



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

Thursday, August 8, 2024 – 5:00 p.m.

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

[August 8, 2024, Regular Session 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 June 25, 2024
 - b. ~~Approval of Financial Information for June 2024~~ – *delayed due to year end closing*
 - c. Monthly Statistical Reports for June 2024
 - d. Cardinal Infrastructure; Federal Report
 - e. Cornerstone; Illinois Weekly Update
- F. Committee Reports
- G. New Business
 - a. Recommendation to Support Library Card Sign Up Month/September 2024: Roll Call Vote
 - b. Recommendation for Managed Printer and Copier Services Contract Award: Roll Call Vote
 - c. Recommendation for Architect and Engineering Contract Award: 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.





June 2024	Current Month	Month in Prior Year	Percent Change	Year to Date	Prior Year to Date	% Change YTD
System Statistics:						
System Ridership	131,180	142,427	-7.90%	2,302,225	2,131,047	8.03%
Fixed Ridership	119,065	133,264	-10.65%	2,135,255	2,029,652	5.20%
Mobility Ridership	7,132	9,163	-22.17%	112,738	101,395	11.19%
FLEX Ridership	4,983	*	*	54,232	*	*
System Service Hours	13,024	12,292	5.96%	177,447	153,343	15.72%
Fixed Service Hours	8,230	8,353	-1.47%	113,732	108,725	4.61%
Mobility Service Hours	3,749	3,939	-4.82%	48,317	44,618	8.29%
FLEX Service Hours	1,045	*	*	15,398	*	*
System Service Miles	160,041	150,314	6.47%	2,076,406	1,866,409	11.25%
Fixed Service Miles	100,608	101,638	-1.01%	1,342,494	1,321,866	1.56%
Mobility Service Miles	46,601	48,676	-4.26%	598,695	544,543	9.94%
FLEX Service Miles	12,832	*	*	135,217	*	*
System Revenue Vehicles	60	50	20.00%	67	67	0.00%
Fixed Revenue Vehicles	34	32	6.25%	40	48	-16.67%
Mobility Revenue Vehicles	21	18	16.67%	22	19	15.79%
FLEX Revenue Vehicles	5	*	*	5	*	*
System Miles/Revenue Vehicle	2,667	3,006	-11.27%	30,991	27,857	11.25%
Fixed Miles/Revenue Vehicle	2,959	3,176	-6.84%	33,562	27,539	21.87%
Mobility Miles/Revenue Vehicle	2,219	2,704	-17.94%	27,213	28,660	-5.05%
FLEX Miles/Revenue Vehicle	2,566	*	*	27,043	*	*
System Efficiencies:						
System Ridership/Service Hour	10.07	11.59	-13.07%	12.97	13.90	-6.64%
Fixed Ridership/Revenue Hour	14.47	15.95	-9.32%	18.77	18.67	0.57%
Mobility Ridership/Revenue Hour	1.90	2.33	-18.22%	2.33	2.27	2.67%
FLEX Ridership/Revenue Hour	4.77	*	*	3.52	*	*
System Percent On-Time Trips	94.20%	95.19%	-1.05%	92.40%	93.18%	-0.83%
Fixed Percent On-Time Trips	95%	95%	0.00%	92%	93%	-0.62%
Mobility Percent On-Time Trips	97%	98%	-1.02%	97%	98%	-1.31%
FLEX Percent On-Time Trips	71%	*	*	85%	*	*
System Subsidy/Passenger	*	\$11.89	*	\$6.66	\$7.20	-7.54%
Fixed Subsidy/Passenger	*	\$9.80	*	\$5.36	\$5.81	-7.77%
Mobility Subsidy/Passenger	*	\$42.36	*	\$27.24	\$35.03	-22.26%
FLEX Subsidy/Passenger	*	*	*	\$15.02	*	*
Operator Pay Hours/Service Hour	1.43	1.60	-10.96%	1.28	1.40	-8.23%
Vehicle Maintenance Expense/Mile	*	\$1.81	*	\$1.02	\$1.09	-6.84%



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

Monthly Federal Update for Connect Transit

Prepared by Cardinal Infrastructure

Prepared July 24, 2024

Congressional Update

The House of Representatives entered its August recess on Wednesday, meaning no new legislation will be considered and no hearings will be held until they return on September 9th. As a result, the House's vote on several appropriations bills - including the Transportation, Housing and Urban Development bill - are delayed until September at the earliest, though we expect these bills to be delayed until after the November elections.

The House's version of the Transportation, Housing and Urban Development funding bill included \$755 million for the CIG program, \$116 million for transit earmarks, and \$14.279 billion for transit formula dollars. These changes would be significant cuts to the CIG program and transit earmark pool compared to FY24.

Earlier this month, the House Transportation and Infrastructure Committee held a hearing on "Oversight of the Department of Transportation's Policies and Programs and Fiscal Year 2025 Budget Request." Members of Congress pressed Secretary Buttigieg on grant delivery timelines and expressed interest in identifying funding mechanisms to solve the Highway Trust Fund's shortfall issues - the fund is expected to be insolvent by fiscal year 2028. A full summary is attached.

Department of Transportation to Offer RAISE Debriefs

Beginning in August, the Department of Transportation will reach out to offer a debrief to RAISE applicants not selected for a grant. The debrief will provide specific feedback on your application that you can use on future applications. If Connect chooses to reapply, DOT expects to post a FY 2025 NOFO this fall.

Enhancing Mobility Innovation Grants Available for FY 2024

The Federal Transit Administration (FTA) released a NOFO for nearly \$2 billion in Enhancing Mobility Innovation Grants. [This program](#) supports research projects that improve customer convenience. There are two substreams for this program: accelerating innovative mobility, which funds concept development and/or demonstration projects, and software solutions projects, which develop software that facilitates integrated demand-response. Applications are due by August 30th.

FTA will host a webinar on the Enhancing Mobility Innovation grant program on Thursday, August 1st at 3 pm Eastern. If you are interested in attending, [register here](#).

Uniform Act Updates

On May 3rd, 2024, the Federal Highway Administration [published its final revisions](#) to U.S. DOT's implementing rule on the Uniform Act. FTA will host webinars for federal grant



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recipients that provide an overview of these changes, which went into effect on June 3rd. You can register for either session below.

[August 29th, 10:00 AM - 11:30 AM \(EDT\)](#)

[October 3rd, 2:00PM - 3:30 PM \(EDT\)](#)

FHWA also presented four in-depth webinars on Uniform Act changes in June. FTA resources related to the Uniform Act and real property acquisition are available [here](#).

FTA Publishes New Resources on Reporting Transit Worker Assaults

[These resources](#) are designed to help agencies understand the difference between major and non-major events and physical and non-physical assaults, as well as improving understanding on how to report data to the National Transit Database.

DOT's Transportation Safety Institute Training Course Opens for Registration

The Transportation Safety Institute's courses support FTA grantees subject to Public Transportation Safety Certification Training Program regulation with initial training and recertification requirements. If you would like to register, [click here](#).

Transit Cooperative Research Program Workforce Survey

The International Transportation Learning Center and Plannign Communities are conducting a research project funded by the Transit Cooperative Research Program titled "Zero-Emission Vehicles: New Tech, New Skills, New Jobs." The [industry survey](#) will take approximately 20 minutes to complete.



CORNERSTONE

— AN EMPLOYEE-OWNED COMPANY —

TO: Connect Transit Board of Directors
FROM: Cornerstone Government Affairs – Illinois Team
SUBJECT: Legislative Update
DATE: July 30, 2024

Summary

This month, our team continued discussions with House leadership and staff regarding the release of the \$3 million appropriation for Connect. We shared a memo with Connect covering the first of the Senate Transportation hearings on the future of transit in the state. We also put together information on the REAP Program and SB 3649, and how they may impact Connect. Moving forward, we will continue to monitor the Senate Transportation hearings and keep Connect updated on any further activity.

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
6/24/2024	Senate	Sent to the Governor

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
6/21/2024	Senate	Sent to the Governor

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
6/24/2024	Senate	Sent to the Governor

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
6/21/2024	House	Sent to the Governor

General Legislative Updates

103rd ILLINOIS GENERAL ASSEMBLY:

The Illinois General Assembly stands adjourned until the November Veto Session.

The **Senate Transportation Committee** began a series of hearings recently to discuss the future of Chicago-area transit. The hearings will explore whether combining the area’s transit agencies (the Chicago Transit Authority, Metra, Pace and the Regional Transit Authority) could reduce overhead costs and make them more efficient and how transit relates to the economy, public health, accessibility and climate change.

Additional hearings are scheduled for:

- July 24 at 10 a.m., south suburbs of Cook County.
- Aug. 8 at 10 a.m., counties of DuPage, Will and Kendall.
- Aug. 28 at 10 a.m., Kane and McHenry counties.
- Sept. 18 at 10 a.m., northwest suburbs of Cook County and Lake County.
- Oct. 16 at 10 a.m. in Springfield.

GOVERNOR’S HIGHLIGHTS:

New Laws: Governor Pritzker signed the carbon capture bill ([SB 1289](#)) this week. The new law establishes regulations for carbon capture, including requiring new carbon sequestration facilities to obtain a state permit with requirements for monitoring during and after carbon sequestration, as well as rules around financial assurances, insurance, emergency management, and closure plans. The law places

a moratorium on new pipelines until the Pipelines and Hazardous Materials Safety Administration finalizes safety regulations or until July 1, 2026.

The act also requires CO2 projects to achieve a net reduction in greenhouse gases and conduct water, air, and soil monitoring to ensure no leaks occur, and take immediate corrective action if they do. The Illinois Commerce Commission will require all new projects to undergo an assessment process and require plans to monitor carbon capture and transport sites and respond immediately if any issues arise. The law also creates safety standards for any new pipelines and mandates training and support for first responders in pipeline areas. Read more [here](#).

Illinois EPA Director Resigns: John Kim resigned as the Illinois Environmental Protection Agency Director. Kim, who has served at the agency since 1994 and has been Director since 2019, will be replaced on an interim basis by Deputy Director James Jennings. Jennings took over as interim director on Tuesday, July 16. Jennings has worked in various capacities within the IEPA since 2013.

Quantum Research: Governor Pritzker announced a partnership with the U.S. Department of Defense's research and development agency to further expand quantum research in Illinois. The Defense Advanced Research Projects Agency, or DARPA, will take residency on the state's quantum campus to establish a program where quantum computing prototypes will be tested. The location of the campus will be announced soon.

The Memorandum of Agreement signed with DARPA will establish Illinois' quantum campus as the site for a new Quantum Proving Ground program, where quantum computing prototypes will be tested and evaluated as part of DARPA's new Quantum Benchmarking Initiative. The FY25 budget allocated \$500 million in state investment to help fund quantum research and build a campus. Illinois will commit \$140 million in matching funds for the Quantum Proving Ground. DARPA's level of investment in the Quantum Benchmarking Initiative will be determined by the quality of proposals, evaluation results, and availability of federal funding.

The facility will include shared cryo facilities, equipment labs, and spaces for both private companies and Illinois' research universities to collaborate and research. Companies with competing technologies across the industry will be able to participate in the DARPA-Illinois Quantum Proving Ground, and those competing for funding will be selected based on performance and results. Read more [here](#).

First Human Case of West Nile Virus Reported: The Illinois Department of Public Health is reporting this year's first human case of West Nile virus. The individual is in their 60's and lives in suburban Cook County. The onset of WNV symptoms was in mid-June. Read more [here](#).

Gubernatorial Appointments: The Governor made the following appointments:

- Garvin Ambrose will serve as a Member of the Guardianship and Advocacy Commission.
- Benjamin Reyes will continue to serve as a Member of the Illinois Racing Board.
- Sarah Alter will continue to serve as a Member of the Lottery Control Board.

- Michael Goetz will continue to serve as a Member of the Teachers' Retirement System Board of Trustees.

Prevailing Wage Rates Published: As required by law, the Illinois Department of Labor published updated prevailing wage rates (sorted by construction trade) for each county in Illinois. Any who disagrees with the published rates has until August 14th to object in writing to the Department. Any objection filed will then be granted a hearing before an Administrative Law Judge. For more information on prevailing wage rates, visit IDOL's [website](#).

OTHER NEWS:

Giannoulis Appointed Co-Chair of National Association of Secretaries of State's Securities

Committee: Illinois Secretary of State Alexi Giannoulis has been appointed to serve as co-chair of the National Association of Secretaries of State's (NASS) Securities Committee. The Illinois Secretary of State's Securities Department regulates the securities and investment advisory industries in Illinois and pursues an enforcement program designed to protect Illinois investors from those engaged in unlawful investment-related activities. Giannoulis will serve alongside New Hampshire Secretary of State David Scanlan. The pair will serve until the conclusion of the NASS 2025 Summer Conference.

Pension Pre-Payment: This week Comptroller Susana Mendoza made the first \$422 million pension pre-payment which was authorized under the budget implementation law passed as part of the FY 25 budget. Previously, the law prohibited the IOC from making more than the preset monthly payment to the pension systems. The change allows Comptroller Mendoza to pay more into state pensions earlier in the year when fund balances are strong. It's anticipated that pre-paying \$422 million of the state's monthly pension contribution will allow funds to remain invested for a few months longer, generating an additional \$7 million.

Attorney General Joins Coalition in Support of Drug Pricing Transparency: Attorney General Kwame Raoul joined 21 attorneys general in filing an amicus brief supporting an Oregon law that requires pharmaceutical manufacturers to report certain information about specific new prescription drugs and historical information about pricing for existing drugs.

Raoul and the coalition [filed the brief](#) before the Ninth Circuit Court of Appeals supporting Oregon's 2018 law, which aims to increase transparency in drug pricing. Raoul and the coalition's brief emphasizes the importance of laws that collect data to provide a greater understanding of drug spending and help guide policy solutions to address high drug costs.

The Pharmaceutical Research and Manufacturers Association (PhRMA) filed a lawsuit in federal district court in Oregon, challenging the constitutionality of the Oregon law. The district court ruled, in part, in favor of PhRMA, and Oregon appealed to the Ninth Circuit.

Raoul and the attorneys general argue in the amicus brief that state laws like Oregon's serve important state interests, as recent dramatic increases in drug pricing impose harm on states and their residents.

Joining Raoul in filing the brief are the attorneys general of California, Arizona, Colorado, Connecticut, Delaware, the District of Columbia, Hawaii, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nevada, New Jersey, New Mexico, New York, North Carolina, Pennsylvania, Vermont and Washington.



MEMO

Date: August 8, 2024
To: Board of Trustees
From: Aubrey Staton, Marketing Manager
CC: David Braun, Managing Director
Subject: Recommendation to Support Library Card Sign Up Month/September 2024

Recommendation:

Authorize the Managing Director to allow zero fare rides in exchange for riders showing their current Normal or Bloomington Public Library Card on all fixed route, Connect Mobility, and Connect FLEX vehicles.

Background:

For the past two years, Connect Transit partnered with both the Bloomington and Normal Public Libraries to offer rides without requiring a fare if riders were able to produce a valid library card. This was in support of library card sign-up month, which takes place in September each year. Several other Illinois communities also participate in similar fashion.

Both Bloomington and Normal Public Libraries saw a significant increase in new library card sign-ups in 2022, in part due to our promotion and support. Normal's library card sign ups increased by over 300% from 343 in 2021 to 1,076 in 2023. Bloomington also saw a large increase from 285 sign ups in 2021 to 421 in 2022. Connect Transit provided 19,970 zero fare rides because of this partnership, out of a total ridership for the month of 225,983.

Discussion:

Library cards will not be swiped or scanned; they will just be shown to the driver. We will provide examples of current library cards, so drivers know what to look for. This will not cause a strain on our IT department or Operators.

Financial Impact:

The financial impact is estimated to be \$16,500. This was determined by looking at the number of full fare and discounted fare rider percentages and using an estimation of 20,000 rides.



MEMO

Date: August 8, 2024
To: Board of Trustees
From: Brady Lange, Deputy Managing Director
CC: David Braun, Managing Director
Subject: Recommendation for Managed Printer & Copier Services Contract

Recommendation:

Authorize the Managing Director to execute a contract with Gibbs Technology Company (GFI Digital) for managed printer and copier services for a term of five years.

Background:

For the past six years Connect Transit has contracted for managed printer and copier services. The current agreement is ending on October 31, 2024. By leasing printers and copiers Connect Transit has no up-front costs or depreciation of equipment, prompt repair services from experienced professionals in the event of a device failure, managed supply levels - including automatic supply of toners, new and updated devices, and improved pricing on consumable supplies.

Discussion:

On May 27, 2024, Connect Transit issued a Request for Proposal (RFP) seeking proposals for managed printer and copier services. Connect Transit received two proposals in response to the RFP. An evaluation team scored the proposals as outlined in the table below.

Supplier	Proposed Equipment (40 pts)	Project Approach (40 pts)	Cost Proposal (20 pts)	Total Points
GFI Digital	34.67	37.33	18.22	90.22
SumnerOne	30.22	32	17.29	79.51

Based on the evaluation scoring, staff is recommending that GFI Digital be awarded a five-year contract for these services. The contract includes leasing four printers/copiers, materials and supplies for the devices, and maintenance services on the devices.

GFI Digital is represented by a local office that guarantees a response time of four-hours or less. The devices include enhanced capabilities that will assist with managing printing capabilities, help reduce costs, provide a better user experience, and improved reporting capabilities.

Financial Impact:

Anticipated expenses associated with this five-year contract are approximately \$1,167 per month (\$14,000 annually) based on anticipated printer usage. As in past years, Connect Transit will utilize operating funds for this contract and the expense was included in our FY25 budget.





MEMO

Date: August 8, 2024
To: Board of Trustees
From: Brady Lange, Deputy Managing Director
CC: David Braun, Managing Director
Subject: Recommendation for A & E Services for Downtown Bloomington Transit Center

Recommendation:

Authorize the Managing Director to execute a contract with CDM Smith for Architecture and Engineering Services for the Downtown Bloomington Transit Center.

Background:

Connect Transit was awarded federal grant funding in 2019 and state grant funding in 2020 to support the construction of a transit center in Downtown Bloomington to improve the safety and comfort of our passengers while they are transferring or waiting for a bus downtown. In 2019, a feasibility study was commissioned to identify the ideal locations for a transit center in the Downtown area. Initially, the former Pantagraph building was identified as the preferred location. Connect Transit contracted NEPA consultation services for this property in September 2021. By early 2022, the target property was determined to be no longer feasible because of historic preservation requirements, hazardous material mitigation costs, and demolition/renovation costs.

Connect Transit began discussions with the City of Bloomington to develop a partnership project at the site of the City owned Market Street Parking Garage, which is in need of repair or replacement. This partnership proved to be advantageous for Connect Transit and the City of Bloomington allowing both parties to accomplish their goals on a single parcel in the Downtown area. As NEPA consultation progressed on this parcel, a concept was developed that included a transit center on the ground level with two or more levels of parking included above the center. This arrangement satisfies the need for parking while simultaneously providing a roof over the transit center. The concept also includes improved passenger amenities, covered and climate-controlled waiting areas, as well as potential for additional meeting and leasable space for other community partners.

Discussion:

Connect Transit issued a Request for Qualifications (RFQ) on February 16, 2024. The RFQ requested Statements of Qualifications from firms qualified to provide architecture, engineering and consulting services for the Downtown Transit Center project. Six qualifications statements were received in response to the RFQ.

An evaluation team was assembled consisting of three representatives from Connect Transit and two from the City of Bloomington. After initial evaluation of the qualifications demonstrated by each firm, the top two ranked firms progressed to the interview phase of assessments. After interviews were conducted, CDM Smith was identified as the most qualified firm as demonstrated in the table below.

Proposer	Project Approach (20 pts)	Qualifications & Experience (50 pts)	References (10 pts)	Interviews (20 pts)	Total (100 pts)
CDM Smith	17.6	44	8.83	19.04	89.47
Muller & Muller	16.2	41.4	8.31	15.88	81.79
Bowen	14	36.2	7.54		57.74
Holabird & Root	14.7	34.4	6.94		56.04
A. Epstein & Sons	12.8	33.6	6.69		53.09
Walker Consultants	12.4	32.4	6.6		51.40

CDM Smith successfully guided Connect Transit through the NEPA process for this project. The team proposed for our project has completed similar work for other transit agencies in Illinois and the Midwest, such as Chicago Transit Authority, PACE Suburban Bus, and IndyGo, as well as rail projects for Metra. They have also participated in various contracts for the Illinois Department of Transportation. Many of these projects have required direct coordination with the Federal Transit Administration Region V offices. For this contract CDM Smith has partnered with Farnsworth Group as the primary subconsultant providing site and civil engineering services for this project. Farnsworth Group’s local presence will be critical to the success of this project.

CDM Smith and the various subconsultants participating in this project are uniquely positioned to guide Connect Transit through the planning, project administration, stakeholder engagement, design, and construction bidding phases of this project.

Scope of Services:

Upon identifying CDM Smith and their subconsultants as the most qualified team, staff began negotiating the Scope of Services for this project. This started by identifying the goals of the design, the design concepts, and various project support services. This allowed the CDM Smith team to develop the full scope of services for this project which includes engineering and architectural design services, project management and oversight services, development of project schedule, construction phasing, logistics plans, specifications, and construction cost estimates. The Scope also includes assistance in preparing bid documents, evaluation of bids, and recommendations for the selection of an approved Contractor.

The negotiated Scope of Services includes:

- Project administration and planning
- Quality control through the project
- Various meetings, workshops, and presentations including:

- Transit Center design workshop
- Parking Structure design workshop
- Safety and security workshop
- Accessibility workshop
- Aesthetics workshop
- Constructability workshop
- Project delivery methods workshop
- Market analysis workshop and study
- Bus routing workshop
- Stakeholder engagement and coordination to understand their needs
- Supporting public meetings for community outreach
- Zoning and permitting
- Property acquisition support
- Managing project quality control
- Coordinating subcontractors
- Support for seeking additional grant funding if necessary
- Existing condition evaluation and field investigations
- Geotechnical evaluation
- Construction cost estimating
- Subconsultant coordination:
 - Parking structure schematic functional design
 - Parking structure complete design and construction document preparation
 - Site survey work, civil design, landscape design, site electrical design, permitting
- Initial design phase (0% - 30%) includes:
 - Advancing three concepts through 30% design
 - Schematic design package
- Final concept design phase (30% - 100%) including:
 - Site/civil
 - Architectural design
 - Structural design
 - Mechanical, plumbing, and fire protection design
 - Electrical and fire alarm design
 - Communications and security design
- Building information modeling allowing for visualization of the spaces, clash detection and creation of construction drawings
- Technical design workshops
- Design packages (30%, 60%, 90%, 100%)
- Construction contract bid support with FTA/IDOT coordination
- Various support tasks including:
 - Sustainability initiative support
 - Additional funding support

After finalizing the Scope of Work, Connect Transit requested a price proposal for the services outlined in the Scope. After reviewing the proposed price, Connect Transit negotiated a Best and Final Offer from CDM Smith resulting in the final proposed contract price.

Financial Impact:

The total cost of this contract will be \$3,152,642 which will be funded by FTA, IDOT grant funds awarded to this specific project. The City of Bloomington is proposing to contribute \$452,178 toward this project for design of the parking structure.

This contract is being recommended contingent upon IDOT and Bloomington City Council approval.

