AGENDA **Board of Trustees Meeting** Madison County Mass Transit District 8:30 a.m., Thursday, October 26, 2023 1 Transit Way, Pontoon Beach, Illinois

Section	ltem	Recommendation						
I.	Pledge of Allegiance.							
Ш.	Call to Order: Roll Call.							
III.	Public Comments.							
IV.	Consideration of the minutes of the September 28, 2023, Discussion/Action egular meeting, for inclusion in the District's official records.							
۷.	Financial:							
	A. Payments and Claims: Consideration of the October 2023 Claims for Payment	Discussion/Action						
	B. Monthly Financial Report: Review of the Monthly Financial Records as of September 30, 2023	Discussion/Action						
VI.	Services:							
	A. Managing Directors Report	Discussion						
	B. Resolution 24-13 Approving the new Safety Sensitive Drug and Alcohol Prevention Program	Discussion/Action						
	C. Resolution 24-14 Acceptance of the MCT Zero Emission Transition Plan	Discussion/Action						
	D. Resolution 24-15 Approval of the Winter Service Change	Discussion/Action						
	E. Resolution 24-16 Authorizing an Award of Contract for Light Duty Coach on Chassis Buses	Discussion/Action						
VII.	Other Business:							
VIII.	Adjournment	Discussion/Action						
	Next meeting date: November 30, 2023							

Recommendation

MINUTES Board of Trustees Madison County Mass Transit District

8:30 a.m., Thursday, September 28, 2023 1 Transit Way, Pontoon Beach, Illinois

I. Pledge of Allegiance

Chairman Jedda led the reciting of the Pledge of Allegiance.

II. Call to Order: Roll Call

Jedda called the meeting to order at 8:30 a.m.

MEMBERS PRESENT:	RONALD L. JEDDA, ALLEN P. ADOMITE, ANDREW F.	
	ECONOMY, AND CHRISTOPHER C. GUY	

MEMBERS ABSENT: NONE

OTHERS PRESENT: STEVEN J. MORRISON, ACT; PHIL ROGGIO, ACT; MICHELLE DOMER, ACT; AMANDA SMITH, ACT; JULIE REPP, ACT; ROB SCHMIDT, ACT; DEBBIE BARRON, ACT; DAVID LIVINGSTONE, LEGAL COUNSEL; MIKE WEVER, GENERAL PUBLIC

III. Public Comments:

Mike Wever discussed the MCT Trails.

IV. <u>Consideration of the minutes of the August 31, 2023, regular meeting for inclusion in</u> the Official Records of the District.

ADOMITE MADE THE MOTION, SECONDED BY GUY, TO APPROVE THE MINUTES FOR INCLUSION IN THE OFFICIAL RECORDS OF THE DISTRICT.

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED

V. Financial

A. Payments and Claims: Consideration of the September 2023 claims for payment:

ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE THE PAYMENTS AND CLAIMS.

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

B. ADOMITE MADE THE MOTION, SECONDED BY GUY, TO APPROVE THE MONTHLY FINANCIAL REPORT AS OF AUGUST 31, 2023.

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

VI. Services

A. Managing Director's Report:

A discussion was held on the condition of the MCT Confluence Trail. Morrison informed the Board that the Confluence Trail is more than 20 years old and asked the Board about reconstructing a 2.5-mile segment of the trail that runs atop the levee in Hartford. The Board agreed that efforts should be made to improve this portion of the trail, and Morrison indicated that he would bring a proposal to a subsequent meeting.

Morrison shared with the Board a request that came from R.P. Lumber to improve safety on a segment of the MCT Quercus Grove Trail that operates on a city-owned alley adjacent to the R.P. Lumber in Edwardsville. Staff met on-site with City officials and will be working to find a mutually beneficial solution.

Morrison informed the Board that the owners of Alton Square have asked MCT about improving an area of the parking lot where MCT buses pick up and drop off. After conducting site work and developing a cost estimate, a proposal to make improvements in exchange for a 10-year right of entry agreement was presented to the Hull Group, the Georgia-based owners of Alton Square. The Board concurred with this course of action. Staff are currently waiting for a response.

The Board was presented with a request from the Edwardsville Police Department for two RECON Police E-Bikes. Since the Edwardsville Police Department already has two pedal-powered bicycles, the Board asked that they return the previously gifted bicycles in exchange for the new E-Bikes.

- B. ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE THE FOLLOWING RESOLUTION:
 - 24-11 AUTHORIZING APPROVAL OF THE WINTER SERVICE CHANGE

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

C. ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE THE FOLLOWING RESOLUTION:

24-12 AUTHORIZING THE PURCHASE OF ONW TOWABLE MANLIFT

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

VII. Other Business

No other business.

VIII. Adjournment:

ADOMITE MADE THE MOTION, SECONDED BY ECONOMY TO ADJOURN.

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
CHRISTOPHER C. GUY	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

Meeting adjourned at 9:45 a.m.

Respectfully submitted.

Pay Statements Pay Statement Board

Last Name	First Name	#	Pay Period Start	Pay Period End	Pay Date	Gross	Reimbursement	Taxes (EE)	Net Payment
JEDDA	RONALD	-6286	09/01/2023	09/30/2023	10/26/2023	\$200.00	\$12.97	\$200.00	\$12.97
GUY	CHRISTOPHER	-6285	09/01/2023	09/30/2023	10/26/2023	\$200.00	-	\$15.30	\$184.70
ECONOMY	ANDREW	-6284	09/01/2023	09/30/2023	10/26/2023	\$200.00	\$6.55	\$15.30	\$191.25
ADOMITE	ALLEN	-6283	09/01/2023	09/30/2023	10/26/2023	\$200.00	-	\$200.00	-
Report Total									
						\$800.00	\$19.52	\$430.60	\$388.92

Kronos SaaShr, Inc.



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ELECTRONIC FUNDS TRANSFER REGISTER

CASH ACCOUNT: 10000000 10101 Ch CHECK NO CHK DATE TYPE VENDOR NAME	ecking Account VOUCHER INVOICE	INV DATE PO WARRANT	NET
9240001 09/28/2023 PRTD 4110 Aerial	Titans Inc 092823	09/28/2023 EFT0928	34,500.00
	NUMBER OF CHECKS 1	CHECK 9240001 TOTAL:	34,500.00 34,500.00
	TOTAL PRINTED CHECKS	COUNT AMOUNT 1 34,500.00	
		*** GRAND TOTAL ***	34,500.00



CASH ACCOUNT: 10000000 10 CHECK NO CHK DATE TYPE V		INVOICE	INV DATE PO	WARRANT	NET
4240291 10/09/2023 PRTD	1902 City of Collinsville	092923wsctc	09/29/2023	100623	114.38
			CHECK	4240291 TOTAL:	114.38
4240292 10/09/2023 PRTD	1253 City Treasurer-Grani	092723GCTC	09/27/2023	100623	16.72
			СНЕСК	4240292 TOTAL:	16.72
4240293 10/09/2023 PRTD	1436 City of Highland	SEPT23HPR	10/05/2023	100623	84.81
			CHECK	4240293 TOTAL:	84.81
4240294 10/09/2023 PRTD	3984 City of Troy	100323wstpr	10/03/2023	100623	34.47
		100323SPTPR	10/03/2023	100623	316.35
			CHECK	4240294 TOTAL:	350.82
4240295 10/09/2023 PRTD	2047 City of Wood River	100523SPWRTC	10/05/2023	100623	443.09
		100523wswrtc	10/05/2023	100623	32.74
			CHECK	4240295 TOTAL:	475.83
4240296 10/09/2023 PRTD	4079 East Alton Water Dep	100123EGPRIR	10/01/2023	100623	649.90
		100123EGPRWS	10/01/2023	100623	36.00
			CHECK	4240296 TOTAL:	685.90
4240297 10/09/2023 PRTD	1220 Illinois American Wa	092823GCTC	09/28/2023	100623	168.85
			CHECK	4240297 TOTAL:	168.85
4240298 10/09/2023 PRTD	1220 Illinois American Wa	100323AHSRIR	10/03/2023	100623	293.57
			СНЕСК	4240298 TOTAL:	293.57
4240299 10/09/2023 prtd	1220 Illinois American Wa	100323AHSRWS	10/03/2023	100623	125.56
			CHECK	4240299 TOTAL:	125.56



CASH ACCOUNT: 10000000 10 CHECK NO CHK DATE TYPE N		R INVOICE	INV DATE PO	WARRANT	NET
4240300 10/09/2023 PRTD	1053 Special Service Area	100123	09/27/2023	100623	1,533.87
		100123BW	09/27/2023	100623	534.23
		100123N	09/27/2023	100623	97.21
			CHECK	4240300 TOTAL:	2,165.31
4240301 10/09/2023 prtd	1932 Wex Bank	92353360	09/30/2023	100623	8,488.01
			CHECK	4240301 TOTAL:	8,488.01
		NUMBER OF CHECKS 11	*** CASH ACC	COUNT TOTAL ***	12,969.76
		TOTAL PRINTED CHECKS	COUNT 11 12,	AMOUNT 969.76	

*** GRAND TOTAL *** 12,969.76



CASH ACCOUNT: 10000000 10 CHECK NO CHK DATE TYPE		ER INVOICE	INV DATE PO WA	RRANT NET
4240302 10/16/2023 PRTD	1043 AT&T	ост23	10/01/2023 101	323 22.93
			СНЕСК 4240302	TOTAL: 22.93
4240303 10/16/2023 PRTD	1220 Illinois American Wa	101123wSATC	10/11/2023 101	323 200.83
			СНЕСК 4240303	TOTAL: 200.83
4240304 10/16/2023 PRTD	1733 Johnny on the Spot #	47-000262366	09/30/2023 101	323 1,197.45
			СНЕСК 4240304	TOTAL: 1,197.45
4240305 10/16/2023 PRTD	1051 Pontoon Beach Public	100323-1	10/03/2023 101	323 420.52
		100323-2	10/03/2023 101	323 862.14
		100323BW	10/03/2023 101	323 499.64
		100323N	10/03/2023 101	323 31.73
		100323SS	10/03/2023 101	323 30.00
		100323T	10/03/2023 101	323 30.00
			СНЕСК 4240305	TOTAL: 1,874.03
		NUMBER OF CHECKS 4	*** CASH ACCOUNT TOT	AL *** 3,295.24
		TOTAL PRINTED CHECKS	COUNT AMOUNT 4 3,295.24	

*** GRAND TOTAL *** 3,295.24



CASH ACCOUNT: 10000000 10 CHECK NO CHK DATE TYPE V		INVOICE	INV DATE P	O WARRANT	NET
4240306 10/26/2023 PRTD	2501 Agency for Community	SEPT23BW	10/17/2023	102623	77,818.63
		SEPT23RS	10/17/2023	102623	34,551.92
		SEPT23VP	10/17/2023	102623	303.01
		SEPT23DR	10/17/2023	102623	199,681.78
		SEPT23FR	10/17/2023	102623	1,716,903.22
		JUL-SEPT23	10/17/2023	102623	114,729.00
			CHECK	4240306 TOTAL:	2,143,987.56
4240307 10/26/2023 PRTD	1050 Ameren Illinois	100323	10/03/2023	102623	146.26
			CHECK	4240307 TOTAL:	146.26
4240308 10/26/2023 PRTD	1050 Ameren Illinois	100323BWFuel	10/03/2023	102623	116.66
			CHECK	4240308 TOTAL:	116.66
4240309 10/26/2023 PRTD	1050 Ameren Illinois	100323GCTC	10/03/2023	102623	440.46
			CHECK	4240309 TOTAL:	440.46
4240310 10/26/2023 PRTD	1050 Ameren Illinois	100323N	10/03/2023	102623	58.85
			CHECK	4240310 TOTAL:	58.85
4240311 10/26/2023 PRTD	1501 Ameren Illinois	0324ILRt3PR	09/26/2023	102623	489.71
			CHECK	4240311 TOTAL:	489.71
4240312 10/26/2023 prtd	1501 Ameren Illinois	092623GLPR	09/26/2023	102623	816.77
			CHECK	4240312 TOTAL:	816.77
4240313 10/26/2023 PRTD	1501 Ameren Illinois	092723Bluff	09/27/2023	102623	28.94
1210313 10/20/2023 FRID		05272501011	CHECK	4240313 TOTAL:	28.94
			CHECK	TETOJIJ IUTAL.	20.94



CASH ACCOUNT: 10000000 1 CHECK NO CHK DATE TYPE		CHER INVOICE	INV DATE PO	WARRANT	NET
4240314 10/26/2023 PRTD	1501 Ameren Illinois	092723Nature	09/27/2023	102623	88.79
			CHECK	4240314 TOTAL:	88.79
4240315 10/26/2023 PRTD	1501 Ameren Illinois	092923Bldg2	09/29/2023	102623	6,130.98
			CHECK	4240315 TOTAL:	6,130.98
4240316 10/26/2023 PRTD	1501 Ameren Illinois	092923Epr	09/29/2023	102623	451.70
			CHECK	4240316 TOTAL:	451.70
4240317 10/26/2023 PRTD	1501 Ameren Illinois	092923North	09/29/2023	102623	191.19
			CHECK	4240317 TOTAL:	191.19
4240318 10/26/2023 PRTD	1501 Ameren Illinois	092923WashBy	09/29/2023	102623	267.05
			CHECK	4240318 TOTAL:	267.05
4240319 10/26/2023 PRTD	1501 Ameren Illinois	092923woodRv	09/29/2023	102623	37.42
			CHECK	4240319 TOTAL:	37.42
4240320 10/26/2023 PRTD	1501 Ameren Illinois	092923Worden	09/29/2023	102623	28.93
			CHECK	4240320 TOTAL:	28.93
4240321 10/26/2023 PRTD	1501 Ameren Illinois	0929Trailer	09/29/2023	102623	444.58
			CHECK	4240321 TOTAL:	444.58
4240322 10/26/2023 PRTD	1501 Ameren Illinois	100223NPlate	10/02/2023	102623	30.93
			CHECK	4240322 TOTAL:	30.93
4240323 10/26/2023 PRTD	1501 Ameren Illinois	100323Base	10/03/2023	102623	167.02
			CHECK	4240323 TOTAL:	167.02



CASH ACCOUNT: 10000000 10 CHECK NO CHK DATE TYPE N		INVOICE	INV DATE PO) WARRANT	NET
4240324 10/26/2023 PRTD	1501 Ameren Illinois	100323ETC	10/03/2023	102623	812.51
			CHECK	4240324 TOTAL:	812.51
4240325 10/26/2023 PRTD	1501 Ameren Illinois	100323North	10/03/2023	102623	209.87
			CHECK	4240325 TOTAL:	209.87
4240326 10/26/2023 PRTD	1501 Ameren Illinois	100423gcpr	10/04/2023	102623	84.38
			CHECK	4240326 TOTAL:	84.38
4240327 10/26/2023 PRTD	1501 Ameren Illinois	SEPT23	10/04/2023	102623	3,040.10
			CHECK	4240327 TOTAL:	3,040.10
4240328 10/26/2023 prtd	1501 Ameren Illinois	SEPT23AHSR	10/05/2023	102623	555.17
			CHECK	4240328 TOTAL:	555.17
4240329 10/26/2023 prtd	1501 Ameren Illinois	SEPT23L	10/03/2023	102623	246.99
			CHECK	4240329 TOTAL:	246.99
4240330 10/26/2023 prtd	2031 Best-One Fleet Servi	3200010635	10/04/2023	102623	988.00
			CHECK	4240330 TOTAL:	988.00
4240331 10/26/2023 prtd	4075 Bridgestone Americas	6549001628	10/09/2023	102623	568.56
			CHECK	4240331 TOTAL:	568.56
4240332 10/26/2023 PRTD	1253 City of Granite City	202310060781	10/06/2023	102623	200.00
			CHECK	4240332 TOTAL:	200.00
4240333 10/26/2023 PRTD	1436 City of Highland	29	10/06/2023	102623	796.21
			CHECK	4240333 TOTAL:	796.21



CASH ACCOUNT: 10000000 10101 CHECK NO CHK DATE TYPE VENDO	Checking Account R NAME VOUCHER	INVOICE	INV DATE	PO WARRANT	NET
4240334 10/26/2023 PRTD 1008	8 Collinsville Sr. Cit	2300000249	10/03/2023	102623	1,606.67
		2300000256	10/10/2023	102623	1,115.76
			CHECK	4240334 TOTAL:	2,722.43
4240335 10/26/2023 prtd 4048	8 Dovetail Inc.	INV-23817	09/30/2023 12	2200029 102623	1,638.00
			CHECK	4240335 TOTAL:	1,638.00
4240336 10/26/2023 prtd 1092	2 The Edwardsville Int	092823	09/24/2023 12	2400001 102623	505.49
			CHECK	4240336 TOTAL:	505.49
4240337 10/26/2023 PRTD 4070	O JEN Mechanical, Inc.	1449-2	09/26/2023 12	2300039 102623	17,368.00
			CHECK	4240337 TOTAL:	17,368.00
4240338 10/26/2023 prtd 3920	O The Jerry Costello G	NOV23	10/04/2023	102623	7,000.00
			CHECK	4240338 TOTAL:	7,000.00
4240339 10/26/2023 prtd 1439	9 Juneau Associates, I	48947	08/26/2023	102623	832.50
		48926	08/26/2023	102623	60.00
			CHECK	4240339 TOTAL:	892.50
4240340 10/26/2023 PRTD 1602	2 Madison County State	NOV23	10/04/2023	102623	8,000.00
			CHECK	4240340 TOTAL:	8,000.00
4240341 10/26/2023 prtd 1874	4 Main Street Communit	100223	10/02/2023	102623	509.10
			CHECK	4240341 TOTAL:	509.10
4240342 10/26/2023 prtd 1698	8 O'Brien Tire & Auto	0246130	09/27/2023	102623	1,448.24
		0246131	09/27/2023	102623	17.00
		0246310	10/10/2023	102623	482.50

CASH ACCOUNT: 10000000 10 CHECK NO CHK DATE TYPE N		ER INVOICE	INV DATE PO	D WARRANT	NET
			CHECK	4240342 TOTAL:	1,947.74
4240343 10/26/2023 prtd	2044 Petroleum Traders Co	1924486	09/26/2023	102623	23,331.89
		1925722	09/29/2023	102623	24,839.19
		1925995	09/29/2023	102623	2,511.70
		1926957	10/04/2023	102623	15,727.47
		1927054	10/05/2023	102623	22,375.24
		1927811	10/06/2023	102623	21,888.56
		1928555	10/10/2023	102623	22,902.56
			CHECK	4240343 TOTAL:	133,576.61
4240344 10/26/2023 prtd	3980 The Bancorp Bank	612988	09/29/2023 123	100078 102623	706.54
			CHECK	4240344 TOTAL:	706.54
4240345 10/26/2023 PRTD	1506 Village of Glen Carb	INV00671	10/01/2023	102623	668.63
			CHECK	4240345 TOTAL:	668.63
4240346 10/26/2023 PRTD	3923 Xerox Corporation	019806019	10/01/2023	102623	57.00
			CHECK	4240346 TOTAL:	57.00
		NUMBER OF CHECKS 41	*** CASH A	CCOUNT TOTAL ***	2,337,017.63
		TOTAL PRINTED CHECKS	COUNT 41 2,33	AMOUNT 7,017.63	

*** GRAND TOTAL *** 2,337,017.63



CASH ACCOUNT: 10000000 10 CHECK NO CHK DATE TYPE V		INVOICE	INV DATE PO) WARRANT	NET
4240347 10/26/2023 PRTD	4012 AAIC, Inc.	13649	10/09/2023	102623в	4,279.15
		13650	10/09/2023	102623в	55.26
			CHECK	4240347 TOTAL:	4,334.41
4240348 10/26/2023 PRTD	1050 Ameren Illinois	101223EGPR	10/12/2023	102623в	297.92
			CHECK	4240348 TOTAL:	297.92
4240349 10/26/2023 PRTD	1501 Ameren Illinois	092123Beacon	09/21/2023	102623в	4.68
			CHECK	4240349 TOTAL:	4.68
4240350 10/26/2023 PRTD	1501 Ameren Illinois	092223ATC	09/22/2023	102623в	915.11
			CHECK	4240350 TOTAL:	915.11
4240351 10/26/2023 PRTD	1501 Ameren Illinois	092523WoodRv	09/25/2023	102623в	874.69
			CHECK	4240351 TOTAL:	874.69
4240352 10/26/2023 PRTD	1501 Ameren Illinois	092623Bluff	09/26/2023	102623в	34.79
			CHECK	4240352 TOTAL:	34.79
4240353 10/26/2023 PRTD	1501 Ameren Illinois	092623Bluff1	09/26/2023	102623в	33.34
			CHECK	4240353 TOTAL:	33.34
4240354 10/26/2023 PRTD	1501 Ameren Illinois	092623Nature	09/26/2023	102623в	34.62
			CHECK	4240354 TOTAL:	34.62
4240355 10/26/2023 PRTD	1501 Ameren Illinois	100323Wtrshd	10/03/2023	102623в	29.26
			CHECK	4240355 TOTAL:	29.26
4240356 10/26/2023 PRTD	1501 Ameren Illinois	100623SJPR	10/06/2023	102623в	37.12
			CHECK	4240356 TOTAL:	37.12



CASH ACCOUNT: 10000000 1 CHECK NO CHK DATE TYPE		ER INVOICE	INV DATE PO	WARRANT	NET
4240357 10/26/2023 PRTD	1501 Ameren Illinois	100623TPR	10/06/2023	102623в	68.15
			CHECK	4240357 TOTAL:	68.15
4240358 10/26/2023 PRTD	1501 Ameren Illinois	100923GCPR	10/09/2023	102623в	28.48
			CHECK	4240358 TOTAL:	28.48
4240359 10/26/2023 PRTD	1501 Ameren Illinois	100923TPR	10/09/2023	102623в	249.04
			CHECK	4240359 TOTAL:	249.04
4240360 10/26/2023 PRTD	1501 Ameren Illinois	101723MryvRd	10/17/2023	102623в	37.16
			CHECK	4240360 TOTAL:	37.16
4240361 10/26/2023 PRTD	1501 Ameren Illinois	SEPMainGTAdm	10/04/2023	102623в	488.57
			CHECK	4240361 TOTAL:	488.57
4240362 10/26/2023 PRTD	2031 Best-One Fleet Servi	3200010935	10/20/2023	102623в	454.00
			CHECK	4240362 TOTAL:	454.00
4240363 10/26/2023 PRTD	4056 Budget Signs	848569	10/10/2023 124	00002 102623в	123.32
			CHECK	4240363 TOTAL:	123.32
4240364 10/26/2023 PRTD	1433 City of Edwardsville	102023SPEPR	10/17/2023	102623в	210.48
		102023wsepr	10/17/2023	102623в	119.31
		102023L	10/17/2023	102623в	55.45
			CHECK	4240364 TOTAL:	385.24
4240365 10/26/2023 PRTD	4025 Edwardsville Bank	102423-1	10/24/2023	102623в	3,270,000.00
			CHECK	4240365 TOTAL:	3,270,000.00



CASH ACCOUNT: 10000000 10 CHECK NO CHK DATE TYPE		INVOICE	INV DATE PO) WARRANT	NET
4240366 10/26/2023 prtd	4025 Edwardsville Bank	102423-2	10/24/2023	102623в	2,000,000.00
			CHECK	4240366 TOTAL:	2,000,000.00
4240367 10/26/2023 PRTD	3865 FCB Collinsville Ban	102423	10/24/2023	102623в	1,000,000.00
			CHECK	4240367 TOTAL:	1,000,000.00
4240368 10/26/2023 PRTD	1029 Fort Russell Townshi	100423	09/30/2023	102623в	393.96
			CHECK	4240368 TOTAL:	393.96
4240369 10/26/2023 PRTD	4083 HeartLands Conservan	2023-069	08/31/2023 123	300013 102623в	2,072.20
		2023-080	09/30/2023 123		5,224.43
			CHECK	4240369 TOTAL:	7,296.63
4240370 10/26/2023 prtd	1220 Illinois American Wa	0424ILRt3PR	10/20/2023	102623в	368.34
			CHECK	4240370 TOTAL:	368.34
4240371 10/26/2023 PRTD	1220 Illinois American Wa	101223SPATC	10/12/2023	102623в	70.32
		10122001/110	CHECK	4240371 TOTAL:	70.32
4240272 10/26/2022 DETE	1420 Junoou According T	48848	08/26/2022	102623в	0 004 50
4240372 10/26/2023 PRTD	1439 Juneau Associates, I	40040	08/26/2023 CHECK	102023В 4240372 ТОТАL:	9,994.50 9,994.50
4240373 10/26/2023 PRTD	1437 Keller Construction,	102323	10/23/2023 123		197,538.89
			CHECK	4240373 TOTAL:	197,538.89
4240374 10/26/2023 PRTD	4102 Mansfield Power & Ga	SEPT23	10/12/2023	102623в	62.42
			CHECK	4240374 TOTAL:	62.42
4240375 10/26/2023 PRTD	1698 O'Brien Tire & Auto	0246512	10/18/2023	102623в	95.24
		0246401	10/11/2023	102623в	1,304.10

CASH ACCOUNT: 10000000 10 CHECK NO CHK DATE TYPE		R INVOICE	INV DATE PO W	ARRANT NET
			СНЕСК 4240375	TOTAL: 1,399.34
4240376 10/26/2023 PRTD	1173 Oates Associates, In	37945	10/10/2023 102	2623B 15,233.00
		37994	10/16/2023 102	2623в 8,500.00
			СНЕСК 4240376	TOTAL: 23,733.00
4240377 10/26/2023 PRTD	2044 Petroleum Traders Co	1929804	10/13/2023 10	2623B 14,415.57
		1930609	10/17/2023 102	2623в 24,565.31
		1932114	10/16/2023 102	2623в 2,318.95
		1931808	10/20/2023 102	2623в 27,671.06
			СНЕСК 4240377	TOTAL: 68,970.89
4240378 10/26/2023 PRTD	4104 Republic Services #3	50-005372102	10/20/2023 10	2623в 179.50
			СНЕСК 4240378	TOTAL: 179.50
4240379 10/26/2023 PRTD	4071 S.M. wilson & Co.	0322003-15	10/23/2023 12200090 10	2623в 2,131,353.76
			СНЕСК 4240379	TOTAL: 2,131,353.76
4240380 10/26/2023 PRTD	3811 Thouvenot, Wade & Mo	81491	09/30/2023 10	2623в 21,273.75
			СНЕСК 4240380	TOTAL: 21,273.75
		NUMBER OF CHECKS 34	*** CASH ACCOUNT TO	TAL *** 8,741,065.20
		TOTAL PRINTED CHECKS	COUNT AMOUNT 34 8,741,065.20	

*** GRAND TOTAL *** 8,741,065.20

Madison County Transit District Management Report of Revenue and Expenses September, 2023

September, 2023	Current	Current	Prior	Percentage Increase / (Decrease)	FY24	Budget % Expended
_	<u>Month</u>	<u>YTD</u>	<u>YTD</u>	Over Prior YTD	<u>Budget</u>	(25% of FY)
Revenue						
Operating Revenue						
Sales Tax Revenue	\$1,184,862.00	\$3,391,727.98	\$3,395,112.39	0%	\$12,500,000	27%
Investment Income	139,717.03	390,350.55	261,474.06	49%	700,000	56%
Investment Gains/Losses	0.00	0.00	0.00	0%	0	0%
Investments-Mark to Market	(142,777.50)	(53,615.12)	(376,957.17)	100%	0	100%
IDOT Operating Assistance	1,540,363.42	1,540,363.42	0.00	0%	18,000,000	9%
Federal CARES Act/CRRSAA/ARPA	0.00	0.00	0.00	0%	2,790,000	0%
Local Sales Tax Reform Fund	224,929.27	809,031.11	897,324.34	-10%	3,100,000	26%
CMAQ Rideshare Marketing and Outreach	0.00	0.00	0.00	0%	750,000	0%
Commuter Initiative	7,591.96	7,591.96	0.00	0%	150,000	5%
Fares	110,267.96	110,267.96	0.00	0%	570,000	19%
Other Revenue	446.06	26,471.06	14,000.00	89%	147,000	18%
Lease/Rental Income	0.00	0.00	0.00	0%	0	0%
Total Operating Revenue	\$3,065,400.20	\$6,222,188.92	\$4,190,953.62	48%	\$38,707,000	16%
Capital Revenue	· ·		•			
FTA Transit Admin Section 5307	\$8,015.00	\$8,015.00	\$459,262.00	0%	\$7,675,994	0%
FTA Transit Admin Section 5339	0.00	0.00	0.00	0%	3,780,000	0%
Congestion Mitigation Air Quality	0.00	0.00	0.00	0%	5,270,000	0%
Rebuild Illinois	0.00	0.00	0.00	0%	25,121,000	0%
Illinois Department of Transportation	0.00	0.00	0.00	0%	1,450,000	0%
Illinois Department of Natural Resources	0.00	0.00	0.00	0%	553,000	0%
Intergovernmental Agreements	0.00	0.00	0.00	0%	100,000	0%
Metro East Park and Recreation District	0.00	0.00	0.00	0%	2,350,000	0%
Other Revenue - Capital	0.00	0.00	0.00	0%	2,330,000	0%
Future Grants	0.00	0.00	0.00	0%	18,310,800	0%
			\$459,262.00	- 0%_		0%
Total Capital Revenue Total Revenues	\$8,015.00 \$3,073,415.20	\$8,015.00 \$6,230,203.92	\$4,650,215.62	34%	\$64,610,794 \$103,317,794	6%
Expenses						
Operating Expenses						
Fixed Route and Paratransit	\$2,478,826.86	\$7,761,466.10	\$7,201,673.45	8%	\$32,176,000	24%
ACT Administrative Contract	114,729.00	114,729.00	0.00	0%	490,000	23%
Rideshare	61,019.85	195,743.51	220,933.84	-11%	1,000,000	20%
Professional and Other Services	16,000.00	46,000.00	45,000.00	2%	547,000	8%
Trustee Expenses	882.03	2,643.47	3,364.75	-21%	30,000	9%
District Office Expenses	46,330.66	135,808.18	87,454.09	55%	450,000	30%
Facilities Maintenance	84,523.20	281,344.03	291,432.35	-3%	1,076,000	26%
District Budget Contingency	0.00	0.00	0.00	0%	1,000,000	0%
Total Operating Expenses	\$2,802,311.60	\$8,537,734.29	\$7,849,858.48	- 9%	\$36,769,000	23%
Capital Expenses	+_,,	<i></i>	<i></i>		+;;;	
Bikeways	\$193,593.49	\$876,194.96	\$787,024.93	11%	\$44,660,000	2%
Bus Station/Stops and Park & Ride	405.00	12,367.30	103.75	100%	10,746,000	0%
Cooperative Police Bicycle Grant Program	0.00	0.00	0.00	100%	75,000	0%
Facility Improvements	1,049,865.00	2,035,460.88	2,433,666.13	-16%	22,450,000	9%
Maintenance Equipment	0.00	2,035,400.00	2,433,000.13	-10%	22,430,000 671,200	9 % 0%
MIS Equipment	0.00	0.00	0.00	0%	5,450,000	0%
Transit Support Equipment		35,530.00	85,644.00	100%	5,450,000 873,000	4%
	35,530.00	,				
Vehicles - Buses	0.00	0.00	0.00	0%	28,513,550	0%
Vehicles - Rideshare Vans	0.00	0.00	0.00	100%	1,056,000	0%
Vehicles - Transit Support	0.00	0.00	0.00	100%	1,928,000	0%
Contingency	0.00	0.00	0.00	- 0% -	2,000,000	0%
Total Capital Expenses	\$1,279,393.49	\$2,959,553.14	\$3,306,438.81	10% _	\$118,422,750	2%
Total Expenses	\$4,081,705.09	\$11,497,287.43	\$11,156,297.29	- 3%_	\$155,191,750	7%
Excess Revenue Over (Under) Expenses	(\$1,008,289.89)	(\$5,267,083.51)	(\$6,506,081.67)	-19% =	(\$51,873,956)	10%

10/18/2023

3:45 pm

Madison County Mass Transit District Income Statement with Budget Variance for the Period Ended September 30, 2023

Actual Excipat Deviation PC Actual Excipat Deviation Postation OPERATING REVENUE 1.144.982.00 1.041.986.66 123.015.03 3.03.05.05 172.000.00 265.072.09 1.05.000.00 265.072.09 1.05.000.00 265.070.00 271.000.00 265.070.00 271.000.00 0.00	Description		Current Period			Year to Date				
State Tark Revenue 11,44,862,00 1,041,666.66 143,193.34 11,75 3,391,727.88 132,600.00 221,256 102 Investment Incomp 132,717.36 5,333.34 133,336 1200 5,351.51 0.00 223,560.00 223,560.00 150,038.42 4,500,000 228,950.00 1207 6,000 228,950.00 1207 6,000.00 6,000.00 0.00 6,000.00 0.00 175,000.00 2,289,030.00 120,000.00 0.00 177,500.00 3,250.00 1,210,000.00 120,000.00 <th></th> <th>Actual</th> <th><u>Budget</u></th> <th><u>Deviation</u></th> <th>Pct</th> <th><u>Actual</u></th> <th><u>Budget</u></th> <th>Deviation</th> <th>Pct ytd</th>		Actual	<u>Budget</u>	<u>Deviation</u>	Pct	<u>Actual</u>	<u>Budget</u>	Deviation	Pct ytd	
Investment Income 139.77 03 96.333.34 13.936.69 29.51 90.336.65 175.00.00 24.580.55 223.00 IDCT Openaling Ausistance 1.540.363.42 1.500.000.00 40.353.42 102.69 1.540.363.42 4.500.000.00 -23.956.55 34.23 Paelani CARES ALCINESANAPPA 0.00 62.200.00 42.250.00 0.00 0.00 97.500.00 34.23 CMAG Restance Marketing A Outwach 0.00 62.200.00 4.250.00 0.00 107.590.00 32.930.00 32.930.00 32.930.00 32.930.00 32.930.00 32.930.00 32.930.00 32.930.00 32.922.44 77.39 37.460.00 32.930.00	OPERATING REVENUE									
Investment-Mark to Market 1.42.777.50 0.00 3.53 ht 12 0.00 0.55 ht 13 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 <th< td=""><td>Sales Tax Revenue</td><td>1,184,862.00</td><td>1,041,666.66</td><td>143,195.34</td><td>113.75</td><td>3,391,727.98</td><td>3,125,000.00</td><td>266,727.98</td><td>108.54</td></th<>	Sales Tax Revenue	1,184,862.00	1,041,666.66	143,195.34	113.75	3,391,727.98	3,125,000.00	266,727.98	108.54	
IDCT Operating Asistance 1,540,383.42 1,500,300.40 1,500,383.42 1,500,300.00 2,2956,563.83 34,33 Pederal CARE ARCRESALARER 224,929.27 258,333.34 -33,404.07 87.07 800,031.11 775,500.00 -607,000 -607,000 107,500.00 -617,500.00 -617,500.00 -617,500.00 -617,500.00 -617,500.00 -627,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -62,500.00 -32,252,64 7,738 Other Revenue 440.60 12,220.00 -118,01.50 6,220,210.00 -63,01.50.00 -60,00 -60,00 -32,250.00 -00,	Investment Income	139,717.03	58,333.34	81,383.69	239.51	390,350.55	175,000.00	215,350.55	223.06	
Edeal CARES Act/CRRSA/ARPA0.00232,500.00-0.000.000.000.000.00Coard Salet Tack Reform Fund224,802.7228,500.0062,500.00600.011177,501.0037,500.00-239,080.0110.00Commain Initiative7,591.9611,250.004,300.0460.747,591.9637,500.00-239,080.01223,22477.38Other Revenue440.0012,250.00-11,00.39.43.6420,471.0036,222.18.326,876,750.00-10,278.9472.03CAPTAL REVENUE3065,400.20322,563.31-161,01.83.1495.006,222.18.828,076,750.00-10,278.9472.03CAPTAL REVENUETotal OFERATING REVENUE0531,650.161,258,01.50.001,310,985.50-1,310,985.501,21Fed Timarial Antini Section 53078,015.00639,666.164,301.656.660.001,0082,820.00362,500.000.00Compation Mingation Afr.Quality0.00428,166.664,301.656.660.001,317,500.00-1,317,500.000.00Illinois Dept Of Transportation0.0012,833.34-10,83.340.000.0082,500.000.00Illinois Dept Of Transportation0.00152,500.000.000.00457,700.00-547,500.000.00Intergowerninati Agreements0.00152,500.000.000.00457,700.00362,600.000.00Intergowerninati Agreements0.00152,500.000.000.00457,700.00547,500.00-547,50	Investments-Mark to Market	-142,777.50	0.00	-142,777.50	0.00	-53,615.12	0.00	-53,615.12	0.00	
Edeal CARES Act/CRRSA/ARPA0.00232,500.00-0.000.000.000.000.00Coard Salet Tack Reform Fund224,802.7228,500.0062,500.00600.011177,501.0037,500.00-239,080.0110.00Commain Initiative7,591.9611,250.004,300.0460.747,591.9637,500.00-239,080.01223,22477.38Other Revenue440.0012,250.00-11,00.39.43.6420,471.0036,222.18.326,876,750.00-10,278.9472.03CAPTAL REVENUE3065,400.20322,563.31-161,01.83.1495.006,222.18.828,076,750.00-10,278.9472.03CAPTAL REVENUETotal OFERATING REVENUE0531,650.161,258,01.50.001,310,985.50-1,310,985.501,21Fed Timarial Antini Section 53078,015.00639,666.164,301.656.660.001,0082,820.00362,500.000.00Compation Mingation Afr.Quality0.00428,166.664,301.656.660.001,317,500.00-1,317,500.000.00Illinois Dept Of Transportation0.0012,833.34-10,83.340.000.0082,500.000.00Illinois Dept Of Transportation0.00152,500.000.000.00457,700.00-547,500.000.00Intergowerninati Agreements0.00152,500.000.000.00457,700.00362,600.000.00Intergowerninati Agreements0.00152,500.000.000.00457,700.00547,500.00-547,50	IDOT Operating Assistance	1,540,363.42	1,500,000.00	40,363.42	102.69	1,540,363.42	4,500,000.00	-2,959,636.58	34.23	
Local Sales Tax Reform Fund 224,222.7 283,33,34 -33,404.07 87.07 800,001 77,500.00 34,031.11 104.30 CMMO Rideshard Markeling & Outreach 7,591.96 12,500.00 4,008.04 80,74 7,591.96 37,500.00 -22,008.04 20.255 Fates 110,267.96 47,500.00 41,250.00 62,777.96 232.14 110,267.50 142,200.00 32,222.04 7,73.8 TOTAL OPERATING REVENUE 3,065,400.20 322,558.34 1-10,181.14 96.05 6,222,180.2 9,676,750.00 3,445,61.08 6,43 CAPTIXL REVENUE CAPTIXL REVENUE 9,000 9,45,000.00 9,45,000.00 0.00 1,916,983.50 1,916,983.50 1,916,983.50 0.00 1,916,983.50 0.00 1,916,983.50 0.00 1,916,983.50 0.00 1,916,983.50 0.00 1,916,983.50 0.00 1,916,983.50 0.00 1,916,983.50 0.00 1,916,983.50 0.00 1,916,983.50 0.00 1,916,983.50 0.00 1,916,983.51 0.00 1,9		0.00	232,500.00	-232,500.00	0.00	0.00	697,500.00	-697,500.00	0.00	
CMAD Riveshare Markeling & Outreach 0.00 62,200.00 -42,00.00 42,00.00 -44,60.00 -42,0	Local Sales Tax Reform Fund	224,929.27			87.07	809,031.11	775,000.00		104.39	
Commonter lutilizative7.591 s917.200 004.200.004.200.0037.200 0037.2	CMAQ Rideshare Marketing & Outreach	0.00	62,500.00	-62,500.00	0.00	0.00	187,500.00	-187,500.00	0.00	
Fares110.267.9647,500.0062.274110.279.96142,500.003.222.0477.38Other Revenue.446.0612.250.00.11.803.943.6426.471.063.650.00.10.278.9472.05CAPTAL REVENUE.006.00.00.322.56.33.4160.183.1495.056.222.189.529.676.70.00.3.45.661.006.32Fed Timai Admi Section 5307.8.015.006.30.866.161.258.015.001.018.98.50.1.018.83.500.00Congraise Mitigation Af Coulity.000.335.000.00.315.000.000.0001.317.500.00.317.500.00.000Congraise Mitigation Af Coulity.000.439.166.6.439.166.6.0000.000.826.200.00.362.500.00.000Behuld Illinois Dept of Tansportation.0001.825.900.01.155.833.4.0000.000.826.500.00.000Illinois Dept of Matural Resources.0001.825.900.01.155.833.4.0000.000.825.000.000Totta CERVENUE.0011.825.900.01.155.833.4.0000.000.825.000.000.000Totta CERVENUE.001.538.242.24.5376.217.840.15.001.00.255.00.00.057.700.00.057.700.00.057.700.00Totta CERVENUE.001.183.83.422.504.68.92.45.77.616.61.00.804.00.00.262.53.90.96.49ACT Administrative Contrat.14.728.00.45.53.34.73.85.66.280.717.17.80.22.500.00.7.77.10.93.66DeperAtifi		7,591.96	12,500.00		60.74	7,591.96			20.25	
Oher Resenue 446.05 12.220.00 -11.803.34 3.64 26.471.06 26.770.00 -10.278.34 72.60 COTTAL OPERATING REVENUE - <	Fares				232.14				77.38	
TOTAL OPERATING REVENUE 3,065,400.20 3,225,583.34 -160,183.14 95,03 6,222,189.92 9,676,750.00 -3,454,561.08 64 30 CAPITAL REVENUE Fed TransIt Minin Section 5339 0.00 535,666.16 -631,651.16 1.25 8.015.00 945,000.00 -1910,983.50 0.00 Compaction Migation Air Quality 0.00 439,166.66 0.00 0.00 1,317,500.00 -1,317,500.00 0.00 Illinois Dept of Transportation 0.00 120,833.34 -120,833.34 0.00 0.00 538,250.00 0.00 Minoris Dept of Matriar Resonance 0.00 158,250.00 -138,250.00 0.00 138,250.00 -138,250.00 0.00 Minor Section Staturar Resonance 0.00 158,533.34 -0.00 0.00 557,00.00 -538,750.00 0.00 Intergovernmental Agreements 0.00 158,533.34 -0.558,40.09 8.015.00 16,152,698.50 -16,144,88.55 0.55 TOTAL REVENUE 8.015.00 16,352,690.48 -24,253.14 7,771.00 9.456 7,771.00 9.46 </td <td>Other Revenue</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>72.03</td>	Other Revenue								72.03	
CAPITAL REVENUE 8.015.00 639,661.6 -631,651.16 1.25 8.015.00 1.918,985.00 -1.910,883.50 0.42 Fed Transit Admin Section 5307 8.015.00 315,000.00 -315,000.00 0.00 Congeston Migation Air Cuality 0.00 439,166.66 -439,1166.66 0.00 0.00 1.317,500.00 -1.317,500.00 0.00 Rebuild Illinois 0.00 1.208,33.4 -1.208,33.4 0.00 0.00 532,500.00 0.00 1.322,500.00 0.00 1.322,500.00 0.00 1.322,500.00 0.00 1.422,900.00 -1.322,500.00 0.00 1.427,700.00 -1.67,700.00 0.00 1.427,700.00 -1.67,770,100.00 1.477,700.00 0.00 1.477,700.00 0.00 1.477,700.00 -1.67,770,100.00 1.477,700.00 0.00 1.477,700,00 -1.67,770,100.00 1.477,700,00 0.00 1.477,700,00 0.00 1.477,700,00 0.00 2.500,00 0.00 2.500,00 0.00 2.500,00 0.00 2.500,00 0.00 2.500,00 0.00 2.500,00 0.00 1.477,00 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>										
fed Transit Admin Section S3078,015.00639,661.6-431,651.161.258,015.001,918,986.50-1,919,885.090.42Fed Transit Admin Section S3390.00315.000.00-3015.000.000.000.001,317,500.000.00Rebuild Illinois0.002,093,416.862,093,416.660.000.00628,250.00-3,82,0000.00Illinois Dept of Natural Resources0.0046,683.34-46,683.340.000.00382,500.00-1,387,500.000.00Illinois Dept of Natural Resources0.0046,683.34-152,530.330.000.0045,77,0000.000.00Inter Grantis0.001,525,900.00-1,525,900.00-1,525,900.000.004,577,700.000.000.00Intergovernmental Agreements0.008,334,334-6,337,6217.840.158,015.00-25,000.00-25,000.000.00TOTAL EVENUES3,073,415.206,908,918.1-5,576,217.840.156,015.00-1,95,92,44.582,415.50OPERATING EXPENSESTT7,614,661.006,44,000.00-225,353.9096,49ACT Administrative Contract114,72.903,583,33422,513.4973.287,514.66.108,04,000.00-7,77,1093.68Rideshare61,002.0045,553,33.4-222,506.4892,4577,514.66.106,44,603.5352.52District Direc Expenses46,303.667,50.008.380,6513.356.1046,000.0013,75,00013,75,00013,75.00		-,	-,,	,		-,,	-,,	-,,		
Fed Transit Admin Section 53390.00315,00.00-315,00.000.000.00945,00.00-945,00.000.00Congestion Mitgation Air Quality0.00439,166.66-439,166.660.000.006,282.006,262.000.00Illinois Dept of Transportation0.00120,833.34-120,833.440.000.00362,500.00-362,500.000.00Illinois Dept of Transportation0.00156,833.34-195,833.440.000.00138,250.00-138,250.000.00Huro East Park and Recreation District0.001,552,900.00-1,525,900.000.004,577,700.004,577,700.000.00ToTAL CAPITAL REVENUE8,015.005,384,322.84-5,376,217.840.158,015.0016,152,698.50-16,144,683.500.00TOTAL REVENUES3,073,415.206,699,816.18-5,536,409.9835.706,230,203.9225,829,448.50-19,599,244.5824.12OPERATING EXPENSES77,761,466.108,044,000.00-252,503.9096,497,761,466.108,044,000.00-252,503.9096,49ACT Administrative Contract114,729.0045,583.33-22,313.4973,505.66280.97114,729.00123,700.003,771.00.003,84Trustee Expenses16,000.0045,583.33-22,513.497,505.08112,000.00-54,256.4978,30District Office Expenses16,000.0045,583.34-22,550.3430.10123,770.0012,344.03104,59Optesional and Other Services16,0										
Corgension Milgation Air Quality0.00439,166.66-439,166.660.000.001,317,500.00-1,317,500.000.00Rebuild limois0.0012,083.34+120,833.440.000.006,280,250.000.00Illinois Dept of Transportation0.00140,833.44+120,833.440.000.00138,250.00-138,250.000.00Metro East Park and Recreation District0.00145,253.90.000.000.00587,500.000.00-587,500.000.00Inter Grants0.001,525,900.00-1,525,900.000.000.004,577,700.004,577,700.000.00TOTAL REVENUES8,015.005,384,232.44-5,376,217.840.018,015.0016,152,698.00-16,144,683.500.05OPERATINE EXPENSES7074.REVENUES3,073,415.22,681.33.34-202,506.4822,0977,761,466.108,044.000.00-282,53.3996.49ACT Administrative Contract114,729.0044,083.34-22,31.4973.22195,743.51250.000.00-54,256.4973.30Professional and Other Services16,000.0045,853.34-22,31.4973.22195,743.51250.000.00-54,256.4973.30Professional and Other Services16,000.0045,853.44-22,83.4973.22195,743.51250.000.00-7,77.0034.66District Didget Contingency0.0083,33.34-22,31.4973.22195,743.51250.000.00-74,750.004.68District Didget Contingency0.008				,						
Rebuild Illinois 0.00 2,033,416.66 -2,033,416.66 0.00 0.00 6,280,250.00 -6,280,250.00 0.00 Illinois Dept of Transportation 0.00 120,833.34 -120,833.34 0.00 0.00 382,250.00 0.00 Metro East Park and Recreation District 0.00 155,833.34 -46,083.34 0.00 0.00 587,500.00 -587,500.00 0.00 Future Grants 0.00 1,525,900.00 -1,525,900.00 0.00 25,000.00 -26,000.00 0.00 TOTAL CAPITAL REVENUE 8,015.00 5,384,232.84 -5,376,217.84 0.15 8,015.00 15,152,085.80 -16,144,683.50 0.05 Ticked And and Paratransit 2,478,826.86 2,681,333.34 -202,506.48 29,245 7,761,466.10 8,044,000.00 -282,533.90 96,49 ACT Administrative Contract 114,729.00 40,833.34 72,025.06.48 29,245 7,761,466.10 8,044,000.00 -282,533.90 96,49 ACT Administrative Contract 114,729.00 44,583.34 -222,155,51.346 75,000.00 <td< td=""><td></td><td></td><td>,</td><td></td><td></td><td></td><td>,</td><td></td><td></td></td<>			,				,			
Illinois Dept of Transportation 0.00 120,833.34 -120,833.34 0.00 0.00 362,500.00 -362,500.00 0.00 Illinois Dept of Natural Resources 0.00 146,083.34 -140,833.34 0.00 0.00 138,250.00 -138,250.00 0.00 Puture Grants 0.00 15,25,900.00 -1,525,900.00 0.00 25,000.00 -25,000.00 0.00 TOTAL CAPITAL REVENUE 8,015,00 5,384,232.44 -5,376,217.48 0.15 8,015,00 0.25,000.00 0.00 TOTAL CAPITAL REVENUES 3,073,415.20 8,609,816.18 -5,536,400.98 35.70 6,230,203,92 25,829,448.50 -19,599,244.58 24,12 OPERATING EXPENSES Transferitative Contract 114,729.00 -7,710.00 -7,710.00 -7,710.00 -64,256.49 7,83.0 Professional and Other Services 110,070.00 40,833.34 7,20,56.64 92,25 5,761,466.10 8,044,000.00 -54,256.49 7,83.0 Professional and Other Services 110,472.00 114,729.00 -54,256.49 7,83.0 56.20,07.1114,										
Illinois Dept of Natural Resources0.0046,083.34-46,083.340.000.00138,250.00-138,250.000.00Metro East Park and Recreation District0.001,525,900.00-1,525,900.00-1,525,900.00-567,500.00-567,500.00-0,00Intergovernmental Agreements0.001,525,900.00-1,525,900.00-1,525,900.00-25,000.00-25,000.000.00TOTAL CAPITAL REVENUE8,015.005,384,323.84-5,376,217.840.158,015.0016,152,985.50-16,144,683.500.05TOTAL REVENUES3,073,415.208,098,161.81-5,556,400.985,777,761,466.108,044,000.00-282,533.9096,49ACT Administrative Contract114,729.0040,833.34-202,506,4892,457,761,466.108,044,000.00-7,771.0093,66Rideshare61,019.8583,333.34-202,508,3435,12205,000.00-7,771.0093,66Rideshare61,019.8583,033.44-22,513.497,12915,743.51250,000.00-74,256.4973,80Professional and Other Services16,000.0045,563.33429,553.3435,12264,3477,500.004,865.5335,25District Office Expenses46,306.663,750.008,830.66123,5414,840.33229,900.0012,240.0310,23,308.18Christe Expenses46,306.663,750.008,830.6615,14,3494,2513,567.003,270.0013,224.00District Office Expenses46,353.403,721,666.665										
Metro East Park and Recreation District0.00195,833.34-195,833.340.000.00587,500.00-587,500.006.00Future Grants0.001,525,900.00-1,525,900.000.000.004,577,700.00-2,500.000.00TOTAL CAPITAL REVENUE8,015.005,384,232.84-5,376,217.840.158,015.0016,152,698.50-16,144,683.500.05TOTAL REVENUES3,073,415.208,609,816.18-5,536,400.9835.706,230,203.9225,829,448.50-19,599,244.5824.12OPERATING EXPENSESFixed Route and Paratransit2,478,8682,681,333.34-220,2506.4892.457,761,466.108,044.000-282,533.9096.49Richeshare61,1019.8583,333.34-22,313.4973,22195,743.51250,000.00-7,771.0039.68Richeshare61,019.8583,333.34-22,313.4937.22195,743.51250,000.00-44,256.497,761.466.10Trustee Expenses16,000.0045,683.3425,583.3435.1046,000.00136,750.00-36,760.0036.44Trustee Expenses46,330.6637,500.00-18,17.9735.282,643.477,500.0012,244.03104.59District Diffice Expenses46,330.6637,500.008,830.6651.34.4694.26281,344.03269,000.0012,244.03104.59District Diffice Expenses193,593.493,721,666.66-53,280,73.175.20876,194.9611,165,000.00-12,88,605.047,85Distri										
Future Grants0.001,525,900.00-1,525,900.000.000.004,577,700.004,577,700.00-25,000.00Intergovermental Agreements0.008,333.34-8,333.340.000.0025,000.00-25,000.000.00TOTAL REVENUES3,073,415.08,609,816.18-5,536,400.9835.706,230.203.9225,829,448.50-19,599,24.8524.12OPERATING EXPENSES55,536,400.982,576,217.840.158,015.00-282,533.9096.49ACT Administrative Contract114,729.0040,833.34-202,506.4822.09771,417,29.00122,500.00-7,771.0093.66Rideshare61,019.5683.33.33-202,506.4822.097114,729.00136,750.00-90,750.0033.64Trustee Expenses16,000.0045,583.34-205,583.3435.1046,000.00136,750.00-90,750.0033.64Trustee Expenses882.032,500.00-1,617.9735.282,243.477,500.004,856.5336.25District Office Expenses44,532.0088,066.66-5,143.4694.26281,344.03269,000.00-12,344.03104.59District District Office Expenses44,533.50-83,333.44-20,563.500.000.00250,000.000.00District District	•									
Intergovermental Agreements 0.00 8,333.34 -6,333.34 0.00 0.00 25,000.00 -25,000.00 0.00 TOTAL CAPITAL REVENUE 8,015.00 5,384,232.84 -5,376,217.84 0.15 8,015.00 16,152,698.50 -16,144,683.50 0.05 TOTAL REVENUES 3,073,415.20 8,609,816.18 -5,536,400.98 35.70 6,230,203.92 25,829,448.50 -19,599,244.58 24.12 OPERATING EXPENSES Fixed Route and Paratransit 2,478,826.86 2,681,333.34 -202,506.48 92,45 7,761,466.10 8,044,000.00 -282,533.90 96,49 ACT Administrative Contract 114,729.00 40,833.34 -22,506.48 92,45 7,761,466.10 8,044,000.00 -54,256.49 78,30 Professional and Other Services 16,000.00 45,583.34 35.10 46,000.00 136,750.00 -4,456.53 35.25 District Office Expenses 48,330.66 37,500.00 4,333.34 0.00 0.00 23,308.18 120.72 Facilities Maintenance 84,523.20 89,666.66 -5,143.46										
TOTAL CAPITAL REVENUE8,015.005,384,232.84-5,376,217.840.158,015.0016,152,698.50-16,144,683.500.05TOTAL REVENUES3,073,415.208,609,816.18-5,536,400.9835.706,230,203.9225,829,448.50-19,599,244.5824.12OPERATING EXPENSESFixed Route and Paratransit2,478,826.862,681,333.34-202,506.4892.457,761,466.108,044,000.00-282,533.0096.49ACT Administrative Contract114,729.0040,833.3473,895.66280.07114,729.00122,500.00-7,771.0093.66Rideshare61,019.8583,333.34-22,313.4973.22195,743.51250,000.00-54,256.4978.30Professional and Other Services16,000.0045,583.34-25,583.3435.1046,000.00136,750.0044,565.335.25District Office Expenses84,630.6637,500.008,830.66123.55135,808.18112,500.0012,344.03104.59District Office Expenses44,530.6637,500.008,833.3494.26281,344.03269,000.0012,344.03104.59District Expenses2,802,311.603,064,083.36-261,771.7691.468,537,734.299,192,250.00-10,288,805.047.85CAPITAL EXPENSES2,802,311.603,721,666.66-3,528,073.1750876,194.9611,165,000.00-10,288,805.047.85Bikeways193,593.493,721,666.66-3,528,073.1750876,194.9611,65,000.00-10,	Future Grants									
TOTAL REVENUES 3.073,415.20 8.609,816.18 -5.536,400.98 35.70 6.230,203.92 25.829,448.50 -19,599,244.58 24.12 OPERATING EXPENSES Fixed Route and Paratransit 2,478,826.86 2,681,333.34 -202,506.48 92.45 7,761,466.10 8,044,000.00 -282,533.90 96.49 ACT Administrative Contract 114,729.00 40,833.34 -202,506.48 92.45 7,761,466.10 8,044,000.00 -7,771.00 93.66 Rideshare 61,019.86 83,333.34 -22,313.49 73.22 195,743.51 250,000.00 45,856.49 78.30 Professional and Other Services 16,000.00 45,853.34 -22,958.34 35.10 46,000.00 138,750.00 9,750.00 33.64 Tustee Expenses 486,203.20 89,666.66 73,750.00 8,830.66 123.55 135,808.18 112,250.00 2,308.18 104.59 District Budget Contingency 0.00 83,333.34 -83,333.34 0.00 0.00 2,500.00.00 10,284.03 104.59 District Budget Contingency 0.0		0.00		-8,333.34	0.00			-25,000.00		
OPERATING EXPENSES Fixed Route and Paratransit 2,478,826.86 2,681,333.34 -202,506.48 92.45 7,761,466.10 8,044,000.00 -282,533.90 96.49 ACT Administrative Contract 114,729.00 40,833.34 73,895.66 280.97 114,729.00 122,500.00 -7,771.00 93.66 Rideshare 61,019.85 83,333.34 -22,313.49 73.22 195,745.51 250,000 -54,256.49 78.30 Professional and Other Services 16,000.00 45,583.34 -29,583.34 35.10 46,000.00 136,750.00 4,856.53 35.25 District Office Expenses 882.03 2,500.00 -1,617.97 35.28 2,463.47 7,500.00 4,856.53 35.25 District Office Expenses 46,330.66 37,500.00 8,333.34 -283,333.34 0.00 0.00 23,008.18 120.72 Facilities Maintenance 84,523.20 89,666.66 -5,143.44 94.26 281,344.03 29,000.00 12,244.03 1045.90 Distric Budged Contingency 0.00 8405,5000	TOTAL CAPITAL REVENUE	8,015.00	5,384,232.84	-5,376,217.84	0.15	8,015.00	16,152,698.50	-16,144,683.50	0.05	
Fixed Route and Paratransit2,478,826.862,681,333.34202,506.4892.457,761,466.108,044,00.00282,533.9096.49ACT Administrative Contract114,729.0040,833.347.329,566280.97114,729.00122,500.007,771.0093.66Rideshare61,019.8583,333.3422,313.4973.22195,743.51250,000.00-54,256.4978.30Professional and Other Services16,000.0045,583.34-29,583.3435.1046,000.00136,750.00-4,856.5335.25District Office Expenses46,330.6637,500.008,830.66123,55135,808.18112,500.0022,308.18120.72Facilities Maintenance84,523.2089,666.66-5,143.4694.26281,344.03269,000.0012,344.03104.59District Budget Contingency0.0083,333.44-83,333.44-0.000.00250,000.00-10,288,805.04CAPITAL EXPENSES2,802,311.603,064,083.36-261,771.7691.468,537,734.299,192,250.00-10,288,805.04Bikeways193,593.493,721,666.66-3,528,073.1752.0876,194.9611,165,000.00-2,674,132.700.46Cooperative Police Bicycle Grant Program0.006,250.00-6,250.000.00138,750.00-16,780.00-16,780.00Mist Equipment0.006,250.00-6,250.000.000.0018,750.00-10,288,805.047,674.132.70Mist Equipment0.006,250.000.000.00<	TOTAL REVENUES	3,073,415.20	8,609,816.18	-5,536,400.98	35.70	6,230,203.92	25,829,448.50	-19,599,244.58	24.12	
ACT Administrative Contract114,729.0040,833.3473,895.66280.97114,729.00122,500.00-7,771.0093.66Rideshare61,019.8583,333.34-22,313.4973.22195,743.51250,000.00-54,256.4976.30Professional and Other Services16,000.0045,583.34-22,313.4973.22195,743.51250,000.00-54,256.4976.30Trustee Expenses882.032,500.00-1,617.9735.282,643.477,500.004,856.5335.25District Office Expenses46,330.663,750.008,830.66123.55133,608.18112,500.0022,308.18120.72Facilities Maintenance84,523.2089,666.66-5,143.4694.26281,344.03269,000.0012,344.03104.59District Budget Contingency0.0083,333.34-83,333.340.000.00250,000.00-250,000.000.00TOTAL OPERATING EXPENSES2,802,311.603,064.083.36-3,528,073.175.20876,194.9611,165,00.00-10,288,805.047.85Bikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,00.00-10,288,805.047.85Bikeways1,049,865.00895,500.00-895,095.000.0512,367.302,686,500.00-2,674,132.700.46Cooperative Police Bicycle Grant Program0.006,250.00-6,250.000.00167,800.00-167,800.000.00Maintenance Equipment0.0055,933.34-55,933.34 <t< td=""><td>OPERATING EXPENSES</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	OPERATING EXPENSES									
Rideshare61,019.8583,333.34-22,313.4973.22195,743.51250,000.00-54,256.4978.30Professional and Other Services16,000.0045,583.34-29,583.3435.1046,000.00136,750.00-90,750.0033.64Trustee Expenses882.032,500.00-1,617.9735.282,643.477,500.00-4,856.5335.255District Office Expenses46,330.6637,500.008,830.66123.55135,808.18112,500.002,3308.18120.72Facilities Maintenance84,523.2089,666.66-5,143.4694.26281,344.03269,000.0012,344.03104.59District Budget Contingency0.0083,333.34-83,333.440.000.000250,000.00-250,000.000.00TOTAL OPERATING EXPENSES2,802,311.603,0721,666.66-3,528,073.175.20876,194.9611,165,000.00-10,288,805.047.85Bikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,000.00-2,674,132.700.46Cooperative Police Bicycle Grant Program0.006,250.00-6,250.000.0010,00018,750.00-167,800.00-167,800.000.00Facility Improvements1,049,865.001,870,833.34-5593.340.000.0018,750.00-167,800.000.00Maintenance Equipment0.00454,166.66-454,166.660.000.0013,82,500.00-148,22,500.000.00Transit Support Equipment35,530.00	Fixed Route and Paratransit	2,478,826.86	2,681,333.34	-202,506.48	92.45	7,761,466.10	8,044,000.00	-282,533.90	96.49	
Professional and Other Services16,000.0045,583.34-29,583.3435.1046,000.00136,750.00-90,750.0033.64Trustee Expenses882.032,500.00-1,617.9735.282,643.477,500.004,866.5335.25District Office Expenses46,330.6637,500.008,830.66123.55135,808.18112,500.0023,308.18120.72Facilities Maintenance84,523.2089,666.66-5,143.4694.26281,344.03269,000.0012,344.03104.59District Budget Contingency0.0083,333.44-83,333.340.000.000.250,000.00-250,000.000.00TOTAL OPERATING EXPENSES2,802,311.603,064,083.36-261,771.7691.468,537,734.299,192,250.00-654,515.7192.88Bikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,000.00-10,288,805.047.85Bus Station/Stops and Park & Ride405.00895,500.00-695,095.000.0512,367.302,668,500.00-3,577,391.12362.77Maintenance Equipment1,049,865.001,870,833.34-820,968.34561.22,035,408.855612,500.00-167,800.000.00Mist Equipment0.0055,933.34-55,933.340.000.001,362,500.00-167,800.000.00Mist Equipment0.002,376,129.16-3,72,129.1648.843,5530.007,128,387.50-7,128,387.50-7,128,387.500.00Vehicles - Rideshare Vans	ACT Administrative Contract	114,729.00	40,833.34	73,895.66	280.97	114,729.00	122,500.00	-7,771.00	93.66	
Trustee Expenses882.032,500.00-1,617.9735.282,643.477,500.004,856.5335.25District Office Expenses46,330.6637,500.008,830.66123.55135,808.18112,500.0023,308.18120.72Facilities Maintenance84,523.2089,666.66-5,143.4694.26281,344.03269,000.0012,344.03104.59District Budget Contingency0.0083,333.4-83,33.340.000.00250,000.00-250,000.000.00TOTAL OPERATING EXPENSES2,802,311.603,064,083.36-261,771.7691.468,537,734.299,122,50.00-645,515.7192.88Bikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,000.00-10,288,805.047.85Bikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,000.00-10,288,805.047.85Bikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,000.00-10,288,805.047.85Bikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,000.00-10,288,805.047.85Bikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,000.00-10,288,805.047.85Bikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,000.00-16,780.000.00Facility Improvements1,049,865.001,870,83.34-620,968	Rideshare	61,019.85	83,333.34	-22,313.49	73.22	195,743.51	250,000.00	-54,256.49	78.30	
District Office Expenses46,330.6637,500.008,830.66123.55135,808.18112,500.0023,308.18120.72Facilities Maintenance84,523.2089,666.66-5,143.4694.26281,344.03269,000.0012,344.03104.59District Budget Contingency0.0083,333.34-83,333.340.000.00250,000.00-250,000.000.00TOTAL OPERATING EXPENSES2,802,311.603,064,083.36-261,771.7691.468,537,734.299,192,250.00-654,515.7192.88CAPITAL EXPENSESBikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,000.00-10,288,805.047.85Bus Station/Stops and Park & Ride405.00895,500.00-895,095.000.0512,367.302,686,500.00-2,674,132.700.46Cooperative Police Bicycle Grant Program0.006,250.00-6,250.000.00107,800.00-167,800.000.00Facility Improvements1,049,865.001,870,833.34-820,968.3456.122,035,460.885,612,500.00-3,577,039.1236.27Maintenance Equipment0.00454,166.66-454,166.660.000.0018,762.00-167,800.000.00Transit Support Equipment3,530.0072,750.00-37,220.0048.8435,530.00-182,720.0016.28Vehicles - Ruses0.002,376,129.16-2,376,129.160.000.007,122,387.50-7,128,387.500.00Vehicles - Rideshare Vans0.00 <td>Professional and Other Services</td> <td>16,000.00</td> <td>45,583.34</td> <td>-29,583.34</td> <td>35.10</td> <td>46,000.00</td> <td>136,750.00</td> <td>-90,750.00</td> <td>33.64</td>	Professional and Other Services	16,000.00	45,583.34	-29,583.34	35.10	46,000.00	136,750.00	-90,750.00	33.64	
Facilities Maintenance84,523.2089,666.66-5,143.4694.26281,344.03269,000.0012,344.03104.59District Budget Contingency0.0083,333.34-83,333.340.000.00250,000.00-250,000.000.00TOTAL OPERATING EXPENSES2,802,311.603,064,083.36-261,771.7691.468,537,734.299,192,250.00-654,515.7192.88CAPITAL EXPENSES193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,000.00-10,288,805.047.85Bus Station/Stops and Park & Ride405.00895,500.00-895,095.000.0512,367.302,686,500.00-2,674,132.700.46Cooperative Police Bicycle Grant Program0.006,250.00-6,250.000.000.0018,750.00-16,780.00-167,800.00Facility Improvements1,049,865.001,870,833.34-820,968.3456.122,035,460.885,612,500.00-13,62,500.000.00Mist Equipment0.00454,166.66-0.000.00167,800.00-1,362,500.000.00Transit Support Equipment35,530.0072,750.00-37,220.0048.8435,530.00-7,128,387.50-7,128,387.50-7,128,387.50Vehicles - Buses0.00160,666.66-160,666.660.000.00264,000.00-264,000.000.00Vehicles - Transit Support0.00160,666.66-166,666.660.000.00500,000.00-26,64(,134.3610.00Vehicles - Transit Support0.00 <td>Trustee Expenses</td> <td>882.03</td> <td>2,500.00</td> <td>-1,617.97</td> <td>35.28</td> <td>2,643.47</td> <td>7,500.00</td> <td>-4,856.53</td> <td>35.25</td>	Trustee Expenses	882.03	2,500.00	-1,617.97	35.28	2,643.47	7,500.00	-4,856.53	35.25	
District Budget Contingency0.0083,333.34-83,333.340.000.00250,000.00-250,000.000.00TOTAL OPERATING EXPENSES2,802,311.603,064,083.36-261,771.7691.468,537,734.299,192,250.00-654,515.7192.88CAPITAL EXPENSESBikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,000.00-2,674,132.700.46Cooperative Police Bicycle Grant Program0.006,250.00-6,250.000.0010.0018,750.00-18,750.000.00Facility Improvements1,049,865.001,870,833.34-820,968.3456.122,035,460.885,612,500.00-16,7800.000.00Maintenance Equipment0.00454,186.66-454,166.660.000.001,362,500.00-1,362,500.000.00Transit Support Equipment35,530.0072,750.00-37,220.0048.8435,530.00218,250.00-18,2720.0016.28Vehicles - Rideshare Vans0.0088,000.00-88,000.000.007,128,387.50-7,128,387.500.00Vehicles - Transit Support0.00166,666.66-160,666.660.000.00264,000.00-26,64,134.3610.00Contingency0.00166,666.66-166,666.660.000.00-26,646,134.3610.00ToTAL CAPITAL EXPENSES1,279,393.499,868,562.48-8,859,408.7912.962,959,553.1429,605,687.50-26,646,134.3610.00ToTAL CAPITAL EXPENSES1,279,393.4	District Office Expenses	46,330.66	37,500.00	8,830.66	123.55	135,808.18	112,500.00	23,308.18	120.72	
TOTAL OPERATING EXPENSES2,802,311.603,064,083.36-261,771.7691.468,537,734.299,192,250.00-654,515.7192.88CAPITAL EXPENSESBikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,000.00-10,288,805.047.85Bus Station/Stops and Park & Ride405.00895,500.00-895,095.000.0512,367.302,686,500.00-2,674,132.700.46Cooperative Police Bicycle Grant Program0.006,250.00-6,250.000.000.0018,750.00-18,750.000.00Facility Improvements1,049,865.001,870,833.34-820,968.3456.122,035,460.885,612,500.00-167,800.000.00Maintenance Equipment0.00454,166.66-454,166.660.000.001,362,500.00-1362,500.000.00Mist Support Equipment35,530.0072,750.00-37,220.0048.8435,530.00218,250.00-182,720.0016.28Vehicles - Buses0.0088,000.00-880,00.000.000.00264,000.00-264,00.000.00Vehicles - Rideshare Vans0.0088,000.00-880,00.000.00200,000-264,00.00-264,14.360.00Vehicles - Rideshare Vans0.00166,666.66-160,666.660.000.00500,000.00-264,00.000.00Vehicles - Rideshare Vans0.00166,666.66-160,666.660.000.00500,000.00-264,00.000.00Orthal CAPITAL EXPENSES1,279,3	Facilities Maintenance	84,523.20	89,666.66	-5,143.46	94.26	281,344.03	269,000.00	12,344.03	104.59	
CAPITAL EXPENSESBikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,000.00-10,288,805.047.85Bus Station/Stops and Park & Ride405.00895,500.00-895,095.000.0512,367.302,686,500.00-2,674,132.700.46Cooperative Police Bicycle Grant Program0.006,250.00-6,250.000.0010.0018,750.00-18,750.000.00Facility Improvements1,049,865.001,870,833.34-820,968.3456.122,035,460.885,612,500.00-3,577,039.1236.27Maintenance Equipment0.0055,933.34-55,933.340.000.00167,800.00-167,800.000.00MIS Equipment0.00454,166.66-454,166.660.000.001,362,500.00-182,720.0016.28Vehicles - Buses0.002,376,129.16-2,376,129.160.000.007,128,387.50-7,128,387.500.00Vehicles - Rideshare Vans0.00160,666.66-160,666.660.000.00264,000.00-264,000.000.00Vehicles - Transit Support0.00166,666.66-160,666.660.000.00-500,000.00-500,000.000.00Contingency0.00166,666.66-166,666.660.000.00500,000.00-500,000.000.00TOTAL EXPENSES1,279,393.499,868,562.48-8,859,168.9912.962,959,553.1429,605,687.50-26,646,134.3610.00TOTAL EXPENSES4,081,705.09 <td>District Budget Contingency</td> <td>0.00</td> <td>83,333.34</td> <td>-83,333.34</td> <td>0.00</td> <td>0.00</td> <td>250,000.00</td> <td>-250,000.00</td> <td>0.00</td>	District Budget Contingency	0.00	83,333.34	-83,333.34	0.00	0.00	250,000.00	-250,000.00	0.00	
Bikeways193,593.493,721,666.66-3,528,073.175.20876,194.9611,165,00.00-10,288,805.047.85Bus Station/Stops and Park & Ride405.00895,500.00-895,095.000.0512,367.302,686,500.00-2,674,132.700.46Cooperative Police Bicycle Grant Program0.006,250.00-6,250.000.000.0018,750.00-18,750.000.00Facility Improvements1,049,865.001,870,833.34-820,968.3456.122,035,460.885,612,500.00-3,577,039.1236.27Maintenance Equipment0.0055,933.34-55,933.340.000.00167,800.00-167,800.000.00MIS Equipment0.00454,166.66-454,166.660.000.001,362,500.00-1,362,500.000.00Vehicles - Buses0.002,376,129.16-2,376,129.160.000.007,128,387.50-7,128,387.500.00Vehicles - Rideshare Vans0.0088,000.00-88,000.000.000.00264,000.00-482,000.000.00Vehicles - Transit Support0.00166,666.66-166,666.660.000.00482,000.00-264,000.000.00Vehicles - Transit Support0.00166,666.66-166,666.660.000.00500,000.00-264,000.000.00Vehicles - Transit Support0.00166,666.66-166,666.660.000.00500,000.00-264,001.000.00TOTAL CAPITAL EXPENSES1,279,393.499,868,562.48-8,850,940.75 <td>TOTAL OPERATING EXPENSES</td> <td>2,802,311.60</td> <td>3,064,083.36</td> <td>-261,771.76</td> <td>91.46</td> <td>8,537,734.29</td> <td>9,192,250.00</td> <td>-654,515.71</td> <td>92.88</td>	TOTAL OPERATING EXPENSES	2,802,311.60	3,064,083.36	-261,771.76	91.46	8,537,734.29	9,192,250.00	-654,515.71	92.88	
Bus Station/Stops and Park & Ride405.00895,500.00-895,95.000.0512,367.302,686,500.00-2,674,132.700.46Cooperative Police Bicycle Grant Program0.006,250.00-6,250.000.000.0018,750.00-18,750.000.00Facility Improvements1,049,865.001,870,833.34-820,968.3456.122,035,460.885,612,500.00-3,577,039.1236.27Maintenance Equipment0.0055,933.34-55,933.340.000.00167,800.00-167,800.000.00MIS Equipment35,530.0072,750.00-37,220.0048.8435,530.00218,250.00-1,362,500.000.00Transit Support Equipment35,530.002,376,129.16-2,376,129.160.000.007,128,387.50-7,128,387.500.00Vehicles - Buses0.00160,666.66-160,666.660.000.00264,000.00-264,000.000.00Vehicles - Transit Support0.00166,666.66-160,666.660.000.00264,000.00-264,000.000.00Vehicles - Transit Support0.00166,666.66-166,666.660.000.00500,000.00-2664,000.000.00TOTAL CAPITAL EXPENSES1,279,393.499,868,562.48-8,850,940.7531.5611,497,287.4338,797,937.50-27,300,650.7729.63	CAPITAL EXPENSES									
Cooperative Police Bicycle Grant Program0.006,250.00-6,250.000.000.0018,750.00-18,750.000.00Facility Improvements1,049,865.001,870,833.34-820,968.3456.122,035,460.885,612,500.00-3,577,039.1236.27Maintenance Equipment0.0055,933.34-55,933.340.000.00167,800.00-167,800.000.00MIS Equipment0.00454,166.66-454,166.660.000.001,362,500.00-1,362,500.000.00Transit Support Equipment35,530.0072,750.00-37,220.0048.8435,530.00218,250.00-182,720.0016.28Vehicles - Buses0.002,376,129.16-2,376,129.160.000.00264,000.00-264,000.000.00Vehicles - Transit Support0.00160,666.66-160,666.660.000.00482,000.00-620,000.000.00Vehicles - Transit Support0.00166,666.66-166,666.660.000.00500,000.00-264,000.000.00Vehicles - Transit Support0.00166,666.66-166,666.660.000.00500,000.00-500,000.000.00Contingency0.001,279,393.499,868,562.48-8,850,940.7531.5611,497,287.4338,797,937.50-27,300,650.0729.63TOTAL EXPENSES4,081,705.0912,932,645.84-8,850,940.7531.5611,497,287.4338,797,937.50-27,300,650.0729.63	Bikeways	193,593.49	3,721,666.66	-3,528,073.17	5.20	876,194.96	11,165,000.00	-10,288,805.04	7.85	
Facility Improvements1,049,865.001,870,833.34-820,968.3456.122,035,460.885,612,500.00-3,577,039.1236.27Maintenance Equipment0.0055,933.34-55,933.340.000.00167,800.00-167,800.000.00MIS Equipment0.00454,166.66-454,166.660.000.001,362,500.00-1,362,500.000.00Transit Support Equipment35,530.0072,750.00-37,220.0048.8435,530.00218,250.00-182,720.0016.28Vehicles - Buses0.002,376,129.16-2,376,129.160.000.007,128,387.50-7,128,387.500.00Vehicles - Rideshare Vans0.00160,666.66-160,666.660.000.00482,000.00-482,000.000.00Vehicles - Transit Support0.00166,666.66-166,666.660.000.00-500,000.000.00Contingency0.00166,666.66-166,666.660.000.00500,000.00-264,001.000.00TOTAL CAPITAL EXPENSES1,279,393.499,868,562.48-8,859,168.9912.962,959,553.1429,605,687.50-26,646,134.3610.00TOTAL EXPENSES4,081,705.0912,932,645.84-8,850,940.7531.5611,497,287.4338,797,937.50-27,300,650.0729.63	Bus Station/Stops and Park & Ride	405.00	895,500.00	-895,095.00	0.05	12,367.30	2,686,500.00	-2,674,132.70	0.46	
Maintenance Equipment0.0055,933.34-55,933.340.000.00167,800.00-167,800.000.00MIS Equipment0.00454,166.66-454,166.660.000.001,362,500.00-1,362,500.000.00Transit Support Equipment35,530.0072,750.00-37,220.0048.8435,530.00218,250.00-182,720.0016.28Vehicles - Buses0.002,376,129.16-2,376,129.160.000.000.00264,000.00-264,000.000.00Vehicles - Rideshare Vans0.00160,666.66-160,666.660.000.00264,000.00-482,000.000.00Vehicles - Transit Support0.00166,666.66-166,666.660.000.00200,000.00-500,000.000.00Vehicles - Transit Support0.00166,666.66-166,666.660.000.00264,000.00-264,000.000.00Vehicles - Transit Support0.00166,666.66-166,666.660.000.00200,000.00-500,000.000.00Contingency0.00166,666.66-8889,168.9912.962,959,553.1429,605,687.50-26,646,134.3610.00TOTAL EXPENSES4,081,705.0912,932,645.84-8,850,940.7531.5611,497,287.4338,797,937.50-27,300,650.0729,633.44	Cooperative Police Bicycle Grant Program	0.00	6,250.00	-6,250.00	0.00	0.00	18,750.00	-18,750.00	0.00	
MIS Equipment0.00454,166.66-454,166.660.000.001,362,500.00-1,362,500.000.00Transit Support Equipment35,530.0072,750.00-37,220.0048.8435,530.00218,250.00-182,720.0016.28Vehicles - Buses0.002,376,129.16-2,376,129.160.000.007,128,387.50-7,128,387.500.00Vehicles - Rideshare Vans0.0088,000.00-88,000.000.000.00264,000.00-264,000.000.00Vehicles - Transit Support0.00160,666.66-160,666.660.000.00482,000.00-482,000.000.00Contingency0.00166,666.66-166,666.660.000.00500,000.00-500,000.000.00TOTAL CAPITAL EXPENSES1,279,393.499,868,562.48-8,859,940.7531.5611,497,287.4338,797,937.50-27,300,650.0729.63	Facility Improvements	1,049,865.00	1,870,833.34	-820,968.34	56.12	2,035,460.88	5,612,500.00	-3,577,039.12	36.27	
Transit Support Equipment35,530.0072,750.00-37,220.0048.8435,530.00218,250.00-182,720.0016.28Vehicles - Buses0.002,376,129.16-2,376,129.160.000.007,128,387.50-7,128,387.500.00Vehicles - Rideshare Vans0.0088,000.00-88,000.000.000.00264,000.00-264,000.000.00Vehicles - Transit Support0.00160,666.66-160,666.660.000.00482,000.00-482,000.000.00Contingency0.00166,666.66-166,666.660.000.00500,000.00-500,000.000.00TOTAL CAPITAL EXPENSES1,279,393.499,868,562.48-8,859,940.7531.5611,497,287.4338,797,937.50-27,300,650.0729.63	Maintenance Equipment	0.00	55,933.34	-55,933.34	0.00	0.00	167,800.00	-167,800.00	0.00	
Vehicles - Buses0.002,376,129.16-2,376,129.160.000.007,128,387.50-7,128,387.500.00Vehicles - Rideshare Vans0.0088,000.00-88,000.000.000.00264,000.00-264,000.000.00Vehicles - Transit Support0.00160,666.66-160,666.660.000.00482,000.00-482,000.000.00Contingency0.00166,666.66-166,666.660.000.00500,000.00-500,000.000.00TOTAL CAPITAL EXPENSES1,279,393.499,868,562.48-8,589,168.9912.962,959,553.1429,605,687.50-26,646,134.3610.00TOTAL EXPENSES4,081,705.0912,932,645.84-8,850,940.7531.5611,497,287.4338,797,937.50-27,300,650.0729,63	MIS Equipment	0.00	454,166.66	-454,166.66	0.00	0.00	1,362,500.00	-1,362,500.00	0.00	
Vehicles - Rideshare Vans0.0088,000.00-88,000.000.000.00264,000.00-264,000.000.00Vehicles - Transit Support0.00160,666.66-160,666.660.000.00482,000.00-482,000.000.00Contingency0.00166,666.66-166,666.660.000.00500,000.00-500,000.000.00TOTAL CAPITAL EXPENSES1,279,393.499,868,562.48-8,589,168.9912.962,959,553.1429,605,687.50-26,646,134.3610.00TOTAL EXPENSES4,081,705.0912,932,645.84-8,850,940.7531.5611,497,287.4338,797,937.50-27,300,650.0729,63	Transit Support Equipment	35,530.00	72,750.00	-37,220.00	48.84	35,530.00	218,250.00	-182,720.00	16.28	
Vehicles - Transit Support 0.00 160,666.66 -160,666.66 0.00 0.00 482,000.00 -482,000.00 0.00 Contingency 0.00 166,666.66 -166,666.66 0.00 0.00 500,000.00 -500,000.00 0.00 TOTAL CAPITAL EXPENSES 1,279,393.49 9,868,562.48 -8,589,168.99 12.96 2,959,553.14 29,605,687.50 -26,646,134.36 10.00 TOTAL EXPENSES 4,081,705.09 12,932,645.84 -8,850,940.75 31.56 11,497,287.43 38,797,937.50 -27,300,650.07 29,63	Vehicles - Buses	0.00	2,376,129.16	-2,376,129.16	0.00	0.00	7,128,387.50	-7,128,387.50	0.00	
Contingency0.00166,666.66-166,666.660.000.00500,000.00-500,000.000.00TOTAL CAPITAL EXPENSES1,279,393.499,868,562.48-8,589,168.9912.962,959,553.1429,605,687.50-26,646,134.3610.00TOTAL EXPENSES4,081,705.0912,932,645.84-8,850,940.7531.5611,497,287.4338,797,937.50-27,300,650.0729.63	Vehicles - Rideshare Vans	0.00	88,000.00	-88,000.00	0.00	0.00	264,000.00	-264,000.00	0.00	
TOTAL CAPITAL EXPENSES 1,279,393.49 9,868,562.48 -8,589,168.99 12.96 2,959,553.14 29,605,687.50 -26,646,134.36 10.00 TOTAL EXPENSES 4,081,705.09 12,932,645.84 -8,850,940.75 31.56 11,497,287.43 38,797,937.50 -27,300,650.07 29.63	Vehicles - Transit Support	0.00	160,666.66	-160,666.66	0.00	0.00	482,000.00	-482,000.00	0.00	
TOTAL EXPENSES 4,081,705.09 12,932,645.84 -8,850,940.75 31.56 11,497,287.43 38,797,937.50 -27,300,650.07 29.63	Contingency	0.00	166,666.66	-166,666.66	0.00	0.00	500,000.00	-500,000.00	0.00	
	TOTAL CAPITAL EXPENSES	1,279,393.49	9,868,562.48	-8,589,168.99	12.96	2,959,553.14	29,605,687.50	-26,646,134.36	10.00	
EXCESS REVENUE OVER EXPENSE -1,008,289.89 -4,322,829.66 3,314,539.77 23.32 -5,267,083.51 -12,968,489.00 7,701,405.49 40.61	TOTAL EXPENSES	4,081,705.09	12,932,645.84	-8,850,940.75	31.56	11,497,287.43	38,797,937.50	-27,300,650.07	29.63	
	EXCESS REVENUE OVER EXPENSE	-1,008,289.89	-4,322,829.66	3,314,539.77	23.32	-5,267,083.51	-12,968,489.00	7,701,405.49	40.61	

ASSETS	
Checking Account	29.184.17
Savings Accounts	76.229.21
Illinois Funds Investment Pool	6,408,017.69
Investments	58,742,000.00
Investments-Mark to Market	-336,054.07
Inventory	1,225,562.56
Accounts Receivable	2,900.00
Capital Grants Receivables	975,608.18
Other Receivables	134,715.00
Sales Tax Receivable	3.344.233.74
Interest Receivable	65,314.73
Prepaid Expenses	867,081.88
TOTAL ASSETS	71,534,793.09
LIABILITIES	
Accounts Payable	3,872,630.82
Retainage Payable	1,206,330.55
TOTAL LIABILITIES	5.078.961.37
FUND BALANCE	
Nonspendable Fund Balance	2,547,196.50
Committed Fund Balance	34,000,000.00
Assigned Fund Balance	28.424.956.00
Beginning Unassigned Fund Balance	6,750,762.73
Excess Revenue Over Expenses	-5,267,083.51
Total Unassigned Fund Balance	1.483.679.22
TOTAL FUND BALANCE	66,455,831.72
TOTAL LIABILITIES AND FUND BALANCE	71,534,793.09

MCT DETAILED SCHEDULE OF INVESTMENTS AT SEPTMEBER 30, 2023

	PURCHASE	CD OR ACCOUNT	MATURITY	INTEREST	CERTIFICATE	WEIGHTED AVERAGE
INSTITUTION	DATE	NUMBER	DATE	RATES	AMOUNT	INTEREST
INVESTMENTS PURCHASED DIRECTLY BY MCT						
CERTIFICATES OF DEPOSIT (CD)						
Bank of Hillsboro	11-01-21	***71687	11-01-23	0.35%	942,000.00	
Bank of Hillsboro	11-23-20	***79783	11-23-23	0.85%	1,000,000.00	
Bank of Hillsboro Bradford National Bank	12-23-20 12-19-22	***77918 ***40775	12-23-23 12-19-23	0.75% 4.75%	250,000.00 1,000,000.00	
Bradford National Bank	12-19-22	***40312	05-01-24	0.50%	1,000,000.00	
Bradford National Bank	09-01-23	*'**41643	03-01-26	4.65%	500,000.00	
Bradford National Bank	09-01-23	*'**41644	09-01-26	4.50%	500,000.00	
Carrollton Bank	03-29-21	***07552	10-29-23	0.41%	500,000.00	
Carrollton Bank	12-23-20	***07459	12-23-23	0.50%	1,000,000.00	
Carrollton Bank Carrollton Bank	03-29-21 03-29-21	***07553 ***07554	01-29-24 02-29-24	0.46% 0.46%	500,000.00 500,000.00	
FCB Banks	03-03-23	***56721	02-29-24	4.36%	2,000,000.00	
First Mid Bank & Trust	06-30-23	***60357	06-30-25	4.75%	1,000,000.00	
First Mid Bank & Trust	06-30-23	***60368	12-31-25	4.50%	1,000,000.00	
First Mid Bank & Trust	06-30-23	***60379	06-30-26	4.50%	1,000,000.00	
State Bank of St. Jacob	07-27-23	***12687	07-27-24	4.67%	630,000.00	
State Bank of St. Jacob	08-25-22	***12699	02-25-25	2.90%	480,000.00	
TOTAL CD'S					13,802,000.00	2.84%
CERTIFICATES OF DEPOSIT ACCOUNT REGISTRY SERVICE (CDA	ARS)					
Bank of Belleville	04-01-21	***89108	03-28-24	0.71%	500,000.00	
Edwardsville Bank	04-01-21	***40828	10-19-23	0.45%	500,000.00	
Edwardsville Bank	04-01-21	***58454	03-28-24	0.55%	540,000.00	
Heartland Bank and Trust Company (formerly Town & Country Bank) Heartland Bank and Trust Company (formerly Town & Country Bank)	02-03-22	***32172	08-01-24	1.00%	1,000,000.00 500.000.00	
Heartland Bank and Trust Company (formerly Town & Country Bank) Heartland Bank and Trust Company (formerly Town & Country Bank)	11-04-21 02-03-22	***96916 ***32334	11-28-24 01-30-25	0.81% 1.25%	500,000.00	
	02-03-22	52554	01-30-23	1.2570	*	0.000/
TOTAL CDARS				-	3,540,000.00	0.82%
TOTAL INVESTMENTS PURCHASED DIRECTLY BY MCT					17,342,000.00	
FUNDS TRANSFERRED TO PORTFOLIO MANAGED BY BUSEY BANK (SE	E SEPARATE RE	PORT FOR DET	AILS)	varies	41,400,000.00	varies
GRAND TOTAL MCT INVESTMENTS					58,742,000.00	
CASH ACCOUNTS MCT checking account MCT savings accounts Illinois Funds investment pool TOTAL CASH				3.04% 3.04% 5.542%	29,184.17 76,229.21 6,408,017.69 6,513,431.07	5.50%
TOTAL CASH AND INVESTMENTS					65,255,431.07	



Kevin S Doak kevin.doak@busey.com 618-669-6406

Madison County Mass Transit District Agency

STATEMENT REPORT

As of 9/30/2023

ACCOUNTS

Madison County Mass Transit District Agency

Monthly Market Update (as of 8/31/2023)

- US consumer spending continues to be strong, which in turn is driving the growth of the US economy. In July, retail sales surpassed expectations by increasing 0.7% month-over-month. This surge in sales was primarily fueled by events like Amazon's Prime Day and the back-to-school shopping season. Additionally, spending on food services remained robust, indicating sustained demand for dining and entertainment. However, it's worth noting that economic forecasts for 2024 are pointing toward a potential slowdown. Currently, the market is predicting a -0.5% contraction in gross domestic product (GDP) during the first half of 2024.
- The Consumer Price Index (CPI) rose 0.2% in June after increasing 0.1% in May. Over the 12 months ended in June, the CPI advanced 3.0%, down from 4.0% for the year ended in May. This is the lowest 12-month rate since March 2021. Excluding food and energy prices, the CPI rose 0.2% in June and 4.8% over the last 12 months, marking the lowest 12-month rate since October 2021.
- In June, existing home sales experienced a 3.3% drop, which was disappointing but not surprising due to limited supply constraining sales. The National Association of Realtors explains that homeowners are hesitant to sell their homes because doing so would require giving up their current low mortgage rates. According to Realtor.com, the national median list price grew to \$445,000 in June, up from \$441,000 in May. However, it was down from a record high of \$449,000 in June 2022 (-0.9%), representing the first yearly decline since the starting time of the trend data (2017 onward).

	Current	Average	Percentile			
Unemployment Rate	3.8%	5.9%	12%			
CPI YoY (Urban)	3.2%	2.5%	72%			
Inflation Expectations (5-Year)	2.2%	2.1%	54.1%			
Fed Deficit (% of GDP)	8.4%	5.3%	82.5%			
Household Debt/Income (Disposable)	97.7%	110.8%	13.7%			
Housing Affordability Index	92.7	150.7	0.0%			
US Dollar Index	103.6	88.7	96.2%			
Source: Bloomberg						

Monthly Market Update (as of 8/31/2023)

- The five-month rally in the S&P 500 came to an end in August as the index declined 1.6%. Rising yields, uncertainty around Fed policy and economic concerns were too much to overcome as investors took some profits, particularly in the first half of the month. Small caps took the brunt of the selling pressure, losing 5% during the month and are only up half as much as the large cap market year-to-date. We view the slight pull back in the large cap market as healthy given that valuations were starting to look a little stretched at the end of July. August and September tend to be two of the weaker months for the market, so if history is a guide, it may take a little longer for the market to find its footing.
- Energy stocks were the lone sector to turn in positive performance during the month. This helped our portfolios as we have a slight overweight to the sector. As of the time of this writing, oil has rallied to \$85 a barrel. The Saudi oil cuts have led to very tight supplies, so any hiccup in production could move markets higher. Utility and Consumer Staples were the worst performing sectors in August, declining approximately 6.1% and 3.5% respectively.
- International markets sold off as well, with emerging markets suffering the worst decline—falling just over 6%. Concerns over the Chinese economy continue to grow as several large property developers ran into financial trouble. The housing market accounts for approximately 1/5th of the Chinese economy and is a primary savings vehicle for individuals. To combat the weakness, the Chinese government has lowered interest rates and announced multiple stimulus measures to spur demand.

	Equity Data								
	<u>1-Month</u>	<u>YTD</u>	<u>1-Year</u>	<u>3-Year</u>	<u>5-Year</u>				
S&P 500	-1.6%	18.7%	15.9%	10.5%	11.1%				
S&P 400 Midcap	-2.9%	10.0%	10.7%	12.8%	6.9%				
Russell 2000	-5.0%	8.9%	4.6%	8.1%	3.1%				
MSCI EAFE	-3.8%	11.4%	18.7%	6.7%	4.7%				
MSCI Emerging Markets	-6.1%	4.8%	1.6%	-1.1%	1.3%				
MSCI ACWI Source: Bloomberg	-2.8%	15.2%	14.6%	7.8%	8.0%				

Fixed Income Recap

- The fixed income market remains volatile, particularly when we look at various bond indices. The US Aggregate Bond Index, for instance, has seen a significant reduction in its earlier gains this year, currently showing a modest 1.4% year-to-date increase.
- Similarly, the Municipal Bond Index—which had gained nearly 3.5% earlier in the year—now sits at a 1.6% year-todate increase. These recent declines can be largely attributed to the rise in interest rates. On the contrary, US high yield bonds are performing well and are close to their year-to-date highs with a 7.1% increase so far this year. This strong performance is primarily due to the relative stability in credit conditions and credit spreads in this sector.
- Based on Fed fund futures, the probability of a rate hike in the upcoming Federal Open Market Committee (FOMC) meeting on September 20 has diminished significantly, currently standing at just 7%. Nevertheless, the market is still putting some chance on a November rate hike, with a 35% probability. This is perceived as potentially the final rate hike before a pause, then a likely transition into a macroeconomically driven rate reduction phase starting in 2024.
- Simultaneously, inflation expectations are predicted to dip below 3.0% by Q2 2024, a threshold that some economists consider critical for the FOMC to commence rate cuts. The forthcoming election cycle could further complicate this scenario. The prevailing expectation is for the Fed to reduce rates by 2.0% over 2024 and 2025. Consequently, we are actively seeking opportunities for our clients to extend duration, thereby potentially generating income to meet their objectives while also giving them the opportunity to realize capital appreciation in their fixed income assets.

				_	
	<u>1-Month</u>	YTD	<u>1-Year</u>	<u>3-Year</u>	<u>5-Year</u>
US Treasury	-0.5%	0.7%	-2.1%	-5.1%	0.2%
US Corporate	-0.8%	2.8%	0.9%	-4.2%	1.4%
US Aggregate	-0.6%	1.4%	-1.2%	-4.4%	0.5%
US High Yield	0.3%	7.1%	7.2%	1.8%	3.3%
Global Agg Ex-US	-2.0%	0.1%	0.6%	-7.5%	-2.7%
US Municipal Source: Bloomberg	-1.4%	1.6%	1.7%	-1.3%	1.5%

Fixed Income Data

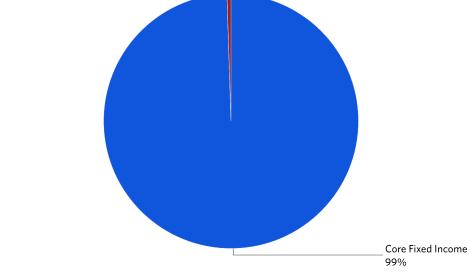


Cash & Equivalents

1%

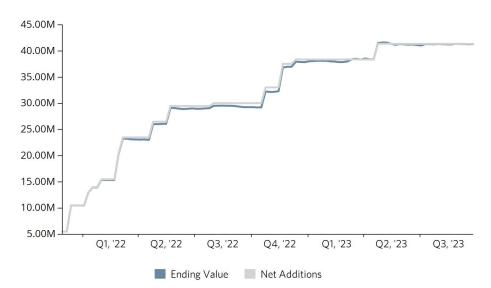
Portfolio Value Summary

	Last 3 Months	Year To Date	Since 11/30/2021
Beginning Value	41,152,809	37,878,227	0
Net Additions	-7,186	2,979,158	41,368,341
Gain/Loss	188,003	476,242	-34,713
Ending Value	41,333,627	41,333,627	41,333,627
Return	0.5%	1.3%	-0.8% ¹
MSCI ALL COUNTRIES ACWI Return	-3.4%	10.1%	-3.6%
BARCLAYS CAPITAL INTERMEDIATE GOV'T/CREDIT IN	-0.8%	0.7%	-4.3%
S&P 500 TOTAL RETURN INDEX Return	-3.3%	13.1%	-1.8%
MSCI DEVELOPED EAFE(USD)(TRN) Return	-4.1%	7.1%	-2.0%
CONSUMER PRICE INDEX - (Monthly) Return	0.6%	3.4%	5.6%
MSCI EM EMERGING MARKETS(USD)(TRN) Return	-2.9%	1.7%	-9.8%
¹ Annualized return			



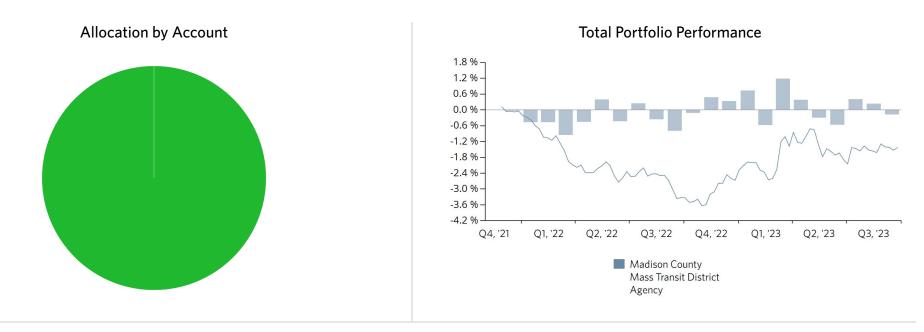
Asset Class Allocation

Net Additions and Market Value









Summary of Portfolio Accounts

			Last 3 Months	Year To Date	Since 11/30/2021
	Ending Value	Allocation	Return	Return	Return
Madison County Mass Transit District Agency	41,333,627	100%	0.5%	1.3%	-0.8% ¹
Madison County Mass Transit District Agency	41,333,627	100%	0.5%	1.3%	-0.8%1

¹ Annualized return



Asset Class Allocation

 Madison County Mass Transit District Agency
 Statement Report Portfolio Composition

 As of 9/30/2023
 Page 6 of 15

 Core Equity and Satellites Allocation
 Core Fixed Income Allocation

No Data Available

No Data Available

	Ending Value	Allocation
Madison County Mass Transit District Agency	41,333,627	100.0%
Core Fixed Income	41,119,190	99.5%
Cash & Equivalents	214,437	0.5%

	Ending Value	Allocation
Madison County Mass Transit District Agency	41,119,190	100.0%
Muni Bonds	5,979,710	14.5%
Taxable Bonds	35,139,480	85.5%



Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
Madison County Mass Transit District Agency		41,898,401		41,333,627		-564,774	2.4%	904,437
1035033783 - Madison County Mass Transit District Agency		41,898,401		41,333,627		-564,774	2.4%	904,437
Muni Bonds		5,989,101		5,979,710		-9,391	2.9%	170,812
CALIFORNIA ST 2.65% 04/01/2026	1,000,000	949,525	95	953,746	94	4,221	2.8%	26,500
CALIFORNIA ST 5.5% 10/01/2025	1,000,000	1,029,924	103	1,030,807	100	883	5.5%	55,000
CENTENNIAL INDPT SCH DIST NO 0 1.005% 02/01/2024	175,000	175,000	100	172,719	99	-2,281	1.0%	879
JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026	630,000	563,167	89	560,720	89	-2,448	1.2%	6,577
LINCOLN NEB WEST HAYMARKET JT 5% 12/15/2025	500,000	504,474	101	502,582	99	-1,893	5.0%	25,000
PENNSYLVANIA ST 0.95% 08/01/2025	700,000	649,316	93	647,316	92	-2,000	1.0%	6,650
PORT SEATTLE WASH REV 2.836% 05/01/2024	500,000	499,085	100	497,799	98	-1,286	2.9%	14,180
SAN JOSE EVERGREEN CALIF CMNTY 0.921% 09/01/2025	500,000	465,615	93	461,641	92	-3,974	1.0%	4,605
VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027	500,000	440,357	88	437,834	87	-2,523	1.7%	7,285
WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027	750,000	712,637	95	714,547	94	1,909	3.4%	24,135
Taxable Bonds		35,694,863		35,139,480		-555,383	2.3%	722,618
ALLY BK SANDY UTAH 3.2% 2025	245,000	245,000	100	236,232	96	-8,768	3.3%	7,840
AMERICAN EXPRESS NATL BK BROK 4.35% 2025	245,000	245,000	100	244,284	98	-716	4.5%	10,658
BANK WIS DELLS WIS 4.6% 2026	245,000	245,000	100	240,092	98	-4,908	4.7%	11,270
BARCLAYS BK DEL 3.05% 2025	230,000	230,655	100	223,424	96	-7,231	3.2%	7,015
BMO BK NATL ASSN CHICAGO ILL 2.45% 2023	245,000	245,000	100	245,869	100	869	2.5%	3,001
BMW BK NORTH AMER UTAH 4.75% 2028	245,000	248,243	101	240,360	98	-7,883	4.9%	11,638
CAPITAL ONE NATL ASSN VA 4.55% 2026	245,000	245,000	100	243,724	98	-1,276	4.7%	11,148
CARROLL CNTY TR CO MO 4.5% 2028	245,000	245,000	100	238,341	97	-6,659	4.6%	11,025
CIBC BK USA 4.35% 2027	245,000	244,816	100	241,975	97	-2,841	4.5%	10,658
CITIBANK N A 3.55% 2023	230,000	242,836	106	232,239	100	-10,598	3.6%	4,083
CITY NATL BK LOS ANGELES CALIF 4.9% 2025	245,000	245,306	100	246,059	99	753	5.0%	12,005
DISCOVER BK 3.4% 2025	245,000	245,000	100	236,780	96	-8,220	3.5%	8,330
DORT FINL CR UN GRAND BLANC MI 4.75% 2027	235,000	235,000	100	233,553	98	-1,447	4.8%	11,163



Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
FIRST CTZNS BK & TR CO RALEIGH 4.7% 2025	245,000	245,000	100	245,769	98	769	4.8%	11,515
FIRST FNDTN BK IRVINE CA 4.9% 2026	225,000	225,000	100	223,261	99	-1,739	5.0%	11,025
FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026	245,000	245,000	100	246,964	98	1,964	4.9%	11,760
GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028	245,000	245,000	100	241,125	98	-3,875	4.9%	11,882
GOLDMAN SACHS BK USA 3% 2024	235,000	246,721	105	232,970	99	-13,751	3.0%	3,525
MEDALLION BK UTAH 4.5% 2027	470,000	470,000	100	458,309	97	-11,691	4.6%	21,150
PEOPLES BK CO COLDWATER OHIO 4.7% 2027	245,000	245,000	100	240,566	98	-4,434	4.8%	11,515
PROVIDENCE BK ROCKY MT NC 4.6% 2027	225,000	225,000	100	219,992	98	-5,008	4.7%	10,350
SOUTHERN BK POPLAR BLUFF MO 4.5% 2027	245,000	245,000	100	238,906	97	-6,094	4.6%	11,025
SYNCHRONY BANK 4.45% 2028	225,000	225,000	100	221,887	98	-3,113	4.5%	10,013
SYNCHRONY BANK 5% 2028	240,000	245,847	102	237,593	99	-8,254	5.1%	12,000
UBS BK USA SALT LAKE CITY UT 4.6% 2026	245,000	244,510	100	240,634	98	-3,876	4.7%	11,270
UNITED STATES TREAS NTS 0.125% 01/15/2024	500,000	498,625	100	492,632	99	-5,993	0.1%	313
UNITED STATES TREAS NTS 0.25% 06/30/2025	1,500,000	1,422,668	95	1,379,535	92	-43,132	0.3%	3,750
UNITED STATES TREAS NTS 0.375% 04/15/2024	500,000	498,175	100	487,583	97	-10,592	0.4%	1,875
UNITED STATES TREAS NTS 0.375% 08/15/2024	1,000,000	955,459	96	957,313	96	1,854	0.4%	3,750
UNITED STATES TREAS NTS 0.5% 03/31/2025	1,500,000	1,434,160	96	1,401,946	93	-32,215	0.5%	7,500
UNITED STATES TREAS NTS 0.75% 01/31/2028	1,700,000	1,507,248	89	1,443,816	85	-63,432	0.9%	12,750
UNITED STATES TREAS NTS 0.75% 08/31/2026	750,000	680,035	91	668,451	89	-11,584	0.8%	5,625
UNITED STATES TREAS NTS 0.75% 12/31/2023	1,450,000	1,441,713	99	1,436,197	99	-5,516	0.8%	5,438
UNITED STATES TREAS NTS 0.875% 06/30/2026	750,000	683,087	91	676,534	90	-6,553	1.0%	6,563
UNITED STATES TREAS NTS 1.125% 10/31/2026	750,000	678,982	91	675,604	90	-3,378	1.3%	8,438
UNITED STATES TREAS NTS 1.25% 03/31/2028	1,675,000	1,506,780	90	1,456,549	86	-50,231	1.4%	20,938
UNITED STATES TREAS NTS 1.25% 04/30/2028	1,500,000	1,323,567	88	1,299,555	86	-24,013	1.5%	18,750
UNITED STATES TREAS NTS 1.25% 12/31/2026	750,000	682,503	91	674,258	90	-8,245	1.4%	9,375
UNITED STATES TREAS NTS 1.5% 01/31/2027	425,000	395,222	93	383,765	90	-11,456	1.7%	6,375
UNITED STATES TREAS NTS 1.625% 10/31/2023	500,000	502,622	101	501,926	100	-696	1.6%	4,063



Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
UNITED STATES TREAS NTS 1.875% 02/28/2027	500,000	465,281	93	455,886	91	-9,396	2.1%	9,375
UNITED STATES TREAS NTS 1.875% 06/30/2026	750,000	701,179	93	697,415	93	-3,764	2.0%	14,063
UNITED STATES TREAS NTS 2% 02/15/2025	500,000	501,326	100	479,520	96	-21,806	2.1%	10,000
UNITED STATES TREAS NTS 2.125% 03/31/2024	1,450,000	1,450,739	100	1,441,796	98	-8,943	2.2%	15,406
UNITED STATES TREAS NTS 2.25% 03/31/2026	1,500,000	1,416,793	94	1,424,794	94	8,001	2.4%	33,750
UNITED STATES TREAS NTS 2.375% 02/29/2024	500,000	504,051	101	494,746	99	-9,305	2.4%	5,938
UNITED STATES TREAS NTS 2.5% 03/31/2027	1,500,000	1,414,776	94	1,412,374	93	-2,402	2.7%	37,500
UNITED STATES TREAS NTS 2.625% 01/31/2026	400,000	382,266	96	381,443	95	-823	2.8%	10,500
UNITED STATES TREAS NTS 2.75% 02/15/2028	1,500,000	1,429,985	95	1,392,639	92	-37,346	3.0%	41,250
UNITED STATES TREAS NTS 2.75% 04/30/2027	300,000	286,056	95	284,027	94	-2,029	2.9%	8,250
UNITED STATES TREAS NTS 2.75% 07/31/2027	400,000	378,453	95	374,494	93	-3,959	3.0%	11,000
UNITED STATES TREAS NTS 2.875% 05/15/2028	400,000	378,109	95	375,100	93	-3,009	3.1%	11,500
UNITED STATES TREAS NTS 2.875% 08/15/2028	535,000	498,595	93	496,043	92	-2,552	3.1%	15,381
UNITED STATES TREAS NTS 2.875% 09/30/2023	1,500,000	1,509,640	101	1,521,622	100	11,981	2.9%	0
UNITED STATES TREAS NTS 3.125% 08/31/2027	500,000	484,860	97	473,388	94	-11,473	3.3%	15,625
UNITED STATES TREAS NTS 3.25% 06/30/2027	500,000	486,547	97	479,231	95	-7,317	3.4%	16,250
UNITED STATES TREAS NTS 3.5% 09/15/2025	1,500,000	1,488,911	99	1,458,268	97	-30,644	3.6%	52,500
UNITED STATES TREAS NTS 3.875% 12/31/2027	500,000	499,297	100	489,554	97	-9,743	4.0%	19,375
UNITED STATES TREAS NTS 4.125% 10/31/2027	500,000	503,766	101	497,981	98	-5,786	4.2%	20,625
WEBBANK SALT LAKE CITY UTAH 0.75% 2023	245,000	245,000	100	242,592	99	-2,408	0.8%	919
WELLS FARGO BANK NATL ASSN 3.5% 2023	180,000	189,450	105	179,995	100	-9,455	3.5%	1,050
Money Markets		214,437		214,437		0	5.1%	11,008
GOLDMAN FED FUND 520	214,437	214,437	1	214,437	1	0	5.1%	11,008



Summary Analytics Report

	Ending Value	Coupon Rate	Maturity Date	Call Date	S&P Rating	Moody's Rating	Yield to Maturity	Yield to Call	Modified Duration
Madison County Mass Transit District Agency									
Madison County Mass Transit District Agency									
ALLY BK SANDY UTAH 3.2% 2025	236,232	3.200%	7/28/2025	_	_	_	5.7	_	1.7
AMERICAN EXPRESS NATL BK BROK 4.35% 2025	244,284	4.350%	10/14/2025	_	_	_	5.6	_	2.0
BANK WIS DELLS WIS 4.6% 2026	240,092	4.600%	8/17/2026	—	_	_	5.5	—	2.7
BARCLAYS BK DEL 3.05% 2025	223,424	3.050%	5/19/2025	_	_	_	5.7	_	1.6
BMO BK NATL ASSN CHICAGO ILL 2.45% 2023	245,869	2.450%	11/27/2023	—	_	_	5.6	—	0.2
BMW BK NORTH AMER UTAH 4.75% 2028	240,360	4.750%	3/17/2028	_	_	_	5.3	_	4.0
CALIFORNIA ST 2.65% 04/01/2026	953,746	2.650%	4/1/2026	_	AA-	Aa2	5.3	—	2.3
CALIFORNIA ST 5.5% 10/01/2025	1,030,807	5.500%	10/1/2025	_	AA-	Aa2	5.4	_	1.8
CAPITAL ONE NATL ASSN VA 4.55% 2026	243,724	4.550%	5/18/2026	_	—	—	5.5	—	2.6
CARROLL CNTY TR CO MO 4.5% 2028	238,341	4.500%	3/30/2028	_	_	-	5.4	_	4.0
CENTENNIAL INDPT SCH DIST NO 0 1.005% 02/01/2024	172,719	1.005%	2/1/2024	—	AAA	_	5.5	—	0.3
CIBC BK USA 4.35% 2027	241,975	4.350%	4/27/2027	_	_	_	5.4	_	3.2
CITIBANK N A 3.55% 2023	232,239	3.550%	11/24/2023	_	—	—	5.5	_	0.2
CITY NATL BK LOS ANGELES CALIF 4.9% 2025	246,059	4.900%	11/24/2025	_	_	_	5.6	_	2.2
DISCOVER BK 3.4% 2025	236,780	3.400%	8/8/2025	_	_	_	5.7	—	1.8
DORT FINL CR UN GRAND BLANC MI 4.75% 2027	233,553	4.750%	6/21/2027	_	_	_	5.1	_	3.6
FIRST CTZNS BK & TR CO RALEIGH 4.7% 2025	245,769	4.700%	10/28/2025	_	—	—	5.6	_	1.9
FIRST FNDTN BK IRVINE CA 4.9% 2026	223,261	4.900%	2/18/2026	_	_	-	5.6	_	2.2
FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026	246,964	4.800%	9/30/2026	_	—	—	5.5	—	2.7
GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028	241,125	4.850%	3/22/2028	_	_	_	5.4	_	4.0
GOLDMAN SACHS BK USA 3% 2024	232,970	3.000%	3/6/2024	_	—	—	5.6	—	0.4
JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026	560,720	1.044%	9/1/2026	_	_	Aa1	5.2	_	2.8
LINCOLN NEB WEST HAYMARKET JT 5% 12/15/2025	502,582	5.000%	12/15/2025	_	AAA	Aa1	5.5	—	2.0
MEDALLION BK UTAH 4.5% 2027	458,309	4.500%	6/16/2027	_	_	-	5.4	_	3.4
PENNSYLVANIA ST 0.95% 08/01/2025	647,316	0.950%	8/1/2025	_	A+	Aa3	5.5	—	1.8
PEOPLES BK CO COLDWATER OHIO 4.7% 2027	240,566	4.700%	3/17/2027	_	_	_	5.5	—	3.2
PORT SEATTLE WASH REV 2.836% 05/01/2024	497,799	2.836%	5/1/2024	_	AA-	A1	5.7	_	0.6
PROVIDENCE BK ROCKY MT NC 4.6% 2027	219,992	4.600%	8/20/2027	_	_	_	5.4	_	3.5
SAN JOSE EVERGREEN CALIF CMNTY 0.921% 09/01/2025	461,641	0.921%	9/1/2025	_	—	Aa1	5.3	—	1.9
SOUTHERN BK POPLAR BLUFF MO 4.5% 2027	238,906	4.500%	6/16/2027	_	_	_	5.4	_	3.4
SYNCHRONY BANK 4.45% 2028	221,887	4.450%	8/11/2028	_	_	_	5.0	—	4.3



Madison County Mass Transit District Agency As of 9/30/2023

Summary Analytics Report

	Ending Value	Coupon Rate	Maturity Date	Call Date	S&P Rating	Moody's Rating	Yield to Maturity	Yield to Call	Modified Duration
SYNCHRONY BANK 5% 2028	237,593	5.000%	3/24/2028	_	_	_	5.3	_	4.0
UBS BK USA SALT LAKE CITY UT 4.6% 2026	240,634	4.600%	5/5/2026	_	_	_	5.6	_	2.4
UNITED STATES TREAS NTS 0.125% 01/15/2024	492,632	0.125%	1/15/2024	_	-	Aaa	5.4	_	0.3
UNITED STATES TREAS NTS 0.25% 06/30/2025	1,379,535	0.250%	6/30/2025	_	_	Aaa	5.2	_	1.7
UNITED STATES TREAS NTS 0.375% 04/15/2024	487,583	0.375%	4/15/2024	_	-	Aaa	5.5	_	0.5
UNITED STATES TREAS NTS 0.375% 08/15/2024	957,313	0.375%	8/15/2024	—	_	Aaa	5.6	_	0.9
UNITED STATES TREAS NTS 0.5% 03/31/2025	1,401,946	0.500%	3/31/2025	_	_	Aaa	5.3	_	1.5
UNITED STATES TREAS NTS 0.75% 01/31/2028	1,443,816	0.750%	1/31/2028	—	_	Aaa	4.7	_	4.2
UNITED STATES TREAS NTS 0.75% 08/31/2026	668,451	0.750%	8/31/2026	_	_	Aaa	4.9	_	2.8
UNITED STATES TREAS NTS 0.75% 12/31/2023	1,436,197	0.750%	12/31/2023	_	_	Aaa	5.4	_	0.2
UNITED STATES TREAS NTS 0.875% 06/30/2026	676,534	0.875%	6/30/2026	_	_	Aaa	4.9	_	2.7
UNITED STATES TREAS NTS 1.125% 10/31/2026	675,604	1.125%	10/31/2026	—	_	_	4.8	_	3.0
UNITED STATES TREAS NTS 1.25% 03/31/2028	1,456,549	1.250%	3/31/2028	_	_	Aaa	4.7	_	4.3
UNITED STATES TREAS NTS 1.25% 04/30/2028	1,299,555	1.250%	4/30/2028	—	_	Aaa	4.7	_	4.3
UNITED STATES TREAS NTS 1.25% 12/31/2026	674,258	1.250%	12/31/2026	_	_	Aaa	4.8	_	3.1
UNITED STATES TREAS NTS 1.5% 01/31/2027	383,765	1.500%	1/31/2027	—	_	Aaa	4.8	—	3.2
UNITED STATES TREAS NTS 1.625% 10/31/2023	501,926	1.625%	10/31/2023	_	_	Aaa	5.1	_	0.1
UNITED STATES TREAS NTS 1.875% 02/28/2027	455,886	1.875%	2/28/2027	—	_	Aaa	4.8	—	3.2
UNITED STATES TREAS NTS 1.875% 06/30/2026	697,415	1.875%	6/30/2026	_	-	Aaa	4.9	_	2.6
UNITED STATES TREAS NTS 2% 02/15/2025	479,520	2.000%	2/15/2025	—	_	Aaa	5.4	—	1.3
UNITED STATES TREAS NTS 2.125% 03/31/2024	1,441,796	2.125%	3/31/2024	_	_	Aaa	5.5	_	0.5
UNITED STATES TREAS NTS 2.25% 03/31/2026	1,424,794	2.250%	3/31/2026	—	_	Aaa	4.9	—	2.4
UNITED STATES TREAS NTS 2.375% 02/29/2024	494,746	2.375%	2/29/2024	_	_	Aaa	5.5	_	0.4
UNITED STATES TREAS NTS 2.5% 03/31/2027	1,412,374	2.500%	3/31/2027	—	—	Aaa	4.8	—	3.2
UNITED STATES TREAS NTS 2.625% 01/31/2026	381,443	2.625%	1/31/2026	_	_	Aaa	5.0	_	2.2
UNITED STATES TREAS NTS 2.75% 02/15/2028	1,392,639	2.750%	2/15/2028	—	_	Aaa	4.7	—	4.0
UNITED STATES TREAS NTS 2.75% 04/30/2027	284,027	2.750%	4/30/2027	_	-	Aaa	4.8	_	3.3
UNITED STATES TREAS NTS 2.75% 07/31/2027	374,494	2.750%	7/31/2027	—	—	Aaa	4.8	—	3.6
UNITED STATES TREAS NTS 2.875% 05/15/2028	375,100	2.875%	5/15/2028	_	-	Aaa	4.7	_	4.2
UNITED STATES TREAS NTS 2.875% 08/15/2028	496,043	2.875%	8/15/2028	_	-	Aaa	4.7	—	4.4
UNITED STATES TREAS NTS 2.875% 09/30/2023	1,521,622	2.875%	9/30/2023	_	-	WR	0.0	_	0.0
UNITED STATES TREAS NTS 3.125% 08/31/2027	473,388	3.125%	8/31/2027	—	_	Aaa	4.8	_	3.6
UNITED STATES TREAS NTS 3.25% 06/30/2027	479,231	3.250%	6/30/2027	_	-	Aaa	4.8	_	3.4



Summary Analytics Report

	Ending Value	Coupon Rate	Maturity Date	Call Date	S&P Rating	Moody's Rating	Yield to Maturity	Yield to Call	Modified Duration
UNITED STATES TREAS NTS 3.5% 09/15/2025	1,458,268	3.500%	9/15/2025	_	—	Aaa	5.1	_	1.9
UNITED STATES TREAS NTS 3.875% 12/31/2027	489,554	3.875%	12/31/2027	_	—	Aaa	4.7	_	3.8
UNITED STATES TREAS NTS 4.125% 10/31/2027	497,981	4.125%	10/31/2027	_	_	Aaa	4.8	—	3.6
VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027	437,834	1.457%	8/1/2027	_	_	Aa2	5.2	_	3.6
WEBBANK SALT LAKE CITY UTAH 0.75% 2023	242,592	0.750%	12/29/2023	6/29/2023	_	_	5.7	_	0.2
WELLS FARGO BANK NATL ASSN 3.5% 2023	179,995	3.500%	11/9/2023	_	_	-	5.5	_	0.1
WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027	714,547	3.218%	5/1/2027	_	AA	Aa2	5.1	_	3.3
Total Madison County Mass Transit District Agency	41,119,190	2.313%	4/9/2026	_	AA-	Aa1	4.9	_	2.4
Total Madison County Mass Transit District Agency	41,119,190	2.313%	4/9/2026	_	AA-	Aa1	4.9	_	2.4

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- Estate Planning
- Asset Protection
- Tax Planning
- Corporate Executive Stock Option Strategies

Retirement Planning

- Income Planning
- Distribution Strategies
- Employer Plan Rollovers
- Long-Term Care Planning

Insurance Solutions

- Asset Preservation
- Income Replacement and Family Protection
- Policy Reviews

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Investment Management

- Portfolio Review and Construction
- Enhanced Asset Allocation Strategies
- Goal Based Asset Allocation
- Tax Efficient Strategies
- Distribution Planning

Estate Planning

- Personal Trust Services
- Document Review (wills, trusts, power of attorney)
- Executor and Trustee Services
- Philanthropic Advisory Services

The Private Client Service Approach

Personal Banking and Lending Services

Farm Management and Real Estate Brokerage



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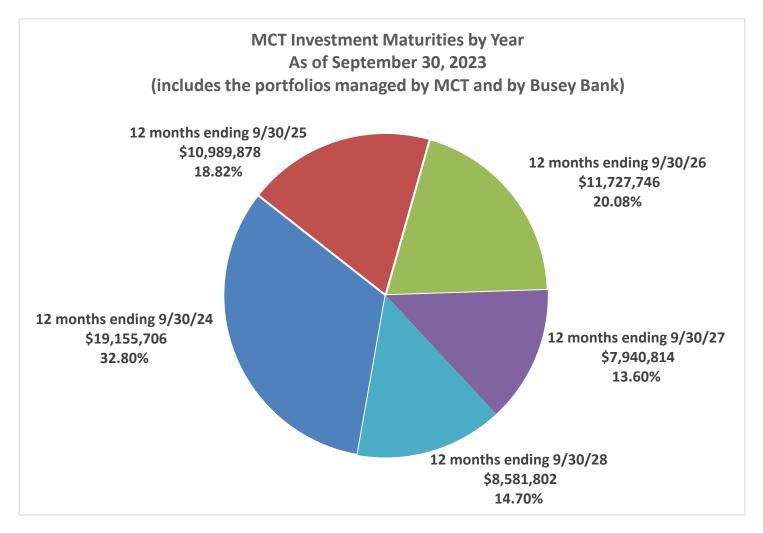
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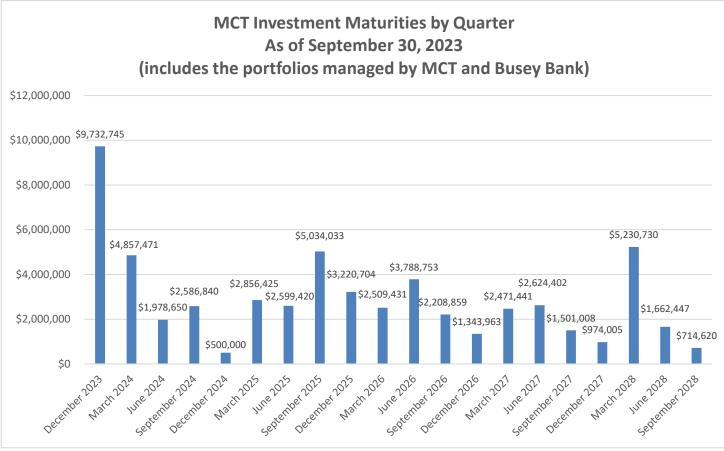
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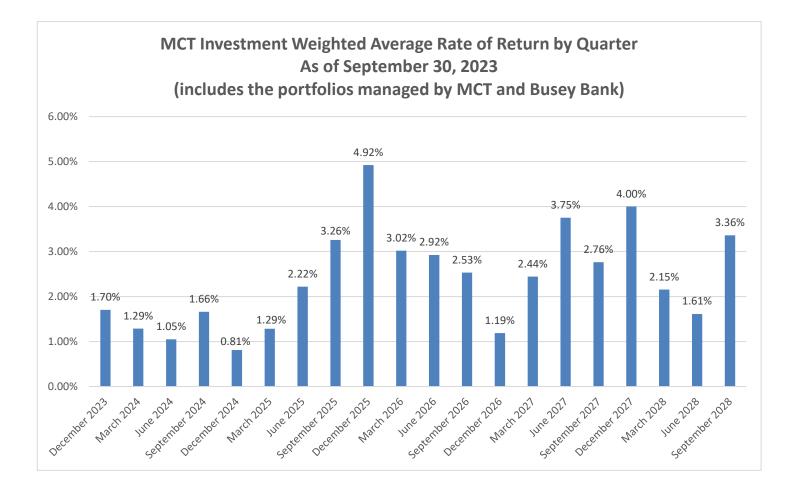
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MCT Collateral Pledges as of September 30, 2023

					9/30/23 Fair	
	MCT Deposit	4400/ 05			Market Value	_
	Balance At	110% Of	Less FDIC	Collateral	Of Collateral	Excess
INSTITUTION	9/30/23	Deposits	Insurance	Needed	Pledged	Collateral
Bank of Hillsboro	\$2,192,000	\$2,411,200	(\$250,000)	\$2,161,200	\$2,352,054	\$190,854
Bradford National Bank	\$3,000,000	\$3,300,000	(\$250,000)	\$3,050,000	\$3,483,460	\$433,460
Busey Bank	\$105,413	\$115,955	(\$250,000)	(\$134,045)	\$9,755,307	\$9,889,353
Carrollton Bank	\$2,500,000	\$2,750,000	(\$250,000)	\$2,500,000	\$3,648,091	\$1,148,091
First Mid Bank & Trust	\$3,000,000	\$3,300,000	(\$250,000)	\$3,050,000	\$3,436,941	\$386,941
FCB Banks	\$2,000,000	\$2,200,000	(\$250,000)	\$1,950,000	\$2,311,957	\$361,957
State Bank of St. Jacob	\$1,110,000	\$1,221,000	(\$250,000)	\$971,000	\$1,024,487	\$53,487
United Community Bank	\$0	\$0	(\$250,000)	(\$250,000)	\$1,095,795	\$1,345,795
Subtotal	\$13,907,413					
CDARS investments	\$3,540,000					
Illinois Funds Investment Pool	\$6,408,018					
Total Cash and Investments at 9/30/23	\$23,855,431 \$0					

MANAGING DIRECTOR'S REPORT



Freedom of Information Act (FOIA) Report September 2023

The following FOIA request was received:

Heather Mueller-Jones - Kortenhof McGlynn & Burns, LLC (Received 9/13/2023 – Response sent 9/18/2023)

Copy of the on-board video from a motor vehicle accident that occurred with bus #1 on March 18, 2019, at or near the intersection of West St. Louis Avenue and Lewis and Clark in East Alton, Illinois. The video is being requested due to pending litigation in which neither MCT nor ACT is a party.

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One Transit Way







RESOLUTION 24-13

APPROVING THE NEW SAFETY SENSITIVE DRUG AND ALCOHOL PREVENTION PROGRAM

WHEREAS, the Madison County Transit District (District) is dedicated to providing safe, dependable, and economical transportation services to our transit system passengers and recognizes that maintaining a drug and alcohol-free work environment is a critical component of an effective transit system safety program; and,

WHEREAS, the District has an agreement with the Agency for Community Transit, Inc. (Agency) to provide administrative and operational services; and,

WHEREAS, the District is obligated to comply with the provisions of the United States Department of Transportation, Federal Transportation Administration 49 CFR Part 655 Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, as amended; 49 CFR Part 40 Procedures for Transportation Workplace Drug and Alcohol Testing Programs, as amended; and the Drug Free Workplace Act of 1988; and,

WHEREAS, the Agency, through its agreement with the District, agrees to meet the standards and requirements of 49 CFR Part 655 Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, as amended; 49 CFR Part 40 Procedures for Transportation Workplace Drug and Alcohol Testing Programs, as amended; and the Drug Free Workplace Act of 1988; and,

WHEREAS, The Agency is mandated to publish and maintain a current listing of positions within the company and the Safety Sensitive status of each of these positions as well (found in the Safety Sensitive Drug & Alcohol Prevention Program in Attachment A); and,

WHEREAS, the Agency for Community Transit, Inc. has submitted for approval the Drug and Alcohol Prevention Program, as amended.

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 approves the attached revised Safety Sensitive Drug and Alcohol Prevention Program, adopted November 1, 2023.
- The District shall require that any entity that operates transportation services on behalf of the District adopt comparable policies and procedures conforming with 49 CFR Part 655 Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, as amended; 49 CFR Part 40 Procedures for Transportation Workplace Drug and Alcohol Testing Programs, as amended; and the Drug Free Workplace Act of 1988.
- Recognizing the need for action on routine matters, the Managing Director is authorized to execute routine revisions to the program to maintain compliance with the mandates of 49 CFR Part 655 Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, as amended; 49 CFR Part 40 Procedures for Transportation Workplace Drug and Alcohol Testing Programs, as amended; and the Drug Free Workplace Act of 1988.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of October 2023.

Ronald L. Jedda, Chairman Christopher C. Guy Allen P. Adomite Andrew F. Economy APPROVED as to Form:

Lega Counsel

CERTIFICATE

I, Julie Repp, 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, October 26, 2023, 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 approves the attached revised Safety-Sensitive Drug and Alcohol Prevention Program, adopted November 1, 2023.
- The District shall require that any entity that operates transportation services on behalf of the District adopt comparable policies and procedures conforming with 49 CFR Part 655 Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, as amended; 49 CFR Part 40 Procedures for Transportation Workplace Drug and Alcohol Testing Programs, as amended; and the Drug Free Workplace Act of 1988.
- Recognizing the need for action on routine matters, the Managing Director is authorized to execute routine revisions to the program to maintain compliance with the mandates of 49 CFR Part 655 Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, as amended; 49 CFR Part 40 Procedures for Transportation Workplace Drug and Alcohol Testing Programs, as amended; and the Drug Free Workplace Act of 1988.

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-sixth day of October 2023.

ATTACHMENT A

Drug and Alcohol Prevention Program Safety-Sensitive Positions

Agency for Community Transit Madison County Mass Transit District

Effective as of 11/01/2023

 Date Adopted:
 11/01/2023

 Last Revised:
 02/01/2019

 Original Policy:
 02/13/2003

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1. Purpose of Policy

The Agency for Community Transit (ACT) is dedicated to providing safe and dependable transportation services to our passengers. It is our goal to provide a healthy, satisfying work environment which enables employees to perform all work-related duties in a safe manner. In meeting these goals, it is our policy to:

- 1. Assure that employees are not impaired in their ability to perform assigned duties in a safe, productive and healthy manner;
- 2. Create a workplace environment free from the adverse effects of drug abuse and alcohol misuse;
- 3. Prohibit the unlawful manufacture, distribution, dispensing, possession, or use of controlled substances; and
- 4. To encourage employees to seek professional assistance any time personal problems, including alcohol or drug dependency, adversely affect their ability to perform their assigned duties.

This drug and alcohol prevention policy, as supplemented by the drug and alcohol program requirements of the Federal Transit Administration (FTA), has been adopted and confirmed as the Drug and Alcohol Prevention Program by the ACT Board of Directors and the Madison County Mass Transit District (MCT) Board of Trustees.

The purpose of this policy is to assure worker fitness for duty and to protect our employees, passengers and the public from the risks posed by the misuse of alcohol and use of prohibited drugs. This policy is also intended to comply with all applicable federal regulations governing workplace anti-drug and alcohol programs in the transit industry. The FTA has published 49 CFR Part 655, as amended, that mandates urine/oral fluid testing and breath alcohol testing for safety-sensitive positions and prohibits performance of safety-sensitive functions when there is a positive test result. The U. S. Department of Transportation (DOT) has also published 49 CFR Part 40, as amended, that sets standards for the collection and testing of urine/oral fluid and breath specimens. In addition, the Federal Government published 49 CFR Part 29, "The Drug-Free Workplace Act of 1988," which requires the establishment of drug-free workplace policies and the reporting of certain drug-related offenses to the FTA. This policy is based largely on the federal requirements.

This policy complies with 49 CFR Part 655, as amended and 49 CFR Part 40, as amended and has been adopted and confirmed as the Drug and Alcohol Policy by the Agency for Community Transit (ACT) Board of Directors. Copies of Parts 655 and 40 are available in the drug and alcohol program manager's office and can be found on the internet at the Federal Transit Administration (FTA) Drug and Alcohol Program website http://transit-safety.fta.dot.gov/DrugAndAlcohol/.

All covered employees are required to submit to drug and alcohol tests as a condition of employment in accordance with 49 CFR Part 655.

Portions of this policy are not FTA-mandated but reflect the Agency for Community Transit's policy. These additional provisions are identified by **bold text**.

In addition, DOT has published 49 CFR Part 32, implementing the Drug-Free Workplace Act of 1988, which requires the establishment of drug-free workplace policies and the reporting of certain drug-related offenses to the FTA.

The unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited in the covered workplace. An employee who is convicted of any criminal drug statute for a violation occurring in the workplace shall notify the Drug and Alcohol Program Manager/Human Resources Manager, 618-797-4600, no later than five days after such conviction.

2. Covered Employees

This policy applies to every person, including an applicant or transferee, who performs or will perform a "safety-sensitive function" as defined in Part 655, section 655.4.

You are a "safety-sensitive" covered employee if you perform any of the following:

- Operating a revenue service vehicle, in or out of revenue service
- Operating a non-revenue vehicle requiring a commercial driver's license
- Controlling movement or dispatch of a revenue service vehicle
- Maintaining (including repairs, overhaul and rebuilding) of a revenue service vehicle or equipment used in revenue service
- Carrying a firearm for security purposes

See Attachment A for a list of positions by job title.

3. Prohibited Behavior

Use of illegal drugs is prohibited at all times. All covered employees are prohibited from reporting for duty or remaining on duty any time there is a quantifiable presence of a prohibited drug in the body at or above the minimum thresholds defined in Part 40. Prohibited drugs include:

- marijuana
- cocaine
- phencyclidine (PCP)
- opioids
- amphetamines

All covered employees are prohibited from performing or continuing to perform safety-sensitive functions while having an alcohol concentration of 0.04 or greater.

All covered employees are prohibited from consuming alcohol while performing safety-sensitive job functions or while on-call to perform safety-sensitive job functions. If an on-call employee has consumed alcohol, they must acknowledge the use of alcohol at the time that they are called to report for duty. If the on-call employee claims the ability to perform his or her safety-sensitive function, he or she must take an alcohol test with a result of less than 0.02 prior to performance.

All covered employees are prohibited from consuming alcohol within four (4) hours prior to the performance of safety-sensitive job functions.

All covered employees are prohibited from consuming alcohol for eight (8) hours following involvement in an accident or until he or she submits to the post-accident drug and alcohol test, whichever occurs first.

4. Consequences for Violations

Following a positive drug or alcohol (BAC at or above 0.04) test result or test refusal, the employee will be immediately removed from safety-sensitive duty and referred to a Substance Abuse Professional (SAP) and terminated from employment.

Following a BAC of 0.02 or greater, but less than 0.04, the employee will be immediately removed from safety-sensitive duties for at least eight hours unless a retest results in the employee's alcohol concentration being less than 0.02.

Zero Tolerance

Per Agency for Community Transit policy, any employee who tests positive for drugs or alcohol (BAC at or above 0.04) or refuses to test will be referred to a Substance Abuse Professional (SAP) **and terminated from employment**.

5. Circumstances for Testing

Pre-Employment Testing

A negative pre-employment drug test result is required before an employee can first perform safety-sensitive functions. If a pre-employment test is cancelled, the individual will be required to

undergo another test and successfully pass with a verified negative result before performing safety-sensitive functions.

If a covered employee has not performed a safety-sensitive function for 90 or more consecutive calendar days and has not been in the random testing pool during that time, the employee must take and pass a pre-employment test before he or she can return to a safety-sensitive function.

A covered employee or applicant who has previously failed or refused a DOT pre-employment drug and/or alcohol test must provide proof of having successfully completed a referral, evaluation, and treatment plan meeting DOT requirements.

Reasonable Suspicion Testing

All covered employees shall be subject to a drug and/or alcohol test when Agency for Community Transit has reasonable suspicion to believe that the covered employee has used a prohibited drug and/or engaged in alcohol misuse. A reasonable suspicion referral for testing will be made by a trained supervisor or other trained company official based on specific, contemporaneous, articulable observations concerning the appearance, behavior, speech, or body odors of the covered employee.

Covered employees may be subject to reasonable suspicion drug testing any time while on duty. Covered employees may be subject to reasonable suspicion alcohol testing while the employee is performing safety-sensitive functions, just before the employee is to perform safety-sensitive functions, or just after the employee has ceased performing such functions.

Post-Accident Testing

Covered employees shall be subject to post-accident drug and alcohol testing under the following circumstances:

Fatal Accidents

As soon as practicable following an accident involving the loss of a human life, drug and alcohol tests will be conducted on each surviving covered employee operating the public transportation vehicle at the time of the accident. In addition, any other covered employee whose performance could have contributed to the accident, as determined by the Agency for Community Transit using the best information available at the time of the decision, will be tested.

Non-fatal Accidents

As soon as practicable following an accident <u>not</u> involving the loss of a human life, drug and alcohol tests will be conducted on each covered employee operating the public

transportation vehicle at the time of the accident if at least one of the following conditions is met:

- (1) The accident results in injuries requiring immediate medical treatment away from the scene unless the covered employee can be completely discounted as a contributing factor to the accident.
- (2) One or more vehicles incurs disabling damage and must be towed away from the scene unless the covered employee can be completely discounted as a contributing factor to the accident.

In addition, any other covered employee whose performance could have contributed to the accident, as determined by the Agency for Community Transit, using the best information available at the time of the decision, will be tested.

Any post-accident tests that do not meet the FTA threshold will be performed on Non-DOT forms. This definition only applies to non-fatal accidents.

A covered employee subject to post-accident testing must remain readily available, or it is considered a refusal to test. Nothing in this section shall be construed to require the delay of necessary medical attention for the injured following an accident or to prohibit a covered employee from leaving the scene of an accident for the period necessary to obtain assistance in responding to the accident or to obtain necessary emergency medical care.

Random Testing

Random drug and alcohol tests are unannounced and unpredictable, and the dates for administering random tests are spread reasonably throughout the calendar year. Random testing will be conducted at all times of the day when safety-sensitive functions are performed.

Testing rates will meet or exceed the minimum annual percentage rate set each year by the FTA administrator. The current year testing rates can be viewed online at www.transportation.gov/odapc/random-testing-rates.

There is no discretion on the part of management/supervisors as to who is selected for testing. The selection of safety-sensitive employees for random drug and alcohol testing will be made by a scientifically valid method, such as a random number table or a computer-based random number generator. Under the selection process used, each covered employee will have an equal chance of being tested each time selections are made.

A covered employee may only be randomly tested for alcohol misuse while the employee is performing safety-sensitive functions, just before the employee is to perform safety-sensitive functions, or just after the employee has ceased performing such functions. A covered employee may be randomly tested for prohibited drug use anytime while on duty.

Each covered employee who is notified of selection for random drug or random alcohol testing must immediately proceed to the designated testing site.

Random Testing - End of Shift

Random testing may occur anytime an employee is on duty so long as the employee is notified prior to the end of the shift. Employees who provide advance, verifiable notice of scheduled medical or childcare commitments will be random drug tested no later than three hours before the end of their shift and random alcohol tested no later than 30 minutes before the end of their shift. Verifiable documentation of a previously scheduled medical or childcare commitment, for the period immediately following an employee's shift, must be provided at least four hours before the end of the shift.

6. Testing Procedures

All FTA drug and alcohol testing will be conducted in accordance with 49 CFR Part 40, as amended.

Dilute Urine Specimen

If there is a negative dilute test result, the Agency for Community Transit will conduct one additional retest. The result of the second test will be the test of record.

Dilute negative results with a creatinine level greater than or equal to 2 mg/dL, but less than or equal to 5 mg/dL, require an immediate recollection under direct observation (see 49 CFR Part 40, section 40.67).

Split Specimen Test

In the event of a verified positive test result, or a verified adulterated or substituted result, the employee may request that the split specimen be tested at a second laboratory. Agency for Community Transit guarantees that the split specimen test will be conducted in a timely fashion. ACT may request reimbursement for the cost of the split-specimen analysis.

7.Test Refusals

As a covered employee, you have refused to test if you:

- (1) Fail to appear for any test (except a pre-employment test) within a reasonable time, as determined by Agency for Community Transit.
- (2) Fail to remain at the testing site until the testing process is complete. An employee who leaves the testing site before the testing process commences for a preemployment test has <u>not</u> refused to test.
- (3) Fail to attempt to provide a breath or regulated specimen. An employee who does not provide a regulated specimen because he or she has left the testing site before the testing process commenced for a pre-employment test has <u>not</u> refused to test.
- (4) In the case of a directly observed or monitored regulated drug collection, fail to permit monitoring or observation of your provision of a specimen.
- (5) Fail to provide a sufficient quantity of urine/oral fluid or breath without a valid medical explanation.
- (6) Fail or decline to take a second test as directed by the collector or Agency for Community Transit for drug testing.
- (7) Fail to undergo a medical evaluation as required by the MRO (Medical Review Officer) or Agency for Community Transit's Designated Employer Representative (DER).
- (8) Fail to cooperate with any part of the testing process.
- (9) Fail to follow an observer's instructions to raise and lower clothing and turn around during a directly observed test.
- (10) Possess or wear a prosthetic or other device used to tamper with the collection process.
- (11) Admit to the adulteration or substitution of a specimen to the collector or MRO with MRO verification of such sample.
- (12) Refuse to sign the certification at Step 2 of the Alcohol Testing Form (ATF).
- (13) Fail to remain readily available following an accident.

As a covered employee, if the MRO reports that you have a verified adulterated or substituted test result, you have refused to take a drug test.

As a covered employee, if you refuse to take a drug and/or alcohol test, you incur the same consequences as testing positive and will be immediately removed from performing safety-sensitive functions, referred to an SAP and your employment terminated.

8. Voluntary Self-Referral

Any employee who has a drug and/or alcohol abuse problem and has not been selected for reasonable suspicion, random or post-accident testing or has not refused a drug or alcohol test, may voluntarily refer her or himself to the Drug and Alcohol Program/Human Resources Manager, who will refer the individual to a substance abuse counselor for evaluation and treatment.

The substance abuse counselor will evaluate the employee and make a specific recommendation regarding the appropriate treatment. Employees are encouraged to voluntarily seek professional substance abuse assistance before any substance use or dependence affects job performance.

Any safety-sensitive employee who admits to a drug and/or alcohol problem will immediately be removed from his/her safety-sensitive function and will not be allowed to perform such function until successful completion of a prescribed rehabilitation program.

9. Prescription Drug Use

The appropriate use of legally prescribed drugs and non-prescription medications is not prohibited. However, the use of any substance which carries a warning label that indicates that mental functioning, motor skills, or judgment may be adversely affected must be reported to the Drug and Alcohol Program/Human Resources Manager. Medical advice should be sought, as appropriate, while taking such medication and before performing safety-sensitive duties. Refer to Attachment B.

10. Contact Person

For questions about Agency for Community Transit's anti-drug and alcohol misuse program, contact Drug and Alcohol Program/Human Resources Manager at 618-797-4600.

Attachment A Covered Positions

Safety-Sensitive Positions

Operations	Maintenance	Grounds
Director of Operations	Director of Fleet	Grounds Supervisor
Manager of Fixed Route	Shop Foreman	Grounds Crew Leader
Operations	Night Supervisor	Groundskeeper
Manager of Paratransit Operations	Mechanic	
Road Supervisor	Bus Fueler	
Bus Driver	Bus Servicer	
Dispatcher	Bus Detailer	
Driver Trainer		
Operations Supervisor	Automotive Body Technician	
	Fleet Manager	

Attachment B Agency for Community Transit Prescription/Over-the-Counter Drug Authorization Form

I. TO BE COMPLETED BY EMPLOYEE

I hereby authorize the Agency for Community Transit to obtain information from my physician about the medications listed below. I understand that it is my obligation to inform ACT of any medication I intend to take for review and determination of my eligibility for work.

Employee's Signature

Date

II. TO BE COMPLETED BY PHYSICIAN

Please complete this form so your patient can work in his/her position. By signing below, you are acknowledging that you are aware of this employee's job requirements and day-to-day responsibilities, and that the newly prescribed medication(s) or OTC (s) in conjunction with medication(s) or OTC(s) currently being taken will not impair performance or endanger the safety of this individual, coworkers, ACT customers, or the public. Please indicate below what, if any, restrictions should be placed upon the time between when a medication is taken and the time that an individual can safely and effectively perform his/her job duties. A Prescription Drug Class list is on the back of this form. It is not meant to be exhaustive and is subject to change.

New Prescription/OTC being prescribed:

Nai	me of Drug	<u>Dosage</u>	#of Pills/Refills	Date Approval Expires	Restrictions/ Instructions
dut abi		this patient's o	condition and the me	edical records and am familia edication(s) listed above will	
2.			my medical supervis	sion and was last seen on	
		Signed		Dated	
	Please Print: P	hysician Name	<u> </u>		
		Addres	S		
	F	hone Number			

Any ACT employee in a Safety-Sensitive position or operating machinery must notify his/her supervisor when taking any medication which may interfere with the safe and effective performance of his/her duties including operation of equipment, or which carries a warning label that indicates that mental functioning, motor skills, or judgment may be adversely affected.

MEDICATION LIST

DRUGS WHICH NEED NOT BE REPORTED:

The following drugs do not need to be reported unless known by ACT or employee to cause problems, or if directed by physician. This list is not meant to be inclusive and is subject to change.

Antibiotics	Allergy,Asthma&	Fenoprofen	Lasix
All	Decongestants_	Ibuprofen	Lisinopril
	Alph-pned	Indocin	Lopressor
Birth Controll Pills	Brethaire	Medipren	Methyldopa
All	Entex	Motrin	Moduretic
	Guaifensin	Nalfon	Prinvil
	Hismanal	Naprosyn	Procardia
Dental	Ipratropium Inhaler	Nuprin	Vasoretic
Lidocaine	Kenalog	Panadol	
Xylocaine	Nasalide	Rufin	
	Phyenylpropanolamine	Trendar	<u>Miscellaneous</u>
Immunizations	PPA-GG-LA	Tylenol	AblalonAOpth. Drops
All	Pseudoephedrine		Acyclovir
	Seldane	Antihypertensives	Aristocort
Topical Agents	Sine-Aid	Applies only if used for	Benconase
(Lotions, Creams	Sudafed	Hypertension specifically	Carafate
<u>etc.)</u>	Terbutaline Inhaler		Cimetidine
(Drugs dispensed via	Terbutaline	Aldactide	Colbenemid
patches are not incld)	Terienadine	Aldactone	Cortosone
	Theo-Dur	Aldomet	Digoxin
	Theopnilline	Calan	Donnagel
All	Zephrex	Capoten	Ergotec
		Captopril	Lanoxin
		Catapres TTS	Meclomen
<u>Vitamins</u>	<u>Analgesics</u>	Catapress	Prednisone
All	Acetominophen	Chlorothiazide	Prilosec
	Advil	Diuril	Synthroid
	Anacin-3	Enalapril	Tagamet
	Anaprox	HCTZ	Vancenase
	Asprin	Hydrodiuril	Viagra
	Datril	Hydrochlorothiazide	Zantac

MANDATORY REPORTABLE DRUGS WITH RESTRICTIONS: All drugs not listed above must be reported, whether taken alone or in combination with other drugs. Drugs which may require restrictions, with typical constraints, include but are not limited to the following. Listed below are the DRUG, the CONSTRAINT (the time between when you can take the medication and perform your safety-sensitive job), and the RENEWAL TIME (how long the prescription would typically last). Effects of other medications or alcohol may alter stated constraints. Your doctor's recommendations may differ based on your circumstances.

Anivert -24 hrs -1 mo. Atarax -8 hrs. -1 mo. Benedryl -6 hrs. -6 mos. Codiene -6 hrs. -1 mo. Compazine -8 hrs. 1 mo. Darvocet -6 hrs. -1 mo. Darvon -6 hrs. -1 mo. Demerol -8 hrs. -1 mo. Dimetane -8 hrs. -1 mo. Emprin w/codeine -6 hrs. -1 mo. Equagesic/Meprobamate -8 hrs. -1 mo. Flexeril -8 hrs. -1 mo. Hydrocodone -8 hr -1 mo.	Lioresal $- 8$ hrs. $- 1$ mo. Lomotil $- 6$ hrs. $- 1$ mo. Lortab $- 8$ hrs. $- 1$ mo. Meperdine $- 8$ hrs. $- 1$ mo. Meprobamate $- 8$ hrs. $- 1$ mo. Morphine $- 8$ hrs. $- 1$ mo. Morphine $- 8$ hrs. $- 1$ mo. Naldecon $- 6$ hrs. $- 1$ mo. Norgesic/Norgesic Forte 8 hrs. $- 3$ mo. Parafles $- 8$ hrs. $- 3$ mo. Parafon/Parafon Forte 8 hrs. $- 3$ mos. Percocet/Percoddan -8 hrs. $- 1$ mo. Percogesic $- 6$ hrs. $- 1$ mo.	Phenergan/Phen w/codine – 8 hrs. – 1 mo. Probamate – 8 hrs. – 1 mo. Promethazine– 8hrs.–1mo. Pyridium – 6 hrs. – 1 mo. Reglain – 12 hrs. – 1 yr. Robaxin/Robaxisol – 8 hrs. – 1 mo. Ruttuss/Rutuss w/codine -8 hrs. – 1 mo. Skelaxin – 6 hrs. – 3 mos. mos. Stadol – 8 hrs. – 1 mo. Talwin – 8 hrs. – 1 mo. Tigan – 8 hrs. – 1 mo.	Tylenol w/codine #2, #4 – 8 hrs. – 1 mo. Tylox – 8 hrs. – 1 mo. Valium – 48 hrs. – 1 mo. Vicodin – 8 hrs. – 1 mo. Vistaril – 8 hrs. – 1 mo. Wygesic – 8 hrs. – 1 mo

Agency for Community Transit, Inc. (ACT) Acknowledgement Form Drug and Alcohol Policy

I acknowledge that I have received a copy of the anti-drug and alcohol misuse program policy mandated by the U.S. Department of Transportation (DOT), Federal Transit Administration (FTA) for all covered employees who perform a safety-sensitive function. I understand that compliance with all provisions contained in the policy is a condition of employment.

I further understand that the information contained in the policy dated 10/15/2023 is subject to change, and that any such changes or addendum, shall be disseminated in a manner consistent with the provisions of 49 CFR Part 655.

Employee Signature

Date

Print Employee Name

RESOLUTION 24-14

ACCEPTANCE OF THE MCT ZERO EMISSION TRANSITION PLAN

WHEREAS, the Bipartisan Infrastructure Law (BIL) amended the statutory provisions for any applications for projects that support current or future low or no emissions federal assets include a Zero Emission Transition Plan; and,

WHEREAS, on the twenty-sixth day of May 2022, Madison County Mass Transit District (District) adopted the MCT Zero Emissions Transition Plan; and,

WHEREAS, on the thirtieth day of March 2023, the District adopted an amended MCT Zero Emissions Transition Plan to maintain eligibility for current and future competitive grant program funding; and,

WHEREAS, Section D. of the District's adopted MCT Zero Emissions Transition Plan identifies a need to engage a firm for further analysis of zero emission technologies, feasibility, and District specific infrastructure needs; and,

WHEREAS, on the twenty-sixth day of January 2023, per Resolution 23-29, the District authorized contracting with BetterFleet after conducting a price analysis; and,

WHEREAS, BetterFleet has completed the contractual obligation by developing and presenting a comprehensive Zero Emission Transition Plan for the District; and,

WHEREAS, it has been determined to be in the best interest of the District to accept the Zero Emission Transition Plan completed by BetterFleet to further develop the MCT Zero Emissions Transition Plan.

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

- The District accepts the Zero Emission Transition Plan submitted by BetterFleet and directs MCT Managing Director Steven J. Morrison to develop an amended MCT Zero Emission Transition Plan.
- Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the deployment of the plan, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the District.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twentysixth day of October 2023.

Ronald L. Jedda, Chairman Christopher C. Guy Allen P. Adomite Andrew F. Economy APPROVED as to Form: Legal Counsel

CERTIFICATE

I, Julie Repp, 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, October 26, 2023, 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 District accepts the Zero Emission Transition Plan submitted by BetterFleet and directs MCT Managing Director Steven J. Morrison to develop an amended MCT Zero Emission Transition Plan.
- 2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director, of the Madison County Mass Transit District, are hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the deployment of the plan, including any and all change orders, and to take any such further actions as are necessary and appropriate on behalf of and in a manner most beneficial to the 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-sixth day of October 2023.







Madison County Transit Zero-Emission Bus Transition Plan

Prepared by BetterFleet 2023-09-27

BetterFleet | 206 E Huron St Suite 303 | Ann Arbor, MI 48104

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Chapter 1 – Introduction

1.1 Project Purpose

The Zero-Emission Bus (ZEB) Transition Plan represents Madison County Transit (MCT)'s first step into green transportation in recognition of recent developments of zero-emission technologies, as well as increased opportunities for federal funding, emissions reduction, and operations and maintenance (O&M) cost savings. MCT services the entirety of Madison County, as well as a portion of St. Louis, with fixed routes and Dial-A-Ride services. With the ZEB Transition Plan, MCT is seeking to understand the variety of options with respect to electrifying its fleet, to better understand how to minimize risks and create a sensible solution to ensure a smooth transition. Given that ZEB technology is still maturing, it is important to closely evaluate the benefits of fleet electrification alongside the expenses involved, keeping in mind that federal funding programs in existence today may not necessarily exist in the same form in the future. MCT engaged BetterFleet in the creation of an implementation plan, or a 'living document', for the electrification process to ensure the efficiency and reliability of the transition through informed decision-making.

To evaluate the zero-emission opportunity, MCT's service was first evaluated, and asset and operations data were analyzed to develop an accurate snapshot of the current state of operations. BetterFleet Plan™ software was then used to simulate MCT's daily operations under different zero-emission propulsion scenarios to assess feasibility and identify any obstacles or advantages in the process of transitioning. The analysis clearly outlines which buses (and their corresponding block assignments) may be electrified, and which cannot be, as per current operating requirements and current ZEB technologies. Alongside this operations analysis is a high-level financial evaluation of the scenarios modeled to dive into the anticipated financial impact of the shortlisted implementation scenarios, relative to the "business-as-usual" of continuing to operate internal combustion engine (ICE) buses.

The underlying goal of this project is to catalyze the electrification of public transit in Madison County. This study is intended to act as a working blueprint for evaluating electrification opportunities in transportation across the County, which will lead to a reduction in harmful diesel emissions, bring O&M cost savings to fleet operators, and help create jobs locally.

1.2 Initial Considerations

A zero emissions fleet requires a shift in procurement, planning, and operations. Energy supply for zeroemission buses is vastly different to traditional ICE fuel types such as diesel, gasoline, CNG, and propane, due to time-based pricing, retail versus spot procurement, demand charges, and volatility. Substantial grid upgrades may be required and it is important to ensure that these are not oversized unnecessarily. Parking will have an additional layer of complexity as chargers are added. The way in which vehicles are charged and used can have a significant impact on the lifetime and warranties of batteries. Sorting through these (and other) challenges is outside of the comfort zone of fleet managers familiar with ICE technologies, and requires a robust analysis of energy requirements and charging profiles associated with electric bus operations, which was undertaken during this study.

Madison County's fixed route transit operations include 97 weekday runs, 49 weekend runs, and 5 weekday break runs with an active fleet of 89 vehicles. The service area spans from Godfrey in the north to St. Louis in the south and Highland in the east, which were seen to pose range challenges for the buses that traverse long distances in their block assignments. Given the wide service area and variable ambient temperature conditions, which result in elevated power needs to satisfy operations most notably on cold winter days, we used our predictive model, BetterFleet Plan, to evaluate the feasibility of delivering MCT's existing service with ZEBs.

Taken together with the handover of the BetterFleet license to Madison County Transit, this report is intended to act as a framework for evaluating transit bus electrification opportunities across Madison

County. While procuring and deploying ZEBs is the goal for MCT, true success of this transition plan relies on a pragmatic approach to prioritize easier routes to be electrified earlier and maximize opportunities for operating cost savings and emissions savings early in the implementation process.

Chapter 2 – Operations Analysis

The propulsion technologies warranting in-depth consideration in the context of a ZEB Transition Plan are battery-electric bus (BEB) and hydrogen fuel cell-electric bus (FCEB) technologies. This section presents the modeling analysis of these two technologies. Specifically, the analysis highlights which elements of MCT's existing operations can feasibly be transitioned to ZEB technologies, and where gaps or barriers are preventing the feasible deployment of ZEBs.

2.1 Modeling Overview

BetterFleet Plan is a software platform that enables transit agencies to evaluate how their bus operations would perform under different scenarios of electric propulsion. The modeling of bus performance under alternative propulsion technologies is an important step in determining the feasibility of fleet transition opportunities, and to help inform fleet/infrastructure sizing and energy needs, among other elements. Modeling the operational implications of adopting ZEBs is an iterative process that involves a "first pass" emulation of your existing fleet and operations under a BEB scenario, after which opportunities are sought to tweak the emulation to improve the feasibility of the ZEB scenario, through exploring strategies such as long-range BEBs, FCEBs, fleet expansion, and/or on-route charging. This section focuses on the predictive energy modeling results across all scenarios and iterations modeled.

Modeling is used for the following purposes:

- 1. To determine the pass rate of buses under different ZEB transition scenarios. The pass rate is defined as the percentage of buses in MCT's fleet that can complete their daily assignments without breaching battery thresholds or hydrogen fuel tank limits; and
- To assess the time-of-day energy demand for an all BEB fleet, and the corresponding grid upgrade requirements at the depot to meet the energy demand. Or in the case of FCEBs, to assess the daily hydrogen demand to guide the sizing and needs for hydrogen fueling infrastructure.

Together, the modeling results form important inputs into the high-level financial evaluation.

Based on the schedules provided by MCT, the BetterFleet Plan model emulated each bus in the active fleet. The steps involved in the simulation at this stage of the bus propulsion study are highlighted in Figure 1.

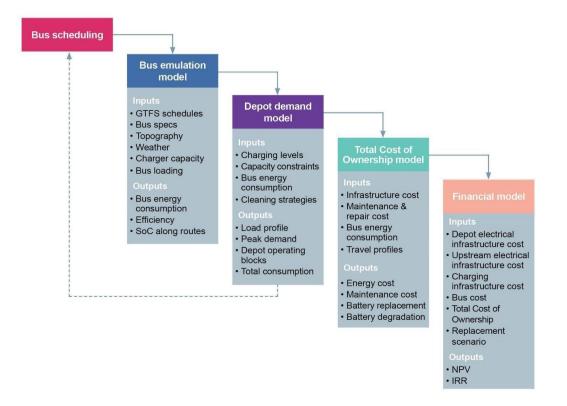


Figure 1: Evenergi's BetterFleet Simulation Model Process

Bus efficiency and range are driven by vehicle engineering specifications, route profiles (traffic conditions, distance, dwell/layover times, sustained top speeds), topography (incline/decline), climate (air-conditioning/heating loads), opportunities for regenerative braking, and operational parameters (such as passenger loading). These values vary by route, by block, by time of day, by geography, etc. To assess the efficiency and range, current vehicle assignments are simulated for each type of ZEB.

The BetterFleet model used GTFS data to simulate MCT's fixed routes and blocks according to existing terrain, and used the agency's schedule data to determine the daily vehicle assignment (i.e. daily mileage of a vehicle on the assigned block). Schedule and GTFS data for the fixed-route operations were provided by MCT, which were validated and prepared for use in BetterFleet Plan.

Modeling BEB Charging Profiles

In addition to pass rate analysis, the other important component of predictive modeling is to estimate total power demand (kW) by time of day for the BEB fleet. Since electricity rates change throughout the day, it is important to understand when the fleet would be charged.

The power demand is assessed in the form of charging profile graphs, which show the power demand by time of day, where the area under the curve represents the total daily energy consumption in kWh. In this assessment, both uncontrolled charging (where time of day of charging is not intentionally optimized) and controlled charging (where time of day of charging is optimized to minimize energy demand during the most expensive "network peak" periods) scenarios are modeled for average and cold day conditions, taking into consideration that cold days involve greater energy requirements. While energy costs can be reduced by charging overnight, a controlled charging approach may increase risks that the fleet may not be ready to begin service in the morning.

2.2 Battery Electric Bus Modeling

BetterFleet Plan was used to model BEBs and predict their performance under MCT's operating conditions to assess the feasibility and inform parameters around charging and electricity consumption.

Modeling Scenarios and Key Modeling Assumptions

The key parameters that impact the electrification success of a fleet include the type of ZEB, battery size and battery degradation, type of charging, and the ambient temperatures considered in the analysis. The modeling of transit operations under an electrified scenario typically begins by assuming standard-range BEBs with depot-only charging are implemented, with optimization of the schedule to maximize midday charging opportunities. We begin here because this is the scenario that would be the easiest to implement due to having the lowest capital cost premiums and lowest impact on operations across the different ZEB scenarios. Then, depending on the pass rate we find from this initial scenario, different scenarios are crafted in an attempt to improve the pass rate, using strategies such as long-range buses, on-route charging, and fleet expansion on a conceptual level. Table 1 presents the modeled BEB scenarios for MCT's assessment.

Scenario #	Scenario	Description	Bus	Charging	Ambient temperatures modeled
1	Battery electric bus - base case	Scenario with standard battery size on a battery electric bus	21' US Hybrid eVan (180 kWh) 36' Proterra ZX5+ (492 kWh) 42' Proterra ZX5+ (492 kWh)	Depot only (150 kW)	68°F (average) and 5°F (worst case)
2	Battery electric bus - long range	Scenario considering improvement in pass rate using long range battery electric buses (larger battery packs)	28' Vicinity Lightning (252 kWh) 32' ElDorado Axess (512 kWh) 42' Proterra ZX5 Max (738 kWh)	Depot only (150 kW)	68°F (average) and 5°F (worst case)
3	Battery electric bus - on-route charging	Scenario with on-route pantograph charging using battery electric buses with standard battery sizes	28' Vicinity Lightning (252 kWh) 36' Proterra ZX5+ (492 kWh) 42' Proterra ZX5+ (492 kWh)	Depot (150 kW) Pantograph (350 kW)	68°F (average) and 5°F (worst case)

Table 1: BEB Modeled Scenarios Summary

Average and worst-case (cold) ambient temperatures were selected as 68°F and 5°F, respectively, based on an assessment of weather data in Madison County. Hot temperatures were also considered, but it became apparent through initial model runs that cold temperatures were the limiting factor with respect to pass rates and therefore should be considered as the "worst-case". In other words, cold temperatures were observed to have greater energy requirements for MCT than hot temperatures. Tables 2a and 2b present the key vehicle, battery, charging, and failure vehicle assignment cut-off assumptions used in the model for the BEB scenarios. The modeling does not consider possible mechanical failures.

	Battery Electric - Base case	Battery Electric - Base case	Battery Electric - Base case
Make/Model	US Hybrid eVan	Proterra ZX5+	Proterra ZX5+
Dimensions	W: 81.5" H: 107.1" L: 21.9'	W: 116.1" H: 10.8' L: 36.9'	W: 116.1" H: 10.8' L: 42.5'
Total mass (including vehicle, battery, passenger mass)	10,360 lbs	43,649 lb	43,650 lb
Battery capacity	180 kWh	492 kWh	492 kWh
Motor power	140 kW	240 kWh	240 kWh
Max charge rate	150 kW plug in	150 kW plug in	150 kW plug in
	Other		
Failed vehicle assignment cut-off	20% state of charge (SOC)	20% state of charge (SOC)	20% state of charge (SOC)
Tire pressure	102 PSI	130 PSI	130 PSI

Table 2a: Key Standard-Range BEB Assumptions in BetterFleet modeling

Table 2b: Key Long-Range BEB Assumptions in BetterFleet modeling

	Battery Electric - Base case	Battery Electric - Base case	Battery Electric - Base case
Make/Model	Vicinity Lightning	ElDorado Axess	Proterra ZX5 Max
Dimensions	W: 96.5" H: 117.6" L: 28'	W: 102" H: 140.2" L: 31.66'	W: 116.1" H: 129.6" L: 42.5'
Total mass (including vehicle, battery, passenger mass)	22,000 lbs	45,000 lb	43,650 lb
Battery capacity	252 kWh	518 kWh	738 kWh
Motor power	220 kW	200 kWh	240 kWh
Max charge rate	150 kW plug in	150 kW plug in	150 kW plug in
	Other	<u>.</u>	•
Failed vehicle assignment cut-off	20% state of charge (SOC)	20% state of charge (SOC)	20% state of charge (SOC)
Tire pressure	102 PSI	120 PSI	130 PSI

The following key points and assumptions are noted:

- The vehicle makes/models selected were based on commonly available BEB models in the US market. The makes/models selected are for forecasting purposes and are not a purchasing recommendation.
- For the assessment of pass-fail rate, a vehicle assignment is considered to have failed if the battery state of charge (SOC) falls below 20% at any point in the day. Twenty percent is a commonly used cut-off point for assessments since it ensures battery health is preserved and to prevent voiding manufacturer warranties on the battery packs. It also allows for a "buffer" in the event that detours or other unforeseen incidents temporarily heighten the energy requirements for delivering the run.
- For context, the range of a diesel or gasoline bus is about 400 miles per tank, with a pass rate of 100%.

Scenario #1: BEB - Base Case

97 runs were evaluated in total, including all weekday bus assignment runs. Notably, MCT service is demanding in energy requirements given a great portion of the weekday runs include frequent idle periods within their daily duty cycles. With this in mind, and without changing the actual service delivery or vehicle assignments, the weekday schedule was optimized to maximize depot charging opportunities during layovers, i.e. buses would return to the depot for a charge in between trips provided it wouldn't impact scheduling or service delivery. In Table 3, the modeling shows that an average temperature day yields 99% of the standard-range battery electric buses completing their daily vehicle assignments with depot-only charging. Due to the impact of energy used for heating under the cold day scenario, the pass rate drops to 82%, as seen in Table 3.

Temperature	BEB	Charging	Pass rate	Pass Percentage	Overall Pass Percentage	Efficiency (kWh/mi)
68•F ambient	21' US Hybrid eVan (180 kWh) 36' Proterra ZX5+ (492 kWh) 42' Proterra ZX5+ (492 kWh)	Depot only 150 kW	14 / 15 55 / 55 27 / 27	93% 100% 100%	99%	Avg: 1.78 Max: 2.26 Min: 1.26
5°F ambient	21' US Hybrid eVan (180 kWh) 36' Proterra ZX5+ (492 kWh) 42' Proterra ZX5+ (492 kWh)	Depot only 150 kW	12 / 15 48 / 55 20 / 27	75% 87% 74%	82%	Avg: 3.15 Max: 3.77 Min: 1.76

 Table 3: Pass Rate Results for Battery Electric Bus – Base Case Scenario

To better understand this overall outcome, we can look at an example of battery performance for a single vehicle run. Figure 2 shows the battery SOC as a function of distance for the average and cold day scenarios for a sample vehicle block (Run 61, weekday). This block requires a bus to achieve a 140-mile daily range. In this case, a standard-range battery electric bus is able to complete Run 61 in average temperatures without the SOC falling below 50%. Conversely, the battery discharge rate is faster on a cold day due to heating the passenger cabin. As a result, the bus is unable to complete its daily vehicle assignment (the battery state of charge goes below 20% *before* the completion of the daily vehicle assignment).

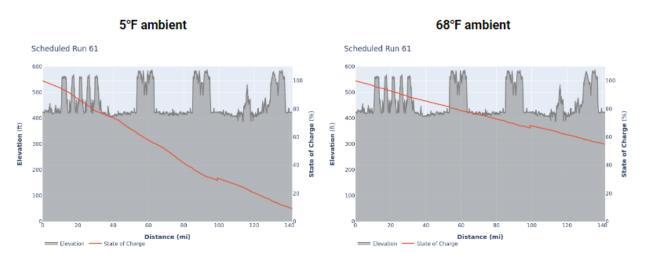


Figure 2: SOC as a Function of Distance for a sample bus in MCT's fleet – Battery Electric Bus

As shown in the figure above, the BEB is able to reach a range of about 140+ miles on an average day, but that range is reduced when the temperature drops. This decrease in range is due to the assumption that cabin heating/cooling is battery powered as well, which reduces the amount of energy that will ultimately be used for propelling the vehicle. The average kWh demand per mile was seen to increase by around 67% in cold weather, meaning the battery's state of charge is depleted faster and the range of the vehicle (in miles) is reduced. Aside from the cold day scenario, average conditions result in passes for the most part when considering all weekday runs.

The uncontrolled and controlled charging profiles for the standard range BEB scenario are shown in Figure 3. In these graphs, the gray charging times are compared with a red area of peak expense. By adopting an optimized controlled charging approach (i.e. charging overnight):

- It may possible to minimize charging during peak time-of-use, but it may not be possible to avoid some charging during a peak period entirely;
- The peak power demand can be reduced to around 3,000 kW and 2,000 kW from a maximum at peak of 6,000 kW and 4,500 kW under uncontrolled charging under for cold day and average day conditions, respectively



Figure 3: Charging Profile for Standard BEB

Notably, these charging profiles are provided for illustrative purposes only. Given that the BEB operations modeled above do not achieve a 100% pass rate, implementing BEBs would require a different strategy, which would, in turn, involve a different charging profile. Given the outcomes of scenario #1, the analysis proceeded with modeling longer-range BEBs.

Scenario #2: BEB - Long Range Buses

In this scenario, the following long-range BEBs with increased battery capacities are modeled: 28' Vicinity Lightning minibus, 32' ElDorado Axess, and a 42' Proterra ZX5 Max. Notably, the 28' Vicinity Lightning model was selected as there are no suitable long-range shuttle options available on the market yet. The fit for purpose of each of these buses with increased battery capacities was explored in an effort to increase the pass rate. Table 4 demonstrates that the pass rates on a cold day improve significantly compared to the base case, with 96% of the buses meeting their daily vehicle assignments. This is after accounting for the additional weight of extra battery packs on longer range buses, which has the effect of worsening fuel efficiency.

Table 4: Pass Rate Results for Battery Electric Bus – Long-Range Scenario

Temperature	BEB Charging Pass Pass rate Percentage				Overall Pass Percentage	Efficiency (kWh/mi)
68°F ambient	28' Vicinity Lightning (252 kWh) 32' ElDorado Axess (518 kWh) 42' Proterra ZX5 Max (738 kWh)	Depot only 150 kW	14 / 15 55 / 55 26 / 27	93% 100% 96%	98%	Avg: 1.82 Max: 2.40 Min: 1.48
5°F ambient	28' Vicinity Lightning (252 kWh) 32' ElDorado Axess (518 kWh) 42' Proterra ZX5 Max (738 kWh)	Depot only 150 kW	13 / 15 54 / 55 26 / 27	87% 98% 96%	96%	Avg: 3.09 Max: 3.76 Min: 2.39

As seen in Figure 4, although cold days have an impact on battery discharge rates, the long-range bus is still able to reach a range of approximately 140 miles under the worst-case temperature scenario before the SOC drops below 20%. Despite the increase in battery capacity on the 32' ElDorado Axess, Run 61 continues to fail in cold conditions, as the run's characteristics (distance, elevation profile, passenger loading) remain slightly too demanding for the long-range BEB to be feasible.

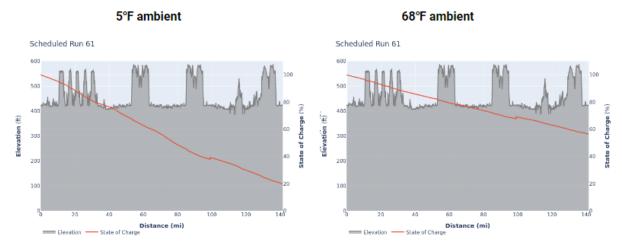


Figure 4: SOC as a function of distance for a sample bus in MCT's fleet - Battery Electric Bus (Longer Range Case)

Increasing the battery capacities of each bus size results in improvements in range, particularly for the example shown above as well as the rest of the fleet. Although Run 61 does not pass in the cold temperature case, the increased battery capacity illustrates the difference longer-range BEBs can make in comparison to the standard-range. By increasing the battery capacity of the 30' bus option from 492 kWh to 518 kWh, the end SOC for Run 61 in cold weather is 19%, as opposed to the 9% SOC from the base case. In regards to fleet performance as a whole, 4 of the runs still fail in cold weather regardless of the larger battery capacity, however the overall pass percentage has improved from 82% to nearly 100%.

The uncontrolled and controlled charging profiles for the long range scenario are presented in Figure 5. Adopting controlled charging in this case can reduce the peak power demand. It can be reduced to around 3,000 kW and 2,000 kW from a maximum at peak of 6,000 kW and 4,500 kW under uncontrolled charging for cold day and average day conditions, respectively.



Figure 5: Charging Profile for Long-Range BEB

Scenario #3: BEB - On-Route Charging

Pantograph on-route charging was explored as a strategy to improve the pass rate. Pantograph chargers are preferable over plug-in chargers for on-route charging as the infrastructure is more robust and the connection/disconnection times are quicker. Pantograph chargers with 350 kW output and 30-second connection/disconnection times were modeled. The schedule data provided was analyzed for terminals and other locations where vehicles have dwell times longer than 5 minutes. In this scenario, 1 pantograph charger has been modeled at the Granite City Station, Edwardsville Station, and Collinsville Station stops in the MCT service area, respectively.

Note that the BEBs chosen for this scenario are fit for MCT operational purposes. Given the incompatibility between shuttle BEBs and pantograph chargers, the long range 28' Vicinity Lightning was modeled in place of shuttle BEBs. While the Vicinity Lightning is not compatible with pantograph charging either, the increased battery capacity of the minibus is a compelling way to augment the pass rates for the smaller BEBs, minimizing the need for these vehicles to charge on-route in the first place.

Table 5 shows the pass results for implementing on-route charging. In this scenario, 99% of runs pass in mild conditions while 97% of runs pass in cold conditions. Note, that only the Proterra buses are charged on-route and in depot, while the Lightning vehicles are charged only in depot.

Temperature	BEB	Charging	Pass rate	Pass Percentage	Overall Pass Percentage	Efficiency (kWh/mi)
68°F ambient	28' Vicinity Lightning (252 kWh) 36' Proterra ZX5+ (492 kWh) 42' Proterra ZX5+ (492 kWh)	Depot only 150 kW Pantograph 350 kW	14 / 15 55 / 55 27 / 27	93% 100% 100%	99%	Avg: 1.81 Max: 2.41 Min: 1.47
5°F ambient	28' Vicinity Lightning (252 kWh) 36' Proterra ZX5+ (492 kWh) 42' Proterra ZX5+ (492 kWh)	Depot only 150 kW Pantograph 350 kW	13 / 15 54 / 55 26 / 27	87% 98% 96%	97%	Avg: 3.2 Max: 3.76 Min: 2.42

Table 5: Pass Rate Results for Battery Electric Bus – On-Route Charging Scenario

Figure 6 shows how Run 61 would fare given the implementation of on-route charging. On-route charging events are noticeable by the step functions that appear in the figure below at approximately 20 miles, 60 miles, and 100 miles. It is clear that Run 61 will not pass in the worst-case scenario as the SOC drops below 20% by the time it arrives at the depot. The range capabilities on-route charging provides is an improvement from base case's results, albeit minimal improvements in this instance due to the limited intervals available on Run 61 for on-route charging. Ideally, more time would be available for on-route charging and the step functions would be somewhat larger, but this would not be possible without impacts to the schedule.

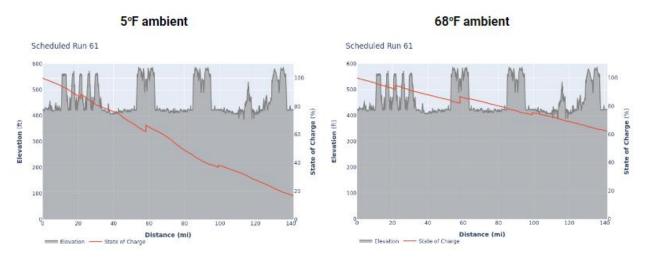


Figure 6: SOC as a Function of Distance for sample buses in MCT's fleet – On-Route Charging

Compared to the base case, on-route charging is a solution to the range deficiency problem, as nearly every run is able to complete its duties for the day. The improvements in range made possible through on-route charging leads to the base case's result being increased by 17% in low ambient temperature conditions.

Although given the significant costs and operational impacts associated with implementing on-route charging, and the minimal benefit this solution provides for some runs such as Run 61, the cost/benefit of scenario #3 is perhaps not as compelling as the other scenarios modeled, despite the high pass rate. The cost premium of long-range BEBs in scenario #2 is approximately \$100k per bus, whereas the cost premium of deploying on-route pantograph chargers can be approximately \$350k per charger including installation. Given the comparable pass rates between scenarios #2 and 3, this points to long-range BEBs being the more compelling out of these two alternatives.

The uncontrolled and controlled charging profiles of the depot for the on-route charging scenario are presented in Figure 7. Adopting controlled charging in this case can reduce the peak power demand. It can be reduced to around 3,000 kW and 2,000 kW from a maximum at peak of 5,000 kW and 3,500 kW under uncontrolled charging for cold day and average day conditions, respectively.



Figure 7: Charging Profile at the MCT Garage, Given On-Route Charging

2.3 Additional BEB Considerations Beyond the Above Three Scenarios

BEB - Battery Range Improvements

Recent improvements in battery technology have led to increased bus range and these improvements are expected to continue. Battery range has improved by threefold over the years from 2010 to 2020; this equates to a year-on-year improvement of 10%. An example of this is the new release of the ZX5 MAX bus from Proterra with a 738-kWh battery, which is a 10% improvement on the previous ZX5 MAX model. With battery range improvements, it is anticipated that an increasing number of buses will be able to meet their schedule range requirements as time progresses. It is also important to consider the effect of battery degradation over time and how this will impact operations. Once operational, electric buses should also be rotated on different routes and blocks (assuming all routes "pass") to make sure that degradation is happening at similar rates across individual buses, and that newer buses with less battery degradation be assigned to longer blocks. This will help ensure that even as batteries degrade, the BEB fleet will remain able to fulfill the required duties. The additional nuance of technology degradation is negligible in gasoline, diesel, and hydrogen buses, as well as in other alternative forms of propulsion.

Grid Upgrade Requirements

The electrical connections serving the existing garage at 738 E Chain of Rocks Rd will likely require upgrading to handle this large amount of additional power. Based on the power demand analysis presented above, it is assumed that a grid capacity upgrade would be required at the garage to satisfy the charging needs of BEBs during cold weather conditions. A charging management system would also be recommended to ensure that vehicles are being charged in the most optimal manner and reduce electricity costs. The system would automatically shift charging to off-peak periods with consideration for each vehicle's next departure time and energy requirements.

Fleet Expansion Considerations

Fleet expansion was explored as an alternative scenario to the long-range and on-route charging scenarios detailed above to increase the pass rates from the base case. Through procuring additional buses and restructuring the daily bus assignments to accommodate the new fleet size, fleet expansion was thought to be a feasible solution to achieving higher pass rates. While fleet expansion was considered as an option to increase the pass rate, it was found that the majority of failed runs in the long-range scenario had an end SOC below the 20% threshold, but above 15%. Shown in Figure 8 below is the SOC of the four failed weekday runs in cold temperatures using long range BEBs, two of which are near-passes with lowest SOCs of 18.5% and 19.8% respectively.

<u>Run #</u>	Lowest SOC
47	-22.37%
77	-17.43%
61	18.51%
9	19.79%

Figure 8: End SOC of Failed Long-Range BEB Runs

As seen in Figure 8, only 2 runs were unable to return to the depot prior to their battery's SOC being completely depleted while the other 2 failed runs completed their daily duty cycles and returned to the depot with a positive (near-20%) SOC. Given these two runs were close to passing (and would pass if a lower SOC threshold were selected), modeling an expanded fleet was dismissed given that schedule reconstruction would be based primarily on runs 47 and 77. At most, two additional buses would be needed to split these two runs in half; however, by postponing electrification of these failing runs to the long term, it is possible that future technological developments may permit electrification of these runs without fleet expansion.

2.4 FCEB Modeling

BetterFleet Plan was also used to model FCEBs and predict their performance under MCT's operating conditions to assess feasibility and inform parameters around hydrogen fueling and consumption.

Modeling Scenario and Key Modeling Assumptions

Table 6 presents the modeled FCEB scenario for MCT's assessment. Notably, a single FCEB model for a full-sized bus was considered across all of MCT's fixed-route operations. While shuttle-sized FCEB models do exist, with the current state of the technology, the pass rate for these shuttles would be comparable to that of BEB models. Therefore, shuttle-sized FCEB models were not modeled, as the

technological advantage of FCEB shuttles over BEB shuttles is minimal, and they would not be an effective strategy for improving the pass rate over scenario #1.

Table 6: Modeled FCEB Scenario Summary

Scenario	Description	Bus	Fuel time	Ambient temperatures modeled
Hydrogen fuel cell	Scenario with standard	FCEB – New Flyer Xcelsior	6-10	68°F (average) and
electric bus	hydrogen fuel cell electric bus	Charge FC - 37.5 kg tank	mins	5°F (worst case)

Similar to the case of battery-electric propulsion modeling, average and worst-case ambient temperatures were selected as 68°F and 5°F respectively, based on an assessment of weather data in Madison County.

Table 7 presents the key vehicle, battery, fueling and failure vehicle assignment cut-off assumptions used in the model for the FCEB scenario. This does not include mechanical failures.

	Hydrogen Fuel Cell				
Make/Model	New Flyer Xcelsior Charge FC				
Dimensions	W: 102" H: 11' 1" L: 41'				
Vehicle mass	30,500 lbs				
Passenger mass	9,918 lbs 50 pass. @ 198 lbs				
Total mass	40,418 lbs				
Tank capacity	37.5 kg				
Motor power	160 kW				
Oth	er				
Failed vehicle assignment cut-off	20% tank level				
Tire pressure	102 PSI				

Table 7: Key FCEB Assumptions in BetterFleet modeling

The following key points and assumptions are noted:

- The vehicle makes/models selected were based on the commonly available FCEB models in the US market.
- For the assessment of FCEB pass-fail rate, the cut off for vehicle assignment failure is assumed to be 20% of the tank level.
- For context, the range of a gasoline bus is about 400 miles per tank, with a pass rate of 100%.

FCEB – Range Analysis

FCEBs are modeled to understand their capability to meet range requirements of MCT operations. As seen in Table 8, 100% of FCEBs can fulfill the entirety of the current vehicle assignments on an average and cold day.

Table 8: Pass Rate Results for Hydrogen Fuel Cell-Electric Bus
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Temperature	FCEB	Charging	Pass rate	Pass percentage
68°F ambient	New Flyer Xcelsior Charge FC (37.5 kg tank)	6-10 minute refuel	97 / 97	100%
5°F ambient	New Flyer Xcelsior Charge FC (37.5 kg tank)	6-10 minute refuel	97 / 97	100%

While FCEBs are a potential solution to range issues, deploying FCEBs must be weighed against the higher capital cost of FCEB technology and associated infrastructure requirements. Typically FCEB technologies are better suited to larger transit agencies that have larger budgets that can accommodate the significant up-front fueling infrastructure investments required, and larger fleets to help manage the total cost of ownership on a per-bus basis.

For a vehicle assignment example, the longer range of FCEBs would still ensure that the bus is able to complete its daily vehicle assignments on both an average and cold day with more than 20% of hydrogen fuel remaining at the end of daily operations (Figure 9). Notably, in Figure 9, the right y-axis is labeled as "state of charge" as BetterFleet Plan models FCEB operations by equating the tank size to an "equivalent battery capacity".

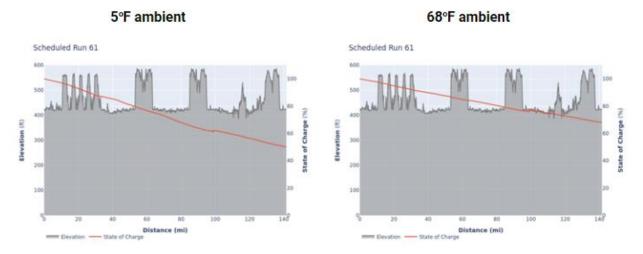


Figure 9: Hydrogen Battery SOC Equivalence Level as a Function of Distance for a sample bus in MCT's fleet – FCEB Scenario

The FCEB scenario yields greater range differences compared to the base case given that 100% of runs pass in any conditions. The increased range capabilities in this scenario enable the pass percentage to rise from 82% to 100% from the base case in cold conditions. Despite the feasibility of a 1:1 replacement, the cost premiums and TCO associated with MCT transitioning to FCEBs from diesel or gasoline buses must be reviewed to assess the practicality of this zero-emission option.

Modeled Hydrogen Demand

Because hydrogen is physically delivered in bulk, stored in tanks, and costs do not change by the hour, detailed time-of-day price modeling is not required. Hydrogen refueling is also much faster than recharging a BEB, and vehicles can be refueled similarly to gasoline or diesel.

MCT's operational fleet (i.e. 89 active fixed route vehicles) requires at most 3,337.5 kg of hydrogen daily. Daily hydrogen demand is important to inform sizing requirements for hydrogen production/storage.

2.5 Preferred Concept

Given the results of each scenario, the preferred concept out of the zero-emission scenarios is a mixed fleet configured of both standard-range and long-range BEBs. With a mixed fleet scenario, the 17 failed runs in the base case's worst case will be supplemented by using long-range BEBs to increase the range for those runs. Because the base case pass rates are already quite high, configuring the entire MCT fleet of long-range BEBs would essentially oversize the battery requirements and increase capital costs. Although 4 of the long-range BEBs still fail in cold conditions, it is still possible to transition the majority of the fleet. Additionally, infrastructure costs for either a standard-range, long-range, or mixed fleet would be lower than investing in and operating and maintaining 3 separate pantograph chargers to implement on-route charging.

While FCEBs are able to complete MCT's daily operations fully, the increased costs for FCEBs and the infrastructure associated may be unfavorable. Keeping this in mind, the infrastructure costs that are needed to accomplish these results need to be considered. In the high-level financial modeling discussed in Section 3, a mixed fleet of standard and long-range BEBs using 150 kW chargers as well as a full fleet of 40' FCEBs were considered accordingly.

2.6 Paratransit Considerations

Without fixed routes and schedules on the paratransit side, modeling the feasibility of paratransit electrification is more challenging, however, we can review MCT's paratransit vehicle utilization against paratransit BEB availability in the market for an initial strategic-level assessment. The key parameters that largely affect the success of electrifying a paratransit fleet include the range driven per day and the ambient temperatures considered in the analysis. Other important points of consideration include the availability of BEBs for paratransit in the market, and average passenger loads (including the additional loads of mobility devices). Paratransit BEB models such as the LionM by Lion Electric Co. have a battery capacity of up to 160 kWh, and a manufacturer's stated range of 150 miles. By comparison, MCT's paratransit operations can have a wide range of daily mileage (averaging approximately 153 miles per day per vehicle) as illustrated in Figure 10.

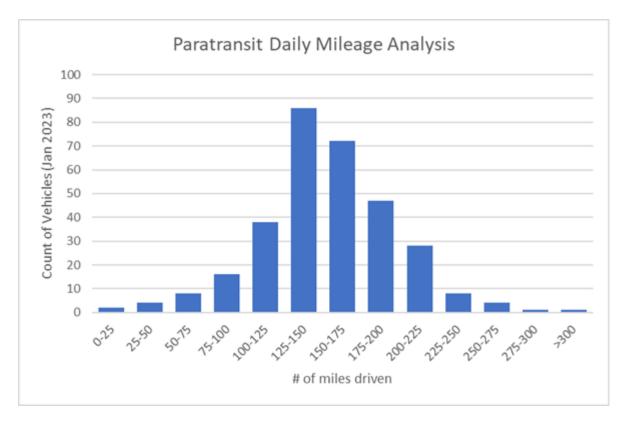


Figure 10: Paratransit Daily Mileage Analysis

Considering this wide variance in daily mileage depending on the day and the vehicle, combined with the manufacturer's stated range, a LionM BEB would not be able to fulfill MCT operational requirements more than 50% of the time. Taking into consideration periods of heavy passenger load and cold winter days, combined with the large number of duties that are near 150 miles in length and present-day average fuel efficiencies of approximately 6.7 miles per gallon, it is likely a more significant majority of instances (approx. 80%) that cannot be accommodated by present-day BEB paratransit technologies. This suggests it can be difficult for MCT to electrify its paratransit operations.

If MCT is open to re-thinking the structure of paratransit service delivery, however, the feasibility of paratransit electrification could be significantly improved. First, the analysis above inherently assumes that there would be no opportunities for a midday charge at the depot. If MCT paratransit operations contain gaps between pick-ups and drop-offs, this presents an opportunity for the vehicle to return to the depot for a top-up charge. A midday charging episode, if possible to schedule, would serve to extend the number of miles that a paratransit BEB could feasibly deliver on a given day.

Additionally, it is noted that MCT keeps a large (approximately 35%) spare ratio across its 26-vehicle paratransit fleet, and the number of vehicles deployed on any given day can also be highly variable as shown in Figure 11, where anywhere between 2 and 17 vehicles may be deployed for revenue service on any given day.

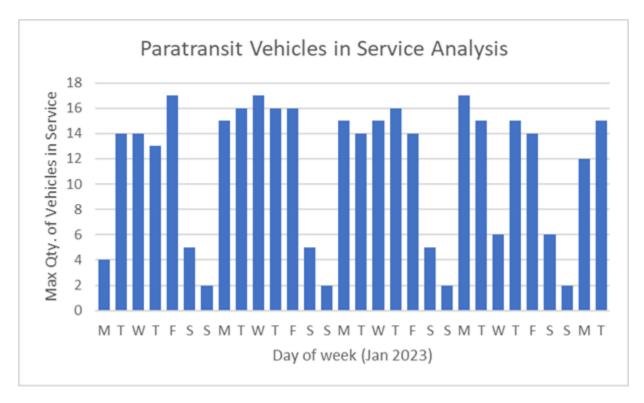


Figure 11: Paratransit Vehicles in Service Analysis

If MCT is open to expanding the number of vehicles in service to a number beyond the present day maximum of 17, this would effectively reduce the total mileage driven on a per-vehicle basis. In turn, this would help to improve the feasibility of paratransit electrification given the OEM-stated range limitation of 150 miles. Of course, accomplishing this would be contingent on other operational considerations, for example paratransit scheduling software parameters as well as headcount and salary/wage budget impacts, although we would expect the total number of staff labor-hours to remain relatively consistent if the quantity of service-hours is consistent.

Overall, it is recommended that if MCT wishes to implement BEBs across its paratransit operations, that it begin with a pilot vehicle implemented without any other changes to MCT's paratransit operations. It will be important to clearly understand how BEB paratransit vehicles perform given the passenger (and mobility device) loads, paratransit route profiles, and ambient weather conditions that are prevalent in Madison County. Then, depending on the success of the pilot, and depending on how quickly paratransit vehicles with larger battery capacities become available, MCT might consider adapting its operations as described above to accommodate a more widespread deployment of paratransit BEBs.

Chapter 3 – Transition Plan

Understanding the financial impacts of each implementation scenario selected for total cost of ownership (TCO) evaluation helps facilitate decision-making on how to proceed with decarbonizing the MCT bus fleet. A high-level financial analysis was undertaken to compare scenarios of business-as-usual (continued procurement of diesel and gasoline buses) and two separate ZEB adoption strategies – one strategy focused on BEBs and the other on FCEBs. Notably, as the paratransit strategy was prepared at a high-level, the financial analysis considers only MCT's fixed-route operations.

3.1 Assumptions and Inputs

Financial analysis, including an evaluation of operating and capital budget and cost impacts, is critical to fleet transition planning for two primary reasons. First, it facilitates the ability to critically review the fleet transition concepts, ensure they are optimized for costs, and provide additional clarity as to the optimal go-forward implementation approach. And second, it provides valuable information for MCT to facilitate future budgeting activities, grant applications, and more informed decision-making. At the same time, it must be appreciated that the financial analysis will become more accurate in the future as MCT determines and begins to implement its fleet transition strategy and when detailed design is completed for ZEB infrastructure. Moreover, these relative comparisons mean that we are comparing a fleet transition to ZEBs against the continued procurement of diesel and gasoline powered buses, but we are not modeling existing or current operations. Therefore, the financial analysis discussed in this report should be used only for the purposes of evaluating potential fleet transition scenario outcomes relative to each other, with the understanding that they are order-of-magnitude cost estimates subject to change in the future.

The financial analyses for alternative propulsion build on the predictive modeling for BEBs and FCEBs. Assumptions and inputs are therefore focused on measures such as capital expenditure amounts for vehicles and infrastructure, as well as operations and maintenance cost rates for ICE and ZEB operations, including indication of bus fuel/energy consumption.

Critical assumptions and inputs that have a significant impact on the financial analysis are summarized in the bullets below.

- Inflation factors. Inflation factors were excluded from the modeling. This is because they tend to apply equally to all costs so there is no relative impact to the modeled scenarios. The financial modeling only looks at cost curves, i.e., forecasted change in unit costs over time, that are relative to each technology, for example, technology improvements in batteries or gas/diesel bus price variability over time.
- Bus replacement schedule. The year-over-year bus replacement schedule is a significant driver of the financial analysis as it impacts the timing of when capital costs are incurred and when operational cost impacts are recognized. For all scenarios, shuttle buses were assumed to have a useful life of 6 years, and full-sized (30' and 40') buses were assumed to have a useful life of 12 years, at which time they would be replaced. We are cognizant that MCT's policy holding periods are shorter in some instances for example, 5 years for the shuttles and 10 years for 30' buses however, the aim in modeling the replacement schedule is to be reflective of reality and it is noted that MCT keeps assets past their holding periods provided they remain in a state of good repair. It is also assumed that the 2010 Gilligs would be replaced in 2025 (procurement in 2024) and the 2012 Gilligs would be replaced in 2026 (procurement in 2025) in an attempt to minimize single-year capital requirements and in recognition of the lead time that is required for budgeting. Finally, it is acknowledged that ZEBs are assumed to replace ICE buses in a 1:1 ratio.
- Fleet, fuel, electricity, battery, and maintenance costs. Where provided, actual costs were considered in the financial modeling. Where costs were not available, the BetterFleet vehicle and infrastructure database was consulted and cost information was pulled from there. These database costs can be assumed to be appropriate for MCT in the context of the high-level, order-of-magnitude financial analysis undertaken as a part of this study.
- Grid connection upgrades and other infrastructure costs. The scope of this study did not include an in-depth review of the facility for required grid upgrades and the feasibility of infrastructure expansion. However, given MCT's fleet size of 89 buses, a one-time site upgrade cost of \$3.5M was modeled for the BEB scenario, and \$15M for the FCEB scenario. These dollar figures were chosen to be in line with the costs (and cost estimates) seen by other transit

agencies of similar size to MCT for upgrading their facilities. For MCT's purposes, these dollar figures should be considered to be placeholder values only, which would need to be refined through an in-depth site review and cost estimation process. In addition to the site upgrade costs, the analysis also considered charger capital and installation costs.

A complete list of assumptions included within the financial analysis is summarized in Table 9.

Table 9: Non-exhaustive list of key inputs and assumptions in the BetterFleet Plan cost
modeling

Variable	Value	Units / Notes
Vehicle Life Cycle Inputs		
Holding period - 30' buses and larger (ICE and EV)	12	years
Holding period - shuttle buses (ICE and EV)	6	years
Vehicle Cost Inputs		
Total diesel bus cost	525,000	\$
Total gasoline shuttle bus cost	120,000	\$
Total standard-range BEB cost	740,000	\$
Total long-range BEB cost	840,000	\$
Total battery-electric shuttle bus cost	180,000	\$
Total hydrogen fuel cell electric bus cost	1,014,000	\$
Vehicle Maintenance Cost Inputs		
Gasoline bus maintenance cost	0.880	\$/mi
Diesel bus maintenance cost	0.880	\$/mi
Battery-electric bus maintenance cost	0.640	\$/mi
Hydrogen fuel cell bus maintenance cost	0.968	\$/mi
Infrastructure Cost Inputs		
Grid and backbone infrastructure upgrade for BEB	3,500,000	\$
Cost per 150 kW plug-in charger	120,000	\$
FCEB hydrogen fueling infrastructure and gas detection systems	15,000,000	\$
Cost per bus for hydrogen fueling	10,000	\$
Infrastructure Maintenance Cost Inputs		
Electric charging equipment	0.50%	of installed equipment per year
Hydrogen refueling equipment	1.00%	of installed equipment per year
Fuel Cost Inputs		
Gasoline fuel cost	3.90	\$/gal
Diesel fuel cost	4.40	\$/gal
Power supply energy fuel charge (average)	10.09	c/kWh
Hydrogen fuel cost	10.40	\$/kg

3.2 Financial Modeling Outputs

A summary of the key takeaways of the financial modeling is described in the analysis that follows. The financial modeling focuses on the incremental costs of transitioning to ZEBs, relative to the spending we would expect in the ICE-focused business-as-usual. That is, how do the cumulative capital, operating, and maintenance costs for the BEB adoption scenarios compare to that of the ICE-only scenario?

Modeling was completed through 2040, representing a 17-year forecast period. It is important to choose a forecast period that is long enough to recognize a sufficient number of years of ZEB operations, while also considering the impact that fleet turnover has on the financial analysis as vehicles reach the end of their useful lives; but short enough such as not to introduce too much uncertainty into the analysis, keeping in mind that uncertainty increases the farther into the future we look.

The business-as-usual approach of continuing to procure gasoline and diesel vehicles represents the scenario with the lowest cost impacts. Total costs with respect to the BEB scenario, and especially with respect to the FCEB scenario, are higher than in the business-as-usual.

On a net present value basis, whereby future cash flows are discounted to 2023 dollars, there is approximately a \$6M premium on the BEB scenario, and a \$35M premium on the FCEB scenario, as shown in Figure 12.

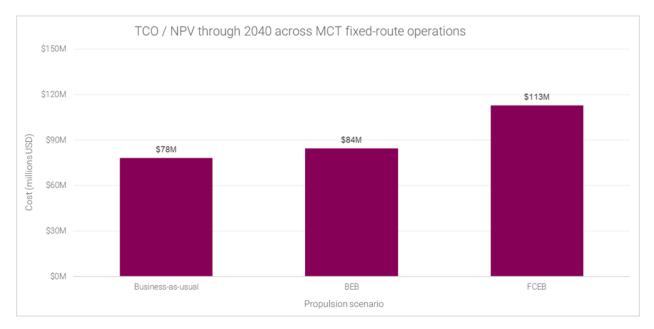


Figure 12: 13-year Total Cost of Ownership (2023 Dollars)

However, this is not to suggest that incremental funding needs are limited to \$6M and \$35M, respectively. By looking at year-over-year cash flows and unpackaging these estimates a bit further, we can quantify the incremental funding requirements and illustrate the extent to which cost savings on the operations and maintenance side help to offset the capital premiums associated with zero-emission propulsion technologies.

Figure 13 shows that the BEB scenario requires approximately \$42M in additional capital funding, while the FCEB scenario requires approximately \$58M in additional capital funding. Notably, the costs presented in Figure 13 are undiscounted, meaning that dollars in 2024 are valued the same as dollars in 2040. This is why grid and depot infrastructure costs are comparable between the BEB and FCEB scenarios despite the FCEB scenario requiring a much larger upfront investment.

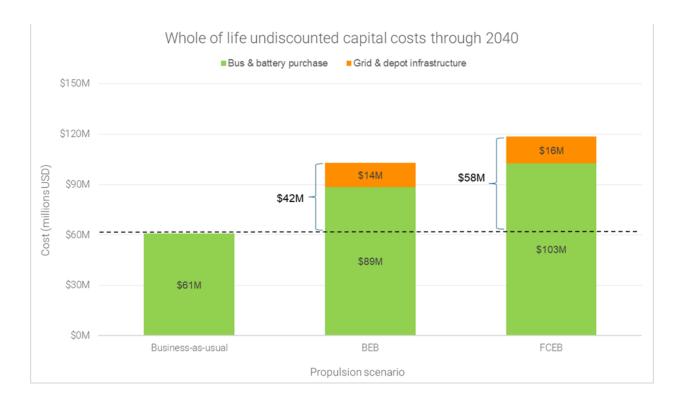


Figure 13: Capital Cost Comparison Across the Scenarios

Operations and maintenance costs are shown in Figure 14. Assuming lower labor-intensive maintenance of ZEBs compared to gasoline and diesel vehicles, as well as the energy-efficient nature of BEBs versus ICE buses, and the relative costs of gasoline fuel, diesel fuel, hydrogen fuel, and electricity, costs are approximately 51% lower in the BEB scenario (\$45M in savings over the forecast period), and approximately 21% lower in the FCEB scenario (\$19M in savings over the forecast period). Notably, a lot of the maintenance costs may be tied up in labor. While MCT may still be required to fulfill salary and wage obligations to its staff, the modeled cost savings are still material in consideration that freed-up capacity can translate into material benefits elsewhere in the MCT organization.

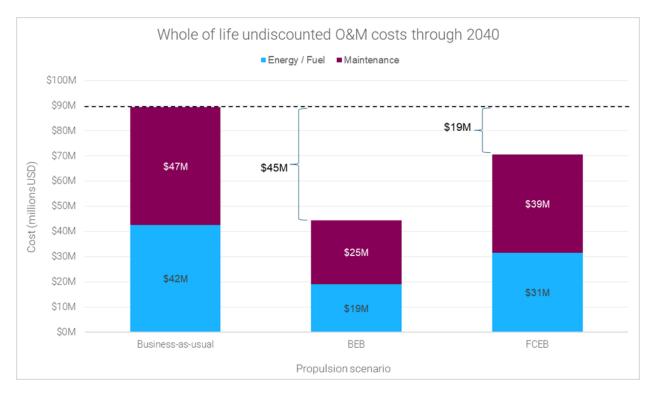


Figure 14: Operations and Maintenance Cost Comparison Across the Scenarios

Excluded in the above analysis are the social costs of air and climate pollution, as well as the cost categories that are not anticipated to be impacted by fleet transitioning, for example, salary and wage costs, and the operating costs of existing ICE vehicles present in all three scenarios, i.e., continued operations of the legacy MCT fleet, until those buses are phased out of operation.

The cost differential between the scenarios is driven primarily by the following considerations:

- Cost premiums of acquiring BEBs and FCEBs compared to ICE vehicles
- Costs associated with deploying charging infrastructure in the BEB scenario, and fueling infrastructure in the FCEB scenario
- Cost savings associated with the lower cost of O&M compared to ICE vehicles

3.3 Summary

The analysis described above illustrates the rough order of magnitude cost comparison of the businessas-usual scenario with the BEB and FCEB scenarios. There is a high degree of uncertainty with respect to the exact dollar values, in consideration that the future trending of fuel/energy prices, vehicle capital costs, and infrastructure costs can be difficult to predict, particularly as we get farther out into the future.

The two scenarios modeled are presented above as a "menu" for MCT's consideration when evaluating different potential fleet transition pathways. However, given the cost of the BEB scenario relative to the FCEB scenario, and given the high pass rates illustrated when emulating MCT's operations under BEB propulsion, this suggests that BEB operations may be a more compelling implementation pathway for MCT compared to FCEB operations. Furthermore, given the rate at which battery energy densities have been improving over time, and taking into consideration the 12-year lifecycle on full-size buses, there is a

strong likelihood that by the time MCT is in a position to achieve a 100% fleet transition, that technologies will have improved to the extent that the remaining 'failed' blocks will become 'passes' under future technologies.

While both standard-range and long-range BEBs were modeled, it is recommended that MCT begin its procurements with standard-range buses in an effort to manage its capital costs. Initial standard-range BEBs procured can be deployed on the blocks that were identified to 'pass' in all scenarios. Passing blocks can be prioritized based on their ability to maximize cost savings and greenhouse gas emissions savings in operations, while still remaining comfortably within the appropriate battery state-of-charge threshold in all ambient weather conditions.

Table 10 illustrates the recommended implementation pathways for each of the respective scenarios. Beyond 2040, it is anticipated that shuttle and full-sized buses would continue to be replaced in accordance with the assumptions outlined above in Table 9.

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Business-as-usual																	
Standard diesel buses	0	21	13	0	0	0	21	21	0	0	0	0	0	21	13	0	0
Gasoline shuttle buses	0	0	0	0	0	13	0	0	0	0	0	13	0	0	0	0	0
BEB Scenario																	
BEB shuttles	0	0	0	0	0	13	0	0	0	0	0	13	0	0	0	0	0
Standard range BEBs (full-size)	0	21	13	0	0	0	21	7	0	0	0	0	0	21	13	0	0
Long range BEBs (full-size)	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0
BEB infrastructure rollout	~	~			~	~	√										
FCEB Scenario																	
FCEBs (full-size only)	0	21	13	0	0	13	21	21	0	0	0	0	0	21	13	0	0
FCEB infrastructure rollout	\checkmark	\checkmark			\checkmark	\checkmark	\checkmark										i l

Table 10: Procurement schedule for the three scenarios

As alluded to above, it will be important for MCT to continue to monitor the state of fleet propulsion technologies, as the appropriate implementation strategy may evolve over time alongside changing 'pass' rates as vehicle and infrastructure technologies continue to improve, and as economic and operating conditions continue to change. Consequently, the analysis provided in this ZEB Transition Plan should be treated as a framework to guide implementation, which can be updated as required and as appropriate. To provide further insights into the predictive energy modeling results of MCT's operations, while also fostering the improved use of this document as a framework, a license to BetterFleet Plan will be handed over to Madison County at the conclusion of the ZEB Transition Plan, and training will be provided to MCT staff on how the software can be used to run additional analyses and glean additional insights as needs arise.



RESOLUTION 24-15

APPROVAL OF THE WINTER SERVICE CHANGE

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 July 21, 1959, as amended (70 ILCS 3610/1 et. seq.); and,

WHEREAS, due to a multi-year, nationwide driver shortage, it has been determined that a reduction of service frequency, and discontinuation of low performing routes would ensure the long-term reliability and quality of MCT's fixed route services; and,

WHEREAS, by modifying these routes on December 3, 2023, five (5) weeks prior to the regularly scheduled January 2024 service change, the Agency for Community Transit (Agency) would be in a better position to allocate driver time more efficiently, reduce or eliminate mandatory overtime, improve driver morale, and ensure operational reliability; and,

WHEREAS, the Agency held eight (8) public meetings to gather feedback and discuss changes with riders and after careful consideration of public feedback, staff recommends weekday service modifications from the original proposal shown in Attachment A.

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

- The District approves the revised December 2023 service change as outlined in Attachment A, to reduce frequency and span on certain routes, as well as discontinue two low performing routes.
- 2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to take any and all actions as may reasonably be required to implement these fixed route service changes in a timely and efficient manner.

ADOPTED by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-sixth day of October 2023.

Ronald L. Jedda, Chairman

Christopher C.

Andrew F. Economy

Allen P. Adomite

APPROVED as to Form: egal Counse

CERTIFICATE

I, Julie Repp, 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, October 26, 2023, 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:

- The District approves the revised December 2023 service change as outlined in Attachment A, to reduce frequency and span on certain routes, as well as discontinue two low performing routes.
- 2. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, Managing Director of the Madison County Mass Transit District, is hereby authorized to take any and all actions as may reasonably be required to implement these fixed route service changes in a timely and efficient manner.

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-sixth day of October 2023.

Attachment A

Revised December 2023 Service Change Proposal

To:	MCT Board of Trustees
From:	SJ Morrison; Planning Department; Operations Department
Date:	October 26, 2023

SUMMARY:

In light of the ongoing shortage of drivers, ACT Planning and Operations staff propose a series of service adjustments, including reducing the frequency and operational hours of several routes and discontinuing two underperforming routes. These adjustments are proposed to be put into effect five weeks ahead of the originally planned January 2024 service changes due to the pressing nature of the situation. The shortage has led to mandatory overtime and poses a threat to the reliability of our fixed route services.

By implementing these route modifications on December 3, 2023, ACT aims to enhance the efficient allocation of driver resources, minimize or eliminate the need for mandatory overtime, boost driver morale, and ensure consistent operational reliability. Improvements have been made to the original September 28 proposal and are outlined below.

UPDATE TO PROPOSED CHANGES:

ACT held eight (8) public meetings to gather feedback and discuss changes with riders. Comments were recorded and are attached for Board review. After careful consideration of public feedback, staff recommends the following weekday service modifications from the original proposal:

- #7 Alton-Edwardsville: Relocated timepoint from Alton Square Mall to Alton Regional Multimodal Transportation Center (ARMTC) to allow for better transfer opportunities. Remove SIUE from the schedule. Corrected omission of 6:18 PM Northbound trip from original proposal.
- **#10 State & Elm:** Added one early AM trip and additional PM trips to accommodate requests. Restored service to major timepoints to ensure passengers had ability to transfer between routes.
- **#18 Collinsville Regional:** Preserve 30 minutes service from 5:28 AM to 9:51 AM to accommodate rider request, reducing the remainder of service to every 60 minutes.

			FTE
Route	Modification	Notes	Decrease
#7	Reduce Frequency	Reduce from 30 to 60 minute service. Remove trips to & from SIUE	2.96
#10	Reduce Frequency	Restore Timepoints; Reduce from 30 to 60 minute service; end service at 9 PM	2.25
#18	Reduce Frequency	Preserve 30 minute AM service; reduce remaining service to 60 minutes	1.1
#24X	Discontinue	No Changes	1.21
#25X	Discontinue	No Changes	0.99
		Total	8.51

Staff reviewed all comments during the revision process of this proposal. Although we couldn't fulfill every request, we implemented innovative solutions to support passengers and preserve as many trips as possible. Furthermore, we anticipate additional Full-Time Equivalent (FTE) savings by integrating scheduled overtime into driver assignments.



Public Comments Regarding Proposed Changes

Winter 2023 Service Change – Service Reduction Due to Workforce Shortage

Summary of Public Comments:

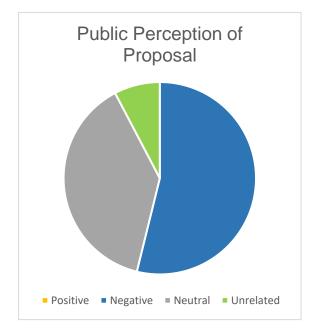
- MCT received **<u>13 public comments</u>**.
- Of those 13 comments, 7 comments were directly related to the proposed changes.
- Of the 13 comments regarding the proposal <u>0 were positive</u>, <u>7 were negative</u>, <u>5 were neutral</u> and <u>1 was unrelated.</u>

Summary of Outreach:

Staff conducted eight public meetings aimed at actively involving the community, collecting valuable feedback, and addressing inquiries regarding the proposed Winter Service Change. These meetings took place at key locations such as Alton Station, Collinsville Station, Edwardsville Station, and Wood River Station, with an additional two virtual meetings to enhance accessibility.

To spread awareness of the proposal, various communication methods were employed. On-board customer advisories were used to directly inform passengers. Information was also shared through social media channels, and a press release was distributed, which received coverage in local publications, including the Edwardsville Intelligencer, Alton Telegraph, Riverbender, and Advantage News.

In a proactive measure, staff engaged in direct communication with Challenge Unlimited, ensuring that the proposed changes would have no adverse effects on individuals traveling to their facility.



Comments Regarding Proposed Changes

Туре	Meeting	Phone	Email	US Mail	TOTAL
Positive	-	-	-	-	-
Negative	1	-	6	-	7
Neutral	5	-	-	-	5
Unrelated	1	-	-	-	1
TOTAL	7	-	6	-	13



MCT Public Meeting Comments

Service Reduction Due to Workforce Shortage

Comments via Email:			

I am contacting you due to the bus route changes that may be going into effect soon. I have been taking the 10 bus at 6:27 from Schnucks most mornings to work for several years during the school year. I also take the 10 bus to Schnucks from Walmart at 7:45 PM after work there. This is my main form of transportation because I am unable to drive. I will not be able to make any of the public meetings because they are taking place during my work hours. I'm asking that you please keep the 10 bus route the same as it currently is.

MCT Board of Trustees -

I am sending this note today to respectfully request your reconsideration of the proposed December 2023 changes to the #10 bus route schedule.

My oldest daughter rides this bus often. She chose her apartment location to be close to this bus line as she is unable to drive due to a disability and works two jobs, both of which she pursued as the employers were accessible by bus. If the #10 schedule changes as proposed, her ability to get to both jobs will be greatly impacted.

I am writing regarding the proposed December 2023 changes to the #10 bus route.

My daughter, who is unable to drive due to a disability, works two jobs and relies on the #10 route for both jobs. The proposed schedule change would leave her without transportation to and from her jobs.

On weekday mornings during the school year, she walks to Godfrey Schnucks and takes the 6:27 a.m. #10 Southbound to the Downtown Station to catch the #9 to East Elementary School. She has to be at East Elementary by 7:30 a.m. so this route is her only option. She is done working at 2:15 p.m. and takes the #9 and #10 to get back home. On Tuesday, Wednesday and Friday evenings, she also works at Godfrey Walmart so she stays on the #10 to get to her 4:00 p.m. – 8:00 p.m. shift. Walmart usually lets her clock out early to catch the 7:45 p.m. #10 Southbound back to Schnucks. With the proposed #10 changes, she would no longer have a ride back to Godfrey Schnucks.

I ask that you please reconsider the proposed changes to the weekday #10 schedule. My daughter relies on MCT to get to and from her places of employment and these changes would put those jobs at risk.

|--|

I have some questions and comments about the proposed changes to the #7 route. The #7 bus is very convenient, the way that it currently runs - so, if it is at all possible - can you keep #7 trips at



every 1/2 hour? It already did lose the last 3 trips out of Edwardsville Station, and the last 4 trips from Alton Square, back in early 2020, when it used to run later in the evenings.

If there is no way to continue running it every 1/2 hour, can there be 1/2 hour #7 busses just for part(s) of the day? Maybe in the afternoons, to keep the 2 trips that go through SIUE. Or maybe a couple runs in the mornings and a couple in the afternoons - during whichever times of the day that are generally the busiest.

Or if it definitely needs to be reduced down to just hourly service, can the times be changed - so that it would leave Edwardsville Station and Alton Square on the :48s, instead of on the :18s? Otherwise, the #7 would never match up with the #12 bus, nor with the #16 bus. It is actually not so bad for those two because at least people can wait for them at the stations. But the #7 also would never match the #9 at the Centerstone/CVS/Walgreens stops, where there aren't any bus shelters/places to sit for the long waits.

An alternate idea (specific just to connections between the #7 and the #9) would be to switch the #9 busses back to leaving on the :48s from Alton Square and Alton Station. That's the schedule that the weekday #9 bus ran on for years until just recently. Is it possible that the #9 can go back to this schedule for weekdays? That way, if the #7 bus does have to lose its 1/2-hour trips, there still could be timely connections with the #9 at Centerstone/CVS/Walgreens.

Maybe it is possible to keep the #7 schedule as-is temporarily, until slight time changes to other connecting bus routes can also be planned/proposed. Possibly so that most routes can have 15-minute waits everywhere, instead of some with no waits and others with waits of 30 minutes+.

To Whom It May Concern:

Please consider changing the time frames FROM winter to spring and/or summer. During the winter season you may likely have higher ridership. Your consideration is appreciated. Considering elderly, commuters (work/school) etc.

|--|

I was taking a look at the schedule for the #18. This has created a major issue for me. I rely on the #18 for commuting to and from work daily for the Collinsville School District. My school is located off of College St in State Park Place.

Your proposed schedule time change for the #18 leaving from Emerson Park at 6:30ish departure will put me in an unsafe situation.

First, it's unsafe in State Park Place at times. The school building is not open that early which will leave me waiting alone for 20 minutes. It's not a good idea to be waiting alone there. There's known gun activity as well as gang activity in and around that area.

Second, it is going to be during winter temperatures. Twenty minutes is a long wait time to be in the cold and can cause my medical condition to worsen.



Third, I know that there are at least 6 other passengers that also ride the same route daily, and it will potentially make them late for their jobs and classes too. I don't know if they have reached out to you all, but I wanted to make sure you were aware that these people are not happy about it either.

Fourth, this change is potentially going to cost me my job if I take the 7:29 departure from Emerson Park.

These changes have me feeling very frustrated and worried about how I am going to keep my job because I can't get there safe and on time. I have been riding MCT services for 25+ years now and I have never been this worried about getting to work on time or having to keep my job. I have always felt that I had a way to get to work on time, safely, and reliably transportation.

This is not the case any longer.

The new changes have made it very unreliable not only for me, but for the early morning weekday commuters who rely on this #18 6:59 departure from Emerson Park. Making a time change like this is truly absurd during the week!

Thanks for taking the time in reading about my concerns.

Comments via Public Meeting at Alton Station:

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My name is Eddie Wilson. I work at Schnucks in Godfrey. Have been working there and taking busses 8 and 10 for over a year. The 8 only runs until 5:45 pm from Schnucks to Langdon and 9th. I live off Langdon. Sometimes I work days and sometime nights. I agreed when I took this job I could work up until 9 pm, 7 days. They were nice because 8 or 10 doesn't run that late on weekends so on weekends. Saturday and Sunday, they put me on up until 5:30 pm but they can't give me all days. Other people been there longer than me. So, I rely on the #10 picking me up so I can at least get down to the station than walk from there. I'm writing this because I heard in December you want to stop the #10 at 6 pm. If you do, I will either lose my job or not have enough hours to make ends meet. Please keep the #10 running from Schnucks to Alton Station at least till 9 pm.

Included a list of 20 other people who work at Schnucks who want the bus to run until at least 9 pm.

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New bus stop on #12, leaves Walmart. Need to add a bus stop on Airline Drive. Believes the #11 should run on Sundays.

Look at moving #10 bus stop closer to Alton Sportsman Club. No concerns about current proposal.

Leave Alton Transit Station open on Sundays.



Comments via Public Meeting at Collinsville Station:

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Do what you have to do. Keep it mellow.

Comments via Public Meeting at Edwardsville Station:

I think it is very inconvenient to start running the bus #7 only once an hour. Me, as well as many others I know, rely on this bus to get to and from work daily. Our whole life revolves around the bus schedule and would affect us in our hours if changed and in some cases maybe result in not having a job. Because of the fact we not only take one bus, we have to take several. It is very hard to work out times to get on the different ones makes it a little easier for the bus to run once an hour.

Comments via Public Meeting at Wood River Station:

Keep stations open on weekends. Where is the port-a-potty?

RESOLUTION 24-16

AUTHORIZING AN AWARD OF CONTRACT FOR LIGHT DUTY COACH ON CHASSIS BUSES

WHEREAS, 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.), to foster an improved coordinated transportation system; and,

WHEREAS, a Request for Proposals (RFP) was issued in order to select a qualified vendor to provide a base order of thirteen (13) fixed-route replacement light-duty 17-passenger coach on chassis gasoline powered transit buses along with training, test equipment and special tools, with an option to purchase up to six (6) additional buses over a 3-year term; and,

WHEREAS, two vendors submitted proposals, and both were deemed responsive; and,

WHEREAS, the District's staff evaluated the proposals and determined that Southern Bus & Mobility, Inc. from Breese, Illinois, was the most advantageous based on price and the technical criteria established in the RFP; and,

WHEREAS, Section 5307 funds are available for this purchase at an 80/20 federal/local ration through a grant administration by the FTA.

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

- A notice of intent to award a contract be delivered to Southern Bus & Mobility, Inc. of Breese, Illinois in the amount of three million, forty-three thousand, three hundred thirteen dollars and zero cents (\$3,043,313.00), for a base order of thirteen (13) light-duty transit buses and training, with an option to purchase over a 3-year term up to six (6) additional buses at two hundred thirty-four thousand, one hundred one dollars and zero cents (\$234,101.00) each which will be subject to price adjustments for regulatory changes and Producer Price Index (PPI) economic price adjustments.
- 2. Pending finalization of the District's Buy America audit which positively verifies the buses offered by Southern Bus & Mobility, Inc. meet the Federal Transit Administration's funding requirements, the District authorizes the award of a contract and notice to proceed be delivered to Southern Bus & Mobility, Inc. in the amount of three million, forty-three thousand, three hundred thirteen dollars and zero cents (\$3,043,313.00), for a base order of thirteen (13) light-duty transit buses and training, with an option to purchase over a 3-year term up to six (6) additional buses at two hundred thirty-four thousand, one hundred one dollars and zero cents (\$234,101.00) each, subject to price adjustments for regulatory changes and Producer Price Index (PPI) economic price adjustments.
- The District's Capital Budget shall be amended to an amount equivalent to the total project cost.
- 4. The District's Assigned Fund Balance shall be adjusted to an amount equivalent to the total local match portion of the project.

5. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, 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 to take any such further actions as are necessary and appropriate 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-sixth day of October 2023.

Ronald L. Jedda, Chairman Christopher C. Guy Allen P. Adomite Andrew F. Economy APPROVED as to Form: Legal Counsel

CERTIFICATE

I, Julie Repp, do hereby certify that I am the fully qualified and acting Secretary of the Board of Trustees of the Madison County Mass Transit District (District), and as such Secretary, I am the keeper of the records and files of the District.

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the District held on Thursday, October 26, 2023, a resolution was adopted in full accordance and conformity with the by-laws of the 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 DISTRICT THAT:

- A notice of intent to award a contract be delivered to Southern Bus & Mobility, Inc. in the amount of three million, forty-three thousand, three hundred thirteen dollars and zero cents (\$3,043,313.00), for a base order of thirteen (13) light-duty transit buses and training, with an option to purchase over a 3-year term up to six (6) additional buses at two hundred thirty-four thousand, one hundred one dollars and zero cents (\$234,101.00) each which will be subject to price adjustments for regulatory changes and Producer Price Index (PPI) economic price adjustments.
- 2. Pending finalization of the District's Buy America audit which positively verifies the buses offered by Southern Bus & Mobility, Inc. meet the Federal Transit Administration's funding requirements, the District authorizes the award of a contract and notice to proceed be delivered to Southern Bus & Mobility, Inc. in the amount of three million, forty-three thousand, three hundred thirteen dollars and zero cents (\$3,043,313.00), for a base order of thirteen (13) light-duty transit buses and training, with an option to purchase over a 3-year term up to six (6) additional buses at two hundred thirty-four thousand, one hundred one dollars and zero cents (\$234,101.00) each, subject to price adjustments for regulatory changes and Producer Price Index (PPI) economic price adjustments.
- 3. The District's Capital Budget shall be amended to an amount equivalent to the total project cost.
- 4. The District's Assigned Fund Balance shall be adjusted to an amount equivalent to the total local match portion of the project.
- 5. Ronald L. Jedda, Chairman, Christopher C. Guy, Vice Chairman, and/or Steven J. Morrison, 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 to take any such further actions as are necessary and appropriate 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 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 District on this twenty-sixth day of October 2023.



Contract Award Recommendation

To:	SJ Morrison, Managing Director
From:	Penny Brown, Director of Grants and Procurement
Project:	Light-Duty Coach on Chassis Transit Buses No. 23-1-18200
Date:	October 25, 2023

A Request for Proposals (RFP) was issued on March 31, 2023, to select a qualified vendor to provide a base order of thirteen (13) fixed route replacement light-duty 17-passenger coach on chassis gasoline powered transit buses along with training, test equipment and special tools, with an option to purchase up to six (6) additional buses.

Proposals were received from the following two companies. Both proposals were deemed responsive.

Company	City	State
Central States Bus Sales, Inc.	Fenton	MO
Southern Bus & Mobility Inc.	Breese	IL

The proposal evaluation team consisted of three scoring members. The proposal evaluation team reviewed the proposals taking into consideration the proposed vehicle's design and performance, the proposer and or bus manufacturer's reputation and performance, qualifications, experience, service and parts support, warranty, available capacity and technical proficiency. Price was a separate evaluation criterion with the lowest price receiving the full number of allotted points, and the other proposal being given points proportionate to the lowest price.

The maximum score possible was 500 points.

Criteria	Central States Bus Sales	Southern Bus & Mobility
Product design and performance (max. 320 points)	110.733	160.000
Proposer/manufacturer reputation and performance, qualifications, experience, service/parts/warranty support, capacity, technical proficiency (max 80 points)	41.333	50.667
Price (max. 100)	79.099	100.000
Total Score (maximum 500 points)	231.165	310.667

The proposal evaluation team's scoring concluded that Southern Bus and Mobility proposal is the most advantageous with price and other factors considered in accordance with the criteria and procedures described in the RFP. A responsibility determination review concluded that this vendor has the ability and resources to perform provide the buses as described in the RFP. A price analysis deemed the BAFO price to be fair and reasonable.

Section 5307 funds are available for this project at an 80/20 Federal/local ratio through a grant administered by the Federal Transit Administration.