



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

April 22, 2025 – 4:30 p.m.

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

[YouTube Link for April 22, 2025](#)

- A. Call to Order
- B. Roll Call
 - a. Attendance by Other Means/Virtual – Roll Call Vote
- C. Pledge of Allegiance and Mission Statement
- D. Public Comments
- E. Consent Agenda
 - a. Approval of Annual Meeting Minutes for April 3, 2025
 - b. Approval of Regular Session Minutes for April 3, 2025
 - c. Approval of Executive Session Minutes for April 3, 2025
 - d. Approval of Financial Information for March 2025
 - e. Monthly Statistical Reports for March 2025
 - f. Cardinal Infrastructure; Federal Report
 - g. Cornerstone; Illinois Weekly Update
- F. Committee Reports
- G. New Business
 - a. Recommendation for Tire Lease Extension – Roll Call Vote
 - b. Rural Transit Service Presentation - Informational
 - c. Recommendation for Intergovernmental Agreement for Rural Transit Service – Roll Call Vote
- H. Chairman’s Report
- I. Managing Director’s Report
- J. Trustee Comments
- K. Executive Session:
 - a. (5 ILCS 120/2.06) (d) – Review of Closed Session Minutes
 - b. (5 ILCS 120/2) (c) (1) – Personnel Matters
- L. Recommendation for Managing Director’s Annual Salary Increase – Roll Call Vote
- M. Recommendation for Closed Session Minutes – Roll Call Vote
- N. 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.





March 2025

Financial Reports



351 Wylie Drive, Normal, IL 61761



309-828-9833

connect-transit.com



info@connect-transit.com



Connect Transit Cash Disbursement Report March 2025

| Name | Check Number | Date | Amount | Description |
|--|--------------|-----------|--------------|---|
| 1st Ayd Corporation | 00060177 | 06-Mar-25 | \$503.29 | Cleaning Supplies |
| 1st Ayd Corporation | 00060249 | 21-Mar-25 | \$494.27 | Cleaning Supplies |
| A.T.U. - C.O.P.E. | 00060178 | 06-Mar-25 | \$239.85 | Payroll Deduction |
| Abbey Placements LLC | 00060179 | 06-Mar-25 | \$2,132.00 | Human resources |
| ABC Bus Companies | 00060180 | 06-Mar-25 | \$6,841.55 | Bus Parts |
| ABC Bus Companies | 00060250 | 21-Mar-25 | \$10,008.20 | Bus Parts |
| Advance Auto Parts | 00060181 | 06-Mar-25 | \$1,478.16 | Maintenance Supplies |
| Advance Auto Parts | 00060251 | 21-Mar-25 | \$1,442.35 | Maintenance Supplies |
| Airgas USA, LLC | 00060182 | 06-Mar-25 | \$72.03 | Welding Supplies |
| Airgas USA, LLC | 00060252 | 21-Mar-25 | \$362.84 | Welding Supplies |
| Amalgamated Transit Union Local 752 | 00060183 | 06-Mar-25 | \$7,618.80 | Payroll Deduction |
| Amalgamated Transit Union Local 752 | 00060253 | 21-Mar-25 | \$600.00 | Payroll Deduction |
| Amazon Capital Service | 00060184 | 06-Mar-25 | \$810.98 | Bus Parts, Comp Hardware, Mat & Supls & Off Supls |
| Amazon Capital Service | 00060254 | 21-Mar-25 | \$1,660.47 | Bus Parts, Comp Hardware, Mat & Supls & Off Supls |
| Ancel Glink, P.C. | 00060255 | 21-Mar-25 | \$1,375.00 | Legal Service |
| B & B Awards and Recognition, Inc | 00060185 | 06-Mar-25 | \$26.20 | Printed Materials |
| Bill.com | ACH | 03-Mar-25 | \$1,107.14 | Consulting Fees |
| Bill.com | ACH | 03-Mar-25 | \$234.17 | Support Vehicles |
| Bill.com | ACH | 03-Mar-25 | \$114.49 | Bus Parts - DR |
| Bill.com | ACH | 03-Mar-25 | \$27.87 | Shop Tools |
| Bill.com | ACH | 03-Mar-25 | \$88.63 | Office Supplies |
| Bill.com | ACH | 03-Mar-25 | \$413.03 | Computer Hardware & Repair |
| Bill.com | ACH | 03-Mar-25 | \$2,313.28 | Software Licensing |
| Bill.com | ACH | 03-Mar-25 | \$341.55 | Dues & Subscriptions |
| Bill.com | ACH | 03-Mar-25 | \$9,225.48 | Travel & Meetings |
| Bill.com | ACH | 03-Mar-25 | \$254.50 | Employee Recognition |
| Bill.com | ACH | 03-Mar-25 | \$479.03 | Safety/Training |
| Blue Cross and Blue Shield of Illinois | 00060256 | 21-Mar-25 | \$167,345.33 | Insurance |
| Blue Springs, Inc | 00060257 | 21-Mar-25 | \$180.00 | Portable Restrooms |
| Blunier Builders, Inc | 00060186 | 06-Mar-25 | \$1,060.00 | Snow Removal |
| Blunier Builders, Inc | 00060258 | 21-Mar-25 | \$5,240.00 | Snow Removal |
| Bonaco, Inc. | 00060187 | 06-Mar-25 | \$213.35 | Bus Parts |
| Bridgestone Americas | 00060188 | 06-Mar-25 | \$4,630.18 | Tires |
| Bridgestone Americas | 00060259 | 21-Mar-25 | \$4,260.82 | Tires |
| Cardinal Infrastructure, LLC | 00060260 | 21-Mar-25 | \$7,000.00 | Consulting |
| Carle | 00060261 | 21-Mar-25 | \$331.82 | Empl Physicals & Drug Testing |
| CDM Smith Inc. | 00060189 | 06-Mar-25 | \$6,986.00 | A & E |
| CDM Smith Inc. | 00060262 | 21-Mar-25 | \$3,992.00 | A & E |
| Central States Bus Sales, Inc | 00060263 | 21-Mar-25 | \$924.49 | Bus Parts |
| Checkr, Inc. | 00060190 | 06-Mar-25 | \$168.98 | New Hire Background Checks |
| ChemStation of Indiana | 00060191 | 06-Mar-25 | \$1,833.55 | Garage Supplies |
| ChemStation of Indiana | 00060264 | 21-Mar-25 | \$1,499.30 | Garage Supplies |
| Childers Door Service of Central IL, LLC | 00060192 | 06-Mar-25 | \$1,001.52 | Outside Repair |
| CIRBN, LLC | 00060265 | 21-Mar-25 | \$147.13 | Internet |
| CIT Trucks, LLC - Normal | 00060194 | 06-Mar-25 | \$13,223.69 | Bus Parts |
| CIT Trucks, LLC - Normal | 00060267 | 21-Mar-25 | \$8,330.78 | Bus Parts |
| City of Bloomington(Water) | 00060195 | 06-Mar-25 | \$902.86 | Utilities |
| City of Bloomington(Water) | 00060268 | 21-Mar-25 | \$143.64 | Utilities |
| Clark Baird Smith, LLP | 00060269 | 21-Mar-25 | \$4,387.50 | Legal Service |
| Clean Exhaust Specialist | 00060196 | 06-Mar-25 | \$1,666.00 | Bus Parts |
| Clean Exhaust Specialist | 00060270 | 21-Mar-25 | \$2,106.00 | Bus Parts |
| Commerce Bank | ACH | 10-Mar-25 | \$389.46 | Bank Fees |
| Concur Technologies, Inc | 00060197 | 06-Mar-25 | \$378.75 | Software |
| Concur Technologies, Inc | 00060271 | 21-Mar-25 | \$97.74 | Software |
| Corn Belt Energy Corp. | 00060272 | 21-Mar-25 | \$4,621.80 | Utilities |
| Cornerstone Government Affairs | 00060198 | 06-Mar-25 | \$4,000.00 | Consulting |
| Cummins Sales and Service | 00060199 | 06-Mar-25 | \$913.50 | Bus Parts |



Connect Transit Cash Disbursement Report March 2025

| Name | Check Number | Date | Amount | Description |
|---|--------------|-----------|--------------|------------------------------|
| Cummins Sales and Service | 00060273 | 21-Mar-25 | \$352.86 | Bus Parts |
| Dearborn Life Insurance | 00060274 | 21-Mar-25 | \$20,722.80 | Insurance |
| DH Pace Company, Inc. | 00060200 | 06-Mar-25 | \$2,235.00 | Door Repair |
| Discount Tire | 00060275 | 21-Mar-25 | \$475.00 | Tires |
| Don Owen Tire Service, Inc. | 00060201 | 06-Mar-25 | \$300.00 | Bus Parts |
| Eagle Automotive | 00060202 | 06-Mar-25 | \$288.91 | Bus Parts |
| Eagle Automotive | 00060276 | 21-Mar-25 | \$775.47 | Bus Parts |
| East Penn Manufacturing Co. | 00060203 | 06-Mar-25 | \$2,845.08 | Bus Parts |
| Ecolane USA, Inc-CID 253 | 00060204 | 06-Mar-25 | \$27,081.00 | Software Licensing |
| Fastenal Company | 00060205 | 06-Mar-25 | \$7.98 | Bus Parts |
| Fasteners Etc. | 00060206 | 06-Mar-25 | \$745.75 | Maintenance Supplies |
| Fasteners Etc. | 00060277 | 21-Mar-25 | \$2,227.66 | Maintenance Supplies |
| Fitzgerald Equipment Co., Inc. | 00060278 | 21-Mar-25 | \$1,216.17 | Building Maintenance |
| Galls, LLC | 00060207 | 06-Mar-25 | \$896.34 | Admin & Operations Uniforms |
| Galls, LLC | 00060279 | 21-Mar-25 | \$831.15 | Admin & Operations Uniforms |
| Garber Heating & A/C | 00060208 | 06-Mar-25 | \$3,496.93 | HVAC |
| Genfare, LLC | 00060209 | 06-Mar-25 | \$3,987.34 | Software and Hardware |
| Genfare, LLC | 00060280 | 21-Mar-25 | \$5,096.28 | Software and Hardware |
| Gerber Collision | 00060210 | 06-Mar-25 | \$4,063.25 | Body Shop |
| Gerber Collision | 00060281 | 21-Mar-25 | \$4,214.89 | Body Shop |
| Getz Fire Equipment | 00060211 | 06-Mar-25 | \$981.70 | Building Maintenance |
| Gillig LLC | 00060212 | 06-Mar-25 | \$1,452.47 | Bus Parts |
| Gillig LLC | 00060282 | 21-Mar-25 | \$37.92 | Bus Parts |
| Global Industrial | 00060213 | 06-Mar-25 | \$615.86 | Garage Supplies |
| GMV Syncromatics Corp. | 00060283 | 21-Mar-25 | \$740.00 | Software |
| Grainger | 00060284 | 21-Mar-25 | \$63.89 | Office Cabinets |
| Heritage Machine & Welding, Inc. | 00060285 | 21-Mar-25 | \$53.28 | Bus Parts |
| HicksGas Bloomington LLC | 00060214 | 06-Mar-25 | \$1,151.90 | LP Gas |
| HicksGas Bloomington LLC | 00060286 | 21-Mar-25 | \$705.57 | LP Gas |
| Hohulin Fence Co. | 00060215 | 06-Mar-25 | \$716.00 | Bus Shelters, Benches, Signs |
| HOI Vending | 00060216 | 06-Mar-25 | \$233.00 | Office Supplies |
| Illinois Department of Revenue | ACH | 10-Mar-25 | \$17,908.91 | Payroll Taxes |
| Illinois Department of Revenue | ACH | 24-Mar-25 | \$17,336.97 | Payroll Taxes |
| Illinois Dept of Revenue Wage Levy Unit | 00060217 | 06-Mar-25 | \$334.59 | Payroll Deduction |
| Illinois Dept of Revenue Wage Levy Unit | 00060287 | 21-Mar-25 | \$332.88 | Payroll Deduction |
| Illinois State Disbursement | ACH | 06-Mar-25 | \$866.30 | Payroll Deduction |
| Illinois State Disbursement | ACH | 20-Mar-25 | \$932.76 | Payroll Deduction |
| Internal Revenue Service | 00060248 | 17-Mar-25 | \$4,049.83 | Payroll Taxes |
| Interstate Batteries of Mid-Illinois | 00060288 | 21-Mar-25 | \$1,075.80 | Garage Equipment Repair |
| Jerwon Hudson | 00060289 | 21-Mar-25 | \$183.79 | Tool Reimbursement |
| John Crago | 00060290 | 21-Mar-25 | \$152.00 | Safety/Training |
| Kay Lanter | 00060218 | 06-Mar-25 | \$36.02 | Uniform Reimbursement |
| Ken's Oil Service, Inc | 00060219 | 06-Mar-25 | \$48,259.61 | Bus Parts, Fuel & Lubricants |
| Ken's Oil Service, Inc | 00060291 | 21-Mar-25 | \$30,357.85 | Bus Parts, Fuel & Lubricants |
| Kirk's Automotive, Inc | 00060220 | 06-Mar-25 | \$565.00 | Bus Parts |
| Larry Spence | 00060221 | 06-Mar-25 | \$81.56 | Uniform Reimbursement |
| LIFTOFF | 00060222 | 06-Mar-25 | \$262.50 | Software Licensing |
| Limelite Graphics | 00060223 | 06-Mar-25 | \$1,724.75 | Decals |
| Limelite Graphics | 00060292 | 21-Mar-25 | \$44,940.00 | Bus Wraps |
| Luminator Technology Group, Inc. | 00060293 | 21-Mar-25 | \$3,360.00 | Bus Parts |
| Marsh & McLennan Agency, LLC | 00060294 | 21-Mar-25 | \$239,973.00 | Insurance |
| Marsh & McLennan Agency, LLC | 00060323 | 28-Mar-25 | \$17,015.00 | Insurance |
| McLean County Asphalt Co., Inc | 00060224 | 06-Mar-25 | \$465.00 | Snow Removal |
| McLean County Chamber of Commerce | 00060295 | 21-Mar-25 | \$100.00 | Advertising- Promotions |
| Menards | 00060225 | 06-Mar-25 | \$62.04 | Materials & Supplies |
| Menards | 00060296 | 21-Mar-25 | \$472.91 | Materials & Supplies |
| Midwest Transit Equipment, Inc. | 00060226 | 06-Mar-25 | \$133.30 | Bus Parts |
| Midwest Transit Equipment, Inc. | 00060297 | 21-Mar-25 | \$269.20 | Bus Parts |



Connect Transit Cash Disbursement Report March 2025

| Name | Check Number | Date | Amount | Description |
|---|--------------|-----------|--------------|------------------------------|
| Miller Janitor Supply | 00060227 | 06-Mar-25 | \$888.60 | Maintenance Supplies |
| Miller Janitor Supply | 00060298 | 21-Mar-25 | \$685.10 | Maintenance Supplies |
| Missionsquare | ACH | 06-Mar-25 | \$36,389.94 | Retirement |
| Missionsquare | ACH | 20-Mar-25 | \$35,758.61 | Retirement |
| Mohawk Mfg. & Supply Co. | 00060299 | 21-Mar-25 | \$151.76 | Bus Parts |
| Morris Avenue Garage | 00060228 | 06-Mar-25 | \$320.00 | Vehicle Inspection |
| Morris Avenue Garage | 00060300 | 21-Mar-25 | \$40.00 | Vehicle Inspection |
| Morrow Brothers | ACH | 20-Mar-25 | \$82,340.00 | Maintenance Truck |
| Motion Industries, Inc. | 00060229 | 06-Mar-25 | \$173.77 | Bus Parts |
| Motion Industries, Inc. | 00060301 | 21-Mar-25 | \$658.99 | Bus Parts |
| Napa Auto Parts | 00060230 | 06-Mar-25 | \$1,422.58 | Bus Parts |
| Napa Auto Parts | 00060302 | 21-Mar-25 | \$114.47 | Bus Parts |
| Nicor Gas | 00060231 | 06-Mar-25 | \$7,277.31 | Utilities |
| Oberlander Alarm Systems, Inc. | 00060303 | 21-Mar-25 | \$230.00 | Security Alarm Service Fee |
| ODP Business Solutions, LLC | 00060232 | 06-Mar-25 | \$647.96 | Office Supplies |
| ODP Business Solutions, LLC | 00060304 | 21-Mar-25 | \$42.29 | Office Supplies |
| Orkin Pest Control | 00060305 | 21-Mar-25 | \$1,119.00 | Pest Control |
| OSF Medical Group - Occupational Health | 00060306 | 21-Mar-25 | \$595.00 | Drug Testing |
| Patrick Kuebrich | 00060307 | 21-Mar-25 | \$80.00 | Travel & Meetings |
| Payroll | ACH | 06-Mar-25 | \$301,180.24 | |
| Payroll | ACH | 20-Mar-25 | \$297,998.77 | |
| Piercy Auto Body | 00060233 | 06-Mar-25 | \$6,899.10 | Outside Repair |
| Piercy Auto Body | 00060308 | 21-Mar-25 | \$1,228.68 | Outside Repair |
| Purchase Power | 00060234 | 06-Mar-25 | \$259.00 | Postage |
| Republic Services # 368 | 00060235 | 06-Mar-25 | \$975.40 | Garbage Disposal |
| Roanoke Motor Co. Inc. | 00060236 | 06-Mar-25 | \$252.00 | Bus Parts |
| Sam Leman Chrysler Dodge Jeep | 00060309 | 21-Mar-25 | \$485.64 | Bus Parts |
| Sam Leman Ford | 00060237 | 06-Mar-25 | \$17.88 | Outside Repair |
| Sam Leman Ford | 00060310 | 21-Mar-25 | \$6,291.40 | Outside Repair |
| Sanco Thermo King | 00060238 | 06-Mar-25 | \$1,154.90 | Bus Parts |
| Sanco Thermo King | 00060311 | 21-Mar-25 | \$4,820.07 | Bus Parts |
| Southtown Wrecker Service | 00060239 | 06-Mar-25 | \$555.00 | Towing |
| Southtown Wrecker Service | 00060312 | 21-Mar-25 | \$277.50 | Towing |
| Stratus Networks | 00060240 | 06-Mar-25 | \$3,184.48 | Internet |
| The Aftermarket Parts Company LLC | 00060241 | 06-Mar-25 | \$6,625.58 | Bus Parts |
| The Aftermarket Parts Company LLC | 00060313 | 21-Mar-25 | \$3,201.13 | Bus Parts |
| Town of Normal-Utility Billing | 00060242 | 06-Mar-25 | \$690.96 | Utilites |
| TRAVELERS | 00060314 | 21-Mar-25 | \$11,199.81 | Property Damage |
| TX Child Support SDU | 00060243 | 06-Mar-25 | \$643.59 | Payroll Deduction |
| TX Child Support SDU | 00060315 | 21-Mar-25 | \$643.59 | Payroll Deduction |
| U.S. Bank Equipment Finance | 00060316 | 21-Mar-25 | \$6,455.43 | Office Equipment |
| United States Treasury | ACH | 10-Mar-25 | \$99,171.35 | Payroll Taxes |
| United States Treasury | ACH | 20-Mar-25 | \$95,069.31 | Payroll Taxes |
| UPS United Parcel Service Inc | 00060317 | 21-Mar-25 | \$127.18 | Shipping |
| Verizon Wireless | 00060244 | 06-Mar-25 | \$5,877.75 | Mobile Data Terminals for SS |
| Vestis Services, LLC (fka Aramark) | 00060245 | 06-Mar-25 | \$629.65 | Cleaning Uniforms & Rugs |
| Vestis Services, LLC (fka Aramark) | 00060318 | 21-Mar-25 | \$688.02 | Cleaning Uniforms & Rugs |
| Via Mobility, LLC | 00060319 | 21-Mar-25 | \$2,520.00 | Consulting |
| VSP of Illinois, NFP | 00060320 | 21-Mar-25 | \$1,206.12 | Vision Insurance |
| Western Avenue Community Center | 00060246 | 06-Mar-25 | \$2,500.00 | Translation Services |
| Wherry Machine and Welding, Inc | 00060321 | 21-Mar-25 | \$17.29 | Outside Repair |
| Wilcox Electric & Service, Inc | 00060247 | 06-Mar-25 | \$1,020.73 | Building Maintenance |
| YWCA McLean County | 00060322 | 21-Mar-25 | \$1,000.00 | Advertising |

Total \$1,851,907.30

Bloomington Normal Public Transit Balance Sheet

Division: 99 Board Reports

As of: 3/31/2025

Fiscal Year: 2025 Period: 9 Mar-2025

Assets

Current Assets

| | |
|-------------------------|----------------|
| Checking and Savings | \$7,915,063.50 |
| Accounts Receivable | \$1,941,978.09 |
| Inventory Asset - Fuel | \$80,819.55 |
| Inventory Asset - Parts | \$477,440.69 |
| Inventory Asset - Tires | \$0.00 |
| Other Current Assets | \$700,642.97 |

Total Current Assets \$11,115,944.80

Fixed Assets \$31,432,816.32

Total Assets \$42,548,761.12

Liabilities & Equity

Liabilities

| | |
|-------------------------------|----------------|
| Accounts Payable | \$690,656.31 |
| Payroll Liabilities | \$1,509,601.76 |
| Contracts | \$0.00 |
| Due to Illinois Funds Account | \$0.00 |
| Deferred Revenue | \$248,570.47 |
| Deficit Funding Advance | \$0.00 |

Total Liabilities \$2,448,828.54

EQUITY

| | |
|-------------------------------|-----------------|
| Fixed Asset Equity | \$12,539,853.77 |
| Unreserved Fund Equity | \$6,750,412.62 |
| Underground Petroleum Storage | \$20,000.00 |

Total Equity \$19,310,266.39

Retained Earnings \$20,789,666.19

Total Liabilities & Equity \$42,548,761.12

Bloomington Normal Public Transit Income Statement With Approved Budget

| From Fiscal Year: 2025 Thru Fiscal Year: 2025 | From Period 9 Thru Period 9 | Division: 98 Operating Profit/Loss | | As of: 3/31/2025 | |
|--|--------------------------------|------------------------------------|---------------|------------------------|---|
| | | Mar-2025 | | Jul-2024 Mar-2025 | Approved Budget |
| Operating Revenue | | | | | |
| Passenger Fares | | \$48,630.28 | 8.96% | \$409,127.47 | 75.42% \$542,500.00 |
| ISU Contract Fare | | \$48,670.68 | 8.33% | \$438,036.12 | 75.00% \$584,048.00 |
| Other Contract Fares | | \$18,351.23 | 9.18% | \$173,252.94 | 86.63% \$200,000.00 |
| Advertising Revenue | | \$12,001.68 | 10.23% | \$99,275.04 | 84.63% \$117,300.00 |
| Miscellaneous Revenue | | \$22,074.60 | 232.36% | \$172,082.34 | 1811.39% \$9,500.00 |
| Total Operating Revenue | | \$149,728.47 | 10.30% | \$1,291,773.91 | 88.88% \$1,453,348.00 |
| Operating Expenses | | | | | |
| Operators Wages | | \$658,245.92 | 7.72% | \$6,074,812.16 | 71.22% \$8,529,928.00 |
| Maintenance Wages | | \$126,831.07 | 8.19% | \$1,162,322.96 | 75.04% \$1,549,005.00 |
| Administration Wages | | \$106,079.44 | 7.78% | \$908,312.10 | 66.65% \$1,362,807.00 |
| Employer Payroll Tax Expense | | \$78,159.91 | 8.49% | \$664,751.00 | 72.23% \$920,380.00 |
| Retirement Plan | | \$33,762.64 | 5.73% | \$320,784.09 | 54.45% \$589,087.00 |
| Group Insurance | | \$187,453.54 | 7.85% | \$1,600,212.04 | 67.05% \$2,386,762.00 |
| Uniform Expense | | \$2,251.94 | 4.19% | \$30,107.63 | 55.99% \$53,775.00 |
| Professional Services | | \$35,144.29 | 10.26% | \$347,150.47 | 101.36% \$342,500.00 |
| Outside Repair-Labor | | \$59,855.42 | 46.49% | \$173,451.22 | 134.72% \$128,750.00 |
| Contract Maintenance Services | | \$13,367.59 | 5.68% | \$147,214.93 | 62.54% \$235,376.00 |
| Custodial Services | | \$1,939.89 | 9.53% | \$22,202.53 | 109.05% \$20,360.00 |
| Employee Recruiting/Testing/Temp Help | | (\$1,292.50) | -2.87% | \$10,405.00 | 23.12% \$45,000.00 |
| Fuel | | \$83,088.40 | 5.59% | \$756,146.18 | 50.88% \$1,486,212.00 |
| Lubricants | | \$18,019.27 | 20.64% | \$61,041.21 | 69.91% \$87,316.00 |
| Tires | | \$4,340.82 | 7.26% | \$40,561.88 | 67.85% \$59,781.00 |
| Bus Repair Parts | | \$59,018.46 | 11.48% | \$537,144.64 | 104.48% \$514,093.00 |
| Other Materials & Supplies | | \$10,116.47 | 12.94% | \$67,697.77 | 86.57% \$78,200.00 |
| Shelters/Signs/Shop Tools | | \$3,251.87 | 16.26% | \$14,417.93 | 72.09% \$20,000.00 |
| Computer and Office Supplies | | \$12,002.73 | 2.64% | \$256,578.15 | 56.34% \$455,419.00 |
| Utilities | | \$18,621.54 | 14.39% | \$128,809.21 | 99.54% \$129,400.00 |
| Corporate Insurance | | \$58,380.80 | 9.27% | \$487,423.73 | 77.36% \$630,100.00 |
| Dues/Subscriptions/Fees | | \$45.76 | 0.09% | \$22,681.94 | 45.68% \$49,650.00 |
| Printing/Marketing/Training | | \$68,638.34 | 18.04% | \$244,559.11 | 64.29% \$380,425.00 |
| Total Operating Expenses | | \$1,637,323.61 | 8.16% | \$14,078,787.88 | 70.20% \$20,054,326.00 |
| Operating Assistance | | | | | |
| Operating Deficit Before Subsidies and Grants | | (\$1,487,595.14) | 8.00% | (\$12,787,013.97) | 68.74% (\$18,600,978.00) |
| City of Bloomington Operating Assistance | | \$75,833.33 | 8.33% | \$682,499.97 | 75.00% \$910,000.00 |
| Town of Normal Operating Assistance | | \$49,166.66 | 8.33% | \$442,499.94 | 75.00% \$590,000.00 |
| Illinois Downstate Operating Assistance | | \$1,025,044.00 | 7.86% | \$9,048,758.62 | 69.42% \$13,035,312.00 |
| FTA 5307 Operating Assistance | | \$277,218.00 | 6.82% | \$2,447,120.00 | 60.19% \$4,065,666.00 |
| Total Operating Assistance | | \$1,427,261.99 | 7.67% | \$12,620,878.53 | 67.85% \$18,600,978.00 |



| March 2025 | Current Month | Month in Prior Year | Percent Change | Year to Date | Prior Year to Date | % Change YTD |
|---|----------------------|----------------------------|-----------------------|---------------------|---------------------------|---------------------|
| System Statistics: | | | | | | |
| System Ridership | 198,706 | 200,572 | -0.93% | 1,715,624 | 1,795,070 | -4.43% |
| Fixed Ridership | 185,730 | 185,910 | -0.10% | 1,591,069 | 1,666,062 | -4.50% |
| Mobility Ridership | 8,067 | 9,869 | -18.26% | 81,445 | 89,504 | -9.00% |
| FLEX Ridership | 4,909 | 4,793 | 2.42% | 43,110 | 39,504 | 9.13% |
| System Service Hours | 14,673 | 14,586 | 0.60% | 126,613 | 133,308 | -5.02% |
| Fixed Service Hours | 9,244 | 9,358 | -1.22% | 81,055 | 87,903 | -7.79% |
| Mobility Service Hours | 4,351 | 4,102 | 6.07% | 36,270 | 36,648 | -1.03% |
| FLEX Service Hours | 1,078 | 1,126 | -4.26% | 9,288 | 8,757 | 6.06% |
| System Service Miles | 178,489 | 176,531 | 1.11% | 1,556,684 | 1,578,089 | -1.36% |
| Fixed Service Miles | 111,609 | 112,625 | -0.90% | 983,338 | 1,029,242 | -4.46% |
| Mobility Service Miles | 52,284 | 51,149 | 2.22% | 449,336 | 452,383 | -0.67% |
| FLEX Service Miles | 14,596 | 12,757 | 14.42% | 124,010 | 96,464 | 28.56% |
| System Revenue Vehicles | 58 | 61 | -4.92% | 64 | 67 | -4.48% |
| Fixed Revenue Vehicles | 32 | 34 | -5.88% | 38 | 40 | -5.00% |
| Mobility Revenue Vehicles | 21 | 22 | -4.55% | 21 | 22 | -4.55% |
| FLEX Revenue Vehicles | 5 | 5 | 0.00% | 5 | 5 | 0.00% |
| System Miles/Revenue Vehicle | 3,077 | 2,894 | 6.34% | 24,323 | 23,554 | 3.27% |
| Fixed Miles/Revenue Vehicle | 3,488 | 3,313 | 5.29% | 25,877 | 25,731 | 0.57% |
| Mobility Miles/Revenue Vehicle | 2,490 | 2,325 | 7.09% | 21,397 | 20,563 | 4.06% |
| FLEX Miles/Revenue Vehicle | 2,919 | 2,551 | 14.42% | 24,802 | 19,293 | 28.56% |
| System Efficiencies: | | | | | | |
| System Ridership/Service Hour | 13.54 | 13.75 | -1.52% | 13.55 | 13.47 | 0.63% |
| Fixed Ridership/Revenue Hour | 20.09 | 19.87 | 1.14% | 19.63 | 18.95 | 3.57% |
| Mobility Ridership/Revenue Hour | 1.85 | 2.41 | -22.94% | 2.25 | 2.44 | -8.06% |
| FLEX Ridership/Revenue Hour | 4.55 | 4.26 | 6.98% | 4.64 | 4.51 | 2.90% |
| System Percent On-Time Trips | 92.77% | 93.98% | -1.29% | 90.40% | 91.97% | -1.71% |
| Fixed Percent On-Time Trips | 93% | 94% | -1.06% | 90% | 92% | -1.60% |
| Mobility Percent On-Time Trips | 97% | 97% | 0.00% | 96% | 97% | -1.36% |
| FLEX Percent On-Time Trips | 77% | 87% | -11.49% | 80% | 85% | -5.57% |
| System Subsidy/Passenger | \$8.01 | \$6.93 | 15.56% | \$7.63 | \$6.78 | 12.43% |
| Fixed Subsidy/Passenger | \$5.40 | \$5.46 | -1.10% | \$5.31 | \$5.53 | -4.06% |
| Mobility Subsidy/Passenger | \$60.77 | \$31.24 | 94.53% | \$45.96 | \$26.88 | 70.98% |
| FLEX Subsidy/Passenger | \$19.98 | \$13.89 | 43.84% | \$20.85 | \$14.10 | 47.90% |
| Operator Pay Hours/Service Hour | 1.27 | 1.29 | -1.29% | 1.32 | 1.28 | 2.68% |
| Vehicle Maintenance Expense/Mile | \$1.40 | \$0.94 | 49.33% | \$1.28 | \$1.06 | 21.01% |



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

Federal Update for Connect Transit

Prepared April 15th, 2025

DOT Seeking Suggestions for Regulatory Relief

The Department of Transportation is [seeking suggestions](#) for regulations that can be modified or cut. Responses are due by May 5th. If you have any ideas for how regulatory relief can help your agency, Cardinal will work with you to craft a submission to the federal register.

Reauthorization Submissions due April 30th

The House Transportation and Infrastructure Committee's portal for legislative proposals for the upcoming surface transportation reauthorization bill will close at 6:00 p.m. ET on Wednesday, April 30th. Cardinal is working with Connect to finalize our submissions to this portal and coordinate between agencies with similar requests.

Trump Issues Memo on Repealing Regulations

President Trump has issued a memo directing federal agencies to review and repeal regulations deemed out of line with the Supreme Court's rulings in *Loper Bright* (overturning *Chevron* deference) and other cases. This memo specifies that regulations should be reviewed without undergoing the notice-and-comment process typically required by the Administrative Procedure Act (APA). The White House is interpreting a provision of the APA to allow federal agencies to circumvent this requirement if they find the notice-and-comment procedure "impracticable, unnecessary, or contrary to the public interest." Many legal scholars and interest groups are pushing back on that interpretation and will likely file lawsuits against the administration if it attempts to wholesale withdraw regulations without public notice.

Highways and Transit Hearing for Reauthorization

The House Subcommittee on Highways and Transit held a hearing titled "America Builds: A Review of Our Nation's Transit Policies and Programs." This hearing aimed to inform the transit segment of the upcoming surface transportation reauthorization bill. Themes of the hearing included safety for riders and operators, the role and needs of rural transit, and federal funding flexibility.

Secretary Duffy Appears at EPW Hearing

Secretary Duffy appeared before the Senate Environment & Public Works Committee at a hearing titled "Constructing the Surface Transportation Reauthorization Bill: U.S. Secretary of Transportation's Perspective." While this hearing centered on highway projects, the Committee did discuss issues impacting transit. When asked about delays in grant agreements, Secretary Duffy noted that DOT is currently working through a backlog of over 3,000 projects from the Biden Administration and asked for patience as DOT tackles those awards. Senator Alsobrooks (D-MD) asked Secretary Duffy about his commitment to funding transit projects, Secretary Duffy stated that he views transit as an integral part of urban transportation, but also believes that capital project costs on many systems are too high. He also reiterated his emphasis on the importance of public safety on transit.



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

Additional Reductions in Force Expected at DOT

The Trump Administration's second buyout offer to DOT staff expired last week, with an estimated 4,000 employees leaving the department. Further layoffs are expected this year; the Office of Management and Budget and Office of Personnel Management have directed agencies to enact their reduction in force plans by late September.

Trump Administration Names New FTA Chief Counsel

Suzanne M. Te Beau Rohde has been named as FTA's new Chief Counsel. Te Beau Rohde brings a wealth of experience to this role; she was the Policy Assistant to the Secretary at DOT and FMCSA's Chief Counsel during the Bush Administration. She has also worked at the Chicago Transit Authority, where she served as Vice President of Government Affairs and Affirmative Action.

Molinaro Nomination Advances Out of Senate Banking

Former Representative Marc Molinaro's nomination to serve as FTA Administrator has advanced out of the Senate Banking Committee in a 20 to 4 vote. The Senate is expected to approve Molinaro's nomination.

DOGE Reviewing Applications in grants.gov

DOGE employees will be personally posting, reviewing, and approving proposed grant opportunities posted on grants.gov moving forward.



CORNERSTONE

— AN EMPLOYEE-OWNED COMPANY —

TO: Connect Transit Board of Directors
FROM: Cornerstone Government Affairs – Illinois Team
SUBJECT: Legislative Update
DATE: April 22, 2025

Summary

This month, our team successfully passed language to allow for eMirrors to be used by public transit vehicles in the State out of the House. As part of our discussions with members to advocate for its passage, we secured Rep. Chung’s co-sponsorship of the language in support of Connect. This language now heads to the Senate for consideration, where Leader Koehler has already agreed to co-sponsor the legislation in support of Connect.

Additionally, our team coordinated meetings for Connect Transit with Leader Koehler and Rep. Chung as part of the IPTA Advocacy Day in Springfield. We also continued discussions with the House Speaker’s new Deputy Chief of Staff to pursue the release of our grant funding. Moving forward, we are continuing to monitor public transit reform discussions and other legislative action which may impact your work.

Bill Tracking

Below are bills of interest currently in your bill file that are still active now that we are past the third reading deadline in both chambers:

HB 2857

Short Description: HIGHWAY WORK ZONE SAFETY ACT

House Sponsors

Rep. Jaime M. Andrade, Jr.-Wayne A. Rosenthal-Harry Benton-Anthony DeLuca and Sharon Chung

Senate Sponsors

(Sen. Laura M. Murphy)

Synopsis As Introduced

Creates the Highway Work Zone Safety Act. Requires the Department of Transportation, in coordination with the Illinois State Police, to establish the Highway Work Zone Speed Control Program for the purposes of enforcing the speed limits established for construction or maintenance speed zones. Requires the Illinois State Police, in conjunction with the Department of Transportation and the Illinois

State Toll Highway Authority, to set up and operate automated traffic control systems in highway construction and maintenance speed zones to detect violations of posted work zone speed limits. Allows the Department of Transportation or the Illinois State Police to employ automated traffic control system operators to operate automated traffic control systems in construction or maintenance speed zones. Provides, with exceptions, that information and photographs or recorded images collected under the Program are not discoverable by court order as evidence in a proceeding. Requires information and photographs or recorded images collected under the Program to be destroyed not later than 2 years after the date the information and photographs or recorded images are collected. Provides that information and photographs or recorded images collected under the Program are the exclusive property of the State and not the property of the manufacturer or vendor of the automated traffic control system. Prohibits the use of a photograph or recorded image obtained through the use of an automated traffic control system for the purpose of enforcing a traffic offense. Provides that a person who owns a motor vehicle that is identified by an automated traffic control system as operating in a construction or maintenance speed zone at a speed in excess of the posted speed limit commits a civil law violation that is punishable by a minimum fine of \$100 and a maximum fine of \$200. Grants rulemaking authority to the Department of Transportation to implement and administer the Act. Makes other changes. Makes corresponding changes in the Freedom of Information Act and the Illinois Vehicle Code. Repeals the Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act. Effective January 1, 2027, except provisions regarding procurement and rulemaking are effective immediately.

House Committee Amendment No. 1

Replaces everything after the enacting clause with the provisions of the introduced bill, and makes the following changes. Changes the term "automatic traffic control system" to "work zone speed safety camera system". Changes the name of the Program from the Highway Work Zone Speed Control Program to the Highway Work Zone Safety Speed Control Program. Removes language providing that information collected under the Program must be destroyed not later than 2 years after the date the information is collected. Further amends the Illinois Vehicle Code. Provides that highway construction or maintenance speed zone special speed limit signs must state that higher fines apply (rather than state the amount of the minimum fine) for a violation. Changes the effective date of the date to immediate, except that the repeal of the Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act is effective January 1, 2027.

House Floor Amendment No. 3

Further amends the Illinois Vehicle Code. Allows public transit vehicles to use an electronic rear-view monitoring system on commercial motor vehicles owned by the agency and the mirror requirements of the Code of Federal Regulations so long as an exemption to the Code of Federal Regulations granted by the Federal Motor Carrier Safety Administration remains in effect.

Last Action

| Date | Chamber | Action |
|-------------|----------------|-------------------------|
| 4/10/2025 | Senate | Referred to Assignments |

HB 2952

Short Description: PUBLIC BUILDINGS-BABY STATIONS

House Sponsors

Rep. Elizabeth "Lisa" Hernandez, Katie Stuart, Barbara Hernandez and Camille Y. Lilly

Senate Sponsors

(Sen. Javier L. Cervantes)

Synopsis As Introduced

Amends the Equitable Restrooms Act. In provisions concerning baby changing stations, provides that hotels and lodging facilities; public and private schools and educational institutions; small entertainment venues including, movie theaters and bowling alleys; healthcare facilities with public restrooms; transit public parks with restroom facilities; and standalone public parks with restroom facilities are subject to the provisions. Provides that a retail store of more than 3,000 square feet (rather than 5,000 square feet) that contain a restroom open to the public are subject to the provisions. Provides that a restaurant that has an occupancy of at least 40 persons (rather than 60 persons), among other criteria, are subject to the provisions of the Act.

Last Action

| Date | Chamber | Action |
|-----------|---------|-------------------------|
| 4/10/2025 | Senate | Referred to Assignments |

SB 1791

Short Description: TRANSIT-TO-TRAILS PROGRAM

Senate Sponsors

Sen. Laura Ellman-Ram Villivalam and Robert Peters

Synopsis As Introduced

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

Last Action

| Date | Chamber | Action |
|------------------|----------------|---|
| 3/12/2025 | Senate | Assigned to Appropriations- Public Safety and Infrastructure |

SB 1938

Short Description: METRO & REGIONAL TRANSIT AUTH

Senate Sponsors

Sen. Ram Villivalam

Synopsis As Introduced

Creates the Road Usage Charge Act. Establishes the Road Usage Charge Advisory Committee to guide the development and evaluation of the road usage charge pilot program and to assess the potential for mileage-based revenue as an alternative to the current system of taxing highway use through motor fuel taxes. Sets forth the membership and duties of the committee. Requires the Department of Transportation, in consultation with the Secretary of State and based on the recommendations of the Committee, to implement a statewide pilot program by January 1, 2026 to assess a user fee on owners of motor vehicles that is based on the number of miles traveled on public roadways in this State by those vehicles. Amends the Metropolitan Transit Authority Act. Provides that, on and after February 1, 2026, the Chicago Transit Board shall have 8 members (currently 7 members). Makes changes to the number of affirmative votes by Directors required to issue bonds. Amends the Regional Transportation Authority Act. Provides that the Annual Budget and 2-Year Financial Plan must show that the aggregate of all projected fare revenues from fares and charges for mass transportation provided by, or under grant or purchase of service contracts of, the Service Boards received in fiscal years 2026 and 2027 shall equal at least 25%, and in fiscal years 2028 and 2029 and every year thereafter at least 15%, of the aggregate cost of providing such public transportation in those fiscal years. Provides that, beginning July 1, 2026, the Regional Transportation Authority shall be the sole agency responsible for the management and oversight of the fare collection systems used on all public transportation provided by the Service Boards. Makes changes to the membership of the Suburban Bus Board and the Commuter Rail Board. Makes changes to the number of affirmative votes required by the Directors of the Authority to approve decisions regarding the strategic plan, coordination of fares and service, appointment of officers and employees, paratransit services, powers of the Commuter Rail Board, labor, budget, taxes, distribution of revenues, issuing and pledging bonds and notes, budget review powers, the annual capital improvement plan, and rate protection contracts. Makes other changes. Effective January 1, 2026.

Last Action

| Date | Chamber | Action |
|------------------|----------------|-----------------------------------|
| 3/19/2025 | Senate | Postponed - Transportation |

General Legislative Updates

104th ILLINOIS GENERAL ASSEMBLY:

The Illinois General Assembly stands adjourned for the week. Today, Friday, April 11, is the 3rd Reading deadline. Both chambers are on spring break next week, with the House returning on Tuesday, April 22, and the Senate returning on April 29, after a two-week break.

Both chambers spent long days debating legislation for final passage and considering floor amendments at the committee level. The House was in session Monday through Friday. In total, 380 House Bills passed the chamber this week. The Senate was in session Tuesday through Friday, passing 160 Senate Bills out of the chamber this week.

End-of-Life Care Options: Legislation to create the End-of-Life Options for Terminally Ill Patients Act, [SB 9](#) (Holmes), passed the Senate Executive Committee by an 8-3 vote. The bill allows terminally ill, mentally capable adults with fewer than six months to live to request life-ending medication (which requires physician approval but is self-administered). The bill establishes eligibility requirements and requires assessments by physicians, who must ensure the patient's mental capacity. If a physician questions mental capacity, they must refer the patient to a licensed mental health professional for further evaluation. The bill also requires physicians to inform patients of all end-of-life options. Coercing or forging a request for a life-ending prescription would be a felony, and participation is voluntary for healthcare professionals. Individuals can withdraw their request at any time. Critics argue the process may lead to coercion and abuse, and worry that healthcare quality will suffer due to economic considerations. The measure now moves to the full Senate.

Artificial Intelligence: [HB 35](#) (Morgan) seeks to regulate the way AI is used in health insurance by creating the Artificial Intelligence Systems Use in Health Insurance Act, requiring certain disclosures to both the Department of Insurance and the consumer. The sponsor testified he wants to make sure that AI is not denying health insurance claims. Having passed the House 79-35, the bill now heads to the Senate.

[HB 3851](#) (Yang Rohr) gives schools a framework for dealing with the posting or distributing of sexually explicit images. The bill places such actions under the School Code's bullying provisions and includes images created by generative AI and digital replicas. The House approved the measure unanimously, and the bill now heads to the Senate.

Also passing the House unanimously was [HB 1806](#) (Morgan), creating the Wellness and Oversight for Psychological Resources Act to ensure that individuals interact with qualified professionals and to address the use of AI in the role of a healthcare provider. The measure now moves to the Senate.

Reproductive Healthcare: An expansion of the state's abortion shield laws would occur under [HB 3637](#) (Avelar), which the House passed 67-39. Specifically, the measure would protect additional licensed providers (not just primary providers) for delivering care that is lawful in Illinois, even if it may not be legal in another state. The bill also ensures that medication abortion remains available in Illinois if the FDA revokes approval, as long as the World Health Organization recommends the medication. According to the sponsor, the legislation does not override federal law but rather prevents Illinois providers from being penalized under state law for prescribing necessary care. Critics argue that the

measure would allow providers who lost their license (due to malpractice) to gain licensure in Illinois and possibly prescribe unsafe medications. The Senate now considers the bill.

[HB 3709](#) (Moeller) requires access to contraception and medication abortion on-site at public colleges and universities; it passed the House 74-40 and now heads to the Senate.

Massey Commission Recommendations: Two bills recommended by the Massey Commission passed the Senate. [SB 1954](#) (D. Turner), as amended, would give the Sangamon County Board a one-time opportunity to place a recall referendum for countywide elected officials on the 2026 November ballot. The bill was amended to limit application to just Sangamon County. The legislation passed the Senate by a vote of 35-19 and now heads to the House.

Also approved unanimously was [SB 1953](#) (D. Turner), not only requiring more comprehensive evaluations of prospective police officers (to ensure physical and mental fitness) but also expanding the creation of sheriffs' merit boards and sheriffs' merit commissions for counties with a population of at least 75,000. The House will now consider SB 1953.

Safe Gun Storage: [SB 8](#) (Ellman), creating the Safe Gun Storage Act, passed the Senate-- as amended – by a vote of 33-19. The bill expands what it means to safely store weapons and increases reporting requirements for gun owners whose weapons are lost or stolen. The bill's supporters say the measure will keep firearms out of the hands of children or at-risk individuals. Opponents argue the bill goes too far by requiring safe storage wherever they are – be it at home, their place of business, or even in a vehicle. The bill now goes to the House.

BEACON – Children's Mental Health: [SB 1560](#) (Feigenholtz) mandates the creation of voluntary training for hospital social workers, clinicians, and administrative staff about the Beacon Care portal. The training must cover topics such as access and use of Beacon. Also, the bill requires psychiatric hospitals to inform youth or their guardians about the Beacon portal. The legislation directs that by September 1, 2026, resource materials and model policies for universal mental health screenings in schools be available. And finally, school districts must offer annual mental health screenings to students in third through twelfth grades beginning in the 2027-28 school year. The legislation passed the Senate unanimously and now heads to the House.

Cryptocurrency: Under the Digital Assets and Consumer Protection Act created by [HB 742](#) (Gonzalez), digital currency companies would be required to provide disclosures to consumers and demonstrate financial fitness for payouts. Additionally, the bill requires companies to register with the Illinois Department of Financial and Professional Regulation and create procedures to address risks of money laundering, fraud, and cybersecurity. The bill passed the House 74-37-1. Identical legislation passed the Senate 39-17 on [SB 1797](#) (Walker).

[SB 2319](#) (Ellman) creates the Virtual Currency Kiosk Consumer Protection Act. The measure passed the Senate Executive Committee by a vote of 12-1, and now heads to the full Senate. The sponsor noted that

she is continuing to work with stakeholders and will bring an amendment back to the committee for consideration.

Governor's PBM/Prior Authorization Reform: Last week, Senator Fine filed the Governor's health insurance prior authorization reforms as SFA # 1 to [SB 708](#) and Senator Kohler filed SFA # 1 to [SB 709](#) regulating pharmacy benefit managers. Both amendments were held in the Senate Assignments Committee this week. No further language has been filed.

The following bills passed the House and now head to the Senate:

- [HB 2754](#) (Briel) allows all municipal executives to vote on zoning matters. Passed the House 68-37.
- [HB 1141](#) (Hauter) prohibits insurance companies from denying coverage for anesthesia that exceeds a certain length of time. Passed the House unanimously.
- [HB 1375](#) (B. Hernandez) creates a student teaching stipend program. Passed the House 78-23.
- [HB 1085](#) (LaPointe) increases commercial insurance reimbursement rates for mental health providers and reduces the administrative burden that mental health providers face. The legislation does not apply to Medicaid or state employee health plans. The Life and Health Insurance Council remains opposed to the legislation. Passed the House 72-33.
- [HB 1287](#) (Manley) is an initiative of the Illinois Ombudsman Association and mandates that nursing homes have automated external defibrillators (AEDs) installed. Currently, only 54% of nursing homes in the state possess AEDs. Passed the House unanimously.
- [HB 3278](#) (Mason) requires the Environmental Protection Agency to create a plan to set limitations for wastewater, spills, and runoff related to the production, transport, and packaging of plastic pellets and other pre-production plastic materials. Passed the House 68-38.
- [HB 3522](#) (Stuart) creates the Public University Direct Admission Program Act to create a process for direct admission to certain public universities. Passed the House 100-2.
- [HB 1430](#) (Delgado) creates a student investment program in the State Treasurer's office to help graduates refinance their private student loans; the Treasurer would work with financial institutions to expand loan options and lower interest rates. Passed the House 67-38.
- [HB 2490](#) (Stuart) provides paid leave for firefighters under certain situations. Passed the House 85-22-5.
- [HB 2955](#) (Rashid) creates the PFAS Wastewater Citizen Protection Committee to develop a PFAS action plan for the cleanup of PFAS from Illinois waterways and drinking water. The responsibility for PFAS clean-up rests with manufacturers and producers, said the sponsor, and not with the wastewater agencies. Passed the House 75-40.
- [HB 1234](#) (Mayfield) requires the Secretary of State to study auto insurance rates and how they are set. Passed the House 70-39.
- [HB 3363](#) (Vella) creates the State Public Defender Act -- known as the FAIR Act -- to establish a statewide public defense system providing oversight, expanded resources, and standards to ensure that everyone unable to afford an attorney is appropriately represented by their public defender. Passed the House 72-41.
- [HB 3037](#) (Yang Rohr) creates the Right to Play Act to address student athlete eligibility to participate in school sports and outside athletic events or competitions. As amended, the bill

allows school principals or Athletic Directors the option to grant two event waivers per student athlete per school year. All waiver information must be reported to the IHSA. Passed the House 68-39-2.

- [HB 2336](#) (DeLuca) lets municipalities be reimbursed for lift assist services (after the 6th lift assistance) at an assisted living or nursing home facility. Passed the House unanimously.
- [HB 1226](#) (Hoffman) raises the age for the state-mandated annual driver's test from 79 to 87. Passed the House unanimously.
- [HB 1237](#) (West) prohibits a school from using a Native American name, logo, or mascot. Passed the House 71-40.
- [HB 3574](#) (Slaughter) incentivizes data centers to store state data within the state of Illinois. Passed the House 114-1.
- [HB 1893](#) (Mussman) creates the One Health Task Force to develop a strategic plan to promote communication and collaboration among physicians, veterinarians, and other scientific professionals, as well as state agencies. The goal is to enhance the health and well-being of the state's residents, animals, and environment. Passed the House unanimously.
- [HB 2516](#) (Rashid) bans the sale of consumer products (such as cookware, cosmetics, dental floss, juvenile products, menstrual products, intimate apparel, food packaging, or food contact products) that contain intentionally added PFAS. The bill provides for certain exemptions, including drugs regulated by the FDA. Passed the House 71-39.
- [HB 3799](#) (Morgan) strengthens the Department's existing data call enforcement authority. The bill also changes consumer notifications for policy cancellations, extending them from 30 days to 60 days. Finally, the bill allows DOI to issue separate climate surveys to Illinois companies if necessary. The sponsor noted that stakeholders will continue to work on the bill in the Senate. Passed the House 75-38.
- [HB 3399](#) (Mason) creates the Geothermal Homes and Business Act. The bill provides that, beginning January 1, 2026, the long-term renewable resources procurement plan developed by the Illinois Power Agency is to include a Geothermal Homes and Business Program for the procurement of geothermal renewable energy credits. Passed the House 77-36.
- [HB 2409](#) (Kelly) requires disclosure (beginning January 1, 2026) if firefighting equipment contains PFAS. Beginning January 1, 2030, bans PFAS in newly purchased PPE. Passed the House unanimously.
- [HB 3772](#) (W. Davis) limits suspensions and bans expulsions in preschool through second grade. Passed the House 62-46.

The following bills passed the Senate and now head to the House:

- [SB 291](#) (Morrison) creates the One Health Task Force. Identical to HB 1863, the bill passed the Senate unanimously.
- [SB 1519](#) (Villa) directs that no person issue a fine or fee to a student as a disciplinary consequence for behavior during school. In addition, school districts with school resource officers are to have a memorandum of understanding with their local law enforcement agency, establishing that SROs are properly trained and do not use fines or tickets for disciplinary infractions. Passed the Senate 37-17.

- [SB 2427](#)(Castro) requires school boards to adopt a policy (by the 2026-2027 school year) to prohibit student use of wireless communication devices during instructional time. This includes cell phones, computers, and smartwatches, but excludes school-issued or required educational devices. The policy must allow exceptions for medical reasons, IEPs, 504 plans, English learners, educational purposes approved by school personnel, and emergencies. Policies must be reviewed every three years and posted on the school board's website. The bill is an initiative of Governor JB Pritzker. Passed the Senate unanimously.
- [SB 407](#) (Harmon) creates the Chronic Absence Task Force (in the State Board of Education) to not only study the impact of the COVID-19 pandemic on chronic absence but also to support a state strategy addressing the ongoing challenges of chronic absenteeism for students in grades PreK-12. Passed the Senate unanimously.
- [SB 2306](#) (Ventura) expands clean energy projects under the Climate Bank Loan Financing Act to include storm resilience, nature-based solutions, and water and climate risk mitigation. This may include federal or other funds that can be used for clean water, drinking water, and wastewater treatment, or climate resilience projects. Additionally, it enables local governments to seek financing from the Illinois Finance Authority and issue bonds to support the development or maintenance of climate resilience projects. Passed the Senate 51-4.
- [SB 1563](#) (Collins) clarifies that squatters – individuals who are trespassing on private property– can be removed without going through the eviction process; it also clarifies that nothing about the eviction process keeps police from enforcing criminal laws. Passed the Senate 55-1.
- [SB 1899](#) (Sims) allows low-level, first-time weapon offenders to apply for a Firearm Owner’s Identification Card upon completing a diversion program. Passed the Senate unanimously.
- [SB 1723](#) (Faraci) prohibits carbon sequestration activity at a facility that overlies, underlies, or passes through the Mahomet Aquifer. The bill further establishes a study committee to conduct a five-year investigation into the safety of carbon sequestration and storage in the aquifer. This committee will be open to public input, allowing all parties to submit findings and scientific results. Passed the Senate unanimously.
- [SB 42](#) (Ventura) removes the requirement that cannabis within a motor vehicle must be stored in an odor-proof container. In addition, if a motor vehicle is driven or occupied by an individual 21 years of age or older, a law enforcement officer may not stop, detain, inspect, or search the vehicle, its contents, or its occupants solely based on the odor of burnt or raw cannabis. Passed the Senate 33-20.

Transit Fiscal Cliff: Representative Marty Moylan, chair of the House Transportation: Regulation, Roads and Bridges Committee, this week outlined seven operational reforms that he wants the Chicago-area transit system to address before he calls a bill in his committee aimed at addressing the \$730 million fiscal cliff:

- Employees should return to office work.
- Overtime expenditures need to be reduced.
- A universal fare system should be implemented across all transit agencies.
- Consistent policing should be established across all transit systems.
- The issue of homeless individuals sleeping on trains needs to be addressed

- Standardization needs to occur on farebox recovery – the percentage of operating expenses covered by passenger fares.
- Pension liability must be assessed, with CTA required to review its investments.

Meanwhile, at a press conference on Tuesday, Senator Villivalam (who chairs the Senate Transportation Committee) joined transit workers, union members, and fellow legislators to promote his [legislation](#). The measure aims to provide improved service board coordination and accountability measures, coordinated safety measures, agency interconnection, and a universal fare tool, service board composition, and other governance changes.

2025 Spring Session Key Dates and Deadlines:

April 11: Deadline – Third Reading Deadline, Both Chambers

May 9: Deadline – Committee Deadline Bills in Opposite Chamber

May 23: Deadline – Third Reading Deadline Bills in Opposite Chamber

May 31: Adjournment

GOVERNOR’S HIGHLIGHTS:

Governor Reflects on Next Year’s Budget: This week, Governor Pritzker acknowledged the challenges in crafting the upcoming budget due to the uncertainty surrounding federal funding. In an unrelated press conference, he expressed difficulty in projecting revenue and spending for the next fiscal year, stating, "It's hard to know from one day to another" and acknowledged that any federal Medicaid cuts would have a significant impact on the state's budget and residents.

Despite this uncertainty, the Governor reiterated plans to pass a balanced budget. However, he recognized that the Administration and lawmakers will need to closely monitor the situation and adapt accordingly to events at the federal level. The Governor even suggested possibly convening a special legislative session, if necessary, to respond to potential changes in federal policy.

Appropriations committees in both chambers are currently reviewing agency budget requests to finalize next year's budget, which lawmakers are expected to vote on by the May 31 adjournment date. The new fiscal year begins on July 1.

Governor Signs MOU With United Kingdom: Governor Pritzker and British officials signed a Memorandum of Understanding this week. The MOU focuses on advancing manufacturing in the energy, technology, and life sciences sectors, with an emphasis on climate-conscious solutions in manufacturing and engineering - a priority for both Illinois and the United Kingdom. The MOU also highlights the shared values and joint effort of the two parties to boost economic opportunities and innovation among such marginalized groups as women, communities of color, and the LGBTQ+ community. This commitment aims to ensure Illinois companies employing British workers, and vice versa, work to address discrimination and inequality. Read more [here](#).

IDPH Launches Measles Dashboard: The Illinois Department of Public Health launched a new data dashboard to track key outbreak metrics. The new [Measles Outbreak Simulator Dashboard](#) helps school officials and the public evaluate any measles outbreaks in Illinois. This tool lets users access the measles vaccination rates for both public and private Illinois schools and assess the exposure risk if a case hits their school. Read more [here](#).

IDOT Offers Upcoming Workshops: The Illinois Department of Transportation is hosting 18 Special Programs Assistance Conferences across the state. These workshops help educate local governments and communities about funding opportunities in three areas: the Economic Development Program, the Illinois Transportation Enhancement Program, and the Safe Routes to School Program. See the full list of workshops [here](#).

OTHER NEWS:

Opioid Settlement: Illinois and 13 other states reached a \$335 million settlement with Mylan for allegedly misrepresenting its opioid products as less prone to abuse. If the settlement is approved, Illinois will receive over \$9 million in abatement funds over nine years. Mylan, now part of Viatris, has sold opioids since 2005, and state attorneys general claimed the company's marketing contributed to the opioid crisis. Mylan will also work on solutions like generic naloxone and buprenorphine/naloxone products for addiction treatment. Read more [here](#).

Federal Ruling on Right of Conscience Law: In a split decision, a federal judge in Rockford, Illinois, ruled that a portion of a 2016 state law violates the constitutional right to free speech. The judge found that the law's requirement for anti-abortion medical professionals to provide information about abortion care to patients, without being prompted, is unconstitutional.

The National Institute of Family and Life Advocates and three anti-abortion pregnancy centers brought the case, arguing that the law imposed unconstitutional conditions by forcing anti-abortion activists to discuss the "benefits" of abortion, which they do not believe in. They also claimed the abortion counseling would "encourage the procedure."

The judge struck down the section of the law that mandated healthcare providers to inform patients of "legal treatment options, and the risks and benefits of the treatment options in a timely manner." However, the judge ruled as constitutional the section requiring providers to refer, transfer or provide written information about other providers, if requested by a patient for a service the provider cannot provide due to a conscience-based objection.

The judge determined that the unconstitutional section "compels speech, requiring a discussion about the risks and benefits of childbirth and abortion," which violates the First Amendment. Conversely, the judge viewed the patient-prompted information provision as a "rational" tool for the state. Read more [here](#).

Anti-Defamation League Issues Hate Crime Report: Hate crimes in Illinois are on the rise in Illinois, finds a new report from the ADL – which breaks down incidents by county, highlighting regional differences in the frequency and nature of hate crimes. The findings include examples of extremist groups distributing propaganda and engaging in hate speech throughout the state. Read the full report [here](#).



MEMO

Date: April 22, 2025
To: Board of Trustees
From: Ashley Strupek, Procurement Manager
CC: David Braun, Managing Director
Subject: Recommendation for Tire Lease Contract Extension

Recommendation:

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

Background:

For the past four years, Connect Transit has leased tires for revenue service vehicles from Bridgestone Americas. In total, Connect Transit has leased tires for over 12 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 the last single-year option that was included in the original contract approved by the Board of Trustees in March 2021. Bridgestone has been a valuable partner of Connect Transit in recent years. 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 at this time 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 use operating funds for this contract and the expense was included in our FY26 budget.



MEMO

Date: April 22, 2025
To: Board of Trustees
From: David Braun, Managing Director
Subject: Recommendation to Approve an Intergovernmental Agreement Between Connect Transit and McLean County for Rural Public Transportation Services

Recommendation:

Approve an Intergovernmental Agreement (IGA) between Connect Transit and McLean County for Rural Public Transportation Services [Attachment 1].

Background:

On June 10, 2024, the Executive Committee of the McLean County Board approved a resolution authorizing the Chairperson to notify parties of the County's intent to withdraw from an IGA to provide for public transportation in DeWitt, Ford Iroquois, Livingston, Macon and McLean Counties and relinquish its role as primary recipient of multi-county regional grant assistance under section 5311 of the Federal Transit Act and the Illinois Downstate Operating Assistance Program (DOAP) [Attachment 2].

After the vote, the County Board Chairperson and County Administrator approached the Illinois Public Transit Association Executive Director to coordinate a meeting between the Illinois Department of Transportation (IDOT) and Connect Transit to discuss how the County could maintain transit service, separate from the multi-county funding structure and secure funding for only McLean County. The State indicated that its FY26 budget was being prepared in September 2024, and the County would need to be designated as the grantee and recipient of the funding. During the conversation, the County indicated its interest in having Connect Transit be the operator, and IDOT suggested that it would need to know the grant recipient prior to its budget to avoid funding delays.

On October 17, 2024, the McLean County Board approved a resolution transferring Section 5311 and DOAP funding to Connect Transit [Attachment 3]. Soon after this meeting, IDOT engaged a planning consultant to assist County staff in gathering the information needed to equip the City, Town, and Connect Transit governing bodies to deliberate on this matter.

On April 7, 2025, the Town of Normal approved an amendment to its IGA with the City of Bloomington allowing Connect Transit to operate outside of the borders of the City and Town, as indicated in the IGA. The City of Bloomington followed with an approval of the IGA amendment on April 14, 2025 [Attachments 4 and 5].

Discussion:

As demonstrated above, the structural steps have occurred that will allow Connect Transit to operate within the boundaries of McLean County. Specifically, the City's and Town's IGA amendment states "[t]he Board may, by whatever means it may decide, engage in the business of the transportation of passengers on scheduled and nonscheduled routes within the Primary Service Area and Extra-Territorial Service Area and as allowed by State and federal law."

The expansion of service delivers on Connect Transit's mission to provide safe, reliable transportation and access to opportunity to strengthen and enrich individual lives, our community, the economy, and the environment. The expansion also has the potential to enhance access to work, shopping, education and healthcare for the region.

The proposed IGA between McLean County and Connect Transit codifies our mutual responsibilities. The County will transfer ownership and operational control of its Rural Transportation Service program, fund balance, service vehicles and equipment, and revenue vehicles to Connect Transit. McLean County will provide the policy governance of the rural transit service, including hours and days of operation, services provided, fares charged, and annual budget approval.

Connect Transit will be responsible for service operations, vehicle maintenance, management and filing of documents required by IDOT and the FTA. Connect Transit will also be responsible for applying for funding and vehicles for the service; however, as stated in the IGA, "[u]nder no conditions shall any funds appropriated for Connect Transit urban services be used to fund Rural Transportation Service program operations, capital items or operating deficits...".

The governing body with greater financial interest will approve procurements which affect both the urban and rural services, as required.

The agreement may be extended on an annual basis for a period of 10 years or may be terminated by either party for cause or convenience.

Financial Impact:



The proposed IGA and subsequent expansion of services will reduce Connect Transit's urban operating expenses by assigning a portion of the agency's fixed costs to the rural funding allocation.

Further, the establishment of Connect Transit as the grantee for federal and state rural funding will make budgeting and documentation filings to state and federal oversight agencies more efficient.

Finally, Connect Transit's DOAP funding allocation will increase to facilitate delivery of agreed upon services in both the urban and rural service areas. The increase stabilizes our needs for several years and Connect Transit staff will manage the allocation of that funding to meet IDOT, Board, and McLean County requirements and expectations.



**INTERGOVERNMENTAL AGREEMENT FOR RURAL PUBLIC
TRANSPORTATION SERVICES**

This Intergovernmental Agreement (“Agreement”) is made by and between McLean County, a body politic and corporate of the State of Illinois (“McLean County”) with a business address of 115 E. Washington Street, Bloomington, Illinois and the Bloomington-Normal Public Transit System (“Connect Transit”), a unit of local government of the State of Illinois, with a business address of 351 Wylie Drive, Normal, Illinois, hereafter collectively referenced as “the Parties”.

WHEREAS, McLean County receives State and Federal non-urban grant assistance under Section 5311 of the Federal Transit Act of 1991 (“Section 5311”) and the Illinois Downstate Operating Assistance Program (“DOAP”) through the Illinois Department of Transportation for the provision of a Rural Transportation Service program; and,

WHEREAS, McLean County and Connect Transit support the access to and availability of public transportation in the community; and,

WHEREAS, McLean County and Connect Transit understand the advantages of governmental cooperation to promote improved access to and availability of public transportation; and

WHEREAS, the Parties have concluded that a full and complete transfer of ownership, operation and management of McLean County’s Rural Transportation Service program to Connect Transit would be in the best interests of the urban and rural public transportation service programs in the area; and,

WHEREAS, beginning on July 1, 2025 (State Fiscal Year 2026), Section 5311 and DOAP funds previously provided to McLean County will instead be granted or passed through to Connect Transit for Connect Transit’s operation of a Rural Transportation Service program for the foreseeable future; and,

WHEREAS, the Parties mutually desire to enter into this Agreement to memorialize the consolidation and transfer of the Rural Transportation Service program to Connect Transit; and,

WHEREAS, the Parties are empowered to enter into intergovernmental agreements pursuant to the provisions of Article VII, Section 10 of the 1970 Illinois Constitution and the Intergovernmental Cooperation Act, 5 ILCS 220/1 *et. seq.*

NOW THEREFORE BE IT RESOLVED, that in consideration of the mutual promises, covenants, and obligations herein, Connect Transit and McLean County hereby agree as follows:

TERMS OF AGREEMENT

1. **Incorporation of Recital Clauses.** The above recital clauses are hereby incorporated into and are made a part of this Agreement.
2. **Effective Date of Agreement.** This signed Agreement shall be effective May 1, 2025 (the "Effective Date") and terminate on June 30, 2026.
3. **Term.** The term of this agreement shall commence from the Effective Date and may be extended on an annual basis, for a period of 10 years.
4. **Transfer of Program.**
 - a. **Consolidation.** As of July 1, 2025, McLean County shall transfer to Connect Transit the full and complete ownership, operational control and management of its Rural Transportation Service program, which offers demand response service to rural/non-urbanized areas of McLean County.
 - b. **Service Levels and Program Funding.** Rural Transportation Service program levels shall be determined by funding that is made available to Connect Transit by state and federal sources each fiscal year. The Rural Transportation Service program shall be funded by the following revenue sources: fare box revenues, state and federal grants, state and federal rural transit formula funding, service contracts, local donations, reserve funds and other miscellaneous sources. Under no conditions shall any funds appropriated for Connect Transit urban services be used to fund Rural Transportation Service program operations, capital items or operating deficits, except as expressly stated elsewhere in this Agreement.
5. **Transfer of Assets.**
 - a. **Fund Balance.** McLean County shall assign over to Connect Transit all fund balance(s) attributable to operating the Rural Transportation Service program, provided that McLean County shall first be allowed to collect or pay any

accounts receivable or payable, respectively, from the public transportation program year of July 1, 2024 to June 30, 2025. Staff from the County and Connect Transit shall work together to ensure that any remaining fund balances are properly transferred from the County to Connect Transit. The fund balances transferred over to Connect Transit shall only be used to support the Rural Transportation Service program, currently and in the future.

- b. Rural Transportation Service vehicles and equipment.** McLean County shall assign titles and ownership on all Rural Transportation Service-related vehicles and equipment to Connect Transit as assigned by the State of Illinois Department of Transportation (“IDOT”). Staff from the County and Connect Transit shall work together with IDOT, to ensure that existing vehicles and equipment are properly transferred from the County to Connect Transit. The transfer of remaining vehicles and equipment shall be substantially completed by July 1, 2025. Attached in Exhibit B is an inventory of Rural Transportation Service program vehicles and equipment.
- c. Vehicles** – Throughout the term of the contract, Connect Transit will participate in the Illinois Department of Transportation’s consolidated vehicle purchase program (CVP) and will develop a vehicle replacement program that meets the useful vehicle life benchmark (ULB) established by the Federal Transit Administration (FTA). If vehicles are not expected to be available through the CVP and the useful vehicle life of vehicles used for this program exceeds 125% of the ULB, McLean County may purchase additional or replacement vehicles for the rural transit program with board approval. Connect Transit and McLean County will mutually agree upon the age, mileage, fuel, and passenger capacity of the replacement vehicle.

6. Connect Transit Responsibilities. Connect Transit shall have the following responsibilities and obligations:

- a. Connect Transit shall comply with all federal, state and local laws and regulations pertaining to the operation of public transportation.
- b. Connect Transit shall annually operate the Rural Transportation Service program to provide public transportation services to the rural/non-urbanized area of McLean County, accommodating levels of service with funding availability.

- c. Connect Transit shall only use Rural Transportation Service fund balances transferred over to Connect Transit from McLean County to support the Rural Transportation Service program.
- d. Connect Transit shall retain title of Rural Transportation Service program assets identified in the attached Exhibit B.
- e. Connect Transit shall make every effort to become the direct recipient of rural/non-urbanized area public transportation grant funding that includes Downstate Operating Assistance Program funding from the IDOT, and federal 5311 grant funding. Should Connect Transit be unable or ineligible to be a direct recipient for federal 5311 funding, the County shall assist Connect Transit to access said funding and act as a financial grant pass-through with government granting agencies such as IDOT.
- f. Connect Transit shall be responsible for initiating and completing all applicable State and federal funding program applications and reporting requirements in a timely manner, even in the event the County acts in a capacity as a grant pass-through entity.

7. McLEAN COUNTY Responsibilities. The County shall have the following responsibilities:

- a. McLean County will provide governance of the rural service, including hours and days of operation, services provided, fares charged, and annual budget approval. Purchases of over \$100,000 made exclusively on behalf of the rural service must be authorized by McLean County Board prior to making the purchase. From time to time, federal or state interests may require authorization from the governing body pertaining to compliance with requirements or regulations, which, for purposes of rural services, will be McLean County.
- b. Purchases shared between the urban and rural services may be approved by the governing body (Connect Transit Board of Trustees or McLean County) with greater financial interest.
- c. The County shall transfer all assets identified in Sections 4 and 5 of this Agreement to Connect Transit.

- d. The County shall serve as a grant pass-through for federal 5311 grant funding, should Connect Transit be unable or ineligible to be a direct recipient for federal 5311 funding.
- e. The County represents to the best of its knowledge the following:
 - i. The County has performed all material obligations arising out of or under any and all agreements, instruments, and grants concerning or related to the Rural Transportation Service program and has no knowledge of any existing or claimed breaches of any such agreements, instruments, or grants by any person; and
 - ii. The County's operation of the Rural Transportation Service has been in substantial compliance with any and all applicable federal, state, and local laws, orders, rules, codes, regulations, and ordinances.
 - iii. McLean County represents and warrants that it has good title to the vehicle assets it shall transfer to Connect Transit.

8. Dispute Resolution. The Parties agree to attempt to resolve any disputes relating to this Agreement by taking the following steps:

- a. In-person meeting between staff members of the Parties.
- b. In-person meeting of McLean County Administrator and Connect Transit Managing Director.
- c. In-person meeting of the McLean County Administrator, Connect Transit Managing Director and staff from IDOT's Division of Public and Intermodal Transportation.
- d. The Parties may agree to mediate at any stage of the dispute resolution process. The Parties may have legal assistance at any of the meetings in this process.

9. Termination for Cause. Either party may terminate this Agreement in whole or in part if they determine that the terms set forth in this Agreement cannot be met. Prior to termination the initiating party shall give written notification

to the other party setting forth the reason for the termination and giving the other party thirty (30) days to cure the reason for the termination. If the reason is not cured within the thirty (30) day period, the initiating party may extend the cure period or terminate this agreement.

10. Termination for Convenience. This Agreement may be terminated in whole or in part by either party in writing for its convenience and through no failure of the other party to fulfill its obligations under this Agreement. No termination shall be effective until and unless the other party is given not less than ninety (90) calendar days prior written notice of intent to terminate and an opportunity for consultation with the terminating party prior to termination.

11. Amendments. The Parties may amend the terms of this Agreement at any time.

- a. If either party believes that amendments to this Agreement are needed, that party may request a staff-level meeting between the Parties to air issues and propose amendments.
- b. Nothing in this Section 9 prohibits the Parties from using other procedures to renegotiate or amend this Agreement.
- c. All amendments to this Agreement must be in writing and signed by the Parties.

12. Indemnification. To the extent permitted by Illinois law, Connect Transit will defend, indemnify, and hold McLean County, and its officers, board members, employees, agents, and representatives, harmless for, from, and against any and all claims, actions, proceedings, damages, liabilities, and expenses of every kind, whether known or unknown, including but not limited to reasonable attorney fees, resulting from or arising out of Connect Transit breach or failure to perform its obligations under this Agreement.

To the extent permitted by Illinois law, McLean County will defend, indemnify, and hold Connect Transit, and its officers, board members, employees, agents, and representatives, harmless for, from, and against any and all claims, actions, proceedings, damages, liabilities, and expenses of every kind, whether known or unknown, including but not limited to

reasonable attorney fees, resulting from or arising out of McLean County breach or failure to perform its obligations under this Agreement.

13. Notices. Any notice required under this Agreement shall be sent by first class mail, postage prepaid, certified, return receipt requested, addressed as follows, unless another address is designated by the party:

IF TO MCLEAN COUNTY:
County Administrator
115 E. Washington Street
Room 401
Bloomington, IL 61701

With Copy To:
First Assistant State's Attorney
115 E. Washington Street
Room 401
Bloomington, IL 61701

IF TO CONNECT TRANSIT:
Managing Director
351 Wylie Drive
Normal, IL 61761

With Copy To:
Ancel Glink
Connect Transit General Counsel
202 North Prospect, Suite 203
Bloomington, IL 61704

14. Assignment. No Third-Party Rights. This Agreement, and each party's rights and responsibilities under this Agreement, may not be assigned by either party without the written consent of the other party. This Agreement is for the benefit of the Parties and their successors only and not for the benefit of any other party.

15. Entire Agreement. This Agreement and referenced documents set forth the entire agreement of the Parties with respect to the subject matter of this Agreement. This Agreement supersedes any and all prior negotiations, discussions, agreements, and understandings between the Parties. This Agreement may not be modified or amended except by written agreement executed by the Parties to this Agreement.

16. Applicable Law. This Agreement will be construed, applied, and enforced in accordance with the laws of the State of Illinois. Any action or proceeding arising out of this Agreement will be litigated in courts located in McLean County, Illinois.

17. Attachments and Further Assurances. Any exhibits, schedules, and other attachments referenced in this Agreement are part of this Agreement. The Parties will sign other documents and take all other actions reasonably necessary to further effect and evidence this Agreement.

18. Waiver. No waiver will be binding on a party unless it is in writing and signed by the party making the waiver. A party's waiver of a breach of a provision contained in this Agreement will not be a waiver of any other provision or a waiver of a subsequent breach of the same provision.

19. Severability. The unenforceability of any provision of this Agreement shall not affect the enforceability of any other provision, except that if the unenforceable provision affects substantial rights of a party, that party may request that the Agreement be renegotiated, and if renegotiations fail, may terminate this agreement.

COUNTY OF McLEAN

CONNECT TRANSIT

Elizabeth Johnston, Chair
McLean County Board

Ryan Whitehouse, Chairman
Connect Transit

Attest:

Attest:

Kathy Michael, County Clerk

Linda Foster, Secretary

A RESOLUTION OF THE McLEAN COUNTY BOARD AUTHORIZING THE CHAIRPERSON TO NOTIFY PARTIES OF THE COUNTY'S INTENT TO WITHDRAW FROM AN INTERGOVERNMENTAL AGREEMENT TO PROVIDE FOR PUBLIC TRANSPORTATION IN DEWITT, FORD, IROQUOIS, LIVINGSTON, MACON, AND McLEAN COUNTIES AND RELINQUISH ITS ROLE AS PRIMARY RECIPIENT OF MULTI-COUNTY REGIONAL GRANT ASSISTANCE UNDER SECTION 5311 OF THE FEDERAL TRANSIT ACT OF 1991 AND THE ILLINOIS DOWNSTATE OPERATING ASSISTANCE PROGRAM

WHEREAS, in 1996, the McLean County Board ("BOARD"), entered into an Intergovernmental Agreement to Provide for Public Transportation in Ford, Iroquois, Livingston, and McLean Counties ("IGA") to persons in non-urbanized areas, which has since been amended to include DeWitt and Macon Counties; and

WHEREAS, the IGA establishes a "pass-through" oversight structure, whereby McLean County serves as the "primary participant" with authority to apply for and accept State and Federal non-urban grant assistance under Section 5311 of the Federal Transit Act of 1991 ("Section 5311") and the Illinois Downstate Operating Assistance Program ("DOAP") through the Illinois Department of Transportation ("IDOT") on behalf of and for the support of rural transportation in participating counties; and

WHEREAS, the County of McLean has entered into an annual Purchase of Service Agreement ("AGREEMENT") with an independent not-for-profit agency, SHOW BUS, using Section 5311 and DOAP funding for rural transportation services to non-urban areas within participating counties of the IGA; and

WHEREAS, in 2014, IDOT implemented a new contract requirement called Project Compliance Oversight Monitoring, which imposed on the County more significant responsibilities for the oversight of SHOW BUS; and,

WHEREAS, in 2016, RLS & Associates, Inc. ("RLS") conducted an organizational structure analysis of SHOW BUS, taking into consideration the services provided, the requirements of the service area, and compliance with IDOT and Federal Transit Administration funding and administrative requirements, and provided a report to the County which identified a number of challenges with the multi-county IGA model; and,

WHEREAS, on September 19, 2023, the County and SHOW BUS underwent an IDOT Transit Compliance review, which resulted in a final report identifying certain deficiencies in the oversight of the SHOW BUS program; and

WHEREAS, it is the opinion of the McLean County Board that the IGA model does not optimize rural transit services for residents of McLean County and that the County's role as the primary recipient of Section 5311 funds is not the appropriate oversight structure for the existing multi-county region; and

WHEREAS, the County desires to withdraw from the IGA to initiate an alternative organizational model for rural public transit in McLean County that emphasizes service to McLean County residents; and

WHEREAS, IDOT has indicated that the process of terminating the existing multi-county SHOW BUS arrangement would take between twelve and eighteen months after the County provides notice of intent to withdraw from the IGA and relinquish its role as primary recipient of Section 5311 funding for the multi-county region;

NOW THEREFORE BE IT RESOLVED BY THE COUNTY BOARD OF McLEAN COUNTY, ILLINOIS, that its Chairperson is authorized to provide parties to the Intergovernmental Agreement to Provide for Public Transportation in DeWitt, Ford, Iroquois, Livingston, and McLean Counties with notice that McLean County intends to withdraw from the IGA; and,

BE IT FURTHER RESOLVED that the Board Chairperson is authorized to notify IDOT that the County intends to relinquish its role as Primary Recipient of Section 5311 funding under the IGA and terminate the Purchase of Service Agreement with SHOW BUS for the Rural General Public under Section 5311/DOAP; and,

BE IT FURTHER RESOLVED that the Board Chairperson is authorized to execute any and all documents to effectuate the withdrawal from the IGA and termination of the Purchase of Service Agreement under Section 5311/DOAP.

This Resolution shall be in full force and effect immediately upon its adoption.

ADOPTED this 13th day of June, 2024.

APPROVE:

ATTEST:

Catherine Metsker, Chair
McLean County Board

Kathy Michael,
McLean County Clerk

Cassy Taylor
County Administrator
(309) 888-5110



115 E Washington St, Rm 401
Bloomington, IL 61702-2400
mcleancountyil.gov

McLean County

Administrator's Office

MEMORANDUM

October 2, 2024

To: Chair Rogal and the Honorable Members of the Transportation Committee

From: Cassy Taylor, County Administrator

Re: Request approval of Resolution Transferring Section 5311 and DOAP Funding

In June of this year, the County Board adopted a resolution relinquishing the role of Primary Recipient of Section 5311 and DOAP funding for a multi-county region with the intention to focus rural transportation services to McLean County citizens in the next State Fiscal Year 2026 cycle.

Connect Transit currently provides public transportation services to citizens of McLean County within the City of Bloomington and Town of Normal and in conversation with those community partners it is believed a partnership with Connect Transit will provide operating efficiencies for rural and urban services within McLean County. This resolution will allow the County to create an intergovernmental agreement transferring rural transportation funding to Connect Transit to meet the needs of our rural citizens.

Thank you.

RESOLUTION OF THE MCLEAN COUNTY BOARD ASSIGNING AND TRANSFERRING SECTION 5311 & DOAP FUNDING TO CONNECT TRANSIT

WHEREAS, the McLean County Board (“BOARD”), is currently party to an Intergovernmental Agreement to Provide for Public Transportation in Ford, Iroquois, Livingston, DeWitt, Macon, and McLean Counties (“IGA”) to persons in non-urbanized areas, which has since been amended to include DeWitt and Macon Counties; and

WHEREAS, the IGA establishes a subrecipient oversight structure, whereby McLean County serves as the “primary participant” with authority to apply for and accept State and Federal non-urban grant assistance under Section 5311 of the Federal Transit Act of 1991 (“Section 5311”) and the Illinois Downstate Operating Assistance Program (“DOAP”) through the Illinois Department of Transportation (“IDOT”) on behalf of and for the support of rural transportation in participating counties; and

WHEREAS, the County of McLean is currently party to an annual Purchase of Service Agreement (“AGREEMENT”) with an independent not-for-profit agency, SHOW BUS, using Section 5311 and DOAP funding for rural transportation services to non-urban areas within the participating counties of the IGA; and

WHEREAS, on June 13, 2024, the BOARD adopted a resolution finding that the IGA model does not optimize rural transit services for residents of McLean County and authorizing the BOARD Chairperson to notify IDOT that the County intends to relinquish its role as Primary Recipient of Section 5311 funding under the IGA; and

WHEREAS, McLean County has notified IDOT of its intention to terminate the AGREEMENT with SHOW BUS on June 30, 2025 (State Fiscal Year 2025); and

WHEREAS, McLean County has notified IDOT of its intention to establish rural transportation services focused on McLean County citizens beginning on July 1, 2025 (State Fiscal Year 2026); and

WHEREAS, CONNECT TRANSIT provides public transportation services to the City of Bloomington and the Town of Normal, Illinois; and

WHEREAS, CONNECT TRANSIT is dedicated to providing responsible, safe, and cost-effective public transportation to residents of McLean County; and

WHEREAS, the coordination and oversight of area public transportation services by CONNECT TRANSIT is in the best interests of McLean County residents and is expected to provide operating efficiencies for both rural and urban services; and

WHEREAS, the BOARD wishes to assign and transfer all Section 5311 and DOAP funding for rural transportation services to CONNECT TRANSIT subject to the negotiation of a mutually acceptable intergovernmental agreement with Connect Transit prior to transition.

NOW, THEREFORE, BE IT RESOLVED that the McLean County Board assigns and transfers to the Board of Trustees of Connect Transit the responsibility of providing rural transportation services subject to the negotiation of a mutually acceptable agreement prior to the projected transition date of July 1, 2025.

ADOPTED by the McLean County Board this 12th day of September , 2024.

APPROVED:

Catherine Metsker, Chairman
McLean County Board

ATTEST:

Kathy Michael, Clerk of the County Board
McLean County, Illinois

Town Council Action Report

April 7, 2025

Ordinance to Amend Connect Transit's Enacting Ordinance to Expand the Transit System's Service Area

Prepared By: Brian Day, Assistant City Manager

Reviewed By: Pamela S. Reece, City Manager

Jason Querciagrossa, Corporation Counsel

Staff Recommendation: Approval

Attachments: Proposed ordinance

Community Impact

The ordinance amendment would allow Connect Transit to expand its services within McLean County without incurring any additional costs to the city or town. This would provide for enhanced services and additional funding opportunities for the transit system.

Budget Impact

N/A

Strategic Alignment



Background

The Bloomington-Normal Public Transit System, more commonly known as Connect Transit, operates under a joint ordinance of the City of Bloomington and the Town of Normal. That enacting ordinance governs the powers, duties, and general operation of Connect Transit. Under that ordinance, Connect Transit's service area is tied to the municipal borders of the city and the town.

Connect Transit has the opportunity to extend services into McLean County outside of the city and town's borders. Expanding these services into rural areas would enhance the transit services available to county residents and would make Connect Transit eligible for increased state and federal funding. Extending these services would not increase any transit costs of the city or town.

For Connect Transit to extend these services, it is necessary for the City of Bloomington and the Town of Normal to amend the joint enacting ordinance to expand Connect Transit's service area.

Discussion

The proposed ordinance amends the joint enacting ordinance to do the following:

- Changing the definition of "service area" to include any area within the boundary of McLean County.
- Specifying that the funding amount paid by the city and town to the transit system will not include expenses for services outside of the city and town corporate boundaries.

The proposed ordinance is a joint ordinance; it must be passed by both the City of Bloomington and the Town of Normal to be effective. The ordinance would allow Connect Transit to expand its services and its funding opportunities without incurring any additional costs to the city or town. Town staff support its approval.

Keywords: Connect Transit, Bloomington Normal Public Transit System, Bus

Bloomington Ordinance No.: _____

Normal Ordinance No.: _____

ORDINANCE TO AMEND CONNECT TRANSIT’S ENACTING ORDINANCE TO EXPAND THE TRANSIT SYSTEM’S SERVICE AREA

WHEREAS, The City of Bloomington (hereinafter “City”) and the Town of Normal (hereinafter “Town”) established the Bloomington Normal Public Transit System (“Connect Transit”) in 1972 under each community’s home-rule and intergovernmental cooperation authority.

WHEREAS, The City and Town amended the operating structure of Connect Transit in 2023 by enacting Bloomington Ord. No. 2023-068 and Normal Ord. No. 5950 (collectively the “2023 Amending Ordinance”).

WHEREAS, The City and Town desire to amend the 2023 Amending Ordinance to allow Connect Transit to provide expanded services outside the City and the Town, and providing that any additional expenses incurred by Connect Transit for this expanded service shall not be the responsibility of the City or the Town.

WHEREAS, The City and Town wish to provide affordable, reliable, convenient, equitable public transportation within the territorial limits of the City and Town, and allow Connect Transit to provide similar, expanded service to other areas of McLean County, for the betterment of all residents and the communities.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON AS FOLLOWS:

and

BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE TOWN OF NORMAL, ILLINOIS:

SECTION 1. The recitals set forth above shall be incorporated into the terms and conditions of this Amendment to the Defined Service Area Found in the 2023 Joint Ordinance Amending the Operating Structure of The Bloomington-Normal Public Transit System (Connect Transit) as if fully set forth herein.

SECTION 2. Section 1 (Definitions), Section 6.1.1. (Routes and services), and Section 10.3 (Funding) of the 2023 Amending Ordinance are amended as shown in Exhibit A, with strikethroughs indicating deletions and bold, underlines indicating additions.

SECTION 3. In all other respects the 2023 Amending Ordinance shall remain unchanged and in full force and effect.

SECTION 4. The clerk of each Municipality is authorized and directed to publish this ordinance in pamphlet form as provided by law.

SECTION 5. This ordinance will become effective 10 days after the date of its publication.

SECTION 6. This ordinance is adopted under the home rule authority of each Municipality.

CITY OF BLOOMINGTON

TOWN OF NORMAL

Mboka Mwilambwe, Mayor

Chris Koos, President

Attest:

Attest:

Leslie Smith-Yocum, City Clerk

Angie Huonker, Town Clerk

This ordinance was passed by the City of Bloomington on _____ 2025 and adopted on _____ 2025.

This ordinance was passed by the Town of Normal on _____ 2025 and adopted on _____ 2025.

This ordinance was voted upon and passed by the President and Board of Trustees of the Town of Normal on _____, 2025, with _____ voting aye; _____ abstaining; _____ voting nay; and _____ absent.

| | AYE | NAY | OTHER | | AYE | NAY | OTHER |
|---------------------|-----|-----|-------|--------------------|-----|-----|-------|
| Councilman McCarthy | | | | Councilwoman Smith | | | |
| Councilman Preston | | | | Councilman Byars | | | |
| Councilwoman Lorenz | | | | Mayor Koos | | | |
| Councilwoman Harris | | | | | | | |

This ordinance was approved by the President on _____, 2025.

This ordinance was published in pamphlet form on _____, 2025.

EXHIBIT A

1. Definitions. As used in this ordinance:

...

| | |
|--|--|
| <u>Extra-Territorial Service Area</u> | <u>Areas within the boundaries of McLean County, except for the Primary Service Area.</u> |
| <u>Primary</u> Service Area | The combined corporate boundaries of the City and the Town, including the adjacent 3 miles to the corporate boundaries and any other area authorized by both the City and the Town. |

...

6. Routes and services

...

- 6.1.1. The Board may, by whatever means it may decide, engage in the business of the transportation of passengers on scheduled and nonscheduled routes within the **Primary Service Area** **and Extra-Territorial Service Area** and as allowed by State and federal law.

...

10. Funding.

...

- 10.3. Connect Transit shall determine the amount in excess of the System Revenues necessary to fund the System **operations within the Primary Service Area** for the next fiscal year ("**Municipal Funding Amount**"). **The Municipal Funding Amount shall not include any expenses incurred by Connect Transit due to services provided in the Extra-Territorial Service Area.** On or before December 1 of each year, the Board shall provide the city manager of each Municipality a written notification of the estimated Municipal Funding Among for the next fiscal year.

...



CONSENT AGENDA ITEM NO. 7.I.

FOR COUNCIL: April 14, 2025

WARD IMPACTED: City-Wide Impact

SUBJECT: Consideration and Action on an Ordinance to Amend Connect Transit's Enacting Ordinance to Expand the Transit System's Service Area, as requested by the Administration Department.

RECOMMENDED MOTION: The proposed Ordinance be approved.

STRATEGIC PLAN LINK:

Goal 1. Financially Sound City Providing Quality Basic Services

STRATEGIC PLAN SIGNIFICANCE:

Objective 1e. Partnering with others for the most cost-effective service delivery

BACKGROUND:

Connect Transit, the public transportation provider serving the Bloomington-Normal area, operates under a joint ordinance enacted by the City of Bloomington and the Town of Normal. This ordinance outlines Connect Transit's governance, powers, duties, and service area, which is currently limited to the municipal boundaries of the City and the Town.

Connect Transit now has the opportunity to extend service into other parts of McLean County beyond the city and town limits. Expanding transit service into rural areas of the county would enhance mobility options for county residents and increase Connect Transit's eligibility for additional state and federal funding.

Importantly, this expansion would not result in increased funding obligations for either the City of Bloomington or the Town of Normal.

To support this opportunity, both municipalities must approve an amendment to the original joint ordinance. The amendment would:

- Redefine "service area" to include any location within the boundaries of McLean County.
- Clarify that services provided outside the city and town limits will not impact the funding contributions from the City of Bloomington or the Town of Normal.

The Town of Normal approved the ordinance amendment on April 7, 2025. In order for the amendment to take effect, it must also be approved by the City of Bloomington. City staff recommend approval to support the expansion of transit services and unlock additional funding opportunities for the region—at no additional cost to the City. The expansion may also help offset some of the administrative expense associated with Connect Transit.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Town of Normal; Connect Transit

FINANCIAL IMPACT: The proposed ordinance explicitly states that any costs associated with expanded transit service outside the City and Town boundaries will not be borne by either municipality. As a result, adoption of the ordinance is not expected to have any negative financial impact on the City. On the contrary, expanding the service area may help Connect Transit qualify for additional state and federal funding, which could reduce administrative costs and improve overall system efficiency.

Respectfully submitted for consideration.

Prepared by: Jeff Jurgens, City Manager

ATTACHMENTS:
[ADM 7B Ordinance](#)

Bloomington Ordinance No.: _____

Normal Ordinance No.: 10022

ORDINANCE TO AMEND CONNECT TRANSIT’S ENACTING ORDINANCE TO EXPAND THE TRANSIT SYSTEM’S SERVICE AREA

WHEREAS, The City of Bloomington (hereinafter “City”) and the Town of Normal (hereinafter “Town”) established the Bloomington Normal Public Transit System (“Connect Transit”) in 1972 under each community’s home-rule and intergovernmental cooperation authority.

WHEREAS, The City and Town amended the operating structure of Connect Transit in 2023 by enacting Bloomington Ord. No. 2023-068 and Normal Ord. No. 5950 (collectively the “2023 Amending Ordinance”).

WHEREAS, The City and Town desire to amend the 2023 Amending Ordinance to allow Connect Transit to provide expanded services outside the City and the Town, and providing that any additional expenses incurred by Connect Transit for this expanded service shall not be the responsibility of the City or the Town.

WHEREAS, The City and Town wish to provide affordable, reliable, convenient, equitable public transportation within the territorial limits of the City and Town, and allow Connect Transit to provide similar, expanded service to other areas of McLean County, for the betterment of all residents and the communities.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON AS FOLLOWS:

and

BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE TOWN OF NORMAL, ILLINOIS:

- SECTION 1. The recitals set forth above shall be incorporated into the terms and conditions of this Amendment to the Defined Service Area Found in the 2023 Joint Ordinance Amending the Operating Structure of The Bloomington-Normal Public Transit System (Connect Transit) as if fully set forth herein.
- SECTION 2. Section 1 (Definitions), Section 6.1.1. (Routes and services), and Section 10.3 (Funding) of the 2023 Amending Ordinance are amended as shown in Exhibit A, with strikethroughs indicating deletions and bold, underlines indicating additions.
- SECTION 3. In all other respects the 2023 Amending Ordinance shall remain unchanged and in full force and effect.
- SECTION 4. The clerk of each Municipality is authorized and directed to publish this ordinance in pamphlet form as provided by law.
- SECTION 5. This ordinance will become effective 10 days after the date of its publication.

SECTION 6. This ordinance is adopted under the home rule authority of each Municipality.

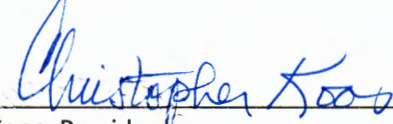
CITY OF BLOOMINGTON

Mboka Mwilambwe, Mayor

Attest:

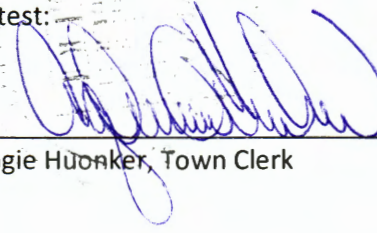
Leslie Smith-Yocum, City Clerk

TOWN OF NORMAL



Chris Koos, President

Attest:



Angie Huncker, Town Clerk

This ordinance was passed by the City of Bloomington on _____ 2025 and adopted on _____ 2025.

This ordinance was passed by the Town of Normal on April 7 2025 and adopted on April 9 2025.

This ordinance was voted upon and passed by the President and Board of Trustees of the Town of Normal on April 7, 2025, with 7 voting aye; 0 abstaining; 0 voting nay; and 0 absent.

| | AYE | NAY | OTHER | | AYE | NAY | OTHER |
|---------------------|-----|-----|-------|--------------------|-----|-----|-------|
| Councilman McCarthy | ✓ | | | Councilwoman Smith | ✓ | | |
| Councilman Preston | ✓ | | | Councilman Byars | ✓ | | |
| Councilwoman Lorenz | ✓ | | | Mayor Koos | ✓ | | |
| Councilwoman Harris | ✓ | | | | | | |

This ordinance was approved by the President on April 7, 2025.

This ordinance was published in pamphlet form on April 9, 2025.

EXHIBIT A

1. Definitions. As used in this ordinance:

...

| | |
|--|--|
| <u>Extra-Territorial Service Area</u> | <u>Areas within the boundaries of McLean County, except for the Primary Service Area.</u> |
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...



6. Routes and services

...

- 6.1.1. The Board may, by whatever means it may decide, engage in the business of the transportation of passengers on scheduled and nonscheduled routes within the **Primary Service Area and Extra-Territorial Service Area** and as allowed by State and federal law.

...



10. Funding.

...

- 10.3. Connect Transit shall determine the amount in excess of the System Revenues necessary to fund the System **operations within the Primary Service Area** for the next fiscal year ("**Municipal Funding Amount**"). **The Municipal Funding Amount shall not include any expenses incurred by Connect Transit due to services provided in the Extra-Territorial Service Area.** On or before December 1 of each year, the Board shall provide the city manager of each Municipality a written notification of the estimated Municipal Funding Among for the next fiscal year.

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MEMO

Date: April 22, 2025
To: Board of Trustees
From: David Braun, Managing Director
Subject: Recommendation Regarding the Release of Executive Session Minutes

Recommendation:

Staff recommends that all Executive Session minutes continue to be withheld from public release.

Background:

Illinois State Law requires that all public bodies which are subject to the requirements of the Illinois Open Meetings Act review Executive Session minutes at least twice each calendar year to determine which of those minutes need to remain confidential and which can be released to the public. It is up to the governing body to make the determination as to whether or not to release to the public any Executive Session minutes.

Discussion:

As was indicated above, staff has reviewed the Executive Session minutes in accordance with state statute and is recommending that all Executive Session minutes continue to be withheld from public release given their sensitive and confidential nature.

This item will be included on the Board of Trustees meeting agenda every April and October to ensure compliance with the state statute. Printed copies of the Executive Session minutes will be available for Trustee review in person through the Board Clerk prior to each six-month review.

Financial Impact:

None.