AGENDA
Board of Trustees Meeting
Madison County Mass Transit District
9:30 a.m., Thursday, July 30, 2015
One Transit Way, Granite City, Illinois

I. Pledge of Allegiance.

II. Call to Order: Roll Call.

III. Consideration of the minutes of the June 25, 2015 regular meeting for inclusion in the official records of the District.

IV. Public Comments.

V. Financial:
   A. Payments and Claims: Consideration of the June 2015 claims for payment.

VI. Transit Service:
   A. Managing Director's Report: Jerry J. Kane.
   B. Resolution 16-01 Authorizing new fare products, adopting fare zones, eliminating transfers, and approving a service adjustment.
   C. Resolution 16-02 Authorizing the Disadvantaged Business Enterprise Goal for FFY 2016-2018 pursuant to Federal requirements.
   D. Resolution 16-03 Authorizing the execution and amendment of Downstate Operating Assistance Grant Agreement with the Illinois Department of Transportation.

VII. Other Business:

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).

IX. Adjournment.
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 9:31 a.m.

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; and Erin Werner, ACT; S.J. Morrison; ACT; Mark Steyer, ACT; Joseph Bustos, Belleville News-Democrat

III. **Consideration of the Minutes of May 28, 2015**

TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE CHADWICK, TO APPROVE THE MINUTES OF THE MAY 28, 2015, 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. Payments and Claims: Consideration of the May 2015 claims for payment: Managing Director Jerry Kane submitted the payments and claims.

TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE ALLAN, TO APPROVE THE PAYMENTS AND CLAIMS FOR MAY 2015, EXCLUDING THE PAYMENTS AND CLAIMS TO THE CITY OF GRANITE CITY AND 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 CHADWICK MADE THE MOTION, SECONDED BY TRUSTEE MALONE, TO APPROVE THE PAYMENTS AND CLAIMS TO THE CITY OF GRANITE CITY AND GRANITE CITY TOWNSHIP FOR MAY 2015.

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.

B. Monthly Financial Report: Review of the monthly financial records as of May 31, 2015:
Managing Director Jerry Kane submitted the report.

TRUSTEE ALLAN MADE THE MOTION, SECONDED BY TRUSTEE HAGNAUER, TO APPROVE THE MONTHLY FINANCIAL REPORT AS OF MAY 31, 2015.

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 HAGNAUER MADE THE MOTION, SECONDED BY TRUSTEE CHADWICK, TO APPROVE THE FOLLOWING RESOLUTION:

15-36 ADOPTING THE FISCAL YEAR 2016 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.
VI. Transit Service

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

B. Fare Adjustment Proposal: S.J. Morrison, Director of Marketing & Planning, presented the proposal.

Resolution 15-40 Authorizing the Adjustment of Fares and Modifications to Fixed Route and Paratransit Bus Service was read aloud.

TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE ALLAN, TO APPROVE THE FOLLOWING RESOLUTION:

15-40 AUTHORIZING THE ADJUSTMENT OF FARES AND MODIFICATIONS TO FIXED ROUTE AND PARATRANSIT BUS SERVICE

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

15-37 AUTHORIZING THE AWARD OF CONTRACT FOR CONSTRUCTION OF CONCRETE PAD FOR BICYCLE LOCKERS

15-38 ESTABLISHING THE PREVAILING RATES OF WAGES APPLICABLE TO LABORERS, MECHANICS, AND OTHER WORKERS EMPLOYED IN ANY PUBLIC WORKS IN MADISON COUNTY, ILLINOIS

15-39 APPROVING THE EXTENSION OF AN AGREEMENT BETWEEN THE MADISON COUNTY MASS TRANSIT DISTRICT AND THE BI-STATE DEVELOPMENT AGENCY OF MISSOURI-ILLINOIS METROPOLITAN 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.
VII. **Other Business**

A. TRUSTEE CHADWICK MADE THE MOTION, SECONDED BY TRUSTEE ALLAN, TO APPROVE THE PROPOSED FISCAL YEAR 2016 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.

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).**

No executive session.

IX. **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 adjourned at 10:39 a.m.

Respectfully submitted:

[Signature]

Erin V. Werner
RESOLUTION 16-01

AUTHORIZING NEW FARE PRODUCTS,
ADOPTING FARE ZONES, ELIMINATING TRANSFERS
AND APPROVING A SERVICE ADJUSTMENT

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, among the responsibilities of the District is the establishment and periodic adjustment of passenger fares and modifications to fixed route and paratransit bus service as deemed necessary and appropriate to meet the ongoing fiscal responsibilities of the District; and,

WHEREAS, an extensive fare revenue and service modification analysis was presented to the District Board on April 30, 2015; and,

WHEREAS, the District Board, by adopting Resolution 15-40 at its June 25, 2015 regular meeting, approved certain fare modifications to be effective August 16th, 2015; and

WHEREAS, Resolution 15-40 also directed staff to solicit public comment on the implementation of three new passes, the elimination of transfers, service adjustment and defining zone boundaries for both the fixed route and paratransit service; and,

WHEREAS, during the week of July 20, 2015, the District staff held public meetings at each of the District's five transit stations, resulting in a total of 6 comments related to the proposal; and,

WHEREAS, the District has given full and deliberate consideration to the public comments and the recommended new fare products, fare zones, elimination of transfers, and service adjustment.

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

1. The fare adjustments as outlined in Attachment A and the Fare Zones as illustrated on Attachment B are hereby adopted effective January 10, 2016.

2. During the rollout of the District's Automated Fare Collection System, anticipated to begin November 1, 2015, the District will no longer issue transfers, but issue 2-hour passes at no charge. The free issuance of the 2-hour passes will continue until midnight on January 9, 2016.

3. The #18 route, 6:06 am trip that serves downtown St. Louis be truncated at Emerson Park, connecting with MetroLink, in both the am and pm, effective January 10, 2016.

4. Jerry J. Kane, Managing Director, is hereby authorized to take all actions necessary and appropriate in order to implement the above directive.
ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this thirtieth day of July 2015.

Daniel L. Carbett, 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 seal, 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, July 30, 2015, 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 fare adjustments as outlined in Attachment A and the Fare Zones as illustrated on Attachment B are hereby adopted effective January 10, 2016.

2. During the rollout of the District's Automated Fare Collection System, anticipated to begin November 1, 2015, the District will no longer issue transfers, but issue 2-hour passes at no charge. The free issuance of the 2-hour passes will continue until midnight on January 9, 2016.

3. The #18 route, 6:06 am trip that serves downtown St. Louis be truncated at Emerson Park, connecting with MetroLink, in both the am and pm, effective January 10, 2016.

4. Jerry J. Kane, Managing Director, is hereby authorized to take all actions necessary and appropriate in order to implement the above directive.

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.

IN WITNESS WHEREOF, I have hereunto affixed my official signature of the Madison County Mass Transit District on this thirtieth day of July 2015.

[Signature]
# Proposed MCT Fare Structure

**Effective January 10, 2016**

<table>
<thead>
<tr>
<th>Fare Type</th>
<th>Fare</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash - Shuttle - Adult</td>
<td>$1.50</td>
</tr>
<tr>
<td>Cash - Shuttle - Half Fare</td>
<td>$0.75</td>
</tr>
<tr>
<td>Cash - Cross County - Adult</td>
<td>$2.00</td>
</tr>
<tr>
<td>Cash - Cross County - Half Fare</td>
<td>$1.00</td>
</tr>
<tr>
<td>Cash - Regional - Adult</td>
<td>$3.00</td>
</tr>
<tr>
<td>Cash - Regional - Half Fare</td>
<td>$1.50</td>
</tr>
<tr>
<td>Cash - Express - Adult (including Rams and Muny)</td>
<td>$3.50</td>
</tr>
<tr>
<td>Cash - Express - Half Fare (including Rams and Muny)</td>
<td>$1.75</td>
</tr>
<tr>
<td>MCT Express Round Trip Pass (including Rams and Muny)</td>
<td>$5.00</td>
</tr>
<tr>
<td>MCT 2-Hour Zone Pass</td>
<td>$2.00</td>
</tr>
<tr>
<td>MCT 2-Hour Regional Pass</td>
<td>$3.00</td>
</tr>
<tr>
<td>MCT Local Pass</td>
<td>$50.00</td>
</tr>
<tr>
<td>MCT System Pass</td>
<td>$70.00</td>
</tr>
<tr>
<td>MCT Student Monthly Pass</td>
<td>$20.00</td>
</tr>
<tr>
<td>MCT Summer Youth Pass</td>
<td>FREE</td>
</tr>
<tr>
<td>Seniors (65 and up) w/ valid Free ID issued by MCT</td>
<td>FREE</td>
</tr>
<tr>
<td>Seniors (65 and up) w/ valid Half-Fare ID issued by MCT</td>
<td>Half Fare</td>
</tr>
<tr>
<td>Seniors (75 and up) w/ valid Free ID issued by MCT</td>
<td>FREE</td>
</tr>
<tr>
<td>Disabled w/ valid ADA Free Ride ID issued by MCT</td>
<td>FREE</td>
</tr>
<tr>
<td>Disabled w/ valid Half Fare ID issued by MCT</td>
<td>Half Fare</td>
</tr>
<tr>
<td>Circuit Breaker w/ valid Free Ride ID issued by MCT</td>
<td>FREE</td>
</tr>
<tr>
<td>Police / Firemen / Military in uniform</td>
<td>FREE</td>
</tr>
<tr>
<td>ACT / MCT / Metro Employees and Board Members</td>
<td>FREE</td>
</tr>
<tr>
<td>Accompanied children under 5</td>
<td>FREE</td>
</tr>
</tbody>
</table>

1. Valid only on MCT Express Routes (including Rams and Muny) for one calendar day (date of issue) for multi-directional travel. Not valid on Metro.
2. Valid for unlimited multi-directional rides on MCT buses within a single MCT Fare Zone for 2-hours on date of issue. No transfers or upgrades issued on this pass. Not valid on Metro.
3. Valid for unlimited multi-directional rides on all MCT fixed-routes, all MetroBus routes and all MetroLink trains for 2-hours on date of issue. No transfers or upgrades issued on this pass.
4. Valid for free unlimited rides on MCT fixed-route buses. Valid for half-fare rides on MetroLink trains or MetroBuses in St. Clair County, Illinois, and in Missouri. Must be a registered senior (65 and older) and enrolled in the Benefits Access Program (formerly Circuit Breaker) with the State of Illinois. Eligibility based on age and income.
5. Valid for half-fare rides on MCT fixed-route buses. MetroLink trains or MetroBuses in St. Clair County, Illinois, and in Missouri. Must be a senior (65 and older).
6. Valid for free unlimited rides on MCT fixed-route buses. Valid for half fare on Metro. Must be 75 years of age or older and reside within Madison County, Illinois. May be issued prior to January 10, 2016.
7. Valid for free unlimited rides on MCT fixed-route buses. MetroLink trains, or MetroBuses in St. Clair County, Illinois. Valid for half-fare rides on MetroLink trains and MetroBuses in Missouri. Must be registered as ADA-eligible with the ACT Runabout service.
8. Valid for free unlimited rides on MCT fixed-route buses. Must also have a Disabled ID card issued by the Illinois Department of motor Vehicles or a valid Medicare card.

## ACT Runabout Paratransit Service

The ACT Runabout provides curb-to-curb Paratransit service for registered Madison County persons with disabilities who qualify under the Americans with Disabilities Act (ADA) as it relates to transit. Paratransit service for qualified persons with disabilities or 'ADA service' must be provided within 1/2 mile of a fixed-route on the same days and times that fixed-route service is provided. The fare charged for ADA paratransit service is twice the fixed route fare.

The ACT Runabout also provides curb-to-curb service for registered Madison County senior citizens (ages 65 and up). The fare charged for the registered senior citizens, who qualify by means of age only, is twice the ADA fare.
Public Comments Regarding Proposed MCT Fare Adjustment: Phase II
July 2015 Public Meetings

Summary of Public Comments:

- MCT received 10 public comments.
- Of those 10 comments made, 6 were about the proposed fare adjustment.
- Of the 6 comments regarding the proposed adjustment: 4 were positive, 1 was negative, and 1 were neutral and included questions.
- Unrelated comments: 4 comments were unrelated to the proposal.

Total Comments Received:

<table>
<thead>
<tr>
<th>Public Meeting</th>
<th>Phone</th>
<th>Email</th>
<th>US Mail</th>
<th>TOTAL COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MCT Collinsville Station</td>
<td>7</td>
<td>0</td>
<td>3</td>
<td>10</td>
</tr>
</tbody>
</table>

Public Meeting Totals

<table>
<thead>
<tr>
<th>Public Meeting Totals</th>
<th>DATE</th>
<th>PEOPLE PRESENT</th>
<th>COMMENTS MADE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MCT Collinsville Station</td>
<td>Mon. July 20</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>MCT Alton Station</td>
<td>Tues. July 21</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>MCT Edwardsville Station</td>
<td>Wed. July 22</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>MCT Wood River Station</td>
<td>Thurs. July 23</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>MCT Granite City Station</td>
<td>Thurs. July 23</td>
<td>7</td>
<td>1</td>
</tr>
</tbody>
</table>

Comments Regarding Proposed Fare Adjustment: Phase II

<table>
<thead>
<tr>
<th>Type</th>
<th>Meeting</th>
<th>Phone</th>
<th>Email</th>
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<th>TOTAL</th>
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<tr>
<td>Positive</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
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<tr>
<td>Negative</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Neutral</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Unrelated</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>TOTAL</td>
<td>7</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>10</td>
</tr>
</tbody>
</table>
MCT Alton Station Public Meeting – 7/21/15

Alton:
I really would like to see the #11 Brown St. and the #8 Central bus to connect a little more closer than they do. Sometimes I have to work and I have to sit at the bus station for 45-50 min before one are the other come. I really enjoy riding the MCT Transit. Thanks for the bus services.

I ride with a Circuit Breaker but I have friends that would use the two-hour pass. That would be great, especially being able to go between MCT & Metro.

Bus 2 Jerseyville.

[Asked to have the following comment added]

Pays cash and likes the idea of the 2-hour pass as it will cost him less and he will be able to complete his trip with just the pass.

MCT Edwardsville Station City Public Meeting - 7/22/15

No comments made

MCT Wood River Station Public Meeting – 7/23/15

Alton:
Need to get college students added to the Student Pass program. Will help more students return or stay in school 'till they are complete with their program.

MCT Granite City Station Public Meeting - 7/23/15

Granite City:
I would like to be able to get to the Collinsville Station from the Granite City Station. A route that runs between stations could cover all the stations (station to station transit) which might free up whatever necessary to accomplish that. Also staggered arrivals would be welcome, rather than buses being timed to arrive at the station simultaneously. The weird, few times a day “detours” on some routes are just frustrating – it would be better to use the same route each time. It would save money to stop changing the routes and times so frequently – some companies use the same routes and times for 15-20 years and some of your change every year (sometimes more often). I’m sure it costs money to redesign routes so frequently. Please stop changing routes on request. – in some cases it turns out that only 1 additional rider uses it on a regular basis. You could also save money by cancelling the wifi on wheels – I don’t like having to pay for people who have more money than I do to use the internet for free on the bus. Also, there needs to be some accounting of the routes – no skipping parts because someone might be late to work, no skipping parts if one bus is late, etc. Also, if you’re looking at eliminating transfers why was money spent on adding transfer collection boxes to the buses? It is also annoying when buses are held because other buses are late – that’s my primary complaint about transfers. What’s with the buses getting “stuck” and having to be turned off and on to continue on the route (buses won’t rise, doors won’t close”? Bi-state buses are much older than MCT’s (at least the ones I’ve seen) and although they may not be in the best shape they appear to still run.
Comments via Email

Please consider making a stop at The Highland Home on this route. The Home is located at 1600 Washington in Highland and is home to Seniors. They would use the service to get to The Korte Rec Center, Super Valu, St. Joseph’s Hospital, and Walmart. There are also seniors who live at The Highland Home who have loved ones at Faith Countryside Homes and would use the service to visit them.

This would be a great service to those seniors living at The Highland Home and would enable them to use various services and shop local businesses that they find it hard to get to now.

Thank you for your consideration!

Dear Sir or Madam,

Though I am unable to attend the July 21 meeting at Alton Station, I had some questions about the proposed fare adjustments. The reason given for the future elimination of transfers is to speed the boarding process, but it sounds like one would need a 2 hour system pass instead. What is the difference between issuing a transfer or a two hour system pass?

Also, I wonder if the rate increase will affect ridership. Whereas a round trip within the shuttle zone requiring a transfer now costs $2 ($1 each way), the increase to $4 ($2 each way) would make the trip more expensive than a car trip. If people travel by MCT bus to save on gasoline costs, it would make more sense for them to travel by car after the rate increase.

Thank you for your kind attention and have a good day!

Dear MCT BOARD OF TRUSTEES

Good day. First, I would like to thank you guys for asking for comment from the public in regards to choices and decision you’ve been task with making. Currently I ride MCT bus Monday-Friday every day to & from work/school. As well as on weekend sometime out getting errands done haircuts, food store etc. I could understand a rate increase because of the over head cost and multi other reasons why you guys would be asking for increase. However, my issue pertains to the proposed eliminating transfers. Its beyond my understanding why i shall have pay for every bus i ride. Its taking two bus for me get work so not only would the fare go up but my cost would double. In these hard times I’m trying to get my head above water so doing this would really hurt me. Please consider this letter in your decision. Thanks again for your time. If you need more information i can be reached at 618-610-3968.

Comments Collected at Public Meetings

MCT Collinsville Station Public Meeting - 7/20/15

Maryville:
Like the transfer pass.

Collinsville:
I think that the two hour pass back and forth both way is a good thing.
The table below shows the passenger counts on the #18 trips to and from downtown St. Louis between 7/8/14 and 7/8/15.

<table>
<thead>
<tr>
<th>Trip Start Time</th>
<th>Min of Passengers</th>
<th>Average of Passengers</th>
<th>Max of Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:06 AM</td>
<td>1</td>
<td>6</td>
<td>13</td>
</tr>
<tr>
<td>4:35 PM</td>
<td>0</td>
<td>4</td>
<td>10</td>
</tr>
</tbody>
</table>

The chart below illustrates the lack of demand on the #18 trips to and from downtown St. Louis for the same period.

By truncating the morning trip and originating the afternoon trip at Emerson Park Metrolink, current passengers will continue to have access to downtown St. Louis. The morning trip will leave Collinsville Station at 5:58 AM, arriving at Emerson Park at 6:19 AM and the afternoon trip will leave Emerson Park at 4:59 PM. This schedule adjustment results in regular and predictable 30 minute service on the #18, eliminating the service gap at Emerson Park Metrolink which was a result of operating trips to downtown.

Passengers also have the option to use the #16X Edwardsville – Glen Carbon Express, which serves Gateway Convention Center in Collinsville. There are nine peak direction trips in the morning and afternoon.

Although no peak buses are saved, substituting two #18 trips to and from downtown St. Louis with two trips to and from Emerson Park Metrolink Station saves 454.75 VSH annually, or approximately $35,800.
RESOLUTION 16-02

AUTHORIZING THE DISADVANTAGED BUSINESS ENTERPRISE GOAL
FOR FFY 2016-2018 PURSUANT TO FEDERAL REQUIREMENTS

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

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

WHEREAS, the District is required by the United States Department of Transportation, Federal Transit Administration, to submit a Disadvantaged Business Enterprise goal once every three years as described in 49 CFR Part 26; and,

WHEREAS, the District has developed its three-year Disadvantaged Business Enterprise goal following the methodologies described in 49 CFR Part 26.

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


2. Jerry J. Kane, Managing Director of Madison County Mass Transit District, is authorized to file the Disadvantaged Business Enterprise three-year goal with the Federal Transit Administration.

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

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this thirtieth day of July 2016.

Daniel L. Sarni, Chairman

J. Terry Albin

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, July 30, 2015, 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:


2. Jerry J. Kane, Managing Director of Madison County Mass Transit District, is authorized to file the Disadvantaged Business Enterprise three-year goal with the Federal Transit Administration.

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

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this thirtieth day of July 2015.

Erin Werner
RESOLUTION 16-03

AUTHORIZING EXECUTION AND AMENDMENT OF
DOWNSTATE OPERATING ASSISTANCE GRANT AGREEMENT
WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION

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 to foster an improved coordinated transportation system; and,

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

WHEREAS, the General Assembly of the State of Illinois requires that mass transit, as a public service, be operated and maintained for the use of the citizens of the District efficiently, reliably, equitably, affordably, and as a least-cost service; and,

WHEREAS, the public mass transit services in Madison County, Illinois, are supported, in part, through a District imposed 0.25 percent transit sales tax and State assistance made available to "participants" pursuant to the provisions of the Local Mass Transit District Act approved August 9, 1974, as amended (70 ILCS 3610/1 et. seq.); and,

WHEREAS, the District is eligible to receive funding under the Downstate Public Transportation Act, approved August 9, 1974, as amended (30 ILCS 740/2-1 et. seq.).

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

1. Madison County Mass Transit District ("Grantee") enter into a Downstate Public Transportation Operating Assistance Agreement, Contract No. 4657, Grant No. OP-16-16-IL ("Agreement") with the State of Illinois and amend such Agreement, if necessary, for Fiscal Year 2016, in order to obtain the maximum grant assistance allowed under the provisions of the Illinois Downstate Public Transportation Act (30 ILCS 740/2-1, et. seq.).

2. Jerry J. Kane, Managing Director of the Madison County Mass Transit District is hereby authorized and directed to execute the Agreement and/or any subsequent amendment(s) to the Agreement on behalf of the Madison County Mass Transit District for such assistance for Fiscal Year 2016.

3. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, or Jerry J. Kane, Managing Director of the Madison County Mass Transit District are hereby authorized to provide such information and to file such documents as may be required to perform the Agreement or any subsequent amendment(s) and to request and receive the grant funding for Fiscal Year 2016.

4. While participating in said operating assistance program, the Madison County Mass Transit District shall provide all required local matching funds.
ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this thirtieth day of July 2015.

Daniel L. Corbett, Chairman

J. Terry Allan
Edward A. Magnauer

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, July 30, 2015, 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 ("Grantee") enter into a Downstate Public Transportation Operating Assistance Agreement, Contract No. 4657, Grant No. OP-16-16-IL ("Agreement") with the State of Illinois and amend such Agreement, if necessary, for Fiscal Year 2016, in order to obtain the maximum grant assistance allowed under the provisions of the Illinois Downstate Public Transportation Act (30 ILCS 740/2-1, et. seq.).

2. Jerry J. Kane, Managing Director of the Madison County Mass Transit District is hereby authorized and directed to execute the Agreement and/or any subsequent amendment(s) to the Agreement on behalf of the Madison County Mass Transit District for such assistance for Fiscal Year 2016.

3. Daniel L. Corbett, Chairman, J. Terry Allan, Vice Chairman, or Jerry J. Kane, Managing Director of the Madison County Mass Transit District are hereby authorized to provide such information and to file such documents as may be required to perform the Agreement or any subsequent amendment(s) and to request and receive the grant funding for Fiscal Year 2016.

4. While participating in said operating assistance program, the Madison County Mass Transit District shall provide all required local matching funds.

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 thirtieth day of July 2015.

Erin Werner
OPINION OF COUNSEL

I, the undersigned, am an attorney licensed by and duly admitted to practice law in the State of Illinois, and am counsel and attorney for the Madison County Mass Transit District ("Grantee"). In this capacity, my opinion has been requested regarding the eligibility of the Grantee for grant assistance under the provisions of the Illinois Downstate Public Transportation Act, 30 ILCS 740/2-1 et. seq. ("Act"). I have also reviewed the Downstate Operating Assistance Grant Agreement, Contract No. 4657, Grant No. OP-16-16-IL ("Agreement") tendered by the State of Illinois ("State") to the Grantee, and I hereby find the following:

1. The Grantee is an eligible "Participant" as defined in the Act.

2. There are no provisions in the Grantee's charter, by-laws, or in the laws or rules of the State of Illinois, United States of America, or any unit of local government that preclude or prohibit the Grantee from entering into such Agreement.

3. The Grantee is fully empowered and authorized to enter into the Agreement and that Agreement, when executed by both parties, will be legally binding upon the Grantee and its successors and assigns.

4. I have no knowledge of any pending or threatened litigation, in either Federal or State court, which would adversely affect the Agreement or prevent the Grantee from contracting with the State for the purpose of receiving a Downstate Operating Assistance Grant.

Based upon the foregoing, I am of the opinion that the Grantee is an eligible Participant under the provisions of the Act, and that it is fully empowered and authorized to accept the grant from the State.

Signature: 

John P. Papa
Legal Counsel for Madison County Mass Transit District

Date: 7/30/15