



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 symptoms, please do not attend the meeting.

AGENDA

Connect Transit Board of Trustees, Regular Session

June 25, 2024 – 4:30 p.m.

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

YouTube Link: [June 25 Board of Trustees Meeting YouTube Link](#)

- 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 Regular Session Minutes for May 28, 2024
 - b. Approval of Executive Session Minutes for May 28, 2024
 - c. Approval of Financial Information for May 2024
 - d. Monthly Statistical Reports for May 2024
 - e. Cardinal Infrastructure; Federal Report
 - f. Cornerstone; Illinois Weekly Update
- F. Committee Reports
- G. New Business
 - a. Recommendation for FY25 Property & Casualty Insurance Renewal: Roll Call Vote
 - b. Recommendation for Tire Lease Contract Extension: Roll Call Vote
 - c. Recommendation for FLEX Service Adjustment: Roll Call Vote
- H. Chairman’s Report
- I. Managing Director’s Report
- J. Trustee Comments
- K. Executive Session – N/A
- 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.





May 2024

Financial Reports



351 Wylie Drive, Normal, IL 61761



309-828-9833



connect-transit.com

info@connect-transit.com



Connect Transit Cash Disbursement Report May 2024

Name	Check Number	Date	Amount	Description
1st Ayd Corporation	00058932	31-May-24	\$730.63	Cleaning Supplies
A&R Mechanical Contractors, Inc	00058868	17-May-24	\$1,981.25	Building Maintenance
A.T.U. - C.O.P.E.	00058811	03-May-24	\$301.26	Payroll Deduction
ABC Bus Companies	00058812	03-May-24	\$9,094.42	Bus Parts
ABC Bus Companies	00058869	17-May-24	\$6,953.95	Bus Parts
ABC Bus Companies	00058933	31-May-24	\$6,327.43	Bus Parts
Ace-Hi Glass Co.	00058813	03-May-24	\$432.00	Glass
Advance Auto Parts	00058814	03-May-24	\$604.51	Maintenance Supplies
Advance Auto Parts	00058870	17-May-24	\$1,131.40	Maintenance Supplies
Advance Auto Parts	00058935	31-May-24	\$935.60	Maintenance Supplies
Airgas USA, LLC	00058815	03-May-24	\$400.26	Welding Supplies
Airgas USA, LLC	00058936	31-May-24	\$387.85	Welding Supplies
All About Eyes	00058871	17-May-24	\$120.00	Safety/Training
Amalgamated Transit Union Local 752	00058816	03-May-24	\$7,375.60	Payroll Deduction
Amalgamated Transit Union Local 752	00058872	17-May-24	\$100.00	Payroll Deduction
Amazon Capital Service	00058817	03-May-24	\$592.46	Building Maintenance, Office Equipment & Supplies, Shop Tools
Amazon Capital Service	00058873	17-May-24	\$1,250.48	Bus Parts, Office Supplies & Equipment
Amazon Capital Service	00058937	31-May-24	\$101.16	Shop Tools
American Public Transportation Assoc.	00058938	31-May-24	\$18,000.00	APTA Dues
Ancel Glink, P.C.	00058874	17-May-24	\$550.00	Legal Service
Andrew Dutton	00058875	17-May-24	\$54.73	Uniform Reimbursement
Best One of Central IL	00058818	03-May-24	\$389.00	Outside Repair
Best One of Central IL	00058876	17-May-24	\$239.00	Outside Repair
Blue Cross and Blue Shield of Illinois	00058929	22-May-24	\$148,549.60	Insurance
Blue Springs, Inc	00058877	17-May-24	\$180.00	Portable Restrooms
Bonaco, Inc.	00058939	31-May-24	\$207.46	Bus Parts
Bridgestone Americas	00058878	17-May-24	\$4,040.45	Tires
Bridgestone Americas	00058940	31-May-24	\$4,300.80	Tires
Carle	00058879	17-May-24	\$271.50	Employee Physicals & Drug Testing
Carlson Siding & Construction	00058819	03-May-24	\$550.00	Building Maintenance
CARRIE BAILEY	00058941	31-May-24	\$81.89	Uniform Reimbursement
CDW Government	00058942	31-May-24	\$5,196.33	Software and Hardware
CHARLIE BUSSE	00058880	17-May-24	\$15.55	Travel & Meetings
Checker, Inc.	00058881	17-May-24	\$253.47	New Hire Background Checks
Christy Gordon	00058943	31-May-24	\$135.92	Uniforms
Chubb	00058820	03-May-24	\$1,385.00	Insurance
CIRBN, LLC	00058882	17-May-24	\$147.13	Internet
CIT Trucks, LLC - Normal	00058821	03-May-24	\$2,502.46	Bus Parts
CIT Trucks, LLC - Normal	00058883	17-May-24	\$4,877.16	Bus Parts
CIT Trucks, LLC - Normal	00058944	31-May-24	\$7,216.19	Bus Parts
City of Bloomington(Water)	00058822	03-May-24	\$674.95	Utilities
City of Bloomington(Water)	00058884	17-May-24	\$262.77	Utilities
City of Bloomington(Water)	00058945	31-May-24	\$725.12	Utilities
Clark Baird Smith, LLP	00058885	17-May-24	\$93.75	Legal Service
Clean Exhaust Specialist	00058823	03-May-24	\$1,226.00	Bus Parts
Clean Exhaust Specialist	00058946	31-May-24	\$2,499.00	Bus Parts
Column Software PBC	00058886	17-May-24	\$270.55	Printed Materials
Column Software PBC	00058947	31-May-24	\$526.56	Printed Materials
Commerce Bank	ACH	10-May-24	\$238.75	Bank Fees
Concur Technologies, Inc	00058887	17-May-24	\$378.75	Software
Corn Belt Energy Corp.	00058888	17-May-24	\$4,867.34	Utilities
Cornerstone Government Affairs	00058889	17-May-24	\$3,958.33	Consulting
Cummins Sales and Service	ACH	29-May-24	\$493,083.28	Bus Overhaul
Cummins Sales and Service	00058948	31-May-24	\$5,824.00	Bus Parts
Den Graphix, Inc.	00058949	31-May-24	\$13.00	Printing
Don Owen Tire Service, Inc.	00058824	03-May-24	\$150.00	Bus Parts
Don Owen Tire Service, Inc.	00058950	31-May-24	\$352.00	Bus Parts
Dovetail, Inc.	00058890	17-May-24	\$21,805.00	Consulting Fees
Dust and Son Auto Supplies, Inc.	00058891	17-May-24	\$1,118.02	Garage Equipment Repair
Dust and Son Auto Supplies, Inc.	00058951	31-May-24	\$459.55	Garage Maintenance Equipment
Eagle Automotive	00058825	03-May-24	\$831.06	Bus Parts
Eagle Automotive	00058892	17-May-24	\$1,235.90	Bus Parts



Connect Transit Cash Disbursement Report May 2024

Name	Check Number	Date	Amount	Description
Eagle Automotive	00058952	31-May-24	\$424.82	Bus Parts
Fastenal Company	00058893	17-May-24	\$0.55	Bus Parts
Fasteners Etc.	00058826	03-May-24	\$1,970.61	Maintenance Supplies
Fasteners Etc.	00058894	17-May-24	\$553.04	Maintenance Supplies
Fasteners Etc.	00058953	31-May-24	\$305.34	Maintenance Supplies
Fitzgerald Equipment Co., Inc.	00058954	31-May-24	\$430.93	Garage Maintenance Equipment
Galls, LLC	00058895	17-May-24	\$975.50	Admin & Driver Uniforms
Galls, LLC	00058955	31-May-24	\$760.20	Driver Uniforms
Genfare, LLC	00058827	03-May-24	\$439.97	Software and Hardware
Genfare, LLC	00058896	17-May-24	\$5,561.41	Software and Hardware
Gerber Collision	00058828	03-May-24	\$2,458.40	Body Shop
Gerber Collision	00058897	17-May-24	\$27,815.96	Body Shop
Getz Fire Equipment	00058898	17-May-24	\$1,184.20	Outside Repair
Getz Fire Equipment	00058956	31-May-24	\$181.20	Outside Repair
Gillig LLC	00058829	03-May-24	\$8,129.11	Bus Parts
Gillig LLC	00058899	17-May-24	\$6,528.47	Bus Parts
Gillig LLC	00058957	31-May-24	\$135.43	Bus Parts
Grainger	00058900	17-May-24	\$222.37	Office Cabinets
Great Plains Media	00058901	17-May-24	\$1,680.00	Radio Advertising
HicksGas Bloomington LLC	00058830	03-May-24	\$687.41	LP Gas
HicksGas Bloomington LLC	00058902	17-May-24	\$798.08	LP Gas
HicksGas Bloomington LLC	00058958	31-May-24	\$746.84	LP Gas
Illinois Department of Revenue	ACH	06-May-24	\$16,821.33	Tax Payment
Illinois Department of Revenue	ACH	20-May-24	\$15,562.93	Tax Payment
Illinois Dept of Revenue Wage Levy Unit	00058903	17-May-24	\$393.47	Payroll Deduction
Illinois Dept of Revenue Wage Levy Unit	00058959	31-May-24	\$440.05	Payroll Deduction
Illinois Funds	ACH	22-May-24	\$1,000,000.00	Transfer to Illinois Funds Savings
Illinois State Disbursement	ACH	02-May-24	\$1,136.69	Payroll Deduction
Illinois State Disbursement	ACH	16-May-24	\$1,136.69	Payroll Deduction
Illinois State Disbursement	ACH	30-May-24	\$1,136.69	Payroll Deduction
Jared Simons	00058960	31-May-24	\$274.83	Travel & Meetings
JEFFREY MANCIL	00058904	17-May-24	\$161.51	Travel & Meetings
Jennifer Johnson	00058961	31-May-24	\$85.64	Uniform Reimbursement
John Born	00058831	03-May-24	\$63.81	Uniform Reimbursement
Joseph Isaia	00058962	31-May-24	\$152.19	Uniform Reimbursement
Julie Holts	00058832	03-May-24	\$173.99	Uniform Reimbursement
Kay Lanter	00058833	03-May-24	\$80.61	Uniform Reimbursement
Keith Farris	00058963	31-May-24	\$65.23	Uniform Reimbursement
Ken's Oil Service, Inc	00058834	03-May-24	\$23,453.64	Bus Parts, Fuel & Lubricants
Ken's Oil Service, Inc	00058905	17-May-24	\$51,229.99	Bus Parts, Fuel & Lubricants
Ken's Oil Service, Inc	00058964	31-May-24	\$44,852.22	Bus Parts, Fuel & Lubricants
Kirk's Automotive, Inc	00058835	03-May-24	\$372.00	Bus Parts
Kirk's Automotive, Inc	00058965	31-May-24	\$396.00	Bus Parts
Kurt M. Hutson	00058966	31-May-24	\$187.02	Uniform Reimbursement
Lauterbach & Amen, LLP	00058836	03-May-24	\$6,000.00	Audit
Lincoln Office, LLC	00058967	31-May-24	\$328.83	Office Equipment
McLean County Chamber of Commerce	00058837	03-May-24	\$150.00	Advertising- Employment
Menards	00058838	03-May-24	\$695.29	Building Maintenance, Garage Equipment, Materials & Supplies & Shop Tools
Menards	00058968	31-May-24	\$17.97	Materials & Supplies
Michelin North America, Inc	00058839	03-May-24	\$85.08	Tires
Michelin North America, Inc	00058906	17-May-24	\$4,876.35	Tires
Midwest Transit Equipment, Inc.	00058840	03-May-24	\$533.23	Bus Parts
Midwest Transit Equipment, Inc.	00058969	31-May-24	\$858.50	Bus Parts
Miller Janitor Supply	00058907	17-May-24	\$924.70	Maintenance Supplies
Miller Janitor Supply	00058970	31-May-24	\$283.06	Maintenance Supplies
MINONK NAPA	00058841	03-May-24	\$967.60	Bus Parts
MINONK NAPA	00058971	31-May-24	\$1,000.80	Bus Parts
Missionsquare	ACH	02-May-24	\$36,648.10	Retirement
Missionsquare	ACH	16-May-24	\$36,547.14	Retirement
Missionsquare	ACH	30-May-24	\$36,069.90	Retirement
Mohawk Mfg. & Supply Co.	00058972	31-May-24	\$6,607.59	Bus Parts
Morris Avenue Garage	00058842	03-May-24	\$80.00	Vehicle Inspection
Morris Avenue Garage	00058908	17-May-24	\$200.00	Vehicle Inspection



Connect Transit Cash Disbursement Report May 2024

Name	Check Number	Date	Amount	Description
Morris Avenue Garage	00058973	31-May-24	\$200.00	Vehicle Inspection
Morrow Brother	ACH	21-May-24	\$41,553.00	Transportation Equipment
Motion Industries, Inc.	00058843	03-May-24	\$235.76	Bus Parts
Mounce Automotive, LLC	00058844	03-May-24	\$135.00	Vehicle Inspection
Mutual of Omaha	00058930	22-May-24	\$20,189.25	Life, AD&D, STD & LTD
Mutual Wheel	00058845	03-May-24	\$191.46	Bus Parts
Mutual Wheel	00058909	17-May-24	\$22.91	Bus Parts
Napa Auto Parts	00058846	03-May-24	\$630.17	Bus Parts
Napa Auto Parts	00058910	17-May-24	\$402.01	Bus Parts
Napa Auto Parts	00058974	31-May-24	\$318.70	Bus Parts
Nicor Gas	00058847	03-May-24	\$2,806.86	Utilities
Nicor Gas	00058975	31-May-24	\$1,355.62	Utilities
Novardo Walters	00058911	17-May-24	\$100.00	Uniform Reimbursement
Oberlander Alarm Systems, Inc.	00058848	03-May-24	\$230.00	Security Alarm Service Fee
Oberlander Alarm Systems, Inc.	00058976	31-May-24	\$230.00	Security Alarm Service Fee
ODP Business Solutions, LLC	00058849	03-May-24	\$187.18	Office Supplies
ODP Business Solutions, LLC	00058912	17-May-24	\$394.90	Office Supplies
O'Reilly Auto Parts	00058850	03-May-24	\$41.97	Bus Parts
OSF Medical Group - Occupational Health	00058913	17-May-24	\$1,095.00	Drug Testing
Pantagraph	00058914	17-May-24	\$1,100.00	Advertising- Promotions
Payroll	ACH	02-May-24	\$276,720.20	
Payroll	ACH	16-May-24	\$278,091.02	
Payroll	ACH	30-May-24	\$275,328.79	
Piercy Auto Body	00058851	03-May-24	\$5,231.88	Outside Repair
Planning & Valuation Consultants, Inc.	00058977	31-May-24	\$7,500.00	Consulting Fees
Purchase Power	00058978	31-May-24	\$300.00	Postage
QUALITIAN JEFFRIES	00058979	31-May-24	\$116.83	Uniform Reimbursement
Redbird Catering	00058852	03-May-24	\$1,343.15	Travel & Meetings
Redbird Sports Properties, LLC	00058915	17-May-24	\$9,750.00	Advertising
Reinhart Landscaping & Snow	00058853	03-May-24	\$810.00	Snow Removal
Republic Services # 368	00058854	03-May-24	\$754.57	Garbage Disposal
Republic Services # 368	00058980	31-May-24	\$754.57	Garbage Disposal
Safelite Auto Glass	00058916	17-May-24	\$96.99	Bus Parts
Safety-Kleen Systems, Inc	00058917	17-May-24	\$694.52	Lubricant Waste Disposal & Solvent Tank
Safetylane Automotive Equipment	00058927	16-May-24	\$36,400.06	Garage Equipment Repair
SAIL Loans	00058855	03-May-24	\$89.85	Payroll Deduction
Sam Leman Ford	00058856	03-May-24	\$7,304.21	Outside Repair
Shelly Beutow	00058857	03-May-24	\$82.37	Uniform Reimbursement
Southtown Wrecker Service, Inc.,	00058858	03-May-24	\$370.00	Towing
Southtown Wrecker Service, Inc.,	00058918	17-May-24	\$325.00	Towing
Southtown Wrecker Service, Inc.,	00058981	31-May-24	\$370.00	Towing
Stratus Networks	00058919	17-May-24	\$3,308.77	Internet
SumnerOne, Inc.	00058982	31-May-24	\$1,643.82	Copier Lease
Sun Loan- Bloomington - IL	00058859	03-May-24	\$358.05	Payroll Deduction
Sun Loan- Bloomington - IL	00058920	17-May-24	\$317.38	Payroll Deduction
Sun Loan- Bloomington - IL	00058983	31-May-24	\$315.05	Payroll Deduction
Team Torque	00058860	03-May-24	\$57.00	Shop Tools
Team Torque	00058984	31-May-24	\$115.00	Garage Equipment Repair
The Aftermarket Parts Company LLC	00058861	03-May-24	\$6,888.17	Bus Parts
The Aftermarket Parts Company LLC	00058921	17-May-24	\$8,948.87	Bus Parts
The Aftermarket Parts Company LLC	00058986	31-May-24	\$11,736.95	Bus Parts
The Copy Shop	00058862	03-May-24	\$55.00	Printing
The Copy Shop	00058922	17-May-24	\$201.00	Printing
Thomas O'Shea	00058987	31-May-24	\$38.72	Uniform Reimbursement
Town of Normal-Utility Billing	00058863	03-May-24	\$578.28	Utilities
Town of Normal-Utility Billing	00058988	31-May-24	\$594.71	Utilities
Transit Resource Center	00058864	03-May-24	\$1,475.00	Consulting Fees
Trott Communications Group, Inc.	00058923	17-May-24	\$6,895.25	Consulting Fees
Uline	00058865	03-May-24	\$465.99	Office Supplies
Uline	00058989	31-May-24	\$223.96	Office Supplies
United States Treasury	ACH	06-May-24	\$92,153.52	Tax Payment
United States Treasury	ACH	20-May-24	\$90,504.21	Tax Payment
UPS	00058924	17-May-24	\$16.12	Shipping
UPS	00058990	31-May-24	\$237.75	Shipping
Verizon Wireless	00058866	03-May-24	\$3,537.24	Mobile Data Terminals for SS
Vestis Services, LLC (fka Aramark)	00058867	03-May-24	\$459.06	Cleaning Uniforms & Rugs
Vestis Services, LLC (fka Aramark)	00058925	17-May-24	\$823.23	Cleaning Uniforms & Rugs



**Connect Transit
Cash Disbursement Report
May 2024**

Name	Check Number	Date	Amount	Description
Vestis Services, LLC (fka Aramark)	00058991	31-May-24	\$244.17	Cleaning Uniforms & Rugs
Via Mobility, LLC	00058926	17-May-24	\$2,400.00	Consulting
VISA-Commerce Bank	00058928	16-May-24	\$822.32	Wellness
VISA-Commerce Bank	00058928	16-May-24	\$479.98	Garage Maint Equipment
VISA-Commerce Bank	00058928	16-May-24	\$203.46	Bus Parts - FR
VISA-Commerce Bank	00058928	16-May-24	\$6.50	Freight / Shipping
VISA-Commerce Bank	00058928	16-May-24	\$1,911.44	Shop Tools
VISA-Commerce Bank	00058928	16-May-24	\$4,575.83	Office Supplies - Office Equipment
VISA-Commerce Bank	00058928	16-May-24	\$29.54	Office Supplies
VISA-Commerce Bank	00058928	16-May-24	\$898.20	Computer Hardware & Repair
VISA-Commerce Bank	00058928	16-May-24	\$4,494.62	Software Licensing
VISA-Commerce Bank	00058928	16-May-24	\$67.99	Dues & Subscriptions
VISA-Commerce Bank	00058928	16-May-24	\$9,766.11	Travel & Meetings
VISA-Commerce Bank	00058928	16-May-24	\$113.72	Employee Recognition
VISA-Commerce Bank	00058928	16-May-24	\$4,317.28	Advertising - Promotions
VISA-Commerce Bank	00058928	16-May-24	\$102.26	Safety & Training
VISA-Commerce Bank	00058928	16-May-24	\$166.40	Miscellaneous
VSP of Illinois, NFP	00058931	22-May-24	\$1,124.46	Vision Insurance
Weed Man	00058992	31-May-24	\$129.60	Lawn Care
Total			\$3,370,253.87	

Bloomington Normal Public Transit

Balance Sheet

Division: 99 Board Reports

As of: 5/31/2024

Fiscal Year: 2024 Period: 11 May-2024

001 Assets

005 Current Assets

100 Checking and Savings	\$5,166,309.32
110 Accounts Receivable	\$5,782,756.20
120 Inventory Asset - Fuel	\$116,905.58
122 Inventory Asset - Parts	\$426,924.68
123 Inventory Asset - Tires	\$0.00
140 Other Current Assets	\$476,866.65

141 Total Current Assets **\$11,969,762.43**

150 Fixed Assets \$30,378,168.98

190 Total Assets **\$42,347,931.41**

200 Liabilities & Equity

205 Liabilities

207 Accounts Payable	\$63,054.99
210 Payroll Liabilities	\$1,327,803.88
220 Contracts	\$0.00
221 Due to Illinois Funds Account	\$0.00
222 Deferred Revenue	\$1,116,174.57
250 Deficit Funding Advance	\$0.00

290 Total Liabilities **\$2,507,033.44**

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 \$20,586,952.58

399 Total Liabilities & Equity **\$42,347,931.41**

Bloomington Normal Public Transit

Income Statement With Approved Budget

From Fiscal Year: 2024 Thru Fiscal Year: 2024	From Period 11 Thru Period 11	Division: 98 Operating Profit/Loss		As of: 5/31/2024		
		May-2024		Jul-2023 May-2024	Approved Budget	
400 Operating Revenue						
401	Passenger Fares	\$44,103.20	8.13%	\$520,380.50	95.92%	\$542,500.00
403	ISU Contract Fare	\$48,670.68	8.33%	\$535,377.48	91.67%	\$584,048.00
405	Other Contract Fares	\$21,366.46	10.68%	\$240,213.20	120.11%	\$200,000.00
407	Advertising Revenue	\$9,775.00	8.33%	\$110,624.01	94.31%	\$117,300.00
409	Miscellaneous Revenue	\$2,149.21	22.62%	\$32,346.05	340.48%	\$9,500.00
411	Total Operating Revenue	\$126,064.55	8.67%	\$1,438,941.24	99.01%	\$1,453,348.00
500 Operating Expenses						
501	Operators Wages	\$747,131.39	9.38%	\$7,362,785.11	92.41%	\$7,967,560.00
503	Maintenance Wages	\$136,946.70	8.70%	\$1,237,879.06	78.66%	\$1,573,647.00
505	Administration Wages	\$97,878.63	8.31%	\$1,055,379.77	89.61%	\$1,177,806.00
507	Employer Payroll Tax Expense	\$76,815.33	8.83%	\$791,994.75	91.06%	\$869,722.00
509	Retirement Plan	\$42,681.96	7.96%	\$376,257.67	70.20%	\$535,951.00
511	Group Insurance	\$153,020.84	6.84%	\$1,802,556.07	80.56%	\$2,237,512.00
513	Uniform Expense	\$1,973.25	3.11%	\$34,272.94	54.08%	\$63,375.00
515	Professional Services	\$29,162.84	13.05%	\$458,386.61	205.09%	\$223,500.00
519	Outside Repair-Labor	\$6,079.01	4.34%	\$74,463.39	53.19%	\$140,000.00
521	Contract Maintenance Services	\$40,230.98	17.16%	\$168,644.13	71.92%	\$234,476.00
523	Custodial Services	\$1,224.57	6.42%	\$19,282.89	101.17%	\$19,060.00
525	Employee Recruiting/Testing/Temp Help	\$0.00	0.00%	\$22,060.32	49.02%	\$45,000.00
527	Fuel	\$85,476.30	5.29%	\$959,452.07	59.36%	\$1,616,224.00
529	Lubricants	\$3,929.62	4.55%	\$31,565.02	36.58%	\$86,285.00
531	Tires	\$9,469.15	15.35%	\$46,281.28	75.03%	\$61,680.00
535	Bus Repair Parts	\$56,043.81	11.69%	\$558,898.84	116.59%	\$479,362.00
537	Other Materials & Supplies	\$4,659.08	5.61%	\$80,343.44	96.80%	\$83,000.00
539	Shelters/Signs/Shop Tools	\$2,012.60	10.06%	\$22,856.45	114.28%	\$20,000.00
541	Computer and Office Supplies	\$32,531.46	7.46%	\$283,284.80	64.92%	\$436,362.00
543	Utilities	\$9,050.44	7.02%	\$148,670.97	115.25%	\$129,000.00
545	Corporate Insurance	\$44,234.44	8.38%	\$523,015.76	99.11%	\$527,725.00
547	Dues/Subscriptions/Fees	\$430.07	0.96%	\$28,871.44	64.66%	\$44,650.00
549	Printing/Marketing/Training	\$28,095.67	7.50%	\$262,036.64	69.90%	\$374,850.00
560	Total Operating Expenses	\$1,609,078.14	8.49%	\$16,349,239.42	86.29%	\$18,946,747.00
570 Operating Assistance						
580	Operating Deficit Before Subsidies and Grants	(\$1,483,013.59)	8.48%	(\$14,910,298.18)	85.23%	(\$17,493,399.00)
582	City of Bloomington Operating Assistance	\$141,717.49	0.00%	\$900,050.79	0.00%	\$0.00
583	Town of Normal Operating Assistance	\$49,166.66	0.00%	\$540,833.26	0.00%	\$0.00
585	Illinois Downstate Operating Assistance	\$1,039,017.00	0.00%	\$10,327,873.00	0.00%	\$0.00
590	FTA 5307 Operating Assistance	\$304,114.00	0.00%	\$2,795,161.00	0.00%	\$0.00
600	Total Operating Assistance	\$1,534,015.15	0.00%	\$14,563,918.05	0.00%	\$0.00



May 2024	Current Month	Month in Prior Year	Percent Change	Year to Date	Prior Year to Date	% Change YTD
System Statistics:						
System Ridership	159,465	155,738	2.39%	2,171,045	1,988,620	9.17%
Fixed Ridership	146,718	146,647	0.05%	2,016,190	1,896,388	6.32%
Mobility Ridership	7,686	9,091	-15.45%	105,606	92,232	14.50%
FLEX Ridership	5,061	*	*	49,249	*	*
System Service Hours	16,836	12,894	30.58%	164,423	141,051	16.57%
Fixed Service Hours	8,329	8,970	-7.14%	105,502	100,372	5.11%
Mobility Service Hours	3,965	3,924	1.04%	44,568	40,679	9.56%
FLEX Service Hours	4,542	*	*	14,353	*	*
System Service Miles	163,427	156,934	4.14%	1,916,365	1,716,095	11.67%
Fixed Service Miles	101,309	108,182	-6.35%	1,241,886	1,220,228	1.77%
Mobility Service Miles	48,925	48,752	0.35%	552,094	495,867	11.34%
FLEX Service Miles	13,193	*	*	122,385	*	*
System Revenue Vehicles	63	54	16.67%	67	67	0.00%
Fixed Revenue Vehicles	36	35	2.86%	40	48	-16.67%
Mobility Revenue Vehicles	22	19	15.79%	22	19	15.79%
FLEX Revenue Vehicles	5	*	*	5	*	*
System Miles/Revenue Vehicle	2,594	2,906	-10.74%	28,602	25,613	11.67%
Fixed Miles/Revenue Vehicle	2,814	3,091	-8.95%	31,047	25,421	22.13%
Mobility Miles/Revenue Vehicle	2,224	2,566	-13.33%	25,095	26,098	-3.84%
FLEX Miles/Revenue Vehicle	2,639	*	*	24,477	*	*
System Efficiencies:						
System Ridership/Service Hour	9.47	12.08	-21.58%	13.20	14.10	-6.35%
Fixed Ridership/Revenue Hour	17.62	16.35	7.74%	19.11	18.89	1.15%
Mobility Ridership/Revenue Hour	1.94	2.32	-16.33%	2.37	2.27	4.51%
FLEX Ridership/Revenue Hour	1.11	*	*	3.43	*	*
System Percent On-Time Trips	95.06%	91.41%	4.00%	92.21%	92.99%	-0.83%
Fixed Percent On-Time Trips	95%	91%	4.40%	92%	93%	-0.68%
Mobility Percent On-Time Trips	97%	98%	-1.02%	97%	98%	-1.34%
FLEX Percent On-Time Trips	94%	*	*	86%	*	*
System Subsidy/Passenger	\$10.51	\$8.03	30.81%	\$7.06	\$6.87	2.85%
Fixed Subsidy/Passenger	\$7.83	\$6.58	19.02%	\$5.68	\$5.53	2.63%
Mobility Subsidy/Passenger	\$44.07	\$31.54	39.72%	\$29.08	\$34.31	-15.24%
FLEX Subsidy/Passenger	\$37.30	*	*	\$16.54	*	*
Operator Pay Hours/Service Hour	1.12	1.52	-26.11%	1.27	1.38	-7.87%
Vehicle Maintenance Expense/Mile	\$1.32	\$1.43	-7.34%	\$1.11	\$1.03	6.99%

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.

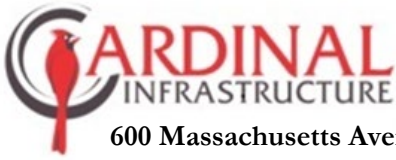
Vehicle Maintenance Expense/Mile: This is a measure of the efficiency of maintenance pertaining to each of our services.

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

Work in Congress kicked back up last week as attention towards the very aggressive appropriations hearing/markup House schedule for June began. House Majority Leader Steve Scalise (R-LA) outlined a tentative summer agenda for the House GOP that includes passing all 12 funding bills in June and July. Five of these bills failed to pass last year, and we expect this summer's push to have a similar result. The Senate, as is the norm, is moving slower.

We want to note NOFOs—such as MEGA/INFRA/Rural—are being released earlier and closing earlier than in the previous year. While federal agencies won't come out and say this directly, this expedited schedule is a reflection of the election year calendar and the desire to announce as many awards as possible before Election Day. So here's a head's up to read carefully and plan accordingly if you'll be making a federal grant application of any type in the upcoming months.

The House Subcommittee on Highways and Transit held a hearing titled "Revenue, Ridership, and Post-Pandemic Lessons in Public Transit" on June 13th. Topics covered included ridership, safety, and other post-pandemic concerns.

APTA urges THUD Appropriations Committee to fund improvements in public transit

In a [letter to senior members](#) of the House and Senate Appropriations Committees, APTA requested \$21.9 billion for public transit and \$20.6 billion for passenger rail. The letter also requested that Congress fully fund the CIG program, Amtrak, CRISI, and Railroad Crossing Elimination Grants. APTA expressed its opposition to a FY25 Budget Request proposal that would grant FTA the authority to cut the federal share from 85% to at no less than 50% to disincentivize vehicle customization for Bus and Bus Facilities and Low-No projects.

Upcoming FTA Guidance

FTA intends to release final versions of updated circulars covering the Section 5307, 5310, 5311, 5337, and 5339 programs in the fourth quarter of FY 2024.

Annual August Redistribution

The upcoming Federal Highway Administration's (FHWA) August Redistribution is an opportunity for States to flex funds from FHWA to FTA to support transit projects. During the August Redistribution that starts in July 2024, FHWA provides States with the opportunity to fund additional projects, including flexible funding for transit projects. State Departments of Transportation (State DOTs) and Metropolitan Planning Organizations should consider discussing current transit needs and flex funding opportunities to support transit capital activities.

FTA releases Joint Procurement Clearinghouse

In an effort to promote joint procurement of rolling stock, the Federal Transit Administration created the [Joint Procurement Clearinghouse](#). This online tool supports current and potential joint procurement participants.



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

Dear Colleague Letter on Uniform Act

U.S. DOT published final revisions to implementing rules on the Uniform Act (89 Fed. Reg. 36,908). The purpose of [this letter](#) is to provide implementation guidance concerning revisions to the regulation at 49 CFR part 24, which will be effective June 3, 2024. To comply with the final rule, FTA recipients planning to begin the real property acquisition phase of a project on or after June 3, 2024, should ensure that planning documents and recipient policies and procedures related to the acquisition of real property or the displacement of persons are updated to reflect the provisions found in the final rule.

Reconnecting Communities

The Reconnecting Communities grant will be made available in early-July. Additional information on how to apply, frequently asked questions, and the USDOT's Benefit-Cost Analysis Guidance for Discretionary Grant Programs are forthcoming and will be available at the [Reconnecting Communities Program Website](#).

Next Round of PROTECT Funding Soon Available

The NOFO for the next round of PROTECT is expected in July so consider this your friendly reminder to look at the project awards announced early this year and engage with your regional FHWA representatives and state DOT's before the next NOFO hits the street.

Updates to FTA's Reporting Guidelines on Worker Assault

FTA has [published](#) three [new resources](#) that will clarify the new Bipartisan Infrastructure Law (BIL) requirements for expanded [reporting of assaults](#) on transit workers to the National Transit Database (NTD).

ASCE Releases Economic Study on Infrastructure State of Good Repair

Every four years, the American Society of Civil Engineers (ASCE) publishes the [Report Card for America's Infrastructure](#), which grades the current state of 17 of the nation's infrastructure categories on a scale of A through F. In 2021, the country's infrastructure earned a C- average across all categories. In 2025, when the next Report Card is released, it will provide an updated look at the conditions of our infrastructure. Until then, ASCE has published an economic study titled "[Bridging the Gap](#)" which analyzes different funding scenarios and their expected impacts on that grade.

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TWC Webinar on Apprenticeships

Transit Workforce Center will hold a webinar on bus maintenance apprenticeships on June 26th at 1 PM ET. The event will include discussions on starting apprenticeship programs, essential components of effective registered apprenticeship programs, and insights from labor-management partnerships on how the programs benefit agencies and workers alike. Register [here](#).



CORNERSTONE

— AN EMPLOYEE-OWNED COMPANY —

TO: Connect Transit Board of Directors
FROM: Cornerstone Government Affairs – Illinois Team
SUBJECT: Legislative Update
DATE: June 25, 2024

Summary

This month, our team secured the reappropriation of \$3 million for Connect Transit for the construction of the transit center in the FY 25 budget, including the ability to use for prior incurred costs. We have continued discussions with House leadership and staff regarding the release of this appropriation. We also shared frequent updates over the final days of session with Connect regarding the budget and other legislation.

We the end of the spring session, we are continuing to monitor for any state action which may impact Connect.

Bill Tracking

Below are the active bills of interest 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.

SB 1960

Short Description: VEH CD-ELECTRIC SCOOTERS

Senate Sponsors

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

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
5/26/2024	Senate	Passed Both Houses

SB 3208

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
5/24/2024	Senate	Passed Both Houses

SB 3649

Short Description: EMPLOYEE FREEDOM OF SPEECH

Senate Sponsors

Sen. Robert Peters, Doris Turner, Paul Faraci-Javier L. Cervantes, Karina Villa, Ram Villivalam, Omar Aquino, Mike Porfirio-Michael E. Hastings, Christopher Belt, Adriane Johnson, David Koehler, Mary Edly-Allen and Celina Villanueva-Mike Simmons-Lakesia Collins

House Sponsors

(Rep. Marcus C. Evans, Jr.-Lawrence "Larry" Walsh, Jr.-Matt Hanson-Will Guzzardi, Stephanie A. Kifowit, Mary Beth Canty, Gregg Johnson, Kelly M. Cassidy, Harry Benton, Jay Hoffman, Michael J. Kelly, Anna Moeller, Dave Vella, Barbara Hernandez-Emanuel "Chris" Welch, Janet Yang Rohr,

Dagmara Avelar, Yolonda Morris, Sharon Chung, Joyce Mason, Abdelnasser Rashid, Hoan Huynh, Bob Morgan, Michelle Mussman, Suzanne M. Ness and Debbie Meyers-Martin)

Synopsis As Introduced

Creates the Worker Freedom of Speech Act. Provides that an employer or the employer's agent, representative, or designee may not discharge, discipline, or otherwise penalize, threaten to discharge, discipline, or otherwise penalize, or take any adverse employment action against an employee: (1) because the employee declines to attend or participate in an employer-sponsored meeting or declines to receive or listen to communications from the employer or the agent, representative, or designee of the employer if the meeting or communication is to communicate the opinion of the employer about religious or political matters; (2) as a means of inducing an employee to attend or participate in meetings or receive or listen to communications; or (3) because the employee, or a person acting on behalf of the employee, makes a good faith report, orally or in writing, of a violation or a suspected violation of the Act. Provides for a private right of action to enforce the provisions of the Act. Sets forth the duties and powers of the Department of Labor under the Act. Provides that, within 30 days after the effective date of the Act, an employer shall post and keep posted a notice of employee rights under the Act where employee notices are customarily placed. Provides for exceptions under the Act.

Senate Floor Amendment No. 2

Replaces everything after the enacting clause. Reinserts the provisions of the introduced bill with the following changes. Provides that an employer shall be assessed a civil penalty of \$1,000 for each violation of the Act. Provides that, upon a reasonable belief that an employer covered by the Act is in violation of any part of the Act, an employee or interested party may assert that a violation of this Act has occurred and bring an action for penalties in the county where the violation is alleged to have occurred or where the principal office of the employer is located, pursuant to a specified sequence of events. Provides that nothing in the Act: (1) prohibits a political organization, a political party organization, a caucus organization, a candidate's political organization, or a specified not-for-profit organization from requiring its staff or employees to attend an employer-sponsored meeting or participate in any communication with the employer or the employer's agent, representative or designee for the purpose of communicating the employer's political tenets or purposes; (2) prohibits the General Assembly or a State or local legislative or regulatory body from requiring their employees to attend an employer-sponsored meeting or participate in any communication with the employer or the employer's agent, representative, or designee for the purpose of communicating the employer's proposals to change legislation, proposals to change regulations, or proposals to change public policy; or (3) prohibits a religious organization from requiring its employees to attend an employer-sponsored meeting or participate in any communication with the employer or the employer's agent, representative or designee for the purpose of communicating the employer's religious beliefs, practices, or tenets. Defines "interested party" and "voluntary". Makes other changes.

House Committee Amendment No. 1

Replaces everything after the enacting clause. Reinserts the provisions of the engrossed bill with the following changes. Provides that nothing in the Act prohibits an employer or its agent, representative, or designee from requiring its employees to attend any training intended to foster a civil and collaborative workplace or reduce or prevent workplace harassment or discrimination (rather than reduce and prevent workplace harassment or discrimination). Makes changes in provisions concerning the powers of the

Department of Labor and civil penalties.

Last Action

Date	Chamber	Action
5/26/2024	Senate	Passed Both Houses

HB 4350

Short Description: CHILD ABUSE NOTICE ACT

House Sponsors

Rep. Jed Davis-Brandun Schweizer, Kevin Schmidt, Dan Caulkins, Nicole La Ha, Martin McLaughlin, Adam M. Niemerg, Blaine Wilhour, Brad Halbrook, Chris Miller, Jason Bunting, Paul Jacobs, David Friess, Dave Severin, William E Hauter and Dan Ugaste

Senate Sponsors

(Sen. Sue Rezin and Tom Bennett-Sally J. Turner)

Synopsis As Introduced

Creates the Child Abuse Notice Act. Requires certain businesses and establishments, including, but not limited to, day care centers, elementary and secondary schools, bus stations, and general acute care hospital emergency rooms, to post in a conspicuous place a notice developed by the Department of Children and Family Services that is aimed toward children under 18 and provides information on what constitutes physical and sexual abuse and how to report such abuse. Requires the notice to be at least 8 1/2 inches by 11 inches in size, written in a 16-point font, unless the notice is provided by electronic means. Requires the Department, in consultation with an accredited Children's Advocacy Center, to develop a model notice no later than 6 months after the effective date of the Act. Requires the Department to make the model notice available for download on the Department's Internet website and provide the notice upon request to eligible business, schools, and other establishments. Provides that the notice shall be printed in English, Spanish, and in one other language that is the most widely spoken language in the county where the establishment is located and for which translation is mandated by the federal Voting Rights Act, as applicable. Imposes certain penalties on those businesses and other establishments that are subject to the Act that fail to comply with the Act's requirements. Exempts school districts and personnel from the penalty provision.

House Committee Amendment No. 2

Removes day care centers and public and private schools that contain students under the age of 18 from the list of businesses and establishments that must post a child abuse notice in their public restrooms. Adds hotels, motels, and tattoo and body piercing establishments to the list. Removes a provision that requires the administrator of a public or private elementary school or public or private secondary school to post a printout of the downloadable notice provided by the Department of Children and Family Services in a conspicuous and accessible place chosen by the administrator in the administrative office or another location in view of school employees. Removes a provision that exempts school districts and personnel from the Act's penalties provisions.

Senate Floor Amendment No. 1

Replaces everything after the enacting clause. Reinserts the provisions of the engrossed bill with the following changes. In a provision listing the types of businesses and other establishments that must post the child abuse notice as required under the Act, requires compliance from entertainment facilities or sporting facilities that are indoor structures with a legal occupancy of at least 5,000 persons (rather than entertainment facilities or sporting facilities providing services or opportunities to those under the age of 18). Removes a provision that requires the Department of Children and Family Services to, upon request, furnish copies of the model notice without charge to businesses, establishments, or schools. Removes an incorrect cross-reference from the provisions of the engrossed bill.

Last Action

Date	Chamber	Action
5/24/2024	House	Passed Both Houses

General Legislative Updates

103rd ILLINOIS GENERAL ASSEMBLY:

The Illinois General Assembly will reconvene for the Fall Veto Session on November 12-14 and November 19-21. This is the first time in recent memory that the Legislature will hold veto session over two consecutive weeks. Traditionally, in election years, veto session is conducted the week before Thanksgiving week and the week after Thanksgiving – thus giving members a week off during the two-week session.

GOVERNOR’S HIGHLIGHTS:

New Laws: Governor Pritzker signed into law the [FY 2025 operating and capital budget](#) along with [statutory language](#) to implement the budget. This is the sixth budget of the Governor’s tenure and the largest (\$53.1 billion GRF) in the state’s history. Read more [here](#).

The Governor also signed [SB 1996](#) (Cunningham/Hoffman) which makes changes to the State’s Worker’s Compensation system including addressing the current funding shortfall.

Renewable Energy Access Plan: The Illinois Commerce Commission adopted the state’s first Renewable Energy Access Plan (REAP). The plan is an actionable roadmap to ensure Illinois meets its policy requirements for an equitable, reliable, and cost-effective clean electricity system. REAP is intended to be a tool to encourage regional transmission organizations to be proactive in pursuing long-range transmission planning improvements to support future renewable energy development in their service territories.

The REAP makes initial findings and recommendations organized around five strategic elements:

1. Tracking Progress Toward Illinois' Policy Goals—Clarify the outlook for renewable and clean energy supply needs to determine how much renewable access must be created;
2. Transitioning to a 100 percent Clean Electricity Mix—Examine the incentives and enforcement mechanisms that may be needed to support competitive investment in a reliable mix of resources throughout the transition to 100 percent clean electricity;
3. Managing Land Use in Renewable Deployment—Identify opportunities to equitably manage land use in renewable deployment and coordination with transmission development, including through the development of REAP Zones;
4. Effective Transmission Planning & Utilization—Develop a strategy for maximizing the use of existing transmission infrastructure and proactively planning around future needs to provide the necessary transmission cost-effectively and reduce barriers to renewable development; and
5. Leveraging Regional Electricity Markets & Trade—Identify opportunities for leveraging regional electricity markets and trade to access the most efficient resources, avoid emissions leakage, and maintain reliability.

The Governor also signed the following bills into law.

[SB 3268](#) represents the annual Medicaid Omnibus. The legislation includes several provisions including rate increases for various healthcare services, professions, and facilities. The bill also includes the test and treat provisions that authorize pharmacists to test for five specific diseases. The bill takes effect immediately.

[HB 4582](#) creates the Bond Authorization Act of 2024. The bill increases bonding authority for General Obligation Bonds, Build Illinois Bonds and bonds issued by the Illinois Housing Development Authority. The bill takes effect July 1.

[HB 4951](#) represents the 2024 Revenue Omnibus. The legislation has staggered effective dates of July 1, 2024; January 1, 2025, and July 1, 2025.

Governor's Trade Mission: Governor Pritzker and his entourage (including staff and economic development leaders) traveled to Canada this week on a trade mission. During the trip, the Governor participated in the 2024 U.S.-Canada Summit and met with key government leaders and business leaders in quantum, finance, electric vehicles, technology, and other growing sectors.

During the trip, Ontario and Illinois finalized a new Memorandum of Understanding to promote increased trade, attract investment, and foster ongoing collaboration across key sectors such as automotive, agriculture, energy, and advanced manufacturing. Ontario is Illinois' second-largest export market and Illinois is Ontario's fourth-largest export market in the U.S.

The new MOU promotes economic cooperation between the two jurisdictions by supporting regular business missions, sharing market information and promoting investment. Ontario and Illinois will also explore opportunities for cooperation on emerging technologies that are transforming industries, including sharing best practices on skills training to prepare workers for in-demand and technology-intensive jobs.

In addition, both jurisdictions will establish a Procurement Cooperation Council as a forum for sharing information on procurement policies and to advance opportunities for suppliers in each jurisdiction. Ontario is also pursuing additional agreements with other state-level trading partners to improve access to investment pipelines and export opportunities for Ontario businesses.

The new MOU will increase collaboration in sectors such as automotive (including electric, connected and autonomous technologies), agriculture, food processing and agri-food technology, advanced manufacturing and materials, life sciences, energy, and information and communications technologies. Read the full MOU [here](#).

Gender Affirming Care: The Illinois Department of Human Services and the Public Health Institute of Metropolitan Chicago are launching a new statewide initiative that supports and expands gender-affirming care.

The new Transgender and Gender Diverse (TGD) Wellness and Equity Program expands comprehensive and medically necessary care for transgender, gender-diverse, and LGBTQ+ people throughout Illinois. This program equips organizations that currently serve LGBTQ+ communities to increase their capacity to provide culturally- and medically competent gender-affirming care. The initiative aims to address social determinants of health, historical and contemporary trauma, and their unique impact on Black, Indigenous, and other People of Color who identify as transgender, gender-diverse, and other LGBTQ+ identities.

The program will: (1) offer training and behavioral health support; (2) employ Healthcare Navigation Specialists; (3) offer gender-affirming care training for staff; (4) foster participation in a learning collaborative to share successes, challenges, and best practices; and (5) offer strategies to expand medically and culturally appropriate gender-affirming care throughout their service areas.

Back to Business Grants Awarded: The Illinois Department of Commerce and Economic Opportunity awarded \$5 million in grant funding to 151 recipients through the Back to Business (B2B) Local Chambers program. B2B Chambers provides additional support for local chambers of commerce that experienced negative economic impacts from the COVID-19 pandemic. A list of B2B Local Chambers grantees can be found [here](#).

Navigator Grant Opportunity: A [Notice of Funding Opportunity](#) for the Get Covered Illinois Navigator Grant Program Plan Year 2025 is now available. This \$6.5 million initiative will create a statewide Illinois Navigator program as Illinois transitions to a state-based marketplace for health

insurance. Get Covered Illinois (the official Illinois Marketplace) will oversee and train Illinois Navigators. Applications are due July 5. Read more [here](#).

OTHER NEWS:

Attorney General Reaches Settlement with Johnson & Johnson: Illinois Attorney General Kwame Raoul, as part of a bipartisan group of 43 attorneys general, announced a nationwide settlement with Johnson & Johnson to resolve allegations the company deceptively promoted and misled consumers in advertisements related to the safety and purity of some talcum powder products, including baby powder and body powder.

Under the consent judgment, Johnson & Johnson has ceased and not resumed the manufacturing, marketing, promotion, sale and distribution of all baby and body powder products and cosmetic powder products that contain talcum powder in the United States. When approved by the court, Illinois will receive approximately \$29 million. Read more [here](#).

Attorney General Requests Clarification on Regulation of PBMS: Attorney General Kwame Raoul joined with a bipartisan coalition of 32 attorneys general in the filing of [an amicus brief](#) to ask the U.S. Supreme Court to grant certiorari in a case addressing the states' authority to regulate pharmacy benefit managers. Raoul and the coalition want assurance that states have the authority to regulate PMS. Read more [here](#).



MEMO

Date: June 25, 2024
To: Board of Trustees
From: Patrick Kuebrich, Finance Director
CC: David Braun, Managing Director
Subject: Recommendation for FY 2025 Property and Casualty Insurance Renewal

Recommendation:

Authorize the Managing Director to renew property and casualty insurance effective July 1, 2024, through June 30, 2025.

Background:

Connect Transit is renewing the property and casualty insurance for the term of July 1, 2024, through June 30, 2025. This renewal covers the following insurance coverage: workers' compensation, property, general liability, automotive liability, automotive comprehensive, umbrella liability, directors' and officers' liability and employment practices liability, fiduciary, cyber liability, and crime insurance.

Discussion:

The premium for the workers' compensation insurance renewal will increase \$35,270 (from \$308,709 FY24 to \$343,979 FY25). The increase is due to our projected increase in salaries for FY25.

The premium for the property and casualty insurance renewal will also increase. The total increase is \$79,730 (from \$503,981 FY24 to \$583,711 FY25). The majority of this premium increase (\$65,977) is from the automotive liability and comprehensive coverage. This increase is due to a change in market conditions and Travelers' experience with electric vehicle coverage and resulting risk exposure.

Even though this is a significant increase, we feel this is a reasonable renewal. We will be working with Assurance to receive assistance and service that will help mitigate our claims in the future.

Financial Impact:

The total cost for this renewal of all policies shown in the table below is \$927,690, a \$115,000 (14.2%) increase over FY24. The increase was anticipated and included in the FY25 Operating Budget.

Premium Summary

Coverage Carrier/AM Best Rating	2023-2024 Expiring Premium	2024-2025 Renewal Premium
Travelers – A++ XV Workers' Compensation*	\$308,709	\$343,979
Travelers – A++ XV Property, Equipment Breakdown, Inland Marine	\$ 26,570	\$ 38,211
Travelers – A++ XV General Liability and Employee Benefits	\$ 7,115	\$ 7,873
Travelers – A++ XV Automobile Liability and Comprehensive	\$349,361	\$415,338
Travelers – A++ XV Umbrella Liability	\$ 85,188	\$ 82,070
Travelers – A++ XV Directors & Officers Liability and Employment Practices	\$ 26,968	\$ 32,410
Travelers Renewal – A++ XV Fiduciary	\$ 3,003	\$ 2,859
Hanover Insurance Company – A XV Crime	\$ 876	\$ 876
Cowbell – A XV Cyber Liability	\$ 4,900	\$ 4,074
Total Carrier Premium	\$812,690	\$927,690

* Subject to annual audit



MEMO

Date: June 25, 2024
To: Board of Trustees
From: Brady Lange, Procurement Director
CC: David Braun, General Manager
Subject: Recommendation for Contract Extension for Tire Lease

Recommendation:

Authorize the General Manager to execute a single-year contract extension with Bridgestone Americas for leasing tires on revenue service vehicles.

Background:

For the past three years Connect Transit has leased tires for revenue service vehicles from Bridgestone Americas. In total, Connect Transit has leased tires for over 11 years from various suppliers. Tire leasing provides more flexibility than purchasing tires and reduces maintenance cost, down time, and environmental liability.

Discussion:

This contract extension will utilize one of two single-year options that were included in the original contract approved by the Board of Trustees in March 2021. The rates established by this contract were agreed upon and evaluated during the initial RFP evaluation in March 2021 and represent an increase of approximately 3% over the base period of the contract. The CPI for Tire Manufacturing: Truck and Bus has increased 21.8% since March 2021 so we believe issuing a new RFP would result in a much higher cost for tires.

Financial Impact:

Anticipated expenses associated with this single-year contract extension will be approximately \$60,000 based on budgeted mileage. As in past years, Connect Transit will utilize operating funds for this contract and the expense was included in our FY25 budget.



MEMO

Date: June 25, 2024
To: Board of Trustees
From: David Braun, Managing Director
Subject: Recommendation for Modification of Connect FLEX Services

Recommendation:

Allow staff to modify FLEX service parameters to only allow trips that are 0.45 miles or longer.

Background:

Connect FLEX currently provides service to anyone in the designated zone to anywhere in the zone. We recently noticed a considerable number of short rides, most of which are areas that have access to the fixed route service. Many of these trips occur along Market Street, which is served by the Lime Route from Wylie Drive to Downtown, and the Brown or Gold Routes along other sections of Market Street. Short trip requests have been more frequent in recent months.

Discussion:

Unlike the fixed route service that runs along a pre-determined route, Connect FLEX must travel to the pick-up location from another area within the zone, provide the short trip, and return to another area in the zone for a different trip. While the app algorithm tries to group trips efficiently, short trips in a certain area create an inefficiency, tying up a vehicle and increasing the number of seats unavailable in areas that do not have an option to use fixed route service. Short trips also add hours and miles that are the primary cost factors for this service, decreases efficiency, and makes the vehicle unavailable for other people who need it to access the fixed route service, or to people who need to travel to a location in the service zone (i.e.: Ferrero, Unit 5 schools or other locations). This modification will encourage the use of the more convenient and cost effective fixed route service.

Approximately 673 trips were 0.4 miles or less and 1,699 trips were 0.5 miles or less since we initiated service in July 2023, which is approximately 1.4% -3.5% of all trips (48,813 total). Of those, only five trips (.01%) required a wheelchair accessible vehicle, four of which were 0.2 miles or less. Typical distance between fixed route stops is 0.25 miles.

This change will not require public hearings since the change is less than 20% of the hours and miles of service. We will communicate the change to all users throughout the next month for implementation beginning on August 1.

Financial Impact:

This will have no financial impact.

