I. Pledge of Allegiance.

II. Call to Order: Roll Call.

III. Nelson Hagnauer Excellence in Service Award.

IV. Consideration of the Minutes of the February 23, 2012 Regular Meeting for inclusion in the official records of the District. Approval

V. Public Comments.

VI. Financial:
   A. Payments and Claims: Consideration of the February 2012 claims for payment. Approval

VII. Transit Service:
   A. Managing Director's Report: Jerry J. Kane. Information
   B. Resolution 12-25 Authorizing the Submittal of the FY 2013-2016 Transportation Improvement Program. Approval
   C. Resolution 12-26 Authorizing the Filing of Application to the Federal Transit Administration for Section 5316 Job Access Reverse Commute Grant Funds for the Procurement of Replacement Transit Buses. Approval
   D. Resolution 12-27 Authorizing the Filing of Application to the Federal Transit Administration for Section 5317 New Freedom Grant Funds for the Procurement of Paratransit Buses. Approval
   E. Resolution 12-28 Authorizing the Award of Contract for Bus Inspection Services. Approval
   F. Resolution 12-29 Authorizing the Award of Contract for Purchase of Rolling Stock from Southern Bus and Mobility, Inc. Approval

VIII. Other Business:

IX. Executive Session to Discuss the Acquisition, and/or Sale or Lease of Property, and/or Security, and/or Litigation, and/or Review of Executive Session Minutes (5ILCS 120/2 et. seq., 2(c)5, 2(c)6, 2(c)8, 2(c)11, and 2(c)21 of the Open Meetings Act). Approval

X. Resolution 12-30 Authorizing the Release of Certain Executive Session Minutes. Approval

XI. Adjournment. Approval
I. Pledge of Allegiance

Chairman Corbett led the reciting of the Pledge of Allegiance.

II. Call to Order: Roll Call

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

MEMBERS PRESENT: Daniel Corbett, J. Terry Allan, Rose Marie Chadwick, Edward Hagnauer (arrived late), and Bruce Malone

OTHERS PRESENT: Jerry Kane, Managing Director; John Papa, Legal Counsel; Mary Ruth Kettenbach, ACT; Erin Werner, ACT; S.J. Morrison, ACT; Joe Domer, ACT; Pam Ruyle, ACT; Ray Sperduto, ACT; and Abron Scott, ACT

III. Nelson Hagnauer Excellence in Service Award

Managing Director Jerry Kane presented the Nelson Hagnauer Excellence in Service Award to Fixed Route Driver Abron Scott for his diligence and alertness while driving an MCT bus.

IV. Consideration of the Minutes of the January 26, 2012

TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE ALLAN, TO APPROVE THE MINUTES OF THE JANUARY 26, 2012, REGULAR MEETING FOR INCLUSION IN THE OFFICIAL RECORDS OF THE DISTRICT.

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

V. Public Comments

No public comments were presented.

VI. Financial

A. Payments and Claims: Consideration of the January 2012 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 2012, EXCLUDING THE PAYMENTS AND CLAIMS TO GRANITE CITY TOWNSHIP.
A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE CHADWICK, TO APPROVE THE PAYMENTS AND CLAIMS TO GRANITE CITY TOWNSHIP FOR JANUARY 2012.

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. TRUSTEE HAGNAUER ABSTAINED. MOTION CARRIED.


A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

VII. Transit Service

A. Managing Director's Report: Jerry Kane presented the report.

B. TRUSTEE CHADWICK MADE THE MOTION, SECONDED BY TRUSTEE MALONE, TO ALLOW ALL MADISON COUNTY STUDENTS IN GRADES 7-12 TO RIDE THE MCT FIXED ROUTE SYSTEM FREE OF CHARGE FROM MEMORIAL DAY TO LABOR DAY WITH THE 2012 MCT SUMMER YOUTH PASS.

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.
C. Proposed May 2012 Service Changes: Joe Domer, Manager of Planning and Scheduling, presented recommendations for the May 2012 service changes.

TRUSTEE ALLAN MADE THE MOTION, SECONDED BY TRUSTEE HAGNAUER, TO APPROVE THE RECOMMENDED MAY 2012 SERVICE CHANGES.

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

D. TRUSTEE HAGNAUER MADE AN OMNIBUS MOTION, SECONDED BY TRUSTEE CHADWICK, TO APPROVE RESOLUTIONS:

12-20 AUTHORIZING THE FILING OF APPLICATION WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF PUBLIC AND INTERMODAL TRANSPORTATION FOR SECTION 5316 JOB ACCESS REVERSE COMMUTE GRANT FUNDS FOR THE PROCUREMENT OF TRANSIT BUSES;

12-21 AUTHORIZING THE AWARD OF CONTRACT FOR COST/PRICE ANALYSIS CONSULTING SERVICES;

12-22 AUTHORIZING EXECUTION OF AN AGREEMENT FOR DESIGN ENGINEERING SERVICES;

12-23 AUTHORIZING DISADVANTAGED BUSINESS ENTERPRISE PROGRAM UPDATES PURSUANT TO FEDERAL REQUIREMENTS;

12-24 AUTHORIZING THE CLOSURE OF AN ACCOUNT HELD WITH THE BANK OF EDWARDSVILLE.

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

VIII. Other Business

TRUSTEE CHADWICK MADE THE MOTION, SECONDED BY TRUSTEE MALONE, TO MOVE INTO EXECUTIVE SESSION TO DISCUSS THE ACQUISITION, AND/OR SALE OR LEASE OF PROPERTY, AND/OR SECURITY, AND/OR LITIGATION (5ILCS 120/2 ET. SEQ., 2(C)5, 2(C)6, 2(C)8, AND 2(C)11 OF THE OPEN MEETINGS ACT).
A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

IX. EXECUTIVE SESSION TO DISCUSS THE ACQUISITION, AND/OR SALE OR LEASE OF PROPERTY, AND/OR SECURITY, AND/OR LITIGATION (5ILCS 120/2 ET.SEQ., 2(C)5, 2(C)6, 2(C)8, AND 2(C)11 OF THE OPEN MEETINGS ACT.

TRUSTEE CHADWICK MADE THE MOTION, SECONDED BY TRUSTEE MALONE, TO RETURN TO OPEN SESSION.

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

X. Adjournment

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

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED

Meeting was adjourned at 10:21 a.m.

Respectfully submitted:

[Signature]

Eric Werner
RESOLUTION 12-25

AUTHORIZING THE SUBMITTAL OF THE FY 2013-2016 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 (EWGCG) is the St. Louis regional Metropolitan Planning Organization (MPO) responsible for administering the regional planning process and submitting the results, the Regional Transportation Improvement Program, to the applicable states; and,

WHEREAS, EWGCG has requested that the District submit a list of projects proposed for inclusion in the Regional Transportation Improvement Program for FY 2013-FY 2016.

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 2013-2016 Transportation Improvement Program is hereby approved.

2. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director of the Madison County Mass Transit District, are hereby authorized to submit the FY 2013-2016 Transportation Improvement Program to the East West Gateway Council of Governments.

3. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director of the Madison County Mass Transit District, are hereby authorized to 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 Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of March, 2012.

Daniel L. Corbett, Chairman

J. Terry Allan
Edward A. Harnauer

Rose Marie Chadwick
Bruce A. Malone

APPROVED as to Form:

John T. Papa, Legal Counsel
CERTIFICATE

I, Erin 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 29, 2012, 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 2013-2016 Transportation Improvement Program is hereby approved.

2. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director of the Madison County Mass Transit District, are hereby authorized to submit the FY 2013-2016 Transportation Improvement Program to the East West Gateway Council of Governments.

3. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director of the Madison County Mass Transit District, are hereby authorized to 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-ninth day of March, 2012.

[Signature]

Erin Werner
RESOLUTION 12-26

AUTHORIZING THE FILING OF APPLICATION TO THE FEDERAL TRANSIT ADMINISTRATION FOR SECTION 5316 JOB ACCESS REVERSE COMMUTE GRANT FUNDS FOR THE PROCUREMENT OF REPLACEMENT TRANSIT BUSES

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

WHEREAS, FFY 2011 Section 5316 Job Access Reverse Commute (JARC) funds, in the amount of six hundred sixty-four thousand dollars ($664,000), have been allocated to Madison County Mass Transit District for the procurement of replacement heavy-duty transit buses to operate rural reverse express service; and,

WHEREAS, local share funding equaling twenty percent (20%) of the total project cost, or one hundred sixty-six thousand dollars ($166,000) is required to match the Federal grant; and,

WHEREAS, it is necessary and beneficial for the Madison County Mass Transit District to make application to the Federal Transportation Administration for the federal funds awarded for the procurement of replacement heavy-duty transit buses for rural reverse express service by 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 file an application with the Federal Transit Administration in order to obtain six hundred sixty-four thousand dollars ($664,000) of Section 5316 JARC grant assistance.

2. The Madison County Mass Transit District increase the Assigned Fund Balance by one hundred sixty-six thousand dollars ($166,000).

3. The Madison County Mass Transit District Capital Budget revenue line item be increased by eight hundred thirty thousand dollars ($830,000).

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.
ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of March, 2012.

Daniel L. Corbett, Chairman

J. Terry Allan
Edward A. Hagnauer

Rose Marie Chadwick
Bruce A. Malone

APPROVED as to Form:

John Papa, Legal Counsel
CERTIFICATE

I, Erin 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 29, 2012, 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 in order to obtain six hundred sixty-four thousand dollars ($664,000) of Section 5316 JARC grant assistance.

2. The Madison County Mass Transit District increase the Assigned Fund Balance by one hundred sixty-six thousand dollars ($166,000).

3. The Madison County Mass Transit District Capital Budget revenue line item be increased by eight hundred thirty thousand dollars ($830,000).

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.

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-ninth day of March, 2012.

[Signature]

Erin Werner
RESOLUTION 12-27

AUTHORIZING THE FILING OF APPLICATION
TO THE FEDERAL TRANSIT ADMINISTRATION
FOR SECTION 5317 NEW FREEDOM GRANT FUNDS
FOR THE PROCUREMENT OF PARATRANSPORT BUSES

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

WHEREAS, FFY 2011 Section 5317 New Freedom funds, in the amount of four
hundred eighty thousand dollars ($480,000), have been allocated to Madison
County Mass Transit District for the procurement of new paratransit vehicles;
and,

WHEREAS, local share funding equaling twenty percent (20%) of the total
project cost, or one hundred twenty thousand dollars ($120,000), is required to
match the Federal grant; and,

WHEREAS, it is necessary and beneficial for the Madison County Mass Transit
District to make application to the Federal Transportation Administration for the
federal funds appropriated for the procurement of new paratransit vehicles by
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 file an application with the
Federal Transit Administration in order to obtain four hundred eighty
thousand dollars ($480,000) of Section 5317 New Freedom grant
assistance.

2. The Madison County Mass Transit District increase the Assigned Fund
Balance by one hundred twenty thousand dollars ($120,000).

3. The Madison County Mass Transit District Capital Budget revenue line
item be increased by six hundred thousand dollars ($600,000).

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.
ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of March, 2012.

Daniel L. Corbett, Chairman

J. Terry Allan
Edward A. Hagnauer

Rose Marie Chadwick
Bruce A. Malone

APPROVED as to Form:

John Papa, Legal Counsel
CERTIFICATE

I, Erin 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 29, 2012, 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 in order to obtain four hundred eighty thousand dollars ($480,000) of Section 5317 New Freedom grant assistance.

2. The Madison County Mass Transit District increase the Assigned Fund Balance by one hundred twenty thousand dollars ($120,000).

3. The Madison County Mass Transit District Capital Budget revenue line item be increased by six hundred thousand dollars ($600,000).

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.

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-ninth day of March, 2012.

Erin Werner
RESOLUTION 12-28

AUTHORIZING THE AWARD OF CONTRACT
FOR BUS INSPECTION 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 3810/1 et. seq.); and,

WHEREAS, Federal Transit Administration Section 5309 State of Good Repair grant funds have been appropriated for use by the Madison County Mass Transit District for the purchase of transit buses; and,

WHEREAS, the District previously executed contracts with Gillig Corporation for the purchase of twenty-six (26) heavy-duty, low floor, diesel transit buses; and,

WHEREAS, the Federal Transit Administration requires that an inspector be present at the bus manufacturing facility throughout the manufacturing process when more than ten buses are being acquired; and

WHEREAS, the District initiated a competitive procurement process in order to select a firm capable of providing bus inspection services; and,

WHEREAS, the District, having successfully completed said procurement, has identified the proposal submitted by Transit Resource Center, Winter Springs, Florida, in the amount of five thousand, two hundred dollars ($5,200.00), as the lowest priced technically acceptable proposal to provide bus inspection services throughout the manufacturing of the District's twenty-six (26) heavy-duty Gillig transit buses.

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

1. Madison County Mass Transit District award a contract to Transit Resource Center, Winter Springs, Florida, in the amount of five thousand, two hundred dollars ($5,200.00) to provide bus inspection services throughout the manufacturing of the twenty-six (26) heavy-duty transit buses the District has on order with Gillig Corporation.

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

3. The Madison County Mass Transit District increase the Assigned Fund Balance by twenty percent (20%) of the contract award.

4. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, of the Madison County Mass Transit District, are hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders and amendments on behalf of and in a manner most beneficial to the Madison County Mass Transit District.
ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of March, 2012.

Daniel L. Corbett, Chairman

J. Terry Allan
Rose Marie Chadwick
Edward A. Hagnauer
Bruce A. Malone

APPROVED as to Form:

John T. Papa, Legal Counsel
CERTIFICATE

I, Erin 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 29, 2012, 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 award a contract to Transit Resource Center, Winter Springs, Florida, in the amount of five thousand, two hundred dollars ($5,200.00) to provide bus inspection services throughout the manufacturing of the twenty-six (26) heavy-duty transit buses the District has on order with Gillig Corporation.

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

3. The Madison County Mass Transit District increase the Assigned Fund Balance by twenty percent (20%) of the contract award.

4. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, of the Madison County Mass Transit District, are hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders and 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-ninth day of March, 2012.

Erin Werner
To: Board of Trustees

From: Jerry Kane, Managing Director
       Penny Sarandis, Procurement Specialist

Subject: Bus Inspection Services No. 12-1-06300

Date: March 23, 2012

Later this year, Gillig Corporation in Hayward, California will be manufacturing 26 heavy-duty, low floor, diesel transit buses for the District. The Federal Transit Administration requires that an inspector be present at the bus manufacturing facility throughout the manufacturing process when more than 10 buses are being acquired.

The District received three proposals in response to its Request for Proposals for bus inspection services. Proposals were evaluated using the Lowest Price Technically Acceptable method. This method is appropriate when the best value is expected to result from selection of the technically acceptable proposal with the lowest evaluated price.

The lowest price submitted by Transit Resource Center was deemed fair and reasonable. Recommendation is being made for a contract award to the lowest priced technically acceptable proposal submitted by Transit Resource Center in the amount of $5,200.00.

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<tr>
<th>Proposer</th>
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RESOLUTION 12-29

AUTHORIZING THE AWARD OF CONTRACT
FOR THE PURCHASE OF ROLLING STOCK
FROM SOUTHERN BUS AND MOBILITY, INC.

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 fleet of Fixed Route and Paratransit coach-on-chassis buses have exceeded their mandated useful life standard, as set forth by the Federal Transit Administration and Illinois Department of Transportation; and,

WHEREAS, through the Federal Transit Administration, U.S. Department of Transportation, the Illinois Department of Transportation received a $5,500,000 Clean Fuels grant, which aims to reduce air pollution and support environmentally friendly clean fuel and advanced propulsion technologies in the nation's public transit system; and,

WHEREAS, the District received $5,000,000 of the amount awarded to the State based on its grant submission utilizing lightweight capacitor hybrid technology instead of the industry standard, heavier lead-acid battery based storage systems; and,

WHEREAS, the District issued a Request for Proposals (RFP) for the procurement of light-duty coach-on-chassis biodiesel ultra-capacitor hybrid powered buses, and the result of the RFP produced one responsive and responsible proposal from Southern Bus and Mobility, Inc. (SBM); and,

WHEREAS, the single proposal lacked price competition, and therefore, under Federal Transit Administration (FTA) guidelines, the proposed prices had to be evaluated and determined to be fair and reasonable before the District could award a contract for buses; and,

WHEREAS, the District procured the services of Norm Ketola & Associates, of Marblehead Massachusetts, to provide a cost/price analysis and needed negotiation services; and,

WHEREAS, the resulting cost/price analysis determined the prices as proposed by SBM for the chassis and ultra-capacitor energy storage system to be fair and reasonable; and,

WHEREAS, the District staff, based on the cost/price analysis of the proposed on-board video system, automated annunciator system, electronic destination signs, and stainless steel bus bike racks; which indicated the proposed pricing for such was above market rates, initiated negotiations with SBM for a best and final offer; and,

WHEREAS, it is estimated that the best and final offer from SBM will not be received until April 5, 2012, and the manufacture's cut-off date for chassis orders has been set for April 15, 2012; and,

WHEREAS, if the District misses the manufacture's cut-off date, the District would need to re-initiate the entire RFP process in approximately four months.
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 award a contract to Southern Bus and Mobility, Inc., Breese, Illinois, conditioned upon an acceptable best and final offer for the purchase of light-duty coach-on-chassis biodiesel ultra-capacitor hybrid powered buses, at a not-to-exceed price of one hundred seventy-three thousand, seventy-one dollars ($173,071.00) each for the 17-passenger bus, and a not-to-exceed price of one hundred fifty thousand, three hundred seventy dollars ($150,370.00) each for the 14-passenger bus, and associated spare parts and components as set forth in the RFP.

2. The Managing Director, Jerry Kane, is authorized to execute the contract with Southern Bus and Mobility, Inc., and issue a purchase order for the Fixed-Route and Paratransit ultra-capacitor hybrid bio-diesel buses consistent with the terms set forth in the RFP.

3. Madison County Mass Transit District Capital Budget line item be increased by an amount equivalent to the project cost.

4. Madison County Mass Transit District increase the Assigned Fund Balance by the percent required of the negotiated contract award necessary to meet the grant requirements.

5. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, of the Madison County Mass Transit District, are hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders and amendments on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of March, 2012.

Daniel L. Corbett, Chairman

J. Terry Allan

Edward A. Hagnauer

Rose Marie Chadwick

Bruce A. Malone

APPROVED as to Form:

John T. Papa, Legal Counsel
CERTIFICATE

I, Erin 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 29, 2012, 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 award a contract to Southern Bus and Mobility, Inc., Breese, Illinois, conditioned upon an acceptable best and final offer for the purchase of light-duty coach-on-chassis biodiesel ultra-capacitor hybrid powered buses, at a not-to-exceed price of one hundred seventy-three thousand, seventy-one dollars ($173,071.00) each for the 17-passenger bus, and a not-to-exceed price of one hundred fifty thousand, three hundred seventy dollars ($150,370.00) each for the 14-passenger bus, and associated spare parts and components as set forth in the RFP.

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3. Madison County Mass Transit District Capital Budget line item be increased by an amount equivalent to the project cost.

4. Madison County Mass Transit District increase the Assigned Fund Balance by the percent required of the negotiated contract award necessary to meet the grant requirements.

5. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, and/or Jerry J. Kane, Managing Director, of the Madison County Mass Transit District, are hereby authorized to take all action necessary to execute, complete, and perform all obligations associated with the contract, including any and all change orders and 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-ninth day of March, 2012.

Erin Werner
RESOLUTION 12-30

AUTHORIZING THE RELEASE OF CERTAIN EXECUTIVE SESSION MINUTES

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 Board of Trustees of the Madison County Mass Transit District have met from time to time in closed session for purposes authorized by the Illinois Open Meetings Act (5 ILCS 120/1 et. seq.); and

WHEREAS, Section 2.06 of the Illinois Open Meetings Act (5 ILCS 120/1 et. seq.) requires the District to review minutes of all close meetings and to make a determination and report in open session that (1) that the minutes or portions thereof no longer require confidential treatment and are available for public inspection or (2) the need for confidentiality still exists as to all or part of those minutes.

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

1. Pursuant to the Illinois Open Meetings Act, the Board of Trustees has reviewed the previous closed session minutes, that the following minutes or portions thereof as described in Attachment A are hereby approved, and that the minutes no longer require confidential treatment and shall be available for public inspection.

2. Pursuant to the Illinois Open Meeting Act, the Board of Trustees has reviewed the previous closed session minutes, that the following minutes or portions thereof as described in Attachment B are hereby approved, the Board finds that the need for confidentiality still exists, and that the minutes shall remain confidential.

3. Pursuant to the Illinois Open Meetings Act the Board of Trustees approves of and directs the destruction of all verbatim records of all meetings with the notation “complete release” as described in Attachment A.

ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of March, 2012.

Daniel L. Corbett, Chairman

J. Terry Allan

Edward A. Hagnauer

Rose Marie Chadwick

Bruce A. Malone

APPROVED as to Form:

John T. Papa, Legal Counsel
CERTIFICATE

I, Erin 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 29, 2012, 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. Pursuant to the Illinois Open Meetings Act, the Board of Trustees has reviewed the previous closed session minutes, that the following minutes or portions thereof as described in Attachment A are hereby approved, and that the minutes no longer require confidential treatment and shall be available for public inspection.

2. Pursuant to the Illinois Open Meeting Act, the Board of Trustees has reviewed the previous closed session minutes, that the following minutes or portions thereof as described in Attachment B are hereby approved, the Board finds that the need for confidentially still exists, and that the minutes shall remain confidential.

3. Pursuant to the Illinois Open Meetings Act the Board of Trustees approves of and directs the destruction of all verbatim records of all meetings with the notation “complete release” as described in Attachment A.

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-ninth day of March, 2012.

Erin Werner
Attachment A

The following Executive Session Minutes or portions thereof are hereby approved and no longer require confidential treatment and shall be available for public inspection.

June 21, 2011 (item IV)
July 28, 2011 (item V)
September 29, 2011 (item III)
October 27, 2011 (Item IV)
Attachment B

The need for confidentiality still exists as to all or part of the following Executive Session Minutes and that the following minutes or portions thereof shall remain closed.

- October 25, 2007 (item II)
- April 24, 2008 (item I, II, VII)
- August 28, 2008 (item I)
- January 29, 2009 (item II, III)
- April 30, 2009 (item II)
- February 25, 2010 (item IV)
- March 25, 2010 (item III)
- July 29, 2010 (item II)
- August 26, 2010 (item II)
- November 18, 2010 (item III)
- December 28, 2010
- January 27, 2011
- February 24, 2011
- March 31, 2011 (item I)
- April 28, 2011 (item II)
- May 26, 2011 (I, III, IV)
- June 21, 2011 (item II, III, V, VI, VII)
- July 28, 2011 (I, II, III, IV)
- August 25, 2011
- September 29, 2011 (item I, II)
- October 27, 2011 (item I, II, III)
- November 17, 2011
- January 26, 2012
- February 23, 2012
High gas prices ... expensive car repairs ... traffic delays ... road rage ... warmer weather ... expanding waistlines. ... There are many great reasons to consider dusting off that old bicycle in the garage and putting it to use. Fortunately for those of us in the Metro East, there are an abundance of dedicated bike paths to safely help us get to where we need to go by pedal power alone.

MADISON COUNTY

With nearly 100 miles of scenic, interconnected bikeways in the county, it's possible to get wherever you need to go with very little riding in traffic courtesy of Madison County Transit – the organization that operates the buses and call-a-ride services in the county.

More than 20 years ago, MCT began working to preserve former railroad rights-of-way in the county for future recreational and mass transit uses. After a $25 million investment from the Metro East Park and Recreation District, the Illinois Department of Natural Resources and federal grants, the MCT Trails were born.

There are 10 trails in the system — Bluff (2 miles), Confluence (18.6 miles), Deltyle W. Morris (2.5 miles), Goshen (7 miles), Heritage (12.8 miles), Nature (12.7 miles), Nickel Plate (13.7 miles), Quercus Grove (5.8 miles), Schoolhouse (15.9 miles) and Watershed (4.7 miles) — open to
THANKS FOR THE REVISED
TRAIL MAP THAT INCLUDES
THE NEW ROUTE FROM
ALHAMBRA INTO EDWARSDVILLE.

RECEIVED
MAR 2 2 2012
MADISON COUNTY TRANSIT DISTRICT

JOHN R. GARRETT
BONNIE M. GARRETT 02-08
307 NORTH THIRD ST. P/I: 618-588-3609
NEW BADEN, IL 62265

DATE 3/17/12

PAY TO THE ORDER OF
MADISON COUNTY TRANSIT $20.00

Swansea-New Baden
Albers-O'Fallon-Trenton
Divisions of First County Bank

MEMO Donation - William

081948564013572290 0515
CAROLYN MCCALL
132 COLUMBIA AVE.  PH. 618-692-0395
EDWARDSVILLE, IL  62025

PAY TO THE ORDER OF
Madison County Transit District $10.00

MEMO: bike path donation Carolyn McCall

In honor of Eric Levin's 50th birthday - he loves riding the bike paths.
March 19, 2012

Alpona Simmons
125 ½ N. Delaware Avenue
Belleville, IL 62221

Dear Ms. Simmons:

This letter is in response to your request for service dated March 7, 2012 regarding trips between Belleville and Southern Illinois University Edwardsville (SIUE). While Madison County Transit (MCT) appreciates your efforts to advance the cause of public transportation in Southwestern Illinois, please be aware of the following issues regarding your request:

First, all requests for bus service related to SIUE must be made through Mike Schultz, SIUE Housing Director, per our agreement with the university. Since you are writing on behalf of SIUE, please contact Mr. Schultz regarding this and any issue with MCT service.

Second, transit service between Southwestern Illinois College (SWIC) and SIUE exists today and is both reasonable and relatively fast. The trip involves riding MetroLink from SWIC to 5th & Missouri, and then taking the MCT #18 and #19 directly to the SIUE campus. Both transfers are made at secure transfer locations and are timed, eliminating long waits. The entire trip takes less than an hour and a half (just 45 minutes longer than driving a car directly). Today SWIC students ride both Metro and MCT for free by showing their SWIC Metro Pass, creating a seamless commute between campuses without any charge to the students or institutions.

Finally, to create the direct trip that you describe in your letter, a competitive bidding process would be required, as mandated by the Federal Transit Administration (FTA). This type of trip is defined as "charter service," and MCT is prohibited from using federally funded vehicles for "charter" trips. A competitive bidding process would reveal that it is cost-prohibitive for both the university and the students to pay for this level of service, especially when free service exists for SWIC students today.

Thank you for your interest in MCT and for your commitment to the students you serve. Our staff would be happy to assist you and your students in creating trip itineraries on existing bus routes and to provide public timetables, maps and other materials which explain and describe the service, if that would be helpful.

Best wishes on this innovative partnership between SIUE and SWIC.

Sincerely,

Jerry J. Kane
Managing Director

Cc: Mike Schultz, Director of University Housing, SIUE
Ray Friem, Director of Operations, Metro
Bill Grogan, Managing Director, St. Clair County Transit District
125 ½ N Delaware Avenue,  
Belleville, IL 62221 
March 7th, 2012

Dan Corbett 
Chairman 
Madison County Transit 
One Transit Way 
P.O. Box 7500 
Granite City, IL 62040-7500

Dear Mr. Corbett:

On the behalf of the sizable SIUE commuting public that travels from Belleville to SIUE every day I would like to request you consider starting a twice- daily non-stop shuttle between Belleville and SIUE.

As you know we are passing through tough economic times. Many families such as mine are working on a single income. The price of gas is prohibitively high and just seems to keep climbing higher. In times like this it just makes sense to use public transport.

Currently there is no easy or even reasonable way to get to SIUE from Belleville without spending about 3-4 hours on making the journey. I started an online petition to take a survey just among staff and faculty to see how many people would be willing to take the shuttle. 37 people signed the petition in the first three days. Needless to say, it is the student body that would be interested in great numbers; there just wasn't a way for me to include them electronically in a poll.

SIUE is in the process of forging a stronger partnership with SWIC to have students enrolled in a 2+2 program. Students are going to commute between Belleville and SIUE in large numbers. It would be a mutually beneficial move for Metrolink and Madison County Transit to collaborate to institute a non-stop express shuttle from Belleville to SIUE. It would earn consistent revenue for the transit companies while providing eco-friendly, cost-effective options for daily commuters like me.

I entreat you to seriously consider this request. I am willing to come to a board meeting if you would like me to state my case in person. I am sure we could muster up a delegation from SIUE that would be representative of the commuter base that is looking up to you to make this happen.

SIUE is a big presence in the community. I am sure you will agree that a mutually beneficial move like instituting non-stop service to SIUE will be an economically and socially conscious move that will benefit all parties concerned.

Yours truly,

Alpona Simmons 
Academic Advisor 
School of Engineering 
Southern Illinois University Edwardsville 
alpona@live.com 618-789-4883
Express Belleville-SIUE Shuttle Pétition

• signatures: 37

• Target: Metrolink and Madison County Transit

• Sponsored by: Belleville-SIUE Commuters

This summer gas prices are projected to come close to $5. With many households working with one income, this will prove to be a terrible strain on already tight budgets.

We have a large number of commuter students and staff that travel from the Belleville area to SIUE every day.

There is currently no direct means of public transport that can get you to and from Belleville in a reasonable time frame.

I would like petition Madison county Transit and Metrolink to see if they can organize a couple of shuttles during the day on this route. This will help generate revenue for them, and provide some relief at the pump for commuters.
From left are: MCT Managing Director Jerry Kane, Board Chairman Dan Corbett, MCT Driver Abron Scott, MCT Trainer Ray Sperduto and MCT Manager of Fixed-Route Pam Ruyle.

**MCT driver honored for quick action**

For the Intelligencer

The Madison County Transit (MCT) Board of Trustees conferred the prestigious ‘Nelson Hagnauer Award’ on MCT Fixed-Route driver Abron Scott, of Madison, this morning for his diligence and alertness while driving an MCT bus. Scott has been a driver with MCT for two years.

On February 9, Scott was driving westbound on US 40 about a mile west of Highland, when a car pulled out in front of the bus. With a split-second to respond, Scott reacted by quickly veering off onto nearby Lake Road, avoiding a collision that would have likely been fatal for the other motorist. Later that evening a heartfelt thank you letter was e-mailed to MCT administration from the motorist, saying:

"...I did not even see him until he had to pull off to a side road. He saved my life. A less controlled driver would have plowed into and pushed me into the other lane and might have killed me. There are not enough thank you’s I could say. I am deeply indebted to him."

A review of on-board video confirmed the story. Scott’s quick reaction had in fact saved a life.

“Our drivers are trained to be prepared for the unexpected,” said MCT Managing Director Jerry Kane. “Abron Scott exemplified attentive driving and we are proud to recognize him for avoiding a near fatal accident and creating a higher standard for all to follow.”

The award is named in honor of former MCT Board Chairman Nelson “Nellie” Hagnauer, who was instrumental in the development of MCT’s safe and efficient system of multi-modal transportation services. In addition to his years with MCT, Hagnauer was Granite City Township Supervisor for 35 years and served on the Madison County Board for 41 years, 24 years as Chairman.

Madison County Transit (MCT) provides multi-modal transportation services for Madison County.
Metro
East bus
growth

Madison County Transit responds to demand.

BY TERRY HILLIG
thillig@post-dispatch.com
618 659-2075

MADISON COUNTY • A strong resurgence in ridership has Madison County Transit stepping up service on local bus routes and express routes to downtown St. Louis.

MCT spokesman S.J. Morrison said ridership had increased over previous-year levels for 14 consecutive months. He said January ridership was 200,524, a record number for that month and a 21 percent increase compared to January 2011.

"On the express runs, we were seeing overloads," Morrison said. On Feb. 13, MCT added two morning trips on the #16X Edwardsville-Glen Carbon Express and an afternoon trip on the #14X Highland-Troy Express routes. They are the latest of several service adjustments made in response to increased demand.

More than 1,800 commuters take MCT express buses to work in St. Louis each weekday. The system's four express routes serve 14 Madison County communities.

Morrison said an improving economy, rising gasoline prices and the restoration by Metro in 2010 of many previously eliminated transit services all played a role in the increases. Metro is the agency providing transit services for St. Louis, St. Louis County and St. Clair County.

Recent months have seen overall MCT ridership return to near record levels, including the system's second-highest monthly ridership of 235,726 in September 2011. Morrison said current trends, if they continue, would result in a record yearly ridership this year.

Morrison said MCT ridership peaked at 243,187 in October 2008 after several months of record-high gasoline prices. Fuel prices fall in late 2008 as the nation's economy collapsed, but MCT ridership remained high through the winter of 2008-09.

In March 2009, Metro made significant cuts to its bus and MetroLink light rail services. Many MCT passengers transfer to MetroBus or MetroLink lines, so the Metro cuts were soon reflected in MCT boardings.

Meanwhile, the impact of the national recession was working its way through the regional economy with numerous jobs lost. By spring 2009, the combined impact of unemployment and the Metro cuts was substantial, Morrison said. MCT had 28,000 fewer boardings in July 2009 than in July 2008, a drop of nearly 15 percent.

Metro restored most of its service cuts after St. Louis County voters approved a half-cent transit sales tax in April 2010. MCT boardings began to increase steadily that summer, Morrison said.

MCT has initiated an expanded local service in areas of growing demand. One route was extended to Amsted Rail Co. in Granite City, which added hundreds of jobs last year. All-day service is now provided to Gateway Commerce Center, where thousands work in warehouses and distribution centers. Beginning in January, MCT has added evening service to the busy stores and restaurants around the intersection of Interstate 55-70 and Illinois Route 157 in Collinsville.

Metro ridership has also been increasing. The transit agency recorded an 8.1 percent ridership increase for the period from July 1 through Dec. 31 compared to the same months in 2010.

Nationally, public transportation ridership was 2 percent higher during the third quarter of 2011 than in the third quarter of 2010. Those figures are the most recent available.

The Madison County Transit District was created by the Illinois Legislature in 1980 to develop and operate public transportation in the county. It is funded by passenger fares, a quarter-cent sales tax collected in 16 townships and state and federal grants and subsidies.

A bus driver navigates a Madison County Transit bus on North Main Street in Edwardsville on Thursday, near the Madison County Transit station.
Driving the community forward
Madison County Transit continues to expand service

When employees at the Walmart in Collinsville Crossing and students at the Collinsville campus of Sanford Brown College told Madison County Transit their buses didn't run late enough, they responded.

"We now are providing service until 9:30 p.m.," said S.J. Morrison, spokeswoman for MCT. "That was born out of demand talking to students and workers. We continue to be responsive to the needs of the passengers."

Since beginning the later service in January, Morrison said MCT has seen a 28 percent growth in ridership on that line. Nearly 200,000 people boarded all of MCT buses in January, a 31 percent increase in ridership compared to last year.

Collinsville isn't the only location that's seen transportation expansion.

MCT also increased service for the No. 2 Granite City Shuttle last summer when Amtrak brought on hundreds of new employees.

"Employees" informed us that at that time they are transit-dependent and it would be difficult for them to get to work outside of transit," Morrison said.

"If there's an employment center hiring or expanding their operation, we have responded with providing them with bus service."

This also means getting workers across the river to St. Louis. During the morning rush, Morrison said MCT has express service buses running every ten minutes from Troy to downtown St. Louis. They also offer express service in Edwardsville, Granite City, Glen Carbon, and Collinsville among other locations.

"You can save money and relax," Morrison said of the morning bus commute. "You don't have to worry about traffic on the bridge, you can literally sit there and read the morning papers or a magazine, or prepare for that morning meeting."

All of MCT's buses are 100 percent wheelchair accessible, outfitted with ramps, lifts and low-floor entrances. Buses are also equipped with bike racks - which is a good thing, considering they're maintaining Madison County's "green highway." MCT owns and maintains more than 100 miles of bike trails throughout the county. In the past year, they added an eight-mile extension to the Nickelplate trail that begins in Granite City and now ends in Alhambra. They also extended the Watershed trail to reach downtown Edwardsville.

Also new in 2011 was the Clinton Glnvinville, a bus and bike depot with heated brick shelters, public rest rooms and water fountains - for humans and pets. More like linear parks than trails, MCT's bikeways are some 100 feet wide, with bushes and plant life bordering either side.

"With out bike trails being interconnected, you can go on a 25 or 30 mile loop and not have to pass the same scenery twice," said Morrison, adding many of the paths' trails double as bus stops.

"Now bikeway maps show bus stops and new bike maps show bike trails to encourage connectivity," Morrison said. "People riding bikes on the trail can stop and get on the bus to go wherever they need to go. The connectivity is not only helping Madison County residents get around, but also encourage accessibility to the community."

"The trails the citizens are creating access to employment and education opportunities," said Morrison. "There's a lot of traction on the bus routes."

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Police search for a motive

Welle says situation could have been worse

By STEVE HORRELL

Law enforcement officials are still trying to figure out why a truck driver rammed his truck into a truck center at the Schneider National facility early Saturday morning.

Edwardsville Police Chief James Bedell confirmed that the driver, Roger W. Adams, 52, of Alton, died Sunday at 9:14 p.m. from a single gunshot wound to the head. Adams rammed his 18-wheeler into the facility, which is part of the Gateway Commerce Center.

Adams crashed his rig into a loading dock just after 2 a.m. and held police at bay for about 10 hours.

Kase Paara, chief investigator for the St. Louis Medical Examiner’s office, said that an autopsy was performed Monday morning. Results were not available.

The negotiations were handled by Edwardsville and Alton police, and the FBI.

During the negotiations, employees were evacuated from the area.

Edwardsville firefighters and paramedics stayed at the scene for the duration of the standoff, mostly in a stand-by role. “We knew at any moment this could have turned on a dime because this individual had been making threats,” said Edwardsville Fire Chief Rick Welle.

At one point, police fired tear gas into the area where Adams was located, to try to get him to surrender. Firefighters were also concerned that hazardous material on the back of Adams’ trailer might leak and cause even more problems.

The Madison County Transit District provided three buses that served as safe havens for truck drivers who had been sleeping inside their trucks when the incident unfolded. A fourth bus served as a rest station for exhausted emergency workers, Welle said.

While the situation ended tragically for Adams, it could easily have been worse than it was. “He was disturbed,” Welle said. “He had some issues. But fortunately he didn’t take any hostages.”

Janet Bonkowski, a spokesperson for Schneider National, said Monday that the truck center, including showers, laundry facilities, fueling areas, parking, and maintenance areas, had reopened to serve drivers.

The office near the loading dock was heavily damaged and employees have been temporarily relocated to Schneider’s national headquarters in Green Bay. They will be returning to Edwardsville in a couple of weeks, she said.

Bonkowski issued a statement Monday.
MADISON COUNTY

MCT extends Collinsville service

Madison County Transit No. 15 Collinsville shuttle will run until 9:30 p.m. between Collinsville Station and Illinois Route 157. For more information call 618-931-7433, option 3.
MCT Transit Operations Center &
Critical Safety and Security Enhancements

State of Good Repair Initiative
March 22, 2012

Madison County Transit
Applicant Information

Madison County Mass Transit District
Recipient I.D. #5622

Contact: Jerry J. Kane
Managing Director
Madison County Transit District
One Transit Way
P.O. Box 7500
Granite City, IL 62040-7500

Telephone: 618-797-4600
E-mail: jkane@mct.org

Congressional Districts
12th U.S. Congressional District
Represented by the Honorable Jerry Costello

19th U.S. Congressional District
Represented by the Honorable John Shimkus
MCT is seeking $14,052,000 of FTA State of Good Repair grant funds to upgrade and extend the useful life of its Transit Operations Center (TOC) in Pontoon Beach, Illinois. MCT will provide the required $3,513,000 of local matching funds for a total project cost of $17,565,000.

The project includes three critical improvements required to address capacity constraints that increasingly impact MCT’s ongoing ability to maintain transit and vanpool vehicles and equipment in a state of good repair in a safe and secure operations, maintenance and administrative facility. Major project components include:

1. Construct a new Administration Building to house a centralized administrative and operations support office, Customer Convenience Center, and Visitors’ Reception Area; creating vital space for bus operators, field supervisors and vehicle maintenance facilities.

2. Install critical safety and security enhancements including a staffed barrier entrance, perimeter fencing, electronic building access controls and a regional multi-site video monitoring center.

3. Construct an off-street passenger interface or “Super Stop” on the south side of Chain of Rocks Road in front of the new Administration Building to create a new transfer point between two major bus routes and provide safe access to the TOC for customers, employees and visitors via transit and bicycle.

Rendering of proposed MCT Administration Building and “Super Stop”
MCT’s current maintenance garages are depicted in the back
Project Description

The **Transit Operations Center (TOC) Critical Safety and Security Enhancements Project** represents MCT’s top priority among an array of necessary capital investments anticipated in the coming 10 - 15 years. MCT has grown substantially since the TOC was initially conceived in the early 1980s with a ten-fold increase in revenue vehicles and a six-fold increase in employees occurring in the 25 years since the facility opened in 1987. The project includes three integrated components focusing on resolution of key deficiencies at the facility and providing sufficient capacity to accommodate MCT operations, maintenance and administration through 2050.

*Construct a new Administration Building to house a centralized administrative and operations support office, Customer Convenience Center, and Visitors' Reception Area; creating vital space for bus operators, field supervisors and vehicle maintenance facilities.*

**Rendering of proposed MCT Administration Building**

An energy-efficient three-story, 36,800 square foot building will allow MCT to consolidate administrative staff in a common location. Currently, administrative personnel performing highly interrelated business functions are dispersed in four different buildings spread across the 34-acre facility, including two garages, a prefabricated steel-case building, and a double-wide mobile trailer.

The physical separation is an obstacle to efficient operations with valuable staff time wasted, and increased overtime and management expenses incurred as consequences. For example, the distance between Garage 1 housing the Managing Director’s office, Human Resources, and Marketing and Planning departments is 550 feet from Garage 2 where Accounting, IT and Maintenance Administration personnel are located. The double-wide trailer where engineering staff is located is another 500 feet to the south and ridesharing staff, housed in a temporary building near the entrance, is over 1,600 feet away – or about 0.3 mile – from Garage 1.
A key concern with housing administrative functions in the garages is that it removes space from fleet maintenance, trails management, and buildings and grounds activities. These functions have increased considerably since Garage 2 was constructed in 1997, due to the assumption of direct responsibility for the regional vanpool fleet now over 100 vehicles. MCT recognizes that administrative functions must give way to the need for increased maintenance capacity to ensure the continued state of good repair of MCT's 225 vehicle fleet.

The new building will be set on the south frontage of Chain of Rocks Road, altering the industrial character of the TOC and substantially improving access for transit users, bicyclists and pedestrians. At the same time, this location facilitates dramatic improvement of ongoing safety and security conditions at the TOC.

General management, administrative offices and IT resources will be located on the upper two floors of the building. Key resources to be located on the ground floor of the new Administration Building include:

**Training Room** – Lack of physical space to support ongoing training programs is a serious constraint on MCT's attainment of safety and training objectives. Presently most fixed route transit classroom training sessions are conducted in Garage 2 main conference room, which also serves as the Board room for both MCT and ACT, and is frequently needed as temporary offices for auditors and meeting place for interagency and regional meetings. MCT has deferred acquisition of a driver training simulation system and related audio-visual equipment for lack of permanent office space for the training function. These improvements would reduce training personnel and fuel costs and improve safety outcomes in the process.

**Customer Convenience Center** – MCT customers are among those most impacted by the limitations of the TOC. Since formation of MCT's Marketing, Planning and Customer Service department in 2002, most staff has been housed in Garage 1 mezzanine offices overlooking the shop floor that were intended for maintenance supervision, safety / training office, and secure storage. Telephone information staff are housed separately in the two existing dispatch offices. The project will provide a ground-level, walk-in retail environment for transit customers with needs ranging from adding value to their smart cards, to retrieving items lost on MCT buses, obtaining a photo I.D. card, regional bus and Metro Link schedules, carpool and vanpool matchlists, and trip planning assistance. Visitors will be able to pick up employment applications at this location as well.

**Secure Technology Room** – MCT will consolidate existing server rooms in each garage into a single location to better manage its technology resources, including the new smart card fare collection system, onboard video surveillance, and planned automatic vehicle location system. If the new Administration Building is not constructed, MCT imminently faces $150,000 in Garage 2 retrofit expenses to expand secure floor space for MCT's Information Technology department.
Project Description continued

Implement critical safety and security improvements consistent with national objectives to secure America's infrastructure against potential acts of terrorism and industrial accidents impacting transit employees and visitors.

MCT is acutely aware that the “post-9/11” operating environment demands critical transit system security improvements at the TOC. Security is an ongoing concern as MCT presently cannot control vehicular access and pedestrian flow in and around the facility. The TOC is in a highly visible location with a nearly ¼-mile long frontage along Interstate 270 four miles east of the Mississippi River crossing from Illinois into Missouri. This heavily traveled route had an average daily traffic count of 54,700 vehicles in 2007.

Ahead of TSA's development of a Baseline Assessment and Security Enhancement (BASE) program for the TOC, MCT is aware of deficiencies among the 17 Security and Emergency Preparedness Action items to be addressed. For example, public access cannot be controlled because the existing garages are set back to the rear of the property more nearly ¼ mile south of Chain of Rocks Road. Perimeter security is deficient by today's standards with simple chain link fencing extending along the south and east sides of the property, and a stockade wood fence along the west side. No fencing at all currently runs along the undeveloped north side of the property.

In addition to addressing known security concerns, MCT will ensure that all security issues identified by TSA will be resolved or mitigated through this project.

Security Entrance – A single entrance adjacent to the new Administration Building will be constructed with a guard station and security gate. This will facilitate controlled access of employees and visitors as they enter and leave the property. All vehicles and their occupants will be subject to video monitoring and visual inspection, including the underside of the vehicles.

Perimeter Fencing – The perimeter will be fortified to prevent vehicular access by replacing existing fences with high security fencing and additional lighting.

Controlled Parking – Existing open-area parking lots will be redesigned and fenced to allow visitor access to the Administration via parking accessed directly from Chain of Rocks Road. All other parking for transit vehicles and employee vehicles will be accessible only after passing through the security entrance. Similarly, access to bus garages will be channeled through security to ensure that no unauthorized personnel have access to parked buses or shop facilities.
Regional Multi-Site Monitoring Center—The facility will house a new regional video surveillance monitoring center. The center will be staffed 7 days a week, 24 hours a day. This center will allow trained MCT security staff to monitor the entire MCT TOC and the five MCT transfer stations located throughout Madison County. By monitoring its five stations (Alton, Collinsville, Edwardsville, Granite City and Wood River), MCT can closely oversee the staggered pulsing of hundreds of buses and the transferring of thousands of passengers on a daily basis. Since all local MCT routes travel to one of the five stations throughout the day, the new center will have a comprehensive look at the MCT system, and will provide for the quick identification of suspicious behavior and activities. High Definition (HD) Security video will be transmitted between the five transfer stations and the TOC via licensed full-duplex microwave link at a rate of 100 MB/second and a back haul rate of 800 MB/second. Installing the microwave system and a wide area network (WAN), will eliminate the need for costly reoccurring high-bandwidth circuit charges. The monitoring will be enhanced through newly developed video security software that tracks and identifies abnormal pedestrian movement patterns, allowing many cameras at a variety of locations to be monitored efficiently. This technology will also allow for real-time interactive customer service at the five stations.

Construct an off-street Passenger "Super Stop" near the facility entrance forming a new mini-hub transfer location with safe bus, bicycle and pedestrian access for customers and employees.

The existing TOC is accessible almost exclusively by automobile with no safe or formally recognized access via public transit, bicycle, or by foot. The project will extend the TOC perimeter north to Chain of Rocks Road, creating a 1,200' linear frontage where an off-street mini-hub will be constructed to serve passengers on two MCT fixed routes that currently pass the facility but do stop and cannot transfer passengers. The Super Stop will provide a safe, efficient interface for bus passengers, MCT bus operators, other employees and visitors.

New Transit Connections—MCT Route 4 runs directly past the Operations Center, it is unable to use the intersection of Transit Way at Chain of Rocks Road as a bus stop or driver relief point for the lack of sidewalks and a safe crossing to the north side of Chain of Rocks Road. Additionally, MCT Route 5, the most heavily traveled route in the MCT system runs on IL 111 but presently cannot be diverted to the Operations Center to affect transfers with Route 4 and provide access to the facility for customers and employees. This critical transfer point is a missing link in the transit network and needed for access to thousands of entry-level jobs at the nearby Gateway Commerce Center.
New Connection to MCT Trails – A 1.5 mile Class II bicycle connector will be constructed on the south shoulder of Chain of Rocks Road between the MCT Trails network and the new super stop. This connector will provide access under vastly improved safety conditions for MCT customers and employees, as well as passersby.

More Efficient Operations – Construction of the super stop will allow two frequent bus routes to access the TOC. This will enable MCT to modify current shift relief practices with significant fuel savings resulting from the use of revenue service to “travel” bus operators between the TOC and their shift relief points. Currently bus operators utilize six Ford Focus sedans to travel individually to transfer centers in Edwardsville and Granite City to make shift changes and meal reliefs. The super stop will facilitate operational and fuel savings in addition to customer safety and convenience.

Alternatively, the use of midday capacity on regular route service to transport relief operators would eliminate over 17,600 vehicle trips and nearly 125,000 vehicle miles annually, saving nearly 4,200 gallons of gasoline. The new operating procedure also will save FTA and MCT over $100,000 in capital costs to replace non-revenue vehicles over the next three fiscal years.
Demonstration of Need

MCT has spent over $13 million of entirely local funds over a period of 30 years to develop the TOC as it exists today. Originally conceived to house a modest paratransit operation, years before the passage of the Americans with Disabilities Act (ADA), the facility is stretched to capacity utilization as MCT has grown into a multi-modal transportation provider. At the outset MCT acquired 12.65 acres and constructed a 24,000 square foot repair shop and office building in 1997 to house what was then expected to be a fleet of 20 small buses and a total workforce of 25 employees. The facility has been expanded incrementally several times since that time; however, a comprehensive site plan devised to accommodate the significant expansion of vehicles, services and employees has never been undertaken.

Limited security at the TOC poses a significant safety risk not only to employees, visitors and transit users, but also to thousands of residents throughout Madison County and the greater St. Louis metropolitan area. Federal funding assistance is urgently needed to resolve homeland security risks. As presently configured, the facility cannot be effectively monitored by security cameras or staff. Large gaps exist in perimeter fencing and there are multiple entrances. Moreover, offices, services and activities are widely dispersed. These gaps in security have been exposed in the past with numerous instances of theft, vandalism, assault and break-ins.

Demand for paratransit service boomed in the 1990s following passage of the ADA and local pressures mounted for MCT to assume direct responsibility for fixed route transit operations in Madison County in addition to paratransit. Working closely with the regional MPO, the East-West Gateway Council of Governments and St. Louis-based Bi-State Development Agency, a transition of operating responsibility was affected during 1995-1998. Additionally, the regional rideshare program, which became RideFinders, was transferred to MCT by the MPO in 1995.

MCT purchased an additional 15 acres to accommodate a second, larger garage constructed in 1997 for fixed route system operations and maintenance. While limited administrative office space was designed into the new garage; the project was funded locally and construction planning did not fully account for the unprecedented rise of Intelligent Transportation Systems (ITS) technologies that are now available, and national security concerns triggered by the “9/11” tragedy. In recent years MCT has added a small block building and a double-wide modular trailer to the TOC for the expansion of administrative functions and to accommodate a growing staff.

As overcrowding has become a greater issue, potentially adverse effects on vehicle and facilities maintenance are a major concern. Significant inefficiencies are caused by the physical dispersion of administrative staff in four buildings spread over the 34-acre TOC campus.
Key issues include:

- Shortage of office, meeting, operations, administration and storage space
- Inadequate, unsafe and failing parking lots where staff/visitor parking and walkways are comingle with bus parking and deployment
- Multiple unmonitored entrance/ways and gaps in perimeter fencing pose a significant security risk.
- Bus routes do not serve administrative offices directly, preventing staff and visitors from using transit to access MCT’s Base of Operations.
- Some offices are currently located in the mezzanine above the maintenance garage, where it’s difficult to maintain temperature control and where serious noise interference from the garage creates poor working conditions.

It is critical that MCT make additional floor space available in existing garages to keep up with expanding maintenance requirements dictated by a growing and increasingly complex fleet of transit buses, rideshare vans and complementary paratransit vehicles.
Demonstration of Need continued

The first garage, which was designed nearly 30 years ago and opened in 1985, was originally intended to accommodate a maximum of 25 small buses. However, the Runabout fleet now consists of 35 vehicles and is projected to increase to 50 vehicles by 2025. The mezzanine level above the shop floor, which should be utilized to house maintenance support personnel, backup server room, secure storage room, and bulk maintenance supplies, in fact has been “temporarily” converted to offices in 1990 as was part of the garage floor space. Today these areas are occupied by the agency’s five-member Marketing & Planning Department. Customer service functions require that front-line employees in the Marketing & Planning Department be located in close proximity to planned Visitor area in the new Administration Building. Transactions are conducted in the lobby reception area of Building 1, which poses several concerns.

In recent years, the comingling of bus, transit support and staff/visitor vehicles has resulted in a number of conflicts and near collisions, including a bus operator who was seriously injured walking from his car to Garage 2 by another driver reporting to work. It is critical that bus parking, maintenance and deployment be segregated from other vehicular traffic at the TOC. As vehicles, employees and visitors to MCT continue to increase, the need for improved parking and pedestrian facilities will become exponentially more important.

In the mid-1990s, the bus parking lots adjacent to the two garages failed under the volume of heavy-duty bus traffic. Since then MCT has struggled to secure funding to replace the lot and installing new energy efficient lighting and a back-up generator for the maintenance garages. Garage 1 has a very limited back-up generator that can handle less than 10% of the building’s electrical needs. As facility renovation needs have emerged MCT has used primarily local funds to pay for necessary improvements. For example, a new $450,000 diesel exhaust fluid (DEF) system on the fuel building was recently installed using MCT local funds.

Moving existing administrative personnel out of the garages will reduce maintenance supervision and labor overtime expenses, create room for operations training, expand parts inventory to reduce vehicle down times, and accommodate advanced fare collection (AFC), computer diagnostic and other technologies that have become the new standards for transit maintenance safety and security. IT-related functions have increased sharply in recent years with much of MCT’s fleet now equipped with electronic destination signs, engine warning systems and vehicle diagnostic capabilities. MCT is also acquiring advanced fare collection (AFC) equipment in collaboration with Bi-State Development Agency (Metro) to implement a seamless regional transit system. The fixed route fleet will be equipped with smart card readers in mid-2013.
**Energy Savings**

MCT anticipates eliminating four relief vehicles from its fleet of non-revenue vehicles following project completion. Over 4,200 gallons of gasoline per year will be saved shifting operator relief points to the TOC from remote relief points in Edwardsville and Granite City.

The Administration Building will support sustainable and advanced technologies by including a geothermal HVAC system to substantially reduce energy costs. Offices will also be equipped with motion sensors to reduce energy consumption and all electrical fixtures will be designed with high efficiency standards as well. MCT also plans to place solar panels on the top of the new administration building to capture additional energy savings.

**Planning and Local/Regional Prioritization**

Keeping the TOC in good repair and adequately sized to meet the region's commitment to public transportation has been a consistent tenet of the regional planning process for nearly 25 years since MCT assumed direct responsibility for fixed route transit, complementary paratransit and vanpool service delivery.

**The project is consistent with local and regional plans.** East-West Gateway Council of Governments (EWGCOG), the Metropolitan Planning Organization for the St. Louis region has indicated their support for the project and will amend the TIP to include the new administration building and safety enhancements. A letter of support from Executive Director Ed Hillhouse of the East-West Gateway Council of Governments is provided in the Appendix.

**Local Match is Available.** This is a high priority project for MCT and the required $3,513,000 of local matching funds will be set aside pending project approval. MCT will utilize local funds generated by a quarter-cent sales tax dedicated to MCT by act of the Illinois State Legislature to pay the local share of this project and operate the service.
Project Readiness

This project is ready for implementation almost immediately upon receipt of grant approval from FTA.

No land acquisition is required. MCT owns the property outright, having purchased the 6.5-acre parcel in 2000 for $450,000 using local funds.

A Categorical Exclusion (CE) is anticipated. There are no known environmental concerns that would delay granting of a Categorical Exclusion (CE) by FTA. The property on which the new Administration Building will be constructed is contiguous to the existing TOC, with no significant impacts on neighboring properties. The property has favorable zoning (commercial) and the project is strongly supported by the local zoning authority, the Village of Pontoon Beach.

The project can be completed within a single construction season and fully operational within 15 months following grant award.

Table A: Project Implementation Schedule

<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>START</th>
<th>FINISH</th>
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<tbody>
<tr>
<td>Architectural and Engineering Design</td>
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<tr>
<td>A/E Services During Construction</td>
<td>04/01/13</td>
<td>03/01/14</td>
</tr>
<tr>
<td>Site Preparation</td>
<td>09/01/12</td>
<td>11/01/12</td>
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<tr>
<td>Earthwork</td>
<td>09/01/13</td>
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<tr>
<td>Utility Relocations</td>
<td>04/01/13</td>
<td>06/01/13</td>
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<tr>
<td>Water and Sanitary Sewer</td>
<td>03/15/13</td>
<td>08/15/13</td>
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<tr>
<td>Administration Building -Foundation and Exterior</td>
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<td>09/01/13</td>
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<tr>
<td>Administration Building -Interior</td>
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<td>03/01/14</td>
</tr>
<tr>
<td>Super Stop Construction</td>
<td>06/01/13</td>
<td>01/01/14</td>
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<tr>
<td>Roadway - Chain of Rocks Road south perimeter</td>
<td>08/15/13</td>
<td>11/01/13</td>
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<tr>
<td>Security Fencing</td>
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<td>04/01/14</td>
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<tr>
<td>Site Lighting and Connection</td>
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<td>03/01/14</td>
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<tr>
<td>Parking Lot</td>
<td>09/15/13</td>
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<tr>
<td>Landscaping</td>
<td>08/15/14</td>
<td>03/31/14</td>
</tr>
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</table>

MCT is fully capable to implement this project.

MCT is an FTA direct recipient in good standing with proven technical, legal and financial capacity to administer the grant and manage the project to successful completion. MCT achieved a Certificate of “No Findings” in all 24 categories examined in its two most recent FTA Triennial Reviews conducted in 2007 and 2010. Both certificates are included in the Appendix.
Project Budget

The total project cost is $17,565,000 as summarized in the following table. MCT is seeking $14,052,000 of FTA State of Good Repair grant funds to be matched by $3,513,000 of local sales tax revenues.

Table B: Project Budget

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Federal Request 80% of Project</th>
<th>Local Match 20% of Project</th>
<th>Total Cost</th>
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<tbody>
<tr>
<td>Administration Building Total ¹</td>
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<td>$11,187,000</td>
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<td>Geothermal HVAC System for Admin Building ²</td>
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<td>&quot;Super Stop&quot; Bus Transfer Facility with Connecting Canopy</td>
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<td>Pre-cast Guard Building</td>
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<td><strong>Total Project Cost</strong></td>
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<td><strong>$3,513,000</strong></td>
<td><strong>17,565,000</strong></td>
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1. Office Building includes structure, furnishings, utility relocation, LED site lighting, emergency generator, and landscaping.
2. Increase in cost from conventional HVAC to Geothermal.
3. Roadway improvement needed to improve security and segregate public traffic from bus traffic.
4. Full Duplex high bandwidth licensed microwave links connecting all MCT transfer stations to the video monitoring station at the new administration building.
5. High security fencing to segregate new administrative building from the federally funded rolling stock.

A 2011 Balance Sheet excerpted from MCT’s most recent audit is provided in the Appendix to document MCT’s financial capacity to pay the local match.
Appendix

2010 Triennial Review "Certificate of No Findings"

2007 Triennial Review "Certificate of No Findings"

2011 MCT Balance Sheet

Executive Director Ed Hillhouse, East-West Gateway Letter of Support

Chancellor Vaughn Vandegrift, Southern Illinois University Edwardsville, Letter of Support

President Dale Chapman, Lewis & Clark Community College, Letter of Support

Mayor Tom Hoechst, Mayor of Alton, Letter of Support

Executive Director Nancy Berry, St. John's Community Care, Letter of Support
Achievement of Excellence

presented to

Madison County Transit District
Granite City, Illinois

Federal Transit Administration
Region V

Certificate for exemplary completion of a U.S. DOT FTA Triennial Review during Fiscal Year 2010 presented to federal-funded public transportation providers and agencies who had no open final report findings in the areas examined.

Marisol R. Simón, Regional Administrator
Achievement of Excellence

presented to

Madison County Transit District
Granite City, Illinois

by

Federal Transit Administration
Region V

Certificate for exemplary completion of a U.S. DOT Federal Transit Administration Triennial Review during Fiscal Year 2007 presented to federal-funded public transportation providers and agencies in Region V who had no findings in the areas examined.

Marisol R. Simón, Regional Administrator
## MADISON COUNTY MASS TRANSIT DISTRICT
### BALANCE SHEET - GOVERNMENTAL FUND
### JUNE 30, 2011

### GENERAL FUND

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<td>Prepaid Expenses</td>
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<td>Other Receivable</td>
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<tr>
<td><strong>TOTAL LIABILITIES AND FUND BALANCES</strong></td>
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The accompanying notes are an integral part of the financial statements.
March 16, 2012

Adam Schildge
Office of Program Management
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Schildge:

East-West Gateway Council of Governments is pleased to support Madison County Transit District’s application for a 2012 State of Good Repair Initiative Grant. In its application Madison County Transit District seeks funds to significantly improve the safety and security of its base of operations in Granite City and construct a new operations mobility center with a multi-modal transfer site. This new facility will vastly improve the efficiency of providing transit services by consolidating departments into one building, creating room for driver training, freeing up additional space for bus maintenance and servicing and improving access to Madison County Transit for the general public.

All bus route services for Madison County Transit, both fixed-route and paratransit have administrative and maintenance staff that operate out of this facility, making it the nerve center for MCT. The replacement of bus support facilities is crucial to the continued delivery of safe and reliable transportation services for Madison County residents.

As the metropolitan planning organization for the St. Louis region, East-West Gateway has long supported Madison County Transit District’s efforts to provide affordable and sustainable transportation services. Although these projects are not identified on the region’s current Transportation Improvement Program (TIP), the East-West Gateway Council of Governments will amend the TIP if the application submitted by Metro is selected to receive funding through the 2012 State of Good Repair Initiative Grant.

Thank you for this opportunity to express our support for the project. We look forward to your favorable consideration of Madison County Transit District’s application. If you need any information, please do not hesitate to contact me.

Sincerely,

Ed Hillhouse
Executive Director
March 20, 2012

Jamie Pfister
Director of Office of Transit Programs
Federal Transit Administration
East Building 4th Floor
1200 New Jersey Avenue, SE
Washington D.C. 20590

Dear Ms. Pfister:

For more than a decade, Southern Illinois University Edwardsville (SIUE) has relied on the multi-modal transportation services provided by Madison County Transit (MCT). As a growing metropolitan university, with more than 15,000 students and 2,000 faculty and staff, SIUE partners with MCT to provide on and off-campus transit service, Paratransit service for individuals with disabilities and carpool/vanpool service for commuters.

I am writing this letter in support of MCT’s efforts to secure a State of Good Repair grant for critical safety and security upgrades as well as the replacement, repair and enhancement of aging structures at its base of operations. This grant will allow for the continued provision of affordable and efficient transportation services which are vital to this university and region.

With campuses in Alton, Edwardsville and East St. Louis, SIUE plays a pivotal role in higher education and community development in the St. Louis metropolitan region. MCT services are critical in facilitating the ongoing expansion of SIUE’s student enrollment, degree programs, outreach efforts and commitment to sustainability. Each day, thousands of SIUE students and staff utilize MCT services for getting to campus, accessing off-campus jobs and services, running errands or simply for recreation - significantly reducing our carbon footprint and improving the livability of our campuses and communities.

For these reasons, I strongly support MCT’s application for a State of Good Repair Grant from the Federal Transit Administration. Thank you for your consideration.

Sincerely,

Vaughn Vandegrift
Chancellor
March 15, 2012

Ms. Jamie Pfister  
Director of Office of Transit Programs  
Federal Transit Administration  
East Building 4th Floor  
1200 New Jersey Avenue, SE  
Washington D.C., 20590

Dear Ms. Pfister:

I am writing to express my support for Madison County Transit’s State of Good Repair application for a safe, secure, and enhanced base of operations. As President of Lewis & Clark Community College (L&C), an institution with more than 26,000 students and nearly 600 employees at six campuses, I am keenly aware of the vital role that MCT plays in providing transportation options throughout Southwestern Illinois.

From a practical standpoint, there are thousands of individuals in the Lewis and Clark District who are transit-dependent and would not have access to classes, employment opportunities, and other services without MCT’s extensive transportation system. At Lewis & Clark alone, MCT provides 30-minute public bus service as well as door-to-door service for students and staff with disabilities. Without these affordable and convenient transportation options, many residents could not find training or employment.

For years, L&C has also been committed to environmental sustainability and is working to reduce harmful vehicle emissions and improve air quality by encouraging the use of transit and carpooling for commuting.

As a proud supporter of public transportation and an advocate for Madison County Transit, I am happy to support this grant application and urge you to fund this important project not just for MCT but for the entire region.

Sincerely,

Dale T. Chapman, Ed.D.  
President
March 19, 2012

Jamie Pfister
Director of Office of Transit Programs
Federal Transit Administration
East Building 4th Floor
1200 New Jersey Avenue, SE
Washington D.C., 20590

Dear Ms. Pfister,

I am writing to show my support of Madison County Transit’s State of Good Repair Grant. This grant will enable MCT to enhance its transit operations center and to continue providing the high quality transit services that the City of Alton and many other communities have come to depend on. It is my hope that the review committee will understand the critical safety and security needs and will fund this project accordingly.

Since the early 1980s, MCT has been integral to the success of our community and many others in Madison County, by providing high quality affordable transportation services for our residents, businesses and organizations. Most recently, MCT has opened a new bus transfer station in our downtown area, creating a vital link for Alton residents as well as individuals traveling to and from Alton for work, classes or recreation.

The City of Alton and MCT have been proud partners on a number of projects which have provided great benefit to residents throughout the Riverbend area. I look forward to the continued enhancement and expansion of MCT services as the need continues to increase over the coming years. Thank you for the opportunity to show my support for this application.

Sincerely,

Mayor Tom Hoechst
City of Alton
March 6, 2012

Jamie Pfister  
Director of Office of Transit Programs  
Federal Transit Administration  
East Building, 4th Floor  
1200 New Jersey Avenue, SE  
Washington DC, 20590

Dear Ms. Pfister:

St. John's Community Care Adult Day Program serves individuals with disabilities and dementia throughout Madison County, Illinois. The majority of our participants have cognitive impairments due to Alzheimer's, traumatic brain injuries, or strokes. Our primary goal is to assist family members by providing a safe place for their loved ones to be cared for during the day, allowing caregivers to maintain jobs and normal day to day activities. We also provide a positive, supportive environment for the participants, contributing to an increased sense of well-being and self-esteem.

This critical program would not be possible without the aid of Madison County Transit's (MCT) Runabout Paratransit program which shuttles nearly one-third of our clients on a regular basis. It is for this reason that I am writing to support MCT's State of Good Repair application. On behalf of the clients and families who benefit from our day program, I urge you to fund this grant which will allow MCT to continue its vital services for our organization as well as many others in Madison County and beyond.

Thank you for your consideration.

Sincerely,

Nancy J. Berry, MHA  
Executive Director

Cc: Stacey Rhodes, Adult Day Program Director