



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

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

AGENDA

Connect Transit Board of Trustees, Regular Session

July 25, 2023 – 4:30 P.M.

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

YouTube Link: <https://youtube.com/live/CzdIFm9BKww?feature=share>

- A. Call to Order
- B. Roll Call
 - a. Attendance by Other Means/Virtual – Roll Call Vote
- C. Pledge of Allegiance
- D. Public Comments
- E. Consent Agenda
 - a. Approval of Regular Session Minutes for June 27, 2023
 - b. Approval of Financial Information for June 2023 – *Delayed due to year end closing*
 - c. Monthly Statistical Reports for June 2023
 - d. Cardinal Infrastructure Federal Report
 - e. Cornerstone – Illinois Weekly Update
- F. New Business
 - a. Messaging Consultant Update – Informational
 - b. Restoring Peak and Late Night Service – Informational
 - c. Recommendation for Universal Access Agreement w/Promise Council – Roll Call Vote
 - d. Recommendation to Support Library Card Sign Up Month/September 2023 – Roll Call Vote
- G. Chairman’s Report
- H. General Manager’s Report
- I. Trustee Comments
- J. Executive Session
- K. 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.



Fixed Route

June 2023		Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
Total Ridership		133264	146647	-9.13%	116210	14.68%	2029652	1718364	18.12%
Total Service Hours		8353	8970	-6.88%	8596	-2.83%	108725	103329	5.22%
Total Service Miles		101638	108182	-6.05%	106439	-4.51%	1321866	1274589	3.71%
# Operations Employees									
Operators									
Operators In Training									
# Maintenance Employees									
Mechanics									
# Administrative Employees									
# Revenue Vehicles		32	35	-8.57%	39	-17.95%	48	42	14.29%
Total Miles/Revenue Vehicle		3176	3091	2.76%	2729	16.38%	27539	30347	-9.25%
SYSTEM: EFFICIENCIES									
Percent Farebox Recovery		*	9.54%	*	10.38%	*	9.12%	10.09%	-9.65%
Subsidy/Passenger		*	\$6.62	*	\$7.81	*	\$5.17	\$5.80	-10.88%
Work Compensation Hours									
TRANSPORTATION: EFFICIENCIES									
Operator Pay Hours/Service Hours									
Percent Operator Overtime									
Percent Unscheduled Operator Absences									
TRANSPORTATION: EFFECTIVENESS									
Percent On-Time Trips		95%	91%	4.40%	96%	-1.04%	93%	94%	-1.41%
Valid Complaints per 100K Passengers		0.00	1.36	-100.00%	0.86	-100.00%	1.23	1.05	17.59%
Passenger Accidents/100K Passengers		4.50	1.36	230.13%	2.58	74.41%	1.43	2.10	-31.80%
Vehicle Collisions/100,000 Miles		6.89	3.70	86.27%	6.58	4.72%	4.01	2.98	34.49%
MAINTENANCE: EFFICIENCIES									
Vehicle Maintenance Expense/Total Miles		*	\$1.65	*	\$1.32	*	\$1.02	\$0.93	9.74%
Percent Maintenance Overtime									
Parts Expense/Total Miles		*	\$0.73	*	\$0.83	*	\$0.34	\$0.30	13.32%



June 2023		Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
MAINTENANCE: EFFECTIVENESS									
	Miles/Road Call	2506.03	2111.25	18.70%	1751.60	43.07%	2417.97	2642.36	-8.49%
	Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%
	Average Bus Cleanliness Score								
GREEN TECHNOLOGY									
	Solar Energy Created (MWh)								
	Facility Electric Usage (MWh)								
	Facility Electric Costs								

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Connect Mobility

June 2023		Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
Total Ridership		9163	9091	0.79%	7745	18.31%	101395	77011	31.66%
Total Service Hours		3939	3924	0.38%	3532	11.52%	44618	37551	18.82%
Total Service Miles		48676	48752	-0.16%	42287	15.11%	544543	431609	26.17%
# Operations Employees									
Operators									
Operators In Training									
# Maintenance Employees									
Mechanics									
# Administrative Employees									
# Revenue Vehicles		18	19	-5.26%	19	-5.26%	19	19	0.00%
Total Miles/Revenue Vehicle		2704	2566	5.39%	2226	21.50%	28660	22716	26.17%
SYSTEM: EFFICIENCIES									
Percent Farebox Recovery		*	4.63%	*	3.41%	*	5.15%	4.25%	21.13%
Subsidy/Passenger		*	\$32.51	*	\$34.44	*	\$31.29	\$39.69	-21.16%
Work Compensation Hours									
TRANSPORTATION: EFFICIENCIES									
Operator Pay Hours/Service Hours									
Percent Operator Overtime									
Percent Unscheduled Operator Absences									
TRANSPORTATION: EFFECTIVENESS									
Percent On-Time Trips		98%	98%	0.00%	98%	0.00%	98%	99%	-0.13%
Valid Complaints per 100K Passengers		0.00	11.00	-100.00%	12.91	-100.00%	15.78	5.19	203.81%
Passenger Accidents/100K Passengers		10.91	0.00	*	0.00	*	4.93	18.18	-72.87%
Vehicle Collisions/100,000 Miles		2.05	8.20	-74.96%	2.36	-13.13%	4.77	5.56	-14.13%
MAINTENANCE: EFFICIENCIES									
Vehicle Maintenance Expense/Total Miles		*	\$1.05	*	\$0.58	*	\$0.82	\$0.87	-5.88%
Percent Maintenance Overtime									
Parts Expense/Total Miles		*	\$0.21	*	\$0.15	*	\$0.10	\$0.07	28.88%



June 2023		Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
MAINTENANCE: EFFECTIVENESS									
	Miles/Road Call	16610.00	49342.00	-66.34%	6063.00	173.96%	16433.12	27186.63	-39.55%
	Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%
	Average Bus Cleanliness Score								
GREEN TECHNOLOGY									
	Solar Energy Created (MWh)								
	Facility Electric Usage (MWh)								
	Facility Electric Costs								

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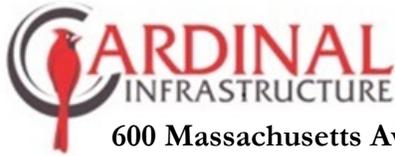
System Totals

June 2023		Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
Total Ridership		142427	155738	-8.55%	123955	14.90%	2131047	1795375	18.70%
Total Service Hours		12292	12894	-4.67%	12128	1.35%	153343	140880	8.85%
Total Service Miles		150314	156934	-4.22%	148726	1.07%	1866409	1706198	9.39%
# Operations Employees		130	127	2.36%	114	14.04%	155	134	15.67%
Operators		108	108	0.00%	93	16.13%	127	109	16.51%
Operators In Training		7	8	-12.50%	1	600.00%	39	21	85.71%
# Maintenance Employees		21	23	-8.70%	17	23.53%	33	25	32.00%
Mechanics		7	8	-12.50%	7	0.00%	12	9	33.33%
# Administrative Employees		13	13	0.00%	14	-7.14%	15	18	-16.67%
# Revenue Vehicles		50	54	-7.41%	58	-13.79%	67	61	9.84%
Total Miles/Revenue Vehicle		5880	5657	3.95%	4955	18.68%	56199	53064	5.91%
SYSTEM: EFFICIENCIES									
Percent Farebox Recovery		*	8.43%	*	8.88%	*	8.22%	8.78%	-6.37%
Subsidy/Passenger		*	\$8.13	*	\$9.48	*	\$6.41	\$7.26	-11.61%
Work Compensation Hours		184	176	4.55%	0	*	448	2078	-78.44%
TRANSPORTATION: EFFICIENCIES									
Operator Pay Hours/Service Hours		160.10%	151.69%	5.54%	139.72%	14.59%	139.95%	138.13%	1.31%
Percent Operator Overtime		1.71%	1.69%	1.19%	3.05%	-43.87%	4.75%	3.59%	32.55%
Percent Unscheduled Operator Absences		2.54%	1.07%	137.29%	2.96%	-13.98%	3.64%	5.43%	-32.92%
TRANSPORTATION: EFFECTIVENESS									
Percent On-Time Trips									
Valid Complaints per 100K Passengers		0.00	1.93	-100.00%	1.61	-100.00%	1.92	1.23	57.01%
Passenger Accidents/100K Passengers		4.91	1.28	282.71%	2.42	103.07%	1.60	2.78	-42.71%
Vehicle Collisions/100,000 Miles		5.32	5.10	4.40%	5.38	-1.06%	4.23	3.63	16.48%
MAINTENANCE: EFFICIENCIES									
Vehicle Maintenance Expense/Total Miles		*	\$1.43	*	\$1.12	*	\$0.96	\$0.92	4.69%
Percent Maintenance Overtime		4.58%	5.28%	-13.14%	3.21%	42.94%	7.16%	4.83%	48.20%
Parts Expense/Total Miles		*	\$0.54	*	\$0.64	*	\$0.26	\$0.24	9.02%



June 2023		Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
MAINTENANCE: EFFECTIVENESS									
	Miles/Road Call	3,714.94	3,263.22	13.84%	2,182.74	70.20%	3,295.53	3,440.55	-4.22%
	Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%
	Average Bus Cleanliness Score	*	0.00%	*	90.85%	*	*	89.12%	*
GREEN TECHNOLOGY									
	Solar Energy Created (MWh)	46.63	47.65	-2.14%	36.12	29.10%	346.64	140.91	146.00%
	Facility Electric Usage (MWh)	71.92	70.54	1.96%	26.3	173.46%	622.773	346.1	79.94%
	Facility Electric Costs	11751.04	7821.25	50.25%	4191	180.39%	103074.2	44180.26	133.30%

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Monthly Federal Update for Connect Transit

Prepared by Cardinal Infrastructure

Prepared July 21, 2023

Congressional Update

The House Appropriations Committee has released text for its FY24 Transportation, Housing and Urban Development bill. There is good news and bad news for transit agencies.

First the good news. Despite massive cuts across much of the bill, the transit formula funds matched the IJA reauthorization levels of \$13.9 billion. Earlier this year we provided agencies with a rough analysis of FY24 formula funding and what to anticipate given that FTA will use 2020 population data and post-covid 2022 revenue vehicle miles to calculate FY24 apportionments. Those agencies with lower vehicle miles traveled in FY22 or with less population growth than other urban areas are less likely to see a significant loss of formula funding due to this bill matching funding levels established by IJA.

The bad news is the House THUD bill imposes significant cuts to transportation spending including RAISE, Mega, Capital Investment Grants, and Bus and Bus facilities grants.

RAISE and Mega grants received no additional funding beyond what IJA already appropriated for FY24 in this bill. The FY24 advanced appropriations for Mega is \$1 billion and RAISE is \$1.5 billion. In FY23, Raise received an additional \$800 million through the annual appropriations process.

In FY23, The Bus and Bus Facilities and Lo-No grant program received \$140 million above IJA advance appropriations. This bill would eliminate the \$140 million in additional funds above IJA levels.

This bill funds the Capital Investment Grant program at \$1.9 billion (a figure that includes the \$1.6 billion in advanced IJA approps). In FY23, Congress funded the CIG program at \$4.3 billion including the IJA advanced appropriations of \$1.6 billion. This is a 56% cut below FY23 CIG funding levels. In essence the bill provides \$388 million in additional New Starts funding above IJA advanced approps levels.

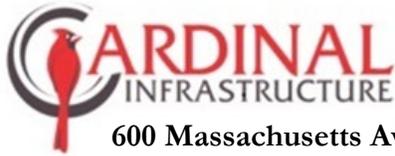
Finally, we note that the bill contains significant cuts to Amtrak and intercity passenger rail.

Here's a link to a summary of the [Senate THUD FY24 bill](#) which was marked up and passed in full committee without a dissenting vote. The CIG funding is much improved from House numbers and above the FY23 level.

Transit Infrastructure: The bill provides \$16.865 billion for the Federal Transit Administration—including \$2.45 billion for Capital Investment Grants, a \$240 million increase over fiscal year 2023, to continue investing in America's transit infrastructure. It also includes \$365.8 in budget authority—\$184 million above fiscal year 2023—for Transit Investment Grants. This includes \$161.8 million for Buses and Bus Facilities, \$50 million for the Low- and No-emissions program; \$45 million for areas of persistent poverty; and \$43 million for urban and rural ferry programs.

RAISE Grant Program

DOT [announced](#) more than \$2.2 billion in awards from the competitive RAISE discretionary grant program to 162 different infrastructure projects across the country. Like last year, demand for RAISE



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funding was higher than available funds. This year, DOT received \$15 billion in requests for the \$2.26 billion available. The full list of projects can be viewed [here](#).

LowNo and Bus and Bus Facilities Grant Program

FTA announced 130 awards totaling nearly \$1.7 billion from President Biden's Bipartisan Infrastructure Law for transit projects in 46 states and territories. This funding invests in more than 1,700 American-built buses that will be manufactured with American parts and labor. Nearly half of these buses will be zero-emission models, bringing the total number of zero-emission transit buses funded by the Bipartisan Infrastructure Law over two years to more than 1,800 – and more than doubling the number of zero-emission transit buses on America's roadways.

Neighborhood Access Program

The Department of Transportation is combining two major discretionary grant programs, the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs, into one Notice of Funding Opportunity (NOFO). Together, this combined program is known as the Reconnecting Communities and Neighborhoods (RCN) Program.

Funds for the fiscal year (FY) 2023 RCN grant program are to be awarded on a competitive basis to support planning, capital construction, and regional partnership activities that aim to restore community connectivity through the removal, retrofit, mitigation or replacement of highways, roadways, or other infrastructure facilities that create barriers to mobility, access or economic development. DOT wants to see “community-centered transportation connection projects” that improve access to daily needs.

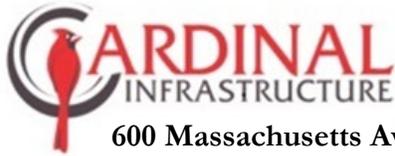
Senate Hearing on Infrastructure Implementation

The U.S. Senate Committee on Environment and Public Works held a [hearing](#) with FHWA Administrator Bhatt to examine the implementation of the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act. Bhatt's testimony can be found [here](#).

The I-95 partial collapse in Philadelphia was the highlight of the hearing. The I-95 partial collapse occurred after a tanker truck caught on fire underneath the highway. Additionally, Chairman Tom Carper (D-DE) highlighted the lack of implementation on the national vehicle-miles-travelled pilot required under the BIL.

USDOT Updates

USDOT, in collaboration with the DOE and the Joint Office of Energy and Transportation, released a [free technical resource](#) to help larger communities take full advantage of Federal funding for electric vehicle (EV) charging stations and other forms of electric transportation. It follows the Rural EV toolkit released last year. The new guide provides a comprehensive resource for communities, metropolitan planning organizations (MPOs), transportation providers, businesses, and property owners and developers by including information on how to scope, plan, and identify ways to best leverage IIJA funding.



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FRA [announced awards](#) for the FY22 Rail Crossing Elimination program. Along with projects that build or upgrade physical infrastructure at railroad crossings, FRA awarded \$15.7 million for planning activities and \$33.1 million for project development and design activities that will build a pipeline of projects for future funding.

The Biden Administration released an [interactive map](#) that tracks the public and private investments as a result of the American Rescue Plan, Bipartisan Infrastructure Law, CHIPS and Science Act, and Inflation Reduction Act.

FHWA's National Highway Institute (NHI) is offering a new [Overview of Roadside Safety](#) (FHWA-NHI-380079) virtual course. This free web-based training focuses on avoiding roadside crashes to the extent possible, while also exploring methods to either recover from roadway departures or minimize the severity of crashes that occur on the roadside.

Applications for FHWA's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, which supports projects that improve the resilience of surface transportation systems, including highways, public transportation, pedestrian facilities, ports, and intercity passenger rail, are [due on August 18, 2023](#). FHWA encourages applicants to use the application checklist when preparing their application.

The [Smart Community Resource Center](#) (SCRC), maintained by USDOT's Intelligent Transportation Systems Joint Program Office, includes resources that can be used to develop intelligent transportation systems and smart community transportation programs. SCRC is designed to connect states, Tribal governments, and local communities with resources that can be used to develop intelligent transportation systems and smart community transportation programs.

The Department of Labor [released](#) a Training and Employment Guidance Letter inviting states to apply for QUEST (Quality Jobs, Equity, Strategy, and Training) grants. Last year, the Delaware Department of Transportation was awarded \$11 million for job training in partnership with Amtrak through this opportunity. Applications are due August 4, 2023.

The [10,000 Communities Initiative](#) is supported by the Milken Institute with other private and public organizations to provide technical assistance designed to help interested communities access the expertise, training, capital and partnerships needed to advance infrastructure projects. The Initiative invites community-based organizations, utilities, cities, counties, states and project developers to submit local community projects to its Community Infrastructure Center (CIC) platform designed to connect underserved community projects to a range of resources available at no cost.

A report from Eno presents a few [recommendations](#) to improve data sharing and usage in U.S. cities for moving toward an urban mobility system that is sustainable, accessible, and equitable. These are primarily applicable to cities, but also can apply to the federal government, private mobility service providers, and nonprofits.

TO: Connect Transit Board of Directors
FROM: Cornerstone Government Affairs – Illinois Team
SUBJECT: Legislative Update
DATE: July 25, 2023

Summary

This month, we compiled information on HB 2068 and HB 1342 at the request of Connect to detail how each piece of legislation would impact Connect and be implemented in the State. Our team has also continued discussions with House leadership and staff regarding the release of Connect’s appropriations. We will continue to keep Connect updated on these discussions moving forward.

Additionally, we are following up with the Illinois Association of School Boards (IASB) regarding shared concerns with the Statement of Economic Interest reporting forms to see if they have had the opportunity to analyze the impact of these requirements and how they would like to engage moving forward. We will share more information with Connect as we hear back from their team.

Bill Tracking

Please note only active bills are included below. The General Assembly has 30 days from passage to send bills to the Governor, and the Governor has 60 days from receipt to either sign or veto the bill.

Abbreviated Bill List

Bill	Sponsor	Title	Date of Last Action	Current Chamber	Last Action
HB148	Emanuel "Chris" Welch	SEX IG AG-TECH	3/16/2023	House	Held on Calendar Order of Second Reading - Short Debate **
HB219	Jay Hoffman/ Don Harmon	CIVIL LAW-TECH	6/16/2023	House	Sent to the Governor
HB1342	Kam Buckner/ Ram Villivalam	TRANSIT RIDING PRIVILEGES/FARE	6/16/2023	House	Sent to the Governor
HB1363	Will Guzzardi/ Karina Villa	GENDER VIOLENCE- EMPLOYER DUTY	6/16/2023	House	Sent to the Governor

HB2033	Brad Stephens/ Andrew Chesney	LOCAL GOV BONDS- ORDINANCE	6/30/2023	House	Public Act 103-0137
HB2068	Theresa Mah/ Ram Villivalam	TRANSPORTATIO N BENEFIT PROGRAM	6/15/2023	House	Sent to the Governor
HB2204	Terra Costa Howard/ David Koehler	DHS-GAMBLING DISORDERS	6/22/2023	House	Sent to the Governor
HB2493	Aaron M. Ortiz/ Robert Peters	VICTIM ECON SECURITY&SAFET Y	6/16/2023	House	Sent to the Governor
HB3129	Mary Beth Canty/ Don Harmon	EQUAL PAY ACT- PAY SCALE	6/15/2023	House	Sent to the Governor
HB3301	Terra Costa Howard/ Michael Halpin	UNEMPLOYMENT INS-DIRECTORY	6/8/2023	House	Sent to the Governor
HB3370	Dave Vella/ Cristina Castro	PREVAILING WAGE-POWER WASHING	6/16/2023	House	Sent to the Governor
HB3516	Nabeela Syed/ Ram Villivalam	EMPLOYEE ORGAN DONATION	6/16/2023	House	Sent to the Governor
HB3646	Marcus C. Evans, Jr./ Napoleon Harris	PEN CD-CHI MUNI- SERVICE CREDIT	6/8/2023	House	Sent to the Governor
HB3733	Kevin John Olickal/ Ram Villivalam	LABOR-WORK- RELATED NOTICES	6/30/2023	House	Public Act 103-0201
HB3817	Jehan Gordon- Booth/ Elgie Sims Jr.	FY24 BUDGET IMPLEMENTATIO N	6/7/2023	House	Public Act 103-0008
HB4102	La Shawn K. Ford	BIPA-SECURITY PURPOSES	5/24/2023	House	Filed with the Clerk by Rep. La Shawn K. Ford

SB214	Ram Villivalam/ Daniel Didech	DISABILITY ILLNESS	6/9/2023	Senate	Public Act 103-0063
SB325	Bill Cunningham/ Daniel Didech	FOIA-RECORDS OF ATTORNEY GEN	6/9/2023	Senate	Public Act 103-0069
SB734	Michael W. Halpin/ Stephanie Kifowit	PUBLIC EMPLOYEE BENEFITS-TECH	6/23/2023	Senate	Sent to the Governor
SB1515	Javier L. Cervantes/ Eva-Dina Delgado	WORKPLACE PRIVACY-VERIFICATION	6/6/2023	Senate	Sent to the Governor
SB1555	David Koehler/ Dagmara Avelar	PACKAGING & PAPER STEWARDSHIP	6/16/2023	Senate	Sent to the Governor
SB1715	Suzy Glowiak Hilton/ Jenn Ladisch Douglass	PLUMBING LICENSE-BOTTLE FILL	6/30/2023	Senate	Public Act 103-0223
SB1892	Mike Simmons/ Hoan Huynh	RTA-CONTINUATION OF BENEFITS	6/30/2023	Senate	Public Act 103-0241
SB2014	Mike Simmons/ Kam Buckner	IDOT-SAFETY IMPROVEMENTS	6/16/2023	Senate	Sent to the Governor
SB2034	Karina Villa/ Maurice West	CHILD EXTENDED BEREAVEMENT	6/16/2023	Senate	Sent to the Governor
HR4	Kam Buckner	FIX CHICAGO TRANSIT SYSTEM	5/18/2023	House	Resolution Adopted
SR50	Win Stoller	URGES-SUPPORT RAILS-TO-TRAILS	5/19/2023	Senate	Resolution Adopted
SR152	Michael W. Halpin	AMTRAK-PRIVATE RIGHT OF ACTION	5/19/2023	Senate	Resolution Adopted
SR241	Michael W. Halpin	IL INTEGRATED NETWORK PLAN	5/19/2023	Senate	Resolution Adopted

Top Bills

HB 1342

Short Description: TRANSIT RIDING PRIVILEGES/FARE

House Sponsors

Rep. Kam Buckner-Eva-Dina Delgado-Bob Morgan-Matt Hanson, Brad Stephens, Gregg Johnson, Mary Beth Canty, Jaime M. Andrade, Jr., Margaret Croke, Terra Costa Howard, Travis Weaver, Edgar Gonzalez, Jr., Kevin John Olickal, Lilian Jiménez, Ann M. Williams and Kelly M. Cassidy

Senate Sponsors

(Sen. Ram Villivalam, Robert F. Martwick, Donald P. DeWitte, Sara Feigenholtz, Mary Edly-Allen and Adriane Johnson-Mike Simmons)

Synopsis As Introduced

Amends the Metropolitan Transit Authority Act. Provides that the powers of the Chicago Transit Board include the power to pass ordinances or adopt rules and regulations concerning the suspension of riding privileges or confiscation of fare media. Amends the Local Mass Transit District Act and the Regional Transportation Authority Act. Provides that a local mass transit district's board and the Suburban Bus Board may adopt all ordinances and make all rules proper or necessary to regulate the use, operation, and maintenance of its property and facilities, and to carry into effect the powers granted to each board with any necessary fines or penalties, including ordinances, rules, or regulations concerning the suspension of riding privileges or confiscation of fare media, as each board deems proper. Includes similar provisions for the Chief of Police of the Metra Police Department.

Senate Committee Amendment No. 2

Replaces everything after the enacting clause. Reinserts the provisions of the engrossed bill with the following additions. Further amends the Metropolitan Transit Authority Act, the Local Mass Transit District Act, and the Regional Transportation Authority Act. Adds limits to suspension of riding privileges and confiscation of fare media and required procedures. Further amends the Metropolitan Transit Authority Act. Provides that the Chicago Transit Board shall partner with the City of Chicago to provide transportation at reduced fares for participants in programs which offer employment and internship opportunities to youth and young adults ages 14 to 24. Further amends the Regional Transportation Authority Act. Provides that, due to the fiscal impacts of the COVID-19 pandemic, the aggregate of all projected fare revenues from specified fares and charges received in fiscal years 2021, 2022, 2023, 2024, and 2025 (rather than 2021, 2022, and 2023) may be less than 50% of the aggregate costs of providing public transportation in those fiscal years. Creates the Domestic Violence and Sexual Assault Regional Transit Authority Public Transportation Assistance Program to issue monetarily preloaded mass transit cards to The Network: Advocating Against Domestic Violence for survivor and victim use of public transportation through the Chicago Transit Authority, the Suburban Bus Division, and the Commuter Rail Division. Provides that, after January 1, 2026, a Service Board may not enter into a new contract to purchase a bus that is not a zero-emission bus for the purpose of the Service Board's transit bus fleet, and amends the State Mandates Act to require implementation without reimbursement. Requires the Regional Transportation Authority to study and submit a report to the

Governor and General Assembly regarding the feasibility and cost of providing year-round reduced or free transit fares for veterans, returning residents, and students who are not currently receiving a free or reduced fare. Requires the Suburban Bus Division and the Commuter Rail Division to create or partner with a youth jobs program to provide internship or employment opportunities to youth and young adults. Makes other changes. Provides that certain provisions are effective immediately.

Senate Floor Amendment No. 5

Provides that the local mass transit district or Service Board process to determine whether a suspension or riding privileges or confiscation of fare media is warranted and the length of the suspension shall be concluded within 30 business days (rather than 30 days) after the individual receives notice of the suspension or confiscation. Provides that the local mass transit district or Service Board process to determine whether a suspension or riding privileges or confiscation of fare media is warranted and the length of the suspension shall be concluded within 30 business days (rather than 30 days) after the individual receives notice of the suspension or confiscation. In provisions relating to an administrative suspension hearing of a local mass transit district or a Service Board, provides that legal counsel of an accused or related parties may be present, make an oral or written presentation, and offer documents. Provides that, after July 1, 2026 (rather than January 1, 2026), a Service Board may not enter into a new contract to purchase a bus that is not a zero-emission bus for the purpose of the Service Board's transit bus fleet. Provides that a Service Board shall not be deemed to be in violation of the provisions when failure to comply is due to: (1) the unavailability of zero-emission buses from a manufacturer or funding to purchase zero-emission buses; (2) the lack of necessary charging, fueling, or storage facilities or funding to procure charging, fueling, or storage facilities; or (3) the inability of a third party to enter into a contractual or commercial relationship with a Service Board that is necessary to carry out the purposes of the provisions. In provisions relating to Service Board suspension of riding privileges and confiscation of fare media, provides that the notice shall be provided in person at the time of the alleged violation, except that, if providing notice in person at the time of the alleged violation is not practicable, then the Authority shall make a reasonable effort to provide notice to the individual by personal service, by mailing a copy of the notice by certified mail, return receipt requested, and first-class mail to the person's current address, or by emailing a copy of the notice to an email address on file (rather, if providing notice in person at the time of the alleged than violation is not practicable, then notice shall be provided to the individual by either personal service or by mailing a copy of the notice by certified mail, return receipt requested, and first-class mail to the person's current address). Provides that the Domestic Violence and Sexual Assault Regional Transit Authority Public Transportation Assistance Program's preloaded mass transit cards shall have a value of \$20 per card. Provides that the Regional Transportation Authority shall file a statement certifying that the Service Boards published specified data with the General Assembly and the Governor after adoption of the Annual Budget and Two-Year Financial Plan and, if the Authority fails to file a statement certifying publication of the data, then the appropriations to the Department of Transportation for grants to the Authority intended to reimburse the Service Boards for providing free and reduced fares shall be withheld. Makes conforming changes.

Last Action

Date	Chamber	Action
6/16/2023	House	Sent to the Governor

HB 2068

Short Description: TRANSPORTATION BENEFIT PROGRAM

House Sponsors

Rep. Theresa Mah-Will Guzzardi-Matt Hanson-Kam Buckner-Hoan Huynh, Joyce Mason, Aaron M. Ortiz, Mark L. Walker, Daniel Didech, Eva-Dina Delgado, Lilian Jiménez and Jaime M. Andrade, Jr.

Senate Sponsors

(Sen. Ram Villivalam-Willie Preston)

Synopsis As Introduced

Creates the Transportation Benefits Program Act. Requires all covered employers to provide a program that allows a covered employee to elect to exclude from taxable wages and compensation the employee's commuting costs incurred for the purchase of a transit pass to use public transit or for the purchase of qualified parking, up to a maximum level allowed by federal tax law. Provides that all transit agencies shall market the existence of this program and the Act to their riders in order to inform affected employees and their employers. Provides that nothing in the Act shall be deemed to interfere with, impede, or in any way diminish the right of employees to bargain collectively with their employers or affect the validity or change the terms of bona fide collective bargaining agreements in force on the effective date of the Act. Defines terms. Effective January 1, 2024.

House Floor Amendment No. 1

Replaces everything after the enacting clause. Reinserts the provisions of the introduced bill with the following changes: Provides that the definition of "covered employer" includes an employer that employs 50 or more covered employees (rather than an average of 25 or more full-time employees) in a specified geographic area at an address that is located within one mile of regularly scheduled transit service. Provides that the pre-tax commuter benefit shall allow employees to use pre-tax dollars for the purchase of a transit pass or qualified parking, via payroll deduction, such that the costs for such purchases may be excluded from the employee's taxable wages and compensation up to the maximum amount permitted by federal tax law. Provides that the Regional Transportation Authority shall make publicly available a searchable database of addresses that are located within one mile of regularly scheduled transit service. Removes provisions concerning compensation for qualified parking. Makes other changes. Effective January 1, 2024.

Senate Committee Amendment No. 1

Replaces everything after the enacting clause. Reinserts the provisions of the engrossed bill with the following changes: In provisions concerning the transportation benefits program, removes a provision that allows employees to use pre-tax dollars for the purchase of qualified parking. Provides that the Regional Transportation Authority shall make publicly available a searchable map (rather than database) of addresses that are located within one mile of fixed-route transit service (rather than regularly scheduled transit service). Effective January 1, 2024.

Last Action

Date	Chamber	Action
6/15/2023	House	Sent to the Governor

General Legislative Updates

GOVERNOR'S HIGHLIGHTS:

Gubernatorial Trade Mission: Governor Pritzker announced his plans to establish a bilateral United Kingdom and Illinois MoU which would advance manufacturing in energy, technology and life science sectors in both trade and investment. According to the announcement, both the Governor and Minister Huddleston are committed to boosting trade and investment in one another's economies.

During the "Clean Energy & Clean Technology" roundtable, the parties signed an MOU intending to strengthen collaboration to create a net-zero energy future. The list of companies included in the MoU are Commonwealth Edison Company, Ameren Illinois Company, The Peoples Gas Light and Coke Company, North Shore Gas Company, Northern Illinois Gas Company, National Grid plc, UK Power Networks, and Energy Networks Association.

The Governor and the Delegation concluded their visit to the United Kingdom on Wednesday.

Census Review: This week Governor Pritzker formally asked the US Census Bureau for a correction to Illinois' census count. From the request: "I am writing to request a 2020 Post-Census Group Quarter Review for the State of Illinois. Based on data collected from our correctional facilities, state-operated facilities for adults and youth, public and private nursing homes, college and university student housing, adult group homes and residential treatment centers, shelters for people experiencing homelessness, and other institutional facilities, we believe the total count for Illinois' group quarter residents may be higher than what was reported in the 2020 Census counts."

Congressman Raja Krishnamoorthi also continues his attempt to correct the Census Bureau's undercounting of Illinois in the 2020 Census and its resulting loss in its fair share of federal funding by urging the Department of Commerce's Office of the Inspector General (COIG) to address ways to improve the Census Bureau's Population Estimates Program (PEP) as part of its ongoing audit of the Census Bureau's Post-Enumeration Survey (PES).

The PES is a tool used to evaluate the accuracy of the decennial census, and the PES of the 2020 Decennial Census found 14 states had been undercounted or overcounted, including Illinois which was undercounted by an estimated 1.97 percent.

Congressman Krishnamoorthi's latest request is that, as the COIG audits the 2020 PES, that it also addresses how PES findings can be used to improve the PEP's annual population and resulting federal aid allocations to ensure Illinois receives its fair share of federal funding.

Disaster Proclamation: Governor Pritzker issued a disaster proclamation following recent severe weather events around the state. The move allows individuals and businesses devastated by the severe weather and tornadoes on June 29th through July 4th to request waivers of penalties and interest on state

taxes if they cannot file their returns or make payments on time. Those impacted are eligible to request a waiver of penalties and interest for income, withholding, sales, specialty, and excise taxes.

The counties covered by the [Disaster Proclamation](#) include: Coles, Cook, Edgar, Hancock, McDonough, Morgan, Sangamon, and Washington.

Transportation Funding: Governor JB Pritzker and the Illinois Department of Transportation announced \$40.99 billion over six years will be allocated to fix and repair infrastructure in all modes of transportation: roads and bridges, aviation, transit, freight and passenger rail, waterways, as well as bicycle and pedestrian accommodations. The funding represents the largest multi-year program to fix and repair infrastructure in the state's history.

The [Fiscal Year 2024-29 Proposed Highway and Multimodal Improvement Program](#) invests \$27.03 billion in roads and bridges, with \$4.6 billion allocated for the current fiscal year. A total of \$13.96 billion is targeted for other modes including: \$9.85 billion for transit, \$2.67 billion for freight and passenger rail, \$1.25 billion for aviation and \$190 million for ports and waterways. [Projects are spread out across state and local transportation systems.](#)

Gubernatorial Appointments: The Governor appointed the following individuals:

- Elizabeth Sanders will continue to serve as a Member of the Illinois State Board of Investment
- Melissa Neddermeyer will serve as a Director on the Illinois State Toll Highway Authority.
- Mark Wright will serve as a Director on the Illinois State Toll Highway Authority
- Greg Walkington will serve as a Member of the Quality Care Board.

103rd ILLINOIS GENERAL ASSEMBLY:

JCAR: The General Assembly's bipartisan Joint Committee on Administrative Rules met Wednesday. On the agenda were recently filed emergency and permanent rules designed to cap costs for two programs (Health Benefits for Immigrant Adults and Health Benefits for Immigrant Seniors) that provide health care benefits to low-income non-citizens who would qualify for Medicaid if not for their citizenship status. Full funding for the programs was estimated to cost \$1.2 billion. The General Assembly ultimately allocated \$550 million in the FY 24 budget, and subsequent authorization legislation granted the Department of Healthcare and Family Services authority to implement various cost containment measures.

Senator Cristina Castro and Representative Eva-Dina Delgado criticized the agency for implementing the rules without appropriate discussions with the advocacy community. JCAR did not vote on either the emergency or permanent rule at Wednesday's meeting. A vote could occur at a future meeting. Emergency rules are valid for 150 days, but the new budget law allows for the agency to refile the emergency rules once they expire.

In other business, the Joint Committee on Administrative Rules voted to issue a formal objection to proposed change in state air pollution regulations based on the agencies' use of the fast-track approval

process. The objection does not prohibit the rule change from taking effect, but it does require the agencies to submit a response within 90 days. Read more [here](#).

Natalie Toro, a Chicago Public School Teacher, was appointed Senator in the 20th District. She replaces Senator Pacione-Zayas who stepped down to serve in Mayor Brandon Johnson's administration. Progressive candidate Graciela Guzmán, who also sought the nomination, is expected to challenge Toro in the 2024 Democratic primary.

OTHER NEWS:

Pretrial Release Act: In a 5- 2 vote, the Illinois Supreme Court ruled ending cash bail is constitutional, ending months of legal challenges and allowing the Pretrial Fairness Act (which is part of the SAFE-T Act) to go into effect. The stay of the pretrial release provisions will end on September 18th. Read the full opinion [here](#). Capitol News offers more [here](#).

Instagram Class Action Settlement: Instagram's parent company Meta has agreed to pay Illinois users a total of \$68.5 million in [a class action lawsuit](#) that alleged it violated the state's biometric privacy law. The lawsuit alleges Instagram's facial recognition technology violated Illinois' Biometric Information Privacy Act by capturing users' biometrics without informed consent. Anyone who used Instagram while in Illinois from August 10, 2015, until August 16 of this year and submits an online claim by September 27th will be eligible for a settlement pending final approval from the court.

Illinois to Receive Part of Securities Settlement: Illinois, along with 5 other states, will receive part of a \$12.4 million settlement with Raymond James & Associates, Inc. and Raymond James Financial Services, Inc. The settlement follows the discovery that Raymond James entities charged unreasonable commissions on trades which in turn caused harm to main street investors.

As part of the settlement, Raymond James will pay at least \$8.2 million in refunds to clients nationwide and \$4.2 million in penalties and costs to state securities regulators. Illinois customers will receive \$328,000 in restitution. The Secretary of State's Securities Department levied a \$75,000 fine and will receive an additional \$25,000 reimbursement for the cost of the investigation.

2024 Election Update: Republican State Representative Adam Niemerg will seek reelection to the 102nd District.

After announcing earlier this summer that he was contemplating a return to elected office, former Republican State Representative Dan Brady, who ran unsuccessfully in 2022 for Secretary of State, announced he will not be a candidate for either the Illinois 17th District Congressional seat or the Illinois House of Representatives in the 88th District.

Democrat Kina Collins will challenge Congressman Danny Davis in the 7th Congressional District. This will be the third time Collins has challenged Davis. City Treasurer Melissa Conyears-Ervin is expected to announce her candidacy for the seat in the coming weeks.



MEMO

DATE: July 25, 2023
TO: Board of Trustees
FROM: Aubrey Staton, Marketing Manager
CC: David Braun, General Manager
SUBJECT: Messaging Consultant Update - Informational

Background:

In September 2022, this Board approved staff to move forward with strategic messaging consultant services provided by Dovetail and their subconsultant Creative Entourage, who would engage community partners, build public confidence in Connect Transit, and establish a positive value image that may lead to increased ridership.

Discussion:

Dovetail and Creative Entourage have been working closely with staff to gather public perception and information from several groups in our community.

Completed steps:

- Identified key stakeholders
- Conducted key stakeholder interviews
- Developed input session discussion guide
- Identified input session participants
- Conducted input sessions
- Developed phone survey
- Conducted phone surveys

Next steps:

- Review input session and phone survey results
- Create rider survey questions
- Conduct rider survey on vehicles and online
- Develop messaging for presentation to the Board



MEMO

DATE: July 25, 2023

TO: Board of Trustees

FROM: Shelly Perry, Operations Director

CC: David Braun, General Manager

SUBJECT: Restoring Peak and Late Night Service

Background:

During the summer and fall of 2022 Connect Transit, like many other transit agencies across the U.S., experienced a strain on its workforce due to prolonged employee shortages. We only had 85 of the 105 Operators needed to provide full scheduled service. Due to these shortages the decision was made to reduce peak service, late night service, and weekend service. This reduction was meant to prevent “burnout” of our existing employees, improve safety, and to allow HR, Operations, Safety, and Maintenance staff time to recruit, onboard and train new employees, with a focus on Bus Operators.

Discussion:

Since reducing service in 2022, we increased the starting wages for Operators and Maintenance employees, provided hiring incentives and held monthly training classes that have helped us build up the number of Bus Operators in our ranks. The Operations team has been monitoring our progress toward replenishing the number of employees needed to begin restoring service to regular scheduled levels. Earlier this year we recommended restoring weekend service, and it was successfully restored June 4, 2023. Further review of our staffing levels indicates that we can take the final step in returning to full service by restoring routine peak and late night service on Sunday, August 20, 2023 in time for the return of ISU students. It should be noted that we will operate one Redbird Express bus on a 20-minute frequency starting on July 13, to accommodate trips for shopping and groceries to students moving into ISU during that week.

The restoration of service will return Connect Transit’s service to its regularly scheduled and budgeted levels.



MEMO

DATE: July 25, 2023
TO: Board of Trustees
FROM: Aubrey Staton, Marketing Manager
CC: David Braun, General Manager
SUBJECT: Recommendation for Universal Access Agreement with the Promise Council

Recommendation:

Authorize the General Manager to establish a Universal Access Agreement with the Promise Council.

Background:

The Promise Council was established in 2009 to address the declining high school graduation rates in Bloomington-Normal by removing barriers to education. Their mission is to create a sustainable network of caring adults to connect and engage community resources that remove barriers to learning so all children can achieve success through education.

The Promise Council at Bloomington High School has worked with Connect Transit to provide public transportation to students in need in the past. This agreement will formalize that process and will be valid through July 31, 2024.

Discussion:

The agreement states that Connect Transit will provide photo identification cards for students in need of public transportation as identified by the Promise Council. These IDs will allow those students to take public transportation on any of our fixed route buses. The photo keeps them secure to reduce the likelihood of unauthorized use by others.

The Promise Council has asked us to provide IDs for 12 students. Students are recommended to the Promise Council by Bloomington High School Guidance staff as being in need of public transportation. Besides discounted transportation, these students will learn how to use public transportation as an alternative to driving, which is a valuable life skill and may create a long-term transit rider.

Financial Impact:

The Promise Council will pay a discounted monthly pass rate of \$20/month/student.

UNIVERSAL ACCESS SERVICE AGREEMENT

Whereas, The Promise Council (PC) at 701 E. Empire Street Suite 360, Bloomington, Illinois and Bloomington- Normal Public Transit System (Connect Transit) at 351 Wylie Drive, Normal, Illinois have agreed that benefits accrue to both parties in providing a means by which PC may provide for fare prepayment for students determined by PC (Students) utilizing the fixed route buses of Bloomington- Normal Public Transit System and,

Whereas, PC and Connect Transit have agreed to terms which will allow Students to use the fixed route services of Connect Transit without the requirement to pay the posted fare.

Now therefore, the parties make this Universal Access Service Agreement the “Agreement” as follows:

CONTRACTING PARTIES: Bloomington-Normal Public Transit System “Connect Transit”

AND

The Promise Council

UNIVERSAL ACCESS AGREEMENT TERM: June 1, 2023 to July 31, 2024 (inclusive)

UNIVERSAL ACCESS SCOPE:

During the period of the Universal Access term, Connect Transit will provide regularly scheduled fixed route services to the general public. Members of the general public are required to pay the posted fare when boarding the bus. Under this Agreement, Students, will be allowed to board and ride any and all of the Connect Transit fixed route service offerings with no fare payment after proper display of their valid Connect Transit issued student identification card, verified with their name and photo. Should members of the general public become eligible to board the bus without payment, no Universal Access charges will be assessed thereafter.

CHANGES:

Any changes to the Agreement will be enacted upon mutual agreement of the parties, and will be modified by amendment to this Agreement. Such amendment (if any) may be agreed to by the parties without prejudice to any other terms of the Agreement.

OBLIGATIONS OF THE PARTIES

Connect Transit SHALL in its sole discretion and business judgment:

1. Provide buses for the regularly scheduled fixed route bus service offered to the general public on routes and schedules as determined from time to time by Connect Transit and generally announced to the public.
2. Provide vehicle drivers to meet the schedule and service commitment defined above under paragraph 1.
3. Maintain and service all vehicles provided under paragraph 1.
4. Provide, during regular Connect Transit office hours, in-house telephone information services to callers who seek information about Universal Access services.
5. Accept current, Connect Transit issued student identification cards, valid during the contract period, as pre-paid fares which entitle the bearer to whom the card was issued to ride Connect Transit fixed route services without fare payment. Persons who do not display a current student identification card will be charged the general public posted fare.
6. Comply with all applicable laws and policies in the conduct of its business and in the performance of its obligations under this Agreement.
7. Exercise supervisory responsibility over employees of Connect Transit in the performance of its obligations under this Agreement.

UNIVERSAL ACCESS SERVICE AGREEMENT PRICE:

Universal Access charges will be based on the actual number of unique Student riders per 30-day pass at a cost of \$20 per student per pass.

CONTRACT PAYMENT TERMS

Invoices will be sent monthly at the beginning of each month following universal access by Students. Payment will be due 30 days after the invoice date.

OTHER MATTERS

Assignment: This Agreement shall not be assigned or delegated without the written consent of either party.

Relationship of Parties: Connect Transit is for all purposes an independent contractor and shall not be considered an employee or agent of PC.

Binding Effect: This Agreement is binding upon the parties hereto and their successors and assigns.

Equal Employment: The parties represent to one another that each is an equal opportunity employer and agrees to abide by any applicable Federal and State rules and regulations concerning the same.

Force Majeure: This Agreement may be suspended or terminated when performance, by either party, becomes impossible or commercially frustrated due to events beyond the control of the party.

Venue: The parties hereby irrevocably and unconditionally submit to the exclusive jurisdiction of any State of Illinois court sitting in Bloomington/Normal, Illinois over any suit, action or proceeding at law or in equity arising out of or relating to this Agreement regardless of whether a party is a plaintiff or defendant in such suit, action or proceeding. The parties hereby irrevocably and unconditionally waive (i) any objection to the laying of venue of any such suit, action or proceeding brought in any such court and any claim that any such suit, action or proceeding brought in any such court has been brought in an inconvenient forum and (ii) any right a party has to a trial by jury in any action or proceeding arising out of or relating to this Agreement. Each party agrees that a final judgment in any such suit, action or proceeding brought in any such court shall be conclusive and binding upon it and may be enforced in any other court to whose jurisdiction such party is or may be subject by suit upon such judgment.

Choice of Law: This Agreement shall be governed by, and construed and enforced in accordance with, the laws of the State of Illinois, regardless of and without reference to principles of conflicts of law.

Entire Agreement: This Agreement puts an end to all negotiations between the parties and constitutes the entire agreement between the parties.

SIGNATURE FORM

This Agreement is made and concluded by and between The Promise Council and Bloomington-Normal Public Transit System and each party's successors and assigns.

For and in consideration of the payments and agreements herein provided for to be made and performed the parties agree to furnish all labor, equipment, services, materials, and other means to do all work necessary to perform the duties and responsibilities to one another as set forth and all in accordance with this Agreement.

PC agrees to pay Connect Transit for services rendered and work performed by Connect Transit in accordance with this Agreement subject to any additions or deductions as provided in said Agreement and to make payments on account thereof as provided in said Agreement.

This Agreement and all the covenants shall inure to the benefit and be binding upon the parties and their successors and assigns. Neither party shall have the right to assign, transfer, or sublet its interest or obligations hereunder without the written consent of the other party.

FOR: Bloomington-Normal Public Transit System

BY: _____
Ryan Whitehouse, Chairman, Board of Trustees

Attest: _____
Tim McCue, Secretary, Board of Trustees

FOR: The Promise Council

BY: _____
Authorized Signatory

Typed or Printed Name of Authorized Signatory



MEMO

DATE: July 25, 2023
TO: Board of Trustees
FROM: Aubrey Staton, Marketing Manager
CC: David Braun, General Manager
SUBJECT: Recommendation to Support Library Card Sign Up Month/September 2023

Recommendation:

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

Background:

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

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

Discussion:

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

Financial Impact:

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