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**I. Pledge of Allegiance.**

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

**III. Consideration of the Minutes of the February 25, 2010 Regular Meeting for inclusion in the official records of the District.**

**IV. Financial:**

A. **Payments and Claims:** Consideration of the February, 2010 claims for payment.


**V. Transit Service:**

A. **Managing Director's Report:** Jerry J. Kane.

B. **Resolution 10-25 Authorizing the Submittal of the FY 2011-2014 Transportation Improvement Program.**

C. **Resolution 10-26 Authorizing Disadvantaged Business Enterprise Annual Goal Revisions Pursuant to Federal Requirements.**

D. **Resolution 10-27 Authorizing the Approval of a Permanent Easement and Right-of-Way with the Illinois Department of Transportation.**

E. **Resolution 10-28 Authorizing the Filing of Applications with the Federal Transit Administration for 5309 and 5307 Grant Funds for the Procurement of Buses.**

F. **Proposed May, 2010 Service Changes:** S.J. Morrison, Director of Marketing and Planning.

**VI. Other Business:**

**VII. Executive Session to Discuss the Acquisition, and/or Sale of Property, and/or Litigation (51LCS 120/2 et. seq., 2(c)5, 2(c)6 and 2(c)11 of the Open Meetings Act).**

**VIII. Adjournment.**
MINUTES
Board of Trustees Meeting
Madison County Mass Transit District
9:30 a.m., Thursday, February 25, 2010
One Transit Way, Granite City, Illinois

I. Pledge of Allegiance

Chairman Corbett led the reciting of the Pledge of Allegiance.

II. Call to Order

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

MEMBERS PRESENT: J. Terry Allan, Daniel Corbett, Edward Hagnauer and Bruce Malone

MEMBERS ABSENT: Rose Marie Chadwick

OTHERS PRESENT: Jerry Kane, Managing Director; Ken Danzinger, Legal Counsel; Mary Ruth Kettenbach, ACT; Kristine Stankus, ACT; and Erin Werner, ACT.

III. Welcome New Board Member

Chairman Corbett welcomed new Board Member Bruce Malone to the Madison County Transit District Board of Trustees.

IV. Consideration of the Minutes of January 28, 2010

TRUSTEE ALLAN MADE THE MOTION, SECONDED BY TRUSTEE HAGNAUER, TO APPROVE THE MINUTES OF JANUARY 28, 2010, REGULAR MEETING FOR INCLUSION IN THE OFFICIAL RECORDS OF THE DISTRICT.

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN AYE
ROSE MARIE CHADWICK ABSENT
DANIEL CORBETT AYE
EDWARD HAGNAUER AYE
BRUCE MALONE AYE

ALL AYES. NO NAYS. MOTION CARRIED.

V. Financial

A. Payments and Claims: Consideration of January, 2010 claims for payment:
Managing Director Jerry Kane submitted the payments and claims.
TRUSTEE HAGNAUER MADE THE MOTION, SECONDED BY TRUSTEE MALONE, TO APPROVE THE PAYMENTS AND CLAIMS REPORT FOR JANUARY, 2010.

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN      AYE
ROSE MARIE CHADWICK ABSENT
DANIEL CORBETT      AYE
EDWARD HAGNAUER     AYE
BRUCE MALONE        AYE

ALL AYES. NO NAYS. MOTION CARRIED.


A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN      AYE
ROSE MARIE CHADWICK ABSENT
DANIEL CORBETT      AYE
EDWARD HAGNAUER     AYE
BRUCE MALONE        AYE

ALL AYES. NO NAYS. MOTION CARRIED.

C. TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE HAGNAUER TO APPROVE THE RESOLUTION:

10-21 AUTHORIZING SIGNATURES FOR NEGOTIABLE INSTRUMENTS FOR THE MADISON COUNTY MASS TRANSIT DISTRICT.

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN      AYE
ROSE MARIE CHADWICK ABSENT
DANIEL CORBETT      AYE
EDWARD HAGNAUER     AYE
BRUCE MALONE        AYE

ALL AYES. NO NAYS. MOTION CARRIED.

VI. Transit Service

A. Managing Director's Report: Jerry Kane presented the report.
B. TRUSTEE ALLAN MADE AN OMNIBUS MOTION, SECONDED BY TRUSTEE HAGNAUER, TO APPROVE RESOLUTIONS:

10-22 AUTHORIZING EQUAL EMPLOYMENT OPPORTUNITY PROGRAM REVISIONS PURSUANT TO FEDERAL REQUIREMENTS;

10-23 AUTHORIZING THE AWARD OF CONTRACT FOR THE CONSTRUCTION OF THE CONFLUENCE TRAIL EXTENSION;

10-24 AUTHORIZING THE FILING OF ILLINOIS BIKE PATH GRANT APPLICATIONS WITH THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES.

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN       AYE
ROSE MARIE CHADWICK  ABSENT
DANIEL CORBETT       AYE
EDWARD HAGNAUER      AYE
BRUCE MALONE         AYE

ALL AYES. NO NAYS. MOTION CARRIED.

VII. Other Business

TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE HAGNAUER, TO MOVE INTO EXECUTIVE SESSION DISCUSS THE ACQUISITION, AND/OR SALE OF PROPERTY, AND/OR LITIGATION (5 ILCS 120/2 ET. SEQ., 2(C)5, 2(C)6, AND 2(C)11 OF THE OPEN MEETINGS ACT).

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN       AYE
ROSE MARIE CHADWICK  ABSENT
DANIEL CORBETT       AYE
EDWARD HAGNAUER      AYE
BRUCE MALONE         AYE

ALL AYES. NO NAYS. MOTION CARRIED.

V. Executive Session to Discuss the Acquisition, and/or Sale of Property, and/or Litigation (5 ILCS 120/2 et. seq., 2(c)5, 2(c)6, and 2(c)11 of the Open Meetings Act).

TRUSTEE ALLAN MADE THE MOTION, SECONDED BY TRUSTEE HAGNAUER, TO RETURN TO OPEN SESSION.
A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN  AYE
ROSE MARIE CHADWICK  ABSENT
DANIEL CORBETT  AYE
EDWARD HAGNAUER  AYE
BRUCE MALONE  AYE

ALL AYES. NO NAYS. MOTION CARRIED.

VIII. Adjournment

TRUSTEE ALLAN MADE THE MOTION, SECONDED BY TRUSTEE MALONE, TO ADJOURN.

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN  AYE
ROSE MARIE CHADWICK  ABSENT
DANIEL CORBETT  AYE
EDWARD HAGNAUER  AYE
BRUCE MALONE  AYE

ALL AYES. NO NAYS. MOTION CARRIED.

Meeting was adjourned at 10:23 a.m.

Respectfully submitted:

[Signature]
RESOLUTION 10-25

AUTHORIZING THE SUBMITTAL OF THE FY 2011-2014
TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the District is the recipient of federal transportation funding for use in the implementation of capital projects; and,

WHEREAS, the District is required to program the anticipated use of said funds through the established Regional and State planning processes; and,

WHEREAS, the East-West Gateway Council of Governments (EWGCC) is responsible for administering the Regional planning process and submitting the results, the Regional Transportation Improvement Program, to the applicable states; and,

WHEREAS, EWGCC has requested that the District submit a list of projects proposed for inclusion in the Regional Transportation Improvement Program for FY 2011 through FY 2014.

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's Fiscal Year 2011-2014 Transportation Improvement Program is hereby approved.

2. Jerry Kane, Managing Director, is hereby authorized to submit the FY 2011-2014 Transportation Improvement Program to the East West Gateway Council of Governments.

3. Jerry J. Kane, Managing Director, is hereby authorized to take all action necessary to complete and perform all obligations associated with the Transportation Improvement Program, including any and all amendments, on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-fifth day of March, 2010.

Daniel L. Corbett, Chairman

J. Terry Allan

Edward A. Hagnauer

Rose Marie Chadwick

Bruce A. Malone

APPROVED as to Form:

Kenneth P. Danziger, Legal Counsel
CERTIFICATE

I, Erin L. Werner, 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, March 25, 2010, 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's Fiscal Year 2011-2014 Transportation Improvement Program is hereby approved.

2. Jerry Kane, Managing Director, is hereby authorized to submit the FY 2011-2014 Transportation Improvement Program to the East West Gateway Council of Governments.

3. Jerry J. Kane, Managing Director, is hereby authorized to take all action necessary to complete and perform all obligations associated with the Transportation Improvement Program, including any and all amendments, on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-fifth day of March, 2010.

[Signature]

Erin L. Werner
RESOLUTION 10-26

AUTHORIZING DISADVANTAGED BUSINESS ENTERPRISE ANNUAL GOAL
REVIZIONS PURSUANT TO FEDERAL REQUIREMENTS

WHEREAS, the Madison County Mass Transit District (District) is responsible for the
provision of public mass transportation services pursuant to Section 3 of the Local Mass
Transit District Act, as approved on July 21, 1959, as amended (70 ILCS 3610 et. seq.);
and,

WHEREAS, as a recipient of federal funds, the District is required by the United States
Department of Transportation, Federal Transit Administration, to administer an ongoing
Disadvantaged Business Enterprise Plan; and,

WHEREAS, the District is required by the United States Department of Transportation,
Federal Transit Administration, to submit annual updates pursuant to guidelines as
described in 49 CFR Part 26 requiring revisions to Disadvantaged Business Enterprise Plan
administered by recipients of federal funds.

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

1. Madison County Mass Transit District approves the Madison County Mass Transit
District's Disadvantaged Business Enterprise Annual Goal of three and nine tenths
percent (3.9%).

2. Jerry J. Kane, Managing Director of Madison County Mass Transit District, is
authorized to file the DBE Annual Goal Report to the Federal Transit Administration.

3. Jerry J. Kane, Managing Director of the Madison County Mass Transit District, is
authorized and directed to take any and all actions as may reasonably be required to
enact and administer said program, and maintain the District in full compliance with

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this
twenty-fifth day of March, 2010.

Daniel L. Corbett, Chairman

J. Terry Allan

Edward A. Hagnauer

Rose Marie Chadwick

Bruce A. Malone

APPROVED as to Form:

Kenneth P. Danzinger, Legal Counsel
CERTIFICATE

I, Erin L. Werner, 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, March 25, 2010, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

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

1. Madison County Mass Transit District approves the Madison County Mass Transit District’s Disadvantaged Business Enterprise Annual Goal of three and nine tenths percent (3.9%).

2. Jerry J. Kane, Managing Director of Madison County Mass Transit District, is authorized to file the DBE Annual Goal Report to the Federal Transit Administration.

3. Jerry J. Kane, Managing Director of the Madison County Mass Transit District, is authorized and directed to take any and all actions as may reasonably be required to enact and administer said program, and maintain the District in full compliance with the provisions of 49 CFR Part 26.

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-fifth day of March, 2010.

Erin L. Werner
RESOLUTION 10-27

AUTHORIZING THE APPROVAL OF A PERMANENT EASEMENT AND RIGHT-OF-WAY WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION

Owner Madison County Transit
Route FAP 789 (IL 143)
Section 1 VB
County Madison
Project No.
Job No. R-98-008-06
Parcel No. 8608010
P.I.N. No. 19-1-08-28-08-205-003.001
Sta. 25+38.72 FAU 9005 (St. Louis and Alton Road)
Sta. 26+25.07 FA Route 789 (L 143)
Catalog No. 
Contract No.

WHEREAS, the Madison County Mass 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 (70 ILCS 3610/1 et. seq.); and,

WHEREAS, Madison County Transit District is the fee owner of the following described property to-wit: on FAP Route 789, Section 1 VB, County of Madison, Parcel No. 8608010, and more fully described as follows:

See attached Legal Descriptions – Attachment “A” and Attachment “B”

WHEREAS, the State of Illinois desires to acquire the property described in Attachment “A” and Attachment “B” for use of the Department of Transportation for highway purposes has made an offer of $1.00 for the property described in Attachment “A” and Attachment “B”; and,

WHEREAS, it is in the best interest of the Madison County Mass Transit District, and the public we serve, to comply with the Illinois Department of Transportation’s request for a permanent easement and right-of-way of the property described in Attachment “A” and Attachment “B”.

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

1. Jerry J. Kane, Managing Director of Madison County Mass Transit District, is hereby authorized to execute a permanent easement and right-of-way with the Illinois Department of Transportation.

2. The Managing Director is hereby authorized to take all action necessary to complete and perform all obligations associated with the permanent easement and right-of-way 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-fifth day of March, 2010.

Daniel L. Corbett, Chairman

J. Terry Allan

Rose Marie Chadwick

Edward A. Hagnauer

Bruce A. Malone

APPROVED as to Form:

Kenneth P. Danzinger, Legal Counsel
CERTIFICATE

I, Erin L. Werner, 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, March 25, 2010, 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. Jerry J. Kane, Managing Director of Madison County Mass Transit District, is hereby authorized to execute a permanent easement and right-of-way with the Illinois Department of Transportation.

2. The Managing Director is hereby authorized to take all action necessary to complete and perform all obligations associated with the permanent easement and right-of-way 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-fifth day of March, 2010.

[Signature]

Erin L. Werner
Parcel 8608010
FAP Route 789 (IL Route 143)
Section 1VB
Madison County
Job No. R-98-008-06
Owner: Madison County Mass Transit District
Station 25+38.72 Left to Station 26+25.07 Left
PIN: 19-1-08-28-08-205-003.001
Non-Freeway

Part of the St. Louis & Alton (66 feet wide) Road (commonly known as “Old St. Louis Avenue”) west of Block 2 of Riverview Addition of Benbow City, Illinois, as recorded in Plat Book 7, page 58 in the Recorder’s Office of Madison County, Illinois, all in the City of Wood River, Illinois, described as follows:

Commencing at the northwest corner of the Southeast Quarter of the Northeast Quarter of Section 28, Township 5 North, Range 9 West of the Third Principal Meridian; thence on an assumed bearing of North 89 degrees 22 minutes 00 seconds East on the north line of said Southeast Quarter of the Northeast Quarter of Section 28, a distance of 139.10 feet to the westerly line of tract of land described in the Quit Claim Deed to the City of Wood River recorded in Book 1438, page 181 on June 13, 1953 in Madison County; thence North 01 degree 47 minutes 00 seconds East on said westerly line, 89.40 feet to the most northerly comer of said tract of land; thence South 46 degrees 28 minutes 00 seconds East on the northeasterly line of said tract of land, 74.91 feet to the Point of Beginning.

From said Point of Beginning, thence North 89 degrees 18 minutes 11 seconds East, 86.36 feet; thence South 00 degrees 41 minutes 49 seconds East, 13.19 feet; thence northwesterly 74.32 feet on a non-tangential curve to the left having a radius of 998.89 feet; the chord of said curve bears North 89 degrees 35 minutes 12 seconds West, 74.30 feet; thence North 46 degrees 28 minutes 00 seconds West, 16.84 feet to the Point of Beginning.

Said Parcel 8608010 herein described contains 0.0221 acre or 963 square feet, more or less, of which 0.0221 acre or 963 square feet, more or less, has been previously used or dedicated for highway purposes.

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<td><strong>Approved by</strong></td>
<td>LSH</td>
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<tr>
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8608010
LSH
12/11/07
Parcel 8608010PE
FAP Route 789 (IL Route 143)
Section 1VB
Madison County
Job No. R-98-008-06
Owner: Madison County Mass Transit District
Station 51+55.70 Right to Station 25+88.89 Left
PIN: 19-1-08-28-08-205-003.001
Permanent Easement required for maintenance of traffic signal controllers

Part of the St. Louis & Alton (66 feet wide) Road (commonly known as "Old St. Louis Avenue") west of Block 2 of Riverview Addition of Benbow City, Illinois, as recorded in Plat Book 7, page 58 in the Recorder's Office of Madison County, Illinois, all in the City of Wood River, Illinois, described as follows:

Commencing at the northwest corner of the Southeast Quarter of the Northeast Quarter of Section 28, Township 5 North, Range 9 West of the Third Principal Meridian; thence on an assumed bearing of North 89 degrees 22 minutes 00 seconds East on the north line of said Southeast Quarter of the Northeast Quarter of Section 28, a distance of 139.10 feet to the westerly line of a tract of land described in the Quit Claim Deed to the City of Wood River recorded in Book 1438, page 181 on June 13, 1953 in Madison County; thence North 01 degree 47 minutes 00 seconds East on said westerly line, 89.40 feet to the most northerly corner of said tract of land; thence South 46 degrees 28 minutes 00 seconds East on the northeasterly line of said tract of land, 6.41 feet to the easterly right of way of F.A.U. 9005 (St. Louis and Alton Road) and being the Point of Beginning.

From said Point of Beginning, thence North 01 degree 09 minutes 15 seconds East on said easterly right of way, 47.38 feet; thence South 46 degrees 28 minutes 00 seconds East, 136.40 feet; thence South 89 degrees 18 minutes 11 seconds West, 50.18 feet to the northeasterly line of the aforesaid City of Wood River tract of land; thence North 46 degrees 28 minutes 00 seconds West on said northeasterly line, a distance of 68.50 feet to the Point of Beginning.

Said Parcel 8608010PE herein described contains 0.0823 acre or 3,586 square feet, more or less.

| Parcel Closes | Yes |
| Mineral Rights | n/a |
| **Approved by** | LSH |
| **Date** | checked |

8608010PE
GM
02/26/09
RESOLUTION 10-28

AUTHORIZING THE FILING OF APPLICATIONS WITH THE FEDERAL TRANSIT ADMINISTRATION FOR 5309 AND 5307 GRANT FUNDS FOR THE PROCUREMENT OF BUSES

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

WHEREAS, the District’s entire Fixed Route bus fleet has met or exceeded its mandated useful life standard, as set forth by the Federal Transit Administration; and,

WHEREAS, the cost to replace the Fixed Route fleet of heavy-duty, medium-duty and light-duty bus is estimated to be $31,000,000; and,

WHEREAS, the District has previously obligated through the Federal Transit Administration the following funding towards the replacement of transit buses: ARRA funding of $5,525,178.00; Section 5309 funding of $403,069.00; and Section 5307 funding of $494,061.00; and,

WHEREAS, the District is eligible for grant funding for transit capital program improvements under Section 5307 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and,

WHEREAS, the District has been awarded two Section 5309 Grants, E2009-BUSP-384 and E2010-BUSP-075 making available $1,075,000 for the purchase of replacement heavy-duty buses; and,

WHEREAS, it has been determined to be in the best interest of the District to utilize aforesaid Section 5307 formula grant funds and Section 5309 funds which are available to the District for the needed replacement buses.

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

1. The Madison County Mass Transit District file an application with the Federal Transit Administration for the utilization of Section 5307 formula grant funds to be obligated for purchasing buses.

2. The Madison County Mass Transit District file an application with the Federal Transit Administration for the utilization of Section 5309 grant funds to be obligated for purchasing buses.

3. Jerry J. Kane, Managing Director of the Madison County Mass Transit District, is hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the filing of said applications.
4. Jerry J. Kane, Managing Director of the Madison County Mass Transit District, is hereby authorized to execute, complete, administer, and perform all obligations associated with any resulting contracts, furnish such additional information as may reasonably be required in connection with the aforesaid actions, and to take any and all such further actions as are necessary and appropriate, including any and all change orders and/or amendments, on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

5. The Madison County Mass Transit District Capital Budget line item be increased by an amount equivalent to the project budget.

6. The Madison County Mass Transit District Fund Balance Reserve be increased by twenty percent (20%) of the project budget.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-fifth day of March, 2016.

[Signatures]

APPROVED as to Form:

[Signature]
Kenneth P. Danzinger, Legal Counsel
CERTIFICATE

I, Erin L. Werner, 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, March 25, 2010, 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 file an application with the Federal Transit Administration for the utilization of Section 5307 formula grant funds to be obligated for purchasing buses.

2. The Madison County Mass Transit District file an application with the Federal Transit Administration for the utilization of Section 5309 grant funds to be obligated for purchasing buses.

3. Jerry J. Kane, Managing Director of the Madison County Mass Transit District, is hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the filing of said applications.

4. Jerry J. Kane, Managing Director of the Madison County Mass Transit District, is hereby authorized to execute, complete, administer, and perform all obligations associated with any resulting contracts, furnish such additional information as may reasonably be required in connection with the aforesaid actions, and to take any and all such further actions as are necessary and appropriate, including any and all change orders and/or amendments, on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

5. The Madison County Mass Transit District Capital Budget line item be increased by an amount equivalent to the project budget.

6. The Madison County Mass Transit District Fund Balance Reserve be increased by twenty percent (20%) of the project budget.

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-fifth day of March, 2010.

Erin L. Werner
May 2010 Service Change Briefing Paper

To: Board of Trustees

From: Jerry Kane, Managing Director
       S.J. Morrison, Director of Marketing and Planning
       Joe Domer, Manager of Planning and Scheduling

Date: March 18, 2010

The Marketing & Planning staff proposes the following service adjustments, effective May 9, 2010:

#1X Riverbend Express
- Remove one morning trip, one afternoon trip and rebalance the frequencies.

#2 Granite City Shuttle
- Bring three additional trips into River’s Edge. Coordinating with shift and class times at the Madison County Employment Training Center, the following trips will be added to River’s Edge: Trips that originate at K-Mart: the 9:46 a.m. and 3:46 p.m. trips; Trips that originate at Broadway & Klein: the 1:39 p.m. trip. The bus will turn into River’s Edge at Niedringhaus, make a left on 1st, right on A, right on 2nd and right on Niedringhaus to the light.

#3X Riverbend Express
- Remove one morning trip and one afternoon trip.

#5 Tri-City Regional
- Remove one morning trip.

#8 Central Shuttle
- Create a designated stop at Wallace and Central in Alton for riders to St. Anthony’s Hospital. Dropping passengers off in the “circle” area presents a safety risk. Wallace is a preferred location due to a traffic light and cross-walk. Staff will coordinate with Hospital staff and place a bus stop sign at the location.
- Extend the #8 to serve Wallace, Johnson and Riley Streets in Alton, as well as the the Alton Pointe Apartments on Riley.

#9 Washington Shuttle:
- Adjust the routing on two trips to serve Senior Services Plus on N. Rodgers. The NB #9 will travel on Bloomer to N. Rodgers and the SB #9 will travel on Henrietta to N. Rodgers.

#11 Brown Shuttle
- Adjust the routing of five westbound trips to serve the Alton Amtrak Station.

#12X Bethalto Express
- Remove one morning trip and rebalance the frequencies.
- Create a designated stop on the #12X at IL-111 and Gateway Commerce Center Drive.
#14X Highland – Troy Express
- Remove two morning trips, one afternoon trip and rebalance the frequencies.

#16X Edwardsville – Glen Carbon Express
- Remove one morning trip, one afternoon trip and rebalance the frequencies.
- Create a designated stop on the #16X at Glen Carbon Road and Meridian in Glen Carbon

#18 Collinsville Regional
- Remove the 6:06 a.m. trip from MetroLink to Collinsville and add a 7:28 a.m. trip from Collinsville to MetroLink.

#18X Collinsville Express
- Truncate one morning and one afternoon trip at the 5th & Missouri MetroLink Station.
Proposed Express Modifications: May 2010
Summary of Public Meetings and Comments

Background:
On January 28, 2010 staff proposed to the MCT Board of Trustees changes to the MCT Express schedules in response to a more than 34% decline in Express ridership over the previous 18 months. If approved, the proposed changes would take effect at the May 2010 service change. In compliance with the guidelines set forth by Madison County Transit (MCT) for Public Comment regarding a significant change in bus service, MCT held six public meetings in March to solicit public comments. The times, dates and locations of the public meetings are listed below.

Notification:
To alert the public of the meetings and the proposed changes, the following steps were taken:
- A press release with times, dates and locations of all meetings was sent to all Madison County media.
- Customer advisories with times, dates and locations of all meetings were placed on all MCT buses and on the website. Advisories were also sent to all MCT E-news subscribers, a free service for MCT riders.
- Public notices with times and locations of all meetings were posted in Madison County newspapers of general circulation more than 30 days in advance.
- Beginning February 15, draft schedules of the proposed changes were posted on MCT’s website.

Attendance and Comments at Public Meetings:

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DATE*</th>
<th>PEOPLE PRESENT</th>
<th>COMMENTS MADE</th>
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<td>MCT Granite City Station</td>
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<td>MCT Edwardsville Station</td>
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<td>MCT Alton Station</td>
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<td><strong>TOTAL:</strong></td>
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<td><strong>14</strong></td>
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*All meetings were held from 5:30 – 7:00 p.m.

Consideration of Public Comments
MCT received a total of sixty-eight (68) public comments. Fourteen (14) of those comments were made at the public meetings and another fifty-four (54) were received via e-mail. (See details below). Of the comments, fifty-three (53) were negative, three (3) were positive and twelve (12) were indifferent or not related.

Comments Received by E-mail:
- #1X Riverbend Express: 5
- #5 Tri-City Regional: 0
- #12X Bethalto Express: 7
- #14X Highland–Troy Express: 14
- #16X Edwardsville-Glen Carbon Express: 4
- #18X Collinsville Express: 19
- Other: 5
- **TOTAL:** 54
After reviewing all public comments, MCT staff recommended the following changes to the (Feb. 15) proposed schedules. A summary of the significant issues raised by the public is listed below with recommendations for accommodating these concerns.

MCT’s final recommendations for the Express modifications are listed on the following page. A full listing of all public comments regarding the proposed modifications is at the end of this document. This document, including all public comments, was presented to the MCT Board of Trustees for their review.

#1X Riverbend Express

1). Issue: The proposed 6:54 a.m. trip from Godfrey arrives in STL too close to the 8:00 start times. 
Recommendation: Shift the proposed 6:54 a.m. trip by five minutes to 6:49 a.m.

2). Issue: Passengers who park at Alton Sq. or Godfrey and end work at 3:30 p.m. have to wait until 4:02 for the bus to Alton Sq. Currently they wait 20 minutes, this will force them to wait 30 mins. Moving this trip will force workers who end at 4:00 to wait until 4:22.
Recommendation: Shift the proposed 4:02 p.m. trip to 3:57 p.m., and shift the 4:22 p.m. to 4:17 p.m.

#12X Bethalto Express

3). Issue: There is no option for passengers who end work at 5:00 p.m.
Recommendation: Make no changes to the afternoon #12X trips.

#14X Highland – Troy Express

4). Issue: The proposed 6:15 a.m. trip arrives in St. Louis too close to the 7:00 a.m. start times.
Recommendation: Shift the proposed 6:15 a.m. trip to 6:10 a.m.

#18X Collinsville Express

5). Issue: The proposed 6:47 a.m. trip does not provide adequate time to make the MCT – MetroLink connection.
Recommendation: Shift the proposed 6:47 a.m. trip to 6:37 a.m.
Final MCT Express Service Recommendation  
Effective May 9, 2010

After collecting and reviewing public comments and making schedule adjustments, MCT staff recommends the following Express service modifications, effective May 9, 2010.

#1X Riverbend Express
  - Remove one morning trip.
  - Remove one afternoon trip.
  - Rebalance the frequencies.

#3X Riverbend Express
  - Remove one morning trip.
  - Remove one afternoon trip.

#5 Tri-City Regional
  - Remove one morning trip.
  - Rebalance the frequencies.

#12X Bethalto Express
  - Remove one morning trip.
  - Rebalance the frequencies.

#14X Highland – Troy Express
  - Remove two morning trips.
  - Remove one afternoon trip.
  - Rebalance the frequencies.

#16X Edwardsville – Glen Carbon Express
  - Remove one morning trip.
  - Remove one afternoon trip.
  - Rebalance the frequencies.

#18X Collinsville Express
  - Truncate one morning trip at the 5th & Missouri MetroLink Station.
  - Truncate one afternoon trip at the MetroLink MetroLink Station.
Public Comments: MCT Express Modifications

#1X Riverbend Express
I have viewed your new schedule that is in the plans, and frankly it does affect me at all in the morning, and the only thing in the afternoon, is the 4:02 leaving Pine. If it had been 3 or 4 minutes later leaving I could have caught it. So I don’t see a real big problem with your plans. Good luck............

I am pleased with the considerations and added stops and times you have put on the 1X Riverbend. Thanks!

So on the 1X is there not going to be a 4:12 pm bus? I catch the bus at Jefferson & Pine and I get off at 4:00 pm, I don’t know if I can get on the 4:02 pm bus in time?

Also, can I be put on your email list to get updates and emails and my home email is and work is

Thank you. Not sure why the hours are being adjusted. I get off at 3:30 & always had to wait until the 4pm UNLESS I park at E. Gate. I’m only one mile from Alton Square. Now it’s going to be even later unless I park at 6th & Piasa, which I don’t like that area as far as leaving my car all day. I beginning to hate CHANGE.

Pam Watson

I did not get to attend the informational meetings in my area last week but I would like to say that on the 1X that is suppose to start at Jefferson & Pine at 4:02 pm, it would help if it come at 4:05 pm? I currently take the 4:12 pm bus that it works out great, I get off at 4:00 pm and can’t get to the bus stop at 4:02 pm.

Also, do you know when the new permanent bus schedule will be out for May?

Thanks!

#5 Tri-City Regional
--No Comments--

#12X Bethalto Express
This schedule will not work for riders that get off at 5pm on the 12x. We can not leave our jobs 15 minutes early everyday. With it starting Jefferson and Pine at 4:45 it just will not work. I can understand going down to just 2 buses each way but most people work 8-5 or 7-4 let the first bus start out at 4:30 and the next at 5:10. I will be at the Wood River station to voice my concern on the 9th if there is a place to park. Do we need to talk with the Mayor to do something about the parking in the mornings at the Wood River Station. Noone at your place can do anything about it. Thank You for the service but you are making it harder for people to ride. If I am going to drive all the way to Roxana I can drive all the way to St. Louis by Route 3.

If you discontinue the last 12X route that is currently running, how will those of us that work until 5:00 get home? Will a supervisor be coming around to pick us up?

I work at 100 N Broadway. I catch the last 12X bus on 7th Street at Keiner Plaza.

Thank you for your response. Maybe some smaller buses or shuttles would be sufficient for some of the routes.

To whom it may concern:
I wanted to express my opinion on the draft changes of 12X from Hwy 111 & Thomas Ave, Roxana/Wood River, IL to St. Louis on 6th & Chestnut. According to the draft of your modifications, it appears as though you’re eliminating stops and a reduction of the 5:20 p.m. service out of St. Louis to Illinois. I work from 7 a.m. to 5 p.m. Why would you eliminate the general working hours of downtown service?

I hope no modifications are made and rely on MCT for transportation to downtown.
Caller rides 12X and wishes to convey her opinion of the proposed schedule change to 12X in the afternoon. Caller gets off work at 5:00 PM. The proposed 4:45 PM last departure from St. Louis is too early for her. Please reconsider this time - perhaps 5:05 to 5:10 PM?

Hello;
Just wanted to give some feedback on the changes to the 12X express bus schedule. I work the 7:30 to 4:30 so this has greatly affected my schedule. I noticed that the 1x has a schedule that just might help with this dilemma, they have a bus that leaves Eastgate at 6:34 am this bus does not make a stop in Hartford and there is a bus that leave Jefferson & Pine at 4:42 pm, this bus does not make a stop in Hartford either. Why in the world can't this bus (the 1X come through to Wood River Station and pick up people that work these hours 7:30 a to 4:30 p. All they would have to do is swing onto Rt 143, make about a 1/4 mile (not even sure it is that far) run to WR station and then back to route 3, they could still stop at Eastgate, but could also stop by Wood River Station, This would work for others that work this same schedule as I do there are about 4 or 5 of us that catch the 12X at wood River station in the morning. and it would also be nice to have that option. hopefully you will consider this option... you could also skip the Eastgate stop, but then something would have to be done about the parking at Wood River Station, there is a Union Hall for Carpenters across the street from WR Station and we have had a lot of problems with parking in that lot. we cannot leave our vehicles parked on the street for more than 3 hour in Wood River, and since we ride the bus, we need a place that we can park all day. The Union workers are only there for a short amount of time but they take all the parking spots, so something would have to be done about parking in that lot if you were to eliminate the Eastgate stop then everyone would have a spot to park. Thank you;

Hi,
I have only been a rider on the 12X for 6 months but I ride every day. I LOVE IT. Unfortunately I am not sure the new bus schedule is going to be good thing. It is definitely going to be a longer day for me, and who wants that? I couldn't make it to the meeting unfortunately but wanted my opinion known. I am not for it.
PS Bob the afternoon bus driver is great. He probably kept us from getting hit at least a couple times by being so alert to other drivers.
All the drivers I have met have been very courteous and good at their jobs!

#14X Highland - Troy Express
For 14X, we have several Postal Service riders that get dropped of in from of the main Post Office @ 1720 Market Street. Pickup and drop off on the early routes have at least 4-6 riders. Will this still be a stop? I sure hope so. A rider for 15+ years.

I'm not seeing much changes to the 14X route, it seems about the same to me? So, I suppose I have no objections to your changes, as I actually see none. I do have a question though...is it protocol for drivers to pick up people in the street at St. Louis and drop them off at other destinations in the city? Our driver did that the other day, it held up the bus for quite some time while he picked this person up and the person got off on the last pick up point of our route. Just wondering, because I didn't think they were allowed to do that. Honestly, I didn't appreciate it because she took up a seat where regular passengers normally sit, and who knows where the person was coming from. Also, if you start doing that for one it will only be a matter of time before its happening all the time. I'm sure the driver was just trying to be nice, but...just wanted to let you know some of your new drivers may not know what is and isn't allowed.

I am concerned that if you remove a bus from the schedule in the morning and in the afternoon some of us will be standing up as we were 2 years ago when the buses were extremely crowded. Has the number of riders fallen off? I should have mentioned that I ride the 14X - usually the 6:30 am (highland) and the 4:00 pm (Jeff & Pine). I've noticed that ridership is greatly affected by weather, of course. I have noticed some light ridership at times. My work time is somewhat flexible, so if a particular bus is always crowded I switch to the one before or after and try it for awhile.

I do not like your change for the 14x bus going home. You plan to take the 4:07 bus away? That is too big of a gap from 3:57 to 4:17 from 7th and locust.
In the summer you have college kids working in St. Louis, this will increase the people on the bus. I know quite a few kids that work over in downtown from Highland on summer break. People always stand on the 4:32 bus in the summer, I know in the mornings some of the busses are not as crowded as they use to be, but there are times when the smaller bus that leaves Highland at 6:00 is crowded and people have to stand...
Please reconsider taking the 4:07 bus away in the evening...

I'm not sure how MCT can cancel a bus when the riders of that bus don't even know that it's a possibility that it could be taken away. I ride the 14X last bus in to St. Louis that MCT is considering dropping and I've spoke to a few people that I've rode it with and they didn't know anything about this. I just happened to see a 1/2 sheet of paper with some info about a possible change and some meeting dates one night on the bus. I never saw that notice at anytime on any bus again after that and I ride the bus everyday. You cannot depend on 10 sheets of paper to announce bus cancellations to all of the affected riders, and you cannot expect everyone to go to the MCT website to search for possible changes on any given day. That is another reason you should not drop the last bus. The last bus is a resource for all riders to still be able to catch a bus to St. Louis. If you drop the first bus and someone is waiting for it, there will be another one coming soon. If you drop the last bus, there is no hope to still get downtown and you could possibly have people stranded at the park and ride all day if they were dropped off. College students work that bus into their schedule to get to SLU, Wash U, etc. How would they finish this semester for starters, and how could you ever hope to pick up additional riders by word of mouth if the last bus in is lost as an option? If anything, MCT should be advertising the possibilities of getting to the St. Louis schools, Universities, and Hospitals—not take those options away. I personally have seen more riders every year on the last bus in. I've been riding that bus for 4 years. I've taken the bus to St. Louis a total of 17. Thank you for your consideration in this matter.

The schedule for the 14X to Highland appears to be incorrect on one of the routes, please see the 3:45 bus. It is at Jefferson and Pine and 14th and Market at 3:45.
The 14X bus currently makes a p.m. stop on Washington, right by the convention center metro link station- east bound side on the way out of St. Louis to Troy, Highland etc. Will it continue to stop there? This stop is not on the old or the new schedule, but as far as I know, all MCT buses stop there.
Also, I work at 501 N Broadway and a large number of people who work in this building, not only at my company but at others as well, are complaining about the new schedule. Many of us get off of work at 4:00 and see that if we miss the 4:02 bus (which we probably will) we will have to wait until 4:17 to catch the next bus. I think this should seriously be reconsidered as it is not just a matter of 15 minutes, it is a matter of getting to day cares on time (many children need to be picked up by 5:00), or getting to practices for our kids on time. I think you may lose a lot more riders if this is not taken into consideration.

I know Highland has very many people riding, why are we never offered a meeting in Highland to discuss the changes...

14X - currently has a 6:00, 6:10, 6:20 etc every 10 minutes between 6 and 7. I realize your trying to drop a couple of buses off the schedule. For those of us who start at 7:00 we can currently catch the 6:10 and are in the office by 6:55-7:00. Why not keep the 6:10 route instead of the planned 6:15 which will not allow us to make it to work by 7:00. The 6:15 would have little value to most people as they either start at 7:00 or 7:30 as it is too late for 7:00 starters and too early for the 7:30 starters who will ride the 6:25 instead. Why not have a 6:00, 6:10 and 6:25 instead of the proposed 6:00, 6:15 and 6:25? It would sure fit our schedules much better and have more riders divided between the three times.

14X: The 7th & Locust bus that comes between 3:57 and 4:17 is the bus I take EVERY DAY and is generally crowded. If I miss that bus and have to take the 4:17 bus, it's generally full by the time it gets to the last stop, so if you eliminate the bus between there's going to be people standing. Last night I counted and there were 20 people on that bus you plan on eliminating. Not a good idea.
Thanks!

I am once again writing regarding the lack of heat on the 6:10 bus leaving from Highland. The bus this morning was #227 however I am sure it isn't the bus as much as the driver. When I ask him if there is heat he then pushes a button and
some heat comes out but he quickly turns it off. This morning 2 people had blankets, several had hats and gloves on...it's ridiculous that we have to freeze while he is in the front taking his coat off because he is hot.

PLEASE TAKE CARE OF THIS ASAP!

14X: Please don't change that bus time, because the next bus we will be standing, because the after the 4:05 is full now. Please No Change. Thanks

14X - 8:30 Highland Express: This last bus is used quite frequently – it is very nice to have this bus, especially since we have no close metro link station to fall back with. This bus is especially important with the school year – as parents need this bus so their children won't be by theirselves and – they children cannot be at school before a certain time also. Thank you for this consideration of retaining this last bus.

To Whom it Concerns,

I understand MCT wants to eliminate the last bus morning bus in. In doing that, MCT will eliminate all kinds of ties with the colleges and universities it serves. Not everyone lives on campus and not everyone can drive in everyday. In addition, MCT needs to realize that their cliental expands beyond bankers working 8 to 5 downtown. College classes and activities have a broad range of times and taking the last bus in allows me to get to my classes and still be able to take the bus back home later in the afternoon/early evening – depending on that day’s schedule. I don't ride the exact same bus everyday. Does anybody, really? Flexibility is one reason MCT is a success now and in the future. Eliminating the last bus into St. Louis would be a step backward. I need this bus the rest of the semester and I'm counting on it for the fall semester already. Please keep flexibility with the last 14X I

Sincerely, Concerned SLU Student

Hello –

I recently ran into someone that also rode the Highland-Troy last morning bus and they informed me of the possibility of MCT dropping that bus. It seems that many riders don't know about this possibility of elimination. I've had to use an earlier bus the last few weeks due to some end of year work. I'll be using the last bus in again soon. My work schedule works best with this bus. Safety can be an issue if I have to Metrolink locations like Emerson Park or 5th and Missouri in East St. Louis. By the time I catch some of the later trains, I'm pretty far away in the parking lot. Same for parking at work, too. As a female, it's especially scary walking through the long, crowded parking lot to the train station far from security guard’s sight range. At least with the bus, we can be dropped off very close to the actual platform. Not only do office workers for the University use this bus, but also students. Please think beyond the typical downtown office workers when it comes to transit. We don't have the luxury of a metro link station near our homes like St. Clair County does. Please don't take away something that gives us flexibility in our lives. I think this bus has a lot of future potential.

Thank you for keeping the late 14X AM bus and keeping public transit possible.

#16X Edwardsville – Glen Carbon Express

As I will not be in a position to attend the meeting for the 16X as I don't get back in town by 5:30, I am replying via email. I see that you have taken out one afternoon run, the one that only stops in Collinsville. As the bus right after that doesn't stop in Collinsville is already very full I feel that it is going to be tough for everyone to get a seat once the Collinsville people are also on this bus. Since you are taking out that run could you add another one that leaves at 4:20 from Jefferson & Pine, 10 minutes after the previous bus. That way people that get off at 4:30 won't have to wait around for 15 to 20 minutes to catch a bus as we are not able to get on the bus as it leaves downtown before 4:30. You are more than welcome to call me at the number below if you would like to discuss.

Thank you.

Good afternoon- I find I have a question after reading the revised schedule for 16X out of Edwardsville to downtown STL. I usually take the 6:03 am from Cottonwood Plaza to downtown. No changes there on the new schedule. In the afternoon I get on the bus at the stop on 7th at Klener Plaza on the west. It is never shown on the schedule, but the
bus always picks us up there, some time in between 4:02 and 4:05. So this is my question....will the bus still pick us up on 7th in between Market and Chestnut, just like it always has? I do hope the answer is yes. Thank you for your time. I feel very fortunate to be able to take the bus from Edwardsville to St. Louis.

I’d like one more of the 16X going back into downtown St. Louis after 5 PM, preferably around 5:20 or 5:30 PM. I get off at 5PM so that would be more convenient. So I’d like an extra trip from Edwardsville Station to downtown St. Louis after 5 PM.

I ride the 16XX at 4:08. My only concern is that there will be enough room for the two buses to be combined. I was assured at the meeting that no one will be standing up. I have had to do that a number of times and I felt very unsafe the whole trip. My concern is for the riders that live at Woodland Trails Mobile home park on 157 across from the old car dealership. I was told that for 12 years the bus has always stopped and picked up the riders on 157. The beginning of this year, the bus stopped picking them up on 157. There are no sidewalks, no lighting and is a hazard to be walking along that stretch of road, due to the high traffic and congestion. Andrea, that rides the 5:59 a.m. 16XX and the 4:08 16XX bus, said there are 5 of them that ride the bus from Gateway Center. Her and another gentleman walk down to catch the 5:59 bus and have almost been hit by drivers. Walking a quarter to third of a mile in snow, rain, ice and darkness isn’t fun when you could be injured or killed.

I suggested at the meeting, that you could start picking them up again, right now in the morning. At night, the 16XX bus to Edwardsville could drop them off. These riders are also tax payers and they should be given accommodations to get to work when you don’t have to go out of your way to accommodate them. Just stop.

I also suggested that if you don’t want the 16XX to stop, please get with the Collinsville Shuttle bus manager and see if they would make some trips to the entrance in the am and pm that fit with your bus schedule. Businesses should always look for ways to improve and make things better. Who knows, they may discover a whole lot of business for the shuttle, if they had the opportunity to ride to Gateway and the Crossings Shopping Center.

Also, I have heard some ladies talking on the bus that has taken the metro link to Emerson around 2:00-2:3. They rode on a big bus to Gateway Center. There would only be two riders. Why wouldn’t you use a smaller bus or van? I hope at this time, you are also looking at all your routes and what size buses and vans you use, when making your business decisions.

Thank you in advance for considering my comments.

#18 / #18X Collinsville Regional and Express

I ride the 6:47am Collinsville Express bus in the morning and I think it’s pretty sad that is the only bus that is going to Metrolink. Metrolink is very crowded in the morning and there is standing room only at that time. I have a muscle disease and I have to stand when the bus goes to Metrolink. I can’t understand why that is the only express bus of the Collinsville buses that is going there. I will be at the meeting in Collinsville to express my opinion on the situation. Thanks for your concern for your riders.

I ride the 18 from Collinsville. Of course my bus is one going to Metrolink in the morning. How can one bus be chosen out of the ones in the morning to go to Metrolink?? We have three ladies with canes that ride in the morning and I am recovering from a broken ankle with eight screws and two plates. Thank you for changing the bus so I have to walk. I’m sure the people making these changes DO NOT have to have the inconvenience of riding a bus, getting off the bus and going to the train and getting off the train and walking an extra two blocks to work.

THANK YOU AGAIN FOR THE CHANGES!! I THINK IT IS TIME TO DRIVE TO WORK!!

you can not get to work on time because of the bridge change and now your going to change the 18x 647 am to go to 5th and missouri if you don’t get 709 am train you will have to wait for 716 am train when you get to st louis mo get off the train walk 6 blocks you will never get to work by 730 am even if you get the 709 am train you will not make it to work by 730 am you should all think of the people that have to walk from there stop to get to work before the change
of the bridge you could get the 647 am bus and get to work on time thank you drhamilton@charter.net I have emailed before and didn't receive nothing back

To Whom it may concern:

My name is Marcus Fuller. I just recently became a loyal monthly pass holder with MCT. I ride the 18X from Collinsville to St. Louis and back home each day. I am asking that you please reconsider the changes to the bus schedule. As an administrator and manager I understand that all companies are looking for new avenues to cut cost and reduce spending. The customers on the 18X, 0615 and 1340 bus are mostly pass holders and will attend the meeting to express our concerns. Please do not take away the mentioned buses. I also noticed that your returning buses do not align with an 8 hour work day. Please consider these factors as you look to reduce service and disrupt the lives of loyal customers. A final factor to consider is the revenue that you will send to Bi-State/Metro. Your former loyal customers will be forced to ride the metrolink and therefore, purchase metro passes. There has been talk amongst riders that MCT is even showing preferential treatment to riders in Edwardsville, Highland, and Troy who all have substantially more buses running than those from Collinsville. Perhaps more consideration should be given to cutting in those areas rather than in Collinsville. Thank you for your time and consideration,

Loyal MCT Customer

Ms. Woodward writes that she does not want MCT to cut her 3:30 PM 18X trip from St. Louis to Collinsville. This may cause her to consider other arrangements to get home from work as it would require her to wait an additional hour for a bus home.

1) I cannot be there tonight but want to express my objections to removing the 3rd express to St. Louis. That bus is normally used the most and has disabled riders. I believe the 3rd express is a must. If one must be cut, it should be eliminated if one must be cut.

2) The current 1st express home at night was always my safety net so I could make doctor appointments and be able to get home in time. I now have to drive for early appointments or leave work much earlier to go to MetroLink.

3) The suspension of allowing people to exit the bus at the corner of the City Park & Market does not speak will for MCT's caring for passengers with disabilities. There are never cars parked there at the times the 18X is passing the stop. There are at least 3 who walk with canes that must walk an extra block in all kinds of weather for no sensible reason. Can you trust your drivers to make the decision whether or not the stop is safe?

4) I do like MCT and appreciate having express buses to St. Louis but I sometimes feel like we in Collinsville are the "ugly stepmother" when giving out niceties.
(Rider of 2nd Express in AM and in PM)

Suggestion—in AM Express 18X go back to original 3 bus out of Collinsville. Adjust time poss. If 18X AM goes to MetroLink—I feel no one will be riding.

I ride the 6:47 west AM and return on the 3:50 PM at 8th & Pine. My work hours are 7:30 to 3:30 PM so I wait 20 minutes to catch a ride east. I am handicapped and use a 4 prong cane.

First of all, a meeting should have people to answer questions not forms to fill out. My concern is taking away the 3:30 bus out of St. Louis. I get off work at 3:30 by the time I get out of the building, get to the MetroLink, buy a ticket and get on the Metro, get to East St. Louis, the bus is gone, I realize a few people no longer ride the 3:30 bus because they have lost their jobs. So use a smaller bus. If we have to take the MetroLink, we will have to buy MetroLink passes instead of MCT passes. Do you get a kickback from metro fro ticket money? Secondly, I think every driver should carry the notices that you hand out. Most of the time, I get your email and never see the notices on the bus. When you ask the drivers, they act like you are crazy and don't know what you are talking about.

Removing the second AM run for 18X creates problems for those with mobility issues. Please do not change. I have been taking this same bus for almost fifteen years. Going to Metro would cause me to be late. I would have to hope my bosses would let me change my work schedule. Also, I think it should be noted that many people have lost their jobs due to the economy which is why our run has lost some riders. Also, dropping the 3:30 express creates this issue—if you get
off work at 3:30 and go to metro to take 18 Local—18 Locals do not wait for you if you are running up to it and it is their designated time to go they will pass you right by. It's really not fun to wait another 1/2 hour down in East St. Louis.

Should not remove 3:30 PM route. Dropping 3rd stop off at Metro in AM is dangerous. Causes people to be late to work and adjust their hours. Handicapped individuals ride bus and can't physically walk any further. 7:17 AM needs to go to Metro, makes no sense that it goes straight to STL with one in front of it stopping at Metro. 5:47 AM should move to 5:37 and drop at metro—most people get off and ride metro at 6th & Washington.

Have 5:47 AM bus go to MetroLink and start 5 minutes early. Now I have trouble making connection with the MetroBus I take to work. The run has slowed down through St. Louis due to timing of the stop lights.

Do not remove the 3:30 run. Do not make the 6:47 bus stop at Metro due to the people who have canes and elderly. Why not have the 7:17 go to Metro why in the middle of the run. 5:47 should leave at 5:37 and drop at metro. Most of the people on that bus take metro anyway.

I work until 6:30-3:00. I ride the 3:30 bus home. TOO LONG to wait until the 4:05 bus to pick us up to come home. Please reconsider! I have sent a letter in previously and spoke to Sue in the office already.

People getting off work 3:00 PM—too long to wait for next bus

I get off work at 3 PM and the 3:30 bus is already a half hour wait. It is terribly inconvenient to have to wait an hour for the first bus. Please do not discontinue this route.

In regards to the meeting held on March 10th about the bus schedules, we're requesting the bus be reinstated for pick-up & drop-off at 157 & Horseshoe Lake Road. This has helped numerous people living in the area who have no other way to get to Gateway besides walking along the busy highway.

I attended the meeting at the library on Wednesday March 10th and must say truthfully that the draft you've made works for me. I need the 18X bus that leaves Collinsville Station at 6:17am to arrive at work by 7am. And the elimination of the first Express bus that picks up at 7th and Locust at around 3:50pm will not be a problem for me since I don't get off work until 4:00pm anyway. I do believe that the majority of people start on the hour (7am, 8am) and leave work after 4:00pm.

Please do not change your minds, or eliminate the 18X that leaves Collinsville Station at 6:17am or the 3 afternoon 18X buses that leave Jefferson and Pine at 4:05, 4:35 and 5:05pm.

Thank you for your time and a schedule that works for me.

I'm a frequent rider of the 18X. First route in [5:45 amCollinsville] and first route out [3:30 pm St. Louis]. My work hours are 6:30am to 3:00pm, as it is I wait a half hour for the bus. I don't want wait an hour for the bus. My time is precious as is yours. I hope your decision is not etched in stone. I feel if the times do change that I will have to make other arrangements.

Thank you in advance!

OTHER
According to this schedule, the Express buses are no longer picking up at 6th and Washington Metrolink for PM return to II. Is that correct?

I can't get the revised schedule to come up... it makes no difference, we still will be crowded no matter what, guess I'll have to get use to standing on the way home, I will not wait 15 more min. to get home, I have already talked to some people that will now start driving to work, thanks for talking care of us....
Hello, I am quite disappointed in MCT. I was told that the draft schedules for the proposed express service changes would be posted to the website on February 15. Today is February 16 and I cannot find the draft schedules anywhere on the website, only a notice stating that the draft schedules would be posted on the website on February 15. I'm sure I can't be the only person looking for them. Could someone please update the website with the draft schedules we've been promised ASAP, so that we may have time to review them before the public meetings start?

Thank you,

I live in Collinsville and my teenager needs to get to the Edwardsville YMCA on Goshen Road daily in the evening. Does MCT have a bus that drops off at the Edwardsville YMCA Meyer Center on Goshen Road?

Thank you

#1 Riverbend— need at Northbound Hartford Library stop between 6:51 Am and 9:51 AM. Work at refinery.
Jerry,

Congratulations on your recent Achievement Award from Pride Inc. for the Madison County Transit- Alton Station.

Thank you for all that you do for our community.

Sincerely,

Tom Hoechst
A Roxana police officer, left, stands by with a Taser gun Wednesday as Sgts. Darin Redden, center, and Mark Ringerling, right, of the Wood River Police Department, search a man for a weapon after getting him off an MCT bus at Ferguson and Haller avenues. According to police broadcasts, employees of Behavioral Health Alternatives Inc., at 337 Ferguson Ave., in Wood River, called police reporting that the man had stated he had a weapon. The man boarded the bus as police arrived, and they stopped the bus a few blocks later. The man was handcuffed and taken to the Wood River Jail. Wood River police did not return telephone calls seeking information about the incident Wednesday.

Man taken into custody after incident at clinic

By CYNTHIA M. ELLIS
The Telegraph

WOOD RIVER — A man suspected of being armed and causing a commotion Wednesday morning at a mental health clinic was taken into custody by police following the incident.

The man, whose identity was not disclosed, visited Behavioral Health Alternatives Inc., 337 E. Ferguson Ave., about 10:30 a.m., allegedly made some type of a threat and then left. After leaving, he boarded a Madison County Transit bus.

Wood River police were contacted about the incident. They were able to quickly locate and stop the bus at the intersection of Ferguson and Haller avenues, which is near the Wood River Transit Center, and take the man into custody.

A Telegraph reporter called the health clinic to ask about the incident and was told by a woman, “It was nothing.

“It was a false threat,” she said. “He’s in custody now.”

Wood River police did not return telephone calls to The Telegraph. When The Telegraph reporter contacted an MCT official about 11 a.m., he said he was unaware of the incident and would have to find out more before making a statement.
Congratulations to the Illinois House, which voted this past month to eliminate the seniors ride free program. Now we'll see if the Senate and governor have the gumption to follow through on a pretty wasteful — albeit popular — program in a state that can ill afford such perks.

The program began two years ago under former Gov. Rod Blagojevich. At the time, low-income senior citizens (and disabled individuals who qualify for the Illinois Department of Aging Circuit Breaker program) already were receiving free rides on transit systems throughout the state. Other seniors were paying half price. The Blagojevich program broadened the eligibility for free rides to anyone 65 and older.

Since that time, transit systems around the state (read that as taxpayers) have been underwriting the cost, doing no favor to a state that is already staring at a $13 billion debt.

In 2009, the state lost $37 million in revenue from the free senior ride services. Although it's mainly sales tax-supported, Madison County Transit does receive some state grant funding. It says it has lost an estimated $127,000 in fare revenues from seniors who would normally be paying half fare but have ridden for free since February 2008.

The agency said it issued some 2,000 MCT Senior Free Ride IDs and has reported nearly 200,000 boardings with those IDs.

The measure that passed the House reverts to a policy that grants seniors ride discounts based on income. They'll still be able to get a free ride if they can't afford it, but they must show need first.

House does right on free rides

We're on the brink of financial disaster in Illinois, and our legislators must make critical decisions that do right by the majority of the population.

This is a good example of sound decision-making.

The bottom line here is that the free rides look great on paper, but if transit agencies cannot afford their own buses as a result, there won't be rides for anyone, free or otherwise.
MCT holding meetings on service changes

Madison County Transit is hosting a series of public meetings to collect comments regarding proposed schedule modifications to the MCT Express and Regional bus routes.

The meetings are "open-house" style and will be held from 5:30 to 7 p.m. in communities throughout Madison County. MCT staff will present draft schedules, answer questions and record any comments. The proposed changes can be viewed online at www.mct.org. A full schedule of meetings is listed below:

- Monday, March 8: MCT Alton Station; Sixth and Piasa Streets.
- Tuesday, March 9: MCT Wood River Station; Ferguson Avenue and Old St. Louis Road.
- Wednesday, March 10: Collinsville Public Library; 408 W. Main St.

Individuals who cannot attend the public meetings are encouraged to view the schedules online and send any comments by mail to: Madison County Transit c/o May 2010 Service Change; One Transit Way, PO Box 7500, Granite City, IL 62040, or via e-mail to info@mct.org. Materials are also available in alternative formats and can be requested by calling (618) 797-4600. For more information about MCT services, call (618) 931-7433 Option 3 or visit www.mct.org.

Madison County Transit enhances the mobility of the St. Louis region by providing multi-modal transportation services. MCT operates a fixed-route bus service locally and regionally connecting to MetroLink; express weekday commuter service directly to and from downtown St. Louis; and seasonal express service to the Rams games and the Muny. For elderly and disabled residents who are unable to use the fixed-route buses, MCT provides Paratransit bus service. MCT is also responsible for the construction and maintenance of more than 100 miles of scenic Madison County bikeways known as the MCT Trails, as well as overseeing RideFinders, the St. Louis region's free carpooling and vanpooling program. For more information on MCT services, routes and schedules, call (618) 931-7433 Option 3, or visit www.mct.org.
Free bus, train rides may be ending

House OKs transit measure that would affect many seniors

From staff and wire reports:

CHICAGO — The days of free bus and train rides for all seniors in Illinois, including thousands of metro-east residents, could be numbered.

The Illinois Senate this week overwhelmingly approved legislation that would withdraw the perk from better-off seniors. The bill will need to be approved by the state Senate and then signed into law by Gov. Pat Quinn.

If so, free rides would remain for senior citizens 65 and older whose annual income is less than $27,600 or $36,600 for a two-person household.

And, per federal law, those who have to pay would only pay half price.

“If a lot of the folks that come in to have their IDs made appreciate the service,” said Bill Grogan, managing director of the St. Clair County Transit District. “There are seniors who use the service to get to the airport. There are a fair number of folks over the age of 65 that still work and take the train, and that saves them some money in that regard.”

Transit officials in both St. Clair and Madison counties said Thursday they will alter their policies — and prices — accordingly, if the bill becomes law.

“Today, our seniors can ride any fixed route bus or train in Illinois or Missouri,” Grogan said. “If the state legislature passes a law, and if our board decides to end the free rides for seniors who are not low income, then that benefit would go away.”

The House approved the bill after hearing complaints from transit agencies who say the free rides are adding to their financial woes.

Grogan didn’t know offhand how many seniors use the service in St. Clair County, but said the free rides cost the agency about $400,000 a year.

In Madison County, the cost of offering free rides to seniors has been more than $127,000 since February 2008, according to SJ Morrison, a spokesman for the Madison County Transit District.

MCT, which serves more than 3,000 people daily, has issued 2,000 free ride identification cards to seniors, Morrison said.

“We will comply with whatever the state requires,” Morrison said.

The Regional Transportation Authority that oversees the nation’s second-largest transit system says ending the free-rides program could generate a much needed $37 million for Chicago agencies, which include Metra trains, and Chicago Transit Authority buses and El trains.

The Chicago area accounts for most beneficiaries: More than 400,000 seniors currently qualify for free rides; a third will maintain that privilege if the bill passes.

Some lawmakers in the Senate say they will oppose, complaining on Thursday that the salary thresholds are too low and will mean snatching benefits away from many seniors already scrambling to make ends meet.

This is an election year, so there are heightened political sensitivities about ending benefits to any would-be voters. Quinn, who won the Democratic gubernatorial primary this month, hasn’t said whether he will sign the legislation, if it does get to his desk.

In 2008, then-Gov. Rod Blagojevich insisted on the free-rides in exchange for signing a sales tax increase to bail out transit agencies. Critics said legislative largesse created a situation where younger taxpayers, in some cases, were subsidizing better-off residents.

Please see TRANSIT, B9

TRANSPORTATION AUTHORITY that oversees the nation's second-largest transit system says ending the free-rides program could generate a much needed $37 million for Chicago agencies, which include Metra trains, and Chicago Transit Authority buses and El trains.
The Telegraph
Alton
26.130

**H OW CAN** the politicians justify building the fine Madison County Transit bus station? I pass them several times a day, and they are always empty. In the last two years, I bet I counted not more than 10 or 15 people on all the buses I've seen. They are usually empty. After the politicians quit bragging how they wasted millions on MCT, we will read that the stations and buses are a big waste.