



Connect Transit will livestream the Board of Trustees meetings when a YouTube link is provided on the agenda. Anyone who attends the meeting or addresses a public meeting during Public Comment time will be heard and may be seen on the livestream. Any audio and video captured will be in the recording.

If you are experiencing COVID-19 symptoms, please do not attend the meeting.

AGENDA

Connect Transit Board of Trustees, Regular Session

May 28, 2024 – 4:30 p.m.

Connect Transit Board Room, 351 Wylie Drive, Normal, IL 61761

YouTube Link: <https://youtube.com/live/Ua8TUCb3OiM?feature=share>

- A. Call to Order
- B. Roll Call
 - a. Attendance by Other Means/Virtual – Roll Call Vote
- C. Pledge of Allegiance and Mission Statement
- D. Public Comments
- E. Consent Agenda
 - a. Approval of Annual Meeting Minutes for April 23, 2024
 - b. Approval of Regular Session Minutes for April 23, 2024
 - c. Approval of Executive Session Minutes for April 23, 2024
 - d. Approval of Financial Information for April 2024
 - e. Monthly Statistical Reports for April 2024
 - f. Cardinal Infrastructure Federal Report
 - g. Cornerstone – Illinois Weekly Update
- F. Committee Reports
- G. New Business
 - a. Recommendation to Approve Federal Lobbying Services Contract Ext. – Roll Call Vote
 - b. Recommendation to Approve FY25 Health Insurance Renewal – Roll Call Vote
 - c. Recommendation to Approve 2024 Title VI Update – Roll Call Vote
 - d. Recommendation to Approve Title Change – Roll Call Vote
- H. Chairman’s Report
- I. General Manager’s Report
- J. Trustee Comments
- K. Executive Session
 - a. ILCS 120/2(c)(5) – Property Acquisition
- L. Adjournment

Mission:

Connect Transit provides safe, reliable transportation and access to opportunity to strengthen and enrich individual lives, our community, the economy, and the environment.





April 2024

Financial Reports



351 Wylie Drive, Normal, IL 61761



309-828-9833

connect-transit.com



info@connect-transit.com



Connect Transit Cash Disbursement Report April 2024

Name	Check Number	Date	Amount	Description
1st Ayd Corporation	00058672	05-Apr-24	\$493.08	Cleaning Supplies
A Drain Doctor	00058673	05-Apr-24	\$1,427.50	Building Maintenance
A.T.U. - C.O.P.E.	00058674	05-Apr-24	\$315.35	Payroll Deduction
ABC Bus Companies	00058675	05-Apr-24	\$299.89	Bus Parts
ABC Bus Companies	00058744	19-Apr-24	\$4,075.08	Bus Parts
Ace-Hi Glass Co.	00058745	19-Apr-24	\$138.00	Glass
Advance Auto Parts	00058676	05-Apr-24	\$913.06	Maintenance Supplies
Advance Auto Parts	00058747	19-Apr-24	\$1,472.15	Maintenance Supplies
Airgas USA, LLC	00058677	05-Apr-24	\$342.52	Welding Supplies
All About Eyes	00058748	19-Apr-24	\$270.00	Safety/Training
Amalgamated Transit Union Local 752	00058678	05-Apr-24	\$7,699.60	Payroll Deduction
Amalgamated Transit Union Local 752	00058749	19-Apr-24	\$100.00	Payroll Deduction
Amazon Capital Service	00058679	05-Apr-24	\$840.37	Computer Hardware & Shop Tools
Amazon Capital Service	00058750	19-Apr-24	\$2,073.19	Bus Parts, Computer Hardware, Garage, Materials, Office Supplies & Shop Tools
Ancel Glink, P.C.	00058751	19-Apr-24	\$1,860.00	Legal Service
Awards Network	00058680	05-Apr-24	\$800.00	Employee Recognition
Awards Network	00058752	19-Apr-24	\$25.00	Employee Recognition
B & B Awards and Recognition, Inc	00058753	19-Apr-24	\$38.50	Printed Materials
Best One of Central IL	00058681	05-Apr-24	\$239.00	Outside Repair
Best One of Central IL	00058754	19-Apr-24	\$692.00	Outsode Repair
Blue Cross and Blue Shield of Illinois	00058806	24-Apr-24	\$149,287.40	Insurance
Blue Springs, Inc	00058755	19-Apr-24	\$180.00	Portable Restrooms
B-N Economic Development Council	00058756	19-Apr-24	\$75.00	Travel & Meetings
Bridgestone Americas	00058682	05-Apr-24	\$7,700.41	Tires
Cardinal Infrastructure, LLC	00058757	19-Apr-24	\$6,000.00	Consulting
Carle	00058683	05-Apr-24	\$271.50	Pre-Employment Physicals & Drug Testing
ChargePoint, Inc.	00058684	05-Apr-24	\$7,776.00	Software Licensing
Checkr, Inc.	00058685	05-Apr-24	\$521.94	New Hire Background Checks
ChemStation of Indiana	00058686	05-Apr-24	\$1,375.15	Garage Supplies
Childers Door Service of Central IL, LLC	00058758	19-Apr-24	\$1,521.36	Overhead Doors
CIRBN, LLC	00058759	19-Apr-24	\$147.13	Internet
CIT Trucks, LLC - Normal	00058687	05-Apr-24	\$5,175.30	Bus Parts
CIT Trucks, LLC - Normal	00058760	19-Apr-24	\$5,138.20	Bus Parts
City of Bloomington(Water)	00058688	05-Apr-24	\$961.12	Utilities
City of Bloomington(Water)	00058761	19-Apr-24	\$137.97	Utilities
Clark Baird Smith, LLP	00058762	19-Apr-24	\$1,218.75	Legal Service
Clean Exhaust Specialist	00058689	05-Apr-24	\$1,666.00	Bus Parts
Clean Exhaust Specialist	00058763	19-Apr-24	\$2,806.30	Bus Parts
Commerce	ACH	10-Apr-24	\$142.35	Bank Fees
Commerce	ACH	11-Apr-24	\$100.00	Interest Payment
Concur Technologies, Inc	00058764	19-Apr-24	\$378.75	Software
Corn Belt Energy Corp.	00058690	05-Apr-24	\$5,716.09	Utilities
Corn Belt Energy Corp.	00058765	19-Apr-24	\$6,437.44	Utilities
Cornerstone Government Affairs	00058691	05-Apr-24	\$3,958.33	Consulting
Cummins Sales and Service	00058692	05-Apr-24	\$352.86	Bus Parts
Custom Wash One, Inc	00058693	05-Apr-24	\$469.23	Garage Equipment Repair
DH Pace Company, Inc.	00058766	19-Apr-24	\$2,270.00	Door Repair
Don Owen Tire Service, Inc.	00058767	19-Apr-24	\$354.53	Bus Parts
Dovetail, Inc.	00058768	19-Apr-24	\$11,585.00	Consulting
Eagle Automotive	00058694	05-Apr-24	\$661.89	Bus Parts
Eagle Automotive	00058769	19-Apr-24	\$2,893.21	Bus Parts
Fast Signs	00058770	19-Apr-24	\$763.26	Bus Shelters, Benches, Signs
Fast Signs	00058807	24-Apr-24	\$1,967.80	Bus Shelters, Benches, Signs
Fastenal Company	00058695	05-Apr-24	\$39.84	Bus Parts
Fasteners Etc.	00058696	05-Apr-24	\$818.13	Maintenance Supplies
Fasteners Etc.	00058771	19-Apr-24	\$1,451.64	Maintenance Supplies
Fitzgerald Equipment Co., Inc.	00058697	05-Apr-24	\$1,468.90	Garage Equipment Repair
Galls, LLC	00058698	05-Apr-24	\$329.84	Admin & Driver Uniforms
Galls, LLC	00058772	19-Apr-24	\$653.01	Driver Uniforms
Garrett Specialties	00058773	19-Apr-24	\$613.35	Advertising- Promotions
Gary Bachman	00058774	19-Apr-24	\$65.24	Uniform Reimbursement
Genfare, LLC	00058699	05-Apr-24	\$621.52	Software and Hardware



Connect Transit Cash Disbursement Report April 2024

Name	Check Number	Date	Amount	Description
Gillig LLC	00058700	05-Apr-24	\$1,346.04	Bus Parts
Gillig LLC	00058775	19-Apr-24	\$1,318.33	Bus Parts
Global Industrial	00058701	05-Apr-24	\$1,464.53	Garage Supplies
Grainger	00058702	05-Apr-24	\$49.58	Office Cabinets
Great Plains Media	00058703	05-Apr-24	\$1,600.00	Radio Advertising
Hanson Industrial, Inc.	00058776	19-Apr-24	\$193.00	Garage Equipment Repair
Heritage-Crystal Clean, LLC	00058704	05-Apr-24	\$3,500.88	Environmental Services
Heritage-Crystal Clean, LLC	00058777	19-Apr-24	\$1,372.73	Environmental Services
Hicks Gas Bloomington LLC	00058705	05-Apr-24	\$1,471.40	LP Gas
HicksGas Bloomington LLC	00058778	19-Apr-24	\$809.29	LP Gas
Illinois Department of Employment	ACH	25-Apr-24	\$36,812.02	SUTA Payment
Illinois Department of Revenue	ACH	08-Apr-24	\$16,907.97	State Taxes
Illinois Department of Revenue	ACH	22-Apr-24	\$17,248.31	State Taxes
Illinois Dept of Revenue Wage Levy Unit	00058779	19-Apr-24	\$168.99	Payroll Deduction
Illinois Oil Marketing Equipment, Inc.	00058706	05-Apr-24	\$281.40	Fuel Station
Illinois State Disbursement	ACH	04-Apr-24	\$1,136.69	Payroll Deduction
Illinois State Disbursement	ACH	18-Apr-24	\$1,136.69	Payroll Deduction
JG Stewart	ACH	30-Apr-24	\$196,725.00	Bus Stops
Jeremy Schou	00058707	05-Apr-24	\$94.61	Uniform Reimbursement
Ken's Oil Service, Inc	00058708	05-Apr-24	\$47,555.64	Bus Parts, Fuel & Lubricants
Ken's Oil Service, Inc	00058780	19-Apr-24	\$46,146.73	Bus Parts, Fuel & Lubricants
Larry Spence	00058709	05-Apr-24	\$81.56	Uniform Reimbursement
Lewis, Yockey & Brown, Inc	00058781	19-Apr-24	\$527.00	Consulting
Mary Husa	00058710	05-Apr-24	\$401.28	Uniforms
McLean County Chamber of Commerce	00058711	05-Apr-24	\$600.00	Advertising- Promotions
Menards	00058712	05-Apr-24	\$41.97	Shop Tools
Menards	00058782	19-Apr-24	\$217.55	Building Maintenance & Materials & Supplies
Michelin North America, Inc	00058713	05-Apr-24	\$53.58	Tires
Midwest Equipment II	00058783	19-Apr-24	\$213.50	Lawn Maintenance Equipment
Midwest Transit Equipment, Inc.	00058714	05-Apr-24	\$1,475.58	Bus Parts
Midwest Transit Equipment, Inc.	00058784	19-Apr-24	\$426.96	Bus Parts
Mildred Williams	00058715	05-Apr-24	\$39.42	Uniform Reimbursement
Miller Janitor Supply	00058785	19-Apr-24	\$833.50	Maintenance Supplies
Missionsquare	ACH	04-Apr-24	\$36,330.86	Retirement
Missionsquare	ACH	18-Apr-24	\$36,032.99	Retirement
Mohawk Mfg. & Supply Co.	00058716	05-Apr-24	\$56.23	Bus Parts
Morris Avenue Garage	00058717	05-Apr-24	\$120.00	Vehicle Inspection
Motion Industries, Inc.	00058786	19-Apr-24	\$104.34	Bus Parts
Mounce Automotive, LLC	00058787	19-Apr-24	\$315.00	Vehicle Inspection
Mutual of Omaha	00058808	24-Apr-24	\$19,172.47	Life, AD&D, STD & LTD
Napa Auto Parts	00058718	05-Apr-24	\$50.60	Bus Parts
Napa Auto Parts	00058788	19-Apr-24	\$418.04	Bus Parts
Nicor Gas	00058719	05-Apr-24	\$3,340.28	Utilities
Normal CornBelters Baseball, LLC	00058789	19-Apr-24	\$6,000.00	Advertising- Promotions
Oberlander Alarm Systems, Inc.	00058720	05-Apr-24	\$230.00	Security Alarm Service Fee
ODP Business Solutions, LLC	00058721	05-Apr-24	\$105.43	Office Supplies
Payroll	ACH	04-Apr-24	\$278,187.92	
Payroll	ACH	18-Apr-24	\$288,908.07	
Phoenix Cars, LLC	00058722	05-Apr-24	\$45.53	Bus Parts
Piercy Auto Body	00058790	19-Apr-24	\$18,114.59	Outside Repair
Pitney Bowes Global Finance Services LLC	00058791	19-Apr-24	\$289.14	Office Equipment
Pro Air HVAC/Electrical	00058792	19-Apr-24	\$290.50	HVAC
Purchase Power	00058723	05-Apr-24	\$300.00	Postage
Remix Technologies	00058793	19-Apr-24	\$32,100.00	Software & Tech Support -
Renee Williams	00058724	05-Apr-24	\$38.05	Uniform Reimbursement
Republic Services # 368	00058725	05-Apr-24	\$762.36	Garbage Disposal
Roush CleanTech LLC	00058726	05-Apr-24	\$896.15	Bus Parts
SAIL Loans	00058794	19-Apr-24	\$336.06	Payroll Deduction
Sam Leman Chrysler Dodge Jeep	00058795	19-Apr-24	\$681.60	Bus Parts
Sam Leman Ford	00058727	05-Apr-24	\$309.05	Outside Repair
Sam Leman Ford	00058796	19-Apr-24	\$28.56	Outside Repair
Southtown Wrecker Service, Inc.,	00058728	05-Apr-24	\$627.50	Towing
Southtown Wrecker Service, Inc.,	00058797	19-Apr-24	\$277.50	Towing



**Connect Transit
Cash Disbursement Report
April 2024**

Name	Check Number	Date	Amount	Description
Sportworks Global, LLC	00058729	05-Apr-24	\$4,790.09	Bus Parts
Steven Burch	00058730	05-Apr-24	\$87.00	Uniform Reimbursement
Stratus Networks	00058731	05-Apr-24	\$3,308.77	Internet
SumnerOne, Inc.	00058732	05-Apr-24	\$1,351.59	Copier Lease
Sun Loan- Bloomington - IL	00058733	05-Apr-24	\$319.31	Payroll Deduction
Sun Loan- Bloomington - IL	00058798	19-Apr-24	\$319.31	Payroll Deduction
Supreme Radio Communications, Inc	00058734	05-Apr-24	\$28,398.11	Radio Maintenance
TALKBOX LLC	00058809	24-Apr-24	\$6,050.00	Office Equipment
Team Torque	00058735	05-Apr-24	\$167.00	Shop Tools
The Aftermarket Parts Company LLC	00058736	05-Apr-24	\$4,417.40	Bus Parts
The Aftermarket Parts Company LLC	00058799	19-Apr-24	\$1,528.15	Bus Parts
The Copy Shop	00058737	05-Apr-24	\$109.00	Printing
Town of Normal-Utility Billing	00058738	05-Apr-24	\$651.10	Utilities
TRAVELERS	00058739	05-Apr-24	\$11,943.67	Property Damage
Uline	00058800	19-Apr-24	\$183.04	Office Supplies
UPS	00058801	19-Apr-24	\$48.50	Shipping
USSC Group	00058740	05-Apr-24	\$393.96	Bus Parts
United States Treasury	ACH	08-Apr-24	\$91,915.42	Federal Taxes
United States Treasury	ACH	23-Apr-24	\$96,838.83	Federal Taxes
Verizon Wireless	00058741	05-Apr-24	\$3,530.36	Mobile Data Terminals for SS
Vestis Services, LLC (fka Aramark)	00058742	05-Apr-24	\$168.97	Cleaning Uniforms & Rugs
Vestis Services, LLC (fka Aramark)	00058802	19-Apr-24	\$674.24	Cleaning Uniforms & Rugs
Via Mobility, LLC	00058803	19-Apr-24	\$2,400.00	Consulting
VISA-Commerce Bank	00058804	19-Apr-24	\$256.16	Garage Equipment Repair
VISA-Commerce Bank	00058804	19-Apr-24	\$150.00	Advertising- Employment
VISA-Commerce Bank	00058804	19-Apr-24	\$16.11	Freight
VISA-Commerce Bank	00058804	19-Apr-24	\$101.36	Office Supplies
VISA-Commerce Bank	00058804	19-Apr-24	\$48.92	Computer Hardware & Repair
VISA-Commerce Bank	00058804	19-Apr-24	\$3,670.69	Software Licensing
VISA-Commerce Bank	00058804	19-Apr-24	\$28.99	Dues & Subscriptions
VISA-Commerce Bank	00058804	19-Apr-24	\$3,253.43	Travel & Meetings
VISA-Commerce Bank	00058804	19-Apr-24	\$1,047.13	Employee Recognition
VISA-Commerce Bank	00058804	19-Apr-24	\$15.00	Advertising- Promotions
VISA-Commerce Bank	00058804	19-Apr-24	\$546.38	Safety/Training
VSP of Illinois, NFP	00058810	24-Apr-24	\$1,117.39	Vision Insurance
Wherry Machine and Welding, Inc	00058743	05-Apr-24	\$800.00	Outside Repair
Wherry Machine and Welding, Inc	00058805	19-Apr-24	\$82.45	Outside Repair
Total			\$1,637,634.41	

Bloomington Normal Public Transit

Balance Sheet

Division: 99 Board Reports

As of: 4/30/2024

Fiscal Year: 2024 Period: 10 Apr-2024

001 Assets

005 Current Assets

100 Checking and Savings	\$3,235,396.51
110 Accounts Receivable	\$8,296,530.36
120 Inventory Asset - Fuel	\$132,725.41
122 Inventory Asset - Parts	\$424,276.54
123 Inventory Asset - Tires	\$0.00
140 Other Current Assets	\$554,141.55

141 Total Current Assets **\$12,643,070.37**

150 Fixed Assets \$29,843,532.70

190 Total Assets **\$42,486,603.07**

200 Liabilities & Equity

205 Liabilities

207 Accounts Payable	\$266,946.36
210 Payroll Liabilities	\$1,439,588.69
220 Contracts	\$0.00
221 Due to Illinois Funds Account	\$0.00
222 Deferred Revenue	\$1,192,552.69
250 Deficit Funding Advance	\$0.00

290 Total Liabilities **\$2,899,087.74**

298 EQUITY

300 Fixed Asset Equity	\$12,483,532.77
301 Unreserved Fund Equity	\$6,750,412.62
302 Underground Petroleum Storage	\$20,000.00

303 Total Equity **\$19,253,945.39**

305 Retained Earnings \$20,333,569.94

399 Total Liabilities & Equity **\$42,486,603.07**

Bloomington Normal Public Transit Income Statement With Approved Budget

From Fiscal Year: 2024 Thru Fiscal Year: 2024	From Period 10 Thru Period 10	Division: 98 Operating Profit/Loss		As of: 4/30/2024		
		Apr-2024		Jul-2023 Apr-2024		Approved Budget
400 Operating Revenue						
401	Passenger Fares	\$65,828.83	12.13%	\$476,277.30	87.79%	\$542,500.00
403	ISU Contract Fare	\$48,670.68	8.33%	\$486,706.80	83.33%	\$584,048.00
405	Other Contract Fares	\$25,976.60	12.99%	\$218,846.74	109.42%	\$200,000.00
407	Advertising Revenue	\$9,757.35	8.32%	\$100,849.01	85.98%	\$117,300.00
409	Miscellaneous Revenue	\$110.80	1.17%	\$30,196.84	317.86%	\$9,500.00
411	Total Operating Revenue	\$150,344.26	10.34%	\$1,312,876.69	90.33%	\$1,453,348.00
500 Operating Expenses						
501	Operators Wages	\$650,210.93	8.16%	\$6,615,653.72	83.03%	\$7,967,560.00
503	Maintenance Wages	\$109,791.61	6.98%	\$1,100,932.36	69.96%	\$1,573,647.00
505	Administration Wages	\$88,256.24	7.49%	\$957,501.14	81.30%	\$1,177,806.00
507	Employer Payroll Tax Expense	\$66,857.34	7.69%	\$715,179.42	82.23%	\$869,722.00
509	Retirement Plan	\$33,923.78	6.33%	\$333,575.71	62.24%	\$535,951.00
511	Group Insurance	\$174,746.07	7.81%	\$1,649,535.23	73.72%	\$2,237,512.00
513	Uniform Expense	\$3,356.41	5.30%	\$32,299.69	50.97%	\$63,375.00
515	Professional Services	\$63,835.56	28.56%	\$429,223.77	192.05%	\$223,500.00
519	Outside Repair-Labor	\$30,111.71	21.51%	\$68,384.38	48.85%	\$140,000.00
521	Contract Maintenance Services	\$13,832.43	5.90%	\$128,413.15	54.77%	\$234,476.00
523	Custodial Services	\$1,224.57	6.42%	\$18,058.32	94.74%	\$19,060.00
525	Employee Recruiting/Testing/Temp Help	\$1,666.50	3.70%	\$22,060.32	49.02%	\$45,000.00
527	Fuel	\$75,304.14	4.66%	\$873,975.77	54.08%	\$1,616,224.00
529	Lubricants	\$4,706.79	5.45%	\$27,635.40	32.03%	\$86,285.00
531	Tires	\$4,185.53	6.79%	\$36,812.13	59.68%	\$61,680.00
535	Bus Repair Parts	\$79,009.41	16.48%	\$502,855.03	104.90%	\$479,362.00
537	Other Materials & Supplies	\$8,258.83	9.95%	\$75,684.36	91.19%	\$83,000.00
539	Shelters/Signs/Shop Tools	\$5,087.53	25.44%	\$20,843.85	104.22%	\$20,000.00
541	Computer and Office Supplies	\$61,029.79	13.99%	\$250,753.34	57.46%	\$436,362.00
543	Utilities	\$12,294.55	9.53%	\$139,620.53	108.23%	\$129,000.00
545	Corporate Insurance	\$44,234.44	8.38%	\$478,781.32	90.73%	\$527,725.00
547	Dues/Subscriptions/Fees	\$761.07	1.70%	\$28,441.37	63.70%	\$44,650.00
549	Printing/Marketing/Training	\$17,703.94	4.72%	\$233,940.97	62.41%	\$374,850.00
560	Total Operating Expenses	\$1,550,389.17	8.18%	\$14,740,161.28	77.80%	\$18,946,747.00
570 Operating Assistance						
580	Operating Deficit Before Subsidies and Grants	(\$1,400,044.91)	8.00%	(\$13,427,284.59)	76.76%	(\$17,493,399.00)
582	City of Bloomington Operating Assistance	\$75,833.33	0.00%	\$758,333.30	0.00%	\$0.00
583	Town of Normal Operating Assitance	\$49,166.66	0.00%	\$491,666.60	0.00%	\$0.00
585	Illinois Downstate Operating Assistance	\$979,576.00	0.00%	\$9,288,856.00	0.00%	\$0.00
590	FTA 5307 Operating Assistance	\$248,903.00	0.00%	\$2,491,047.00	0.00%	\$0.00
600	Total Operating Assistance	\$1,353,478.99	0.00%	\$13,029,902.90	0.00%	\$0.00



April 2024	Current Month	Month in Prior Year	Percent Change	Year to Date	Prior Year to Date	% Change YTD
System Statistics:						
System Ridership	216,144	195,510	10.55%	2,011,580	1,832,882	9.75%
Fixed Ridership	203,410	186,960	8.80%	1,869,472	1,749,741	6.84%
Mobility Ridership	8,050	8,550	-5.85%	97,920	83,141	17.78%
FLEX Ridership	4,684	*	*	44,188	*	*
System Service Hours	14,279	12,812	11.45%	147,587	128,157	15.16%
Fixed Service Hours	9,270	9,095	1.92%	97,173	91,402	6.31%
Mobility Service Hours	3,955	3,717	6.40%	40,603	36,755	10.47%
FLEX Service Hours	1,054	*	*	9,811	*	*
System Service Miles	174,849	155,108	12.73%	1,752,938	1,559,161	12.43%
Fixed Service Miles	111,335	109,171	1.98%	1,140,577	1,112,046	2.57%
Mobility Service Miles	50,786	45,937	10.56%	503,169	447,115	12.54%
FLEX Service Miles	12,728	*	*	109,192	*	*
System Revenue Vehicles	60	53	13.21%	67	67	0.00%
Fixed Revenue Vehicles	33	34	-2.94%	40	48	-16.67%
Mobility Revenue Vehicles	22	19	15.79%	22	19	15.79%
FLEX Revenue Vehicles	5	*	*	5	*	*
System Miles/Revenue Vehicle	2,914	2,927	-0.42%	26,163	23,271	12.43%
Fixed Miles/Revenue Vehicle	3,374	3,211	5.07%	28,514	23,168	23.08%
Mobility Miles/Revenue Vehicle	2,308	2,418	-4.52%	22,871	23,532	-2.81%
FLEX Miles/Revenue Vehicle	2,546	*	*	21,838	*	*
System Efficiencies:						
System Ridership/Service Hour	15.14	15.26	-0.80%	13.63	14.30	-4.70%
Fixed Ridership/Revenue Hour	21.94	20.56	6.75%	19.24	19.14	0.50%
Mobility Ridership/Revenue Hour	2.04	2.30	-11.51%	2.41	2.26	6.61%
FLEX Ridership/Revenue Hour	4.44	*	*	4.50	*	*
System Percent On-Time Trips	185.23%	91.33%	102.82%	101.42%	93.15%	8.88%
Fixed Percent On-Time Trips	91%	91%	0.44%	92%	93%	-1.17%
Mobility Percent On-Time Trips	95%	98%	-3.49%	97%	98%	-1.37%
FLEX Percent On-Time Trips	4415%	*	*	518%	*	*
System Subsidy/Passenger	\$6.82	\$6.22	9.72%	\$6.79	\$6.77	0.32%
Fixed Subsidy/Passenger	\$5.31	\$4.99	6.31%	\$5.51	\$5.44	1.17%
Mobility Subsidy/Passenger	\$40.46	\$33.08	22.30%	\$27.90	\$34.61	-19.39%
FLEX Subsidy/Passenger	\$14.95	*	*	\$14.19	*	*
Operator Pay Hours/Service Hour	1.34	1.36	-1.37%	1.29	1.37	-5.69%
Vehicle Maintenance Expense/Mile	\$1.33	\$1.14	17.15%	\$1.09	\$1.00	8.56%

Service Performance Report Definition of Terms and Their Impact

SYSTEM STATISTICS

Ridership: Measures how many unlinked one-way trips were taken in a month.

How is it collected?

- Fixed Route: Counted using the Automatic Passenger Counters (APC) on each bus.
- Mobility: Counted by the number of people who reserve a ride and complete the ride captured by the scheduling software. The number is net cancellations and no-shows.
- FLEX: Counted by the number of people who book and complete a ride on FLEX captured by the scheduling software. The number is net cancellations, no-shows, and seat unavailable designations.

Why is it important?

- This number is reported to the Federal Transit Administration (FTA) annually in our National Transit Database report and is used for formula funding purposes.
- Helps the Board understand the scope of the services we provide.

Service Hours: Measures the number of scheduled hours each of our services operates. This figure includes deadhead time from garage to the beginning or end of line, Operator report time, and hours used by maintenance for road calls.

How is it collected?

- Fixed Route: The APC system captures hours, however, does not capture detours, missed trips, etc. Dispatchers log detours, length of time detoured, detour miles and missed trips. Our Database Manager determines the scheduled hours per trip and per day and subtracts the hours caused by missed trips or detours.
- Mobility and FLEX: All operators log into a tablet mobile data terminal which enables the automatic vehicle location, which tracks hours and miles the vehicle is in service.

Why is it important?

- This number is reported to the Federal Transit Administration (FTA) annually in our National Transit Database report and is used for formula funding purposes.

- Helps the Board understand the scope of the services we provide.

Service Miles: Measures the number of miles operated by each of our services in scheduled service. This figure includes deadhead time from garage to the beginning or end of line, Operator report time, and hours used by maintenance for road calls.

How is it collected?

- Fixed Route: The APC system captures miles, however, does not capture detours, missed trips, etc. Dispatchers log detours, length of time detoured, detour miles and missed trips. Our Database Manager determines the scheduled miles per trip and per day and subtracts miles caused by missed trips or detours.
- Mobility and FLEX: All operators log into a tablet mobile data terminal which enables the automatic vehicle location, which tracks hours and miles the vehicle is in service.

Why is it important?

- This number is reported to the Federal Transit Administration (FTA) annually in our National Transit Database report and is used for formula funding purposes.
- Helps the Board understand the scope of the services we provide.

System Revenue Vehicles: The number reflects the total number of vehicles available per month for each service.

How is it collected?

- Our Database Manager reviews the Fleetnet Operating Software vehicle mileage report to determine active vehicles (those that operate 50+ miles per day) available for each service.

Why is it important?

- Demonstrates the number of vehicles available and when shortages are evident.
- Helps the Board understand the scope of the services we provide.

System Miles per Revenue Vehicle: The number of revenue miles per month per revenue vehicle.

How is it collected?

- The number of system miles is calculated as shown above. That number is then divided by the number of revenue vehicles available for that service type.

Why is it important?

- Helps the Board understand the scope of the services we provide.

SYSTEM EFFICIENCIES

Ridership/Service Hour: A measure of route (for fixed route) or scheduling (for Mobility and FLEX) efficiency for each of the services we provide.

How is it collected?

- Ridership is divided by service hours as indicated in the system statistics area, above.

Why is it important?

- This is a measure of route or service efficiency and our most valuable tool to determine effectiveness. Our goal is to have this number be as high as possible.
- **Fixed Route:** If a particular fixed route has low passenger per hour efficiency, we look at whether to modify the route to serve a street or area with higher population density or popular destination (closer to apartment, school, employer, etc.); market the service better for awareness, or replace the service with another service alternative (FLEX if the passengers per hour is less than 8).
- **Mobility:** If Mobility has low passenger per hour efficiency, we look at slack time (the time between passengers), as well as shift start and end times. We also look at how the scheduling software placed trip pick-ups and drop-offs to determine whether they could have been done more efficiently. If there is a consistent issue, we can change the parameters in the scheduling system, or work with the software provider to make improvements.
- **FLEX:** If FLEX has low passenger per hour efficiency, we look at the operator's start and end times and break periods and adjust if necessary.

Percent On-Time Trips (OTP): The percentage of trips within +/- five minutes of the scheduled time.

How is it collected?

- **Fixed Route:** The Syncromatics Computer Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) system compares arrival time to the schedule and calculates the percent of on-time trips.

- **Mobility:** The Ecolane scheduling system works with the CAD/AVL system to identify arrival times. “Arrival” is based on a pre-determined designation by the passenger of either the pick-up time, or the drop-off time at the time of scheduling the trip. Scheduling a trip for drop-off time is typically done for appointments, while scheduling for pick-up is typically when drop off time is not a factor.
- **FLEX:** When a passenger books a trip, the Via software offers an estimated pick-up and drop off time. On time performance is calculated when the vehicle arrives 5+ minutes late for either the estimated pick-up time or the estimated drop-off time. The challenge with this method is that a ride may be scheduled after the first trip is scheduled that will add time to either end, due to another pick-up in the vehicle. Our goal is maximizing the riders per trip, so avoiding those would be counterproductive. Our OTP reflects a poor experience; however, we don’t have complaints and have a 4.9 satisfaction rating.

Why is it important?

- On-time performance is a means to maintain customer satisfaction by offering reliable service.

Subsidy per Passenger: A measure of efficiency, the subsidy per passenger shows how much each trip costs Connect Transit after revenue is deducted. It adds a financial aspect to the ridership per service hour calculation.

How is it collected?

- Operating expenses and revenues are maintained by the financial software. Those costs are separated by service (fixed route, Mobility and FLEX). Each service’s operating expenses for the month is divided by the passenger trips per month.

Why is it important?

- Helps the Board understand the cost of service on a per passenger basis. Generally, more fixed route and FLEX passengers reduces the subsidy per passenger because hours are fixed for those services. More Mobility passengers increases the subsidy per passenger, because for each new passenger, more hours and more miles are needed to serve them.

Operator pay Hours/Service Hour: This is a measure of management and work scheduling efficiency. A measure of how much time we pay for over and above our schedule. This includes:

- Report time,
- Deadhead time (non-revenue time between garage and first stop),
- Unscheduled overtime,

- Guarantee time (Operators are guaranteed 40 hours per week per the labor agreement),
- Stand-by/Protect time (when an Operator is scheduled to cover service if someone is absent).
- Meetings and unscheduled training time.

How is it collected?

- The hours an employee works is put into our payroll system by Dispatchers and reviewed by our Payroll Administrator. Our Scheduler includes the scheduled service time in the scheduling system.
- Operator pay hours are divided by scheduled service hours.

Why is it important?

- As a measure of management and work scheduling efficiency, we try to keep this figure as low as possible without sacrificing service. That means we try to avoid overtime, guarantee time, and schedule a reasonable number of standby operators and minimize the number or time of paid meetings.

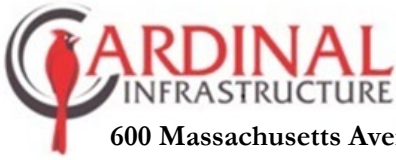
Vehicle Maintenance Expense/Mile: This is a measure of the efficiency of maintenance pertaining to each of our services.

How is it collected?

- Maintenance wages are gathered from payroll and distributed to each service by the percentage of vehicles in the fleet for the service. Parts, tires, and outside repairs by service are added to the wages for the cost of maintenance, and then divided by the miles per month operated by the service.

Why is it important?

- Trending shows both efficiency and cost trends in maintenance.



600 Massachusetts Avenue, NW, Suite 250, Washington, DC 20001

Monthly Federal Update for Connect Transit

Prepared by Cardinal Infrastructure

Prepared May 20, 2024

Congressional Update

With help from the other side of the aisle, Speaker Mike Johnson survived Marjorie Taylor Green's attempt to oust him from the top position in the House. Interestingly, it had appeared she wasn't going to move forward, then surprised everyone calling for a vote late Wednesday with staffers worried about alternative flights home for their bosses, possible missed receptions/dinners and the like. Luckily the House drama ended about as quickly as it started; the dynamic of challenges to Speaker Johnson's leadership have impacts on how the House functions and how much legislating Congress can actually do in an election year, which becomes very tricky as regards major legislation like the annual appropriations bills getting through the House.

Rep. Frederica Wilson (D-FL) replaced the late Rep. Donald Payne (D-NJ) as the ranking member of the House Transportation Railroads, Pipelines, and Hazardous Materials Subcommittee.

The House Appropriations Subcommittee on Transportation, Housing and Urban Development held a hearing on the Department of Transportation's FY25 budget proposal. Chairman Steve Womack (R-AR) highlighted the Capital Investment Grant program, noting that the FTA recommended over \$20 billion for projects in their FY25 report while only \$3.5 billion was actually appropriated. The sizable gap between these figures shows that demand for the CIG program is much higher than what it is currently able to support.

The Senate Appropriations Subcommittee on Transportation, Housing and Urban Development also held a hearing on the Department of Transportation's FY25 budget proposal. When asked about the Department's plan to ensure transit agencies remain financially stable as they continue to deal with lower ridership numbers, Mr. Buttigieg emphasized the importance of transit systems to both their users and their regional economies and pointed to language that would allow for urbanized area formula funds and flex funds from federal highways to be transferred to transit agency operating expenses.

White House Update

President Biden announced tariffs on Chinese battery technologies, steel, semiconductors, aluminum, cobalt, and other minerals.

Biden Administration officials including Treasury Secretary Yellen, Labor Secretary Su, and others are appearing around the country to highlight infrastructure projects as part of the [White House's Infrastructure Week celebration](#).



600 Massachusetts Avenue, NW, Suite 250, Washington, DC 20001

Federal Aviation Administration Reauthorization

The President signed HR3935 into law on Thursday evening last week. The legislation contains three transit-related provisions. Section 755 requires a Government Accountability Office study on transit access to airports, including accessibility and other potential barriers. Section 758 states that airport development projects under IIJA or Chapter 471 of title 49, U.S.C. that involve multiple modes of transit will only be required to apply the procurement regulations applicable to the mode with the greatest amount of federal financial support. Finally, Section 768 applies an existing FTA prohibition on the use of federal funds to acquire Chinese rolling stock to the Airport Improvement Program.

Department of Justice Rules for Transit Agencies

The Department of Justice issued its [final rule](#) revising regulations on the implementation of Title II of the Americans with Disabilities Act (ADA). The language establishes specific requirements for agencies to make information accessible online and gives agencies three years to come into compliance.

Uniform Act

The Department of Transportation updated the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 for the first time in almost 20 years. [The updates](#) raise benefit levels by 33% to account for inflation and add new language on comparable replacement dwelling locations.

Public Engagement

The Department of Transportation is also hosting several webinars. Their training on [Meaningful Public Involvement in Transportation Decision-Making](#) will take place on June 14th from 12:00 to 3:00 pm ET. This training will introduce key Civil Rights principles, including Title VI, and draw from examples that address compliance in the transportation decision-making process. The Department is also holding [a webinar on applying to the SMART Grant program](#) on May 28th at 1 pm ET.

FHWA Releases New NEPA Flowchart Tool

The Federal Highway Administration's new [Planning and Environmental Linkages \(PEL\) Handbook and PEL Flowcharts](#) provide guidance for implementing PEL approaches in the environmental review process. PEL is a collaborative, integrated approach that considers the benefits and impacts of proposed transportation system improvements to the environment, community, and economy during the environmental review process.

Complete Streets

Smart Growth America [released a case study](#) on Monroe, LA's adoption of Complete Streets principles to redesign an arterial road linking historically disadvantaged communities to its downtown. Smart Growth America also created a tool that can help local governments [measure the benefits of complete streets projects](#).



TO: Connect Transit Board of Directors
FROM: Cornerstone Government Affairs – Illinois Team
SUBJECT: Legislative Update
DATE: May 23, 2024

Summary

This month, our team shared small capital requests with our local legislators for consideration as they finalize their budget requests. We have also continued meetings with the House and Senate budget staff and leadership regarding the release of Connect’s funding for the transit center.

As we near the end of spring session, we are closely monitoring bill amendments and the budget for any late action which may impact Connect.

Bill Tracking

Below are the bills of interest filed this Spring that we wanted to highlight for you. We would be happy to answer any questions on these bills, or any others included in your bill file.

HB 4602

Short Description: ONE DAY OF REST-VARIOUS

House Sponsors

Rep. Marcus C. Evans, Jr., Elizabeth "Lisa" Hernandez, Lilian Jiménez and Abdelnasser Rashid

Synopsis As Introduced

Amends the One Day Rest In Seven Act. Provides that the calculation of required rest days does not include any time that the employee is on call. Provides that an employee who voluntarily agrees to work on a day of rest must be paid at his or her regular hourly rate or, if applicable, at the overtime wage rate as required by the Illinois Minimum Wage Law. Provides that every employer shall permit its employees who are scheduled or expected to work (rather than are to work) for 7 1/2 continuous hours at least 20 minutes for a meal period beginning no later than 5 hours after the start of the work period. Provides that any employer, or agent or officer of an employer, has violated the Act if he or she discharges, takes an adverse action against, or in any other manner discriminates against any employee because that employee has exercised a right under the Act. Provides that the Director of Labor may (rather than shall) grant long term and short permits authorizing the employment of persons on days of rest. Makes changes in provisions concerning definitions; posting requirements; recordkeeping; and civil offenses. Makes other changes.

Last Action

Date	Chamber	Action
4/19/2024	House	Rule 19(a) / Re-referred to Rules Committee

HB 5277**Short Description:** TRANSIT-TO-TRAILS PROGRAM**House Sponsors**

Rep. Justin Slaughter-Sonya M. Harper and Barbara Hernandez

Senate Sponsors

(Sen. Ram Villivalam)

Synopsis As Introduced

Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Secretary of Transportation to establish a program through which the Secretary shall award grants to eligible entities for projects that facilitate travel by public transportation to public outdoor recreation sites for outdoor activities, including hiking, biking, boating, picnicking, hunting, fishing, wildlife observation, or other nature-based activities. Provides that the Secretary shall offer grants through the Transit to Trails program on an annual basis. Requires the Department of Transportation to adopt rules necessary to implement and administer the program. Provides that, in considering grant applications, the Department shall prioritize projects with demonstrated intent to enhance access to outdoor recreation opportunities for populations in greatest need of improved access to outdoor nature-based recreation. Requires the Department to provide technical assistance in preparing grant applications to applicants upon request. Provides that implementation of the grant program is subject to appropriation by the General Assembly.

Last Action

Date	Chamber	Action
5/17/2024	Senate	Rule 3-9(a) / Re-referred to Assignments

HB 5824**Short Description:** ZERO-EMISSION VEHICLE ACT**House Sponsors**

Rep. Edgar Gonzalez, Jr. and Lilian Jiménez

Synopsis As Introduced

Creates the Zero-Emission Vehicle Act. Provides that all on-road vehicles purchased or leased by a

governmental unit on or after January 1, 2028 must be a manufactured zero-emission vehicle, repowered zero-emission vehicle, manufactured near zero-emission vehicle, or repowered near zero-emission vehicle. Provides that on and after January 1, 2033, all on-road vehicles purchased or leased by a governmental unit must be a manufactured zero-emission vehicle or repowered zero-emission vehicle. Provides that, by January 1, 2048, all on-road vehicles operated by a governmental unit must be a manufactured or repowered zero-emission vehicle. Sets forth provisions implementing the Act, including requiring the Department of Central Management Services to adopt certain rules. Amends the Public Utilities Act. Provides that no later than the next multi-year rate case, each electric utility shall propose a new tariff or rule that authorizes each electric utility to design and deploy all electrical distribution infrastructure on the utility side of the customer's meter for all customers installing separate or sub-metered infrastructure to support charging stations, other than those in single-family residences. Amends the Illinois Vehicle Code. Adds provisions concerning electric school buses and large fleet reporting requirements. Provides that no later than December 1, 2025, the Illinois Environmental Protection Agency shall adopt rules to implement to implement motor vehicle emission standards that are identical in substance to specified motor vehicle emission standards in force in California. Requires the Illinois Environmental Protection Agency to amend its standards to maintain consistency with the California standards if the California standards are amended. Makes other changes. Amends the States Mandate Act to require implementation without reimbursement by the State. Effective immediately.

Last Action

Date	Chamber	Action
4/30/2024	House	Referred to Rules Committee

HB 5825

Short Description: TRANSPORTATION-GREENHOUSE GAS

House Sponsors

Rep. Mary Beth Canty and Lilian Jiménez

Synopsis As Introduced

Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Provides that the amendatory Act may be referred to as the Transportation Choices Act. Requires, by January 1, 2026, the Environmental Protection Agency, after consultation with the Department of Transportation and Metropolitan Planning Organizations (MPOs), to establish a schedule of greenhouse gas targets for greenhouse gas emissions from the transportation sector in the State. Requires the Department and MPOs to conduct a greenhouse gas emissions analysis and determine if their applicable planning document will result in meeting their greenhouse gas targets. Requires the Department and MPOs to perform a greenhouse gas emissions analysis prior to including a roadway capacity expansion project in an applicable planning document. Requires, by January 1, 2028 and every 3 years thereafter, the Department to prepare a comprehensive report on statewide transportation greenhouse gas reduction accomplishments and challenges and to make recommendations for any legislative action that would assist the Department and MPOs in meeting their greenhouse gas targets. Requires the Department and

MPOs to calculate a climate equity accessibility score prior to including any project that has an anticipated cost of \$30,000,000 or more in an applicable planning document or as a greenhouse gas mitigation measure. Requires the Department and MPOs to provide early and continuous opportunities for public participation in the transportation planning process. Requires, beginning June 30, 2025, the Department and MPOs to establish a social cost of carbon and use the social cost of carbon in their planning documents and planning activities. Establishes the Greenhouse Gas in Transportation Working Group. Provides that the specified requirements of the provisions shall commence with projects included in applicable planning documents filed on or after January 1, 2027. Makes other changes. Amends the Environmental Protection Act. Directs the Environmental Protection Agency to calculate a social cost of carbon and makes other changes.

Last Action

Date	Chamber	Action
4/30/2024	House	Referred to Rules Committee

SB 1556

Short Description: EPA-CLEAN TRANSPORT STANDARD

Senate Sponsors

Sen. David Koehler-Cristina Castro-Steve Stadelman, Laura Fine and Mattie Hunter

Synopsis As Introduced

Amends the Environmental Protection Act. Provides that, to the extent allowed by federal law, the Environmental Protection Agency shall propose, within 12 months after the amendatory Act's effective date, and the Pollution Control Board shall adopt, within 12 months after receipt of the Agency's proposal, rules establishing a clean transportation standard to reduce carbon intensity from the on-road transportation sector by 20% by 2038, with further reductions to be implemented at the discretion of the Agency based upon advances in technology. Contains requirements for the Board rules and for the clean transportation standard. Exempts aviation fuels from the clean transportation standard. Provides that producers of sustainable aviation fuel shall be eligible to generate monetary credits on an opt-in basis that may be applied to future obligations or traded to providers not meeting the clean transportation standard. Requires the Agency to submit a report to the General Assembly detailing the implementation of the clean transportation standard, the reductions in greenhouse gas emissions that have been achieved through the clean transportation standard, and targets for future reductions in greenhouse gas emissions from the transportation sector. Contains other provisions. Effective immediately.

Last Action

Date	Chamber	Action
5/17/2024	Senate	Rule 3-9(a) / Re-referred to Assignments

SB 1960

Short Description: VEH CD-ELECTRIC SCOOTERS

Senate Sponsors

Sen. David Koehler, Sally J. Turner-Tom Bennett, Javier L. Cervantes and Patrick J. Joyce

House Sponsors

(Rep. Marcus C. Evans, Jr., Barbara Hernandez-Sharon Chung and Tony M. McCombie)

Synopsis As Introduced

Amends the Illinois Vehicle Code. Defines "low-speed electric scooter". Makes changes to the definitions of "motor vehicle" and "vehicle". Provides that a person may not operate a low-speed electric scooter without a driver's license, instruction permit, or State identification card and unless he or she is 16 years of age or older. Provides that a person may operate a low-speed electric scooter where the operation of bicycles are permitted, and shall have all of the rights and shall be subject to all of the duties applicable to the rider of a bicycle. Provides requirements for lamps and reflectors for use at nighttime. Prohibits the equipping or use of sirens, with the exception of scooters that are police vehicles or fire department vehicles. Provides a requirement for brakes. Restricts an entity from operating a low-speed electric scooter business within a municipality unless the municipality authorizes such by local ordinance. Effective immediately.

Senate Committee Amendment No. 1

Provides that a person may operate a low-speed electric scooter where the operation of bicycles are permitted, including, but not limited to, bicycle lanes and bicycle paths, unless the municipality, county, or local authority with jurisdiction prohibits the use of low-speed electric scooters or a specific class of low-speed electric scooters on that path, and shall have all of the rights and shall be subject to all of the duties applicable to the rider of a bicycle under this Code, except as otherwise provided, and except for provisions that by their nature can have no application.

Senate Floor Amendment No. 2

Replaces everything after the enacting clause. Reinserts the provisions of the introduced bill with the following changes: Provides that a municipality or park district may authorize and regulate the operation of low-speed electric scooters within the unit of local government on any or all highways, sidewalks, trails, or other public right of way where the operation of bicycles are permitted (rather than a person may operate a low-speed electric scooter where the operation of bicycles are permitted, including, but not limited to, bicycle lanes and bicycle paths, and shall have all of the rights and shall be subject to all of the duties applicable to the rider of a bicycle under the Code, except in specified situations). Provides that the use of low-speed electric scooters within any municipality or park district is allowed only if authorized by the municipality or park district. Provides that an authorization or regulation by a county or park district shall apply only in the unincorporated area of that county or on park district property. Provides that a person may not operate a low-speed electric scooter on a highway with a posted speed limit in excess of 35 mph (rather than a person may not operate a low-speed electric scooter without a driver's license, instruction permit, or State identification card). Provides that a person may not operate a low-speed electric scooter unless he or she is 16 (rather than 18) years of age or older. Provides that a

person may not operate a low-speed electric scooter while carrying any package, bundle, or article that prevents the operator from keeping at least one hand upon the handlebars. Removes provisions of the Code concerning vehicles and motor vehicles. Removes language providing that an entity may not operate a low-speed electric scooter business within a municipality unless the municipality authorizes the operation of low-speed electric scooters within the municipal limits. Adds provisions relating to use of low-speed electric scooters, low-speed electric scooters in rights-of-way, and operation of low-speed electric scooters under the influence of alcohol or any drug. Exempts low-speed electric scooters from title, registration, and driver's licenses requirements. Effective immediately.

Senate Floor Amendment No. 3

Provides that the restrictions regarding low-speed electric scooters also apply to a forest preserve district and conservation district. Establishes that any authorization or regulation by a park district, forest preserve district, or conservation district applies only on property owned, managed, or leased by the park district, forest preserve district, or conservation district. Provides that every low-speed electric scooter shall be well-maintained and in good operating condition.

House Committee Amendment No. 2

Removes language providing that unless specifically stated otherwise in an ordinance or resolution by a municipality, county, or park district authorizing the use of low-speed electric scooters within its jurisdiction, the use of low-speed electric scooter is not an intended use of a public right-of-way under the Local Governmental Employees Tort Immunity Act.

House Floor Amendment No. 3

Allows the Department of Natural Resources to authorize and regulate the operation of low-speed electric scooters on any or all properties owned, managed, or leased by the Department of Natural Resources. Provides that the use of low-speed electric scooters within any property that is owned, managed, or leased by the Department of Natural Resources is allowed only if authorized by the Department of Natural Resources. Authorizes the Department of Natural Resources to adopt administrative rules for the regulation of low-speed electric scooters on any and all properties owned, managed, or leased by the Department of Natural Resources.

Last Action

Date	Chamber	Action
5/22/2024	Senate	Placed on Calendar Order of Concurrence House Amendment(s) 2, 3 - May 22, 2024

SB 3208

Committee Hearing:

Labor Hearing May 23 2024 3:00PM Capitol 212 Springfield, IL - House Floor Amendment 1

Short Description: WAGE PAYMENT-PAY STUBS

Senate Sponsors

Sen. Karina Villa and Adriane Johnson

House Sponsors

(Rep. Dagmara Avelar, Joyce Mason and La Shawn K. Ford)

Synopsis As Introduced

Amends the Personnel Record Review Act. Provides that every employer shall, upon an employee's request which the employer may require be in writing on a form supplied by the employer, permit the employee to inspect his or her pay stubs. Amends the Illinois Wage Payment and Collection Act. Provides that employers shall keep records of names and addresses of all employees and of wages paid each payday, and shall furnish each employee with a pay stub for each pay period (rather than shall furnish each employee with an itemized statement of deductions made from the employee's wages for each pay period). Provides that an employer shall maintain a copy of an employee's pay stub for a period of not less than 3 years after the date of payment, whether the pay stub is provided electronically or in paper form, and the employer shall furnish the pay stub to the employee or former employee upon the employee or former employee's request. Provides that an employer who furnishes electronic pay stubs in a manner that is restricted to the employer's current employees must, upon an employee's separation from employment, furnish the employee or former employee with a paper or emailed electronic record of all of the employee's or former employee's pay stubs for up to 3 years prior to the date of separation, in the method specified by the employee or former employee. Provides that an employer who fails to furnish an employee with a pay stub or commits any other violation of this Act, except for specified violations, shall be subject to a civil penalty of \$500 per violation payable to the Department of Labor. Defines "pay stub".

Senate Floor Amendment No. 1

Replaces everything after the enacting clause with the following changes. Removes the amendatory changes to the Personnel Record Review Act. Provides that an employer shall provide an employee with a copy of the employee's pay stubs upon the employee's request. Provides that the employer shall furnish the copy of the pay stubs to the employee by the end of the next pay period following the employee's request. Provides that an employer is not required to grant an employee's request for a copy of pay stubs more than twice in a 12-month period. Provides that an employer shall provide a former employee with a copy of the former employee's pay stubs upon the former employee's request. Provides that the employer shall furnish the copy of the pay stubs to the former employee by the end of the following pay period following the employee's request. Provides that an employer is not required to grant a former employee's request for a copy of pay stubs more than twice in a 12-month period or more than one year after the date of separation. Provides that an employer who furnishes electronic pay stubs in a manner that a former employee cannot access for at least a full year after separation shall, upon an employee's separation from employment, offer to provide the outgoing employee with a record of all of the outgoing employee's pay stubs from the year preceding the date of separation. Makes changes to provisions concerning definitions and penalties.

House Floor Amendment No. 1

Provides that an employer shall furnish a copy of requested pay stubs to an employee or former employee within 21 calendar days of the request (rather than by the end of the next pay period of the request). Provides that a request made by an employee or former employee for a copy of a pay stub shall

be made to a person responsible for maintaining the employer's payroll, including the employer's human resources department or payroll department, the employee's supervisor or department manager, or an individual designated in the employer's written policy.

Last Action

Date	Chamber	Action
5/21/2024	Senate	Placed on Calendar Order of Concurrence House Amendment(s) 1 - May 21, 2024

General Legislative Updates

103rd ILLINOIS GENERAL ASSEMBLY:

The Illinois General Assembly stands adjourned for the week. The House cancelled session for this weekend. Both chambers return to session on Monday, May 20; adjournment of the spring session is scheduled for Friday, May 24.

It’s still too early to predict if the Legislature will conclude its business by May 24. Currently, there is no deal on a budget or revenue package (or cuts) necessary to implement the budget – and neither chamber has positioned a budget vehicle bill. Governor Pritzker remains steadfast in his promise to sign a budget that is balanced, fiscally responsible, promotes growth in the economy, and adequately funds education and the social safety net. Capitol News offers more detail on the budget discussions [here](#).

Today is the Third Reading deadline for bills in the opposite chamber. Deadline extensions are once again likely for legislation still pending.

Bills Passed Both Houses:

A list of House Bills that have passed both Houses so far this year is [here](#); Senate Bills are [here](#). Below are highlights from bills that passed both houses this week and now head to the Governor’s desk.

Changes to the liability guidelines in the Biometric Information Privacy Act are addressed in [SB 2979](#) (Cunningham/Williams). Specifically, liability faced by the business would accrue on a per-employee basis, rather than a per-collection basis. The legislation also allows the use of electronic signatures as a means of granting written consent. The legislation passed the House by a vote of 81-30.

Legislation to require all insurers offering pregnancy related benefits to also cover infertility treatments – including IVF – passed the House 90-17 on [SB 773](#) (Castro/Croke). The bill would also require employer plans with more than 25 employees to cover an annual menopause visit for women over 45.

The Illinois Senate, by a vote of 54-1, approved [HB 4902](#) (Faver Dias/Lightford) which requires any vendor or learning partner approved to work with a school in English/language arts to follow the State’s literacy plan.

[HB 4903](#) (Faver Dias/Johnson) received unanimous approval from the Senate; it would require the Illinois State Board of Education (in consultation with the Illinois Department of Public Health) to compile resources to assess air quality and maintain ventilation systems in schools.

[HB 2472](#) (Morgan/Fine) would clarify when a consumer can appeal a denial of benefits or request an external review. The legislation passed the Senate unanimously.

Legislation to prohibit a consumer reporting agency from making a credit report containing any adverse information about the consumer related to medical debt – [SB 2933](#) (Stadelman/West) – passed the House 109-2.

[SB 2934](#) (Stadelman/Vella) provides that consent is not a valid defense to hazing. The bill passed the House 98-1.

A trailer bill to the state-based marketplace legislation passed last year – [SB 3130](#) (Fine/Gabel)– was approved by the Illinois House by a vote of 107-0.

Other Legislative Action:

The Senate unanimously approved [HB 4875](#) (Gong-Gershowitz/Edly-Allen) which intends to modernize the Illinois Publicity Act to address the use of artificial intelligence in distributing or transmitting a sound recording or audiovisual work that contains a digital replica of an individual without their knowledge or authorization. The Senate approved SFA #3 which removes all opposition. The bill now heads back to the House for concurrence.

Legislation to end “junk fees” unanimously passed out of the Senate Judiciary Committee on [HB 4629](#) (Morgan/Aquino). The sponsor noted that he is working on an additional amendment to address concerns of the opponents and pledged he will not move the bill in its current state. HB 4629 is now pending before the full Senate.

Legislation to add family obligations to the list of protected classes in the Human Rights Act passed the Senate Judiciary Committee by a vote of 5 -2 on [HB 2161](#) (Guzzardi/Toro). The bill is intended to protect employees from retribution due to responsibilities outside the workplace and now will be considered by the full Senate.

Limiting the use of predictive analytics in employment decisions and creditworthiness checks is the focus of [HB 3773](#) (Andrade/Cervantes), which was voted unanimously out of the Senate and now heads back to the House for concurrence.

The House Energy and Environment Committee approved HFA #1 to [SB 2876](#) (Villa/Tarver) which requires certain large event facilities who receive state funding to participate in recycling programs. HFA #1 is now pending before the full House.

The Senate Executive Committee approved SFA # 1 to [SB 648](#) (Simmons) which creates the Medical Debt Relief Act, requiring HFS to develop a Medical Debt Relief Pilot Program. This is an initiative of Governor Pritzker. The full Senate will now consider SFA #1.

[SB 3686](#) (Koehler/Chung) creates the Portable and Medium-Format Battery Stewardship Act. The House Energy and Environment Committee approved HFA #1, which clarifies that electric vehicle related batteries are not subject to the Act and gives IEPA enforcement authority. HFA #1 is now pending before the full House.

The House Healthcare Availability and Accessibility Committee approved HFA #1 and #2 to [HB 581](#) (Avelar) which attempts to ensure the federal Emergency Medical Treatment and Active Labor Act (EMTLA) continues in Illinois (even if it is overturned by the US Supreme Court) and that Illinois doctors are allowed to continue to provide the current standard of care. Opponents question whether that is the case because the bill now introduces abortion as a treatment for conditions where abortion might not be the treatment. The Catholic Conference asked that the bill be amended to specifically cross reference the Healthcare Right of Conscience Act. The bill now heads to the full House for consideration.

[SB 2641](#) (Holmes/Manley) addresses in-network hospital network adequacy with respect to hospital specialists. The House Insurance Committee unanimously approved HFA #1 which takes on concerns by the insurance companies and the Department of Insurance. HFA #1 is now pending before the full House.

SFA # 1 to [SB 776](#) (Lightford) was assigned to the Senate Executive Committee. The amendment creates the Hemp Cannabinoid Products Act to regulate various aspects of hemp products in Illinois – including their distribution, sale, transportation, marketing and labeling. The bill adds new municipal and county taxing authority as well.

The House Gaming Committee unanimously approved HFA #1 to [HB 394](#) (Didech) which creates the Family Amusement Wagering Prohibition Act, prohibiting entities (like Dave and Buster's) from offering real money wagering. The measure now heads to the full House, although the sponsor is working on an additional amendment for consideration before the full House takes up the bill.

Representative Mayfield filed HFA # 2 to her [HB 798](#), requiring the Secretary of State to enhance safety procedures at the Illinois State Capitol. HFA #2 is pending in the House Executive Committee.

Legislation to institute high impact business tax breaks was filed on HFA #1 to [HB 817](#) (Vella); the amendment is also pending before the House Executive Committee.

The House Executive Committee approved [SB 692](#) (Morrison/Morgan). As amended, the measure creates a Task Force on Interjurisdictional Industrial Zoning Impacts. The special group will study State and local zoning laws and policies related to large industrial developments.

Representative Vella filed [HB 5842](#) to create a Statewide Office of the Public Defender; it has been referred to the House Rules Committee. A different Senate version, [HB 4621](#) (Slaughter/Sims), is pending before the full Senate. Read more about the effort [here](#).

Legislation to provide a stipend for student teachers passed the House by a vote of 85-23 on [HB 4652](#) (Hernandez/Koehler). The sponsors indicated that the bill, which is subject to appropriation, will cost approximately \$62 million and funds are not expected to be included in the FY 25 budget. The bill now heads to the Senate. Read more [here](#).

On a unanimous vote, HFA#2 to [HB 299](#) (Yang Rohr) was passed by the House Elementary and Secondary Education School Curriculum and Policies Committee. The measure amends the School Code, changing the definition of “cyber bullying” to include bullying through the distribution by electronic means or the posting of a digital replica of an individual who is engaged in an activity in which the depicted individual did not engage in, including, but not limited to, sexually explicit digitized depictions of the individual. The bill is intended to address the rise of deepfake images and AI-generated nude photos of students. FHA #2 is pending before the full House.

[HB 5324](#) (Hoffman/Aquino) sets goals to resolve cases pending before the Public Labor Relations Board and the Education Labor Relations Board. The sponsor noted that he believes both boards are taking too long to resolve cases. The bill passed the House unanimously and now heads to the Senate.

The Illinois Senate unanimously approved [SB 727](#) (Simmons/Welch) which codifies recent federal PFAS rules on maximum PFAS contaminant levels in community water supplies. The measure now heads to the House for consideration.

Other Legislative News:

Representative Mark Walker was appointed to replace Senator Ann Gillespie in the 27th Senate District. Local Democrats will now appoint a replacement for Representative Walker’s seat.

The Illinois Fund Our Futures Coalition rallied in Springfield this week asking legislators for \$1.645 billion in new state revenue for school funding, a state child tax credit, emergency cash assistance, reentry employment programs, healthcare, senior home care, affordable housing, and homelessness prevention. Their request includes reforming the retailer’s discount (\$160 million); creating a tax on digital advertising (\$650 million); closing “corporate tax loopholes” (\$175 million); enacting a “billionaire mark-to-market tax” (\$510 million); and broadening the estate tax (\$150 million). The group is targeting three “tax loopholes” – eliminating the add-on corporate income tax credits for construction job payroll; accelerating the remaining sales tax exemptions for biodiesel; and removing the production-related tangible personal property from the manufacturing machinery and equipment sales tax exemption.

Members of the Illinois Fund Our Futures Coalition include Brighton Park Neighborhood Council, Chicago Teachers Union, Grassroots Collaborative, Healthy Illinois, Illinois Coalition for Immigrant and Refugee Rights, Jewish Council on Urban Affairs, ONE Northside, PEER Illinois, SEIU Healthcare, Shriver Center on Poverty Law, The People’s Lobby, and the Workers Center for Racial Justice.

2024 Key Dates and Session Deadlines:

May 24: Adjournment

May 25 – 31: Contingent Session Days

GOVERNOR'S HIGHLIGHTS:

Public Health Emergencies: Keying in on lessons learned from the COVID-19 pandemic is the focus of a [playbook](#) released by the State of Illinois. Among specifics addressed: preparatory measures for future public health emergencies and recommendations for future administrations on best responses to crises in the realm of public health. The result of an assessment of COVID-19 impacts on Illinois citizens, the playbook highlights the outcomes seen in health and human services. The document also emphasizes the importance of forging plans for best responses that the state can employ – for not only public health emergencies, but non-emergency state operations as well.

EV Battery Material Supplier Announces R & D Headquarters in Illinois: Chicago will become the research and development headquarters for Bedrock Materials, which designs and produces electrode materials used by battery makers to manufacture sodium-ion batteries. Bedrock Materials got its start at Stanford University and helps decrease the cost of electric vehicles by enabling battery manufacturers to make SIB at scale.

Economic Empowerment Center Grants Awarded: Helping individuals and entrepreneurs from historically disinvested communities receive job opportunities is the goal of the Illinois Economic Empowerment Centers Grant Program (EEC) – which just awarded \$2.5 million in grants to 10 recipients. Under the auspices of the Illinois Department of Commerce and Economic Opportunity, the EEC funding goes to organizations that provide training and resources to the targeted individuals. An extensive range of activities will be provided by the grant recipients. Among these efforts will be giving business advice, technical assistance, education, and cohort training, including resources and training tailored toward start-ups, existing businesses, and dislocated workers. Also, selected EECs will provide such services as market analysis, business and financial planning, and management analysis. Read more [here](#).

Summer EBT: Illinois families with food insecurity should realize some relief through the state's participation in the federally funded Summer EBT program. Through this effort, qualifying families get a one-time benefit of \$120 per child to buy groceries during the summer months. Eligibility goes to children who receive free and reduced school lunches. Automatic inclusion also goes to children who (on or after July 1, 2023) are enrolled in any of a host of other programs: the Supplemental Nutrition Assistance Program (SNAP); income-eligible Medicaid; Temporary Assistance for Needy Families (TANF); or the state's Youth in Care or foster care system.

OTHER NEWS:

CTBA Issues Evidence Based Formula Report. Illinois should boost – from \$300 million to \$500 million annually – its Minimum Target Level in the Evidence Based Funding Formula. That is among the findings of the [report](#) issued this week by The Center for Tax and Budget Accountability. The

actions would result in full funding of the EBF by 2030, instead of its currently anticipated 2034 timeline, says the CTBA. The latter represents a deadline that misses by seven years the deadline required by statute.

Civic Federation FY 25 Budget Analysis: Good news is evident for Illinois and its financial position says a new report from the Civic Federation. Prompted by a strong revenue performance and effective management, the state is enjoying an improved fiscal situation. By the same token, the Civic Federation encourages caution be exercised in FY25 spending as revenue trends appear to be cooling. Illinois should meet its long-term needs by putting into place a modern, sustainable tax structure, the organization urges. Read more [here](#). The full report is [here](#).



MEMO

Date: May 28, 2024
To: Board of Trustees
From: Brady Lange, Procurement Director
CC: David Braun, General Manager
Subject: Contract Extension for Federal Lobbying Services

Recommendation:

Authorize the General Manager to execute a single-year contract extension with Cardinal Infrastructure to provide federal representation in Washington, DC.

Background:

Connect Transit has contracted with Cardinal Infrastructure for eight years to provide federal representation in Washington, DC. Federal lobbying services help increase our return on federal dollars through grant programs, legislation, and regulatory actions. Lobbying services also help Connect Transit maintain and develop relationships with our Congressional Delegation and federal agencies to promote and protect the interests of Connect Transit. Finally, lobbying services provide information and insights into funding opportunities and shares Notices of Funding Opportunities, as well as insights into success factors for funding applications.

Discussion:

Over the past several years Cardinal Infrastructure has helped Connect Transit build strategic relations with our Congressional Delegation and the Federal Transit Administration. In addition, they have provided valuable insight into the priorities of the current Administration to assist Connect Transit's ability to create competitive discretionary grant applications. Cardinal Infrastructure has been instrumental in our success with federal discretionary grants, which have provided over \$32.6 million in capital funding coming back to Bloomington-Normal.

Financial Impact:

This single-year contract extension will cost \$84,000. The new rate is an increase of \$500 per month over our current contract. Federal and state regulations require the use of local funds.



MEMO

Date: May 23, 2024
To: Board of Trustees
From: Stephanie Butler, HR Manager
CC: David Braun, General Manager
Subject: FY25 Health Insurance Renewal

Recommendation:

Approve a contract with Connect Transit's current healthcare insurance provider, Blue Cross Blue Shield of Illinois (BCBS), for a term of July 1, 2024 – June 30, 2025.

Background:

The current health insurance policy with BCBS is set to be renewed July 1, 2024. Employees will maintain the choice of three (3) plans: low, medium, and high deductible plans.

1. MPP83436: This plan has a \$1,000 individual deductible and a \$3,000 family deductible.
 - a. CHANGES: No changes have been made to this plan.
2. MPP9383C: This plan has a \$1,500 individual deductible and a \$4,500 family deductible.
 - a. CHANGES: No changes have been made to this plan.
3. MPEQ1Z0724: This plan is a high deductible HSA. This plan offers a \$3,200 individual deductible and a \$6,400 family deductible.
 - a. CHANGES: Last year's \$3,000 individual deductible HSA plan will increase to \$3,200 at renewal per IRS requirements. Last year's \$6,000 family deductible HSA will increase to \$6,400 at renewal per IRS requirements.

Financial Impact:

The total cost for our health insurance cost is 8.05% higher for the FY25 renewal. This increase was anticipated in our approved FY25 Budget.

There will be a change to our Short-Term Disability, Life/AD&D, Dental and Long-Term Disability carrier, as we will be moving from Mutual of Omaha to Blue Cross Blue Shield Dearborn for the FY25 renewal.

There will be no increase in our Vision premium cost.

Note:

Our vision insurance has a 4-year rate lock until 7/1/26.





MEMO

Date: May 28, 2024
To: Board of Trustees
From: Shelly Moss, Operations Director
Subject: Connect Transit 2024 Title VI Program

Recommendation:

Approve the Connect Transit 2024 Title VI Program.

Background:

Connect Transit is required by the FTA to update its Title VI Program every 3 years.

Discussion:

The following areas of the Title VI have been revised from the previous Title VI Program.

- Removal of the Community Transportation Advisory Committee (CTAC)
- Public Participation Plan & Opportunities for Participation
 - Revised to reflect current practices and partnerships.
- Vehicle Headways
 - Updated to reflect current route structure time points.
- Limited English Proficiency (LEP) – Language Assistance Plan Four Factor Analysis
 - Language Spoken in Homes for Bloomington & Normal II, surveys/graphs updated with most recent data.
 - Included LEP factor definitions to provide better comprehension for readers.
- Implementation Plan on Language Assistance
 - Updated to reflect recent census numbers.
 - Updated to include Connect FLEX on-demand service.

Financial Impact:

No financial impact.

**RESOLUTION OF THE BLOOMINGTON-NORMAL PUBLIC TRANSIT SYSTEM, D/B/A CONNECT
TRANSIT APPROVING THE 2024 TITLE VI PROGRAM AND POLICIES**

WHEREAS, pursuant to Title VI of the Civil Rights Act of 1964, 42 U.S.C. §200d *et seq* (“the Act”) and 49 CFR Part 21, the US Department of Transportation and the Federal Transit Administration (FTA) prohibit discrimination on the basis of race, color or national origin; and

WHEREAS, as a recipient of federal funds, Connect Transit is required to comply with the requirements of the Act and applicable implementing regulations; and

WHEREAS, pursuant to FTA Circular 4702. 1B, Connect Transit is required to submit its Title VI program to its governing entity for approval; and

WHEREAS, the Connect Transit Board of Trustees (Board) has considered and determined to approve the agency’s 2024 Title VI Program and policies as set forth in the attached Exhibit A entitled “Title VI Program”; and

WHEREAS, the Board has the authority under City of Bloomington Ordinance number 2023-068 dated July 5, 2023 and Town of Normal Ordinance number 2023-5950 dated August 17, 2023 to approve by resolution the “Title VI Program”;

NOW THEREFORE BE IT RESOLVED: That the Board hereby approves Connect Transit’s 2024 Title VI Program and policies as set forth in the attached Exhibit A entitled “Title VI Program”, all of which are set forth therein, and any FTA required changes.

DATED: _____

Board Chair

ATTEST:

Board Clerk/Executive Assistant



MEMO

Date: May 28, 2024
To: Board of Trustees
From: David Braun, General Manager
Subject: Title Change from General Manager to Managing Director

Recommendation:

Approve the position of General Manager be changed to Managing Director, in alignment with the Local Mass Transit District Act (70 ILCS 3610/4) and other transit agencies across the state.

Background:

Local Mass Transit District Act (70 ILCS 3610/) Section 4 indicates that “The Board shall employ a managing director...” In accordance with the Act, the managers of most transit systems in Illinois have Managing Director as their title, sometimes accompanied by CEO. The transit industry association, APTA, often uses the term CEO to represent transit system managers, and verbally uses Executive Director as well.

Discussion:

General Manager is a title that has lost favor in the transit industry and is most often associated with retail, sports or commercial goods and services industries. Some private for-hire transportation providers continue to use the title General Manager; however, their roles tend to be operational only, and do not encompass the political, public finance, and other responsibilities of public managers.

While some transit systems call their transit leaders CEOs, due to the responsibility of the position, the term implies a position that is less involved in the daily operation of the system and is most often associated with private industry.

This change would merely be reflected in signatures and documents and other media in which a title is included. A Board Action would indicate Board approval and would apply to the By-Laws and IGA without the need to change those documents.

With this change, we would also change the position of Assistant General Manager to Deputy Managing Director.

Financial Impact:

None