

**AGENDA**  
**Board of Trustees Meeting**  
Madison County Mass Transit District  
9:30 a.m., Thursday, March 27, 2025  
1 Transit Way, Pontoon Beach, Illinois

<b><u>Section</u></b>	<b><u>Item</u></b>	<b><u>Recommendation</u></b>
	I. Pledge of Allegiance.	
	II. Call to Order: Roll Call.	
	III. Public Comments.	
IV.	<b><u>Consideration of the minutes of the February 27, 2025, regular meeting, for inclusion in the District's official records.</u></b>	Discussion/Action
V.	<b><u>Financial:</u></b>	
	A. Payments and Claims: Consideration of the March 2025 Claims for Payment	Discussion/Action
	B. Monthly Financial Report: Review of the Monthly Financial Records as of February 28, 2025	Discussion/Action
	C. Presentation of the Draft Operating Budget	Information
	D. Presentation of the Draft Capital Budget and Plan	Information
	E. Resolution 25-53 Authorizing Execution of Downstate Operating Assistance Grant Agreement with the Illinois Department of Transportation	Discussion/Action
VI.	<b><u>Services:</u></b>	
	A. Managing Directors Report	Discussion
	B. Resolution 25-54 Authorizing Changes to the Public Transportation Agency Safety Plan (PTASP)	Discussion/Action
	C. Resolution 25-55 Authorizing an Award of Contract for Confluence Trail Reconstruction	Discussion/Action
VII.	<b><u>Other Business:</u></b>	
	A. Ordinance 25-02 An Ordinance Approving and Accepting the Transfer of Certain Real Estate to Madison County Mass Transit District, Madison County, Illinois	Discussion/Action
VIII.	<b><u>Adjournment</u></b>	Action

**Next meeting date: April 24, 2025**

**MINUTES**  
**Board of Trustees**  
Madison County Mass Transit District  
9:30 a.m., Thursday, February 27, 2025  
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**

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

MEMBERS PRESENT: ALLEN P. ADOMITE, ANDREW F. ECONOMY, RONALD L. JEDDA, AND DAVID J. SHERRILL

MEMBERS ABSENT: CHRISTOPHER C. GUY

OTHERS PRESENT: STEVEN J. MORRISON, ACT; PHIL ROGGIO, ACT; MICHELLE DOMER, ACT; PENNY BROWN, ACT; AMANDA SMITH, ACT; ROB SCHMIDT, ACT; RICH CONKLIN; JOE DOMER, ACT; MIRIAM BELL, ACT; PAUL EVANS, LEGAL COUNSEL

**III. Public Comments:**

No public comments.

**IV. Consideration of the minutes of the January 30 2025, regular meeting for inclusion in the Official Records of the District.**

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

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED

**V. Financial**

A. Payments and Claims: Consideration of the February 2025 claims for payment:

ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE FEBRUARY 2025 PAYMENTS AND CLAIMS

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

- B. ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE THE MONTHLY FINANCIAL REPORT AS OF JANUARY 31, 2025

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE
DAVID J. SHERRILL	

ALL AYES. NO NAYS. MOTION CARRIED.

## VI. Services

- A. Managing Director's Report:

Managing Director, SJ Morrison, presented the Managing Director's Report.

- B. ADOMITE MADE THE MOTION, SECONDED BY ECONOMY, TO APPROVE THE FOLLOWING RESOLUTION

25-48 AUTHORIZING THE FILING OF AN APPLICATION WITH THE FEDERAL TRANSIT ADMINISTRATION FOR SECTION 5307 GRANT FUNDS FOR VARIOUS TRANSIT RELATED PROJECTS

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

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

25-49 ALLOWING ALL MADISON COUNTY, ILLINOIS STUDENTS IN GRADES K-12 TO RIDE THE MCT FIXED ROUTE SYSTEM FREE OF CHARGE WITH THE 2025 MCT SUMMER YOUTH PASS

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

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

25-50 AUTHORIZING UPDATES TO THE DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

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

25-51 AUTHORIZING AN AWARD OF CONTRACT FOR MICRO TRANSIT SERVICES

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

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

25-52 AUTHORIZING AN AWARD OF CONTRACT FOR FOIA PLATFORM SYSTEM

A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.



**VII. Other business:**

Sherrill raised a few items for discussion, including future capital projects, the long-term maintenance of the MCT Trails, the status of transitioning MCT fleet to electric vehicles, how MCT serves the airport in Bethalto, and other suggestions for serving area communities. Morrison and other staff provided feedback on the various items and reported to the Board that a draft of next year's capital plan and budget would be brought to the March meeting for discussion.

**VIII. Adjournment:**

ECONOMY MADE THE MOTION, SECONDED BY ECONOMY TO ADJOURN.

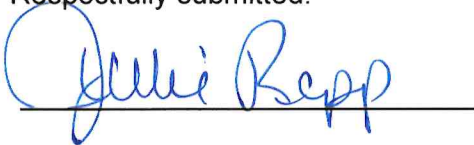
A ROLL CALL VOTE FOLLOWED:

ALLEN P. ADOMITE	AYE
ANDREW F. ECONOMY	AYE
RONALD L. JEDDA	AYE
DAVID J. SHERRILL	AYE

ALL AYES. NO NAYS. MOTION CARRIED.

Meeting adjourned at 10:32 a.m.

Respectfully submitted.

A handwritten signature in blue ink, reading "Julie Repp", is written over a horizontal line.



Pay Statements  
Pay Statement Board

Last Name	First Name	Statement #	Pay Period Start	Pay Period End	Pay Date	Gross	Reimbursement	Taxes (EE)	Net Payment
JEDDA	RONALD	-18175	02/01/2025	02/28/2025	03/27/2025	\$300.00	\$13.86	\$300.00	\$13.86
GUY	CHRISTOPHER	-18173	02/01/2025	02/28/2025	03/27/2025	\$300.00	-	\$22.95	\$277.05
ECONOMY	ANDREW	-18172	02/01/2025	02/28/2025	03/27/2025	\$300.00	\$7.00	\$22.95	\$284.05
ADOMITE	ALLEN	-18171	02/01/2025	02/28/2025	03/27/2025	\$300.00	-	\$300.00	-
SHERRILL	DAVID	-18174	02/01/2025	02/28/2025	03/27/2025	\$300.00	-	\$22.95	\$277.05
Report Total									
						\$1,500.00	\$20.86	\$668.85	\$852.01



## ELECTRONIC FUNDS TRANSFER REGISTER

CASH ACCOUNT: 10000000 10101      Checking Account  
 CHECK NO    CHK DATE    TYPE VENDOR NAME

VOUCHER    INVOICE

INV DATE

PO

WARRANT

NET

9250009	02/27/2025	PRTD	1737 wheatland Title Comp	022725	02/27/2025	EFT0227	186,968.00
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CHECK	9250009	TOTAL:	186,968.00
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NUMBER OF CHECKS	1	*** CASH ACCOUNT TOTAL ***	186,968.00
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	COUNT	AMOUNT
TOTAL PRINTED CHECKS	1	186,968.00

*** GRAND TOTAL ***	186,968.00
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# Madison County Mass Transit District



## CHECK REGISTER

CASH ACCOUNT: 10000000 10101				Checking Account							
CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET		
4250555	03/07/2025	PRTD	1043 AT&T		MAR25	03/01/2025		030725	22.93		
						CHECK	4250555	TOTAL:	22.93		
4250556	03/07/2025	PRTD	1433 City of Edwardsville		030525L	03/05/2025		030725	71.68		
					030525SPEPR	03/05/2025		030725	11.30		
					030525WSEPR	03/05/2025		030725	741.79		
						CHECK	4250556	TOTAL:	824.77		
4250557	03/07/2025	PRTD	1436 City of Highland		FEB25HPR	03/05/2025		030725	149.98		
						CHECK	4250557	TOTAL:	149.98		
4250558	03/07/2025	PRTD	3984 City of Troy		030425SPTPR	03/04/2025		030725	16.88		
					030425WSTPR	03/04/2025		030725	30.40		
						CHECK	4250558	TOTAL:	47.28		
4250559	03/07/2025	PRTD	2047 City of Wood River		030525SPWRTC	03/05/2025		030725	6.50		
					030525WSWRTC	03/05/2025		030725	33.46		
						CHECK	4250559	TOTAL:	39.96		
4250560	03/07/2025	PRTD	4133 AT&T Mobility		461X02272025	02/19/2025	12500012	030725	442.91		
						CHECK	4250560	TOTAL:	442.91		
4250561	03/07/2025	PRTD	4133 AT&T Mobility		578X02272025	02/19/2025	12500011	030725	39.56		
						CHECK	4250561	TOTAL:	39.56		
4250562	03/07/2025	PRTD	4133 AT&T Mobility		986X02272025	02/19/2025	12500032	030725	72.48		
						CHECK	4250562	TOTAL:	72.48		
4250563	03/07/2025	PRTD	1220 Illinois American Wa		022625GCTC	02/26/2025		030725	268.09		

# Madison County Mass Transit District



## CHECK REGISTER

CASH ACCOUNT: 10000000 10101      Checking Account  
 CHECK NO    CHK DATE    TYPE VENDOR NAME      VOUCHER    INVOICE

INV DATE    PO      WARRANT      NET

						CHECK	4250563	TOTAL:	268.09
4250564	03/07/2025	PRTD	1220 Illinois American Wa		030625AHSRIR	03/06/2025		030725	63.37
						CHECK	4250564	TOTAL:	63.37
4250565	03/07/2025	PRTD	1220 Illinois American Wa		030625AHSRWS	03/06/2025		030725	157.98
						CHECK	4250565	TOTAL:	157.98
4250566	03/07/2025	PRTD	1051 Pontoon Beach Public		030425-2	03/04/2025		030725	594.65
						030425-3	03/04/2025	030725	420.52
						030425Admin	03/04/2025	030725	370.52
						030425BW	03/04/2025	030725	370.52
						030425N	03/04/2025	030725	30.00
						CHECK	4250566	TOTAL:	1,786.21
4250567	03/07/2025	PRTD	1506 Village of Glen Carb		022425GLPR	02/24/2025		030725	13.88
						CHECK	4250567	TOTAL:	13.88
4250568	03/07/2025	PRTD	1932 Wex Bank		103184602	02/28/2025		030725	5,845.61
						CHECK	4250568	TOTAL:	5,845.61
NUMBER OF CHECKS						14	*** CASH ACCOUNT TOTAL ***		9,775.01
TOTAL PRINTED CHECKS						COUNT	14	AMOUNT	9,775.01
						*** GRAND TOTAL ***			9,775.01

# Madison County Mass Transit District



## CHECK REGISTER

CASH ACCOUNT: 10000000 10101      Checking Account  
 CHECK NO    CHK    DATE    TYPE    VENDOR    NAME

VOUCHER

INVOICE

INV DATE

PO

WARRANT

NET

4250569	03/17/2025	PRTD	1220	Illinois American Wa		031125SPATC	03/11/2025		031425	103.79
							CHECK	4250569	TOTAL:	103.79
4250570	03/17/2025	PRTD	1220	Illinois American Wa		031125WSATC	03/11/2025		031425	242.59
							CHECK	4250570	TOTAL:	242.59
4250571	03/17/2025	PRTD	1733	Johnny on the Spot #		47-000269913	02/28/2025		031425	1,885.99
							CHECK	4250571	TOTAL:	1,885.99
4250572	03/17/2025	PRTD	4102	Mansfield Power & Ga		FEB25	03/07/2025		031425	3,731.70
							CHECK	4250572	TOTAL:	3,731.70

NUMBER OF CHECKS    4

\*\*\* CASH ACCOUNT TOTAL \*\*\*

5,964.07

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	4	5,964.07

\*\*\* GRAND TOTAL \*\*\*

5,964.07

## ELECTRONIC FUNDS TRANSFER REGISTER

CASH ACCOUNT: 10000000 10101      Checking Account  
 CHECK NO    CHK DATE    TYPE VENDOR NAME

CHECK NO	CHK DATE	TYPE	VENDOR NAME	Accounting Account	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
9250010	03/17/2025	PRTD	4064	FTA		031725-1	03/17/2025		EFT0317	4,800.00
						031725-2	03/17/2025		EFT0317	35,100.00
							CHECK	9250010	TOTAL:	39,900.00
					NUMBER OF CHECKS	1	*** CASH ACCOUNT TOTAL ***			39,900.00
							COUNT		AMOUNT	
					TOTAL PRINTED CHECKS		1		39,900.00	
									*** GRAND TOTAL ***	39,900.00

# Madison County Mass Transit District



## CHECK REGISTER

CASH ACCOUNT: 10000000 10101				Checking Account						
CHECK NO	CHK	DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4250573	03/27/2025	PRTD	4012	AAIC, Inc.		14025	03/10/2025		032725	400.00
							CHECK	4250573	TOTAL:	400.00
4250574	03/27/2025	PRTD	2501	Agency for Community		FEB25	03/18/2025		032725	39,500.00
						FEB25BW	03/18/2025		032725	78,522.24
						FEB25DR	03/18/2025		032725	255,590.67
						FEB25RS	03/18/2025		032725	37,700.17
						FEB25VP	03/18/2025		032725	-3,318.65
						FEB25FR	03/18/2025		032725	1,986,280.54
							CHECK	4250574	TOTAL:	2,394,274.97
4250575	03/27/2025	PRTD	4137	Universal Protection		16776933	02/27/2025	12500020	032725	12,447.03
							CHECK	4250575	TOTAL:	12,447.03
4250576	03/27/2025	PRTD	1050	Ameren Illinois		030425	03/04/2025		032725	1,708.24
							CHECK	4250576	TOTAL:	1,708.24
4250577	03/27/2025	PRTD	1050	Ameren Illinois		030425BW	03/04/2025		032725	496.45
							CHECK	4250577	TOTAL:	496.45
4250578	03/27/2025	PRTD	1050	Ameren Illinois		030425GCTC	03/04/2025		032725	475.00
							CHECK	4250578	TOTAL:	475.00
4250579	03/27/2025	PRTD	1050	Ameren Illinois		030425N	03/04/2025		032725	327.95
							CHECK	4250579	TOTAL:	327.95
4250580	03/27/2025	PRTD	1501	Ameren Illinois		022125	02/21/2025		032725	39.68
							CHECK	4250580	TOTAL:	39.68



# Madison County Mass Transit District



## CHECK REGISTER

CASH ACCOUNT: 10000000 10101				Checking Account						
CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET	
4250581	03/27/2025	PRTD	1501 Ameren Illinois		022125ATC	02/21/2025		032725	433.21	
						CHECK	4250581	TOTAL:	433.21	
4250582	03/27/2025	PRTD	1501 Ameren Illinois		022825GLPR	02/28/2025		032725	664.12	
						CHECK	4250582	TOTAL:	664.12	
4250583	03/27/2025	PRTD	1501 Ameren Illinois		030425ETC	03/04/2025		032725	426.24	
						CHECK	4250583	TOTAL:	426.24	
4250584	03/27/2025	PRTD	1501 Ameren Illinois		030425L	03/04/2025		032725	542.40	
						CHECK	4250584	TOTAL:	542.40	
4250585	03/27/2025	PRTD	1501 Ameren Illinois		030525Admin	03/05/2025		032725	3,199.00	
						CHECK	4250585	TOTAL:	3,199.00	
4250586	03/27/2025	PRTD	1501 Ameren Illinois		030525AHSR	03/05/2025		032725	553.12	
						CHECK	4250586	TOTAL:	553.12	
4250587	03/27/2025	PRTD	1501 Ameren Illinois		08ILRt3PR	02/28/2025		032725	427.43	
						CHECK	4250587	TOTAL:	427.43	
4250588	03/27/2025	PRTD	1501 Ameren Illinois		FEBMainGTAd	03/06/2025		032725	51.16	
						CHECK	4250588	TOTAL:	51.16	
4250589	03/27/2025	PRTD	2031 Best-One Fleet Servi		3200021185	02/28/2025		032725	454.50	
					3200021321	03/07/2025		032725	837.00	
					3200021339	03/10/2025		032725	38,666.00	
						CHECK	4250589	TOTAL:	39,957.50	

# Madison County Mass Transit District



## CHECK REGISTER

CASH ACCOUNT: 10000000 10101				Checking Account					
CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4250590	03/27/2025	PRTD	4056 Budget Signs		851211	03/04/2025	12500053	032725	248.18
						CHECK	4250590	TOTAL:	248.18
4250591	03/27/2025	PRTD	3942 Carahsoft Technology		IN1907863	03/04/2025	12500049	032725	17,339.19
						CHECK	4250591	TOTAL:	17,339.19
4250592	03/27/2025	PRTD	4145 Chestnut Health syst		MISC-25-195	03/04/2025	12500035	032725	10,251.00
						CHECK	4250592	TOTAL:	10,251.00
4250593	03/27/2025	PRTD	1436 City of Highland		51	03/03/2025		032725	413.74
						CHECK	4250593	TOTAL:	413.74
4250594	03/27/2025	PRTD	4048 Dovetail Inc.		INV-24205	02/28/2025	12200029	032725	761.25
						CHECK	4250594	TOTAL:	761.25
4250595	03/27/2025	PRTD	1092 The Edwardsville Int		301029923	02/23/2025	12500058	032725	262.11
						CHECK	4250595	TOTAL:	262.11
4250596	03/27/2025	PRTD	1029 Fort Russell Townshi		022125	02/21/2025		032725	727.70
						CHECK	4250596	TOTAL:	727.70
4250597	03/27/2025	PRTD	1014 Granite City Townshi		022526	02/25/2025		032725	2,292.08
						CHECK	4250597	TOTAL:	2,292.08
4250598	03/27/2025	PRTD	3920 The Jerry Costello G		APR25	03/04/2025		032725	7,000.00
						CHECK	4250598	TOTAL:	7,000.00
4250599	03/27/2025	PRTD	1439 Juneau Associates, I		51063	01/31/2025		032725	45.00
					51064	01/31/2025		032725	1,650.00
					51065	01/31/2025		032725	6,261.90

# Madison County Mass Transit District



## CHECK REGISTER

CASH ACCOUNT: 10000000 10101				Checking Account						
CHECK NO	CHK	DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
						51019	01/31/2025		032725	1,739.00
							CHECK	4250599	TOTAL:	9,695.90
4250600	03/27/2025	PRTD		4156 Keeley & Sons, Inc		030425	03/04/2025	12500043	032725	334,791.90
							CHECK	4250600	TOTAL:	334,791.90
4250601	03/27/2025	PRTD		1437 Keller Construction,		031025	03/10/2025	12500026	032725	43,335.00
						20250210	03/03/2025	12500008	032725	26,067.01
							CHECK	4250601	TOTAL:	69,402.01
4250602	03/27/2025	PRTD		1602 Madison County State		APR25	03/04/2025		032725	8,000.00
							CHECK	4250602	TOTAL:	8,000.00
4250603	03/27/2025	PRTD		1874 Main Street Communit		030525	03/03/2025		032725	638.81
							CHECK	4250603	TOTAL:	638.81
4250604	03/27/2025	PRTD		1698 O'Brien Tire & Auto		255509	02/14/2025		032725	125.46
							CHECK	4250604	TOTAL:	125.46
4250605	03/27/2025	PRTD		1698 O'Brien Tire & Auto		255366	02/06/2025		032725	158.99
							CHECK	4250605	TOTAL:	158.99
4250606	03/27/2025	PRTD		1173 Oates Associates		40809	03/05/2025		032725	11,854.75
							CHECK	4250606	TOTAL:	11,854.75
4250607	03/27/2025	PRTD		4154 Patterson Brake & Fr		193351	02/28/2025		032725	1,281.00
							CHECK	4250607	TOTAL:	1,281.00
4250608	03/27/2025	PRTD		4151 Peckham Guyton Alber		121094	02/28/2025	12500040	032725	12,000.00
							CHECK	4250608	TOTAL:	12,000.00

# Madison County Mass Transit District



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 CHECK NO    CHK DATE    TYPE VENDOR NAME      VOUCHER    INVOICE

INV DATE    PO      WARRANT      NET

4250609	03/27/2025	PRTD	3896 Southern Bus and Mob	16696	02/28/2025	12400010	032725	234,101.00
				16695	02/28/2025	12400010	032725	234,101.00
				16711	03/05/2025	12400010	032725	234,101.00
				16712	03/05/2025	12400010	032725	234,101.00
				16713	03/05/2025	12400010	032725	234,101.00
				16756	03/10/2025	12400010	032725	234,101.00
				16757	03/10/2025	12400010	032725	234,101.00
				CHECK	4250609	TOTAL:	1,638,707.00	
4250610	03/27/2025	PRTD	1530 The Kiesel Company	571545	02/25/2025		032725	18,076.43
				571419	02/20/2025		032725	18,364.43
				571631	02/26/2025		032725	262.39
				571634	02/26/2025		032725	767.38
				571706	02/28/2025		032725	17,422.43
				571709	02/27/2025		032725	12,542.07
				571921	03/06/2025		032725	16,985.18
				572054	03/10/2025		032725	16,596.68
				572053	03/10/2025		032725	12,893.07
				CHECK	4250610	TOTAL:	113,910.06	
4250611	03/27/2025	PRTD	3811 Thouvenot, Wade & Mo	90252	02/28/2025		032725	19,043.50
								CHECK
4250612	03/27/2025	PRTD	3894 Transit Resource Cen	10861	03/03/2025	12400027	032725	7,875.00
								CHECK
4250613	03/27/2025	PRTD	3894 Transit Resource Cen	10889	03/10/2025	12400027	032725	675.00

# Madison County Mass Transit District



## CHECK REGISTER

CASH ACCOUNT: 10000000 10101      Checking Account  
 CHECK NO    CHK DATE    TYPE VENDOR NAME      VOUCHER    INVOICE

INV DATE    PO      WARRANT      NET

						CHECK	4250613	TOTAL:	675.00
4250614	03/27/2025	PRTD	1506 Village of Glen Carb		INV00887	03/04/2025		032725	545.55
						CHECK	4250614	TOTAL:	545.55
4250615	03/27/2025	PRTD	1737 wheatland Title Comp		695266	02/27/2025		032725	776.00
						CHECK	4250615	TOTAL:	776.00
NUMBER OF CHECKS						43	*** CASH ACCOUNT TOTAL ***		4,725,199.68
						TOTAL PRINTED CHECKS		COUNT	AMOUNT
								43	4,725,199.68
						*** GRAND TOTAL ***			4,725,199.68

# Madison County Mass Transit District



## CHECK REGISTER

CASH ACCOUNT: 10000000 10101				Checking Account						
CHECK NO	CHK	DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
4250616	03/27/2025	PRTD	4012	AAIC, Inc.		14028	03/10/2025		032725B	12,838.53
						14026	03/10/2025		032725B	3,241.00
						14027	03/10/2025		032725B	13,420.71
							CHECK	4250616	TOTAL:	29,500.24
4250617	03/27/2025	PRTD	1050	Ameren Illinois		031725	03/17/2025		032725B	660.71
							CHECK	4250617	TOTAL:	660.71
4250618	03/27/2025	PRTD	1501	Ameren Illinois		FEB25	03/07/2025		032725B	2,411.45
							CHECK	4250618	TOTAL:	2,411.45
4250619	03/27/2025	PRTD	2031	Best-One Fleet Servi		3200021513	03/18/2025		032725B	369.00
						3200021616	03/20/2025		032725B	615.00
							CHECK	4250619	TOTAL:	984.00
4250620	03/27/2025	PRTD	1014	Granite City Townshi		032125	03/21/2025		032725B	2,021.92
							CHECK	4250620	TOTAL:	2,021.92
4250621	03/27/2025	PRTD	4042	Illinois Power Marke		010000090905	03/15/2025		032725B	16,057.80
							CHECK	4250621	TOTAL:	16,057.80
4250622	03/27/2025	PRTD	4042	Illinois Power Marke		030000506104	03/14/2025		032725B	1,506.61
							CHECK	4250622	TOTAL:	1,506.61
4250623	03/27/2025	PRTD	1220	Illinois American Wa		0925ILRt3PR	03/21/2025		032725B	183.01
							CHECK	4250623	TOTAL:	183.01
4250624	03/27/2025	PRTD	1437	Keller Construction,		032425-2	03/24/2025	12400006	032725B	81,000.00
							CHECK	4250624	TOTAL:	81,000.00

# Madison County Mass Transit District



## CHECK REGISTER

CASH ACCOUNT: 10000000 10101      Checking Account  
 CHECK NO    CHK    DATE    TYPE    VENDOR NAME      VOUCHER    INVOICE

INV DATE    PO      WARRANT      NET

4250625	03/27/2025	PRTD	1437	Keller Construction,	032425-1	03/24/2025	12500004	032725B	31,907.76
						CHECK	4250625	TOTAL:	31,907.76
4250626	03/27/2025	PRTD	4040	NuToys Leisure Produ	56933	03/13/2025	12500042	032725B	9,061.00
						CHECK	4250626	TOTAL:	9,061.00
4250627	03/27/2025	PRTD	1698	O'Brien Tire & Auto	256087	03/18/2025		032725B	332.10
					256034	03/14/2025		032725B	30.00
						CHECK	4250627	TOTAL:	362.10
4250628	03/27/2025	PRTD	1173	Oates Associates	40878	03/10/2025		032725B	6,971.60
					40885	03/10/2025		032725B	5,574.00
					40883	03/10/2025		032725B	2,355.00
						CHECK	4250628	TOTAL:	14,900.60
4250629	03/27/2025	PRTD	4154	Patterson Brake & Fr	193614	03/10/2025		032725B	1,647.00
						CHECK	4250629	TOTAL:	1,647.00
4250630	03/27/2025	PRTD	4104	Republic Services #3	50-006045179	03/20/2025		032725B	110.49
						CHECK	4250630	TOTAL:	110.49
4250631	03/27/2025	PRTD	1033	Scheffel & Company,	268390	03/21/2025		032725B	41,500.00
						CHECK	4250631	TOTAL:	41,500.00
4250632	03/27/2025	PRTD	3897	SSPRF	031625	03/16/2025		032725B	4.32
						CHECK	4250632	TOTAL:	4.32
4250633	03/27/2025	PRTD	4007	Stutz Excavating Inc	031425	03/14/2025	12500055	032725B	163,900.00
						CHECK	4250633	TOTAL:	163,900.00

# Madison County Mass Transit District



## CHECK REGISTER

CASH ACCOUNT: 10000000 10101      Checking Account  
 CHECK NO    CHK DATE    TYPE VENDOR NAME      VOUCHER    INVOICE

INV DATE    PO      WARRANT      NET

4250634	03/27/2025	PRTD	1530 The Kiesel Company	572186	03/12/2025	032725B	519.38
				572187	03/12/2025	032725B	443.94
				572267	03/14/2025	032725B	16,614.61
				572437	03/19/2025	032725B	17,096.11
				572490	03/20/2025	032725B	13,710.77
				572472	03/19/2025	032725B	292.32

CHECK 4250634 TOTAL: 48,677.13

4250635	03/27/2025	PRTD	1506 Village of Glen Carb	032125GLPR	03/21/2025	032725B	13.88
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CHECK 4250635 TOTAL: 13.88

NUMBER OF CHECKS 20      \*\*\* CASH ACCOUNT TOTAL \*\*\* 446,410.02

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	20	446,410.02

\*\*\* GRAND TOTAL \*\*\* 446,410.02



**Madison County Transit District**  
**Management Report of Revenue and Expenses**  
**February, 2025**

	<u>Current Month</u>	<u>Current YTD</u>	<u>Prior YTD</u>	<u>Percentage Increase / (Decrease) Over Prior YTD</u>	<u>FY25 Budget</u>	<u>Budget % Expended (58% of FY)</u>
<b>Revenue</b>						
<b>Operating Revenue</b>						
Sales Tax Revenue	\$1,308,170.17	\$9,482,103.13	\$8,972,332.36	6%	\$12,800,000	74%
Investment Income	239,373.63	1,822,145.74	1,290,452.67	41%	1,000,000	182%
Investment Gains/Losses	0.00	0.00	1,420.67	0%	0	n/a
Investments-Mark to Market	289,808.70	1,120,285.56	748,248.56	-50%	0	n/a
IDOT Operating Assistance	1,800,920.12	10,973,099.40	12,995,603.51	-16%	21,000,000	52%
Federal CARES Act/CRRSAA/ARPA	471,750.00	943,500.00	1,854,368.00	0%	1,890,000	50%
Local Sales Tax Reform Fund	307,816.06	2,196,561.66	2,389,795.64	-8%	3,100,000	71%
CMAQ Rideshare Marketing and Outreach	200,232.00	455,912.00	121,404.00	0%	750,000	61%
Commuter Initiative	0.00	76,671.48	60,087.49	28%	150,000	51%
Fares	119,638.43	1,226,900.93	978,580.94	25%	1,900,000	65%
Other Revenue	47,328.91	352,164.71	229,153.65	54%	118,000	298%
Lease/Rental Income	0.00	22,627.22	31,421.89	0%	0	n/a
Total Operating Revenue	<u>\$4,785,038.02</u>	<u>\$28,671,971.83</u>	<u>\$29,672,869.38</u>	<u>-3%</u>	<u>\$42,708,000</u>	<u>67%</u>
<b>Capital Revenue</b>						
FTA Transit Admin Section 5307	\$225,198.00	\$1,683,394.00	\$48,573.00	3366%	\$6,365,427	26%
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	2,622,404.38	0%	12,826,000	0%
Illinois Department of Transportation	0.00	0.00	1,335,904.62	0%	0	0%
Illinois Department of Natural Resources	0.00	0.00	165,000.00	0%	1,088,000	0%
Intergovernmental Agreements	0.00	0.00	150,918.70	0%	100,000	0%
Metro East Park and Recreation District	0.00	93,581.24	0.00	0%	2,550,000	4%
Other Revenue - Capital	0.00	0.00	0.00	0%	0	n/a
Future Grants	0.00	0.00	0.00	0%	7,020,000	0%
Total Capital Revenue	<u>\$225,198.00</u>	<u>\$1,776,975.24</u>	<u>\$4,322,800.70</u>	<u>-59%</u>	<u>\$38,999,427</u>	<u>5%</u>
<b>Total Revenues</b>	<u>\$5,010,236.02</u>	<u>\$30,448,947.07</u>	<u>\$33,995,670.08</u>	<u>-10%</u>	<u>\$81,707,427</u>	<u>37%</u>
<b>Expenses</b>						
<b>Operating Expenses</b>						
Fixed Route and Paratransit	\$2,703,603.93	\$21,954,904.30	\$21,112,903.59	4%	\$35,400,000	62%
ACT Administrative Contract	39,500.00	316,000.00	305,944.00	3%	490,000	64%
Rideshare	48,316.96	728,968.26	542,400.81	34%	900,000	81%
Professional and Other Services	27,000.00	145,124.00	212,574.45	-32%	525,000	28%
Trustee Expenses	1,635.61	12,002.71	7,062.25	70%	30,000	40%
District Office Expenses	76,040.49	497,499.06	398,895.34	25%	640,000	78%
Facilities Maintenance	82,981.26	1,095,724.10	803,363.64	36%	1,367,000	80%
District Budget Contingency	0.00	0.00	0.00	0%	1,000,000	0%
Total Operating Expenses	<u>\$2,979,078.25</u>	<u>\$24,750,222.43</u>	<u>\$23,383,144.08</u>	<u>6%</u>	<u>\$40,352,000</u>	<u>61%</u>
<b>Capital Expenses</b>						
Bikeways	\$324,023.68	\$2,303,918.19	\$2,828,165.98	-19%	\$38,868,000	6%
Bus Station/Stops and Park & Ride	6,697.97	285,053.35	40,912.15	597%	9,036,000	3%
Cooperative Police Bicycle Grant Program	0.00	11,084.98	10,944.98	100%	75,000	15%
Facility Improvements	20,652.00	287,677.76	5,754,979.57	-95%	6,650,000	4%
Maintenance Equipment	0.00	0.00	83,320.53	0%	1,495,000	0%
MIS Equipment	0.00	855,010.94	0.00	100%	4,200,000	20%
Transit Support Equipment	0.00	39,146.50	395,697.68	-90%	711,000	6%
Vehicles - Buses	947,779.00	1,342,143.96	0.00	100%	17,801,750	8%
Vehicles - Rideshare Vans	0.00	169,944.12	0.00	0%	912,000	19%
Vehicles - Transit Support	0.00	728,974.12	7,500.00	100%	1,203,986	61%
Contingency	0.00	0.00	0.00	0%	2,000,000	0%
Total Capital Expenses	<u>\$1,299,152.65</u>	<u>\$6,022,953.92</u>	<u>\$9,121,520.89</u>	<u>-34%</u>	<u>\$82,952,736</u>	<u>7%</u>
<b>Total Expenses</b>	<u>\$4,278,230.90</u>	<u>\$30,773,176.35</u>	<u>\$32,504,664.97</u>	<u>-5%</u>	<u>\$123,304,736</u>	<u>25%</u>
<b>Excess Revenue Over (Under) Expenses</b>	<u>\$732,005.12</u>	<u>(\$324,229.28)</u>	<u>\$1,491,005.11</u>	<u>-122%</u>	<u>(\$41,597,309)</u>	<u>1%</u>

Madison County Mass Transit District  
Income Statement with Budget Variance for the  
Period Ended February 28, 2025

Description	Current Period				Year to Date			
	<u>Actual</u>	<u>Budget</u>	<u>Deviation</u>	<u>Pct</u>	<u>Actual</u>	<u>Budget</u>	<u>Deviation</u>	<u>Pct ytd</u>
<b>OPERATING REVENUE</b>								
Sales Tax Revenue	1,308,170.17	1,066,666.67	241,503.50	122.64	9,482,103.13	8,533,333.34	948,769.79	111.12
Investment Income	239,373.63	83,333.33	156,040.30	287.25	1,822,145.74	666,666.66	1,155,479.08	273.32
Investments-Mark to Market	289,808.70	0.00	289,808.70	0.00	1,120,285.56	0.00	1,120,285.56	0.00
IDOT Operating Assistance	1,800,920.12	1,750,000.00	50,920.12	102.91	10,973,099.40	14,000,000.00	-3,026,900.60	78.38
Federal CARES Act/CRRSAA/ARPA	471,750.00	157,500.00	314,250.00	299.52	943,500.00	1,260,000.00	-316,500.00	74.88
Local Sales Tax Reform Fund	307,816.06	258,333.33	49,482.73	119.15	2,196,561.66	2,066,666.66	129,895.00	106.29
CMAQ Rideshare Marketing & Outreach	200,232.00	62,500.00	137,732.00	320.37	455,912.00	500,000.00	-44,088.00	91.18
Commuter Initiative	0.00	12,500.00	-12,500.00	0.00	76,671.48	100,000.00	-23,328.52	76.67
Fares	119,638.43	158,333.33	-38,694.90	75.56	1,226,900.93	1,266,666.66	-39,765.73	96.86
Other Revenue	47,328.91	9,833.33	37,495.58	481.31	352,164.71	78,666.66	273,498.05	447.67
Lease/Rental Income	0.00	0.00	0.00	0.00	22,627.22	0.00	22,627.22	0.00
<b>TOTAL OPERATING REVENUE</b>	<b>4,785,038.02</b>	<b>3,558,999.99</b>	<b>1,226,038.03</b>	<b>134.45</b>	<b>28,671,971.83</b>	<b>28,471,999.98</b>	<b>199,971.85</b>	<b>100.70</b>
<b>CAPITAL REVENUE</b>								
Fed Transit Admin Section 5307	225,198.00	530,452.25	-305,254.25	42.45	1,683,394.00	4,243,618.00	-2,560,224.00	39.67
Fed Transit Admin Section 5339	0.00	315,000.00	-315,000.00	0.00	0.00	2,520,000.00	-2,520,000.00	0.00
Congestion Mitigation Air Quality	0.00	439,166.67	-439,166.67	0.00	0.00	3,513,333.34	-3,513,333.34	0.00
Rebuild Illinois	0.00	1,068,833.33	-1,068,833.33	0.00	0.00	8,550,666.66	-8,550,666.66	0.00
Illinois Dept of Natural Resources	0.00	90,666.67	-90,666.67	0.00	0.00	725,333.34	-725,333.34	0.00
Metro East Park and Recreation District	0.00	212,500.00	-212,500.00	0.00	93,581.24	1,700,000.00	-1,606,418.76	5.50
Future Grants	0.00	585,000.00	-585,000.00	0.00	0.00	4,680,000.00	-4,680,000.00	0.00
Intergovernmental Agreements	0.00	8,333.33	-8,333.33	0.00	0.00	66,666.66	-66,666.66	0.00
<b>TOTAL CAPITAL REVENUE</b>	<b>225,198.00</b>	<b>3,249,952.25</b>	<b>-3,024,754.25</b>	<b>6.93</b>	<b>1,776,975.24</b>	<b>25,999,618.00</b>	<b>-24,222,642.76</b>	<b>6.83</b>
<b>TOTAL REVENUES</b>	<b>5,010,236.02</b>	<b>6,808,952.24</b>	<b>-1,798,716.22</b>	<b>73.58</b>	<b>30,448,947.07</b>	<b>54,471,617.98</b>	<b>-24,022,670.91</b>	<b>55.90</b>
<b>OPERATING EXPENSES</b>								
Fixed Route and Paratransit	2,703,603.93	2,950,000.00	-246,396.07	91.65	21,954,904.30	23,600,000.00	-1,645,095.70	93.03
ACT Administrative Contract	39,500.00	40,833.33	-1,333.33	96.73	316,000.00	326,666.66	-10,666.66	96.73
Rideshare	48,316.96	75,000.00	-26,683.04	64.42	728,968.26	600,000.00	128,968.26	121.49
Professional and Other Services	27,000.00	43,750.00	-16,750.00	61.71	145,124.00	350,000.00	-204,876.00	41.46
Trustee Expenses	1,635.61	2,500.00	-864.39	65.42	12,002.71	20,000.00	-7,997.29	60.01
District Office Expenses	76,040.49	53,333.33	22,707.16	142.58	497,499.06	426,666.66	70,832.40	116.60
Facilities Maintenance	82,981.26	113,916.67	-30,935.41	72.84	1,095,724.10	911,333.34	184,390.76	120.23
District Budget Contingency	0.00	83,333.33	-83,333.33	0.00	0.00	666,666.66	-666,666.66	0.00
<b>TOTAL OPERATING EXPENSES</b>	<b>2,979,078.25</b>	<b>3,362,666.66</b>	<b>-383,588.41</b>	<b>88.59</b>	<b>24,750,222.43</b>	<b>26,901,333.32</b>	<b>-2,151,110.89</b>	<b>92.00</b>
<b>CAPITAL EXPENSES</b>								
Bikeways	324,023.68	3,239,000.00	-2,914,976.32	10.00	2,303,918.19	25,912,000.00	-23,608,081.81	8.89
Bus Station/Stops and Park & Ride	6,697.97	753,000.00	-746,302.03	0.89	285,053.35	6,024,000.00	-5,738,946.65	4.73
Cooperative Police Bicycle Grant Program	0.00	6,250.00	-6,250.00	0.00	11,084.98	50,000.00	-38,915.02	22.17
Facility Improvements	20,652.00	554,166.67	-533,514.67	3.73	287,677.76	4,433,333.34	-4,145,655.58	6.49
Maintenance Equipment	0.00	124,583.33	-124,583.33	0.00	0.00	996,666.66	-996,666.66	0.00
MIS Equipment	0.00	350,000.00	-350,000.00	0.00	855,010.94	2,800,000.00	-1,944,989.06	30.54
Transit Support Equipment	0.00	59,250.00	-59,250.00	0.00	39,146.50	474,000.00	-434,853.50	8.26
Vehicles - Buses	947,779.00	1,483,479.17	-535,700.17	63.89	1,342,143.96	11,867,833.34	-10,525,689.38	11.31
Vehicles - Rideshare Vans	0.00	76,000.00	-76,000.00	0.00	169,944.12	608,000.00	-438,055.88	27.95
Vehicles - Transit Support	0.00	100,332.17	-100,332.17	0.00	728,974.12	802,657.34	-73,683.22	90.82
Contingency	0.00	166,666.67	-166,666.67	0.00	0.00	1,333,333.34	-1,333,333.34	0.00
<b>TOTAL CAPITAL EXPENSES</b>	<b>1,299,152.65</b>	<b>6,912,728.01</b>	<b>-5,613,575.36</b>	<b>18.79</b>	<b>6,022,953.92</b>	<b>55,301,824.02</b>	<b>-49,278,870.10</b>	<b>10.89</b>
<b>TOTAL EXPENSES</b>	<b>4,278,230.90</b>	<b>10,275,394.67</b>	<b>-5,997,163.77</b>	<b>41.64</b>	<b>30,773,176.35</b>	<b>82,203,157.34</b>	<b>-51,429,980.99</b>	<b>37.44</b>
<b>EXCESS REVENUE OVER EXPENSE</b>	<b>732,005.12</b>	<b>-3,466,442.43</b>	<b>4,198,447.55</b>	<b>-21.12</b>	<b>-324,229.28</b>	<b>-27,731,539.36</b>	<b>27,407,310.08</b>	<b>1.17</b>

UNAUDITED

ASSETS	
Checking Account	81,588.39
Savings Accounts	112,194.84
Illinois Funds Investment Pool	5,504,811.98
Investments	68,423,183.60
Investments-Mark to Market	3,440,110.51
Inventory	1,275,035.34
Capital Grants Receivables	393,093.22
Sales Tax Receivable	3,378,131.02
Interest Receivable	372,301.20
Prepaid Expenses	2,127,198.37
TOTAL ASSETS	85,107,648.47
LIABILITIES	
Accounts Payable	4,215,316.97
Retainage Payable	261,001.77
TOTAL LIABILITIES	4,476,318.74
FUND BALANCE	
Nonspendable Fund Balance	2,793,374.49
Committed Fund Balance	30,412,000.00
Assigned Fund Balance	26,441,309.00
Beginning Unassigned Fund Balance	21,308,875.52
Excess Revenue Over Expenses	-324,229.28
Total Unassigned Fund Balance	20,984,646.24
TOTAL FUND BALANCE	80,631,329.73
TOTAL LIABILITIES AND FUND BALANCE	85,107,648.47

UNAUDITED

MCT DETAILED SCHEDULE OF INVESTMENTS  
AT FEBRUARY 28, 2025

INSTITUTION	PURCHASE DATE	CD OR ACCOUNT NUMBER	MATURITY DATE	INTEREST RATES	CERTIFICATE AMOUNT	WEIGHTED AVERAGE INTEREST
<b><u>INVESTMENTS PURCHASED DIRECTLY BY MCT</u></b>						
CERTIFICATES OF DEPOSIT (CD)						
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	
FCB Banks	03-30-23	***56721	09-30-25	4.36%	2,000,000.00	
FCB Banks	10-27-23	***56722	10-27-25	4.93%	1,000,000.00	
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	
TOTAL CD'S					<u>7,000,000.00</u>	4.57%
CERTIFICATES OF DEPOSIT ACCOUNT REGISTRY SERVICE (CDARS)						
Edwardsville Bank	10-19-23	***48258	10-14-27	4.82%	500,000.00	
Edwardsville Bank	11-02-23	***32685	10-26-28	4.20%	2,000,000.00	
Edwardsville Bank	11-02-23	***28459	10-28-27	4.20%	3,270,000.00	
Bank of Springfield	12-07-23	***03256	12-03-26	4.64%	1,003,183.60	
Bank of Springfield	12-07-23	***13523	11-30-28	4.26%	2,175,000.00	
Bank of Springfield	04-04-24	***20751	04-03-25	5.25%	1,000,000.00	
Bank of Springfield	04-04-24	***20786	03-29-29	4.20%	1,500,000.00	
Bank of Springfield	09-05-24	***26584	08-30-29	3.35%	1,000,000.00	
TOTAL CDARS					<u>12,448,183.60</u>	4.29%
TOTAL INVESTMENTS PURCHASED DIRECTLY BY MCT					<u>19,448,183.60</u>	
FUNDS TRANSFERRED TO PORTFOLIO MANAGED BY BUSEY BANK (SEE SEPARATE REPORT FOR DETAILS)				varies	48,975,000.00	varies
GRAND TOTAL MCT INVESTMENTS					68,423,183.60	
CASH ACCOUNTS						
MCT checking account				2.93%	81,588.39	
MCT savings accounts				2.93%	80,329.36	
MCT savings account (BOS)				4.00%	31,865.48	
Illinois Funds investment pool				4.499%	<u>5,504,811.98</u>	
TOTAL CASH					<u>5,698,595.21</u>	4.45%
TOTAL CASH AND INVESTMENTS					74,121,778.81	

# Madison County Mass Transit District Agency

## STATEMENT REPORT

As of 2/28/2025

### ACCOUNTS

Madison County Mass Transit District Agency

# MARKET UPDATE

## AS OF FEBRUARY 28, 2025

**Busey** WEALTH<sup>®</sup> MANAGEMENT

### ECONOMIC RECAP

- First quarter U.S. gross domestic product (GDP) growth estimates were sharply revised downward at month-end following government reports showing a significant widening of the trade deficit in January. The increase in the deficit was driven by a surge in imports, as companies rushed to secure foreign goods ahead of potential tariffs imposed by the Trump Administration. Prior to this trade data, the Atlanta Fed had projected first quarter real GDP growth at +2.3%. However, following the report, their GDPNow model now forecasts a 1.5% contraction for the quarter. While this revision is notable, it is important to keep in mind that the Atlanta Fed's GDPNow tool is highly sensitive to incoming data and will continue to be updated as new economic indicators emerge.
- The U.S. international trade deficit in goods widened significantly in January, reaching \$153.3 billion—a 25.6% increase (\$31.2 billion) from December. This expansion was driven by a surge in imports, which rose 11.9% (\$34.6 billion) to \$325.4 billion, while exports increased by a more modest 2.0% (\$3.3 billion) to \$172.2 billion. Over the 12 months ending in January, the goods trade deficit grew by 69.8%, as imports climbed 25.5%, far outpacing the 1.8% rise in exports.
- The latest data showed inflation remained elevated. The personal consumption expenditures (PCE) price index has risen from a low of 2.1% for the 12 months ended in September to 2.5% for the same period ended in January, which supports the Federal Open Market Committee's assessment that inflation "remains somewhat elevated." Another potential inflationary risk is the impact of looming tariffs threatened by the White House, which gives the Fed ample justification to hold interest rates steady over the next few months.
- New single-family home sales fell 10.5% in January and were 1.1% below the January 2024 figure. The median sales price of new single-family houses sold in January was \$446,300 (\$415,000 in December) and higher than the January 2024 estimate of \$430,400. The January average sales price was \$510,000 (\$509,700 in December) but below the January 2024 average sales price of \$527,800. The inventory of new single-family homes for sale in January represented a supply of 9.0 months at the current sales pace, up from December's 8.0-month supply.

### ECONOMIC DATA

	CURRENT	20-YEAR AVERAGE	PERCENTILE
Unemployment Rate	4.0%	5.8%	20%
CPI YoY (Urban)	3.0%	2.6%	67%
Inflation Expectations (5-year)	2.6%	1.9%	92%
Fed Deficit (% of GDP)	7.2%	5.4%	73%
Household Debt/Income (Disposable)	93%	111%	3%
Housing Affordability Index	94.3	148.7	1%
US Dollar Index	108	90	98%

Source: Bloomberg

## EQUITY RECAP

- The S&P 500 lost more than 1% in February as many of the Magnificent 7 stocks underperformed. Tesla fell 27%, giving back most of its post-election gains. Alphabet fell 16% following news that growth in its cloud business slowed in the December quarter and 2025 capex would be higher than expected. NVIDIA gained 4% in the month despite declining sharply following its quarterly earnings report on concerns about lower margins and sustainability of customer AI investments.
- Consumer Staples was the S&P's top performing sector in February, gaining nearly 6% as investors favored defensive stocks on signs of slowing economic growth. Real Estate stocks gained 4%, helped by a decline in 10-year U.S. treasury yields. Energy stocks gained 4% despite lower oil prices. The Consumer Discretionary sector fell more than 9% and was the S&P's worst performer.
- Mid- and small-cap stocks, which tend to be more economically sensitive, underperformed. A weaker dollar, relatively attractive valuations and the potential for the Trump Administration's tariffs to disproportionately impact U.S. companies helped developed international markets gain 2% in the month and 7% year-to-date. Emerging markets returns were slightly positive.

## MARKET PERFORMANCE

	1-MONTH	YTD	1-YEAR	3-YEAR	5-YEAR
S&P 500	-1.3%	1.4%	18.4%	12.5%	16.8%
S&P 400 Midcap	-4.3%	-0.7%	8.7%	6.8%	13.0%
Russell 2000	-5.4%	-2.9%	6.7%	3.3%	9.4%
MSCI EAFE	2.0%	7.3%	9.4%	7.1%	9.3%
MSCI Emerging Markets	0.5%	2.3%	10.6%	0.9%	4.6%
MSCI ACWI	-0.6%	2.8%	15.6%	9.7%	13.3%

Source: Bloomberg



## FIXED INCOME RECAP

- Long-term rates declined significantly in February. The 10-year Treasury yield fell from 4.54% to 4.20%, marking a notable decrease. Since peaking at 4.78% on January 13, the yield has dropped 58 basis points (BPS). Meanwhile, the yield curve has continued to flatten, with the spread between the 2-year and 10-year Treasury yields narrowing to 19 BPS, down from a high of 42 BPS on January 14. Historically, a flattening yield curve signals market concerns and potential economic downturns. Growing uncertainty surrounding tariffs, inflation and the potential effects of the Department of Government Efficiency (DOGE) on government spending have heightened market apprehension.
- Corporate credit spreads fluctuated throughout February. Early in the month, U.S. investment-grade corporate spreads tightened by 10 BPS—falling from 119 BPS to 109 BPS—with Materials, Subordinated Financial Debt and Consumer Staples approaching their historic 2021 spread lows. However, economic uncertainty in the final week of February led to a reversal, with spreads widening to 121 BPS. Typically, wider spreads indicate rising concerns about economic stability and increased perceived risk in corporate bonds. Our analysis suggests that healthcare, information technology and utilities remain the most attractive U.S. investment-grade sectors.
- Rate cut expectations have increased amid economic uncertainty. In January, markets anticipated 2.5 rate cuts by January 2027, but expectations fell to 1.5 cuts by mid-February before rebounding. Now, markets project four rate cuts by early 2027, translating to 94 BPS in reductions. Our Busey Core Taxable Bond strategy currently yields 4.59% versus the benchmark at 4.29%, while the Busey Muni Bond strategy yields 3.16% compared to the benchmark at 3.03%. The breakeven tax rate between the Taxable and the Muni benchmark is 33.97%, meaning clients with tax rates at or above this level benefit more from Munis. Given evolving rate expectations, now is an opportune time for investors to reassess their portfolios and ensure alignment with their financial goals.

## MARKET PERFORMANCE

	1-MONTH	YTD	1-YEAR	3-YEAR	5-YEAR
Bloomberg US Treasury	2.2%	2.7%	4.9%	-1.2%	-1.2%
Bloomberg US Corporate	2.0%	2.6%	6.6%	0.4%	0.1%
Bloomberg US Aggregate	2.2%	2.7%	5.8%	-0.4%	-0.5%
Bloomberg US High Yield	0.7%	2.0%	10.1%	4.9%	4.9%
Bloomberg Global Agg Ex-US	0.8%	1.4%	0.6%	-4.9%	-3.2%
Bloomberg US Municipal	1.0%	1.5%	3.0%	1.0%	0.7%

Source: Bloomberg



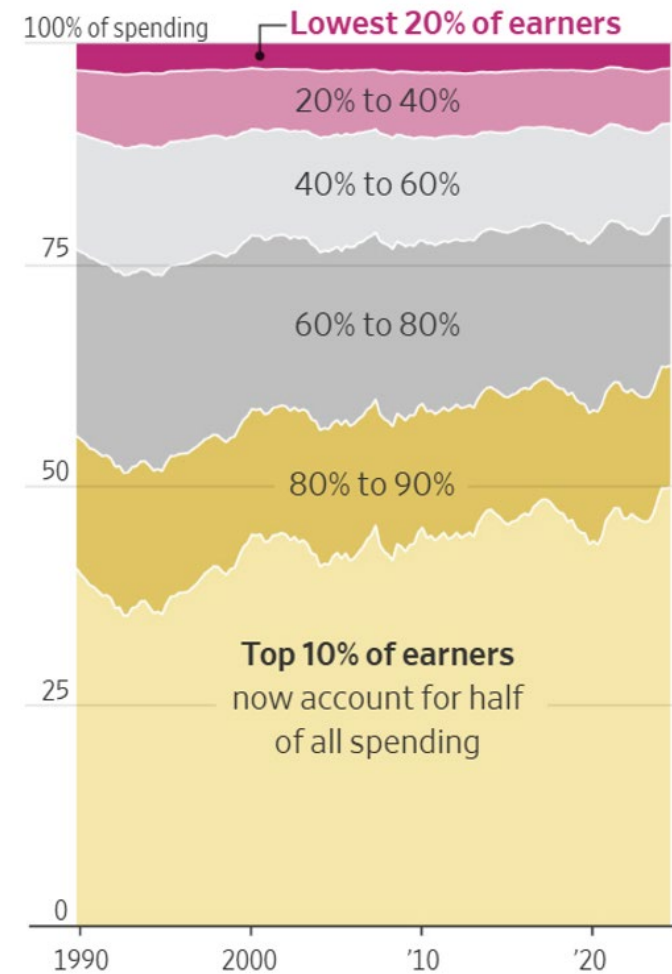


## SPECIAL TOPIC: CONSUMERS WITH DEPLETED SAVINGS WEIGH ON GROWTH

- U.S. economic growth is in the process of decelerating from the recovery years of 2023 and 2024, when the economy benefited from fiscal policy stimulus and consumers with pent-up demand and extra savings built up during Covid. That process was surprisingly negative in February as mentioned earlier, with manufacturing activity, net exports and household consumption lower.
- This has reminded markets of the excess household savings accumulated around Covid and their effect on consumption. Restrictions during the pandemic and large government transfer payments allowed consumers to save more of their income—approximately \$2.6 trillion—than usual. More than half that total was saved by the top 10% of income earners, who according to new research by Moody's Analytics of Federal Reserve data, now account for half of U.S. consumer spending (Exhibit 1).



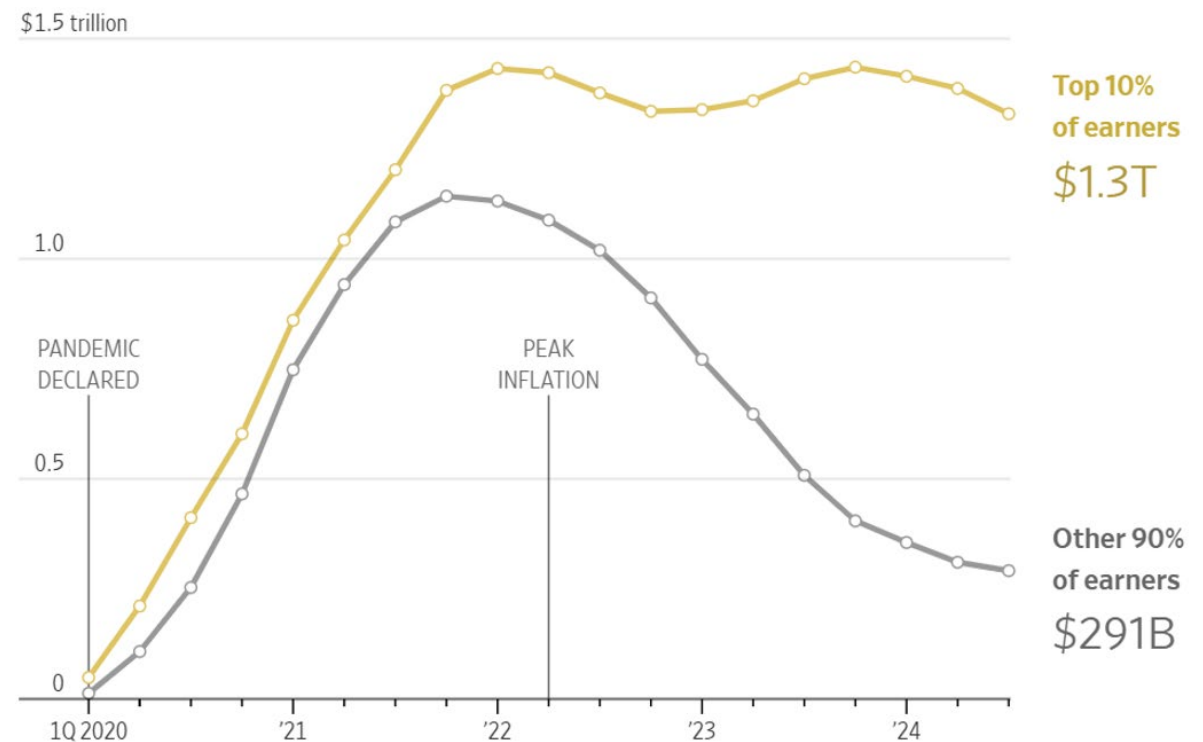
**Exhibit 1: Share of spending, by income group**



Source: Moody's Analytics

- As shown in Exhibit 2, the bottom 90% of income earners have largely depleted their excess pandemic savings, while the top 10% have maintained theirs. This is because higher income earners typically can satisfy their consumption with existing wage or investment income and have benefited from higher housing and stock prices lately. Meanwhile, the assets held by many of the bottom 90% are typically locked up in either their residence or tax-sheltered retirement plans. Those that have excess savings and liquid wealth are less likely to spend, and those more likely to spend have depleted their savings and cannot easily access the wealth they have. Consumers will therefore be less able to support economic growth in the near future.
- Our global diversification has sheltered investors this year from these U.S. headwinds, as foreign stock markets have outgained those in the U.S. These sources of uncertainty encourage us to remain cautious with the risks we are taking in portfolios. If risky asset prices overreact, we look forward to adding risk on more attractive U.S. stock valuations as recession remains an unlikely outcome. But as economic growth decelerates, the margin for error shrinks—and if recession becomes more likely, we will seek to remove more risk from portfolios.

**Exhibit 2: Cumulative excess savings, by income**



Note: Chart shows savings above the typical prepandemic saving rate.  
Source: Moody's Analytics

At Busey Wealth Management, clients have been entrusting us with their assets for more than 100 years. We have unparalleled experience in devising custom, comprehensive solutions for families and organizations with complex financial needs.

**Zachary Hillard, CFA**  
Executive Vice President | Chief Investment Officer

**Busey** WEALTH<sup>®</sup>  
MANAGEMENT

Non-deposit products and services through Busey Wealth Management

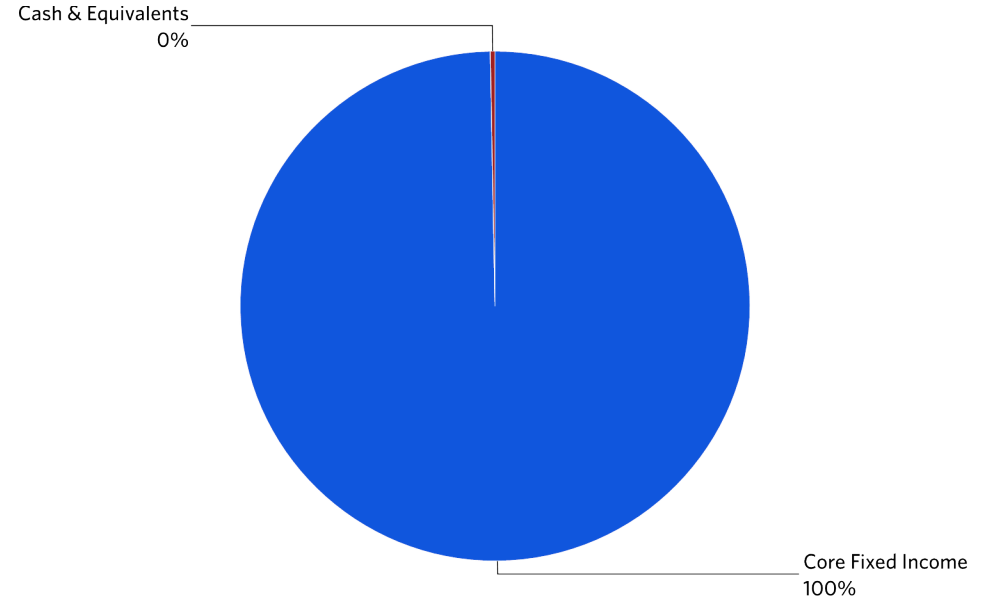
Are Not Insured By The FDIC	Are Not Deposits	May Lose Value	No Bank Guarantee
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### Portfolio Value Summary

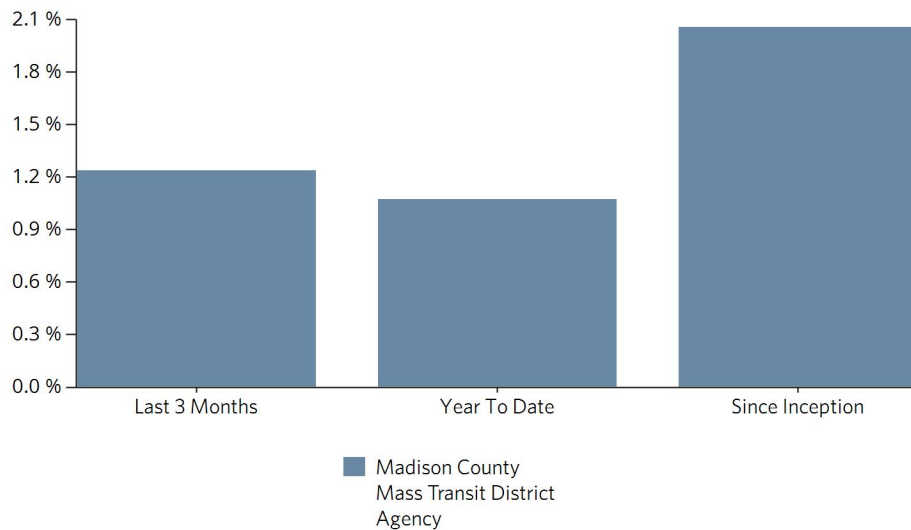
	Last 3 Months	Year To Date	Since 11/30/2021
<b>Beginning Value</b>	<b>52,103,142</b>	<b>52,184,563</b>	<b>0</b>
Net Additions	-12,550	-9,528	48,892,023
Gain/Loss	648,637	564,193	3,847,205
<b>Ending Value</b>	<b>52,739,228</b>	<b>52,739,228</b>	<b>52,739,228</b>
Return	1.2%	1.1%	2.1% <sup>1</sup>
MSCI ALL COUNTRIES ACWI Return	0.3%	2.8%	7.2%
BARCLAYS CAPITAL INTERMEDIATE GOV'T/CREDIT IN...	1.3%	2.0%	0.4%
S&P 500 TOTAL RETURN INDEX Return	-1.0%	1.4%	10.2%
MSCI DEVELOPED EAFE(USD)(TRN) Return	4.9%	7.3%	5.4%
CONSUMER PRICE INDEX - (Monthly) Return	0.7%	0.7%	4.2%
MSCI EM EMERGING MARKETS(USD)(TRN) Return	2.1%	2.3%	-0.6%

<sup>1</sup> Annualized return

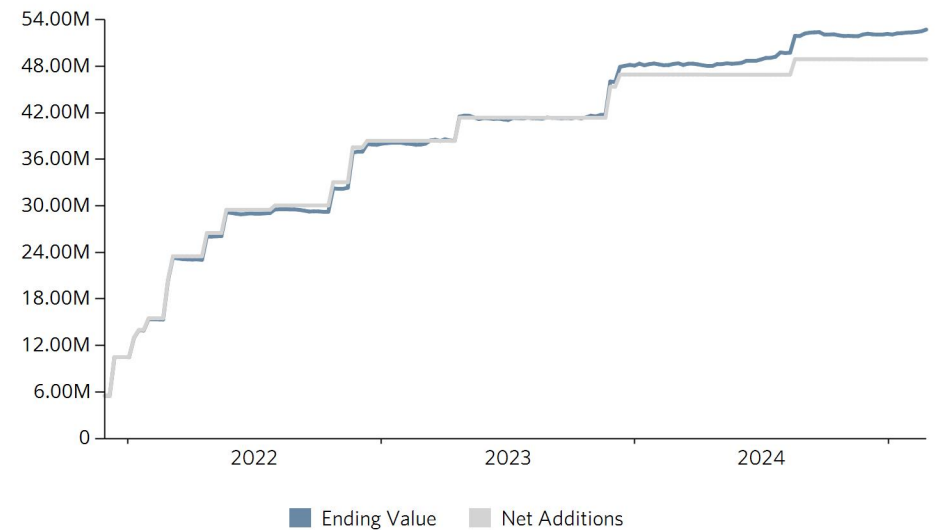
### Asset Class Allocation



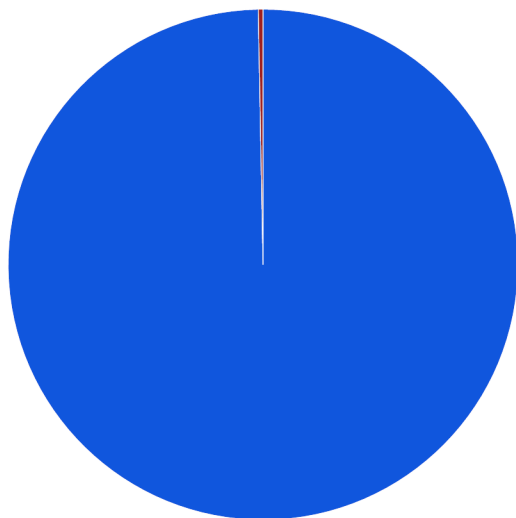
### Portfolio Returns



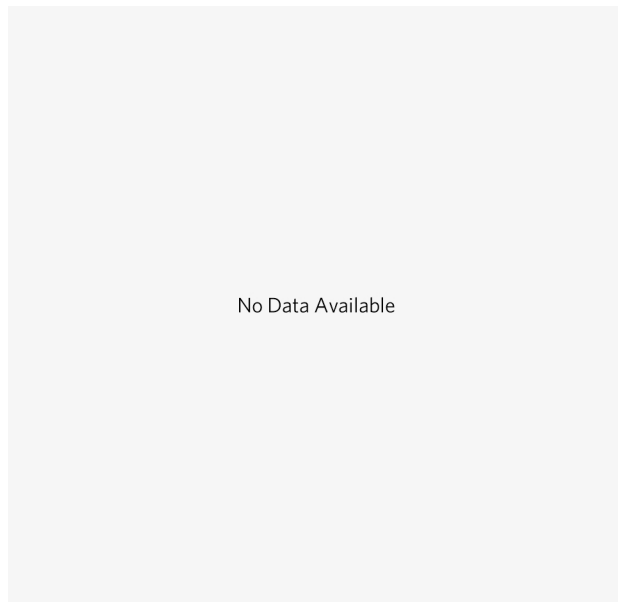
### Net Additions and Market Value



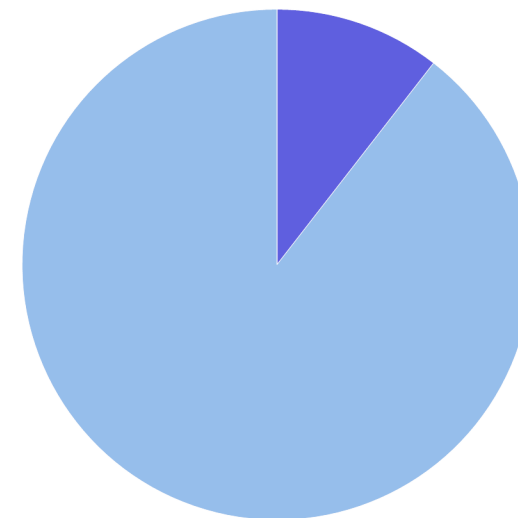
### Asset Class Allocation



### Core Equity and Satellites Allocation



### Core Fixed Income Allocation



	Ending Value	Allocation
<b>Madison County Mass Transit District Agency</b>	<b>52,739,228</b>	<b>100.0%</b>
■ Core Fixed Income	52,580,512	99.7%
■ Cash & Equivalents	158,716	0.3%

No Data Available

	Ending Value	Allocation
<b>Madison County Mass Transit District Agency</b>	<b>52,580,512</b>	<b>100.0%</b>
■ Muni Bonds	5,534,840	10.5%
■ Taxable Bonds	47,045,672	89.5%

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
<b>Madison County Mass Transit District Agency</b>		<b>52,114,161</b>		<b>52,739,228</b>		<b>625,067</b>	<b>2.7%</b>	<b>1,373,234</b>
<b>1035033783 - Madison County Mass Transit District Agency</b>		<b>52,114,161</b>		<b>52,739,228</b>		<b>625,067</b>	<b>2.7%</b>	<b>1,373,234</b>
■ Muni Bonds		5,429,299		5,534,840		105,541	2.8%	152,427
CALIFORNIA ST 2.65% 04/01/2026	1,000,000	973,953	97	994,984	98	21,032	2.7%	26,500
CALIFORNIA ST 5.5% 10/01/2025	1,000,000	1,012,334	101	1,029,491	101	17,157	5.5%	55,000
JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026	630,000	584,389	93	605,551	96	21,162	1.1%	6,577
LINCOLN NEB WEST HAYMARKET JT 5% 12/15/2025	500,000	501,850	100	507,939	101	6,089	5.0%	25,000
PENNSYLVANIA ST 0.95% 08/01/2025	700,000	686,991	98	691,067	99	4,076	1.0%	3,325
SAN JOSE EVERGREEN CALIF CMNTY 0.921% 09/01/2025	500,000	482,437	96	494,392	98	11,955	0.9%	4,605
VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027	500,000	461,459	92	469,337	94	7,878	1.6%	7,285
WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027	750,000	725,887	97	742,078	98	16,192	3.3%	24,135
■ Taxable Bonds		46,526,146		47,045,672		519,526	2.6%	1,214,091
ALLY BK SANDY UTAH 3.2% 2025	245,000	245,000	100	244,509	100	-491	3.2%	3,920
AMERICAN EXPRESS NATL BK BROK 4.35% 2025	245,000	245,000	100	249,161	100	4,161	4.3%	10,658
BANK WIS DELLS WIS 4.6% 2026	245,000	245,000	100	246,610	101	1,610	4.6%	11,270
BARCLAYS BK DEL 3.05% 2025	230,000	230,655	100	231,315	100	660	3.1%	3,508
BMW BK NORTH AMER SALT LAKE CI 4.75% 2028	245,000	248,243	101	253,485	101	5,242	4.7%	11,638
CAPITAL ONE NATL ASSN VA 4.55% 2026	245,000	245,000	100	248,980	100	3,980	4.5%	11,148
CARROLL CNTY TR CO MO 4.5% 2028	245,000	245,000	100	246,585	101	1,585	4.5%	11,025
CIBC BK USA 4.35% 2027	245,000	244,816	100	249,057	100	4,241	4.3%	10,658
CITY NATL BK LOS ANGELES CALIF 4.9% 2025	245,000	245,306	100	249,392	100	4,086	4.9%	12,005
DISCOVER BK 3.4% 2025	245,000	245,000	100	244,433	100	-567	3.4%	4,165
DORT FINL CR UN GRAND BLANC MI 4.75% 2027	235,000	235,000	100	239,747	101	4,747	4.7%	11,163
FEDERAL FARM CR BKS 1.23% 07/29/2030	225,000	191,925	85	192,837	86	912	1.4%	2,768
FEDERAL FARM CR BKS 1.26% 10/15/2030	900,000	764,640	85	771,039	85	6,399	1.5%	11,340
FEDERAL FARM CR BKS 1.77% 01/13/2028	450,000	421,542	94	423,311	94	1,769	1.9%	7,965
FIRST CTZNS BK & TR CO RALEIGH 4.7% 2025	245,000	245,000	100	249,466	100	4,466	4.7%	11,515


Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
FIRST FNDTN BK IRVINE CA 4.9% 2026	225,000	225,000	100	226,637	101	1,637	4.9%	11,025
FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026	245,000	245,000	100	251,838	101	6,838	4.8%	11,760
FIRST NATL BK AMER EAST LANS 4.3% 2028	250,000	250,000	100	250,279	100	279	4.3%	10,750
GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028	245,000	245,000	100	249,297	102	4,297	4.8%	11,882
JOHN MARSHALL BANCORP INC 4.4% 2027	250,000	250,000	100	251,252	100	1,252	4.4%	11,000
LAFAYETTE FED CR UN ROCKVILLE 4.9% 2026	250,000	250,000	100	253,382	101	3,382	4.8%	12,250
MEDALLION BK UTAH 4.5% 2027	470,000	470,000	100	473,343	101	3,343	4.5%	21,150
MORGAN STANLEY PRIVATE BK NATL 5.05% 2026	250,000	250,000	100	258,862	102	8,862	5.0%	12,625
PEOPLES BK CO COLDWATER OHIO 4.7% 2027	245,000	245,000	100	247,593	101	2,593	4.7%	11,515
PROVIDENCE BK ROCKY MT NC 4.6% 2027	225,000	225,000	100	227,079	101	2,079	4.6%	10,350
SALLIE MAE BK MURRAY UTAH 4.4% 2028	250,000	250,000	100	253,383	100	3,383	4.4%	11,000
SOUTHERN BK POPLAR BLUFF MO 4.5% 2027	245,000	245,000	100	246,743	101	1,743	4.5%	11,025
STATE BK INDIA NEW YORK NY 4% 2026	250,000	250,000	100	249,065	100	-935	4.0%	10,000
SYNCHRONY BANK 4.45% 2028	225,000	225,000	100	229,461	102	4,461	4.4%	10,013
SYNCHRONY BANK 5% 2028	240,000	245,847	102	250,076	102	4,229	4.9%	12,000
THREAD BK ROGERSVILLE TENN 4.6% 2026	250,000	250,000	100	252,110	101	2,110	4.6%	11,500
UBS BK USA SALT LAKE CITY UT 4.6% 2026	245,000	244,510	100	246,743	100	2,233	4.6%	11,270
UNITED STATES TREAS NTS 0.25% 06/30/2025	1,500,000	1,480,426	99	1,481,176	99	750	0.3%	1,875
UNITED STATES TREAS NTS 0.5% 03/31/2025	1,500,000	1,483,263	99	1,498,668	100	15,405	0.5%	3,750
UNITED STATES TREAS NTS 0.75% 01/31/2028	1,700,000	1,568,291	92	1,550,801	91	-17,490	0.8%	12,750
UNITED STATES TREAS NTS 0.75% 08/31/2026	750,000	713,965	95	714,450	95	486	0.8%	5,625
UNITED STATES TREAS NTS 0.875% 06/30/2026	750,000	715,634	95	720,344	96	4,709	0.9%	6,563
UNITED STATES TREAS NTS 1.125% 10/31/2026	750,000	708,195	94	718,013	95	9,818	1.2%	8,438
UNITED STATES TREAS NTS 1.25% 03/31/2028	1,675,000	1,551,949	93	1,551,947	92	-2	1.4%	20,938
UNITED STATES TREAS NTS 1.25% 04/30/2028	2,740,000	2,479,702	91	2,529,688	92	49,986	1.4%	34,250
UNITED STATES TREAS NTS 1.25% 11/30/2026	540,000	506,995	94	516,686	95	9,691	1.3%	6,750
UNITED STATES TREAS NTS 1.25% 12/31/2026	750,000	710,274	95	715,297	95	5,023	1.3%	9,375

Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
UNITED STATES TREAS NTS 1.375% 10/31/2028	1,140,000	1,017,816	89	1,043,882	91	26,066	1.5%	15,675
UNITED STATES TREAS NTS 1.5% 01/31/2027	425,000	407,546	96	406,016	95	-1,530	1.6%	6,375
UNITED STATES TREAS NTS 1.5% 08/15/2026	1,300,000	1,255,037	97	1,254,481	96	-556	1.6%	19,500
UNITED STATES TREAS NTS 1.75% 01/31/2029	770,000	705,446	92	708,362	92	2,916	1.9%	13,475
UNITED STATES TREAS NTS 1.875% 02/28/2027	1,240,000	1,187,843	96	1,189,867	96	2,024	2.0%	23,250
UNITED STATES TREAS NTS 1.875% 06/30/2026	750,000	724,855	97	731,274	97	6,419	1.9%	14,063
UNITED STATES TREAS NTS 2.25% 02/15/2027	800,000	762,848	95	774,410	97	11,563	2.3%	18,000
UNITED STATES TREAS NTS 2.25% 03/31/2026	1,500,000	1,457,134	97	1,484,700	98	27,565	2.3%	33,750
UNITED STATES TREAS NTS 2.25% 08/15/2027	1,300,000	1,254,622	97	1,248,719	96	-5,903	2.3%	29,250
UNITED STATES TREAS NTS 2.5% 03/31/2027	1,500,000	1,445,197	96	1,471,561	97	26,364	2.6%	37,500
UNITED STATES TREAS NTS 2.625% 01/31/2026	400,000	392,621	98	395,350	99	2,729	2.7%	10,500
UNITED STATES TREAS NTS 2.625% 05/31/2027	316,000	301,844	96	308,822	97	6,978	2.7%	8,295
UNITED STATES TREAS NTS 2.75% 02/15/2028	1,500,000	1,452,015	97	1,450,192	97	-1,822	2.8%	41,250
UNITED STATES TREAS NTS 2.75% 04/30/2027	300,000	291,040	97	295,049	97	4,009	2.8%	8,250
UNITED STATES TREAS NTS 2.75% 05/31/2029	322,000	301,009	93	308,259	95	7,250	2.9%	8,855
UNITED STATES TREAS NTS 2.75% 07/31/2027	400,000	386,062	97	389,514	97	3,452	2.8%	11,000
UNITED STATES TREAS NTS 2.875% 04/30/2029	1,170,000	1,091,007	93	1,130,010	96	39,004	3.0%	33,638
UNITED STATES TREAS NTS 2.875% 05/15/2028	400,000	383,530	96	389,948	97	6,418	3.0%	11,500
UNITED STATES TREAS NTS 2.875% 06/15/2025	302,000	298,751	99	302,524	100	3,773	2.9%	4,341
UNITED STATES TREAS NTS 2.875% 08/15/2028	535,000	508,701	95	516,196	96	7,495	3.0%	15,381
UNITED STATES TREAS NTS 3.125% 08/31/2027	500,000	490,246	98	489,768	98	-478	3.2%	15,625
UNITED STATES TREAS NTS 3.125% 11/15/2028	1,000,000	957,667	96	978,685	97	21,018	3.2%	31,250
UNITED STATES TREAS NTS 3.25% 06/30/2027	500,000	491,357	98	494,646	98	3,289	3.3%	16,250
UNITED STATES TREAS NTS 3.5% 01/31/2028	700,000	689,000	98	692,511	99	3,511	3.5%	24,500
UNITED STATES TREAS NTS 3.5% 09/15/2025	1,500,000	1,494,355	100	1,517,931	100	23,576	3.5%	52,500
UNITED STATES TREAS NTS 3.875% 11/30/2027	1,000,000	987,773	99	1,006,541	100	18,768	3.9%	38,750
UNITED STATES TREAS NTS 3.875% 12/31/2027	500,000	499,297	100	501,773	100	2,476	3.9%	19,375

### Portfolio Appraisal

	Units	Cost Basis	Unit Cost	Ending Value	Price	Total UGL	Yield	Projected Income
UNITED STATES TREAS NTS 4.125% 06/15/2026	298,000	295,333	99	300,792	100	5,459	4.1%	12,293
UNITED STATES TREAS NTS 4.125% 09/30/2027	1,000,000	992,705	99	1,020,658	100	27,953	4.1%	41,250
UNITED STATES TREAS NTS 4.125% 10/31/2027	500,000	502,582	101	508,574	100	5,991	4.1%	20,625
UNITED STATES TREAS NTS 4.5% 04/15/2027	1,100,000	1,093,598	99	1,129,535	101	35,938	4.5%	49,500
UNITED STATES TREAS NTS 4.5% 07/15/2026	500,000	497,812	100	505,684	101	7,872	4.5%	22,500
UNITED STATES TREAS NTS 4.625% 11/15/2026	825,000	828,320	100	843,976	101	15,656	4.6%	38,156
WELLS FARGO BANK NATL ASSN 4.55% 2027	250,000	250,000	100	252,405	101	2,405	4.5%	11,375
WORKERS CR UN FITCHBURG MA 4.05% 2027	250,000	250,000	100	248,915	100	-1,085	4.1%	10,125
 Money Markets		158,716		158,716		0	4.3%	6,715
GOLDMAN FED FUND 520	158,716	158,716	1	158,716	1	0	4.3%	6,715



## 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
<b>Madison County Mass Transit District Agency</b>									
Madison County Mass Transit District Agency									
ALLY BK SANDY UTAH 3.2% 2025	244,509	3.200%	7/28/2025	—	—	—	4.5	—	0.4
AMERICAN EXPRESS NATL BK BROK 4.35% 2025	249,161	4.350%	10/14/2025	—	—	—	4.3	—	0.6
BANK WIS DELLS WIS 4.6% 2026	246,610	4.600%	8/17/2026	—	—	—	4.3	—	1.4
BARCLAYS BK DEL 3.05% 2025	231,315	3.050%	5/19/2025	—	—	—	4.5	—	0.2
BMW BK NORTH AMER SALT LAKE CI 4.75% 2028	253,485	4.750%	3/17/2028	—	—	—	4.3	—	2.8
CALIFORNIA ST 2.65% 04/01/2026	994,984	2.650%	4/1/2026	—	AA-	Aa2	4.2	—	1.0
CALIFORNIA ST 5.5% 10/01/2025	1,029,491	5.500%	10/1/2025	—	AA-	Aa2	4.4	—	0.6
CAPITAL ONE NATL ASSN VA 4.55% 2026	248,980	4.550%	5/18/2026	—	—	—	4.3	—	1.2
CARROLL CNTY TR CO MO 4.5% 2028	246,585	4.500%	3/30/2028	—	—	—	4.4	—	2.9
CIBC BK USA 4.35% 2027	249,057	4.350%	4/27/2027	—	—	—	4.3	—	2.0
CITY NATL BK LOS ANGELES CALIF 4.9% 2025	249,392	4.900%	11/24/2025	—	—	—	4.3	—	0.7
DISCOVER BK 3.4% 2025	244,433	3.400%	8/8/2025	—	—	—	4.5	—	0.4
DORT FINL CR UN GRAND BLANC MI 4.75% 2027	239,747	4.750%	6/21/2027	—	—	—	4.3	—	2.3
FEDERAL FARM CR BKS 1.23% 07/29/2030	192,837	1.230%	7/29/2030	3/4/2025	AA+	Aaa	4.3	—	5.1
FEDERAL FARM CR BKS 1.26% 10/15/2030	771,039	1.260%	10/15/2030	3/4/2025	AA+	Aaa	4.3	—	5.3
FEDERAL FARM CR BKS 1.77% 01/13/2028	423,311	1.770%	1/13/2028	3/4/2025	AA+	Aaa	4.1	—	2.7
FIRST CTZNS BK & TR CO RALEIGH 4.7% 2025	249,466	4.700%	10/28/2025	—	—	—	4.4	—	0.6
FIRST FNDTN BK IRVINE CA 4.9% 2026	226,637	4.900%	2/18/2026	—	—	—	4.3	—	0.9
FIRST MO ST BK CAPE CNTY CAPE 4.8% 2026	251,838	4.800%	9/30/2026	—	—	—	4.3	—	1.5
FIRST NATL BK AMER EAST LANS 4.3% 2028	250,279	4.300%	12/28/2028	—	—	—	4.4	—	3.5
GLOBAL FED CR UN ANCHORAGE AL 4.85% 2028	249,297	4.850%	3/22/2028	—	—	—	4.4	—	2.8
JEFFERSON CALIF ELEM SCH DIST 1.044% 09/01/2026	605,551	1.044%	9/1/2026	—	—	Aa1	4.1	—	1.5
JOHN MARSHALL BANCORP INC 4.4% 2027	251,252	4.400%	6/15/2027	—	—	—	4.3	—	2.2
LAFAYETTE FED CR UN ROCKVILLE 4.9% 2026	253,382	4.900%	12/14/2026	—	—	—	4.3	—	1.8
LINCOLN NEB WEST HAYMARKET JT 5% 12/15/2025	507,939	5.000%	12/15/2025	—	AAA	Aa1	4.3	—	0.8
MEDALLION BK UTAH 4.5% 2027	473,343	4.500%	6/16/2027	—	—	—	4.3	—	2.2
MORGAN STANLEY PRIVATE BK NATL 5.05% 2026	258,862	5.050%	10/19/2026	—	—	—	4.0	—	1.6
PENNSYLVANIA ST 0.95% 08/01/2025	691,067	0.950%	8/1/2025	—	A+	Aa2	4.3	—	0.4
PEOPLES BK CO COLDWATER OHIO 4.7% 2027	247,593	4.700%	3/17/2027	—	—	—	4.3	—	1.9
PROVIDENCE BK ROCKY MT NC 4.6% 2027	227,079	4.600%	8/20/2027	—	—	—	4.3	—	2.3
SALLIE MAE BK MURRAY UTAH 4.4% 2028	253,383	4.400%	12/13/2028	—	—	—	4.3	—	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
SAN JOSE EVERGREEN CALIF CMNTY 0.921% 09/01/2025	494,392	0.921%	9/1/2025	—	—	Aaa	4.2	—	0.5
SOUTHERN BK POPLAR BLUFF MO 4.5% 2027	246,743	4.500%	6/16/2027	—	—	—	4.3	—	2.2
STATE BK INDIA NEW YORK NY 4% 2026	249,065	4.000%	8/28/2026	—	—	—	4.3	—	1.4
SYNCHRONY BANK 4.45% 2028	229,461	4.450%	8/11/2028	—	—	—	3.9	—	3.2
SYNCHRONY BANK 5% 2028	250,076	5.000%	3/24/2028	—	—	—	4.3	—	2.8
THREAD BK ROGERSVILLE TENN 4.6% 2026	252,110	4.600%	12/11/2026	—	—	—	4.3	—	1.7
UBS BK USA SALT LAKE CITY UT 4.6% 2026	246,743	4.600%	5/5/2026	—	—	—	4.4	—	1.1
UNITED STATES TREAS NTS 0.25% 06/30/2025	1,481,176	0.250%	6/30/2025	—	—	Aaa	4.3	—	0.3
UNITED STATES TREAS NTS 0.5% 03/31/2025	1,498,668	0.500%	3/31/2025	—	—	Aaa	4.2	—	0.1
UNITED STATES TREAS NTS 0.75% 01/31/2028	1,550,801	0.750%	1/31/2028	—	—	Aaa	4.0	—	2.8
UNITED STATES TREAS NTS 0.75% 08/31/2026	714,450	0.750%	8/31/2026	—	—	Aaa	4.1	—	1.5
UNITED STATES TREAS NTS 0.875% 06/30/2026	720,344	0.875%	6/30/2026	—	—	Aaa	4.1	—	1.3
UNITED STATES TREAS NTS 1.125% 10/31/2026	718,013	1.125%	10/31/2026	—	—	—	4.1	—	1.6
UNITED STATES TREAS NTS 1.25% 03/31/2028	1,551,947	1.250%	3/31/2028	—	—	Aaa	4.0	—	3.0
UNITED STATES TREAS NTS 1.25% 04/30/2028	2,529,688	1.250%	4/30/2028	—	—	Aaa	4.0	—	3.0
UNITED STATES TREAS NTS 1.25% 11/30/2026	516,686	1.250%	11/30/2026	—	—	Aaa	4.1	—	1.7
UNITED STATES TREAS NTS 1.25% 12/31/2026	715,297	1.250%	12/31/2026	—	—	Aaa	4.0	—	1.8
UNITED STATES TREAS NTS 1.375% 10/31/2028	1,043,882	1.375%	10/31/2028	—	—	Aaa	4.0	—	3.5
UNITED STATES TREAS NTS 1.5% 01/31/2027	406,016	1.500%	1/31/2027	—	—	Aaa	4.0	—	1.9
UNITED STATES TREAS NTS 1.5% 08/15/2026	1,254,481	1.500%	8/15/2026	—	—	Aaa	4.1	—	1.4
UNITED STATES TREAS NTS 1.75% 01/31/2029	708,362	1.750%	1/31/2029	—	—	Aaa	4.1	—	3.7
UNITED STATES TREAS NTS 1.875% 02/28/2027	1,189,867	1.875%	2/28/2027	—	—	Aaa	4.0	—	1.9
UNITED STATES TREAS NTS 1.875% 06/30/2026	731,274	1.875%	6/30/2026	—	—	Aaa	4.1	—	1.3
UNITED STATES TREAS NTS 2.25% 02/15/2027	774,410	2.250%	2/15/2027	—	—	Aaa	4.0	—	1.9
UNITED STATES TREAS NTS 2.25% 03/31/2026	1,484,700	2.250%	3/31/2026	—	—	Aaa	4.2	—	1.0
UNITED STATES TREAS NTS 2.25% 08/15/2027	1,248,719	2.250%	8/15/2027	—	—	Aaa	4.0	—	2.4
UNITED STATES TREAS NTS 2.5% 03/31/2027	1,471,561	2.500%	3/31/2027	—	—	Aaa	4.0	—	2.0
UNITED STATES TREAS NTS 2.625% 01/31/2026	395,350	2.625%	1/31/2026	—	—	Aaa	4.2	—	0.9
UNITED STATES TREAS NTS 2.625% 05/31/2027	308,822	2.625%	5/31/2027	—	—	Aaa	4.0	—	2.1
UNITED STATES TREAS NTS 2.75% 02/15/2028	1,450,192	2.750%	2/15/2028	—	—	Aaa	4.0	—	2.8
UNITED STATES TREAS NTS 2.75% 04/30/2027	295,049	2.750%	4/30/2027	—	—	Aaa	4.0	—	2.1
UNITED STATES TREAS NTS 2.75% 05/31/2029	308,259	2.750%	5/31/2029	—	—	Aaa	4.1	—	3.9
UNITED STATES TREAS NTS 2.75% 07/31/2027	389,514	2.750%	7/31/2027	—	—	Aaa	4.0	—	2.3

## 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 2.875% 04/30/2029	1,130,010	2.875%	4/30/2029	—	—	Aaa	4.1	—	3.8
UNITED STATES TREAS NTS 2.875% 05/15/2028	389,948	2.875%	5/15/2028	—	—	Aaa	4.0	—	3.0
UNITED STATES TREAS NTS 2.875% 06/15/2025	302,524	2.875%	6/15/2025	—	—	Aaa	4.4	—	0.3
UNITED STATES TREAS NTS 2.875% 08/15/2028	516,196	2.875%	8/15/2028	—	—	Aaa	4.0	—	3.2
UNITED STATES TREAS NTS 3.125% 08/31/2027	489,768	3.125%	8/31/2027	—	—	Aaa	4.0	—	2.4
UNITED STATES TREAS NTS 3.125% 11/15/2028	978,685	3.125%	11/15/2028	—	—	Aaa	4.1	—	3.4
UNITED STATES TREAS NTS 3.25% 06/30/2027	494,646	3.250%	6/30/2027	—	—	Aaa	4.0	—	2.2
UNITED STATES TREAS NTS 3.5% 01/31/2028	692,511	3.500%	1/31/2028	—	—	Aaa	4.0	—	2.7
UNITED STATES TREAS NTS 3.5% 09/15/2025	1,517,931	3.500%	9/15/2025	—	—	Aaa	4.3	—	0.5
UNITED STATES TREAS NTS 3.875% 11/30/2027	1,006,541	3.875%	11/30/2027	—	—	Aaa	4.0	—	2.6
UNITED STATES TREAS NTS 3.875% 12/31/2027	501,773	3.875%	12/31/2027	—	—	Aaa	4.0	—	2.6
UNITED STATES TREAS NTS 4.125% 06/15/2026	300,792	4.125%	6/15/2026	—	—	Aaa	4.1	—	1.2
UNITED STATES TREAS NTS 4.125% 09/30/2027	1,020,658	4.125%	9/30/2027	—	—	Aaa	4.0	—	2.4
UNITED STATES TREAS NTS 4.125% 10/31/2027	508,574	4.125%	10/31/2027	—	—	Aaa	4.0	—	2.5
UNITED STATES TREAS NTS 4.5% 04/15/2027	1,129,535	4.500%	4/15/2027	—	—	Aaa	4.0	—	2.0
UNITED STATES TREAS NTS 4.5% 07/15/2026	505,684	4.500%	7/15/2026	—	—	Aaa	4.1	—	1.3
UNITED STATES TREAS NTS 4.625% 11/15/2026	843,976	4.625%	11/15/2026	—	—	Aaa	4.1	—	1.6
VACAVILLE CALIF UNI SCH DIST 1.457% 08/01/2027	469,337	1.457%	8/1/2027	—	—	Aa2	4.2	—	2.3
WELLS FARGO BANK NATL ASSN 4.55% 2027	252,405	4.550%	12/13/2027	—	—	—	4.4	—	2.7
WISCONSIN ST GEN FD ANNUAL APP 3.218% 05/01/2027	742,078	3.218%	5/1/2027	—	AA	Aa2	4.3	—	2.0
WORKERS CR UN FITCHBURG MA 4.05% 2027	248,915	4.050%	6/1/2027	—	—	—	4.3	—	2.2
<b>Total Madison County Mass Transit District Agency</b>	<b>52,580,512</b>	<b>2.622%</b>	<b>4/16/2027</b>	<b>—</b>	<b>AA</b>	<b>Aaa</b>	<b>4.1</b>	<b>—</b>	<b>2.0</b>
<b>Total Madison County Mass Transit District Agency</b>	<b>52,580,512</b>	<b>2.622%</b>	<b>4/16/2027</b>	<b>—</b>	<b>AA</b>	<b>Aaa</b>	<b>4.1</b>	<b>—</b>	<b>2.0</b>

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## RESOLUTION 25-53

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

**WHEREAS**, the provision of public transportation service is essential to the people of Illinois; and

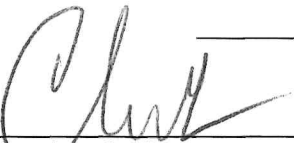
**WHEREAS**, the Downstate Public Transportation Act (30 ILCS 740/2-1 et seq.) ("Act") authorizes the State of Illinois, acting by and through the Illinois Department of Transportation, to make funds available to assist in the development and operation of public transportation systems; and

**WHEREAS**, awards for said funds will impose certain obligations upon the Madison County Mass Transit District ("Participant"), including provision by it of the local share of funds necessary to cover costs not covered by funds provided under the Downstate Public Transportation Act.

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

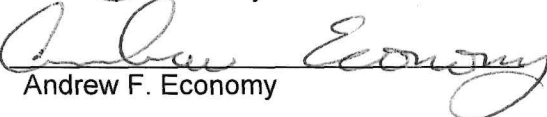
1. Madison County Mass Transit District enter into a Downstate Public Transportation Operating Assistance Agreement ("Agreement"), with the State of Illinois and amend such Agreement, if necessary, for Fiscal Year 2026, in order to obtain grant assistance under the provisions of the Act.
2. Madison County Mass Transit District Board Chairman or Vice Chairman, and/or Managing Director are hereby authorized and directed to execute this agreement, and any amendment(s) to the Agreement on behalf of the Madison County Mass Transit District for such assistance for Fiscal Year 2026.
3. Madison County Mass Transit District Board Chairman or Vice Chairman, and/or Managing Director are hereby authorized to provide such information and file such documents as may be required to perform the Agreement and to request and receive the grant funding for Fiscal Year 2026.
4. While participating in said operating assistance program, the Madison County Mass Transit District shall provide all required local matching funds.


**ADOPTED**, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this twenty-seventh day of March 2025.

  
\_\_\_\_\_  
Christopher C. Guy

  
\_\_\_\_\_  
Ronald L. Jedda, Chairman

  
\_\_\_\_\_  
Allen P. Adomite

  
\_\_\_\_\_  
Andrew F. Economy

  
\_\_\_\_\_  
David J. Sherrill

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.

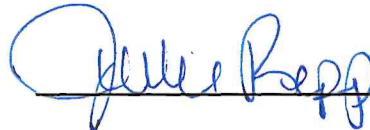
I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, March 27, 2025, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and 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, MADISON COUNTY, ILLINOIS AS FOLLOWS THAT:

1. Madison County Mass Transit District enter into a Downstate Public Transportation Operating Assistance Agreement ("Agreement"), with the State of Illinois and amend such Agreement, if necessary, for Fiscal Year 2026, in order to obtain grant assistance under the provisions of the Act.
2. Madison County Mass Transit District Board Chairman or Vice Chairman, and/or Managing Director are hereby authorized and directed to execute this agreement, and any amendment(s) to the Agreement on behalf of the Madison County Mass Transit District for such assistance for Fiscal Year 2026.
3. Madison County Mass Transit District Board Chairman or Vice Chairman, and/or Managing Director are hereby authorized to provide such information and file such documents as may be required to perform the Agreement and to request and receive the grant funding for Fiscal Year 2026.
4. While participating in said operating assistance program, the Madison County Mass Transit District shall provide all required local matching funds.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-seventh day of March 2025.





## RESOLUTION 25-54

### AUTHORIZING CHANGES TO THE PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

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

**WHEREAS**, on July 19, 2018, Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires recipients and subrecipients that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS); and,

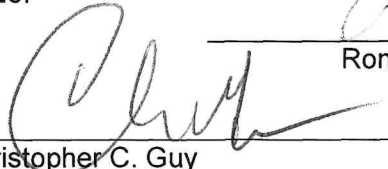
**WHEREAS**, each PTASP must include processes and procedures for the transit agency's SMS, which consists of four main elements (1) Safety Management, (2) Safety Risk Management, (3) Safety Assurance, and (4) Safety Promotion; Include performance targets based on the safety performance criteria established under the National Public Transportation Safety Plan. Address all requirements and standards as set forth in FTA's PTASP and establish a process and timeline for conducting an annual review and update; and,


**WHEREAS**, the Trustees, after due consideration, find the adoption of a Public Transportation Safety Plan is in the best interest of the residents of Madison County and is desirable for the welfare of the Madison County Mass Transit District.

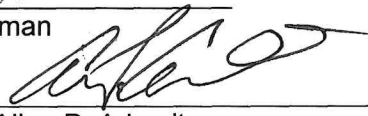
**NOW, THEREFORE**, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

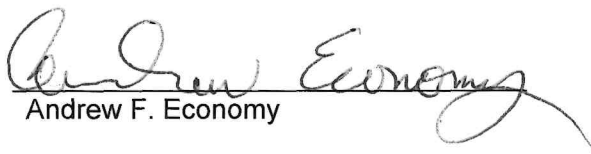
1. The Madison County Mass Transit District adopt the Public Transportation Agency Safety Plan, as set forth in Attachment A for the District in order to maintain, manage, and submit annual targets in the best interest of the residents of Madison County and is desirable for the welfare of the Madison County Mass Transit District.
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 to take any and all actions as reasonably necessary to execute, complete, and perform all obligations associated with the Public Transportation Agency Safety Plan (PTASP) as amended and the intent and purposes of this Resolution, including the preambles hereto, on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

**ADOPTED** by the Madison County Mass Transit District, Madison County, Illinois, on this twenty-seventh day of March 2025.

  
\_\_\_\_\_  
Christopher C. Guy

  
\_\_\_\_\_  
Ronald L. Jedda, Chairman

  
\_\_\_\_\_  
Allen P. Adomite

  
\_\_\_\_\_  
Andrew F. Economy

  
\_\_\_\_\_  
David J. Sherrill

Attest 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, March 27, 2025, 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 adopt the Public Transportation Agency Safety Plan, as set forth in Attachment A for the District in order to maintain, manage, and submit annual targets in the best interest of the residents of Madison County and is desirable for the welfare of the Madison County Mass Transit District.
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 to take any and all actions as reasonably necessary to execute, complete, and perform all obligations associated with the Public Transportation Agency Safety Plan (PTASP) as amended and the intent and purposes of this Resolution, including the preambles hereto, on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

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

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this twenty-seventh day of March 2025.



# Public Transportation Agency Safety Plan



## Madison County Mass Transit District (MCT)

March 2025

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## Section 1. Transit Agency Information

<b>Transit Agency Name</b>	Madison County Mass Transit District (MCT)		
<b>Transit Agency Address</b>	1 Transit Way, Pontoon Beach, IL 62040		
<b>Name and Title of Accountable Executive</b>	Steven J. Morrison, Managing Director		
<b>Name of Chief Safety Officer</b>	Summer Moore, Chief Safety Officer		
<b>Mode(s) of Service Covered by this Plan</b>	Fixed Route Bus (MB); Demand Response (DR)	<b>List of All FTA Funding Types</b>	5307, 5311 5310, 5339, CMAQ
<b>Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)</b>	<p>The Madison County Mass Transit District (MCT) is a municipal corporation organized in 1980 under the Local Mass Transit District Act (70 ILCS 3610) of the Illinois State Statutes. MCT provides a vast array of multi-modal transportation services.</p> <p><u>MCT Service Area</u> The MCT District serves a large urbanized area that encompasses 16 member townships, covering 482 square miles, including the incorporated municipalities of Alton, Bethalto, Collinsville, East Alton, Edwardsville, Glen Carbon, Godfrey, Granite City, Hartford, Highland, Madison, Maryville, Pontoon Beach, Roxana, South Roxana, St. Jacob, Troy, Venice, and Wood River.</p> <p><u>MCT Services</u> MCT provides a diverse array of transportation services, including a fixed-route public transit system, complementary Paratransit service for eligible elderly and disabled residents, a 137-mile bikeway network known as the MCT Trails, and RideFinders, the St. Louis region's carpool/vanpool program.</p> <ul style="list-style-type: none"> <li>• 88 fixed-route buses on 25 routes carrying more than 1.2 million passengers each year.</li> <li>• 26 vehicles in Runabout Paratransit service carrying more than 43,000 registered individuals annually.</li> <li>• 137 miles of scenic Class I bikeways known as the MCT Trails.</li> <li>• 5 passenger transfer stations: Alton, Collinsville, Edwardsville, Granite City, and Wood River.</li> <li>• 11,000 commuters in the RideFinders ride-matching database, 142 RideFinders vanpoolers, and 5,255 registered carpoolers.</li> <li>• Working in conjunction with other Madison County and St. Louis area organizations, including Metro, MCT provides an important link in the chain of seamless regional transportation services.</li> </ul> <p><u>Contracted Service Information:</u> Madison County Mass Transit District (MCT) is a municipal corporation organized pursuant to the Local Mass Transit District Act (70 ILCS 3610) of the Illinois State statutes. MCT is a grant recipient and receives funds from FTA 5307. MCT contracts with The Agency for Community Transit (ACT) for the operation of all public transit (fixed route and paratransit) services in Madison County.</p>		
<b>Does the Agency Provide Transit Services on Behalf of Another Transit Agency or Entity?</b>	No	<b>Description of Arrangement(s)</b>	N/A
<b>Name and Address of Transit Agency(ies) or Entity(ies) for Which Service is Provided</b>	N/A		

The Agency Safety Plan addresses all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan.

## Section 2. Plan Development, Approval, and Updates

<b>Name of Entity That Drafted This Plan</b>	Illinois Department of Transportation, in cooperation with the Madison County Mass Transit District (MCT)		
<b>Signature by the Accountable Executive</b>	<b>Signature of Accountable Executive</b>	<b>Date of Signature</b>	
		3/27/2025	
<b>Approval of the Safety Committee</b>	<b>Name of Individual/Entity That Approved This Plan</b>	<b>Date of Approval</b>	
	Safety Committee	3/13/2025	
	<b>Relevant Documentation (Title and Location)</b>		
	Safety Committee Meeting Minutes Located in the Safety physical and electronic files.		
<b>Approval by the Board of Directors or an Equivalent Authority</b>	<b>Name of Individual/Entity That Approved This Plan</b>	<b>Date of Approval</b>	
	Board of Trustees	3/27/2025	
	<b>Relevant Documentation (Title and Location)</b>		
	MCT Board of Trustees Meeting Minutes. Located in the MCT physical and electronic files.		
<b>Certification of Compliance</b>	<b>Name of Individual/Entity That Certified This Plan</b>	<b>Date of Certification</b>	
	Illinois Department of Transportation	September 2022	
	<b>Relevant Documentation (title and location)</b>		
	IDOT Group TAM for Participating Tier II Agencies Located in the MCT physical and electronic files.		
<b>Version Number and Updates</b> <i>Record the complete history of successive versions of this plan.</i>			
<b>Version Number</b>	<b>Section/Pages Affected</b>	<b>Reason for Change</b>	<b>Date Issued</b>
7/2020		Initial Implementation	1/13/2020



7/2022	§1. /3; §3. /6; §4. /10 & 11	General Information (address and personnel change); Safety Performance Targets (annual update); authorities, Accountability, and Responsibilities (personnel change); Bipartisan Infrastructure Law Changes.	7/2022
12/2022	§2/5	Added Safety Committee Approval and date of approval; format change to mirror the FTA version 3 template; included additional information, as needed; & verified information was included per the FTA checklist.	12/2022
12/2023	§1; §2; §3; §4.1; §4.3	Updated: MCT Services vehicles & routes; Safety Performance Targets; approval and signature dates; definitions to match FTAs.  Added: Language to Safety Performance Targets; retention verbiage; Safety Committee review/approval steps to annual review; Transit Worker Assaults; Safety Management Policy location/availability; Control Surveillance/Transit network Technician(s) to Key Staff; Additional Acronyms.  Modified: CDC language to match FTAs; Anti-Harassment to Employee Protection Policy; ACT Safety Security and Emergency Preparedness to Safety Plan.	1/2024
8/2024	Cover; TOC; §4; §5; §6; §7; §8; §11	Updated: month on cover; definitions to match FTAs; SC Authorities, Accountabilities, and Responsibilities to match FTAs; Section numbers to match FTA PTASP Checklist for Bus Transit; goals and objectives in Safety Management Policy Statement to include visibility and mitigation for transit work assaults; Table of Contents.  Added: Acronym NTD; Sections 5. Public Health, 6. Development and Implementation of a Safety Management System (SMS), and Risk Reduction Program; additional language to Safety Risk Management; Definitions to match FTA's.  Removed: Definitions to match FTA's.	8/2024
03/2025	Cover; TOC; §2; §3; §4; §5; §7; §8; §9;	Updated: Cover date and year; Table of Contents; §3 Safety Performance Target Coordination dates.  Added: FTA ASP checklist version 4 (November 2024) recommended verbiage  Rearranged: order to match FTA's PTASP Plan Regulations Checklist v. 4 (November 2024)	3/2025



## Annual Review and Update of the Public Transportation Agency Safety Plan

*Describe the process and timeline for conducting an annual review and update of the Public Transportation Agency Safety Plan.*

The Madison County Mass Transit District (MCT) provides no direct transit services. All public transit services are contracted by the Agency for Community Transit (ACT). The transit district provides oversight and contract management and meets with the contractor at least once a month to review their Safety Management Systems, compliance, and contractual obligations.

The Chief Safety Officer (CSO) will coordinate the annual review of the ASP to ensure compliance and alignment with current processes. The CSO will present the modified plan to the Safety Committee for review and approval.

The Accountable Executive will sign and approve any changes, then forward the ASP to the Board of Trustees for approval annually.

For compliance purposes, the ASP may need to be modified outside of the annual review cycle. The Chief Safety Officer will present the modified plan for review and signature at that time. The Accountable Executive will forward the modified plan to the Board of Trustees for approval.

## Section 3. General Annual Safety Performance Targets

**General Annual Safety Performance Targets** Specify safety performance targets based on the measures established under the National Public Transportation Safety Plan. ***The following targets were developed based on the past three years of transit safety data collected by the Madison County Mass Transit District (MCT).***

Mode of Service	Major Events (Total)	Major Event Rate (/VRM)	Collision Rate (/VRM)	Pedestrian Collision Rate (/VRM)	Vehicular Collision Rate (/VRM)	Fatalities (Total)	Fatality Rate (/VRM)	Transit Worker Fatality Rate (/VRM)
Fixed Route (MB)	11.67	0.34	84.33	0.00	2.47	0.00	0.00	0.00
Paratransit / Demand Response (DR)	1.00	0.21	14.33	0.00	3.01	0.00	0.00	0.00
Vanpool (VP)	.33	0.06	1.67	0.00	0.31	0.00	0.00	0.00

Mode of Service	Injuries (Total)	Injuries Rate (/VRM)	Transit Worker Injury Rate (Total)	Assaults on Transit Workers (/VRM)	System Reliability (VRM/failures)
Fixed Route (MB)	13.67	0.40	12.00	0.35	28,469
Paratransit / Demand Response (DR)	1.33	0.28	0.00	0.00	379,981
Vanpool (VP)	0.00	0.00	0.00	0.00	335,287

Mode of Service	Safety Events (Total)	Safety Events (/VRM)
Fixed Route (MB)	16.67	0.49
Paratransit / Demand Response (DR)	2.33	0.49
Vanpool (VP)	0.06	0.06

## Section 4. Annual Safety Performance Targets for the Safety Risk Reduction Program

**Annual Safety Performance Targets for the Safety Risk Reduction Program** specify safety performance targets based on the measures established under the National Public Transportation Safety Plan. ***The following targets were developed based on the past three years of transit safety data collected by the Madison County Mass Transit District (MCT).***

Mode of Service	Major Events (Total)	Major Event Rate (/VRM)	Collisions (Total)	Collision Rate (/VRM)	Injuries (Total)	Injury Rate (/VRM)	Assaults on Transit Workers (Total)	Rate of Assaults on Transit Workers (/VRM)
Fixed Route (MB)	11.67	0.34	84.33	2.47	13.67	0.40	12.00	0.35
Paratransit / Demand Response (DR)	1.00	0.21	14.33	3.01	1.33	0.28	0.00	0.00
Vanpool (VP)	0.33	0.06	1.67	0.31	0.00	0.00	0.00	0.00

## Section 5. Coordination with Metropolitan, Statewide, and Non-metropolitan Planning Processes

### Safety Performance Target Coordination

*Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.*

Once the targets are developed as part of the Plan update in July of each year, MCT will share and discuss those targets and amendments with the East-West Gateway MPO and submit safety performance targets to IDOT at the requested time. MCT will coordinate with the State and MPO Safety Performance Targets to the maximum extent practicable.

Targets Transmitted to the State	State Entity Name	Date Targets Transmitted
	Illinois Department of Transportation	
Targets Transmitted to the Metropolitan Planning Organization(s)	Metropolitan Planning Organization Name	Date Targets Transmitted
	East-West Gateway MPO	

## Section 6. Safety Risk Reduction Program

ACT's Risk Reduction Program aims to enhance the safety of transit operations by decreasing the number of accidents, injuries, and assaults on transit workers, drawing on data submitted to the National Transit Database (NTD). This includes:

- Reducing vehicular and pedestrian accidents involving buses through measures designed to improve visibility for bus operators, such as retrofits to buses in revenue service and specifications for future procurements that diminish visibility problems.
- Mitigating assaults on transit workers by implementing assault prevention infrastructure and technology on buses, including barriers that limit the unauthorized entry of individuals and objects into bus operators' workstations. This is initiated when a risk analysis conducted by the recipient's Safety Committee shows that such barriers or strategies would decrease assaults and injuries to transit workers.
- ACT employs strategies and recommendations to lessen exposure to infectious diseases in alignment with guidelines from the Centers for Disease Control and Prevention or a state health authority.
- The safety risk mitigations identified and suggested by the Safety Committee (SC), based on a safety risk assessment for the Risk Reduction Programs, are incorporated into every SC meeting. The safety risk register remains a constant topic of discussion.

The SC monitors safety performance against annual targets established for the safety risk reduction program. Suppose the agency does not meet a specific yearly safety target set by the SC for this program. In that case, it evaluates the associated safety risk through the safety risk assessment process and mitigates that risk according to the assessment results using its safety risk mitigation process. Suppose the measures developed fail to meet a safety performance target for the safety risk reduction program. In that case, the agency allocates its safety set-aside in the subsequent fiscal year to safety-related projects eligible under 49 U.S.C. 5307 likely to help achieve the missed safety performance targets. The SC will restart the assessment and mitigation processes for any measures that did not meet a safety performance target. Additionally, the SC develops a plan under the Accountability Entity's (AE) direction to address any deficiencies highlighted through the safety performance assessment process.

## Section 7. Safety Committee Establishment, Membership, and Procedures

The establishment and operation of the Safety Committee (SC) are appropriately scaled to the transit agency's size, scope, and complexity. The SC was convened through a joint labor-management process that includes an equal number of frontline employees and management representatives. Whenever possible, the SC comprises frontline transit worker representatives from key service functions across the transit system, such as operations and maintenance. The labor organization representing the majority of the transit agency's frontline transit workers—whether employees, contractors, or volunteers acting on behalf of the agency—selected the frontline transit worker representatives for the SC. In cases where no labor organization represents the transit agency's frontline transit workers, the directors will appoint representatives to the SC.

Management	Frontline
AE	
Facilities Management	Facilities Frontline Worker
Fleet Management	Fleet Frontline Worker
Operations Management Operations Road Supervisor	Dispatcher Operations Driver I Operations Driver II Contracted Transit Security
HR Management	

The CSO will chair meetings, develop agendas and notices, which will be emailed one day before the meeting, and record and maintain the minutes.

SC members will receive their standard rate for all safety committee meetings and related activities. Decisions by the SC will be made through a majority vote of regular committee members and will be documented in the meeting

minutes. The SC may consult technical experts, including other transit workers, for advisory support when there is no majority vote or a split decision. The SC can request access to agency information, resources, and tools from the CSO to assist in its deliberations. The CSO will provide this information unless pending lawsuits or other protected matters exist. Communication from the SC to the CSO or the AE will occur during committee meetings, and the AE will bring the issues forward to the Board of Trustees. The CSO will present submissions for the transit worker safety reporting program to the committee for deliberations. The Safety Committee may utilize the dispute resolution or arbitration process outlined in the transit agency's collective bargaining agreement to address any disputes with the SC.

## **Section 8. Safety Management System (SMS)**

ACT's SMS is appropriately scaled to the transit agency's size, scope, and complexity. ACT uses a collaborative approach that brings management and employees together to build on the agency's existing safety foundation:

- Control safety risk.
- Detect and correct safety problems.
- Share and analyze safety data.
- Measure safety performance.

The SMS includes the following elements:

- Safety Management Policy
- Safety Risk Management
- Safety Assurance
- Safety Promotion

## Section 9. Safety Management Policy

### Safety Management Policy Statement

*Use the written statement of safety management policy, including safety objectives.*

Madison County Mass Transit District (MCT) aims to provide all community members safe, reliable, and innovative transportation options. The Public Transportation Agency Safety Plan (PTASP) integrates safety into MCT operations, enhancing the security of transit services. This plan outlines the policies and procedures MCT management must follow to ensure a safe environment for employees, riders, and the public, aiming to reduce avoidable injuries and vehicle accidents. MCT and the service contractor are accountable under PTASP, with the Executive providing necessary support. Employee awareness of accountability in safely meeting contract requirements is crucial, as is their commitment to identifying potential dangers. MCT and its contractor must recognize that their actions impact the safety of others. Following PTASP processes allows MCT to monitor safety and foster a strong safety culture.

MCT is dedicated to:

- Supporting safety management through appropriate resources to foster a culture of safe practices, encourage effective employee safety reporting, and manage safety with equal rigor as other management systems.
- Integrating safety management into the primary responsibilities of all staff.
- Clearly defining accountabilities for all staff regarding safety performance.
- Establish hazard identification and analysis activities, including an employee safety reporting program to mitigate risks from operations.
- Ensuring no action is taken against employees disclosing safety concerns unless it indicates illegal acts or gross negligence.
- Complying with and exceeding regulatory standards.
- Providing skilled resources to implement safety processes.
- Ensuring staff receive sufficient safety-related training and are assigned appropriate tasks.
- Measuring safety performance against realistic indicators and targets.
- Continuously improving safety through effective management processes.
- Meeting established safety performance standards with external systems.
- Sharing safety management policies via handbooks and communicating updates through bulletins, newsletters, and discussions with the Board employees.

MCT's Safety Goals are to:

- Collaborate with ACT to design, construct, test, and operate a transportation system that performs optimally in terms of safety compared to similar U.S. transit systems.
- Identify, evaluate, and eliminate or control hazards to protect employees, customers, and the public.
- Ensure that ACT meets or exceeds all occupational health and safety standards.
- Reduce exposure to infectious diseases according to CDC or state health guidelines.
- Consider measures to reduce visibility impairments for transit operators, including vehicle retrofits and future specifications.
- Address Transit Worker Assaults with reporting and prevention strategies, deploying technology and barriers to enhance operator safety.

The PTASP's objectives clarify its goals and evaluate MCT's safety efforts.

MCT's PTASP objectives are:

- Form a Safety Committee (SC) with equal labor-management representatives to identify safety deficiencies and foster continuous improvement.
- Enhance safety by reducing safety events, injuries, and assaults on transit workers.
- Integrate safety management and hazard control practices
- Assign responsibilities for developing, updating, complying with, and enforcing safety policies, procedures, and requirements.

<ul style="list-style-type: none"> <li>• Verify compliance with ACT's safety policies, procedures, and requirements through performance evaluations, accident/incident trends, and contract oversight.</li> <li>• Investigate all accidents/incidents, including identifying and documenting the causes to implement corrective action to prevent a recurrence.</li> <li>• Increase investigation and systematic documentation of near misses.</li> <li>• Identify, analyze, and resolve safety hazards in a timely manner.</li> <li>• Establish and utilize safety controls at the system design and procurement phases to minimize system modifications during the operational phase.</li> <li>• Ensure that system modifications do not create new hazards.</li> <li>• Train employees and supervisors on the safety components of their job functions.</li> </ul> <p>MCT is committed to these responsibilities, as the safety of MCT riders, employees, and the general public relies on the transit district's ability to manage the contractor's safety culture.</p>		
Steven J. Morrison, Managing Director and Accountable Executive		3/27/2025
Chair, Board of Trustees		3/27/2025

## Safety Management Policy Communication

*Describe how the safety management policy is communicated throughout the agency. Include dates where applicable.*

MCT realizes the importance of ensuring employees and riders know safety management policies and procedures to manage the system's day-to-day operations effectively. Staff meet weekly to review performance and safety and again monthly to review trends in safety data. In addition, staff constantly evaluate existing policies and procedures to verify their effectiveness. To do this, MCT seeks input from all staff to determine if change is necessary based on trends, data analysis, operational changes, or new assets.

The Safety Management Policy is posted on the company's HR bulletin boards for review and is always available upon request.

ACT provides safety instructions, notices, and processes to improve risk management. It also collects safety data and monitors performance and events to identify safety trends below agency standards. MCT ensures that ACT follows the company-wide Agency Safety Plan (ASP), which has been provided to MCT.

Depending on the importance of the policy or Standard Operating Procedure (SOP) change, each employee must submit an acknowledgment signature verifying their understanding of the change.

The contract with ACT began in 1986, and oversight is conducted daily with MCT, which is co-located with ACT.

Riders: If a rider policy is changed or added, the staff notifies riders through the following methods:

- Notices on vehicles and facilities should be posted, including effective dates and who to contact.
- Changes to digital rider guidance, including schedules and ride guides as appropriate.
- Public Meetings.
- Social media, Website Service Notices, E-News, and Text Alerts program.
- Any services impacted by policy changes will include outreach as Federal Guidance requires.

## Authorities, Accountabilities, and Responsibilities

*Describe the role of the following individuals for the development and management of the transit agency's Safety Management System (SMS).*

### Accountable Executive

Based on staff feedback, the Managing Director, the Accountable Executive (AE), will determine the level of Safety Management System (SMS) principles to maintain to ensure a safe work environment, rider experience, and community safety. MCT's AE is committed to providing contracts that will enable contract management to provide the tools and training needed to deliver service for MCT successfully and safely.

The AE and staff will provide contract oversight and monitoring to include accountabilities for all safety aspects. The AE is responsible for developing the RFP process for contracted service and will consist of language relative to the responsibility of the contractor to manage and operate service using SMS principles. Though contractors are not required under 49 CFR Part 673 to develop their own PTASP, they must follow SMS methods of managing risk to include a compliant Employee Safety Reporting Program. ACT has developed a Transit Agency Safety

	<p>Plan for all its employees to follow, and the transit district ensures it is followed.</p> <p>The AE is accountable for ensuring the SMS is effectively implemented throughout the system and action is taken, as necessary, to address substandard performance in the SMS.</p> <p>AE is ultimately responsible for carrying out the ASP and the Transit Asset Management (TAM) Plan. It also controls or directs the human and capital resources needed to develop and maintain them.</p> <p>The AE may delegate specific responsibilities, but the ultimate accountability for the transit agency's safety performance cannot be delegated and always rests with the AE.</p> <p>AE implements safety risk mitigations for the safety risk reduction program that are included in the ASP under § 673.11(a)(7)(iv).</p> <p>AE receives and considers all other safety risk mitigations recommended by the Safety Committee. When the SC recommends a safety risk mitigation unrelated to the safety risk reduction program and the AE decides not to implement it, the AE prepares a written statement explaining the decision and submits and presents it to the transit agency's SC and Board of Trustees.</p>
<b>Chief Safety Officer or SMS Executive</b>	<p>The CSO, designated by the AE, holds a direct line of reporting to the AE, has the authority and responsibility for the day-to-day implementation and operation of the SMS, and is adequately trained for the responsibility for safety. The CSO provides reports and information directly to the AE and ensures that safety elements in the following areas are adequately managed to create a safety culture. The CSO will participate in training relative to their role in implementing SMS per requirements.</p> <ul style="list-style-type: none"> <li>• Leads the development and update of ASP.</li> <li>• Develop SMS policies and procedures.</li> <li>• Monitors day-to-day implementation and operation of SMS.</li> <li>• Develop and distribute reports that monitor and analyze trends in hazards and safety events.</li> <li>• Develops and distributes Safety Reporting Bulletins and The ACT Safely monthly emails.</li> <li>• Provide information and reports made through the voluntary employee safety program (ESRP).</li> <li>• Identify substandard performances and develop action plans for approval by the AE.</li> <li>• Analyze the trends of Safety Performance Targets and Measures.</li> <li>• Supports managing safety risk by providing expertise by conducting and overseeing Safety Assurance activities.</li> </ul>
<b>Safety Committee (SC)</b>	<p>The SC, convened by a joint-labor management process consisting of an equal number of frontline employee representatives and management representatives, must conduct the following activities to oversee the transit agency's safety performance:</p> <ul style="list-style-type: none"> <li>• Review and approve the transit ASP and any updates (before approval by the board)</li> <li>• Set annual safety performance targets for the safety risk reduction program, <ul style="list-style-type: none"> <li>○ Based on a three-year rolling average of the data submitted by the large-urbanized area provider to the</li> </ul> </li> </ul>



	<p>NTD and</p> <ul style="list-style-type: none"> <li>○ For all modes of public transportation; and</li> <li>○ Based on the level of detail, the large urbanized area provider must report to the NTD. The SC is not required to set a target for a performance measure until the large-urbanized area provider has been required to report three years of data to the NTD corresponding to such performance measure.</li> </ul> <ul style="list-style-type: none"> <li>• The SC will meet monthly to review issues and make recommendations to improve the safety and support operation of the transit agency's SMS by: <ul style="list-style-type: none"> <li>○ Identifying and recommending safety risk mitigation necessary to reduce the likelihood and severity of consequences identified through the agency's safety risk assessment, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety reduction program.</li> <li>○ Identifying safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety reduction program.</li> </ul> </li> </ul> <p>Identifying safety deficiencies for continuous improvements as required, including any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program.</p>
<b>Agency Leadership and Executive Management</b>	<p>Agency Leadership and Executive Management are responsible for day-to-day SMS implementation and operation of MCT's SMS under this plan. Leadership and Executive Management will:</p> <ul style="list-style-type: none"> <li>• Comply and ensure compliance with SMS programs and processes.</li> <li>• Support the development, implementation, and operation of SMS.</li> <li>• Maintain documents to support SMS as requested, including SRM activities, investigations of safety events, development of safety risk mitigations, and monitoring of mitigation effectiveness.</li> <li>• Provide subject matter expertise to support the implementation of SMS.</li> <li>• Verify compliance with safety requirements and report deviations to the CSO.</li> <li>• Participate and complete training.</li> <li>• Oversee day-to-day operations of the SMS within their departments.</li> <li>• Policies will be modified as necessary.</li> </ul>
<b>Key Staff</b>	<p>As mentioned in the Safety Policy Statement, the ultimate authority for the success of this PTASP falls to the Accountable Executive (AE), department managers, and employees who support the AE by fulfilling their commitment to safety on a day-to-day basis.</p> <p><u>Accident and Incident Review Committee</u></p> <p>The Accident and Incident Review Committee, consisting of supervisorial, managerial, and union operators, will review the results of accidents and incident investigations and make the final determination regarding preventability.</p>

	<p><u>Access Control and Surveillance (ACST)/Transit Network Technician(s)</u></p> <p>The technician(s) are responsible for ensuring the safety of staff and public safety by managing the camera systems and key systems to prevent unwanted entry of individuals or objects within MCT properties.</p>
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## Transit Worker Safety Reporting Program

*Describe the process and protections for employees to report safety conditions to senior management. Describe employee behaviors that may result in disciplinary action (and, therefore, are excluded from protection).*

ACT is to report assaults on transit workers (physical and non-physical), near misses, and unsafe acts and conditions by any of the means below.

### Mandatory Safety Reporting

ACT requires employees to report certain events specified in the handbooks and guidelines. When possible, these events require immediate reporting via radio to dispatch or to the first available supervisor if radio contact is not an option. After verbal reporting, all employees must complete ACT's Event Report as soon as possible and provide information to support the event investigation process.

### Voluntary Employee Safety Reporting

ACT provides an Employee Safety Reporting Program (ESRP), which encourages frontline employees who identify safety concerns in their day-to-day duties to report them to senior management in good faith without fear of retribution. Acceptable means for reporting safety conditions:

- By scanning the Employee Safety Reporting (ESR) Tool QR code and completing the questionnaire posted on placards base-wide.
- Emailing [EmployeeSafetyReporting@mct.org](mailto:EmployeeSafetyReporting@mct.org)
- Reporting conditions to Agency Leadership and Executive Management
- Reporting on the daily vehicle inspection reports
- Completing a Driver/Dispatch Communication Form

### ESRP Process

The following steps outline the Voluntary Employee Safety Reporting process:

- Employee or contractor submits a safety report.
- CSO formally acknowledges receipt of the report, if possible (i.e., the reporter is not anonymous).
- The CSO initially reviews the report to determine if:
  - Further immediate action must be taken to prevent harm.
  - The report is complete, or further information is needed; or
  - The safety concern or issue requires further investigation.
- When additional information is needed and the report is not anonymous, the CSO follows up with the reporter. The CSO may follow up with supervisors or subject matter experts for anonymous reports.
  - Further investigation may lead to identifying hazards and potential consequences and determining that the reported safety condition must go through the SRM process.
  - Employee reports focused on reported deficiencies and non-compliance with rules or procedures will be forwarded to appropriate management personnel for resolution through the Safety Assurance process.
- For employees providing their contact information:
  - CSO will provide verbal or written feedback on employee reports that go through the SRM process and employee reports where monitoring was implemented or no further action was taken.
  - Management personnel will report to employees regarding actions taken through the Safety Assurance process to address reported deficiencies and non-compliance with rules or procedures.

- The CSO prepares a monthly report for the Safety Committee to review the voluntary ESRP reports and actions to address them. The Safety Committee also supports investigation and resolution reports.

ACT includes an ESRP that applies to staff associated with the MCT contract, including all operations and support personnel. The policy is combined with the Employee Protection (Whistleblower) Policy in the employee and driver handbooks. As part of its oversight, MCT will require monthly reporting data for the required performance and safety data reports.

ACT employees who violate policies, guidelines, procedures, and manuals may be subject to disciplinary measures, which can include verbal warnings, written warnings, suspension, demotion, and termination. The disciplinary action taken depends on the severity of the offense.

## Section 10. Safety Risk Management

***Hazard Identification:*** *The methods or processes to identify hazards and the consequences of the hazards.*

ACT utilizes the FTA-recommended Safety Risk Register to identify, assess, and mitigate safety risks to reduce the likelihood and severity of potential consequences. The CSO leads the SRM process with support from management and ensures that personnel work with subject matter experts to identify hazards and consequences, assess the safety risk of hazards' consequences, and mitigate safety risks as necessary.

ACT considers the following as sources for safety risk mitigation:

- Guidance provided by an oversight authority, if applicable, and FTA; and
- Guidelines to prevent or control exposure to infectious diseases provided by the CDC or a state health authority.

ACT has risk management policies, procedures, and processes to identify, assess, and mitigate hazards. Any hazard identified is properly documented and provided to MCT if needed as part of the monthly data collection process. Documents related to risk management and monitoring are included in periodic operations and service reviews.

ACT's robust reporting software is developed in-house to identify risk and safety events, assess and mitigate risks, and create a follow-up process allowing multiple users to add to the digital file. This mechanism enables ACT to sort safety events by type and generate data reports to identify trends during monthly safety meetings.

ACT collects regular performance data, including safety performance targets, as required by the Federal Transit Administration's National Transit Database and the Illinois Department of Transportation. The AE and CSO evaluate the information monthly to identify trends in performance and safety. If anomalies are noted in the data, ACT staff investigates to identify the cause of the variance.

The monthly data collected include:

- ESRP
- Regular review of camera footage
- Passenger Counts by Route by Day
- Total Revenue Hours
- Accident Log (Preventable/Non-Preventable) (AFR)
- Employee Injuries (IFR)
- Complaints (Valid/Invalid)
- Road Calls (Vehicle Breakdowns that Require Maintenance to Scene and/or Towing)
- Monthly National Transit Database (NTD) Report to include the following:
  - Major Events (total)
  - Major Event Rate (/VRM)
  - Collision Rate (/VRM)
  - Pedestrian Collision Rate (/VRM)
  - Vehicular Collision Rate (/VRM)
  - Fatalities (Total)

- Fatalities Rate (/VRM)
- Transit Employee/Contractor Fatality Rate (/VRM)
- Transit Vehicle Operator (/VRM)
- Other Transit Staff (/VRM)
- Injuries (Total)
- Injury Rate (/VRM)
- Transit Employee/Contractor Injury Rate (/VRM)
- Transit Operator Injury Rate (/VRM)
- Other Transit Staff Injury Rate (/VRM)
- Assaults on Transit Workers (Total)
- Rate of Assaults on Transit Workers (/VRM)
- Collisions (Total)
- Safety Events
- System Reliability
- Vehicle Inspection Report (Maintenance and Daily Vehicle Inspection Reports)
- Preventive Maintenance

ACT uses an Excel program to track these data points and analyze trends.

MCT's AE or the ACT staff will also review assets, records, and processes to ensure compliance with contractual obligations, contractors, ASP, and Federal regulations.

ACT uses strategies and recommendations to minimize exposure to infectious diseases, consistent with guidelines of the Centers for Disease Control and Prevention or a State health authority. ACT provides hand sanitizer at the base of operations and personal hand sanitizer, gloves, masks, and COVID-19 tests.

We offer an employee benefit called Personal Assistance Services (PAS), designed to remove financial barriers to care for our employees. This service provides immediate support for various life events, personally arranges individual and organizational services, and delivers consultative account management around the clock, 24/7. By helping to alleviate life stressors, we aim to retain employees, improve productivity, enhance success, and bolster our reputation and safety while providing quality service. We aim to foster a healthy work environment and ensure happy employees by improving their overall quality of life.

MCT partnered with Chestnut Health Systems to enhance community outreach for individuals in crisis. Chestnut is a private, not-for-profit organization that supports individuals at transfer stations, bus stops, and trails throughout Madison County. Their professionals will engage with riders, conduct screenings, and connect individuals to necessary services, including mental health support, substance use treatment, primary medical care, and community recovery resources. Their services include individual assessments, emergency and safety planning, and overdoses on the Madison County Transit (MCT) system; this partnership aims to create a safer, more supportive environment for all riders and to better assist transit workers in managing behavior and health-related situations. MCT is designed to ensure that residents of all income levels and abilities can access its services. This partnership exemplifies our commitment to serving the residents and communities of Madison County while fostering trust and rapport with riders.

MCT has long collaborated with local police law enforcement and recently expanded its efforts to include a qualified private security firm that provides a trained, unarmed security specialist to patrol facilities.. A security presence and assistance for ACT staff in areas with many individuals in crisis to enforce policies, address unauthorized behavior, report illegal activity to law enforcement, and identify potential safety and security threats. This security presence deters bad behavior and helps de-escalate situations until police arrive.

***Safety Risk Assessment: The methods or processes to assess the safety risks associated with identified safety hazards.***

The SC asks the following questions:

- Severity evaluation: Determining the potential level of injury or damage resulting from a hazard.
- Likelihood assessment: This involves assessing the probability of a hazard occurring based on factors like frequency of exposure and control measures in place.

- Who could be harmed: Identifying individuals or groups potentially affected by the hazard.

Then, use one or a combination of the standard risk assessment techniques:

- What-if analysis: Brainstorming potential scenarios to identify hazards by asking "what if" questions.
- Hazard and Operability (HAZOP) study: A structured method to identify potential hazards by systematically reviewing design and operating parameters.
- Failure Mode and Effects Analysis (FMEA): Examining potential system failures and their consequences to identify areas for improvement.
- Bowtie analysis: A visual representation of the causal chain of events leading to an incident, including preventive and mitigating controls.
- Layer of Protection Analysis (LOPA): This evaluation of the effectiveness of multiple safety layers in preventing a hazardous event.

Important considerations:

- Qualitative vs. Quantitative assessments: Qualitative assessments use descriptive terms to evaluate risk (e.g., high, medium, low), while quantitative assessments use numerical data to calculate risk levels.
- Context matters: Risk assessments should be tailored to the specific workplace, considering factors like the nature of work, employee skills, and environmental conditions.
- Determine if safety risk mitigation is necessary.
- The agency considers guidance provided by oversight authorities, such as FTA, DOT, CDC, OSHA, and other transit agencies' past and present successes or failures.

***Safety Risk Mitigation: The methods or processes to identify mitigations or strategies necessary for risk assessment.***

Mitigations must be prioritized based on severity and likelihood, which is scaled based on the FTA's Safety Risk Register.

Key methods to mitigate safety risks:

- Elimination: Completely removing the hazard from the workplace is considered the most effective control measure.
- Substitution: Replace a hazardous substance or process with a less dangerous alternative.
- Engineering controls: Modify equipment, design processes, or implement physical changes to reduce exposure to the hazard.
- Administrative controls: Implement work procedures, schedules, or policies to minimize exposure to the hazard, like rotating tasks or limiting exposure time.
- Personal Protective Equipment (PPE): Provide workers with equipment like gloves, safety glasses, or respirators to protect them from the hazard, but only when other controls are not feasible.

Essential considerations when mitigating safety risks:

- What existing safety risk mitigations are currently in place? Can they be added to or modified? Does it need to be retrained or reiterated routinely to make it more effective?
- Training and communication: Ensure employees are adequately trained in safety procedures, hazard identification, and proper control measure use.
- Monitoring and review: Regularly monitor the effectiveness of implemented controls and review safety procedures to identify areas for improvement.

## Section 11. Safety Assurance

### **Safety Performance Monitoring and Measurement**

*Describe activities to monitor the system for compliance with procedures for operations and maintenance.*

ACT evaluates compliance with operations and maintenance procedures to determine whether existing rules and procedures are sufficient to control safety risks. ACT also assesses the effectiveness of safety risk mitigations to ensure they are appropriate and implemented as intended. This includes investigating safety events to identify causal factors and analyzing safety reporting and data information.

ACT is governed by manuals, instructions, bulletins, rules, notices, standard operating procedures (SOPs), and vendor information.

To ensure compliance with and sufficiency of operations and maintenance procedures, ACT carries out the following activities:

- Ride Evaluations: Instruction is performed firsthand by staff observations of the operator's driving habits and provides the opportunity for immediate verbal and written feedback. Ride evaluations are designed to uncover and point out unsafe practices and give positive reinforcement for safe driving practices. Ride evaluations can occur as a reactive measure (post-event, customer complaints, or documented violations of safety rules) or proactively, such as when the operator is learning a new route or receiving other types of instruction. The results are documented.
- Random Observations: Supervisors and video reviewers may observe bus operators to ensure compliance with traffic laws, operating rules, and procedures. Any observed violations will be documented and submitted to management.
- Behavior-Based Safety Observations: Management observes employees or contractors performing assigned tasks and evaluates their actions on a day-to-day basis. Management discusses observations with the employee(s) or contractor constructively and positively. Management will immediately address acts that are life-threatening or unsafe.
- Vehicle and Facility Inspections and Records Review: Trained personnel from each department conduct and document monthly safety inspections of maintenance and operations facilities for vehicles and infrastructure. These personnel create records, review records, and follow up on activities.
- Video Monitoring: Staff review video events daily to ensure timely coaching, retraining, or discipline for unsafe acts. Supervisors and/or training personnel address coachable events one-on-one with staff. Additionally, staff review recordings when reporting non-compliance with safety rules or for post-event investigation.
- Verification of Transit Training Compliance: ACT is registered with the Federal Motor Carrier Safety Administration (FMCA) as a private provider of Entry Level Driver Training (ELDT) to meet regulations and certifications for commercial driver's license (CDL) applicants.

The CSO collaborates with the managers in each department to review and investigate findings that have implications for agency-wide compliance with and sufficiency of operations and maintenance procedures and to determine the root cause and contributing factors for any issues.

ACT staff meet bi-weekly for one-hour safety meetings, covering syllabus or trending topics observed in the past weeks.

ACT collects monthly data, including safety and performance data. This data is used annually to develop the safety performance targets included in this plan. ACT uses current and historic safety data to establish targets while monitoring monthly data to identify trends requiring mitigation actions.

At all times, ACT will maintain documents that are outlined in its Public Transportation Agency Safety Plan ("PTASP"), including those related to the implementation of its Safety Management System ("SMS") and results from SMS processes and activities. MCT will maintain documents included in whole, or by reference, that describe the programs, policies, and procedures the agency uses to carry out PTASP. These documents will be made available upon request by the Federal Transit Administration, other Federal entity, or a State Safety Oversight

Agency with jurisdiction. MCT will maintain these documents for a minimum of three years after they are created per 49 CFR Part 673, Public Transportation Agency Safety Plans.

*Describe activities to monitor operations to identify any safety risk mitigations that may be ineffective, inappropriate, or poorly implemented.*

ACT monitors safety risk mitigations to determine if they may be ineffective, inappropriate, or not implemented as intended. Working with CSO, ACT supervisors, managers, and subject matter experts, develop mitigation monitoring plans for mitigations implemented through ACT's SRM process. The Safety Committee monitors plans and tracks them through the FTA-recommended safety risk register. Based on the assessment, the Safety Committee and the CSO will determine whether additional investigation and/or monitoring is required or if the specific issue or condition needs to be further addressed. The CSO oversees and tracks the assignment or responsibilities and timelines for implementing new mitigations and eliminating mitigations that are no longer necessary or effective.

*Describe activities to conduct investigations of safety events, including identifying causal factors.*

Operations and maintenance management are responsible for immediately notifying the CSO of any safety event. The CSO notifies the AE or designated personnel of any events that result in fatality, serious injury, or property damage to vehicles or private property. The CSO will record and track the safety events in an electronic event log. The CSO will assemble an investigation team with the required skills and expertise to gather facts pertinent to understanding the circumstances leading up to the safety event, reconstruct the sequence of events, analyze data, and establish conclusions if necessary. ACT will examine all safety events to determine causal and latent organizational factors that may contribute to the safety event, which includes process, human factors, management decision-making and resource support, equipment, tools and materials, environmental, existing relevant mitigations, and other causes and contributing factors.

*Describe activities to monitor information reported through internal safety reporting programs.*

The CSO and SC routinely review safety data and information captured in the ESR and other safety communications channels.

### **Management of Change**

*Describe the process for identifying and assessing changes that may introduce new hazards or impact safety performance.*

ACT understands that change may affect the appropriateness or effectiveness of existing risk mitigation strategies. In addition, change may inadvertently introduce new hazards and safety risks in daily operations. ACT will identify and assess changes that may introduce new hazards or impact safety performance. If, because of this investigation, it is determined that change may impact safety performance, then an evaluation will be conducted to apply process changes, implement management process changes, or utilize engineering modifications for safety.

### **Continuous Improvement**

*Describe the process for assessing safety performance. Describe the process for developing and carrying out plans to address identified safety deficiencies.*

If we identify any deficiencies, we develop and conduct, under the direction of the Accountable Executive, a plan to address the identified safety deficiencies.

ACT assesses the transit agency's safety performance annually. In January of each year, at the SC meeting, we look at the 3-year trends and decide if additional risk mitigations are necessary.

During annual updates of the PTASP plan, the agency will review and identify deficiencies in the SMS and the agency's performance against the FTA's safety performance targets.

ACT identifies deficiencies in the agency's performance against annual safety performance targets set by the SC for the risk reduction program.

The SC plays a vital role in continuously improving ACT's safety performance by identifying and mitigating deficiencies.

## Section 12. Safety Promotion

### **Competencies and Training**

*Describe the safety training program for all agency employees and contractors directly responsible for safety.*

Safety promotion ensures that ACT employees and contractors are aware of policies and procedures related to the safety of agency operations, specifically those related to their areas of work. This includes reporting on safety concern identification and reporting training. De-escalation training is required to be completed by maintenance personnel, operations personnel, and personnel directly responsible for safety. ACT's comprehensive safety training program applies to all employees directly accountable for safety, which includes all operations, maintenance workers, and workers directly responsible for safety. This training includes instruction, occasional testing to verify competency, and refresher training and recertification to ensure employees remain current. Training programs include safety, policy, compliance, and performance. Additionally, employees receive training from outside organizations, such as local first responders and state and federal training programs. Training files are included in periodic site reviews by MCT to ensure training policies are kept current and are relative to current events or trends in safety.

### **Safety Communication**

*Describe processes and activities to communicate information on organizational safety and performance.*

As part of the new hire training, ACT distributes safety policies and procedures, which are included in the handbook, and guidelines to all employees. ACT provides training on these policies and procedures and discusses them during safety talks between supervisors, operators, and vehicle technicians. For newly emerging safety issues or events, the CSO issues bulletins or messages to employees that supervisors reinforce in one-on-one or group discussions. The CSO develops materials and courses to explain the rationale behind the changes to policies, procedures, SOPs, and work instructions that address hazards and safety risks relevant to employees' roles and responsibilities. The CSO works with executive management (representing appropriate functions) to define specific, safety-related information that ACT needs to communicate with different employee groups. ACT also uses multiple approaches to communicate pertinent safety information to the Board of Trustees, management, and individual employees across all ACT functions, as appropriate. ACT provides target communications to inform employees of safety actions taken in response to reports submitted through the ESRP, such as newsletters, handouts and flyers, safety talks, updates to bulletin boards, and one-on-one discussions between employees and supervisors. The CSO works with each operating function to ensure all safety communication-related activities occur as scheduled and maintains documentation of communication processes, procedures, and records of safety communications. The safety performance information is posted within the PTASP plan throughout the agency's HR bulletin boards.



## Section 13. Additional Information

### Safety Documentation

*Documentation used to implement and carry out the ASP that is not included elsewhere in this plan should be included or referenced.*

This PTASP was developed from information in other documents, policies, guidelines, procedures, and manuals.

Those documents are listed below:

- ACT Driver Handbook
- ACT Employee Handbook
- ACT Internal Controls
- ACT Maintenance Guidelines
- ACT Safety Plan
- ACT Safety Violation and Accident Point System
- Introduction to Driver Rules and Regulations
- Training Guides

## Definitions of Terms Used in the Safety Plan

MCT incorporates FTA's definitions in 49 CFR § 673.5 of the Public Transportation Agency Safety Plan regulation.

Term	Definition
<b>Accountable Executive (AE)</b>	means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a transit agency; responsibility for carrying out the transit agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the transit agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the transit agency's Transit Asset Management Plan, in accordance with 49 U.S.C. 5326.
<b>Assault on Transit Worker</b>	means, as defined under 49 U.S.C. 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of a transit worker.
<b>Centers for Disease Control (CDC)</b>	means the Centers for Disease Control and Prevention of the United States Department of Health and Human Services.
<b>Chief Safety Officer (CSO)</b>	means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

<b>Term</b>	<b>Definition</b>
<b>Direct Recipient</b>	means an entity that receives Federal financial assistance directly from the Federal Transit Administration.
<b>Emergency</b>	means, as defined under 49 U.S.C. 5324, a natural disaster affecting a wide area (such as a flood, hurricane, tidal wave, earthquake, severe storm, or landslide) or catastrophic failure from any external cause, as a result of which the Governor of a State has declared an emergency and the Secretary has concurred; or the President has declared a major disaster under section 401 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170).
<b>Equivalent Entity</b>	means an entity that carries out duties similar to that of a Board of Directors for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.
<b>FTA</b>	means the Federal Transit Administration, an operating administration within the United States Department of Transportation.
<b>Hazard</b>	means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
<b>Injury</b>	means any harm to persons as a result of an event that requires immediate medical attention away from the scene.
<b>Investigation</b>	means the process of determining the causal and contributing factors of a safety event, or hazard, for the purpose of preventing recurrence and mitigating safety risk.
<b>Joint Labor-Management Process</b>	means a formal approach to discuss topics affecting transit workers and the public transportation system.
<b>Large Urbanized Area Provider</b>	means a recipient or subrecipient of financial assistance under 49 U.S.C. 5307 that serves an urbanized area with a population of 200,000 or more determined by the Census data.
<b>National Public Transportation Safety Plan (NPTSP)</b>	means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.
<b>Near-Miss</b>	means a narrowly avoided safety event.
<b>Operator</b>	of a public transportation system means a provider of public transportation.

<b>Term</b>	<b>Definition</b>
<b>Performance Measure</b>	means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
<b>Potential Consequence</b>	means the effect of a hazard.
<b>Public Transportation</b>	means, as defined under 49 U.S.C. 5302, regular continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and does not include: <ul style="list-style-type: none"> <li>• Intercity passenger rail transportation provided by the entity described in 49 U.S.C. chapter 243 (or a successor to such entity).</li> <li>• Intercity bus service.</li> <li>• Charter bus service.</li> <li>• School bus service.</li> <li>• Sightseeing service.</li> <li>• Courtesy shuttle service for patrons of one or more specific establishments; or</li> <li>• Intra-terminal or intra-facility shuttle service.</li> </ul>
<b>Public Transportation Agency Safety Plan (or Agency Safety Plan) (PTASP)</b>	means the documented comprehensive Agency Safety Plan for a transit agency that is required by 49 U.S.C. 5329 and Part 673.
<b>Recipient</b>	means State or local governmental authority, or any other operator of a public transportation system, that receives financial assistance under 49 U.S.C. chapter 53.
<b>Roadway</b>	means land on which rail transit tracks and support infrastructure have been constructed to support the movement of rail transit vehicles, excluding station platforms.
<b>Safety Assurance</b>	means processes within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
<b>Safety Committee</b>	means the formal joint labor-management committee on issues related to safety that is required by 49 U.S.C. 5329 and this part.
<b>Safety Event</b>	means an unexpected outcome resulting in injury or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
<b>Safety Management Policy</b>	means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities for the management of safety.

<b>Term</b>	<b>Definition</b>
<b>Safety Management System (SMS)</b>	means the formal, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing hazards and safety risk.
<b>Safety Management System Executive</b>	means a Chief Safety Officer or an equivalent.
<b>Safety Performance Target</b>	means a quantifiable level of performance or condition, expressed as a value for the measure, related to safety management activities, to be achieved within a specified time period.
<b>Safety Promotion</b>	means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
<b>Safety Risk</b>	means the composite of predicted severity and likelihood of a potential consequence of a hazard.
<b>Safety Risk Assessment</b>	means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risk.
<b>Safety Risk Management</b>	means a process within a transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating the safety risk of their potential consequences.
<b>Safety Risk Mitigation</b>	means a method or methods to eliminate or reduce the severity and/or likelihood of a potential consequence of a hazard.
<b>Safety Set-Aside</b>	means the allocation of not less than 0.75 percent of assistance received by a large urbanized area provider under 49 U.S.C. 5307 to safety related projects eligible under 49 U.S.C. 5307.
<b>Serious Injury</b>	means any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date when the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second or third-degree burns, or any burns affecting more than 5 percent of the body surface.
<b>State</b>	means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.
<b>State of Good Repair</b>	means the condition in which a capital asset is able to operate at a full level of performance.

<b>Term</b>	<b>Definition</b>
<b>State Safety Oversight Agency</b>	means an agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and (k) and the regulations set forth in 49 CFR part 674.
<b>Subrecipient</b>	means an entity that receives Federal transit grants funds indirectly through a State or a direct recipient.
<b>Transit Agency</b>	means an operator of a public transportation system that is a recipient or subrecipient of Federal financial assistance under 49 U.S.C 5307 or a rail transit agency.
<b>Transit Asset Management Plan</b>	means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR Part 625.
<b>Transit Worker</b>	means any employee, contractor, or volunteer working on behalf of the transit agency.
<b>Urbanized Area</b>	means, as defined under 49 U.S.C. 5302, an area encompassing a population of 50,000 or more that has been defined and designated in the most recent decennial census as an “urbanized area” by the Secretary of Commerce.

## Commonly Used Acronyms

Acronym	Word or Phrase
ACST	Access Control and Security Technician
ADA	Americans with Disabilities Act of 1990
AE	Accountable Executive
ASP	Agency Safety Plan (also referred to as a PTASP in Part 673)
CDL	Commercial Driver's License
CFR	Code of Federal Regulations
CSO	Chief Safety Officer
ELDT	Entry-Level Driver Training
ESRP	Employee Safety Reporting Program
FMCSA	Federal Motor Carrier Safety Administration
FMEA	Failure Mode and Effects Analysis
FTA	Federal Transit Administration
HAZOP	Hazard and Operability
IDOT	Illinois Department of Transportation
LOPA	Layer of Protection Analysis
MCT	Madison County Transit
MPO	Metropolitan Planning Organization
NTD	National Transit Database
Part 673	49 CFR Part 673 (Public Transportation Agency Safety Plan)
PTASP	Public Transportation Agency Safety Plan
SC	Safety Committee
SMS	Safety Management System
SOP	Standard Operating Procedure
SRM	Safety Risk Management
U.S.C.	United States Code
VRM	Vehicle Revenue Miles

## **RESOLUTION 25-55**

### **AUTHORIZING AN AWARD OF CONTRACT FOR CONFLUENCE TRAIL RECONSTRUCTION**

**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.); and,

**WHEREAS**, the District passed a resolution on January 28, 1993, February 25, 1999, and again on April 27, 2006, to comply with 70 ILCS 3610/5(14) of the Local Mass Transit Act to acquire, develop, operate, and maintain bikeways and trails as a public service to benefit and offer recreational opportunities to the residents of and visitors to Madison County, Illinois; and,

**WHEREAS**, the District passed Resolution 24-53 on March 28, 2024, authorizing the adoption of the MCT Trails Master Plan which includes a goal to prioritize capital investments that are cost-effective, expand access to disadvantaged areas and populations, improve safety, and enhance the experience of using the MCT Trails, including a strategy in support this goal to monitor trail conditions on an ongoing basis to identify and make needed repairs in a timely fashion; and,

**WHEREAS**, while the District is diligent in trail maintenance, levee maintenance by the property owners requires heavy-machinery traffic on the trail compounding upon the normal surface degradation; and,

**WHEREAS**, constructed in 2000, the MCT Confluence Trail is now due for a reconstruction to continue providing a safe, accessible experience for Madison County residents and visitors of all ages and abilities; and,

**WHEREAS**, an invitation for Bids (IFB) was issued on February 11, 2025, in order to select a competent, experienced company to perform the work associated with reconstruction of the Confluence Trail from West 7<sup>th</sup> Street in Hartford, Illinois, to Canal Road in Wood River, Illinois; and,

**WHEREAS**, two (2) bids were received, and Stutz Excavating, Inc. from Alton, Illinois, submitted the lowest responsive and responsible bid in the amount \$948,890.90, a price analysis deemed the bid fair and reasonable, and a responsibility determination review concluded Stutz Excavating, Inc. exhibits adequate organization, financial condition, and other characteristics necessary to successfully carry out the project; and,

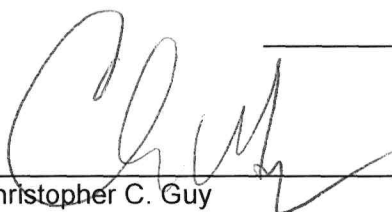


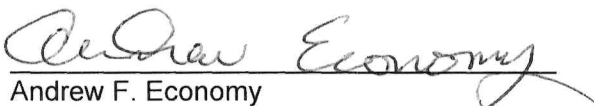

**WHEREAS**, funding assistance in the amount of \$300,000 will be provided by the Metro East Park and Recreation District.

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

1. A notice of intent to award a contract be delivered to Stutz Excavating, Inc. of Alton, Illinois, in the amount of nine hundred forty-eight thousand, eight hundred ninety dollars and ninety cents (\$948,890.90) for the construction project known as Confluence Trail Improvements No. 25-1-21301.
2. Pending the receipt of required documentation from Stutz Excavating, Inc., within the time period specified in the IFB, and the expiration of the District's bid protest period, the District authorizes the award of a contract and notice to proceed be delivered to Stutz Excavating, Inc. of Alton, Illinois, in the amount of nine hundred forty-eight thousand, eight hundred ninety dollars and ninety cents (\$948,890.90) for the construction project known as Confluence Trail Improvements No. 25-1-21301.

3. 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 Madison County Mass Transit District, Madison County, Illinois, on this twenty-seventh day of March 2025.

 _____ Christopher C. Guy	 _____ Ronald L. Jedda, Chairman	 _____ Allen P. Adomite
 _____ Andrew F. Economy	 _____ David J. Sherrill	

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, March 27, 2025, 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, MADISON COUNTY, ILLINOIS AS FOLLOWS THAT:

1. A notice of intent to award a contract be delivered to Stutz Excavating, Inc. of Alton, Illinois, in the amount of nine hundred forty-eight thousand, eight hundred ninety dollars and ninety cents (\$948,890.90) for the construction project known as Confluence Trail Improvements No. 25-1-21301.
2. Pending the receipt of required documentation from Stutz Excavating, Inc., within the time period specified in the IFB, and the expiration of the District's bid protest period, the District authorizes the award of a contract and notice to proceed be delivered to Stutz Excavating, Inc. of Alton, Illinois, in the amount of nine hundred forty-eight thousand, eight hundred ninety dollars and ninety cents (\$948,890.90) for the construction project known as Confluence Trail Improvements No. 25-1-21301.
3. 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 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-seventh day of March 2025.



**To:** SJ Morrison, Managing Director  
**From:** Penny Brown, Director of Grants and Procurement  
Katie Manno, Procurement Associate  
**Project:** Confluence Trail Improvements 25-1-21301  
**Date:** March 19, 2025

An Invitation for Bids (IFB) was issued on February 11, 2025, seeking sealed bids for the Confluence Trail Improvements project. The project consists of reconstructing a portion of the MCT Confluence trail from West 7th Street in Hartford, Illinois, to Canal Road in Wood River, Illinois. The work includes cement modified full depth reclamation, hot-mix asphalt binder and surface course, P.C.C. driveway pavement, pavement markings, signage, seeding and other associated work necessary to complete the improvements in accordance with the plans and specifications.

Two bids were received. Stutz Excavating, Inc. was identified as the apparent low bidder. A price analysis deemed their bid price fair and reasonable; their bid was 6½% higher than the engineer's cost estimate. A responsibility determination review concluded they exhibit adequate organization, financial condition, and other characteristics necessary to successfully carry out the project.

Substantial completion of the project is anticipated to occur within 150 calendar days from notice-to-proceed.

Recommendation is being made for a contract award to the lowest responsive and responsible bidder, Stutz Excavating, Inc., in the amount of \$948,890.90, subject to additions and deductions based on the actual quantities used, for construction of the project known as Confluence Trail Improvements No. 25-1-21301.

Bidder	Bid	Notes
Stutz Excavating, Inc. Alton, Illinois	\$948,890.90	Contract award recommendation
Keller Construction, Inc. Glen Carbon, Illinois	\$1,341,000.00	

Funding assistance in the amount of \$300,000 is being provided by the Metro East Park and Recreation District.

**ORDINANCE NO. 25-02**

**AN ORDINANCE APPROVING AND ACCEPTING THE TRANSFER OF CERTAIN REAL ESTATE TO MADISON COUNTY MASS TRANSIT DISTRICT, MADISON COUNTY, ILLINOIS**

**WHEREAS**, Madison County Mass Transit District ("District") is a municipal corporation, in accordance with 70 ILCS 3610/3, and it is authorized to receive real estate pursuant to the Local Government Property Transfer Act (50 ILCS 605/1, *et seq.*); and

**WHEREAS**, the Trustees of the District believe it is necessary and in the best interests and convenience of the District to use, occupy, or improve the real estate for public purposes and more particularly delineated in this Ordinance; and

**WHEREAS**, the District intends to accept conveyance of the real estate pursuant to 50 ILCS 605/2.

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

**Section 1.** All of the foregoing recitals are hereby incorporated in and made a part of this ordinance and adopted as express findings of the District.

**Section 2.** It is hereby declared that it is necessary or convenient for the District to use, occupy, or improve the following real estate for public purposes:

Transferor: City of Wood River, Illinois

Property Description:

THAT PART OF LOTS 21, 22, AND 23 IN BLOCK 2 OF RIVERVIEW ADDITION AT BENBOW CITY, ACCORDING TO THE PLAT THEREOF RECORDED IN THE RECORDER'S OFFICE OF MADISON COUNTY, ILLINOIS, IN PLAT BOOK 7, PAGE 58; THAT PART OF A 10 FOOT WIDE STRIP OF LAND, BEING PART OF AN ALLEY VACATED BY ORDINANCE NO. 1103 RECORDED IN BOOK 2927, PAGE 126, LYING WESTERLY OF AN ADJACENT TO THE SOUTHWEST LINE OF SAID LOT 21 IN RIVERVIEW ADDITION, AND THAT PART OF A 50 FOOT WIDE STRIP OF LAND LYING IMMEDIATELY WEST OF, AND ADJACENT TO, SAID 10 FOOT WIDE VACATED ALLEY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF LOT 23 IN BLOCK 2 OF SAID RIVERVIEW ADDITION, SAID POINT BEING 24.0 FEET LEFT OF STATION 28+21.70 ON THE SURVEY CENTERLINE OF FEDERAL AID ROUTE 789 AS SAID CENTERLINE IS SURVEYED AND STAKED OUT FOR THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS AND SHOWN ON A PLAT RECORDED IN ROAD RECORD 10, PAGE 53; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID LOT 23, A DISTANCE OF 18.00 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED, SAID POINT OF BEGINNING BEING ON THE NORTHERLY RIGHT OF WAY LINE OF FEDERAL AID ROUTE 789 AS DESCRIBED IN A DEED FROM GROVELAND ENTERPRISES, INC., TO THE PEOPLE OF THE STATE

OF ILLINOIS DATED MARCH 31, 1980, AND RECORDED IN BOOK 3165, PAGE 153; THENCE CONTINUING NORTHERLY, ALONG SAID EAST LINE OF LOT 23, A DISTANCE OF 107 FEET TO THE NORTHEAST CORNER OF SAID LOT; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID LOTS 21, 22, AND 23, AND THEIR WESTERLY PROLONGATION, A DISTANCE OF 280 FEET, MORE OR LESS, TO THE SOUTHWESTERLY LINE OF THE 50 FOOT WIDE STRIP OF LAND DESCRIBED IN A DEED RECORDED IN BOOK 2555, PAGE 54; THENCE SOUTHEASTERLY, ALONG SAID SOUTHWESTERLY LINE, A DISTANCE OF 115 FEET, MORE OR LESS, TO THE NORTHWESTERLY RIGHT OF WAY LINE OF F.A. ROUTE 789; THENCE SOUTHEASTERLY AND EASTERLY, ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE, A DISTANCE OF 199.52 FEET TO THE POINT OF BEGINNING.

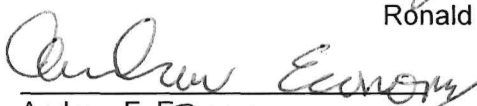

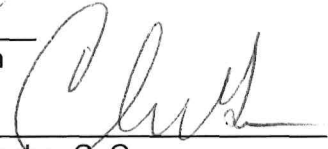


SITUATED IN THE COUNTY OF MADISON AND THE STATE OF ILLINOIS.

PIN: 19-1-08-28-08-205-004; 19-1-08-28-08-205-037

**Section 3.** If any section, subdivision, or sentence of this ordinance shall for any reason be held invalid or to be unconstitutional, such decision shall not affect the validity of the remaining portion of this ordinance.

**Section 4.** District Managing Director and his designated agents are hereby authorized and directed to execute all such further documents, including but not limited to a relevant Intergovernmental Agreement governing the transfer, and take all such further actions as they shall deem necessary and appropriate, in consultation with the District's legal counsel, to effectuate the property transfer contemplated and described herein.

This Ordinance is hereby adopted on this twenty-seventh day of March 2025 by the Board of Trustees of the Madison County Mass Transit District.

 _____ Andrew F. Economy	 _____ Ronald L. Jedda, Chairman	 _____ Christopher C. Guy
 _____ Allen P. Adomite		 _____ David J. Sherrill

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 seal of the records and files of the Madison County Mass Transit District.

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, March 27, 2025 an ordinance 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 Ordinance.

**NOW, THEREFORE, BE IT ORDAINED BY THE CHAIRMAN AND THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT, AS FOLLOWS:**

**Section 1.** All of the foregoing recitals are hereby incorporated in and made a part of this ordinance and adopted as express findings of the District.

**Section 2.** It is hereby declared that it is necessary or convenient for the District to use, occupy, or improve the following real estate for public purposes:

Transferor: City of Wood River, Illinois

Property Description:

THAT PART OF LOTS 21, 22, AND 23 IN BLOCK 2 OF RIVERVIEW ADDITION AT BENBOW CITY, ACCORDING TO THE PLAT THEREOF RECORDED IN THE RECORDER'S OFFICE OF MADISON COUNTY, ILLINOIS, IN PLAT BOOK 7, PAGE 58; THAT PART OF A 10 FOOT WIDE STRIP OF LAND, BEING PART OF AN ALLEY VACATED BY ORDINANCE NO. 1103 RECORDED IN BOOK 2927, PAGE 126, LYING WESTERLY OF AN ADJACENT TO THE SOUTHWEST LINE OF SAID LOT 21 IN RIVERVIEW ADDITION, AND THAT PART OF A 50 FOOT WIDE STRIP OF LAND LYING IMMEDIATELY WEST OF, AND ADJACENT TO, SAID 10 FOOT WIDE VACATED ALLEY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF LOT 23 IN BLOCK 2 OF SAID RIVERVIEW ADDITION, SAID POINT BEING 24.0 FEET LEFT OF STATION 28+21.70 ON THE SURVEY CENTERLINE OF FEDERAL AID ROUTE 789 AS SAID CENTERLINE IS SURVEYED AND STAKED OUT FOR THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS AND SHOWN ON A PLAT RECORDED IN ROAD RECORD 10, PAGE 53; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID LOT 23, A DISTANCE OF 18.00 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED, SAID POINT OF BEGINNING BEING ON THE NORTHERLY RIGHT OF WAY LINE OF FEDERAL AID ROUTE 789 AS DESCRIBED IN A DEED FROM GROVELAND ENTERPRISES, INC., TO THE PEOPLE OF THE STATE OF ILLINOIS DATED MARCH 31, 1980, AND RECORDED IN BOOK 3165, PAGE 153; THENCE CONTINUING NORTHERLY, ALONG SAID EAST LINE OF LOT 23, A DISTANCE OF 107 FEET TO THE NORTHEAST CORNER OF SAID LOT;

THENCE WESTERLY, ALONG THE NORTH LINE OF SAID LOTS 21, 22, AND 23, AND THEIR WESTERLY PROLONGATION, A DISTANCE OF 280 FEET, MORE OR LESS, TO THE SOUTHWESTERLY LINE OF THE 50 FOOT WIDE STRIP OF LAND DESCRIBED IN A DEED RECORDED IN BOOK 2555, PAGE 54; THENCE SOUTHEASTERLY, ALONG SAID SOUTHWESTERLY LINE, A DISTANCE OF 115 FEET, MORE OR LESS, TO THE NORTHWESTERLY RIGHT OF WAY LINE OF F.A. ROUTE 789; THENCE SOUTHEASTERLY AND EASTERLY, ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE, A DISTANCE OF 199.52 FEET TO THE POINT OF BEGINNING.

SITUATED IN THE COUNTY OF MADISON AND THE STATE OF ILLINOIS.

PIN: 19-1-08-28-08-205-004; 19-1-08-28-08-205-037

**Section 3.** If any section, subdivision, or sentence of this ordinance shall for any reason be held invalid or to be unconstitutional, such decision shall not affect the validity of the remaining portion of this ordinance.

**Section 4.** District Managing Director and his designated agents are hereby authorized and directed to execute all such further documents, including but not limited to a relevant Intergovernmental Agreement governing the transfer, and take all such further actions as they shall deem necessary and appropriate, in consultation with the District's legal counsel, to effectuate the property transfer contemplated and described herein.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District this twenty-seventh day of March 2025.

