<table>
<thead>
<tr>
<th>Item</th>
<th>Recommendation</th>
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<tbody>
<tr>
<td>I.</td>
<td>Pledge of Allegiance.</td>
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<tr>
<td>II.</td>
<td>Call to Order: Roll Call.</td>
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<tr>
<td>III.</td>
<td>Consideration of the Minutes of the October 25, 2012 Regular Meeting for inclusion in the official records of the District.</td>
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<tr>
<td>IV.</td>
<td>Public Comments.</td>
</tr>
<tr>
<td>V.</td>
<td>Financial:</td>
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<td>A. Payments and Claims: Consideration of the October 2012 claims for payment.</td>
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<td>VI.</td>
<td>Transit Service:</td>
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<td>A. Managing Director's Report: Jerry J. Kane.</td>
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<td>B. Resolution 13-06 Authorizing the filing of application to the Federal Transit Administration for Congestion Mitigation and Air Quality Improvement Funds for the procurement of replacement transit buses.</td>
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<td>C. Resolution 13-07 Authorizing the filing of application for funding through the Illinois Department of Transportation, Division of Public and Intermodal Transportation, FY 2013 Downstate Capital Initiative for improvements to the MCT Transit Operations Center.</td>
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<td>D. Resolution 13-08 Authorizing the award contracts for bus maintenance tools, diagnostic equipment, spare parts and computers.</td>
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<td>VII.</td>
<td>Other Business:</td>
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<td>VIII.</td>
<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>Motion to direct the attorney to file all necessary documents to preserve and prosecute an appeal from the adverse rulings in the Poletti Family Limited Partnership and Steven J. Poletti condemnation cases, 10-ED-19 and 10-ED-20.</td>
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<tr>
<td>X.</td>
<td>Adjournment.</td>
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MINUTES
Board of Trustees Meeting
Madison County Mass Transit District
9:30 a.m., Thursday, October 25, 2012
One Transit Way, Granite City, Illinois

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, Edward Hagnauer, and Bruce Malone
MEMBERS ABSENT: Rose Marie Chadwick
OTHERS PRESENT: Jerry Kane, Managing Director; John Papa, Legal Counsel; Mary Ruth Kettenbach, ACT; Erin Werner, ACT; Joe Wright, ACT; Scott Weber, Scheffel & Company, P.C; Jenny Zipprich, Scheffel & Company, P.C.; and Jonathan Frederick, Scheffel & Company, P.C.

III. Consideration of the Minutes of September 27, 2012
TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE ALLAN, TO APPROVE THE MINUTES OF THE SEPTEMBER 27, 2012 REGULAR MEETING FOR INCLUSION IN THE OFFICIAL RECORDS OF THE DISTRICT.

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

IV. Public Comments
No public comments were presented.

V. Financial
A. Payments and Claims: Consideration of the September 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 FOR SEPTEMBER 2012, EXCLUDING THE PAYMENT AND CLAIM TO GRANITE CITY CITY TREASURER.

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.
TRUSTEE ALLAN MADE THE MOTION, SECONDED BY TRUSTEE MALONE, TO APPROVE THE PAYMENT AND CLAIM TO GRANITE CITY CITY TREASURER FOR SEPTEMBER 2012.

A ROLL CALL VOTE FOLLOWED:

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

AYE
ABSENT
AYE
ABSTAIN
AYE

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


A ROLL CALL VOTE FOLLOWED:

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

AYE
ABSENT
AYE
AYE
AYE

ALL AYES. NO NAYS. MOTION CARRIED.


TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE ALLAN, TO ACCEPT THE FY 2012 AUDIT AS PRESENTED.

A ROLL CALL VOTE FOLLOWED:

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

AYE
ABSENT
AYE
AYE
AYE

ALL AYES. NO NAYS. MOTION CARRIED.

VI. Transit Services

A. St. Louis Regional Rideshare Program – RideFinders Presentation: Joe Wright, Director of RideFinders

B. Managing Director’s Report: Jerry Kane presented the report.

C. TRUSTEE MALONE MADE AN OMNIBUS MOTION, SECONDED BY TRUSTEE HAGNAUER, TO APPROVE THE PROPOSED JANUARY 2013 SERVICE CHANGES AND THE FOLLOWING RESOLUTION:

13-05 AUTHORIZING THE AWARD OF A CONTRACT FOR THE PURCHASE AND DELIVERY OF 15-PASSENGER VEHICLES FOR SERVICE IN THE RIDEFINDERS REGIONAL VANPOOL PROGRAM
A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.

VII. Other Business

No items presented.

VIII. 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 MALONE MADE THE MOTION, SECONDED BY TRUSTEE ALLAN, 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     ABSENT
DANIEL CORBETT          AYE
EDWARD HAGNAUER         AYE
BRUCE MALONE            AYE

ALL AYES. NO NAYS. MOTION CARRIED.

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     ABSENT
DANIEL CORBETT          AYE
EDWARD HAGNAUER         AYE
BRUCE MALONE            AYE

ALL AYES. NO NAYS. MOTION CARRIED.

IX. TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE HAGNAUER, DIRECTING THE DISTRICT’S LEGAL COUNSEL TO ADVISE MR. CRAIG BRUMITT THAT HE DOES NOT OWN THE WATER TOWER THAT SITS ALONG THE MCT NICKEL PLATE TRAIL AND THAT HE AND HIS AGENTS ARE TO STAY OFF THE PROPERTY.

A ROLL CALL VOTE FOLLOWED:

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

ALL AYES. NO NAYS. MOTION CARRIED.
X. **Adjournment**

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

A ROLL CALL VOTE FOLLOWED:

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<tr>
<th>Name</th>
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<tr>
<td>J. TERRY ALLAN</td>
<td>AYE</td>
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<tr>
<td>ROSE MARIE CHADWICK</td>
<td>ABSENT</td>
</tr>
<tr>
<td>DANIEL CORBETT</td>
<td>AYE</td>
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<tr>
<td>EDWARD HAGNAUER</td>
<td>AYE</td>
</tr>
<tr>
<td>BRUCE MALONE</td>
<td>AYE</td>
</tr>
</tbody>
</table>

ALL AYES. NO NAYS. MOTION CARRIED.

Meeting adjourned at 11:07 a.m.

Respectfully submitted:

[Signature]
RESOLUTION 13-06

AUTHORIZING THE FILING OF APPLICATION
TO THE FEDERAL TRANSIT ADMINISTRATION
FOR CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT FUNDS
FOR THE PROCUREMENT OF REPLACEMENT TRANSIT BUSES

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

WHEREAS, the District has the responsibility to operate and maintain 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, Congestion Mitigation and Air Quality Improvement (CMAQ) funds, in the amount of one million, four hundred fifty-two thousand, five hundred dollars ($1,452,500), have been allocated to Madison County Mass Transit District for the procurement of replacement heavy-duty transit buses; and,

WHEREAS, grants for said Congestion Mitigation and Air Quality Improvement (CMAQ) funds will impose certain obligations upon the recipient, including the provision of the local share, necessary to cover costs not covered by the grant funds; 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.

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 one million, four hundred fifty-two thousand, five hundred dollars ($1,452,500) of Congestion Mitigation and Air Quality Improvement (CMAQ) grant assistance.

2. Upon approval of its application, the Madison County Mass Transit District increase its Assigned Fund Balance by an amount equivalent to the local share required.

3. The Madison County Mass Transit District Capital Budget revenue line item be increased by one million, eight hundred fifteen thousand, six hundred twenty-five dollars ($1,815,625), or an amount equivalent to the approved project costs.

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 execute, complete, administer, and perform all obligations associated with the filing of said application and to execute, complete 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 November 2012.

Daniel L. Corbett, Chairman

J. Terry Allan
Edward A. Hagnauer

Rosé 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, November 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 one million, four hundred fifty-two thousand, five hundred dollars ($1,452,500) of Congestion Mitigation and Air Quality Improvement (CMAQ) grant assistance.

2. Upon approval of its application, the Madison County Mass Transit District increase its Assigned Fund Balance by an amount equivalent to the local share required.

3. The Madison County Mass Transit District Capital Budget revenue line item be increased by one million, eight hundred fifteen thousand, six hundred twenty-five dollars ($1,815,625), or an amount equivalent to the approved project costs.

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 execute, complete, administer, and perform all obligations associated with the filing of said application and to execute, complete 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 November 2012.

Erin Werner
RESOLUTION 13-07

AUTHORIZING THE FILING OF APPLICATION FOR FUNDING THROUGH THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF PUBLIC AND INTERMODAL TRANSPORTATION, FY 2013 DOWNSTATE CAPITAL-initiative FOR IMPROVEMENTS TO THE MADISON COUNTY MASS TRANSIT DISTRICT'S TRANSIT OPERATIONS CENTER

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 has spent over thirteen million dollars of local funds over a period of 30 years to develop the Transit Operations Center (TOC) as it exists today; and,

WHEREAS, the original building, opened in March 1987, was initially conceived to house only a modest county-wide paratransit operation, is stretched beyond its reasonable capacity as the District has developed into a multi-modal transportation provider; offering public fixed route services, regional rideshare and vanpool opportunities, and a developed system of bikeways and trails that integrate with its transit system; and,

WHEREAS, in the ensuing years, as the District's mission grew, the TOC continued to expand with construction of the Fixed-Route Operations, Maintenance, Fuel, and Bus Wash buildings; and,

WHEREAS, significant inefficiencies are caused by the physical dispersion of administrative staff in four buildings spread over the TOC campus; and,

WHEREAS, public access to the administration offices currently conflicts with transit operations, safety and security; and,

WHEREAS, the Illinois Department of Transportation, Division of Public and Intermodal Transportation (DPIT) has published a call for projects for the FY 2013 DPIT Downstate Capital Initiative; and,

WHEREAS, critical improvements to the TOC are eligible projects in the FY 2013 DPIT Downstate Capital Initiative; and,

WHEREAS, it has been determined to be in the best interest of the District to submit an application to the Illinois Department of Transportation, Division of Public and Intermodal Transportation, for six million dollars ($6,000,000) for the design and construction of administrative building.

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 Illinois Department of Transportation, Division of Public and Intermodal Transportation, in order to obtain the sum of six million dollars ($6,000,000) through the FY 2013 DPIT Downstate Capital Initiative for the design and construction of administrative building.
2. The Madison County Mass Transit District Capital Budget revenue line item be increased by six million dollars ($6,000,000), or an amount equivalent to the approved project costs.

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 execute, complete, administer, and perform all obligations associated with the filing of said application and to execute, complete 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 November 2012.

[Signatures]
Daniel L. Corbett, Chairman
J. Terry Allan
Edward A. Hageman

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, November 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 Illinois Department of Transportation, Division of Public and Intermodal Transportation, in order to obtain the sum of six million dollars ($6,000,000) through the FY 2013 DPIT Downstate Capital Initiative for the design and construction of administrative building.

2. The Madison County Mass Transit District Capital Budget revenue line item be increased by six million dollars ($6,000,000), or an amount equivalent to the approved project costs.

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 execute, complete, administer, and perform all obligations associated with the filing of said application and to execute, complete 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 November 2012.

[Signature]

Erin Werner
RESOLUTION 13-08

AUTHORIZING THE AWARD CONTRACTS FOR
BUS MAINTENANCE TOOLS, DIAGNOSTIC EQUIPMENT,
SPARE PARTS AND COMPUTERS

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 recently executed a purchase order with Southern Bus and Mobility, Inc., for the production of forty-two (42) light-duty coach-on-chassis, hybrid bio-diesel transit buses to be manufactured at Turtle Top located in New Paris, Indiana, and

WHEREAS, specialized bus maintenance tools, diagnostic equipment, spare parts, and two laptop computers will be necessary to allow the District to repair and maintain the new fleet of Turtle Top buses; and,

WHEREAS, FY 2010 Clean Fuels grant funds are available to cover the entire cost of any resulting contract awards for the items needed, therefore, requiring no local match by the District; and,

WHEREAS, the District, in accordance with its procurement policy, FTA guidelines and regulations set forth, will initiate a procurement process to obtain bus maintenance tools, diagnostic equipment, and spare parts needed to repair and maintain the new buses; and,

WHEREAS, bids for the bus maintenance tools, diagnostic equipment, and spare parts are not due until early December 2012; and,

WHEREAS, in order for the maintenance staff to receive proper training on the equipment as soon as buses arrive, District Board authorization to award contracts is needed prior to the District’s next regular meeting.

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 Chairman, Daniel L. Corbett, Vice Chairman, J. Terry Allan, and/or Managing Director, Jerry J. Kane, is authorized to award a contract(s) for the purchase and delivery of bus maintenance tools, diagnostic equipment, and spare parts, and two laptop computers.

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

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 execute, complete, and perform all obligations associated with the contracts, 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 Madison County Mass Transit District, Madison County, Illinois, on this twenty-ninth day of November 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, November 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 Chairman, Daniel L. Corbett, Vice Chairman, J. Terry Allan, and/or Managing Director, Jerry J. Kane, is authorized to award a contract(s) for the purchase and delivery of bus maintenance tools, diagnostic equipment, and spare parts, and two laptop computers.

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

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 execute, complete, and perform all obligations associated with the contracts, 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 November 2012.

[Signature]

Erin Werner
Paratransit growth a bumpy ride
Agencies try to serve disabled riders without cutting into regular bus and rail

By Jon Hilkevitch
Chicago Tribune reporter

The aging population is helping to spur exponential growth in paratransit use across the Chicago area, and the strong demand for the door-to-door service by people with disabilities is taking millions of dollars away from other bus and train operations, transit officials said.

Paratransit is a civil right under the law. Yet if nothing is done to make the service financially sustainable in the long run, the expanding slice of the public-funding pie that is going to paratransit threatens to cannibalize standard bus and rail service, CTA officials said.

Such a development would hurt daily commuters as well as less severely disabled riders who are being encouraged to switch from paratransit to traditional fixed-route buses and trains whenever possible to help cut costs to themselves and the system, the officials said.

The paratransit fare is $3 each way, 75 cents higher than the $2.25 base fare to ride a regular CTA bus. But the actual cost of providing that $3 paratransit ride is estimated at $36.07 this year, according to Pace, which manages paratransit in the six-county region.

"Paratransit is a critical service and a lifeline for people in the disabled community. But the math speaks for itself," CTA President Forrest Claypool said.

From 2008 through this year, paratransit expenses have reduced the CTA's share of funding by $239 million and Metra's share by $194 million, according to an analysis of Regional Transportation Authority financial statements by the CTA, which is struggling to cobble together a 2013 budget that avoids fare hikes or service cuts.

"I don't claim to have the answers, but if paratransit growth rates continue, as they are projected to do, (regular) service will be affected" on the CTA, Metra and Pace, Claypool said.

Paratransit expenses for 2012 are projected to total $137.5 million, according to Pace. That figure is up from $128.1 million in 2011 and up from $69 million in 2005, according to Pace and the CTA. The paratransit financial outlook for 2013 and 2014 projects 5 percent increases each year, according to the RTA.

Travel training

Pace officials say the paratransit funding situation is not as severe a drain as the CTA portrays it to be.

As part of reforms that in 2008 provided for a quarter-cent increase in the sales tax collected for public transit in the Chicago region, the General Assembly created two pots of money. The move effectively built a firewall around some sales tax revenue that pays for regular bus and rail service, and created a new pool of money that pays for paratransit as well as other bus and rail service, Pace officials said. In addition, the state provides a partial match to the second pool of sales tax revenue.

"Traditional bus and rail service funding is safeguarded from expense growth on paratransit," Pace spokesman Patrick Wilmot said.

But CTA officials point out that paratransit funding is taken off the top of the 2008 sales tax increase and that paratransit expenses are projected to exceed the amount of money generated by 2028, based on trends.

All transit officials agree that the cost of paratransit in the Chicago region has almost doubled over the past seven years, partly because of the growing elderly population.
This year, 5.4 percent of the $2.54 billion operating budget for the RTA system — made up of the CTA, Metra and Pace — is being spent on paratransit, which under the federal Americans with Disabilities Act must be fully paid for and cannot be reduced or cut to lower expenses. Paratransit services are offered in the same geographic areas as standard fixed-route service and during the same hours of operation.

More than 49,000 people are currently registered in the paratransit program in the Chicago area, according to the RTA. The cost averages more than $2,800 a year for each person. The number of paratransit trips provided has grown from 2.4 million in 2007 to 3.4 million last year, according to Pace.

"On regular transit, you would look like a hero if you generated 40 percent ridership growth," said Rocky Donahue, Pace’s deputy executive director.

Donahue and Pace Executive Director T.J. Ross said Pace has introduced numerous efficiencies to lower the cost of delivering paratransit services, including increasing ride-sharing and aggressively marketing the use of standard fixed-route service for disabled people who can use that option instead of the costly paratransit.

It's a difficult sell, because many paratransit clients, including those who are physically and cognitively able to use standard buses and trains some of the time, still consider paratransit their safety net. Mobility has improved remarkably in recent years for unprecedented numbers of disabled and elderly people who rely on the special public transit service as their connection to society. That's the good news, in the wake of budget cuts in assorted government social services that also reduced or eliminated associated transportation options for clients with physical or behavioral limitations.

Renita Freeman, who has degenerative arthritis and other conditions, is a longtime paratransit customer who gets around mostly in her powered wheelchair that she steers onto the ramp of a paratransit vehicle. But the 60-year-old South Side resident recently started riding buses and trains for the first time since her younger days, thanks to one-on-one travel training provided by a RTA trainer.

"The L' and Metra were new for me, and I was terrified to ride the wheelchair on the platform and onto the train," said Freeman, who said she has difficulty walking and breathing. "But once (her trainer) told me what to do, it was a piece of cake. Now I can go visit relatives and friends who live way out in the suburbs and I feel safe."

Frances Thompson, 71, of Evanston, said she uses paratransit and standard bus and train service, depending on the circumstances.

"I call the paratransit when the weather is bad, or when I go to see a friend who lives far away in Chicago," Thompson said last week after attending a travel training session that was presented by an RTA trainer to the Foster Senior Group at the Fleetwood Jourdain Community Center in Evanston.

Travel training is designed to familiarize senior citizens and some disabled people with how to use traditional bus and train service.

**Budget frustrations**

The CTA operated paratransit for more than 20 years in Chicago and got out of the business six years ago when the agency handed off the job to Pace, which previously operated paratransit in the suburbs since 1992. The move saved the CTA about $54 million.

But the financial math of paratransit never added up, and it clearly isn't computing today as the CTA and Metra both may be forced to raise their regular fares in 2013 to pay for service improvements and avoid budget deficits, transit officials said.

RTA Chairman John Gates Jr. sparked controversy recently when he pronounced paratransit "a limousine service." Gates later apologized for the remark, saying he let his frustrations get the better of him in regard to the struggle to balance the increasing need for paratransit with the increasing financial losses associated with it.

The trend is unsustainable, transit experts say, unless new funding sources are developed or the existing program is modified.

Some transit agencies in the U.S. have tightened the paratransit application screening rules. But in the Chicago area, the RTA accepts about 98 percent of applicants to the paratransit program, records show.

RTA officials say the acceptance rate is so high because potential participants are pre-screened before a decision is made to send out an application form.

With 2012 almost over, the CTA finds itself in a serious budget predicament. In this year's budget, agency management assumed, incorrectly, that it would achieve labor union work-rule concessions totaling $80 million to help erase a $277 million budget deficit. But the Amalgamated Transit Union, which represents CTA bus drivers, train operators and other workers, has rejected any significant money-saving changes in contract.
negotiations that have dragged on for months, according to sources on both sides.

In 2013 the CTA must find at least $160 million in savings to help balance its budget, officials have said. Claypool is expected to present the 2013 CTA budget Thursday, and riders are bracing for a possible fare increase.

On the surface, it would appear that disabled and elderly riders who count on paratransit to travel to activities ranging from medical appointments to recreational events are protected from having the federally mandated service withdrawn.

Yet many people still could be left without the transportation. The price-sensitive population that paratransit serves is highly vulnerable to the impact of fare increases, which, if imposed, would likely significantly reduce use of paratransit because fewer people would be able to afford it.

Federal regulations covering ADA paratransit establish a ceiling for paratransit fares that is double the base fixed-route bus fare. It translates to a maximum $4.50 paratransit fare in Chicago (the CTA base fare is $2.25) and $3.50 in the suburbs (the Pace base fare is $1.75).

Other approaches

The Chicago region is hardly alone in feeling the paratransit budget pinch, but some other transit systems are taking creative approaches to deal with it.

In the nation's capital, the Washington Metropolitan Area Transit Authority saved more than $25 million in fiscal 2011 by offering free rides on standard fixed-route bus and rail service to paratransit-eligible riders, officials said. More than 559,000 trips were taken using the free benefit last year, the transit authority reported.

In Cincinnati, all potential paratransit clients seeking service from the Southwestern Ohio Regional Transit Authority are required to attend assessments before certification, and they must be recertified every two years to stay in the program.

In the Chicago area, the RTA typically requires paratransit riders to recertify every four years, and they aren't required to do so at in-person interviews or assessments. A mail-in recertification form is sent to riders whose eligibility is deemed unlikely to change, officials said. They justify the process as being "much less burdensome on riders and much less expensive for the RTA."