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<tr>
<th>Item</th>
<th>Recommendation</th>
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<tr>
<td>I.</td>
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<tr>
<td>Pledge of Allegiance.</td>
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<td>II.</td>
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<td>Call to Order: Roll Call.</td>
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<td>III.</td>
<td>Approval</td>
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<td>Consideration of the Minutes of the June 28, 2012 Regular Meeting for inclusion in the official records of the District.</td>
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<td>IV.</td>
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<tr>
<td>Public Comments.</td>
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<td>V.</td>
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<td>Financial:</td>
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<tr>
<td>A.</td>
<td>Approval</td>
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<tr>
<td>Payments and Claims: Consideration of the June 2012 claims for payment.</td>
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<td>B.</td>
<td>Approval</td>
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<tr>
<td>VI.</td>
<td>Information</td>
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<tr>
<td>Transit Service:</td>
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<td>A.</td>
<td>Information</td>
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<td>Managing Director's Report: Jerry J. Kane.</td>
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<tr>
<td>B.</td>
<td>Information</td>
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<td>C.</td>
<td>Approval</td>
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<tr>
<td>Motion to dispose of vehicle to St. Joseph's Hospital, Highland, IL.</td>
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<td>VII.</td>
<td></td>
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<tr>
<td>Other Business:</td>
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<tr>
<td>VIII.</td>
<td>Approval</td>
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<tr>
<td>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).</td>
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<td>IX.</td>
<td>Approval</td>
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<tr>
<td>Adjournment.</td>
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</table>
I. Pledge of Allegiance
Chairman Corbett led the reciting of the Pledge of Allegiance.

II. Call to Order: Roll Call

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

OTHERS PRESENT: Jerry Kane, Managing Director; John Papa, Legal Counsel; Mary Ruth Kettenbach, ACT; Erin Werner, ACT; S.J. Morrison, ACT; and David Sharfarz, OPTrans LLC

III. Consideration of the Minutes of May 31, 2012
TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE CHADWICK, TO APPROVE THE MINUTES OF THE MAY 31, 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.

IV. Public Comments
No public comments were presented.

V. Financial

A. TRUSTEE CHADWICK MADE THE MOTION, SECONDED BY TRUSTEE HAGNAUER, TO APPROVE THE PAYMENTS AND CLAIMS REPORT FOR MAY 2012, EXCLUDING THE PAYMENTS AND CLAIMS TO GRANITE CITY TOWNSHIP AND THE GRANITE CITY CITY TREASURER.

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 CHADWICK MADE THE MOTION, SECONDED BY TRUSTEE ALLAN, TO APPROVE THE PAYMENTS AND CLAIMS TO GRANITE CITY TOWNSHIP AND THE GRANITE CITY CITY TREASURER FOR MAY 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.

C. TRUSTEE ALLAN MADE THE MOTION, SECONDED BY TRUSTEE CHADWICK, TO APPROVE THE RESOLUTION:

12-44 ADOPTING THE FY 2013 OPERATING BUDGET

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. Fare Analysis Presentation: David Sharfarz, OPTrans LLC.

VI. Transit Service

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

B. TRUSTEE MALONE MADE AN OMNIBUS MOTION, SECONDED BY TRUSTEE HAGNAUER, TO APPROVE THE FOLLOWING RESOLUTIONS AND MOTIONS:

12-45 ESTABLISHING THE PREVAILING RATES OF WAGES APPLICABLE TO LABORERS, MECHANICS, AND OTHER WORKERS EMPLOYED IN ANY PUBLIC WORKS IN MADISON COUNTY, ILLINOIS
12-46 AUTHORIZING THE EXECUTION OF MOTOR VEHICLE LEASE AND MAINTENANCE AGREEMENTS

MOTION TO APPROVE THE PROPOSED AUGUST 2012 SERVICE CHANGES

MOTION TO APPROVE THE PROPOSED FISCAL YEAR 2013 SCHEDULE OF BOARD MEETING DATES

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. 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 (51LCS 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.

VIII. Executive Session to Discuss the Acquisition, and/or Sale or Lease of Property, and/or Security, and/or Litigation (51LCS 120/2 et. seq., 2(c)5, 2(c)6, 2(c)8, and 2(c)11 of the Open Meetings Act).

TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE ALLAN, 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.
IX. TRUSTEE CHADWICK MADE THE MOTION, SECONDED BY TRUSTEE MALONE, TO APPROVE THE RESOLUTION:

12-47 APPROVING THE PETITION TO VACATE TRANSIT WAY, PONTOON BEACH, ILLINOIS

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 MALONE, 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 11:10 a.m.

Respectfully submitted:

Erin Werner
August 2012 Service Change Public Meeting Summary

To: Board of Trustees

From: Jerry Kane
         SJ Morrison

Subject: August 2012 Service Change Public Meeting

Date: Thursday, July 19, 2012

SUMMARY:

MCT hosted a public meeting from 3:00 – 5:00 p.m. on Thursday, July 19, 2012 at the MCT Granite City Station to provide information about the upcoming August Service Change, specifically, the shift from 5th & Missouri to the Emerson Park MetroLink Station on the routes of the #5 Tri-City Regional and the #18 Collinsville Regional.

COMMENTS:

Approximately 20 individuals were given information about the upcoming changes including new maps and schedules for the #5 and the #18. Only 5 individuals chose to sign in and only 1 individual chose to leave a comment.

Of the MCT passengers that we spoke to about the change, most of them were unaffected as the MetroLink is their destination. For those passengers who are traveling to Downtown East St. Louis, many of them were not affected by the change because they have a free ride ID and the transfer to MetroLink will not add to the cost of their trip.

For one MCT passenger, Downtown East St. Louis is often his destination, and since he’s a cash-paying passenger, the service change will force him to pay for a regional transfer to MetroLink and ride from Emerson Park to 5th & Missouri. However, he also shared that he works in St. Louis and that he often takes the MetroLink to and from work, so only those few occasions when he travels to East St. Louis will he be affected by the August Service Change.
MCT releases new bikeways maps
Maps will be easier to carry around for bikeriders and runners

By STEVE HORRELL
stevehorrell@hotmail.com

The newest bikeways map from Madison County Transit fits in your back pocket.
That may be news to many of the thousands of bicyclists, runners, rollerbladers and nature lovers who have hit the trails in and around Edwardsville and Glen Carbon.
Actually, a larger, klunkier version of the trail map has been published periodically since 2003, according to Jerry Kane, MCT's managing director.
"By the time we printed the 2010 trail map, the map was very difficult to fold and was too large to be of much use on the trail," Kane said.
So, as with most things in life, the map has shrunk over time. Today it's 3.5 inches-by-5-inches.
The transit district is perhaps best known for operating bus service throughout Madison County. As such they became aware of a vendor who marketed "Z card" bus system maps to transit districts. The maps were as small as a credit card to maps the size of the current 2012 Madison County Bikeway Map.
"By utilizing the patented 'Z card' we were able to have a map that could be easily carried by trail users, was easy to open and close, and was, by comparison, about half of the size of the previous maps when folded," Kane said.
Maps can be requested at www.mcttrails.org.
The 2012 Bikeway Map is sandwiched between durable cardboard covers. Madison County has more than a hundred miles of paved trails, and the map unfolds to feature seven color-coded loops. The loops range from the 10-mile Goshen-to-Heritage-to-Nickel Plate loop in Edwardsville and Glen Carbon to the 31.1 mile loop around the Nature, Nickel Plate, Heritage, Goshen and Schoolhouse trails.

While MCT has never solicited comments outright, many have been left on the district's web site. "We rode about 17 miles of your trails Saturday and enjoyed it very much," wrote Jimmy Williams of O'Fallon, Ill. "The trails were in great shape and good for riders of all ages and skill level. Would like to have maps of all of the trails to help plan our next outing."
Steve Lynn, of Highland, planned to use the map to start running the trails to train for a marathon.
Others said they planned to begin with the 10-mile loop and ride their way through all seven.
The map includes bike-to-transit connections that are identified by a bus symbol. Madison County, Kane said, is perhaps the only transit system in the country that owns its own bikeway system. And all MCT buses have operational bike racks.
The district also has a companion MCT Bus System map, illustrating the bus routes and related transit information such as fares and policies.
The bikeway/trail connections are designated by a bicycle symbol on the transit map.

Mark Polega/Intelligencer
Taxpayers foot 71% of Redbird Express bills
St. Clair County transit official says service is gaining popularity

BY BRAD WEISENSTEIN

News-Democrat

Does $5 sound like a good deal for a round-trip ride from Fairview Heights to the Cardinals game? How about $16?

The Redbird Express bus route from St. Clair Square in Fairview Heights to Busch Stadium in 2011 cost $524,742 while riders paid $153,352 in fares, according to data obtained under the Illinois Freedom of Information Act from the St. Clair County Transit District. That means each passenger cost taxpayers $16 for a service that was abandoned by Madison County and Missouri transit systems.

"We believe it is a way to provide service to people who pay for the transit system that might not otherwise use it," said William Grogan, managing director of the St. Clair County Transit District. "It is popular and increasing in popularity. A sizable elderly population uses the service. It's a way to give back to people who use transit services or who can't otherwise use transit for their commute or other needs."

He said public transit is subsidized, and transit systems measure themselves by the ratio of "farebox recovery" — how much passengers pay vs. the cost of providing service. The Redbird Express recovered 29 percent of its costs last year compared with MetroLink and Metro buses in St. Clair County each recovering about 12 percent.

In the past five years, Redbird Express ridership and the fares collected have almost doubled, according to district data.

"It's the best. It gets you right to the game and right back," said Michael Stephenson, who on June 29 was boarding a Redbird Express to the St. Louis Cardinals-Pittsburgh Pirates game as five other buses waited for passengers near the mall's water tower. "MetroLink takes too long."

Stephenson said he'd use the service even if he had to pay the actual cost of $16.

Bruce Graul, of Anna, was headed to the game with his 12-year-old son, Brocton. He likes the atmosphere on the bus.

"You get to talk and commune with other Cards fans — and the occasional Cubs fan," he said.

While ridership has doubled, the costs during the past five years have more than tripled from $155,250 in 2007 to $524,742 in 2011. Grogan said the growth in costs and ridership can be attributed to more buses being used, more staff time being devoted to the service and a marketing campaign that cost $120,735 last year.

Marketing costs hit a peak of $189,838 in 2010, but Grogan said it was cut by $70,000 last year and may be trimmed even more because people are getting the word about the service.

Metro Transit provides the buses for the Redbird Express at a cost of $52 per hour per bus, with a minimum charge of four hours per bus. Last year, the buses were almost 60 percent full.

The Madison County Transit District killed its Redbird Express after 2004 because the buses were only about 20 percent full, said Steven J. Morrison, MCT's director of marketing and planning. Madison County still operates Muny Express and Rams Express buses because they run at about 85 percent capacity, he said.

"Principally, our board eliminated it in February 2005 due to lack of ridership. We were carrying nine to 15 people on a 40-seat bus and operating in three different corridors," Morrison said.

St. Clair County last year averaged 23.5 people per 40-passenger bus.

Metro Transit-St. Louis in 2004 stopped its Missouri routes for the Redbird Express and has no plans to reinstate them, spokeswoman Dianne Williams said.

The Redbird Express formerly had a route from downtown Belleville to the stadium, but Grogan said it was dropped for lack of riders even before MetroLink extended service across St. Clair County in 2001.
Redbird Express starts at the mall within four miles of two MetroLink light-rail stations that also connect to the ballpark. So why not take the train?

Grogan said the transit district considered dropping the bus service when light rail service began, but it survived. Riders get a seat on the bus but are often left standing elbow to armpit on the train.

"The answer is apparent if you stand on the eastbound train platform after a game — it's a huge, jammed-up crowd. A lot of people don't want to stand in line," Grogan said.

The Redbird Express buses are lined up along South Seventh Street in the block next to the stadium. Grogan said the last one leaves within a half-hour of the end of the game, meaning no time for hitting a local watering hole.

John Brashear, of Centralia, was making his first trip on the Redbird Express but said his family members took it a few times before. He said he's had some bad trips on MetroLink.

"After the game it's crowded and you have to wait. We got caught in downpours a couple times waiting for the train," he said.

He said he didn't realize how heavily the bus service was subsidized, and said that would be a consideration before he uses it again.

Contact reporter Brad Weilstein at bnd.com or 239-2510.

http://digital.olivesoftware.com/Olive/ODE/BellevilleNews-Democrat/PrintComponentView
**Redbird Express by the numbers**

<table>
<thead>
<tr>
<th>Year</th>
<th>Subsidized cost of Redbird Express</th>
<th>Portion of cost covered by fares</th>
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<tr>
<td>2007</td>
<td>$100,000</td>
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<tr>
<td>2008</td>
<td>$200,000</td>
<td></td>
</tr>
<tr>
<td>2009</td>
<td>$300,000</td>
<td></td>
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<tr>
<td>2010</td>
<td>$500,000</td>
<td>$524,742</td>
</tr>
<tr>
<td>2011</td>
<td>$500,000</td>
<td>$524,742</td>
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- **$5** adult fare on Redbird Express
- **$16** actual cost per passenger
- **$524,742** total cost for service in 2011
- **$52** hourly cost per bus, 4-hour min.
- **29%** Redbird Express service costs covered by fares
- **12%** Metrolink costs covered by fares
Bruce Graul, of Anna, says he and his son, Brocton, like the atmosphere aboard the Redbird Express, which takes baseball fans between St. Clair Square in Fairview Heights and Busch Stadium in St. Louis.
BIKE TREK: More to love in Madison County

07/04/2012, 3:23 pm
Comment on this story

Mike Murphy, mikem@mywebtimes.com, 815-431-4031

Crossing the Mississippi River on the Chain of Rocks Bridge north of St. Louis was my reason to bring my bicycle to Madison County, Ill.

Jerry Kane has a better one.

"Not many people come to our county to cross the bridge, but rather to ride the (Madison County Transit) trail system," he said.

Kane has a stake in his claim — he's managing director of the MCT — but I won't dispute him. As a side trip on my Chain of Rocks journey, I traveled two of the transit authority's first-class trails.

"We started our trails to preserve rail corridors for future transportation use that would otherwise be abandoned, and lost forever," said Kane, a bicyclist himself.

"The trail program became very popular. What some saw as a possible intrusion into their neighborhoods when the trails were first proposed, soon became a neighborhood asset. The people who opposed the trails soon become proponents. Today, many people believe it is the best thing that ever happened to their community/neighborhood."

The routes I traveled — Nature Trail and Nickel Plate, in the Edwardsville and Glen Carbon areas — alternated between woods, prairie and up against neighborhood back yards. On a weekday evening, plenty of friendly bicyclists and pedestrians were using the paved trails.

There were plenty of signs and access to parking. Even though MCT operates buses, it pays attention to its recreational trail system, which Kane said it plans to expand.

It's nice to see a mass transit authority that appreciates bicyclists and pedestrians. In Madison County, the Chain of Rocks Bridge is just a small part of the ride.

Want to know more?

- Go online to www.mctrails.org for complete information about recreational trails in Madison County, Ill.