORKERS CR UN FITCHBURG MA 4.05% 2027	250,953	4.050%	6/1/2027	—	—	—	3.8	—	1.3
<b>Total Madison County Mass Transit District</b>	<b>53,762,622</b>	<b>2.624%</b>	<b>2/14/2028</b>	<b>—</b>	<b>AA+</b>	<b>Aa1</b>	<b>3.6</b>	<b>—</b>	<b>1.9</b>
<b>Total Madison County Mass Transit District</b>	<b>53,762,622</b>	<b>2.624%</b>	<b>2/14/2028</b>	<b>—</b>	<b>AA+</b>	<b>Aa1</b>	<b>3.6</b>	<b>—</b>	<b>1.9</b>

Copyright © 2026, Standard & Poor's, a division of The McGraw-Hill Companies, Inc. All rights reserved.  
Please see end of report for the full Standard & Poor's, a division of The McGraw-Hill Companies, disclaimer.

Copyright © 2026, Moody's Analytics, Inc. and its licensors.  
Please see end of report for the full Moody's Analytics disclaimer.

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

### **Comprehensive and Goal-Based Financial Planning**

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

### **Retirement Planning**

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

### **Insurance Solutions**

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

### **Investment Management**

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

### **Estate Planning**

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

### **The Private Client Service Approach**

- Personal Banking and Lending Services

### **Farm Management and Real Estate Brokerage**

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

#### **Disclaimer:**

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

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

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

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

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

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

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

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

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

## Ratings Disclaimer

Copyright © 2026, Standard & Poor's, a division of The McGraw-Hill Companies, Inc. All rights reserved.

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

© 2026, Moody's Analytics, Inc. and its licensors ("Moody's"). Moody's ratings and other information ("Moody's Information") are proprietary to Moody's and/or its licensors and are protected by copyright and other intellectual property laws. Moody's Information is licensed to Distributor by Moody's. MOODY'S INFORMATION MAY NOT BE COPIED OR OTHERWISE REPRODUCED, REPACKAGED, FURTHER TRANSMITTED, TRANSFERRED, DISSEMINATED, REDISTRIBUTED OR RESOLD, OR STORED FOR SUBSEQUENT USE FOR ANY SUCH PURPOSE, IN WHOLE OR IN PART, IN ANY FORM OR MANNER OR BY ANY MEANS WHATSOEVER, BY ANY PERSON WITHOUT MOODY'S PRIOR WRITTEN CONSENT. Moody's® is a registered trademark.

# MANAGING DIRECTOR'S REPORT

## **Freedom of Information Act (FOIA) Report**

### **JANUARY 2026**

#### **The following FOIA requests were received:**

##### **Ron Fisher – Glisson Law**

**(Received 1/12/2026 –Response sent 1/20/2026)**

Any and all bus video reference the traffic crash on 01/02/2026 involving driver Latisha Marion which occurred at IL-3 and Rock Rd Granite City IL. I would like approximately 15 minutes before the crash through 30 minutes after the crash

##### **Tom Wilmowski**

**(Received 1/17/2026 –Response sent 2/13/2026)**

All documents, including incident reports, investigative reports, photographs, and videos, related to the July 30, 2023 collision at Market Street and State Street in Madison, Illinois involving Madison County Transit Bus number 4018 operated by Agnes L. Freeland.

All videos from Madison County Transit Bus number 4018 from July 30, 2023

All documents related to Agnes L. Freeland, DOB 09/23/1961, related to her employment with Madison County Transit.

##### **Woo Park – Commercial Request**

**(Received 1/19/2026 – Response sent 2/18/2026)**

The Data Branch is hereby submitting a public records request to your entity for fleet management contract and operational data.

We are requesting confirmation of whether your entity currently contracts with any fleet management software provider, and if so, a copy of the most recent signed contract or agreement.



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

Specifically, we seek:

**Contract Information:**

Copy of the latest contract with your current fleet management software provider  
Contract expiration date  
Names of software platforms and systems used in your technical stack (e.g., vehicle tracking systems, maintenance management software, fuel card systems, telematics platforms)

**Fleet Size Confirmation:**

Total number of vehicles currently in your fleet

If you work with any fleet management provider:

Please share a copy of the signed contract or agreement  
Confirm the contract expiration date  
List the software platforms currently deployed

If you do not currently use fleet management software:

Please confirm that in your response

**Preferred Format & Delivery**

We understand recordkeeping systems vary across agencies. We are willing to receive:

PDF or Word documents (preferred)  
Spreadsheet exports (Excel)  
Standard procurement system reports

**Scope of Request**

We are seeking records that reflect fleet management contracts and operations conducted by any department, office, division, or administrative unit within your entity.

**Commercial Nature & Flexibility**

This request is for commercial research purposes. We are happy to comply with all applicable policies and procedures and are willing to narrow, clarify, or adjust the request to make fulfillment easier for your office.

**Mr. S.J. Morrison**  
MCT Executive Director  
#1 Transit Way  
Pontoon Beach, IL 62040

**Mr. Chris Slusser**  
Madison County Board Chairman  
157 N. Main Street, Suite 165  
Edwardsville, IL 62025

**Re: Madison County Transit District – Board Service**

Dear Mr. Morrison and Chairman Slusser:

I write to provide a summary reflection on my tenure as a Board Member of the Madison County Transit District, as my term concludes in February 2026.

First and foremost, I would like to thank the Madison County Board for appointing me and approving my term of service. I am grateful for the opportunity to contribute to the District and to serve the public by offering thoughtful guidance and oversight.

The District is currently in excellent condition, both operationally and financially. I have rarely worked with a more responsive, professional, and focused team. Under the leadership of Mr. Morrison, the organization operates at a very high level. His staff consistently arrived at Board meetings well prepared, addressed operational questions thoroughly, and followed through promptly when additional information was requested.

Serving on the Board has been both rewarding and educational. It took nearly a year to fully appreciate the complexity and scope of District operations, and I leave with a deep respect for the work performed daily on behalf of our community.

During my tenure, I was proud to champion several initiatives with the support of the Director and fellow Board Members:

1. A comprehensive maintenance study of all trails to assess the condition of surfaces, bridges, and related structures, with the goal of establishing a sustainable annual budget for repairs and improvements.
2. Increased emphasis on expanding and strengthening transportation services throughout the District.
3. Strategic evaluation of bus stop locations in high-traffic areas, including planning for bus pull-off areas to improve rider accessibility and enhance vehicular safety.

Looking ahead, I respectfully suggest consideration of a more robust interview and evaluation process for future Board appointments recommended by the County Board Chairman. A structured review of the existing Board's collective expertise—public and private—could help guide the selection of new members whose backgrounds and strengths complement the Board's

overall composition. Such an approach may help ensure a balanced, well-rounded body dedicated primarily to service and stewardship.

Thank you again for the opportunity to serve. It has been an honor, and I sincerely hope I fulfilled my obligations to the District and the citizens it serves.

Respectfully submitted,

David J. Sherrill

A handwritten signature in black ink, appearing to be 'D. Sherrill', written over the printed name.

P.S. I would appreciate this letter being entered into the minutes of the upcoming Madison County Transit District Board meeting and the Madison County Board meeting.



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

February 19, 2026

Boeing Employees Bicycle Club  
Attn: Christian Hasselberg  
7020 Waterman Ave  
St. Louis, MO 63130

Dear Mr. Hasselberg:

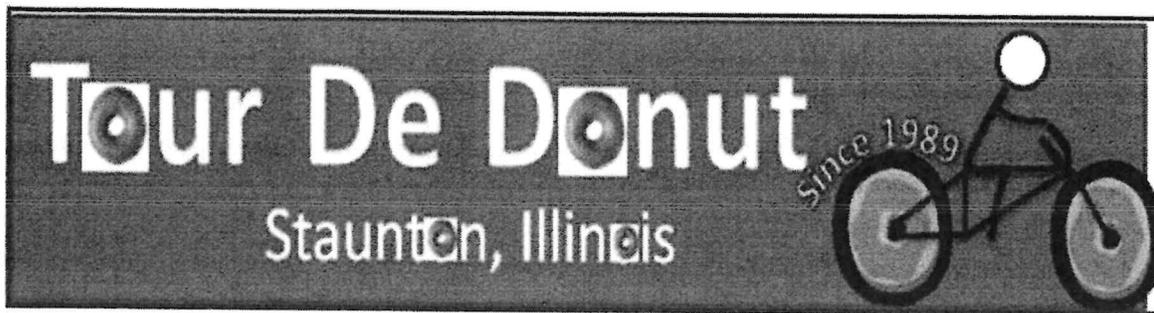
Thank you for your recent gift in support of trail development programs. We appreciate your recognition of our organization for the continued growth of our regional trails.

Madison County Transit has received your Boeing Employees Bicycle Club check dated February 9, 2026 for \$ 1,000.00. Madison County Transit did not provide any goods or services in return for this contribution.

Sincerely

A handwritten signature in blue ink that reads 'SJ Morrison'. The signature is fluid and cursive, with the 'S' and 'J' being particularly prominent.

SJ Morrison  
Managing Director



Jan 15, 2026

To Whom It May Concern:

The Boeing Employee Bicycle Club and the City of Staunton have sponsored the "Tour De Donut" annually. Now in its 34th year, the "Tour de Donut" bicycle race is a spoof on the "Tour de France." From the mass start, the approximately 34-mile (or shorter fun ride) route follows lightly traveled roads over rolling terrain. Riders can stop at two checkpoint stations (donut stops). While donut consumption is not mandatory, the rider is awarded a five (5) minute time credit for EACH donut eaten. Yum!

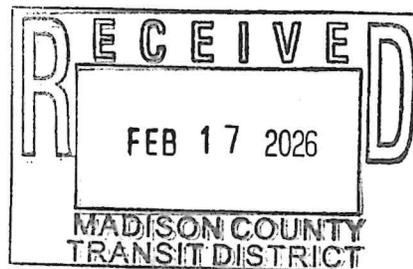
The club directs proceeds from the event to bicycling-related charities in the region as well as to worthy organizations in the communities that support the race, mainly in Staunton, Mt Olive, Benld, and Eagarville.

On behalf of the Boeing Employee Bicycle Club, thank you for your efforts in support of bicycling and your support of the Tour De Donut. Please note the enclosed donation check for your organization. If you have any questions, feel free to contact Colin Fiola at (636) 206-9861 or [colin.fiola@boeing.com](mailto:colin.fiola@boeing.com).

Sincerely,

Christian M Hasselberg  
Tour De Donut Race Director

Colin Fiola  
Boeing Employee Bicycle Club Treasurer



BOEING EMPLOYEES BICYCLE CLUB SAINT LOUIS  
7020 WATERMAN AVE  
SAINT LOUIS, MO 63130

4-21/810

2010

Date 2/9/2025 MP



PAY TO THE ORDER OF

MADISON COUNTY TRANSIT

\$ 1000 00

ONE THOUSAND 00/100

Dollars

← Heat Reactive Ink



Memo TWO DONATION

MP

⑆08⑆0002⑆0⑆ 152325257417⑆ 2010

LOOK FOR FRAUD-DETERRING FEATURES INCLUDING THE SECURITY SQUARE AND HEAT-REACTIVE INK. DETAILS ON BACK.



# Proposed July Service Change 2026

**To:** MCT Board of Directors  
**From:** SJ Morrison, MCT Managing Director  
**Date:** February 26, 2026

---

## SUMMARY

Staff continue to evaluate service to ensure resources align with ridership demand and community need. Several routes/trips included in this proposal show continued low ridership, prompting MCT to consider adjustments that reduce or restructure underutilized service, maintain coverage where feasible using alternative routes/services, and improve efficiency while preserving access for riders.

Planning staff hosted six public meetings to allow passengers and members of the public to make comments on the proposed changes. Comments could also be made via email, USPS, or by phone. A detail of those meeting times and comments can be found on the following page. After presenting these changes to the public and receiving feedback from riders, staff made changes to the original proposal. The following proposal consists of all adjustments made as a result of public comment:

## PROPOSED SERVICE ADJUSTMENTS:

The following changes have been taken to public meeting and are being proposed as part of the July 2026 Service Change:

### #9 Washington Shuttle - Humbert Road Segment (Discontinuation)

- Discontinue the #9 trips between Alton Station and Humbert Road due to lack of demand.
  - Trips that do not operate on Humbert Road would remain unchanged.

### #13 Troy–Glen Carbon (Route Replacement)

- Replace the #13 fixed-route service with the new microtransit zone (MCT Micro Troy | Maryville).

### New Microtransit Zone – MCT Micro Troy | Maryville (New Service)

- Launch a new microtransit zone, [service area link](#)
- Monday – Friday, 7 AM – 7 PM
- Saturday, 9 AM – 3 PM

### #1X Express (Corridor Adjustment)

- Discontinue service from Godfrey and Bethalto due to low ridership on those trips.
- Shift all #1X trips to begin (AM) and end (PM) at Eastgate Park & Ride in East Alton.

### #16X Express (Proposed Reduction)

- Reduce from four PM trips to three PM trips.
  - Discontinue last PM trip from St. Louis to Edwardsville due to low ridership.

## TOTALS:

**Annual VSH Decrease: (21,724.54)      FTE Decrease: (1.12)      Annual Cost Decrease: (308,218.48)**

## Public Comments Regarding Proposed Changes July 2026 Service Change

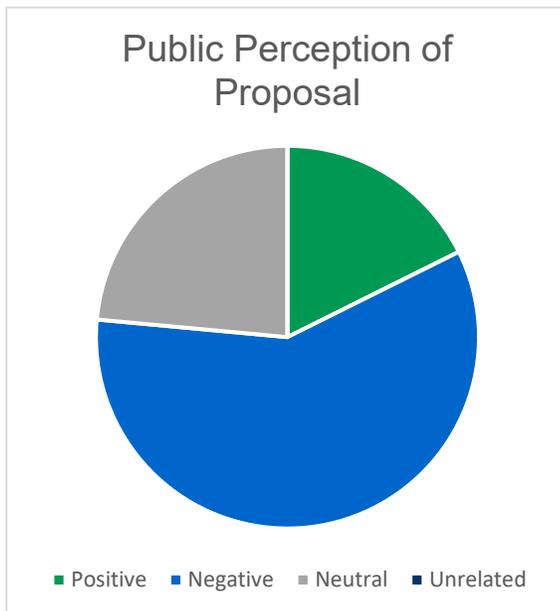
### Summary of Public Comments:

- MCT received 17 public comments.
- Of those comments, 17 comments were directly related to the proposed changes.

### Summary of Outreach:

Staff conducted six public meetings aimed at actively involving the community, collecting valuable feedback, and addressing inquiries regarding the proposed July Service Change. These meetings took place at key locations such as Jarvis Township Office in Troy, Glen Carbon Village Hall, and Maryville City Hall, with three additional virtual meetings to enhance accessibility.

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



### Comments Regarding Proposed Changes

Type	Meeting	Phone	Email	US Mail	TOTAL
Positive	3	-	-	-	<b>3</b>
Negative	3	2	5	-	<b>10</b>
Neutral	4	-	-	-	<b>4</b>
Unrelated	-	-	-	-	-
<b>TOTAL</b>	-	-	-	-	<b>17</b>

**Please Note:** Changes were made to the original proposal after taking the following comments into consideration.

### MCT Public Meeting Comments

#### Comments via Email:

Gary M [REDACTED] [REDACTED]@gmail.com

I ride the 16X from the Gateway Center to 6th and Washington and back. The time that you're planning on cutting is the one that I normally take. Currently I am working overtime, so I am taking an earlier bus or driving in.

I see few riders at that time so I can understand why you may want to cut it. If you do, I will likely drive to work, otherwise I would end up arriving far too early.

Christina F [REDACTED] [REDACTED]@gmail.com

The 16X that leaves Edwardsville Station at 6:50 AM is the only route that gets me to work on time. Enough people ride this route at that time, to keep it going.

Robert Y [REDACTED] [REDACTED]@pm.me

I'm writing to express my concerns about the proposed service changes, specifically regarding the changes to the #16X Edwardsville-Glen Carbon Express. I have been riding the 16X to work almost daily for several years now. I take the 2nd run in the morning and the 3rd run in the evening are probably the ones I use the least. Typically, I take the final run in the morning (6:55 at Harvard and Troy) and the first or second run in the evening (3:47 or 4:07 at 6th and Washington). There is no doubt that my life is improved by the express bus service. I save an incredible amount of money, time, and frustration by not driving to downtown St. Louis every day for work. My family only has one car, and I prefer to keep it that way for as long as possible, for both financial and environmental reasons. MCT makes that possible for me, each and every day. I understand that costs are increasing and ridership has decreased, especially since 2020. Public transit remains a lifeline for many people, including people like me, who rely on it daily to get to work and back home every day. While the frustration of taking an earlier run is minimal compared to purchasing a second vehicle and driving daily, it will still have a negative impact on my daily commute.

I hope that the service can remain as it is. If not, then I can only hope that the service doesn't diminish any further. At some point, I would have to decide to not use MCT anymore, and that would be a bitter decision.

Erika J [REDACTED] [REDACTED]@gmail.com

I'm one of your faithful riders on the 16X line and heard that you might get rid of or restrict some of the stops. Please don't do this. I take this to and from work. I get on at the Collinsville Convention Center at 7:14am and take this to Tucker & Spruce downtown.

Crystal H [REDACTED] [REDACTED]@wustl.edu

My daughter relies on the bus 4 days a week to get to work. Days vary, but typically Tues-Fri. She gets on at the Troy (Pete's Market) at 7:00am and gets off at Main and Meridian and walks the rest of the way to work from there. You have already cut out the latest stop (I think used to be around 6:15pm to Troy) that she used to take to come home (assuming due to COVID). We've had to make adjustments to pick her up every day and taking her to work everyday is not an option. My daughter works at St Thomas Episcopal Daycare. Her work hours are from 7:45-5:45 4 days a week. Her typical day off is Monday but that does sometimes change. So, she gets off the bus at the corner of Main/Meridian/Glen Crossing. She walks down the hill to get to work. Which she's ok with walking. She does have special needs, which is why she doesn't drive. She's been a bus rider for 9-10

years. She appreciates riding the bus. She says it's always quiet and she never has to worry about the bus not showing up. Please take this information into consideration that some do rely on the bus system.

**Comments via Phone:**

Brett L [REDACTED]	[REDACTED]@yahoo.com
--------------------	----------------------

Rides 6:50 AM trip (board at Cottonwood at 6:58 AM) along with 7-10 riders daily. Asks that we do not eliminate this trip. In the afternoon, the last trip has saved him before due to having to work late, but understand why eliminating it would be necessary as he has been the only person on the bus. Takes 4:17 PM or 4:47 PM trip home from 7<sup>th</sup> & Locust.

Liam B [REDACTED]	[REDACTED]@gmail.com   618-[REDACTED]
-------------------	---------------------------------------

16X rider boards at Cottonwood Plaza daily at 6:57 AM. He asks that MCT preserve the trip for himself and the other 7-10 riders of this trip. The proposal to discontinue the last PM trip will not affect him.

**Comments via Public Meeting at Jarvis Township:**

Pam M [REDACTED]	[REDACTED]
------------------	------------

The MCT Micro Troy | Maryville looks great! Can't wait to see it come alive. This will help out so many people in Maryville and Troy. Helping out the people of Troy will be really nice.

Allen A [REDACTED]	[REDACTED]
--------------------	------------

The new MCT Micro service to Troy and Maryville will provide transportation for seniors to the grocery store, Dollar General, Walgreens, Anderson Hospital, and many of the doctors offices in Maryville. This will provide an upgrade in service over the 13 route as it door-to-door. Thank you for bringing micro to our area!

**Comments via Public Meeting at Glen Carbon Village Hall:**

Mike W [REDACTED]	[REDACTED]
-------------------	------------

Interested in seeing the socio-economic impact of microtransit for the Troy/Maryville zone. Wants to make sure we are aware that we aren't affecting low-income individuals with the removal of the 13. Uses #7 and wants to make sure that the micro buses are bike accessible as well. Very pleased with what MCT Micro Troy | Maryville can do. Found NextMCTBus.org to be helpful and would like to see that utilized more. Would like to see bike trails added wholistically into the bus network to people are able to commute better.

**Comments via Virtual Meeting 1/28/26**

Mitch W [REDACTED]	618-[REDACTED]
--------------------	----------------

1X Rider – Uses 6:46 AM trip at Wood River Station to get to doctors' appointment in St. Louis. Uses the bus every 4 to 6 months. Takes the 6 to Wood River Station from Rockwood Apartments. Best time for him is 6:30ish bus. Return trip takes the 5 to 1 to 7/6 to go home. Micro for Wood River/East Alton/Roxana residents.

Lynn K. [REDACTED]	314-[REDACTED]
--------------------	----------------

1X from Eastgate to St. Louis, normally takes 6:39 AM to work and first and second trip coming home, boarding at Federal Building on Spruce. Work starts at 7:30. Concerns about removing Wood River Station and for passengers she knows who uses that specific stop to catch that bus. Does not prefer schedule A or B. Lives in Godfrey.

David C [REDACTED]	[REDACTED]
--------------------	------------

Concerned on the 13 and 16 (no changes). Wants to make sure Alton area residents can get to Troy. Wants to go to Main Street in Troy, right in front of the library. No concerns with the 16, likes that the 16 and 19 go together. From Alton and travels to Troy or Glen Carbon Walmart. Thinks the 1X should keep the Wood River Station.

Melody S [REDACTED]	618-[REDACTED]
---------------------	----------------

Passenger used to ride the 1X from Eastgate to Downtown and back. Had to stop because they discontinued 2 of the last buses. Works a 10-hour shift, 4 days a week, at the hospital. Used the 6 PM and 630 PMish bus at 6<sup>th</sup> and Washington. Preferred time at 7<sup>th</sup> and Locust would be at least 6 PM.

**Comments via Virtual Meeting 1/29/26**

Bobby S [REDACTED]	618-[REDACTED]
--------------------	----------------

Rides the 1X, 3 days a week. Purchases a Metro pass from his employer. Currently takes the 2<sup>nd</sup> morning trip at Eastgate, supposed to leave at 6:19 but leaves at 6:17. Schedule B is more fitting. Schedule A makes him get up early and miss the PM bus. Takes the last bus home and would not make the third bus if schedule A is implemented. Boarding at 6<sup>th</sup> & Washington at 6:09. Would prefer the AM trips to leave Eastgate 7 minutes earlier and all the afternoon trips arrive 7 minutes later.

ReAnna	[REDACTED]
--------	------------

Rides the 1X. Works 815 to 445 at a law firm at Peabody. Can't clock out any earlier than 430. Night and walking alone as a women is a safety issue and can't walk 3 blocks within 4 minutes to catch the bus.

**Comments via Virtual Meeting 2/18/26**

James M [REDACTED]	[REDACTED]
--------------------	------------

The commenter is asking whether the proposed #7 Alton–Edwardsville changes would simply layer the SIUE timetable on top of the existing schedule or if the current schedule will also be modified. They want clarification on what changes or reductions are being proposed to the #1's current hourly Hartford service (Monday–Saturday, 8:30 a.m.–5:30 p.m.), noting that while they and their parents don't use Hartford service, they believe the adjustments to the #1 would improve their mom's commute. They were initially concerned about Glen Carbon losing a good bus connection but feel reassured that the replacement MCT Micro zone would serve some Glen Carbon stops, and they are asking what operating hours are proposed for that zone (assuming it may mirror the current #13 weekday hours of 7 a.m.–6 p.m.). They also ask whether #16 ridership is strong enough to justify keeping it as a fixed route and, if not, whether it could be replaced by an MCT Micro zone in Edwardsville starting at 8 a.m. instead of the current 6:30 p.m. start time. Additionally, they speculate that service to Alton High School may be discontinued due to low ridership and ask why MCT originally implemented that service and what alternative options would be available if it is removed. Finally, they express appreciation for the first southbound trip on the #1, as it gives them 90 extra minutes each day to work, study, or explore when staying near Chain of Rocks Road.

**RESOLUTION 26-37**

**AUTHORIZING CHANGES TO THE PUBLIC  
TRANSPORTATION AGENCY SAFETY PLAN (PTASP)**

**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 July 19, 2018, Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires recipients and subrecipients that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS); and,

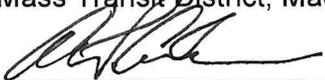
**WHEREAS**, each PTASP must include processes and procedures for the transit agency's SMS, which consists of four main elements (1) Safety Management, (2) Safety Risk Management, (3) Safety Assurance, and (4) Safety Promotion; Include performance targets based on the safety performance criteria established under the National Public Transportation Safety Plan. Address all requirements and standards as set forth in FTA's PTASP and establish a process and timeline for conducting an annual review and update; and,

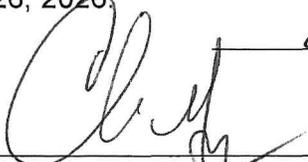
**WHEREAS**, the Trustees, after due consideration, find the adoption of a Public Transportation Safety Plan is in the best interest of the residents of Madison County and is desirable for the welfare of the Madison County Mass Transit District.

**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 adopt the Public Transportation Agency Safety Plan, as set forth in Attachment A for the District in order to maintain, manage, and submit annual targets in the best interest of the residents of Madison County and is desirable for the welfare of the Madison County Mass Transit District.
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 any and all actions as reasonably necessary to execute, complete, and perform all obligations associated with the Public Transportation Agency Safety Plan (PTASP) 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-seventh day of February 26, 2026.

  
\_\_\_\_\_  
Allen P. Adomite, Chairman

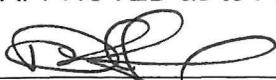
  
\_\_\_\_\_  
Christopher C. Guy

  
\_\_\_\_\_  
Andrew F. Economy

\_\_\_\_\_  
Michael J. McCormick

  
\_\_\_\_\_  
John C. Williams

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.

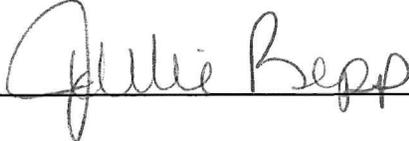
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, February 26, 2026, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District 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 adopt the Public Transportation Agency Safety Plan, as set forth in Attachment A for the District in order to maintain, manage, and submit annual targets in the best interest of the residents of Madison County and is desirable for the welfare of the Madison County Mass Transit District.
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 any and all actions as reasonably necessary to execute, complete, and perform all obligations associated with the Public Transportation Agency Safety Plan (PTASP) 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-sixth day of February 2026.

  
\_\_\_\_\_

# Public Transportation Agency Safety Plan



## Madison County Mass Transit District (MCT)

February 2026

---

## Table of Contents

Section 1. Transit Agency Information.....	3
Section 2. Plan Development, Approval, and Updates.....	4
Section 3. General Annual Safety Performance Targets.....	6
Section 4. Annual Safety Performance Targets for the Safety Risk Reduction Program.....	7
Section 5. Coordination with Metropolitan, Statewide, and Non-metropolitan Planning Processes.....	8
Section 6. Safety Risk Reduction Program.....	8
Section 7. Safety Committee Establishment, Membership, and Procedures.....	9
Section 8. Safety Management System (SMS).....	9
Section 9. Safety Management Policy.....	10
Section 10. Safety Risk Management.....	16
Section 11. Safety Assurance.....	19
Section 12. Safety Promotion.....	22
Section 13. Additional Information.....	23
Definitions of Terms Used in the Safety Plan.....	23
Commonly Used Acronyms.....	28

## Section 1. Transit Agency Information

<b>Transit Agency Name</b>	Madison County Mass Transit District (MCT)		
<b>Transit Agency Address</b>	1 Transit Way, Pontoon Beach, IL 62040		
<b>Name and Title of Accountable Executive</b>	Steven J. Morrison, Managing Director		
<b>Name of Chief Safety Officer</b>	Summer Moore, Chief Safety Officer		
<b>Mode(s) of Service Covered by this Plan</b>	Fixed Route Bus (MB); Demand Response (DR)	<b>List of All FTA Funding Types</b>	5307, 5311 5310, 5339, CMAQ
<b>Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)</b>	<p>The Madison County Mass Transit District (MCT) is a municipal corporation organized in 1980 under the Local Mass Transit District Act (70 ILCS 3610) of the Illinois State Statutes. MCT provides a vast array of multi-modal transportation services.</p> <p><u>MCT Service Area</u> The MCT District serves a large urbanized area that encompasses 16 member townships, covering 482 square miles, including the incorporated municipalities of Alton, Bethalto, Collinsville, East Alton, Edwardsville, Glen Carbon, Godfrey, Granite City, Hartford, Highland, Madison, Maryville, Pontoon Beach, Roxana, South Roxana, St. Jacob, Troy, Venice, and Wood River.</p> <p><u>MCT Services</u> MCT provides a diverse array of transportation services, including a fixed-route public transit system, a complementary Paratransit service for eligible elderly and disabled residents, a 137-mile bikeway network known as the MCT Trails, and RideFinders, the St. Louis region's carpool/vanpool program.</p> <ul style="list-style-type: none"> <li>• 80 fixed-route buses on 23 routes carrying more than 1.5 million passengers each year.</li> <li>• 6 vehicles used for MicroTransit service, carrying more than 40,000 individuals annually.</li> <li>• 26 vehicles in the Runabout Paratransit service carry more than 50,000 registered individuals annually.</li> <li>• 137 miles of scenic Class I bikeways known as the MCT Trails.</li> <li>• 5 passenger transfer stations: Alton, Collinsville, Edwardsville, Granite City, and Wood River.</li> <li>• 12,500 commuters in the RideFinders ride-matching database, 123 RideFinders vanpoolers, and 3,600 registered carpoolers.</li> <li>• Working in conjunction with other Madison County and St. Louis area organizations, including Metro, MCT provides an important link in the chain of seamless regional transportation services.</li> </ul> <p><u>Contracted Service Information:</u> Madison County Mass Transit District (MCT) is a municipal corporation organized pursuant to the Local Mass Transit District Act (70 ILCS 3610) of the Illinois State statutes. MCT is a grant recipient and receives funds from FTA 5307. MCT contracts with The Agency for Community Transit (ACT) for the operation of all public transit (fixed route and paratransit) services in Madison County.</p>		
<b>Does the Agency Provide Transit Services on Behalf of Another Transit Agency or Entity?</b>	No	<b>Description of Arrangement(s)</b>	N/A

<b>Name and Address of Transit Agency(ies) or Entity(ies) for Which Service is Provided</b>	N/A
<p>This Public Transportation Agency Safety Plan (PTASP) is developed in accordance with the requirements of 49 CFR Part 673 (Public Transportation Agency Safety Plan) and 49 U.S.C. § 5329(d). This plan incorporates the Safety Management System (SMS) framework required by the Federal Transit Administration (FTA) and addresses all applicable elements for a large urbanized area (UZA) bus transit provider.</p>	

## Section 2. Plan Development, Approval, and Updates

<b>Name of Entity That Drafted This Plan</b>	Illinois Department of Transportation, in cooperation with the Madison County Mass Transit District (MCT)	
<b>Signature by the Accountable Executive</b>	<b>Signature of Accountable Executive</b>	<b>Date of Signature</b>
		2/26/2026
<b>Approval of the Safety Committee</b>	<b>Name of Individual/Entity That Approved This Plan</b>	<b>Date of Approval</b>
	Safety Committee	2/19/2026
	<b>Relevant Documentation (Title and Location)</b>	
	Safety Committee Meeting Minutes Located in the Safety, physical, and electronic files.	
<b>Approval by the Board of Directors or an Equivalent Authority</b>	<b>Name of Individual/Entity That Approved This Plan</b>	<b>Date of Approval</b>
	Board of Trustees	2/26/2026
	<b>Relevant Documentation (Title and Location)</b>	
	MCT Board of Trustees Meeting Minutes. Located in the MCT, physical, and electronic files.	
<b>Certification of Compliance</b>	<b>Name of Individual/Entity That Certified This Plan</b>	<b>Date of Certification</b>
	Illinois Department of Transportation	9/2022
	<b>Relevant Documentation (title and location)</b>	
	IDOT Group TAM for Participating Tier II Agencies Located in the MCT, physical, and electronic files.	

**Version Number and Updates**

*Record the complete history of successive versions of this plan.*

<b>Version Number</b>	<b>Section/Pages Affected</b>	<b>Reason for Change</b>	<b>Date Issued</b>
7/2020		Initial Implementation	1/13/2020
7/2022	§1. /3; §3. /6; §4. /10 & 11	General Information (address and personnel change); Safety Performance Targets (annual update); authorities, Accountability, and Responsibilities (personnel change); Bipartisan Infrastructure Law Changes.	7/2022
12/2022	§2/5	Added Safety Committee Approval and date of approval; format change to mirror the FTA version 3 template; included additional information, as needed; & verified information was included per the FTA checklist.	12/2022
12/2023	§1; §2; §3; §4.1; §4.3	Updated: MCT Services vehicles & routes; Safety Performance Targets; approval and signature dates; definitions to match FTAs.  Added: Language to Safety Performance Targets; retention verbiage; Safety Committee review/approval steps to annual review; Transit Worker Assaults; Safety Management Policy location/availability; Control Surveillance/Transit network Technician(s) to Key Staff; Additional Acronyms.  Modified: CDC language to match FTAs; Anti-Harassment to Employee Protection Policy; ACT Safety Security, and Emergency Preparedness to Safety Plan.	1/2024
8/2024	Cover; TOC; §4; §5; §6; §7; §8; §11	Updated: month on cover; definitions to match FTAs; SC Authorities, Accountabilities, and Responsibilities to match FTAs; Section numbers to match FTA PTASP Checklist for Bus Transit; goals and objectives in Safety Management Policy Statement to include visibility and mitigation for transit work assaults; Table of Contents.  Added: Acronym NTD; Sections 5. Public Health, 6. Development and Implementation of a Safety Management System (SMS), and Risk Reduction Program; additional language to Safety Risk Management; Definitions to match FTA's.  Removed: Definitions to match FTA's.	8/2024

03/2025	Cover; TOC; §2; §3; §4; §5; §7; §8; §9;	<p>Updated: Cover date and year; Table of Contents; §3 Safety Performance Target Coordination dates.</p> <p>Added: FTA ASP checklist version 4 (November 2024) recommended verbiage</p> <p>Rearranged: order to match FTA's PTASP Plan Regulations Checklist v. 4 (November 2024)</p>	3/2025
02/2026	Cover; TOC; §1; §2; §3; §4; §5; §9; §10; §11; §13	<p>Updated: date on cover, signature dates, performance targets, SC, MOC, continuous improvement,</p> <p>Added: HIPP acronym, additional safety documentation, more clarifying language, disinfecting wipes, Flu A/B test, and a board-affirming statement. Strengthen non-punitive employee safety reporting language, safety performance monitoring details, and clarify risk acceptance authority. Added compliance statement and internal audits.</p>	2/2026

**Annual Review and Update of the Public Transportation Agency Safety Plan**

*Describe the process and timeline for conducting an annual review and update of the Public Transportation Agency Safety Plan.*

The annual review will include an evaluation of safety performance targets, the effectiveness of risk mitigation measures, the results of internal safety audits, and employee safety reporting trends. As part of the annual review cycle, the Safety Committee reviews the plan and any proposed updates and recommends approval to the Accountable Executive. Approved updates are documented, version-controlled, and implemented in accordance with 49 CFR Part 673.

The Madison County Mass Transit District (MCT) provides no direct transit services. All public transit services are contracted by the Agency for Community Transit (ACT). The transit district provides oversight and contract management and meets with the contractor at least once a month to review their Safety Management Systems, compliance, and contractual obligations.

The Chief Safety Officer (CSO) will coordinate the annual review of the ASP to ensure compliance and alignment with current processes. The CSO will present the modified plan to the Safety Committee for review and approval.

The Accountable Executive will sign and approve any changes, then forward the ASP to the Board of Trustees for approval annually.

For compliance purposes, the ASP may need to be modified outside of the annual review cycle. The Chief Safety Officer will present the modified plan for review and signature at that time. The Accountable Executive will forward the modified plan to the Board of Trustees for approval.

**Section 3. General Annual Safety Performance Targets**

Performance is monitored monthly and formally evaluated at least annually. Safety performance results are reported to the Agency's Board of Trustees and used to inform Safety Risk Management activities and continuous improvement efforts.

**General Annual Safety Performance Targets** specify safety performance targets based on the measures established under the National Public Transportation Safety Plan. ***The following targets were developed based on the past three years of transit safety data collected by the Madison County Mass Transit District (MCT).***

Mode of Service	Major Events (Total)	Major Event Rate (/VRM)	Collision Rate (/VRM)	Pedestrian Collision Rate (/VRM)	Vehicular Collision Rate (/VRM)	Fatalities (Total)	Fatality Rate (/VRM)	Transit Worker Fatality Rate (/VRM)
Fixed Route (MB)	11.33	0.34	2.52	0.00	1.47	0.00	0.00	0.00
Paratransit / Demand Response (DR)	1.00	0.19	3.76	0.00	2.04	0.00	0.00	0.00
Vanpool (VP)	0.33	0.06	0.49	0.00	0.12	0.00	0.00	0.00

Mode of Service	Injuries (Total)	Injuries Rate (/VRM)	Transit Worker Injury Rate (Total)	Assaults on Transit Workers (/VRM)	System Reliability (VRM/failures)
Fixed Route (MB)	19.33	0.59	20.33	0.62	21,049
Paratransit / Demand Response (DR)	2.33	0.45	0.00	0.00	355,775
Vanpool (VP)	0.00	0.00	0.00	0.00	452,141

Mode of Service	Safety Events (Total)	Safety Events (/VRM)
Fixed Route (MB)	18.33	0.56
Paratransit / Demand Response (DR)	2.33	0.45
Vanpool (VP)	0.33	0.06

#### Section 4. Annual Safety Performance Targets for the Safety Risk Reduction Program

**Annual Safety Performance Targets for the Safety Risk Reduction Program** specify safety performance targets based on the measures established under the National Public Transportation Safety Plan. *The following targets were developed based on the past three years of transit safety data collected by the Madison County Mass Transit District (MCT).*

Mode of Service	Major Events (Total)	Major Event Rate (/VRM)	Collisions (Total)	Collision Rate (/VRM)	Injuries (Total)	Injury Rate (/VRM)	Assaults on Transit Workers (Total)	Rate of Assaults on Transit Workers (/VRM)

<b>Fixed Route (MB)</b>	8	0.34	83.00	2.52	19.33	0.59	20.33	0.62
<b>Paratransit / Demand Response (DR)</b>	1	0.19	19.67	3.76	2.33	0.45	0.00	0.00
<b>Vanpool (VP)</b>	0	0.06	2.67	0.49	0.00	0.00	0.00	0.00

## Section 5. Coordination with Metropolitan, Statewide, and Non-metropolitan Planning Processes

### Safety Performance Target Coordination

*Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.*

Once the targets are developed as part of the Plan update of each year, MCT will share and discuss those targets and amendments with the East-West Gateway MPO and submit safety performance targets to IDOT at the requested time. MCT will coordinate with the State and MPO Safety Performance Targets to the maximum extent practicable.

<b>Targets Transmitted to the State</b>	<b>State Entity Name</b>	<b>Date Targets Transmitted</b>
	Illinois Department of Transportation	
<b>Targets Transmitted to the Metropolitan Planning Organization(s)</b>	<b>Metropolitan Planning Organization Name</b>	<b>Date Targets Transmitted</b>
	East-West Gateway MPO	

## Section 6. Safety Risk Reduction Program

ACT's Risk Reduction Program aims to enhance the safety of transit operations by decreasing the number of accidents, injuries, and assaults on transit workers, drawing on data submitted to the National Transit Database (NTD). This includes:

- Reducing vehicular and pedestrian accidents involving buses through measures designed to improve visibility for bus operators, such as retrofits to buses in revenue service and specifications for future procurements that diminish visibility problems.
- Mitigating assaults on transit workers by implementing assault prevention infrastructure and technology on buses, including barriers that limit the unauthorized entry of individuals and objects into bus operators' workstations. This is initiated when a risk analysis conducted by the recipient's Safety Committee shows that such barriers or strategies would decrease assaults and injuries to transit workers.
- ACT employs strategies and recommendations to lessen exposure to infectious diseases in alignment with guidelines from the Centers for Disease Control and Prevention or a state health authority.
- The safety risk mitigations identified and suggested by the Safety Committee (SC), based on a safety risk assessment for the Risk Reduction Programs, are incorporated into every SC meeting. The safety risk register remains a constant topic of discussion.

The SC monitors safety performance against annual targets established for the safety risk reduction program. Suppose the agency does not meet the SC's specific yearly safety target for this program. In that case, it evaluates the associated safety risk through the safety risk assessment process and mitigates it based on the assessment results using its safety risk mitigation process. Suppose the measures developed fail to meet a safety performance target for the safety risk reduction program. In that case, the agency allocates its safety set-aside in the subsequent fiscal year to safety-related projects eligible under 49 U.S.C. 5307 likely to help achieve the missed safety

performance targets. The SC will restart the assessment and mitigation processes for any measures that did not meet a safety performance target. Additionally, the SC develops a plan under the Accountability Entity's (AE) direction to address any deficiencies highlighted through the safety performance assessment process.

### Section 7. Safety Committee Establishment, Membership, and Procedures

The establishment and operation of the Safety Committee (SC) are appropriately scaled to the transit agency's size, scope, and complexity. The SC was convened through a joint labor-management process that included an equal number of frontline employees and management representatives. Whenever possible, the SC comprises frontline transit worker representatives from key service functions across the transit system, such as operations and maintenance. The labor organization representing the majority of the transit agency's frontline transit workers—whether employees, contractors, or volunteers acting on behalf of the agency—selected the frontline transit worker representatives for the SC. In cases where no labor organization represents the transit agency's frontline transit workers, the directors will appoint representatives to the SC.

Management	Frontline
Accountable Executive	
Facilities Management	Facilities Frontline Worker
Fleet Management	Fleet Frontline Worker
Operations Management Operations Road Supervisor	Dispatcher Operations Driver Operations Driver Operations Driver
HR Management	

The CSO will chair meetings, develop agendas and notices, which will be emailed one day before the meeting, and record and maintain the minutes.

SC members will receive their standard rate for all safety committee meetings and related activities. Decisions by the SC will be made by a majority vote of regular committee members and documented in the meeting minutes. The SC may consult technical experts, including other transit workers, for advisory support when there is no majority vote or a split decision. The SC can request access to agency information, resources, and tools from the CSO to assist in its deliberations. The CSO will provide this information unless pending lawsuits or other protected matters exist. Communication from the SC to the CSO or the AE will occur during committee meetings, and the AE will bring the issues forward to the Board of Trustees. The CSO will present submissions for the transit worker safety reporting program to the committee for deliberations. The Safety Committee may utilize the dispute resolution or arbitration process outlined in the transit agency's collective bargaining agreement to address any disputes with the SC.

### Section 8. Safety Management System (SMS)

ACT's SMS is appropriately scaled to the transit agency's size, scope, and complexity. ACT uses a collaborative approach that brings management and employees together to build on the agency's existing safety foundation:

- Control safety risks.
- Detect and correct safety problems.
- Share and analyze safety data.
- Measure safety performance.

The SMS includes the following elements:

- Safety Management Policy
- Safety Risk Management
- Safety Assurance
- Safety Promotion

## Section 9. Safety Management Policy

### Safety Management Policy Statement

*Use the written statement of safety management policy, including safety objectives.*

Madison County Mass Transit District (MCT) aims to provide all community members with safe, reliable, and innovative transportation options. The Public Transportation Agency Safety Plan (PTASP) integrates safety into MCT operations, enhancing the security of transit services. This plan outlines the policies and procedures MCT management must follow to ensure a safe environment for employees, riders, and the public, with the aim of reducing preventable injuries and vehicle accidents. MCT and the service contractor are accountable under PTASP, with the Executive providing necessary support. Employee awareness of accountability in meeting contract requirements safely is crucial, as is their commitment to identifying potential hazards. MCT and its contractor must recognize that their actions impact the safety of others. Following the PTASP processes allows MCT to monitor safety and foster a strong safety culture.

MCT is dedicated to:

- Supporting safety management through appropriate resources to foster a culture of safe practices, encourage effective employee safety reporting, and manage safety with equal rigor as other management systems.
- Integrating safety management into the primary responsibilities of all staff.
- Clearly define accountability for all staff regarding safety performance.
- Establish hazard identification and analysis of activities, including an employee safety reporting program to mitigate risks from operations.
- Ensuring no action is taken against employees disclosing safety concerns unless it indicates illegal acts or gross negligence.
- Complying with and exceeding regulatory standards.
- Providing skilled resources to implement safety processes.
- Ensuring staff receive sufficient safety-related training and are assigned appropriate tasks.
- Measuring safety performance against realistic indicators and targets.
- Continuously improving safety through effective management processes.
- Meeting established safety performance standards with external systems.
- Sharing safety management policies via handbooks and communicating updates through bulletins, newsletters, and discussions with the Board.

MCT's Safety Goals are to:

- Collaborate with ACT to design, construct, test, and operate a transportation system that performs optimally in terms of safety compared to similar U.S. transit systems.
- Identify, evaluate, and eliminate or control hazards to protect employees, customers, and the public.
- Ensure that ACT meets or exceeds all occupational health and safety standards.
- Reduce exposure to infectious diseases according to CDC or state health guidelines.
- Consider measures to reduce visibility impairments for transit operators, including vehicle retrofits and future specifications.
- Address Transit Worker Assaults with reporting and prevention strategies, deploying technology, and barriers to enhance operator safety.

PTASP's objectives clarify its goals and evaluate MCT's safety efforts.

MCT's PTASP objectives are:

- Form a Safety Committee (SC) with equal labor-management representatives to identify safety deficiencies and foster continuous improvement.
- Enhance safety by reducing safety events, injuries, and assaults on transit workers.
- Integrate safety management and hazard control practices
- Assign responsibilities for developing, updating, complying with, and enforcing safety policies, procedures, and requirements.

- Verify compliance with ACT's safety policies, procedures, and requirements through performance evaluations, accident/incident trends, and contract oversight.
- Investigate all accidents/incidents, including identifying and documenting the causes, to implement corrective action to prevent a recurrence.
- Increase investigation and systematic documentation of near misses.
- Identify, analyze, and resolve safety hazards in a timely manner.
- Establish and utilize safety controls in the system design and procurement phases to minimize system modifications during the operational phase.
- Ensure that system modifications do not create new hazards.
- Train employees and supervisors on the safety components of their job functions.

MCT is committed to these responsibilities because the safety of MCT riders, employees, and the public depends on the transit district's ability to manage the contractor's safety culture.

The Board of Trustees affirms its commitment to safety as the Agency's highest priority and authorizes the Accountable Executive to implement and maintain this plan in compliance with 49 CFR Part 673.

Steven J. Morrison, Managing Director and Accountable Executive		02/26/2026
Chair, Board of Trustees		02/26/2026

### **Safety Management Policy Communication**

*Describe how the safety management policy is communicated throughout the agency. Include dates where applicable.*

MCT realizes the importance of ensuring employees and riders know safety management policies and procedures to manage the system's day-to-day operations effectively. Staff meet weekly to review performance and safety and again monthly to review trends in safety data. In addition, staff constantly evaluate existing policies and procedures to verify their effectiveness. To do this, MCT seeks input from all staff to determine if change is necessary based on trends, data analysis, operational changes, or new assets.

The Safety Management Policy is posted on the company's HR bulletin boards for review and is always available upon request.

ACT provides safety instructions, notices, and processes to improve risk management. It also collects safety data and monitors performance and events to identify safety trends below agency standards. MCT ensures that ACT follows the company-wide Agency Safety Plan (ASP), which has been provided to MCT.

Depending on the importance of the policy or Standard Operating Procedure (SOP) change, each employee must submit an acknowledgment signature verifying their understanding of the change.

The contract with ACT began in 1986, and oversight is conducted daily with MCT, which is co-located with ACT.

Riders: If a rider policy is changed or added, the staff notifies riders through the following methods:

- Notices on vehicles and facilities should be posted, including effective dates and who to contact.
- Changes to digital rider guidance, including schedules and ride guides as appropriate.
- Public Meetings.
- Social media, Website Service Notices, E-News, and the Text Alerts program.
- Any services impacted by policy changes will include outreach as Federal Guidance requires.

**Authorities, Accountabilities, and Responsibilities**

*Describe the role of the following individuals for the development and management of the transit agency's Safety Management System (SMS).*

<p><b>Accountable Executive</b></p>	<p>Based on staff feedback, the Managing Director, also known as the Accountable Executive (AE), will determine the level of Safety Management System (SMS) principles to ensure a safe work environment, rider experience, and community safety. MCT's AE is committed to providing contracts that will enable contract management to provide the tools and training needed to deliver service for MCT successfully and safely.</p> <p>The AE and staff will provide contract oversight and monitoring to include accountability for all safety aspects. The AE is responsible for developing the RFP process for contracted service and will consist of language related to the responsibility of the contractor to manage and operate the service using SMS principles. Though contractors are not required under 49 CFR Part 673 to develop their own PTASP, they must follow SMS methods of managing risk to include a compliant Employee Safety Reporting Program. ACT has developed a Transit Agency Safety Plan for all its employees to follow, and the transit district ensures it is followed.</p> <p>The AE is accountable for ensuring that the SMS is effectively implemented throughout the system, and action is taken, as necessary, to address substandard performance in the SMS.</p> <p>AE is ultimately responsible for carrying out the ASP and the Transit Asset Management (TAM) Plan. It also controls or directs the human and capital resources needed to develop and maintain them.</p> <p>The AE may delegate specific responsibilities, but the ultimate accountability for the transit agency's safety performance cannot be delegated and always rests with the AE.</p> <p>AE implements safety risk mitigations for the safety risk reduction program that are included in the ASP under § 673.11(a)(7)(iv).</p> <p>AE receives and considers all other safety risk mitigations recommended by the Safety Committee. When the SC recommends a safety risk mitigation unrelated to the safety risk reduction program and the AE decides not to implement it, the AE prepares a written statement explaining the decision and submits and presents it to the transit agency's SC and Board of Trustees.</p>
<p><b>Chief Safety Officer or SMS Executive</b></p>	<p>The CSO, designated by the AE, holds a direct line of reporting to the AE, has authority and responsibility for the day-to-day implementation and operation of the SMS, and is adequately trained for the responsibility for safety. The CSO provides reports and information directly to the AE and ensures that safety elements in the following areas are adequately managed to create a safety culture. The CSO will participate in training related to their role in implementing SMS per requirements.</p> <ul style="list-style-type: none"><li>• Leads the development and update of ASP.</li><li>• Develop SMS policies and procedures.</li><li>• Monitors day-to-day implementation and operation of SMS.</li><li>• Develop and distribute reports that monitor and analyze trends in hazards and safety events.</li></ul>

	<ul style="list-style-type: none"> <li>• Develops and distributes Safety Reporting Bulletins and 'The ACT Safely' monthly emails.</li> <li>• Provide information and reports made through the voluntary employee safety program (ESRP).</li> <li>• Identify substandard performances and develop action plans for approval by the AE.</li> <li>• Analyze the trends of Safety Performance Targets and Measures.</li> <li>• Supports managing safety risk by providing expertise through conducting and overseeing Safety Assurance activities.</li> </ul>
<p><b>Safety Committee (SC)</b></p>	<p>The SC, convened by a joint-labor management process consisting of an equal number of frontline employee representatives and management representatives, must conduct the following activities to oversee the transit agency's safety performance:</p> <ul style="list-style-type: none"> <li>• Review and approve the transit ASP and any updates (before approval by the board)</li> <li>• Set annual safety performance targets for the safety risk reduction program, <ul style="list-style-type: none"> <li>○ Based on a three-year rolling average of the data submitted by the large-urbanized area provider to the NTD and</li> <li>○ For all modes of public transportation; and</li> <li>○ Based on the level of detail, the large urbanized area provider must report to the NTD. The SC is not required to set a target for a performance measure until the large-urbanized area provider has been required to report three years of data to the NTD corresponding to such performance measure.</li> </ul> </li> <li>• The SC will meet monthly to review issues and make recommendations to improve the safety and support operation of the transit agency's SMS by: <ul style="list-style-type: none"> <li>○ Identifying and recommending safety risk mitigation necessary to reduce the likelihood and severity of consequences identified through the agency's safety risk assessment, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety reduction program.</li> <li>○ Identifying safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety reduction program.</li> </ul> </li> </ul> <p>Identifying safety deficiencies for continuous improvements as required, including any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program.</p>
<p><b>Agency Leadership and Executive Management</b></p>	<p>Agency Leadership and Executive Management are responsible for day-to-day SMS implementation and operation of MCT's SMS under this plan. Leadership and Executive Management will:</p> <ul style="list-style-type: none"> <li>• Comply and ensure compliance with SMS programs and processes.</li> <li>• Support the development, implementation, and operation of SMS.</li> <li>• Maintain documents to support SMS as requested, including</li> </ul>

	<p>SRM activities, investigations of safety events, development of safety risk mitigations, and monitoring of mitigation effectiveness.</p> <ul style="list-style-type: none"> <li>• Provide subject matter expertise to support the implementation of SMS.</li> <li>• Verify compliance with safety requirements and report deviations to the CSO.</li> <li>• Participate and complete training.</li> <li>• Oversee day-to-day operations of the SMS within their departments.</li> <li>• Policies will be modified as necessary.</li> </ul>
<p><b>Key Staff</b></p>	<p>As mentioned in the Safety Policy Statement, the ultimate authority for the success of this PTASP falls to the Accountable Executive (AE), department managers, and employees who support the AE by fulfilling their commitment to safety on a day-to-day basis.</p> <p><u>Accident and Incident Review Committee</u> The Accident and Incident Review Committee, consisting of supervisory, managerial, and union operators, will review the results of accidents and incident investigations and make the final determination regarding preventability.</p> <p><u>Access Control and Surveillance (ACST)/Transit Network Technician(s)</u> The technician(s) are responsible for ensuring the safety of staff and the public by managing camera and key systems to prevent unauthorized entry into MCT properties.</p>

<p><b>Transit Worker Safety Reporting Program</b></p> <p><i>Describe the process and protections for employees to report safety conditions to senior management. Describe employee behaviors that may result in disciplinary action (and, therefore, are excluded from protection).</i></p>
<p>ACT is to report assaults on transit workers (physical and non-physical), near misses, and unsafe acts and conditions by any of the means below.</p> <p><u>Mandatory Safety Reporting</u> ACT requires employees to report certain events specified in the handbooks and guidelines. When possible, these events require immediate reporting via radio to dispatch or to the first available supervisor if radio contact is not an option. After verbal reporting, all employees must complete ACT's Event Report as soon as possible and provide information to support the event investigation process.</p> <p><u>Voluntary Employee Safety Reporting</u> ACT provides an Employee Safety Reporting Program (ESRP), which encourages frontline employees who identify safety concerns in their day-to-day duties to report them to senior management in good faith without fear of retribution. Acceptable means for reporting safety conditions:</p> <ul style="list-style-type: none"> <li>• By scanning the Employee Safety Reporting (ESR) Tool QR code and completing the questionnaire posted on placards base-wide.</li> <li>• Emailing <a href="mailto:EmployeeSafetyReporting@mct.org">EmployeeSafetyReporting@mct.org</a></li> <li>• Reporting conditions to Agency Leadership and Executive Management</li> <li>• Reporting on the daily vehicle inspection reports</li> <li>• Completing a Driver/Dispatch Communication Form</li> </ul>

### ESRP Process

The following steps outline the Voluntary Employee Safety Reporting process:

- Employee or contractor submits a safety report.
- CSO formally acknowledges receipt of the report, if possible (i.e., the reporter is not anonymous).
- The CSO initially reviews the report to determine if:
  - Further immediate action must be taken to prevent harm.
  - The report is complete, or further information is needed; or
  - The safety concern or issue requires further investigation.
- When additional information is needed, and the report is not anonymous, the CSO follows up with the reporter. The CSO may follow up with supervisors or subject-matter experts regarding anonymous reports.
  - Further investigation may lead to identifying hazards and potential consequences and determining that the reported safety condition must go through the SRM process.
  - Employee reports focused on reported deficiencies and non-compliance with rules or procedures will be forwarded to appropriate management personnel for resolution through the Safety Assurance process.
- For employees providing their contact information:
  - CSO will provide verbal or written feedback on employee reports that go through the SRM process and employee reports where monitoring was implemented, or no further action was taken.
  - Management personnel will report to employees regarding actions taken through the Safety Assurance process to address reported deficiencies and non-compliance with rules or procedures.
- The CSO prepares a monthly report for the Safety Committee to review the voluntary ESRP reports and actions to address them. The Safety Committee also supports investigation and resolution reports.

ACT includes an ESRP that applies to staff associated with the MCT contract, including all operations and support personnel. The policy is combined with the Employee Protection (Whistleblower) Policy in the employee and driver handbooks. As part of its oversight, MCT will require monthly reporting data for the required performance and safety data reports.

The Agency maintains a confidential and non-punitive Employee Safety Reporting Program (ESRP). Employees who report safety hazards, concerns, or incidents in good faith are protected from retaliation, discipline, or discrimination.

Disciplinary action will not result from reporting safety concerns unless the report involves illegal activity, gross negligence, willful misconduct, or intentional disregard for safety procedures.

The Accountable Executive ensures that employees may report safety concerns without fear of reprisal and that reported information is reviewed, tracked, and addressed through the Safety Risk Management process.

ACT employees who violate policies, guidelines, procedures, or manuals may be subject to disciplinary measures, including verbal or written warnings, suspension, demotion, or termination. The disciplinary action taken depends on the severity of the offense.

## **Section 10. Safety Risk Management**

***Hazard Identification:*** *The methods or processes to identify hazards and the consequences of the hazards.*

ACT utilizes the FTA-recommended Safety Risk Register to identify, assess, and mitigate safety risks to reduce the likelihood and severity of potential consequences. The CSO leads the SRM process with support from management and ensures that personnel work with subject matter experts to identify hazards and consequences, assess the safety risk of hazards' consequences, and mitigate safety risks as necessary. The CSO is responsible for reviewing risk assessments and recommending mitigation strategies. The AE retains final authority to accept

risks classified as high or unacceptable after mitigation measures have been evaluated. Risk acceptance decisions are documented and retained in the Agency's safety records.

ACT considers the following as sources for safety risk mitigation:

- Guidance provided by an oversight authority, if applicable, and FTA; and
- As part of the hazard identification process, the Agency considers data, trends, and guidance related to exposure to infectious diseases provided by the Centers for Disease Control and Prevention (CDC), the Illinois Department of Public Health, and other applicable State or local public health authorities.

ACT has risk management policies, procedures, and processes to identify, assess, and mitigate hazards. Any hazard identified is properly documented and provided to MCT if needed as part of the monthly data collection process. Documents related to risk management and monitoring are included in periodic operations and service reviews.

ACT's robust reporting software is developed in-house to identify risk and safety events, assess and mitigate risks, and create a follow-up process allowing multiple users to add to the digital file. This mechanism enables ACT to sort safety events by type and generate data reports to identify trends during monthly safety meetings.

ACT collects regular performance data, including safety performance targets, as required by the Federal Transit Administration's National Transit Database and the Illinois Department of Transportation. The AE and CSO evaluate the information monthly to identify trends in performance and safety. If anomalies are noted in the data, ACT staff investigates the cause of the variance.

The monthly data collected include:

- ESRP
- Regular review of camera footage
- Passenger Counts by Route by Day
- Total Revenue Hours
- Accident Log (Preventable/Non-Preventable) (AFR)
- Employee Injuries (IFR)
- Complaints (Valid/Invalid)
- Road Calls (Vehicle Breakdowns that Require Maintenance to the Scene and/or Towing)
- Monthly National Transit Database (NTD) Report to include the following:
  - Major Events (total)
  - Major Event Rate (/VRM)
  - Collision Rate (/VRM)
  - Pedestrian Collision Rate (/VRM)
  - Vehicular Collision Rate (/VRM)
  - Fatalities (Total)
  - Fatalities Rate (/VRM)
  - Transit Employee/Contractor Fatality Rate (/VRM)
  - Transit Vehicle Operator (/VRM)
  - Other Transit Staff (/VRM)
  - Injuries (Total)
  - Injury Rate (/VRM)
  - Transit Employee/Contractor Injury Rate (/VRM)
  - Transit Operator Injury Rate (/VRM)
  - Other Transit Staff Injury Rate (/VRM)
  - Assaults on Transit Workers (Total)
  - Rate of Assaults on Transit Workers (/VRM)
  - Collisions (Total)
  - Safety Events
  - System Reliability
- Vehicle Inspection Report (Maintenance and Daily Vehicle Inspection Reports)
- Preventive Maintenance

ACT uses an Excel program to track these data points and analyze trends.

MCT's AE or the ACT staff will also review assets, records, and processes to ensure compliance with contractual obligations, contractors, ASP, and Federal regulations.

Safety documentation will be retained for a minimum of three (3) years in accordance with 49 CFR §673.31.

**Safety Risk Assessment:** *The methods or processes to assess the safety risks associated with identified safety hazards.*

The SC asks the following questions:

- Severity evaluation: Determining the potential level of injury or damage resulting from a hazard.
  - Hazards classified as high risk will be immediately elevated to the AE for review and determination of risk acceptance or additional mitigation.
- Likelihood assessment: This involves assessing the probability of a hazard occurring based on factors like frequency of exposure and control measures in place.
- Who could be harmed: Identifying individuals or groups potentially affected by the hazard.

Then, use one or a combination of the standard risk assessment techniques:

- What-if analysis: Brainstorming potential scenarios to identify hazards by asking "what if" questions.
- Hazard and Operability (HAZOP) study: A structured method to identify potential hazards by systematically reviewing design and operating parameters.
- Failure Mode and Effects Analysis (FMEA): Examining potential system failures and their consequences to identify areas for improvement.
- Bowtie analysis: A visual representation of the causal chain of events leading to an incident, including preventive and mitigating controls.
- Layer of Protection Analysis (LOPA): This evaluation of the effectiveness of multiple safety layers in preventing a hazardous event.

Important considerations:

- Qualitative vs. Quantitative assessments use descriptive terms to evaluate risk (e.g., high, medium, low), while quantitative assessments use numerical data to calculate risk levels.
- Context matters: Risk assessments should be tailored to the specific workplace, considering factors like the nature of work, employee skills, and environmental conditions.
- Determine if safety risk mitigation is necessary.
- The agency considers guidance provided by oversight authorities, such as FTA, DOT, CDC, OSHA, and other transit agencies' past and present successes or failures.

**Safety Risk Mitigation:** *The methods or processes to identify mitigations or strategies necessary for risk assessment.*

Mitigations must be prioritized based on severity and likelihood, which is scaled based on the FTA's Safety Risk Register.

Key methods to mitigate safety risks:

- Elimination: Completely removing the hazard from the workplace is considered the most effective control measure.
- Substitution: Replace a hazardous substance or process with a less dangerous alternative.
- Engineering controls: Modify equipment, design processes, or implement physical changes to reduce exposure to the hazard.
- Administrative controls: Implement work procedures, schedules, or policies to minimize exposure to the hazard, like rotating tasks or limiting exposure time.
- Personal Protective Equipment (PPE): Provide workers with equipment like gloves, safety glasses, or respirators to protect them from the hazard, but only when other controls are not feasible.

Essential considerations when mitigating safety risks:

- What existing safety risk mitigations are currently in place? Can they be added to or modified? Does it need to be retrained or reiterated routinely to make it more effective?
- Training and communication: Ensure employees are adequately trained in safety procedures, hazard identification, and proper control measure use.
- Monitoring and review: Regularly monitor the effectiveness of implemented controls and review safety procedures to identify areas for improvement.

## Section 11. Safety Assurance

### **Safety Performance Monitoring and Measurement**

*Describe activities to monitor the system for compliance with procedures for operations and maintenance.*

ACT evaluates compliance with operations and maintenance procedures to determine whether existing rules and procedures are sufficient to control safety risks. ACT also assesses the effectiveness of safety risk mitigations to ensure they are appropriate and implemented as intended. This includes investigating safety events to identify causal factors and analyzing safety reporting and data information.

ACT is governed by manuals, instructions, bulletins, rules, notices, standard operating procedures (SOPs), and vendor information.

To ensure compliance with and sufficiency of operations and maintenance procedures, ACT carries out the following activities:

- Ride Evaluations: Instruction is performed firsthand by staff observations of the operator's driving habits, and provides the opportunity for immediate verbal and written feedback. Ride evaluations are designed to uncover and point out unsafe practices and give positive reinforcement for safe driving practices. Ride evaluations can occur as a reactive measure (post-event, customer complaints, or documented violations of safety rules) or proactively, such as when the operator is learning a new route or receiving other types of instruction. The results are documented.
- Random Observations: Supervisors and video reviewers may observe bus operators to ensure compliance with traffic laws, operating rules, and procedures. Any observed violations will be documented and submitted to management.
- Behavior-Based Safety Observations: Management observes employees or contractors performing assigned tasks and evaluates their actions on a day-to-day basis. Management discusses observations with the employee(s) or contractor constructively and positively. Management will immediately address acts that are life-threatening or unsafe.
- Vehicle and Facility Inspections and Records Review: Trained personnel from each department conduct and document monthly safety inspections of maintenance and operations facilities for vehicles and infrastructure. These personnel create records, review records, and follow up on activities.
- Video Monitoring: Staff reviews video events daily to ensure timely coaching, retraining, or discipline for unsafe acts. Supervisors and/or training personnel address coachable events one-on-one with staff. Additionally, staff review recordings when reporting non-compliance with safety rules or conducting post-event investigations.
- Verification of Transit Training Compliance: ACT is registered with the Federal Motor Carrier Safety Administration (FMCA) as a private provider of Entry Level Driver Training (ELDT) to meet regulations and certifications for commercial driver's license (CDL) applicants.
- Safety Committee Structure and Function: The Agency maintains an SC composed of representatives from operations, maintenance, administration, and safety. The committee meets monthly to review: hazard reports, safety performance data, corrective action plans, trends, and emerging risks.
- Safety Performance Monitoring and Data Analysis: The Agency monitors safety performance using multiple data sources, including Accident and incident reports, employee safety reports, maintenance records, road calls, and mechanical failure data, and customer complaints related to safety. Safety data is reviewed at least monthly by the CSO. Trends, patterns, and emerging hazards are analyzed and addressed through the Safety Risk Management process when necessary.

- ACT uses strategies and recommendations to minimize exposure to infectious diseases, consistent with guidelines of the Centers for Disease Control and Prevention or a State health authority. ACT provides hand sanitizers at the base of operations, as well as personal hand sanitizers, disinfecting wipes, gloves, masks, and Flu A/B and COVID tests.
- We offer an employee benefit called Personal Assistance Services (PAS), designed to remove financial barriers to care for our employees. This service provides immediate support for various life events, personally arranges individual and organizational services, and delivers consultative account management 24/7. By helping to alleviate life stressors, we aim to retain employees, improve productivity, enhance success, and bolster our reputation and safety while providing quality service. We aim to foster a healthy work environment and ensure happy employees by improving their overall quality of life.
- MCT partnered with Chestnut Health Systems to enhance community outreach for individuals in crisis. Chestnut is a private, not-for-profit organization that supports individuals at transfer stations, bus stops, and trails throughout Madison County. Their professionals will engage with riders, conduct screenings, and connect individuals to necessary services, including mental health support, substance use treatment, primary medical care, and community recovery resources. Their services include individual assessments, emergency and safety planning, and overdose prevention on the Madison County Transit (MCT) system. This partnership aims to create a safer, more supportive environment for all riders and to better assist transit workers in managing behavior and health-related situations. MCT is designed to ensure that residents of all income levels and abilities can access its services. This partnership exemplifies our commitment to serving the residents and communities of Madison County while fostering trust and rapport with riders.
- MCT has long collaborated with local police law enforcement and recently expanded its efforts to include a qualified private security firm that provides a trained, unarmed security specialist to patrol facilities. A security presence and assistance for ACT staff in areas with many individuals in crisis to enforce policies, address unauthorized behavior, report illegal activity to law enforcement, and identify potential safety and security threats. This security presence deters bad behavior and helps de-escalate situations until police arrive.
- Internal Audits: Internal audits will be conducted periodically to evaluate the effectiveness of the Safety Management System.

The CSO collaborates with managers in each department to review and investigate findings with implications for agency-wide compliance and the sufficiency of operations and maintenance procedures, and to determine the root cause and contributing factors for any issues.

ACT staff meet biweekly and monthly for one-hour safety meetings that cover accident preventability, incidents, seasonal safety topics, and trending observations from the past weeks.

ACT collects monthly data, including safety and performance data. This data is used annually to develop the safety performance targets included in this plan. ACT uses current and historic safety data to establish targets while monitoring monthly data to identify trends requiring mitigation actions.

The Agency maintains records related to the Public Transportation Agency Safety Plan and the implementation of its Safety Management System, including hazard analyses, safety risk assessments, mitigation actions, Safety Committee materials, training records, and safety performance assessments. These records are retained for a minimum of three (3) years and are made available upon request by the Federal Transit Administration, the State, or other authorized oversight entities.

*Describe activities to monitor operations to identify any safety risk mitigations that may be ineffective, inappropriate, or poorly implemented.*

ACT monitors safety risk mitigation measures to determine whether they may be ineffective, inappropriate, or not implemented as intended. Working with CSO, ACT supervisors, managers, and subject matter experts, develop mitigation monitoring plans for mitigations implemented through ACT's SRM process. The Safety Committee monitors plans and tracks them through the FTA-recommended safety risk register. Based on the assessment, the Safety Committee and the CSO will determine whether additional investigation and/or monitoring are required, or whether the specific issue or condition needs further attention. The CSO oversees and tracks assignments, responsibilities, and timelines for implementing new mitigations and eliminating those that are no longer necessary or effective.

*Describe activities to conduct investigations of safety events, including identifying causal factors.*

Operations and maintenance management are responsible for immediately notifying the CSO of any safety event. The CSO notifies the AE or designated personnel of any events that result in fatality, serious injury, or property damage to vehicles or private property. The CSO will record and track the safety events in an electronic event log. The CSO will assemble an investigation team with the required skills and expertise to gather facts pertinent to understanding the circumstances leading up to the safety event, reconstruct the sequence of events, analyze data, and, if necessary, establish conclusions. ACT will examine all safety events to determine causal and latent organizational factors that may contribute to the safety event, including process, human factors, management decision-making, resource support, equipment, tools and materials, environmental factors, existing relevant mitigations, and other causes and contributing factors.

*Describe activities to monitor information reported through internal safety reporting programs.*

The CSO and SC routinely review safety data and information captured in the ESR and other safety communications channels.

### **Management of Change**

*Describe the process for identifying and assessing changes that may introduce new hazards or impact safety performance.*

The Agency has established a Management of Change (MOC) process to identify, evaluate, and manage changes that may introduce new hazards or impact safety performance. Changes subject to MOC include, but are not limited to, changes in operating procedures, maintenance practices, equipment, vehicles, facilities, technology, service levels, organizational structure, or contracted services.

Proposed changes that may affect safety performance are evaluated through the Safety Risk Management (SRM) process prior to implementation. This evaluation includes hazard identification, safety risk assessment, and identification of appropriate mitigations. The Safety Committee (SC) is informed of changes that may affect safety performance and participates in the review of associated safety risks and mitigation measures, as appropriate.

### **Continuous Improvement**

*Describe the process for assessing safety performance. Describe the process for developing and carrying out plans to address identified safety deficiencies.*

The Safety Committee (SC) plays a formal role in the Agency's continuous improvement process. At least annually, and more frequently as necessary, the SC reviews safety performance assessments, including performance against general safety performance targets and safety risk reduction program targets.

When safety performance deficiencies are identified, including instances where established safety performance targets are not met, the SC participates in identifying contributing factors and recommending corrective actions and safety risk mitigations. Recommendations are documented and submitted to the Accountable Executive for review, approval, and implementation.

If we identify any deficiencies, we develop and conduct, under the direction of the Accountable Executive, a plan to address the identified safety deficiencies.

ACT assesses the transit agency's safety performance annually. In January of each year, at the SC meeting, we look at the 3-year trends and decide if additional risk mitigations are necessary.

During annual updates of the PTASP plan, the agency will review and identify deficiencies in the SMS and the agency's performance against the FTA's safety performance targets.

ACT identifies deficiencies in the agency's performance against annual safety performance targets set by the SC for the risk reduction program.

The SC plays a vital role in continuously improving ACT's safety performance by identifying and mitigating deficiencies.

## Section 12. Safety Promotion

### **Competencies and Training**

*Describe the safety training program for all agency employees and contractors directly responsible for safety.*

Safety promotion ensures that ACT employees and contractors are aware of policies and procedures related to the safety of agency operations, specifically those related to their areas of work. This includes reporting on safety concern identification and reporting training. De-escalation training is required to be completed by maintenance personnel, operations personnel, and personnel directly responsible for safety. ACT's comprehensive safety training program applies to all employees directly accountable for safety, which includes all operations, maintenance workers, and workers directly responsible for safety. This training includes instruction, occasional testing to verify competency, and refresher training and recertification to ensure employees remain current. Training programs include safety, policy, compliance, and performance. Additionally, employees receive training from outside organizations, such as local first responders and state and federal training programs. Training files are included in periodic site reviews by MCT to ensure training policies are kept current and are relevant to current events or trends in safety.

### **Safety Communication**

*Describe processes and activities to communicate information on organizational safety and performance.*

As part of the new hire training, ACT distributes safety policies and procedures, which are included in the handbook, and guidelines to all employees. ACT provides training on these policies and procedures and discusses them during safety talks between supervisors, operators, and vehicle technicians. For newly emerging safety issues or events, the CSO issues bulletins or messages to employees that supervisors reinforce in one-on-one or group discussions. The CSO develops materials and courses to explain the rationale behind the changes to policies, procedures, SOPs, and work instructions that address hazards and safety risks relevant to employees' roles and responsibilities. The CSO works with executive management (representing appropriate functions) to define specific, safety-related information that ACT needs to communicate with different employee groups. ACT also uses multiple approaches to communicate pertinent safety information to the Board of Trustees, management, and individual employees across all ACT functions, as appropriate. ACT provides target communications to inform employees of safety actions taken in response to reports submitted through the ESRP, such as newsletters, handouts and flyers, safety talks, updates to bulletin boards, and one-on-one discussions between employees and supervisors. The CSO works with each operating function to ensure all safety communication-related activities occur as scheduled and maintains documentation of communication processes, procedures, and records of safety communications. The safety performance information is posted within the PTASP plan throughout the agency's HR bulletin boards.

## Section 13. Additional Information

### Safety Documentation

*Documentation used to implement and carry out the ASP that is not included elsewhere in this plan should be included or referenced.*

This PTASP was developed from information in other documents, policies, guidelines, procedures, and manuals.

Those documents are listed below:

- Driver Handbook Operating Manual
- Base Employee Resource Manual
- Internal Controls
- Maintenance Guidelines
- Safety Plan
- Bloodborne Exposure Control Plan
- Fire Prevention Plan
- Hazard Communication Plan
- Heat Illness Prevention Plan (HIPP)
- Lockout Tagout (LOTO) Program
- Safety Risk Register
- Accident-Incident Log
- TAPTCO Transit Operator Development Course

### Definitions of Terms Used in the Safety Plan

*MCT incorporates FTA's definitions in 49 CFR § 673.5 of the Public Transportation Agency Safety Plan regulation.*

Term	Definition
<b>Accountable Executive (AE)</b>	means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a transit agency; responsibility for carrying out the transit agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the transit agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the transit agency's Transit Asset Management Plan, in accordance with 49 U.S.C. 5326.
<b>Assault on Transit Worker</b>	means, as defined under 49 U.S.C. 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of a transit worker.
<b>Centers for Disease Control (CDC)</b>	means the Centers for Disease Control and Prevention of the United States Department of Health and Human Services.

<b>Term</b>	<b>Definition</b>
<b>Chief Safety Officer (CSO)</b>	means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.
<b>Direct Recipient</b>	means an entity that receives Federal financial assistance directly from the Federal Transit Administration.
<b>Emergency</b>	means, as defined under 49 U.S.C. 5324, a natural disaster affecting a wide area (such as a flood, hurricane, tidal wave, earthquake, severe storm, or landslide) or catastrophic failure from any external cause, as a result of which the Governor of a State has declared an emergency and the Secretary has concurred; or the President has declared a major disaster under section 401 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170).
<b>Equivalent Entity</b>	means an entity that carries out duties similar to that of a Board of Directors for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.
<b>FTA</b>	means the Federal Transit Administration, an operating administration within the United States Department of Transportation.
<b>Hazard</b>	means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
<b>Injury</b>	means any harm to persons as a result of an event that requires immediate medical attention away from the scene.
<b>Investigation</b>	means the process of determining the causal and contributing factors of a safety event, or hazard, for the purpose of preventing recurrence and mitigating safety risk.
<b>Joint Labor-Management Process</b>	means a formal approach to discuss topics affecting transit workers and the public transportation system.
<b>Large Urbanized Area Provider</b>	means a recipient or subrecipient of financial assistance under 49 U.S.C. 5307 that serves an urbanized area with a population of 200,000 or more determined by the Census data.
<b>National Public Transportation Safety Plan (NPTSP)</b>	means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.

<b>Term</b>	<b>Definition</b>
<b>Near-Miss</b>	means a narrowly avoided safety event.
<b>Operator</b>	of a public transportation system means a provider of public transportation.
<b>Performance Measure</b>	means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
<b>Potential Consequence</b>	means the effect of a hazard.
<b>Public Transportation</b>	<p>means, as defined under 49 U.S.C. 5302, regular continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and does not include:</p> <ul style="list-style-type: none"> <li>• Intercity passenger rail transportation provided by the entity described in 49 U.S.C. chapter 243 (or a successor to such entity).</li> <li>• Intercity bus service.</li> <li>• Charter bus service.</li> <li>• School bus service.</li> <li>• Sightseeing service.</li> <li>• Courtesy shuttle service for patrons of one or more specific establishments; or</li> <li>• Intra-terminal or intra-facility shuttle service.</li> </ul>
<b>Public Transportation Agency Safety Plan (or Agency Safety Plan) (PTASP)</b>	means the documented comprehensive Agency Safety Plan for a transit agency that is required by 49 U.S.C. 5329 and Part 673.
<b>Recipient</b>	means State or local governmental authority, or any other operator of a public transportation system, that receives financial assistance under 49 U.S.C. chapter 53.
<b>Roadway</b>	means land on which rail transit tracks and support infrastructure have been constructed to support the movement of rail transit vehicles, excluding station platforms.
<b>Safety Assurance</b>	means processes within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
<b>Safety Committee</b>	means the formal joint labor-management committee on issues related to safety that is required by 49 U.S.C. 5329 and this part.

<b>Term</b>	<b>Definition</b>
<b>Safety Event</b>	means an unexpected outcome resulting in injury or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
<b>Safety Management Policy</b>	means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities for the management of safety.
<b>Safety Management System (SMS)</b>	means the formal, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing hazards and safety risk.
<b>Safety Management System Executive</b>	means a Chief Safety Officer or an equivalent.
<b>Safety Performance Target</b>	means a quantifiable level of performance or condition, expressed as a value for the measure, related to safety management activities, to be achieved within a specified time period.
<b>Safety Promotion</b>	means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
<b>Safety Risk</b>	means the composite of predicted severity and likelihood of a potential consequence of a hazard.
<b>Safety Risk Assessment</b>	means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risk.
<b>Safety Risk Management</b>	means a process within a transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating the safety risk of their potential consequences.
<b>Safety Risk Mitigation</b>	means a method or methods to eliminate or reduce the severity and/or likelihood of a potential consequence of a hazard.
<b>Safety Set-Aside</b>	means the allocation of not less than 0.75 percent of assistance received by a large urbanized area provider under 49 U.S.C. 5307 to safety related projects eligible under 49 U.S.C. 5307.
<b>Serious Injury</b>	means any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date when the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second or third-degree burns, or any burns affecting more than 5 percent of the body surface.

<b>Term</b>	<b>Definition</b>
<b>State</b>	means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.
<b>State of Good Repair</b>	means the condition in which a capital asset is able to operate at a full level of performance.
<b>State Safety Oversight Agency</b>	means an agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and (k) and the regulations set forth in 49 CFR part 674.
<b>Subrecipient</b>	means an entity that receives Federal transit grants funds indirectly through a State or a direct recipient.
<b>Transit Agency</b>	means an operator of a public transportation system that is a recipient or subrecipient of Federal financial assistance under 49 U.S.C 5307 or a rail transit agency.
<b>Transit Asset Management Plan</b>	means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR Part 625.
<b>Transit Worker</b>	means any employee, contractor, or volunteer working on behalf of the transit agency.
<b>Urbanized Area</b>	means, as defined under 49 U.S.C. 5302, an area encompassing a population of 50,000 or more that has been defined and designated in the most recent decennial census as an "urbanized area" by the Secretary of Commerce.

## Commonly Used Acronyms

<b>Acronym</b>	<b>Word or Phrase</b>
ACST	Access Control and Security Technician
ADA	Americans with Disabilities Act of 1990
AE	Accountable Executive
ASP	Agency Safety Plan (also referred to as a PTASP in Part 673)
CDL	Commercial Driver's License
CFR	Code of Federal Regulations
CSO	Chief Safety Officer
ELDT	Entry-Level Driver Training
ESRP	Employee Safety Reporting Program
FMCSA	Federal Motor Carrier Safety Administration
FMEA	Failure Mode and Effects Analysis
FTA	Federal Transit Administration
HAZOP	Hazard and Operability
HIPP	Heat Illness Prevention Plan
IDOT	Illinois Department of Transportation
LOPA	Layer of Protection Analysis
MCT	Madison County Transit
MPO	Metropolitan Planning Organization
NTD	National Transit Database
Part 673	49 CFR Part 673 (Public Transportation Agency Safety Plan)
PTASP	Public Transportation Agency Safety Plan
SC	Safety Committee
SMS	Safety Management System
SOP	Standard Operating Procedure
SRM	Safety Risk Management
U.S.C.	United States Code
VRM	Vehicle Revenue Miles

RESOLUTION 26-38

ALLOWING ALL MADISON COUNTY, ILLINOIS STUDENTS IN GRADES K-12  
TO RIDE THE MCT FIXED ROUTE SYSTEM FREE OF CHARGE  
WITH THE 2026 MCT SUMMER YOUTH PASS

**WHEREAS**, the Madison County Mass Transit District (MCT) is the provider of multi-modal transportation services for Madison County, Illinois, including the MCT Fixed Route bus system, the Runabout Paratransit service, the 137 miles of separated Class One bikeways known as the MCT Trails, and RideFinders, the St. Louis regional rideshare program; and,

**WHEREAS**, access to affordable transportation continues to create a burden on families and students attempting to access employment opportunities, classes, commercial districts, medical centers, recreation areas and other life-sustaining trips; and,

**WHEREAS**, educating Madison County students about the importance of alternative transportation modes to a community and to an individual includes not only instructing students, but also providing them with an opportunity to experience public transportation firsthand; and,

**WHEREAS**, for the last seventeen years, MCT has provided Madison County students in grades K-12 with unlimited boardings from Memorial Day to Labor Day on MCT Fixed Route buses through the MCT Summer Youth Pass (SYP) program; and,

**WHEREAS**, in 2025, MCT distributed nearly 10,000 Summer Youth Passes to students at 65 schools and organizations, and since 2008, Summer Youth Pass riders have accounted for more than 600,000 boardings.

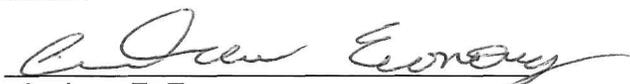
**NOW, THEREFORE**, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. The Madison County Mass Transit District issue free MCT Summer Youth Passes to the students of Madison County, Illinois, for unlimited rides on MCT Fixed Route buses from Memorial Day to Labor Day 2026.
2. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the District, are hereby authorized and directed to take all action necessary to execute, complete, and perform the obligations set forth in this resolution, on behalf of and in a manner most beneficial to the District.

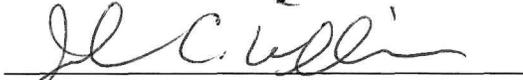
**ADOPTED** by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of February 2026.

  
\_\_\_\_\_  
Christopher C. Guy

  
\_\_\_\_\_  
Allen P. Adomite, Chairman

  
\_\_\_\_\_  
Andrew F. Economy

\_\_\_\_\_  
Michael J. McCormick

  
\_\_\_\_\_  
John C. Williams

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, February 26, 2026, 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 issue free MCT Summer Youth Passes to the students of Madison County, Illinois, for unlimited rides on MCT Fixed Route buses from Memorial Day to Labor Day 2026.
2. Allen P. Adomite, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the District, are hereby authorized and directed to take all action necessary to execute, complete, and perform the obligations set forth in this resolution, on behalf of and in a manner most beneficial to the District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-sixth day of February 2026.

  
\_\_\_\_\_

## RESOLUTION 26-39

### AUTHORIZING NEGOTIATION OF CONTRACTS FOR PROFESSIONAL ENGINEERING SERVICES

**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.) to foster an improved coordinated transportation system; and,

**WHEREAS**, the District adopted its Capital Budget effective July 1, 2025, which includes funds for bikeway reconstruction and safety enhancements; and,

**WHEREAS**, the District determined that the initial structural inspections and/or trail conditions reports should be for the following facilities on the MCT Trail System (as detailed on Exhibit A): the Silver Creek Bridge located on the MCT Nickel Plate Trail (Project #1); an Unnamed Bridge on the MCT Schoolhouse Trail (Project #2); and a Section of Trail Pavement on the MCT Nickelplate Trail (Project #3); and,

**WHEREAS**, on January 15, 2026, the District placed an ad soliciting statements of interest and statements of qualifications from professional engineering firms to provide the District with structural inspections and/or trail conditions reports for the three listed Projects; and,

**WHEREAS**, the District received statements of interest and statements of qualifications from five interested firms which were evaluated and ranked by the District's Capital Projects staff; and,

**WHEREAS**, the Local Government Professional Services Act, (50 ILCS 510/) requires local units of government to "negotiate and enter into contracts for architectural, engineering and land surveying services on the basis of demonstrated competence and qualifications for the type of services required and at fair and reasonable compensation." and,

**WHEREAS**, the Local Government Professional Services Act also allows units of local government to engage firms that it has a satisfactory relationship for such professional services, and,

**WHEREAS**, based on the District's evaluations and rankings, the District has ranked the top three firms for each of the three individual Projects in order of qualifications to potentially provide engineering services in the respective order as detailed below:

Project #1: Horner & Shifrin, Inc, of O'Fallon, IL, most preferred, TWM, Inc. of Glen Carbon, IL, second most preferred, Civil Design, Inc. of Collinsville, IL, third most preferred.

Project #2: TWM, Inc. of Glen Carbon, IL, most preferred, Horner & Shifrin, Inc. of O'Fallon, IL, second most preferred, Civil Design, Inc. of Collinsville, IL, third most preferred.

Project #3: Civil Design, Inc. of Collinsville, IL, most preferred, TWM, Inc. of Glen Carbon, IL, second most preferred, Horner & Shifrin of O'Fallon, IL, third most preferred.

**WHEREAS**, the District has determined the firm of Horner & Shifrin, Inc., of O'Fallon, IL, is the most preferred firm to provide engineering services for Project #1; and

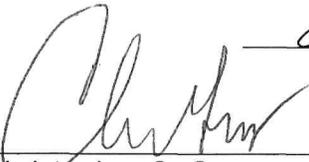
**WHEREAS**, the District has determined the firm of TWM, Inc. of Glen Carbon, IL, is the most preferred firm to provide engineering services for Project #2; and

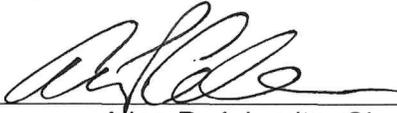
**WHEREAS**, the District has determined Civil Design, Inc., Collinsville, IL is the most preferred firm to provide engineering services for Project #3; and

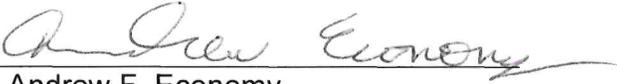
**NOW, THEREFORE**, BE IT RESOLVED BY THE CHAIRMAN AND THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

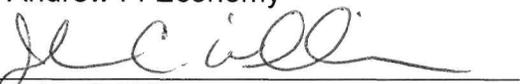
1. The Managing Director of Madison County Mass Transit District is authorized to negotiate contracts with Horner & Shifrin, Inc. for Project #1, TWM, Inc. for Project #2 and Civil Design, Inc. for Project #3 at fair and reasonable compensation, considering the estimated value, scope, complexity, and professional nature of services rendered.
2. If the District is unable to negotiate a satisfactory contract with the firm that is most preferred for each Project, negotiations with that firm will be terminated. The District shall then begin negotiations with the firm which is next preferred.
3. Proposed contracts will be submitted to the Board of Trustees at a future meeting for consideration and/or approval.

**ADOPTED** by the Madison County Transit District, Madison County, Illinois, on this twenty-sixth day of February 2026.

  
\_\_\_\_\_  
Christopher C. Guy

  
\_\_\_\_\_  
Allen P. Adomite, Chairman

  
\_\_\_\_\_  
Andrew F. Economy

  
\_\_\_\_\_  
John C. Williams

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, February 26, 2026, 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 Managing Director of Madison County Mass Transit District is authorized to negotiate contracts with Horner & Shifrin, Inc. for Project #1, TWM, Inc. for Project #2 and Civil Design, Inc. for Project #3 at fair and reasonable compensation, considering the estimated value, scope, complexity, and professional nature of services rendered.
2. If the District is unable to negotiate a satisfactory contract with the firm that is most preferred for each Project, negotiations with that firm will be terminated. The District shall then begin negotiations with the firm which is next preferred.
3. Proposed contracts will be submitted to the Board of Trustees at a future meeting for consideration and/or approval.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-sixth day of February 2026.

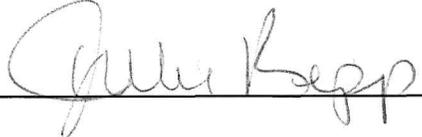
  
\_\_\_\_\_

Exhibit A  
Project #1

Location of  
Silver Creek Bridge

MCT-Nickel-Plate Trail

Silver Creek

Oak Brook Golf Course

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastystyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community



Exhibit A  
Project #2

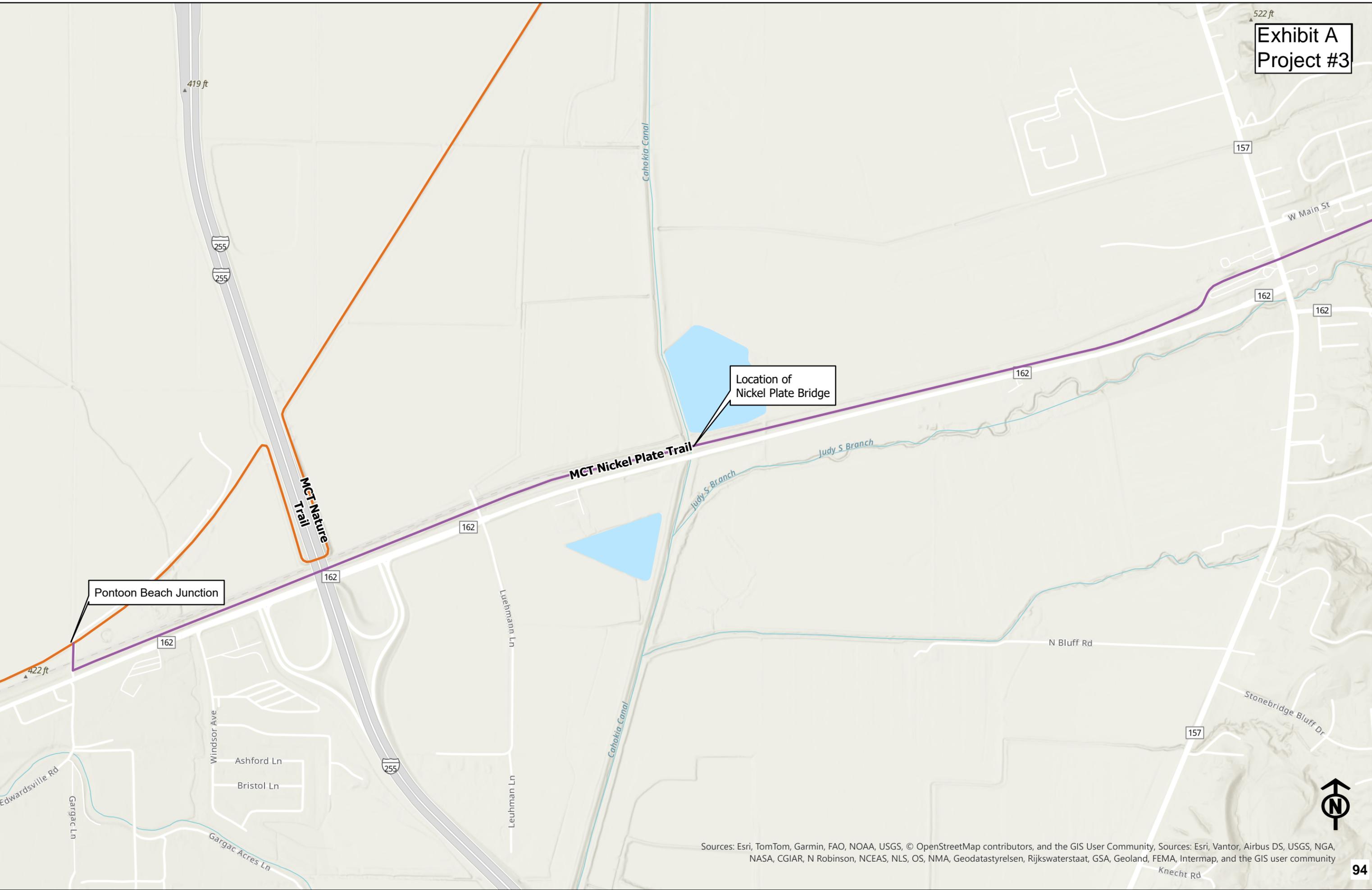


Location of  
Schoolhouse Trail Bridge

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastystyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community



Exhibit A  
Project #3



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastystyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community

## **RESOLUTION 26-40**

### **AUTHORIZING AN AWARD OF CONTRACT FOR MULTI-SITE VIDEO SURVEILLANCE, ACCESS CONTROL, AND DOOR HARDWARE SYSTEMS**

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

**WHEREAS**, an Invitation for Bids (IFB) was issued on October 17, 2025, to select the lowest responsive and responsible bidder to provide security improvements to upgrade/replace the access control and video surveillance systems at multiple sites; and,

**WHEREAS**, the sites include the transfer stations at: 1) Wood River, 2) Granite City, 3) Collinsville, and 4) Edwardsville, and park and rides at 5) Eastgate, 6) Edwardsville LeClaire, 7) Troy, 8) IL Route 3 River's Edge, 9) Glen Carbon, and 10) Highland, plus the 11) maintenance facility at Longfellow in Edwardsville.

**WHEREAS**, four bids were received, three were responsive, and J.F. Electric, Inc. of Edwardsville, Illinois, was identified as the most responsive and responsible low bidder with a bid in the amount of \$1,796,000, which is 36% under the engineer's cost estimate and,

**WHEREAS**, a price analysis concluded the bid price of J.F. Electric, Inc. to be fair and reasonable, and a responsibility determination review concluded they exhibit adequate organization, financial conditions, and other characteristics necessary to successfully carry out the project; and,

**WHEREAS**, recommendation is being made for a contract award to the lowest responsive and responsible bidder, J.F. Electric, Inc.; and,

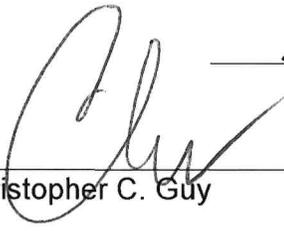
**WHEREAS**, Federal Section 5307 funds are available for this project through a grant administered by the Federal Transit Administration.

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

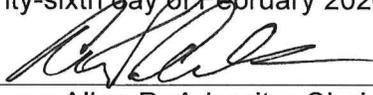
1. A notice of intent to award a contract be delivered to J.F. Electric, Inc. from Edwardsville, Illinois, in the amount of one million, seven hundred ninety-six thousand dollars (\$1,796,000.00), for the construction project known as Multi-Site Video Surveillance, Access Control, and Door Hardware Systems No. 26-1-23301.
2. Pending the receipt of required documentation from J.F. Electric, from Edwardsville, Illinois, within the time period specified in the IFB, expiration of the District's bid protest period, the District authorizes the award of a contract and notice to proceed be delivered to J.F. Electric, from Edwardsville, Illinois, in the amount of one million, seven hundred ninety-six thousand dollars (\$1,796,000.00), for the construction project known as Multi-Site Video Surveillance, Access Control, and Door Hardware Systems No. 26-1-23301.
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 all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such

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

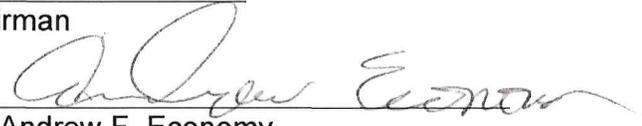
**ADOPTED**, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of February 2026.



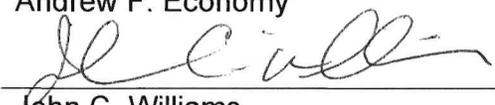
Christopher C. Guy



Allen P. Adomite, Chairman



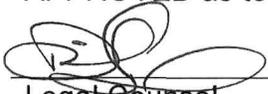
Andrew F. Economy



John C. Williams

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.

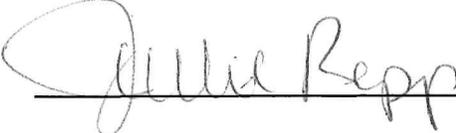
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, February 26, 2026, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. A notice of intent to award a contract be delivered to J.F. Electric, Inc. from Edwardsville, Illinois, in the amount of one million, seven hundred ninety-six thousand dollars (\$1,796,000.00), for the construction project known as Multi-Site Video Surveillance, Access Control, and Door Hardware Systems No. 26-1-23301.
2. Pending the receipt of required documentation from J.F. Electric, from Edwardsville, Illinois, within the time period specified in the IFB, expiration of the District's bid protest period, the District authorizes the award of a contract and notice to proceed be delivered to J.F. Electric, from Edwardsville, Illinois, in the amount of one million, seven hundred ninety-six thousand dollars (\$1,796,000.00), for the construction project known as Multi-Site Video Surveillance, Access Control, and Door Hardware Systems No. 26-1-23301.
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 all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-sixth day of February 2026.

  
\_\_\_\_\_

**To:** SJ Morrison, Managing Director

**From:** Penny Brown, Director of Grants and Procurement  
DJ Clubb, Director of IT  
Rob Schmidt, Director of Facilities  
Phil Roggio, Director of Capital Projects

**Project:** Multi-Site Video Surveillance, Access Control, and Door Hardware Systems  
No. 26-1-23301

**Date:** February 20, 2026

---

An Invitation for Bids (IFB) was issued on October 17, 2025, for a comprehensive security modernization initiative to enhance safety, visibility, deterrence, and operational control across multiple facilities throughout Madison County, Illinois. Supported by Federal Transit Administration (FTA) funding, this project strengthens both physical and electronic security infrastructure in response to evolving safety demands. It aims to improve regulatory compliance, centralize system oversight, and enhance long-term operational resilience. The initiative directly addresses MCT's need for secure transit facility monitoring and infrastructure protection.

The sites include the transfer stations at: 1) Wood River, 2) Granite City, 3) Collinsville, and 4) Edwardsville, and park and rides at 5) Eastgate, 6) Edwardsville LeClaire, 7) Troy, 8) IL Route 3 River's Edge, 9) Glen Carbon, and 10) Highland, plus the 11) maintenance facility at Longfellow in Edwardsville.

The project scope includes the removal and replacement of outdated doors, frames, and mechanical hardware with ADA-compliant, ANSI Grade 1-rated components. These physical upgrades will be integrated with advanced access control systems featuring proximity card readers, electrified locking hardware, door position switches, and request-to-exit devices. Centralized access management will support credential-based entry, time-based permissions, and audit trail generation.

In addition to the work across transit centers and park-and-ride facilities, the project also includes upgrades to the existing access control and video surveillance hardware and software at Madison County Transit's headquarters facility in Pontoon Beach, Illinois. These enhancements will ensure system consistency, central oversight, and operational continuity across the entire MCT network.

In parallel, MCT will deploy an IP-based video surveillance system composed of high-definition fixed and pan-tilt-zoom (PTZ) cameras and network video recorders (NVRs) with a minimum 30-day storage capacity. Camera coverage will include entrance/exit, public-facing areas, high-traffic areas, and sensitive equipment zones. The video surveillance system will support incident documentation and post-event review but will not be actively monitored or configured to generate real-time alerts.

Supporting infrastructure includes electrical upgrades such as new branch circuits, surge protection, and NEC-compliant grounding and bonding, along with structured Category 6 cabling and dedicated low-voltage raceways to support communications and future scalability. All work will comply with the Americans with Disabilities Act (ADA), National Electrical Code (NEC), NFPA and UL standards.

A total of four bids were received. Three bids were responsive. The apparent low bidder, RJP Electric, does not have financial resources adequate to perform the contract and was therefore deemed non-responsible and ineligible for a contract award. The second low bidder did not submit required bid documents and was deemed non-responsive.

The bid price of the third low bidder, J.F. Electric, Inc., was determined to be fair and reasonable. A responsibility review concluded they exhibit adequate organization, financial condition, and other characteristics necessary to successfully carry out the project.

Recommendation is being made for a notice of intent to award a contract be delivered to the lowest responsive and responsible bidder, J.F. Electric, Inc. in the amount of \$1,796,000.

Pending the receipt of required documentation from J.F. Electric, Inc. within the time period specified in the IFB and the expiration of MCT's bid protest period, recommendation is being made for the award of a contract and notice to proceed be delivered to J.F. Electric Inc. in the amount of \$1,796,000 for the above referenced construction project.

<b>Bidder</b>	<b>Bid Amount</b>	<b>Notes</b>
RJP Electric St. Louis, Missouri	\$1,606,991.00	Non-responsible bidder
Utilitra LLC Edwardsville, Illinois	\$1,632,124.11	Non-responsive bid
J.F. Electric, Inc. Edwardsville, Illinois	\$1,796,000.00	Contract award recommendation
Camp Electric and Engineering Services PC Alton, Illinois	\$2,198,200.00	

Financial assistance is being provided by the Federal Transit Administration (FTA).

RESOLUTION 26-41

AUTHORIZING AND AWARD OF CONTRACT FOR  
UNDERGROUND STORAGE TANK REMOVAL

**WHEREAS**, the Madison County Mass Transit District is responsible for maintaining, operating, and improving its facilities and infrastructure in a safe, compliant, and efficient manner; and

**WHEREAS**, three existing underground storage tanks and associated fueling equipment at the District's facility located at 1 Transit Way, Pontoon Beach, Illinois, require removal and proper disposal; and

**WHEREAS**, the required services are available through the State of Illinois Joint Purchase Master Contract (JPMC) No. 22-416CMS-BOSS4-P-39072 Fueling Station Services, which was competitively bid in accordance with State procurement requirements; and

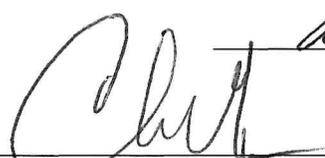
**WHEREAS**, this project will be locally funded.

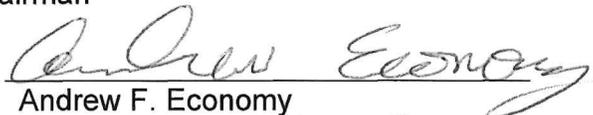
**NOW, THEREFORE**, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. A purchase order be awarded to Stenstrom Petroleum Services Group from Rockford, Illinois, for the turnkey removal of underground storage tanks and equipment, together with all related services, under the State of Illinois Joint Purchase Master Contract No. 22-416CMS-BOSS4-P-39072, in the amount of two hundred eighteen thousand, two hundred dollars (\$218,200.00), subject to final confirmation of pricing, scope, and compliance with the master contract terms.
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 cost 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 authorized to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

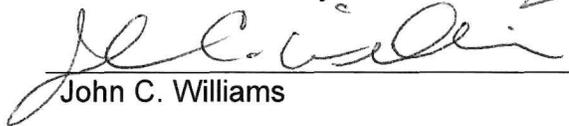
**ADOPTED**, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of February 2026.

  
\_\_\_\_\_  
Allen P. Adomite, Chairman

  
\_\_\_\_\_  
Christopher C. Guy

  
\_\_\_\_\_  
Andrew F. Economy

\_\_\_\_\_  
Michael J. McCormick

  
\_\_\_\_\_  
John C. Williams

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, February 26, 2026, 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 Stenstrom Petroleum Services Group from Rockford, Illinois, for the turnkey removal of underground storage tanks and equipment, together with all related services, under the State of Illinois Joint Purchase Master Contract No. 22-416CMS-BOSS4-P-39072, in the amount of two hundred eighteen thousand, two hundred dollars (\$218,200.00), subject to final confirmation of pricing, scope, and compliance with the master contract terms.
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 cost 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 authorized to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-sixth day of February 2026.

  
\_\_\_\_\_



## Briefing Paper

**To:** Procurement Department  
**From:** Justin Dixon, Fleet Director  
**Subject:** UST Removal  
**Date:** February 18, 2026

---

The three MCT owned underground storage tanks (UST) adjacent to building 3 have surpassed their expected environmentally safe life expectancy. These tanks are known as tanks 3, 4 and 6 and were installed in 1985 and were built of single wall steel construction. Most tanks of this construction were expected to last 30 to 35 years of safe operation with proper tank protection systems installed. Below are our tanks sizes for Building 3.

- Tank 3 6,000 gallons
- Tank 4 10,000 gallons
- Tank 6 6,000 gallons

Fleet proceeded to install a new 15,000-gallon unleaded tank alongside MCT's two 15,000-gallon diesel tanks to replace tanks 3, 4 and 6 at the end of 2025 and completed and dispensing fuels as of January 2026. These tanks are located at Building 4 (Fuel Building). It is required by the IL EPA and the Office of the State Fire Marshal to remove any UST and their related systems after closing a UST.

Fleet engaged with Stenstrom Petroleum Services Group for the testing, permitting with the Office of the State Fire Marshals, removal of UST's and related equipment, and replacement of roadways/floor and remediation. Stenstrom has a statewide contract for fuel services through Bid Buy with a blanket PO of 22-416CMS-BOSS4-P-39072.

A preliminary quote from Stenstrom was received for these services in the amount of \$218,200 and is limited to the above notated work, but may need to account for project labor agreement costs. The level of dewatering and remediation is unknown at this time and will not be fully known until the ground has been opened and reaching clean surrounding dirt. This is not part of this original quote due to the unknown condition and size of the surrounding material contamination quantities at removal and replacement of fill materials.

The Illinois Lust Fund will help offset the cost of remediation by up to 50% if contamination is found. Stenstrom will help MCT file on MCT's behalf for Lust Fund reimbursement.

The capital budget has \$250,000 already planned to help facilitate any changes due to unknown remediation costs.

**RESOLUTION 26-42**

**AUTHORIZING AN AWARD OF CONTRACT FOR A  
SERVICE TRUCK WITH LIFTGATE**

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

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

**WHEREAS**, the District, in order to operate its fleet efficiently, is needing to replace one service truck that has exceeded its useful life; and,

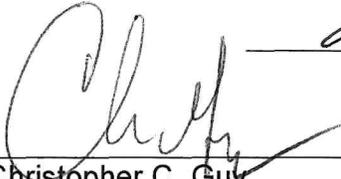
**WHEREAS**, the replacement vehicle is available through the State of Illinois Joint Purchase Master Contracts (JPMC) No. 22-416CMS-BOSS4-P-33728 Trucks – Class 2 and Class 3; and,

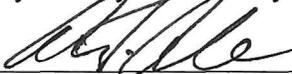
**WHEREAS**, this purchase will be locally funded.

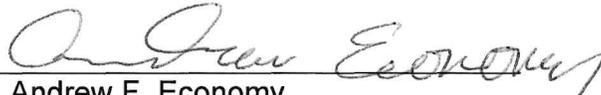
**NOW, THEREFORE**, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. A contract be awarded to Landmark Ford Inc. from Springfield, Illinois, in the amount of fifty-seven thousand, two hundred ninety-five dollars (\$57,295.00) for a 2026 Ford F-250 Super Cab 4x4 truck with liftgate.
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, 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.

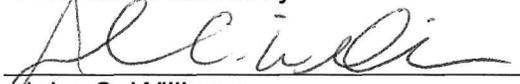
**ADOPTED**, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-six day of February 2026.

  
\_\_\_\_\_  
Christopher C. Guy

  
\_\_\_\_\_  
Allen P. Adomite, Chairman

  
\_\_\_\_\_  
Andrew F. Economy

\_\_\_\_\_  
Michael J. McCormick

  
\_\_\_\_\_  
John C. Williams

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, February 26, 2026, 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 Landmark Ford Inc. from Springfield, Illinois, in the amount of fifty-seven thousand, two hundred ninety-five dollars (\$57,295.00) for a 2026 Ford F-250 Super Cab 4x4 truck with liftgate.
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, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-sixth day of February 2026.

  
\_\_\_\_\_

**RESOLUTION 26-43**

**AUTHORIZING SIGNATORS FOR NEGOTIABLE INSTRUMENTS  
FOR THE MADISON COUNTY MASS TRANSIT DISTRICT**

**BE IT RESOLVED**, that no check or other negotiable instrument drawn on any account of the Madison County Mass Transit District, Madison County, Illinois, shall be paid unless said document contains the signatures as makers of at least two of the following five persons listed below.

ALLEN P. ADOMITE  
ANDREW F. ECONOMY  
CHRISTOPHER C. GUY

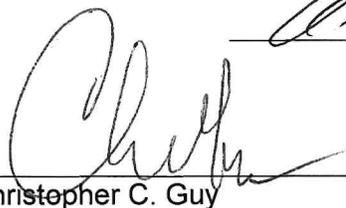
MICHAEL J. MCCORMICK  
JOHN C. WILLIAMS

**BE IT FURTHER RESOLVED**, that all checks or other negotiable instruments made payable to the Madison County Mass Transit District, Madison County, Illinois, shall be deposited in said Account Nos. 0112864301 and 0100434009 at Busey Bank, in Edwardsville, Illinois, only, and that said proceeds may not be directly paid out in any other manner.

**BE IT FURTHER RESOLVED**, that the Principal Authority of the Madison County Mass Transit District Illinois Funds Investment Account No. 7139122738, shall be Allen P. Adomite, Chairman of the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois.

**BE IT FURTHER RESOLVED**, that the Madison County Mass Transit District, Madison County, Illinois, does hereby go on record to state that no person or other entity has the authority to issue or to negotiate any checks or negotiable instruments contrary to the provisions of this Resolution, and this Resolution supersedes all prior Resolutions regarding this matter.

**ADOPTED**, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of February 2026.



---

Christopher C. Guy



---

Allen P. Adomite, Chairman



---

Andrew F. Economy



---

John C. Williams

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, February 26, 2026, 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.

**BE IT RESOLVED**, that no check or other negotiable instrument drawn on any account of the Madison County Mass Transit District, Madison County, Illinois, shall be paid unless said document contains the signatures as makers of at least two of the following five persons listed below.

ALLEN P. ADOMITE  
ANDREW F. ECONOMY  
CHRISTOPHER C. GUY

MICHAEL J. MCCORMICK  
JOHN C. WILLIAMS

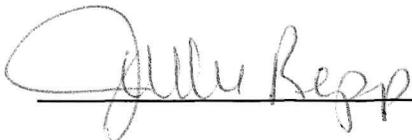
**BE IT FURTHER RESOLVED**, that all checks or other negotiable instruments made payable to the Madison County Mass Transit District, Madison County, Illinois, shall be deposited in said Account Nos. 0112864301 and 0100434009 at Busey Bank, in Edwardsville, Illinois, only, and that said proceeds may not be directly paid out in any other manner.

**BE IT FURTHER RESOLVED**, that the Principal Authority of the Madison County Mass Transit District Illinois Funds Investment Account No. 7139122738, shall be Allen P. Adomite, Chairman of the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois.

**BE IT FURTHER RESOLVED**, that the Madison County Mass Transit District, Madison County, Illinois, does hereby go on record to state that no person or other entity has the authority to issue or to negotiate any checks or negotiable instruments contrary to the provisions of this Resolution, and this Resolution supersedes all prior Resolutions regarding this matter.

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

**IN WITNESS WHEREOF**, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-sixth day of February 2026.

  
\_\_\_\_\_

## **RESOLUTION 26-44**

### **APPROVING ANNEXATION OF PIN OAK TOWNSHIP INTO THE MADISON COUNTY MASS TRANSIT DISTRICT**

**WHEREAS**, the Madison County Metro-East Transit 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; and,

**WHEREAS**, Pin Oak Township is desirous of making all the benefits of mass transit services provided by the District available to the residents of the Township; and,

**WHEREAS**, on January 15, 2026, Pin Oak Township approved by a majority vote an ordinance petitioning the Madison County Board and the Board of Trustees of the Madison county Metro-East Transit District to annex the Township to the District pursuant to Section 3.01 of the Local Mass Transit District Act (79 ILCS 3610), as amended; and,

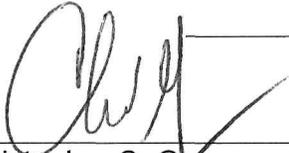
**WHEREAS**, said petition for annexation must be adopted by resolution approved by a majority vote of the Madison County Board and such resolution approved by a 2/3 vote of the members of the Board of Trustees of the District in order for Pin Oak Township to be annexed to the District pursuant to Section 3.01 of the Local Mass Transit District Act (79 ILCS 3610), as amended; and,

**WHEREAS**, on February 18, 2026, the Madison County Board adopted a resolution approving the petition of the Board of Trustees of Pin Oak Township to annex the Township to the Madison County Metro-East Transit District pursuant to Section 3.01 of the Local Mass Transit District Act (79 ILCS 3610), as amended.

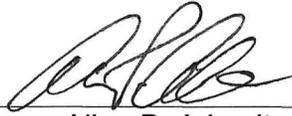
**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:**

1. The Board of Trustees of the Madison County Metro-East Transit District approve the adopted resolution of the Madison County Board regarding the petition of Pin Oak Township and annex the Township to the Madison County Metro-East Transit District pursuant to Section 3.01 of the Local Mass Transit District Act (79 ILCS 3610), as amended.
2. The Metro-East Mass Transit taxes previously imposed by ordinances of the Metro-East Transit District of Madison County adopted January 9, 1981, are imposed in Pin Oak Township with an effective date determined by the Illinois Department of Revenue.
3. Upon approval of the resolution and annexation, a certified copy of the ordinance of annexation shall be filed by the Secretary-Treasurer of the Board of Trustees with the Madison County Clerk for recording and filing with the Secretary of State.

**ADOPTED** by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of February 2026.



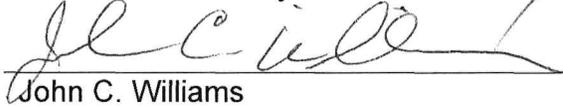
Christopher C. Guy



Allen P. Adomite, Chairman



Andrew F. Economy



John C. Williams

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.

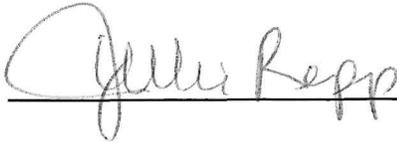
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, February 26, 2026, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District 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 Board of Trustees of the Madison County Metro-East Transit District approve the adopted resolution of the Madison County Board regarding the petition of Pin Oak Township and annex the Township to the Madison County Metro-East Transit District pursuant to Section 3.01 of the Local Mass Transit District Act (79 ILCS 3610), as amended.
2. The Metro-East Mass Transit taxes previously imposed by ordinances of the Metro-East Transit District of Madison County adopted January 9, 1981, are imposed in Pin Oak Township with an effective date determined by the Illinois Department of Revenue.
3. Upon approval of the resolution and annexation, a certified copy of the ordinance of annexation shall be filed by the Secretary-Treasurer of the Board of Trustees with the Madison County Clerk for recording and filing with the Secretary of State.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-sixth day of February 2026.

  
\_\_\_\_\_