



# AGENDA

## Meeting of the Connect Transit Board of Trustees

June 27, 2017

4:30 P.M.

Board Room

Connect Transit Operations Facility  
351 Wylie Drive, Normal, IL 61761

- A. Call to Order
- B. Roll Call
- C. Public Comments
- D. Years of Service Award – Thom Larson
- E. Years of Service Award – Marietta Adams-Hunt
- F. Consent Agenda
  - 1. Approval of Minutes of Previous Meeting of May 30, 2017
  - 2. Disbursements for Month of May, 2017
  - 3. Financial Report for Month of May, 2017
  - 4. Capital and Self Insurance Reserve Fund Balances for month of May, 2017
  - 5. Monthly Statistical Report for month of May, 2017
  - 6. Federal Report for Connect Transit – Prepared by Cardinal Infrastructure
- G. Old Business
- H. New Business
  - 1. Appointment to Community Transportation Advisory Committee
  - 2. Recommendation – 2021 Strategic Plan
  - 3. Strategic Plan – One Year Objectives
  - 4. Recommendation – Universal Access Agreement – Heartland Community College
  - 5. Prevailing Wage Ordinance
  - 6. Recommendation – Approval of a Resolution for the IDOT Central Vehicle Procurement Program for the Purchase of Four (4) Connect Mobility Buses and One (1) Van
  - 7. Uber Display Pilot Program
- I. General Manager's Report
- J. Trustee's Comments



- K. Executive Session – cite section
- L. Adjournment



May 2017

## Financial and Statistical Reports



**Connect Transit  
Cash Disbursement Report  
May 2017**

<b>Name</b>	<b>Check Number</b>	<b>Date</b>	<b>Amount</b>	<b>Description</b>
A.T.U. - C.O.P.E.	00038065	12-May-17	\$148.90	Payroll Deduction
A2 Sales & Consulting Inc.	00038032	05-May-17	\$4,000.00	Consulting
A2 Sales & Consulting Inc.	00038118	25-May-17	\$2,000.00	Consulting
Advance Auto Parts	00038119	25-May-17	\$302.34	Maintenance Supplies
Advocate Occupational Health	00038120	25-May-17	\$33.00	Drug Testing
Airgas USA, LLC	00038121	25-May-17	\$338.69	Welding Supplies
Ally Financial	00038066	12-May-17	\$196.08	Lease
Amalgamated Transit Union Local 752	00038067	12-May-17	\$6,196.91	Payroll Deduction
Ancel, Glink, Diamond, Bush, DiCianni &	00038122	25-May-17	\$1,400.00	Legal Service
Barker Motor Co.	00038068	12-May-17	\$46.23	Support Vehicles
Brett Knisley	00038087	19-May-17	\$475.00	Tool Reimbursement
Cassie Mosier	00038123	25-May-17	\$78.43	Travel & Meetings
Central Illinois Trucks Inc.	00038033	05-May-17	\$18.48	Bus Parts
Central Illinois Trucks Inc.	00038069	12-May-17	\$2,273.56	Bus Parts
Central Illinois Trucks Inc.	00038088	19-May-17	\$2,064.10	Bus Parts
Central Illinois Trucks Inc.	00038124	25-May-17	\$1,154.56	Bus Parts
CHEMSEARCH H2O SOLUTIONS	00038034	05-May-17	\$650.00	Building Maintenance
ChemStation of Indiana	00038125	25-May-17	\$524.50	Garage Supplies
CIRBN, LLC	00038126	25-May-17	\$347.84	Internet
City of Bloomington	00038070	12-May-17	\$694.58	Utilities
City of Bloomington	00038127	25-May-17	\$182.70	Utilities
Clark Baird Smith, LLP	00038128	25-May-17	\$406.25	Legal Service
Clement Communications	00038035	05-May-17	\$484.74	Printed Materials
Comcast	00038071	12-May-17	\$409.85	Internet
Crawford & Brinkman Door & Window	00038089	19-May-17	\$2,454.00	Overhead Doors
Cummins Crosspoint	00038036	05-May-17	\$1,137.01	Bus Parts
Cummins Crosspoint	00038072	12-May-17	\$127.11	Bus Parts
Dish Network	00038073	12-May-17	\$104.82	Television Service
Dish Network	00038129	25-May-17	\$99.02	Television Service
Don Owen Tire Service, Inc.	00038074	12-May-17	\$41.19	Bus Parts
Elaina VonQualen	00038090	19-May-17	\$40.81	Uniform Reimbursement
Evergreen FS	00038037	05-May-17	\$14,377.50	Fuel
Evergreen FS	00038075	12-May-17	\$42,115.14	Fuel
Evergreen FS	00038091	19-May-17	\$2,433.00	Fuel
Fastenal Company	00038092	19-May-17	\$69.92	Bus Parts
Fastenal Company	00038130	25-May-17	\$57.34	Bus Parts
Fasteners Etc.	00038076	12-May-17	\$174.66	Maintenance Supplies
Fasteners Etc.	00038093	19-May-17	\$212.49	Maintenance Supplies
Fleet-Net Corporation	00038077	12-May-17	\$2,810.00	Software & Tech Support
Fleet-Net Corporation	00038094	19-May-17	\$1,405.00	Software & Tech Support
Frontier	00038038	05-May-17	\$940.17	Telephone
Frontier	00038131	25-May-17	\$1,093.99	Telephone
Gillig LLC	00038039	05-May-17	\$1,675.16	Bus Parts
Gillig LLC	00038132	25-May-17	\$9,405.51	Bus Parts
Great Plains Media	00038040	05-May-17	\$1,400.00	Radio Advertising
Great Plains Media	00038133	25-May-17	\$1,400.00	Radio Advertising
Health Alliance Medical Plans	00038041	05-May-17	\$103,106.00	Insurance
Health Alliance Medical Plans	00038134	25-May-17	\$108,143.00	Insurance
Heller Ford	00038042	05-May-17	\$1,041.00	Bus Parts



## Connect Transit Cash Disbursement Report May 2017

Name	Check Number	Date	Amount	Description
Heller Ford	00038078	12-May-17	\$31.07	Bus Parts
Henson Disposal	00038079	12-May-17	\$6.06	Garage Overhead
Heritage Machine & Welding, Inc.	00038135	25-May-17	\$10.56	Bus Parts
ICMA- 457 Retirement Trust	ACH	11-May-17	\$21,395.23	Payroll Deduction
ICMA- 457 Retirement Trust	ACH	25-May-17	\$22,025.55	Payroll Deduction
Illinois Department of Revenue	00038080	12-May-17	\$8,758.07	Payroll Deduction
Illinois Department of Revenue	00038136	25-May-17	\$8,846.43	Payroll Deduction
Illinois State Disbursement Unit	00038081	12-May-17	\$1,421.74	Payroll Deduction
Illinois State Disbursement Unit	00038137	25-May-17	\$1,453.34	Payroll Deduction
Interstate Batteries of Mid-Illinois	00038043	05-May-17	\$1,669.50	Bus Parts
Interstate Batteries of Mid-Illinois	00038095	19-May-17	\$453.90	Bus Parts
IWIN	00038044	05-May-17	\$100.00	Employee Physicals
IWIN	00038096	19-May-17	\$40.00	Employee Physicals
IWIN	00038138	25-May-17	\$554.00	Employee Physicals
J.G. Stewart Contractors, Inc	00038045	05-May-17	\$30,480.00	Construction
Jessup Fogle	00038097	19-May-17	\$475.00	Tool Reimbursement
Ken's Oil Service, Inc	00038046	05-May-17		Oil, Anitfreeze
Ken's Oil Service, Inc	00038047	05-May-17	\$5,365.62	Oil, Anitfreeze
Ken's Oil Service, Inc	00038082	12-May-17	\$315.41	Oil, Anitfreeze
Ken's Oil Service, Inc	00038098	19-May-17	\$261.01	Oil, Anitfreeze
LifeCIL	00038139	25-May-17	\$7,197.00	Consulting
Lynn Montei	00038099	19-May-17	\$11,024.64	Consulting
Martin Glaze	00038100	19-May-17	\$35.10	Travel & Meetings
Medici	00038140	25-May-17	\$951.60	Trustees Expense
MH Equipment Co.	00038101	19-May-17	\$412.53	Garage Equipment Repair
Midland Paper Company	00038102	19-May-17	\$1,278.00	Office Supplies
Midwest Equipment II	00038103	19-May-17	\$55.95	Lawn Maintenance Equipment
Miller Janitor Supply	00038048	05-May-17	\$164.96	Maintenance Supplies
Miller Janitor Supply	00038104	19-May-17	\$254.40	Maintenance Supplies
Minerva Promotions	00038049	05-May-17	\$733.00	Uniforms
Minerva Promotions	00038105	19-May-17	\$606.00	Uniforms
Mohawk Mfg. & Supply Co.	00038106	19-May-17	\$98.00	Bus Parts
Motion Industries, Inc.	00038107	19-May-17	\$95.50	Bus Parts
Mutual of Omaha	00038050	05-May-17	\$11,824.83	Life, AD&D, STD & LTD
Napa Auto Parts	00038051	05-May-17	\$245.48	Bus Parts
Neuhoff Media	00038141	25-May-17	\$1,300.00	Radio Advertising
New Flyer Industries Canada UIC	00038142	25-May-17	\$104.30	Bus Parts
Nicor Gas	00038052	05-May-17	\$5,098.29	Utilites
Oberlander Alarm Systems, Inc.	00038053	05-May-17	\$207.00	Security Alarm Service Fee
Oklahoma Centralized Support Registry	00038083	12-May-17	\$23.07	Payroll Deduction
Oklahoma Centralized Support Registry	00038143	25-May-17	\$23.07	Payroll Deduction
One Beacon Insurance Group	00038144	25-May-17	\$5,000.00	Insurance
Payroll	ACH	11-May-17	\$177,449.52	
Payroll	ACH	25-May-17	\$185,308.47	
Pinnacle Door	00038108	19-May-17	\$5,366.75	Overhead Door Repair
RegionalHelpWanted.com, Inc	00038054	05-May-17	\$264.00	Advertising- Employment
Ricoh USA, INC	00038055	05-May-17	\$177.19	Copier
Ricoh USA, Inc	00038056	05-May-17	\$327.14	Copier
Ricoh USA, Inc	00038084	12-May-17	\$1,002.00	Copier



**Connect Transit**  
**Cash Disbursement Report**  
**May 2017**

Name	Check Number	Date	Amount	Description
Ricoh USA, Inc	00038145	25-May-17	\$837.60	Copier
Rogers Supply Company Inc.	00038109	19-May-17	\$56.93	Garage Overhead
Safetylane Equipment Corp.	00038110	19-May-17	\$4,436.00	Garage Maintenance Equipment
Sam Leman	00038111	19-May-17	\$49.23	Outside Repair
Schrack Environmental	00038057	05-May-17	\$750.00	Consulting Fees
Screen Vision Media	00038112	19-May-17	\$700.00	Advertising
Springfield Electric	00038058	05-May-17	\$428.10	Building Maintenance
Staples	00038113	19-May-17	\$569.32	Office Supplies
STL Business & Technology Solutions, Inc	00038146	25-May-17	\$425.00	Software & Tech Support
TeVoert Auto Repair	00038059	05-May-17	\$1,078.12	Outside Repair
TeVoert Auto Repair	00038114	19-May-17	\$166.83	Outside Repair
TeVoert Auto Repair	00038147	25-May-17	\$188.12	Outside Repair
The Pantagraph	00038148	25-May-17	\$1,043.82	Advertising- Employment
Theresa Putt	00038149	25-May-17	\$135.89	Travel & Meetings
Town of Normal	00038115	19-May-17	\$75.00	Alarm System Service
Trillium Solutions	00038150	25-May-17	\$2,000.00	Software Licensing
UniFirst Corporation	00038060	05-May-17	\$239.55	Cleaning Uniforms & Rugs
UniFirst Corporation	00038085	12-May-17	\$195.45	Cleaning Uniforms & Rugs
UniFirst Corporation	00038116	19-May-17	\$195.45	Cleaning Uniforms & Rugs
UniFirst Corporation	00038151	25-May-17	\$296.20	Cleaning Uniforms & Rugs
United Parcel Service	00038061	05-May-17	\$11.03	Shipping
United Rentals (North America), Inc	00038117	19-May-17	\$814.10	Rental
United States Treasury	ACH	02-May-17	\$69,711.90	Federal Tax Payment
United States Treasury	ACH	16-May-17	\$67,344.64	Federal Tax Payment
United States Treasury	ACH	30-May-17	\$68,296.68	Federal Tax Payment
Verizon Online	00038062	05-May-17	\$619.84	Mobile Data Terminals for SS
Visa - Commerce Bank	00038063	05-May-17	\$52.85	Legal
Visa - Commerce Bank	00038063	05-May-17	\$220.67	Garage Maintenance Equip
Visa - Commerce Bank	00038063	05-May-17	\$601.83	Advertising- Employment
Visa - Commerce Bank	00038063	05-May-17	\$131.94	DR- Bus Parts
Visa - Commerce Bank	00038063	05-May-17	\$10.84	Office Supplies
Visa - Commerce Bank	00038063	05-May-17	\$212.46	Computer Software
Visa - Commerce Bank	00038063	05-May-17	\$338.62	Shipping/Handling
Visa - Commerce Bank	00038063	05-May-17	\$4,414.80	Travel & Meetings
Visa - Commerce Bank	00038063	05-May-17	\$69.14	Employee Recognition
Visa - Commerce Bank	00038063	05-May-17	\$295.69	Safety/Training
Visa - Commerce Bank	00038152	25-May-17	\$265.66	Office Supplies
Visa - Commerce Bank	00038152	25-May-17	\$2,810.61	Computer Hardware
Visa - Commerce Bank	00038152	25-May-17	\$567.46	Computer Software
Visa - Commerce Bank	00038152	25-May-17	\$296.12	Shipping/Handling
Visa - Commerce Bank	00038152	25-May-17	\$90.84	Trustees Expense
Visa - Commerce Bank	00038152	25-May-17	\$4,904.47	Travel & Meetings
Visa - Commerce Bank	00038152	25-May-17	\$117.36	Employee Recognition
Visa - Commerce Bank	00038152	25-May-17	\$111.03	Safety/Training
WGLT	00038064	05-May-17	\$450.00	Radio Advertising
WGLT	00038153	25-May-17	\$450.00	Radio Advertising
William Masters, Inc	00038086	12-May-17	\$2,477.00	HVAC
Grand Total			<u>\$1,080,135.05</u>	

**Bloomington Normal Public Transit**  
**Balance Sheet**

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Fiscal Year: 2017    Period 11    May - 2017    Division: 99 Board Reports    As of: 05/31/2017

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**Assets**

**Current Assets**

Checking and Savings	\$4,106,838.99
Accounts Receivable	\$5,247,622.27
Inventory Asset - Fuel	\$64,514.02
Inventory Asset - Parts	\$183,124.92
Inventory Asset - Tires	\$0.00
Other Current Assets	\$159,370.36

**Total Current Assets** \$9,761,470.56

Fixed Assets \$18,765,462.90

**Total Assets** \$28,526,933.46

**Liabilites & Equity**

**Liabilities**

Accounts Payable	\$155,368.12
Payroll Liabilities	\$893,632.94
Contracts	\$0.00
Due to Illinois Funds Account	\$2,980,249.22
Deferred Revenue	\$92,628.46
Deficit Funding Advance	\$0.00

**Total Liabilities** \$4,121,878.74

**EQUITY**

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

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

Retained Earnings \$5,151,109.33

**Total Liabilities & Equity** \$28,526,933.46

# Bloomington Normal Public Transit Income Statement With Approved Budget

Fiscal Year: 2017      Period 11

Division: 98 Operating Profit/Loss

As of: 05/31/2017

	May 2017	Jul-2016 Thru May-2017 Year to Date		Approved Budget
<b>Operating Revenue</b>				
Passenger Fares	\$51,052.60	\$586,092.95	5.78%	\$883,592.00
ISU Contract Fare	\$44,395.00	\$488,345.00	8.33%	\$532,740.00
Other Contract Fares	\$10,833.33	\$90,307.25	7.94%	\$136,500.00
Advertising Revenue	\$7,345.00	\$101,090.00	7.35%	\$100,000.00
Miscellaneous Revenue	\$159.99	\$14,264.55	8.00%	\$2,000.00
<b>Total Operating Revenue</b>	<b>\$113,785.92</b>	<b>\$1,280,099.75</b>	<b>6.88%</b>	<b>\$1,654,832.00</b>
<b>Operating Expenses</b>				
Operators Wages	\$461,166.90	\$4,745,831.39	8.26%	\$5,585,314.00
Maintenance Wages	\$82,951.09	\$996,023.75	7.29%	\$1,137,125.00
Administration Wages	\$64,499.28	\$849,935.68	5.76%	\$1,120,600.00
Employer Payroll Tax Expense	\$43,768.49	\$527,114.46	6.87%	\$636,792.00
Retirement Plan	\$20,383.93	\$235,439.98	4.63%	\$439,852.00
Group Insurance	\$114,079.11	\$1,283,635.91	6.59%	\$1,730,000.00
Uniform Expense	\$1,675.48	\$28,374.62	4.58%	\$36,600.00
Professional Services	\$33,330.74	\$172,078.91	14.62%	\$227,936.00
Outside Repair-Labor	\$2,678.23	\$99,971.48	2.26%	\$118,365.00
Contract Maintenance Services	\$11,680.71	\$149,698.93	7.96%	\$146,700.00
Custodial Services	\$755.10	\$10,906.00	4.87%	\$15,500.00
Employee Recruiting/Testing/Temp Help	\$2,272.65	\$15,046.84	10.82%	\$21,000.00
Fuel	\$88,871.61	\$584,231.50	6.91%	\$1,286,020.00
Lubricants	\$1,841.16	\$35,695.97	4.16%	\$44,252.00
Tires	\$7,286.76	\$78,454.29	7.57%	\$96,240.00
Bus Repair Parts	\$19,499.45	\$173,289.26	10.38%	\$187,900.00
Other Materials & Supplies	\$1,607.92	\$23,395.58	2.87%	\$56,000.00
Shelters/Signs/Shop Tools	\$0.00	\$12,655.87	0.00%	\$7,200.00
Computer and Office Supplies	\$4,834.24	\$117,263.94	3.35%	\$144,500.00
Utilities	\$6,006.22	\$106,413.93	4.50%	\$133,600.00
Corporate Insurance	\$18,947.96	\$209,842.29	6.84%	\$277,000.00
Dues/Subscriptions/Fees	\$0.00	\$30,299.19	0.00%	\$48,004.00
Printing/Marketing/Training	\$15,678.31	\$223,069.16	5.57%	\$281,500.00
<b>Total Operating Expenses</b>	<b>\$1,003,815.34</b>	<b>\$10,708,668.93</b>	<b>7.29%</b>	<b>\$13,778,000.00</b>
<b>Operating Assistance</b>				
Operating Deficit	(\$890,029.42)	(\$9,428,569.18)	7.34%	(\$12,123,168.00)
City of Bloomington Operating Assistance	\$50,833.33	\$559,166.63	8.33%	\$610,000.00
Town of Normal Operating Assistance	\$32,500.00	\$357,500.00	8.33%	\$390,000.00
Illinois Downstate Operating Assistance	\$652,469.00	\$6,969,285.00	7.27%	\$8,975,200.00
FTA 5307 Operating Assistance	\$152,373.00	\$1,562,198.00	7.19%	\$2,117,968.00
<b>Total Operating Assistance</b>	<b>\$888,175.33</b>	<b>\$9,448,149.63</b>	<b>7.34%</b>	<b>\$12,093,168.00</b>

Connect Transit  
Local Capital and Self-Insurance Fund Balance  
May 2017

<u>Local Capital</u>	<u>Commerce Bank - Cash Balance</u>	
05/01/17	Beginning Balance	\$ 1,061,780.49
05/31/17	Additions - Interest Income	\$ 143.99
05/31/17	Ending Balance	<u>\$ 1,061,924.48</u>
<b>Total Reserve Capital Account</b>		<u><u>\$ 1,061,924.48</u></u>

**Breakdown of Local Funding in Local Capital #2 (Earmarked Funds):**

	<u>FY17 Received</u> <u>5/31/2017</u>	<u>FY17 Receivable</u> <u>5/31/2017</u>
Bloomington	\$ 474,208.30	\$ 47,420.87
Normal	\$ 407,957.05	\$ -
Total YTD	<u>\$ 882,165.35</u>	<u>\$ 47,420.87</u>

<b><u>Local Capital Reserve Fund Balance - Account Value</u></b>		
<u>5/31/2017</u>	Cash Balance	\$ 1,061,924.48
<u>5/31/2017</u>	Loans to Operating	\$ 2,980,249.22
<u>5/31/2017</u>	Reserve fund for underground storage tank (Cap. I)	\$ (40,000.00)
<u>5/31/2017</u>	Ending Balance	<u>\$ 4,002,173.70</u>



# May FY2017 Monthly Report

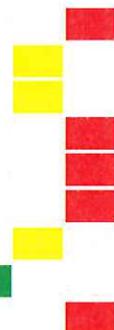
Ridership		Prior Year	
Ridership Fixed Route	153,151	179,628	
Ridership Demand Response	6,287	6,936	
Total Monthly % Change Over Prior Year	-9.40	17.00	%
Fixed Route Average Daily Boardings	7,741	9,308	
Demand Response Average Daily Boardings	279	286	
% On-Time Performance	86.20	93.90	%
Average Boardings per Hour of Service	16.84	15.74	
Sunday Fixed Route Ridership		9,406	
Sunday Demand Response Ridership		260	
State of Good Repair			
Fixed Route National Transit Database Major Mechanical System Failures	4	15	
Demand Response National Transit Database Major Mechanical System Failures	0	0	
Fixed Route Miles Between National Transit Database Major Mechanical System Failures	25,248	8,076	
Demand Response Miles Between National Transit Database Major Mechanical System Failures	31,392	36,400	
Fixed Route National Transit Database Other Mechanical System Failures (Roadcalls)	37	18	
Demand Response National Transit Database Other Mechanical System Failures (Roadcalls)	0	1	
Fixed Route Miles Between National Transit Database Other Mechanical System Failures	2,733	6,730	
Demand Response Miles Between National Transit Database Other Mechanical System Failures	31,392	18,200	
Fixed Route Miles between All National Transit Database Mechanical System Failures	14,008	3,671	
Demand Response Miles between All National Transit Database Mechanical System Failures	31,392	18,200	
Average % of Buses with Defective Automated Voice Announcements			%
Customer Service			
Average Interior Cleanliness Inspection Score		86	
National Transit Database Safety-Related Incidents per 100,000 Miles	0.77	0.00	
National Transit Database Security-Related Incidents per 100,000 Miles	0.00	0.00	
Number of Validated Complaints each month		2	
Number of Customer Compliments Received		1	
Daily Average of Phone Calls Received for FR		223	
Daily Average of Phone Calls Received for DR		105	
Efficiency			
Revenue/Expense Ratio	15.29	10.59	%
Fixed Route Cost per Unlinked Passenger Trip	\$ 4.21	\$ 4.48	
Demand Response Cost per Unlinked Passenger Trip	\$ 25.64	\$ 28.57	
% of Preventative Maintenance Performed On-Time	100.00	100.00	%
Fixed Route Maintenance Cost Per Mile (excluding fuel)	\$ 0.84	\$ 1.06	
Demand Response Maintenance Cost Per Mile (excluding fuel)	\$ 0.60	\$ 0.67	



# May Fiscal Year 2017 Year-to-Date Report

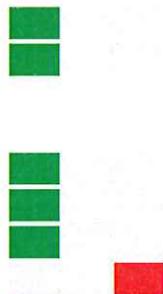
## Ridership

	PRIOR YEAR	ACTUAL	GOAL	
Ridership Fixed Route	2,286,005	2,081,187	2,318,009	
Ridership Demand Response	69,152	76,399	70,535	
Total Ridership (year to date)	2,355,157	2,157,586	2,395,195	
Fixed Route Year-to-Date % Change Over Prior Year	-8.40	-9.00	1.40	%
Demand Response Year-to-Date % Change Over Prior Year	1.30	10.50	2.00	%
Fixed Route Average Daily Boardings	8,598	7,586	8,718	
Demand Response Average Daily Boardings	273	292	278	
% On-Time Performance	84.90	92.70	85.00	%
Average Boardings per Hour of Service	21.40	16.77	21.77	
Sunday Fixed Route Ridership		9,406		
Sunday Demand Response Ridership		260		



## State of Good Repair

Fixed Route National Transit Database Major Mechanical System Failures	43	43		
Demand Response National Transit Database Major Mechanical System Failures	4	1		
Fixed Route Miles Between National Transit Database Major Mechanical System Failures	86,540	53,140	25,000	
Demand Response Miles Between National Transit Database Major Mechanical System Failures	35,644	34,614	24,000	
Fixed Route National Transit Database Other Mechanical System Failures (Roadcalls)	130	370		
Demand Response National Transit Database Other Mechanical System Failures (Roadcalls)	6	14		
Fixed Route Miles Between National Transit Database Other Mechanical System Failures	5,310	3,796	3,000	
Demand Response Miles Between National Transit Database Other Mechanical System Failures	26,820	20,347	3,000	
Fixed Route Miles between All National Transit Database Mechanical System Failures	45,892	27,232	20,000	
Demand Response Miles between All National Transit Database Mechanical System Failures	31,858	23,193	30,000	
Average % of Buses with Defective Automated Voice Announcements				%



## Customer Service

Average Interior Cleanliness Inspection Score		86	80	
National Transit Database Safety-Related Incidents per 100,000 Miles	0.54	0.68		
National Transit Database Security-Related Incidents per 100,000 Miles	0.00	0.00		
Number of Validated Complaints		73		
Number of Customer Compliments Received		12		
Daily Average of Phone Calls Received for FR		273	310	
Daily Average of Phone Calls Received for DR		110	150	



## Efficiency

Revenue/Expense Ratio	13.99	10.85	11.25	%
Fixed Route Cost per Unlinked Passenger Trip	\$ 3.30	\$ 4.14	\$ 4.06	
Demand Response Cost per Unlinked Passenger Trip	\$ 26.79	\$ 27.93	\$ 36.52	
% of Preventative Maintenance Performed On-Time	100.00	100.00	100.00	%
Fixed Route Maintenance Cost Per Mile (excluding fuel)	\$ 0.91	\$ 1.18	\$ 1.14	
Demand Response Maintenance Cost Per Mile (excluding fuel)	\$ 0.60	\$ 0.73	\$ 0.82	



Meeting or exceeding goal ■ Within 10% of goal ■ Missing goal by more than 10% ■

Statistics	YTD 17					YTD 16					% Change					Sunday				
	Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour	
<b>Connect Transit</b>	28,698	14,977	1,087	26.41		300,060	114,494	8,276	36.26		-80.4%	-86.9%	-96.9%	-27.2%		-	-	-	-	
Green A (2 buses)	21,510	13,924	1,087	19.79		213,115	106,603	8,334	25.58		-89.9%	-87.0%	-87.0%	-22.8%		-	-	-	-	
Red B (2 buses)	19,076	12,779	1,055	18.98		154,453	96,822	8,455	18.94		-87.6%	-87.1%	-87.1%	-4.6%		-	-	-	-	
Purple C (2 buses)	10,084	6,720	511	19.73		94,082	51,723	3,217	24.02		-89.3%	-87.0%	-87.0%	-17.8%		-	-	-	-	
Pink D (1 bus)	9,310	7,484	550	16.93		76,927	59,209	4,230	18.19		-87.9%	-87.1%	-87.0%	-6.9%		-	-	-	-	
Blue E (1 bus)	15,014	14,781	1,117	13.45		122,313	117,398	8,578	14.28		-87.7%	-87.4%	-87.0%	-5.7%		-	-	-	-	
Brown F (2 buses)	23,239	15,994	1,116	20.82		207,450	118,575	8,245	24.28		-88.8%	-87.0%	-86.9%	-14.3%		-	-	-	-	
Yellow G (2 buses)	21,298	14,991	1,101	19.29		180,888	111,399	8,452	21.40		-88.3%	-87.1%	-87.0%	-9.9%		-	-	-	-	
Orange H (2 buses)	27,268	18,926	1,110	24.57		235,081	144,122	8,441	27.85		-88.4%	-86.9%	-86.8%	-11.8%		-	-	-	-	
Lime J (2 bus)	7,148	8,672	496	14.41		56,004	66,422	3,920	14.66		-87.2%	-86.9%	-87.0%	-1.7%		-	-	-	-	
Acqua K (1 bus)	13,959	8,825	555	24.07		107,993	67,795	4,255	25.34		-87.6%	-87.0%	-87.0%	-5.6%		-	-	-	-	
HCC Express (1 bus) (ACWS)	-	-	-	#DIV/0!		14,453	9,928	740	19.54		-100.0%	-100.0%	-100.0%	-		-	-	-	-	
ISU/Tri Towers (2 buses)	-	-	-	#DIV/0!		385,599	72,995	5,955	64.74		-100.0%	-100.0%	-100.0%	-		-	-	-	-	
ISU College Station (2 buses)	-	-	-	#DIV/0!		79,795	32,173	2,044	39.02		-100.0%	-100.0%	-100.0%	-		-	-	-	-	
Nite Ride (3 buses)	-	-	-	#DIV/0!		58,022	22,198	1,625	35.71		-100.0%	-100.0%	-100.0%	-		-	-	-	-	
Green	186,653	93,187	7,618	24.50		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		8,620	5,253	431	20.02	
Red	258,184	131,666	12,888	20.44		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		18,472	14,854	1,404	13.16	
Lime	204,308	143,148	12,894	15.83		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		13,560	16,476	1,472	9.21	
Teal	42,795	47,585	4,474	9.67		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		2,134	4,109	380	5.85	
Acqua	58,147	26,132	2,897	20.07		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		4,003	2,980	258	15.50	
Orange	46,502	44,937	3,979	12.54		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		2,527	3,977	332	8.10	
Gold	60,568	49,821	4,132	14.66		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		3,149	5,616	468	6.73	
Purple	114,913	147,748	13,006	8.84		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		8,312	12,365	1,092	7.61	
Blue	38,822	43,440	3,743	10.37		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		2,215	3,767	325	6.82	
Brown	48,796	49,416	4,388	11.42		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		2,308	4,395	390	5.92	
Tan	54,736	78,974	5,340	10.25		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		3,176	6,890	569	5.58	
Pink	72,052	36,616	3,893	18.64		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		3,017	2,200	234	12.88	
Yellow	159,422	61,171	4,371	36.47		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		3,683	3,276	224	15.78	
Drive	34,682	41,501	3,940	8.88		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		2,990	4,885	381	6.27	
Redbird	507,361	59,201	6,252	81.45		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		12,117	4,089	432	28.19	
Stripper	1,033	3,163	195	6.66		-	-	-	-		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		25	317	20	1.28	
Total Fixed Route	2,081,187	1,201,102	103,212	20.16		2,288,005	1,192,297	85,366	26.78		-9.0%	0.7%	20.9%	-24.7%		89,893	95,197	8,450	11	
<b>Demand Response</b>	75,892	398,405	25,248	3.00		63,893	297,878	22,726	2.81		-18.8%	3.5%	11.3%	7.6%		696	3,621	307	2.27	
Connect Late Night	577	2,984	212	2.72		5,349	30,878	1,953	2.74		-89.2%	-90.3%	-89.1%	-0.8%		-	-	-	-	
Total Demand Response	76,399	311,389	25,460	3.00		69,152	328,651	24,679	2.80		10.5%	-5.2%	3.2%	7.1%		696	3,621	307	2.27	
<b>SYSTEM TOTALS</b>	2,157,586	1,512,491	128,672	16.77		2,355,157	1,520,848	110,045	21.40		-8.4%	-0.5%	16.9%	-21.7%		90,589	98,818	8,757	10.34	

Statistics	May 17					May 16					% Change					Sunday				
	Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour	
Connect Transit	-	-	-	-	-	23,244	10,600	766	30.36	-100.0%	-100.0%	-100.0%	-	-	-	968	586	48	20.17	
Green A (2 buses)	-	-	-	-	-	15,736	9,807	766	20.56	-100.0%	-100.0%	-100.0%	-	-	-	1,933	1,524	144	13.42	
Red B (2 buses)	-	-	-	-	-	13,332	9,037	766	17.92	-100.0%	-100.0%	-100.0%	-	-	-	1,722	1,695	151	11.38	
Purple C (2 buses)	-	-	-	-	-	7,138	4,742	360	19.83	-100.0%	-100.0%	-100.0%	-	-	-	478	249	27	17.70	
Pink D (1 bus)	-	-	-	-	-	10,696	5,271	387	18.23	-100.0%	-100.0%	-100.0%	-	-	-	408	402	32	8.66	
Blue E (1 bus)	-	-	-	-	-	14,910	10,844	786	23.24	-100.0%	-100.0%	-100.0%	-	-	-	975	576	48	8.50	
Brown F (2 buses)	-	-	-	-	-	19,550	13,022	780	25.06	-100.0%	-100.0%	-100.0%	-	-	-	229	386	33	6.87	
Yellow G (2 buses)	-	-	-	-	-	4,706	6,103	349	13.48	-100.0%	-100.0%	-100.0%	-	-	-	277	402	32	8.66	
Orange H (2 buses)	-	-	-	-	-	10,264	6,189	390	26.16	-100.0%	-100.0%	-100.0%	-	-	-	408	576	48	8.50	
Lime I (2 buses)	-	-	-	-	-	5,050	2,591	211	23.94	-100.0%	-100.0%	-100.0%	-	-	-	229	386	33	6.87	
Teal J (1 bus)	-	-	-	-	-	1,700	736	41	41.13	-100.0%	-100.0%	-100.0%	-	-	-	277	402	32	8.66	
Acacia K (1 bus)	-	-	-	-	-	1,147	264	19	61.72	-100.0%	-100.0%	-100.0%	-	-	-	277	402	32	8.66	
HCC Express (1 bus) (NCHMS)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SU Tri Towers (2 buses)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SU College Station (2 buses)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Nite Ride (2 buses)	21,131	9,592	786	26.88	-	-	-	-	-	-	-	-	-	-	-	968	586	48	20.17	
Green	24,951	13,824	1,302	19.16	-	-	-	-	-	-	-	-	-	-	-	1,933	1,524	144	13.42	
Red	22,522	15,041	1,348	16.71	-	-	-	-	-	-	-	-	-	-	-	1,722	1,695	151	11.38	
Lime	4,860	4,972	472	10.30	-	-	-	-	-	-	-	-	-	-	-	189	421	40	4.73	
Teal	6,842	2,852	309	22.14	-	-	-	-	-	-	-	-	-	-	-	478	249	27	17.70	
Acacia	5,028	4,737	377	13.31	-	-	-	-	-	-	-	-	-	-	-	408	402	32	8.66	
Orange	6,339	5,472	424	14.61	-	-	-	-	-	-	-	-	-	-	-	408	576	48	8.50	
Gold	4,165	4,581	395	10.55	-	-	-	-	-	-	-	-	-	-	-	229	386	33	6.87	
Purple	13,354	15,539	1,372	9.73	-	-	-	-	-	-	-	-	-	-	-	975	1,268	112	8.71	
Blue	4,165	4,581	395	10.55	-	-	-	-	-	-	-	-	-	-	-	229	386	33	6.87	
Brown	6,262	5,209	463	13.54	-	-	-	-	-	-	-	-	-	-	-	283	451	40	7.08	
Tan	6,690	8,352	691	9.69	-	-	-	-	-	-	-	-	-	-	-	373	703	58	6.39	
Pink	7,247	3,858	430	17.69	-	-	-	-	-	-	-	-	-	-	-	373	703	58	6.39	
Yellow	14,003	6,080	434	32.25	-	-	-	-	-	-	-	-	-	-	-	384	226	24	16.33	
Olive	3,996	4,362	408	9.79	-	-	-	-	-	-	-	-	-	-	-	364	336	24	15.17	
Redbird	31,947	2,996	318	100.46	-	-	-	-	-	-	-	-	-	-	-	406	480	36	10.66	
Nitroper	118	702	21	5.76	-	-	-	-	-	-	-	-	-	-	-	406	113	12	33.53	
Britper	178	333	41	4.34	-	-	-	-	-	-	-	-	-	-	-	18	68	4	4.50	
Total Fixed Route	179,628	108,503	9,580	19	-	153,151	100,111	7,185	21.31	17.3%	8.4%	33.3%	-12.0%	-	9,406	9,516	836	11		
Demand Response	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Connect Mobility	6,936	29,593	2,275	3.05	-	5,846	27,022	2,107	2.77	18.6%	9.5%	8.0%	9.9%	-	260	1,220	94	2.77		
Connect Late Night	6,936	29,593	2,275	3.05	-	441	2,663	173	2.55	-100.0%	-100.0%	-100.0%	10.6%	-	-	-	-	-		
Total Demand Response	136,564	138,096	11,855	15.74	-	6,287	29,585	2,280	2.76	10.3%	0.0%	-0.2%	10.6%	-	260	1,220	94	2.77		
SYSTEM TOTALS	136,564	138,096	11,855	15.74	-	159,438	129,696	9,465	16.94	17.0%	6.5%	28.2%	-6.6%	-	9,666	10,736	930	10.29		

# Without Sunday Service

Statistics	Without Sunday May 17					Without Sunday May 16					% Change					Sunday					
	Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		
<b>Connect Transit</b>																					
Green A (2 buses)	-	-	-	-	-	23,244	10,600	766	30.36	-100.0%	-100.0%	-100.0%	-100.0%	-	-	156	226	15	10.40	-	
Red B (2 buses)	-	-	-	-	-	15,736	9,807	766	20.56	-100.0%	-100.0%	-100.0%	-100.0%	-	-	968	586	48	20.17	-	
Purple C (2 buses)	-	-	-	-	-	13,372	9,037	746	17.92	-100.0%	-100.0%	-100.0%	-100.0%	-	-	1,933	1,524	144	13.42	-	
Pink D (1 bus)	-	-	-	-	-	7,138	4,742	360	19.83	-100.0%	-100.0%	-100.0%	-100.0%	-	-	1,722	1,695	151	11.38	-	
Blue E (2 buses)	-	-	-	-	-	7,054	5,271	387	18.23	-100.0%	-100.0%	-100.0%	-100.0%	-	-	189	421	40	4.73	-	
Brown F (2 buses)	-	-	-	-	-	10,696	10,404	786	13.61	-100.0%	-100.0%	-100.0%	-100.0%	-	-	478	249	27	17.70	-	
Yellow G (2 buses)	-	-	-	-	-	18,264	10,844	786	23.24	-100.0%	-100.0%	-100.0%	-100.0%	-	-	217	482	32	8.66	-	
Orange H (2 buses)	-	-	-	-	-	14,910	10,144	776	19.22	-100.0%	-100.0%	-100.0%	-100.0%	-	-	408	576	48	8.50	-	
Lime I (2 buses)	-	-	-	-	-	19,850	13,022	780	25.66	-100.0%	-100.0%	-100.0%	-100.0%	-	-	229	386	33	8.71	-	
Teal J (2 bus)	-	-	-	-	-	4,706	6,103	349	13.48	-100.0%	-100.0%	-100.0%	-100.0%	-	-	283	451	40	7.08	-	
Agua K (2 bus)	-	-	-	-	-	10,204	6,139	390	26.16	-100.0%	-100.0%	-100.0%	-100.0%	-	-	373	703	58	6.39	-	
HCC Express (2 bus) (NCHHS)	-	-	-	-	-	380	388	24	16.00	-100.0%	-100.0%	-100.0%	-100.0%	-	-	392	226	24	16.33	-	
ISU Towers Station (2 buses)	-	-	-	-	-	5,050	2,534	211	23.94	-100.0%	-100.0%	-100.0%	-100.0%	-	-	364	336	24	15.17	-	
ISU College Station (2 buses)	-	-	-	-	-	1,700	736	41	41.13	-100.0%	-100.0%	-100.0%	-100.0%	-	-	391	480	36	10.86	-	
Nite Ride (3 buses)	-	-	-	-	-	991	774	45	22.02	-100.0%	-100.0%	-100.0%	-100.0%	-	-	406	113	12	33.83	-	
Green	20,163	9,007	738	27.31	-	-	-	-	-	-	-	-	-	-	-	18	68	4	4.50	-	
Red	23,018	12,301	1,158	19.88	-	-	-	-	-	-	-	-	-	-	-	9,406	9,516	836	11	-	
Lime	20,800	13,346	1,197	17.38	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
Teal	4,671	4,551	432	10.82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Agua	6,364	2,603	282	22.57	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
Orange	4,746	4,336	345	13.74	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
Gold	5,931	4,896	386	15.37	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
Purple	12,379	14,271	1,260	9.82	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
Blue	3,936	4,194	361	10.89	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
Brown	5,979	4,758	423	14.45	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
Tan	6,317	7,649	632	9.99	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
Pink	6,895	3,633	386	17.76	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
Yellow	13,639	5,744	410	33.25	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
One	3,605	3,881	372	9.69	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
Redbird	31,541	2,883	306	103.08	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
Stripper	148	301	19	8.38	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
Stripper	160	633	37	4.32	-	-	-	-	-	-	-	-	-	-	-	260	1,220	94	2.77	-	
<b>Total Fixed Route</b>	170,222	98,987	8,744	19	-	152,995	100,621	7,212	21.21	11.3%	-1.6%	21.2%	-8.2%	-	9,406	9,516	836	11	-		
<b>Demand Response</b>																					
Connect Mobility	6,936	29,593	2,275	3.05	-	5,946	27,022	2,407	2.77	-18.6%	9.5%	8.0%	9.9%	-	260	1,220	94	2.77	-		
Connect Late Night	6,936	29,593	2,275	3.05	-	441	2,563	1.73	2.55	-100.0%	-100.0%	-100.0%	10.6%	-	-	-	-	-	-		
<b>Total Demand Response</b>	13,872	59,186	4,550	6.10	-	6,287	29,585	2,280	2.76	10.3%	0.0%	-0.2%	10.6%	-	260	1,220	94	2.77	-		
<b>SYSTEM TOTALS</b>	177,158	128,580	11,019	16.08	-	159,282	130,206	9,492	16.78	11.2%	-1.2%	16.1%	-4.2%	-	9,666	10,736	930	10.39	-		



**Federal Report for Connect Transit**  
**Prepared by Cardinal Infrastructure**  
**June 21, 2017**

**White House Advances Infrastructure Initiative**

President Trump, Transportation Secretary Chao, Interior Secretary Zinke, and many members of the Administration and Congress joined at the Department of Transportation to discuss the challenges of infrastructure permitting. President Trump addressed the crowd, saying how he had met with state and local leaders yesterday, discussing the construction of new roads, pipelines, bridges, and tunnels. The President remarked that the focus is on solving one of the biggest obstacles to creating infrastructure - the "painfully slow, costly, time consuming process of getting permits and approvals to build."

Trump announced a new council charged with helping infrastructure project managers navigate the federal permitting process. The new council will set up an online "dashboard" allowing the public to track "major projects" as they wind their way through stages of approval. To increase the efficiency, and reduce redundancy and duplication, Trump said there will be one point-of-contact for project decisions - whether for roads, bridges, or highways.

The White House is also establishing a new office within the Council of Environmental Quality "to root out inefficiency, clarify lines of authority, and streamline federal, state and local procedures so that communities can modernize their aging infrastructure without fear of outdated federal rules getting in the way," Trump said.

**Department of Transportation Appropriations Hearing**

The Transportation, Housing and Urban Development, and Related Agencies Subcommittee of the House Appropriations Committee held a hearing on the Transportation Department's budget. Secretary Chao testified on the President's Fiscal Year (FY) 2018 budget proposal, "A New Foundation for American Greatness." Chao defended the cuts and outlines the Administration's plans for a new infrastructure investment initiative - which is still in progress. Both Republicans and Democrats expressed reservations about Trump's proposed cuts to the Federal Transit Administration's New Starts program, which falls under what are known as Capital Investment Grants.

Secretary Chao mentioned that TIGER grants are "earmark like" which is where the administration takes issue. She acknowledged that it is a very popular program and that "we will respond to the will of Congress". The Secretary also stated that "the administration does not support New Starts." "But having said that, it is the will of the Congress...so you certainly have every flexibility and way to restore what you think you would like," Chao said.

**Fiscal Year 2018 Budget**

The House Republican Conference was given several options for the Fiscal Year(FY) 2018 budget and appropriations process, but made no decision about how to move forward. The plans laid out to members during the closed-door meeting included individually moving all 12 of the spending bills, or moving forward with a 12-bill omnibus. The funding levels in the plans were described by members as "security" and "security plus," referring to increased defense spending. Congress has a limited amount of time to determine how they'll move forward with the FY18 budget resolution, which is needed to set up the reconciliation process the GOP will use for a tax overhaul, and the FY18 spending bills, which are needed to fund the government when FY18 begins on October 1.

### **Department of Transportation Regulatory Review**

The Office of the Secretary at USDOT published a Federal Register notice and request for input titled "Transportation Infrastructure; Review of Policy, Guidance, and Regulation." Comments are to be due by July 22, 2017. The request for comment includes existing (non-statutory) policy statements, guidance documents, and regulations in an effort to review, revise, or remove unnecessary regulatory burdens to surface, maritime, and aviation transportation infrastructure projects. Though the focus is on administrative changes, the notice allows for submissions of proposed legislative changes. DOT is encouraging comments to make specific references to policy, guidance, and regulations, describe the burden, offer a less burdensome alternative, and provide specific examples of affected projects.

### **Highway Trust Fund Letter**

Congressman Sam Graves (R-MO) and Congresswoman Eleanor Holmes Norton (D-DC), the chairman and ranking member of the Highways and Transit Subcommittee, sent a letter signed by more than 250 members, including 119 Republicans, to the leaders of the House Ways and Means Committee requesting that they include a fix to the Highway Trust Fund in the overhaul of the tax code they plan to undertake. Congressman Rob Bishop, Congressman Chris Stewart, and Congresswoman Mia Love are among the signatories.

### **Workforce Development Executive Order**

Secretary of Labor Acosta joined President Trump in the announcement of an executive order to expand apprenticeships and vocational training, close the skills gap and reduce regulatory burdens on workforce development programs. The executive order calls on the Secretary of Labor, in consultation with the secretaries of education and commerce, to propose regulations that promote the development of apprenticeship programs by industry and trade groups, nonprofit organizations, unions and joint labor-management organizations. It also directs the departments of Commerce and Labor to promote apprenticeships to business leaders in critical industry sectors, including manufacturing, infrastructure, cybersecurity and health care.

### **APTA Support for Capital Investment Grant Program**

Public transit leaders joined together at the American Public Transportation Association's (APTA) annual conference in Baltimore, MD to discuss and express their concerns regarding the Trump Administration's FY18 budget proposal to phase out the Capital Improvement Grant (CIG) program. "I must emphasize that APTA and its 1,500 members are very concerned about the Trump Administration's FY18 budget proposal to phase out federal investment of public transit programs that are vital to our local communities and millions of Americans," said Doran J. Barnes, APTA chair and executive director, Foothill Transit. "The Administration's proposed cuts to public transit impact more than 50 projects in 23 states worth \$38 billion in planned projects."

### **Mobility as a Service Implementation**

The Association for Commuter Transportation held a webinar titled, "Mobility as a Service (MaaS) Implementation Review and Operation." The webinar included a brief introduction to MaaS, the evolution and requirements to set up a successful MaaS ecosystem, and perspectives from both the user and service provider. MaaS represents a new concept of integrating various forms of transportation services (public transit, ridesharing, car-sharing, bicycling, and walking) into a single system accessible on demand, matching the user with the most efficient and affordable option for their desired trip and encouraging the user to take action to adopt these options.

**Nominations**

Steven G. Bradbury has been nominated to serve as General Counsel of USDOT. Bradbury is currently a partner at the Washington, D.C office of Dechert LLP where he specializes in antitrust, administrative litigation and enforcement actions, general commercial litigation, and appellate matters. He previously served as Acting Assistant Attorney General (AAG) from 2005-2007 and Principal Deputy AAG from 2004 to 2009 - heading the Office of Legal Counsel in the U.S. Department of Justice during President George W. Bush's second term.



## MEMO

Date: June 27, 2017  
To: Board of Trustees  
From: Julie Beer, Executive Assistant  
Subject: Appointment to the Community Transportation Advisory Committee (CTAC)

**BACKGROUND:** On March 21, 2017, the Board of Trustees approved the appointment of Eric Bush from Mid Central Community Action to the Community Transportation Advisory Committee. Since that time, Mr. Bush notified staff that due to a job promotion he would be unable to continue to serve on CTAC. He did, however, recommend a colleague from Mid Central Community Action for his replacement. An application for appointment was received and an interview with the applicant conducted. Staff respectfully requests the following appointment be approved:

Jeremy Studebaker – Mid Central Community Action – Community Building and Engagement Coordinator

**PROPOSED ACTION:** That the appointment be approved.



## MEMO

DATE: June 27, 2017  
TO: Board of Trustees  
FROM: Isaac Thorne, Interim General Manager  
Subject: Strategic Plan for 2021 Recommendation

**RECOMMENDATION:** That the Strategic Plan for 2021 be approved as presented.

**BACKGROUND:** Connect Transit Board of Trustees and staff developed the strategic plan with the help of Lynn Montei Consulting over a twelve week period. The strategic plan was put together through individual Board of Trustee interviews and nine staff and board work sessions.

# Connect Transit

## Final Draft Strategic Plan for 2021

### Connect Transit Description

*Connect Transit is the Bloomington-Normal Public Transit System, formed in 1972 to provide transportation services within the City of Bloomington and Town of Normal, Illinois. It is governed by a 7-member Board of Trustees appointed by the City and Town, and staffed by approximately 140 dedicated employees.*

### Mission Statement

*The expression of mission, or purpose, is Connect Transit's fundamental reason for being, and that for which all commitments and resources are in service.*

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

### Core Values

*These core values guide our conduct and behavior and apply to everyone without exception.*

At Connect Transit, we are

- Respectful of all persons and perspectives
- Customer and safety focused
- Dedicated to public service
- Accountable stewards of public resources
- Trusting and trustworthy
- Open-minded and eager to learn
- Positive in attitude
- Focused on the good of the whole

## Vision for 2021

*Our Vision for 2021 inspires us, and sets the trajectory for our bold, clear and compelling future.*

Connect Transit is a robust system of undeniable social, economic and environmental value to its stakeholders and the community.

## High-Level Goals

*These five Goals establish the Strategic Plan framework. Each one pertains to a distinct component of Connect Transit's effectiveness and accountability. Achievement of these Goals facilitates attainment of our Vision for 2021. No prioritization is implied by the order in which they are listed.*

1. Sustainable, High-Performing System	Define, design and fund a sustainable transit system tailored to optimally serve the Bloomington-Normal community.
2. Quality Customer Experience	Provide reliable, easy to use transportation services and quality, user-friendly amenities.
3. Operational Excellence	Exemplify sound governance, superior operations, a culture of safety and a model workplace.
4. Undeniable Value	Become the mobility provider of choice and be valued as an essential public service.
5. Innovative Leadership	Facilitate our community's mobility evolution with innovation, future focus and collaborative leadership.

## Strategic Action Plan

*The Action Plan describes strategies and actions to achieve each of the five High-Level Goals.*

**Goal 1: Sustainable, High-Performing System: Define, design and fund a sustainable transit system tailored to optimally serve the Bloomington-Normal community.**

**Strategy 1 – Defined Service: Establish the system’s balance of coverage, ridership, connectivity and frequency to attain the community’s transit objectives.**

Action 1. Clearly establish community transit objectives and review them periodically.

Action 2. Discern and select Connect Transit’s sustainable service profile to achieve transit objectives.

**Strategy 2 – System Design: Design and implement routes that efficiently attain transit objectives, balancing system performance with customer needs and preferences.**

Action 1. Design or adjust proposed system routes to ensure alignment with and performance toward transit objectives.

Action 2. Utilize design principles that ensure system integrity and consistency.

Action 3. Implement route adjustments using widespread public information and customer training campaigns.

Action 4. Build and maintain transfer stations that facilitate connectivity and system performance.

**Strategy 3 – Fleet: Ensure a reliable, quality fleet capable of meeting current service level needs, with an eye toward the community’s evolving mobility objectives.**

Action 1. Upgrade the existing fleet and continue to procure needed, quality rolling stock.

Action 2. Keep the fleet in good repair, and responsibly manage transit assets.

Action 3. Embrace use of alternative fuels and emerging energy solutions.

**Strategy 4 – Funding: Establish ample, accountable transit funding.**

Action 1. Examine all existing revenue sources for stability and growth potential, and research new/alternative revenue streams for operations and capital.

Action 2. Evaluate and expand partners for universal access, such as government agencies, nonprofit agencies and businesses.

Action 3. Explore fare restructuring.

Action 4. Grow advertising revenue.

Action 5. Explore increased local funding support with local governments.

Action 6. Research and pursue grant opportunities.

Action 7. Consider establishing a transit taxing district.

**Goal 2: Quality Customer Experience: Provide reliable, easy-to-use transportation services and quality, user-friendly amenities.**

**Strategy 1 – Infrastructure/Amenities: Implement amenities as a fundamental component of transit value and safety.**

- Action 1. Build a downtown transfer center.
- Action 2. Adopt a Bus Stop/Shelter Design Plan to be used as the Connect Transit standard.
- Action 3. Install transit amenities, such as shelters and lighting, and ensure maintenance and cleanliness at transfer stations, hubs and bus stops.
- Action 4. Partner with the City and Town for sidewalks, shelters and lighting at bus stops.
- Action 5. Secure private sector sponsors or partners to fund bus stops/shelters.

**Strategy 2 – Customer Service: Uphold a standard of customer courtesy and appreciation.**

- Action 1. Infuse every interaction with a customer service orientation.
- Action 2. Provide ongoing employee education and increased instruction in customer relations.
- Action 3. Enlist customer service champions to model kind, helpful conduct and behavior.
- Action 4. Provide employee education on route planning and use of various planning aids.
- Action 5. Conduct periodic customer surveys, interviews or focus groups, to obtain suggestions and feedback, and gauge satisfaction.

**Strategy 3 – Access/Social Relevancy: Provide a mobility option, independent of personal vehicle use, to link people, communities, commerce, services, employment and entertainment.**

- Action 1. Maintain a high level of on-time performance.
- Action 2. Provide additional service and greater frequency as budgets permit.
- Action 3. Remain sensitive to service affordability for all riders.
- Action 4. Ensure all riders are aware of the freedom and flexibility afforded by the fixed route system.

**Strategy 4 – Ease of Use: Produce intuitive information guides, signage and communications.**

- Action 1. Enhance high and standard technology rider information sources, such as more ETA displays, Wifi capability, smart phone app, social media and others for superior customer awareness.
- Action 2. Provide customer education on the use of various route planning aids, including improved rider guides.

**Goal 3: Operational Excellence: Exemplify sound governance, superior operations, a culture of safety and a model workplace.**

**Strategy 1 – Governance: Exhibit wise, effective governance through clarity of purpose and focused, strategic alignment with Connect Transit’s Vision and Goals.**

Action 1. Maintain momentum toward Vision achievement, report on Strategic Plan performance and schedule timely Plan updates.

Action 2. Make time for dialogue and discernment of complex policy choices.

Action 3. Utilize clear, fair decision making processes and anticipate dissent as a natural function of diverse perspective.

Action 4. Champion the agency’s Vision and Goals with stakeholders, and act in the interest of the community.

**Strategy 2 – Superior Operations: Demonstrate transparency and accountability, and utilize best practices toward achievement of comprehensive operational excellence.**

Action 1. Formalize routine data analysis, reporting and metrics to monitor and evaluate system performance.

Action 2. Research and apply best practices to all facets of operations.

Action 3. Periodically review operational policies and practices.

**Strategy 3 – Safety: Ensure a culture of safety.**

Action 1. Integrate safety as the core component of all operations and every aspect of the agency.

Action 2. Demonstrate bus riding as one of the safest transportation options.

Action 3. Enhance safety communications both internally and externally.

**Strategy 4 – Model Workplace: Rank among the region’s best employers.**

Action 1. Develop and maintain camaraderie across all functions and levels of the organization.

Action 2. Recruit personnel that exhibit Connect Transit values, and invest in employee development to ensure growth and productivity of the workforce.

Action 3. Use effective communication vehicles and approaches that enhance multidirectional information sharing.

Action 4. Possess a positive, can do attitude.

**Goal 4: Undeniable Value: Become the mobility provider of choice, and be valued as an essential public service.**

**Strategy 1 – Community Engagement: Establish trust and rapport with stakeholders to understand needs and values, obtain advice and feedback, share information and advance transit objectives.**

Action 1. Cultivate the Connect Transit Advisory Committee (CTAC) to be a key communication conduit with Connect Transit customers and stakeholders.

Action 2. Have a presence at community events to dialogue with individuals and make presentations to community groups.

Action 3. Utilize innovative engagement tools to connect with and cultivate specific target markets.

**Strategy 2 – Partnership and Collaboration: Generate new potentials through symbiotic relationships with key collaborators.**

Action 1. Captivate and inspire executives and legislators at every level of government with Connect Transit’s vision and plan, outlining its contribution to our shared vision for a thriving region.

Action 2. Identify and engage current and potential partners and collaborators, such as education, library, airport and other transportation modes, City and Town, McLean County, businesses and nonprofit institutions and organizations, and co-design collaboration agreements that serve both parties.

Action 3. Identify private sector benefactors and public sector partners for amenities, universal access and marketing collaboration.

**Strategy 3 – Marketing and Communications: Feature Connect Transit as a community asset and an essential public service.**

Action 1. Create a marketing and communications plan that amplifies the value of the transit system to the general public, and demonstrates its return on investment in social, economic and environmental terms.

Action 2. Tell the new story of a connected community, pulsing with vitality and ease of movement for people of all ages and backgrounds.

Action 3. Portray the riding experience as enjoyable, smart, and for everyone.

**Goal 5: Innovative Leadership: Facilitate our community’s mobility evolution with innovation, future focus and collaborative leadership.**

**Strategy 1 – Future Focus: Become poised to integrate and give leadership to emerging transportation technologies.**

Action 1. Serve as a model public agency in the community and a sought-after expert in transportation solutions.

Action 2. Explore innovative approaches to service delivery.

Action 3. Position Connect Transit for the arrival and use of autonomous vehicles in our market, and define our participation and leadership.

**Strategy 2 – Economic Influence: Exercise Connect Transit’s influence as an economic driver for the region.**

Action 1. Feature the region’s multimodal strength and the key role played by transit as an asset to business, students and residents.

Action 2. Vividly portray the way transit benefits sales and commerce, transports our workforces, facilitates individuals’ livelihoods and can diversify the region’s employer/employee base.

Action 3. Integrate the “transit asset” into the economic development conversation and equation at the municipal and county levels.

**Strategy 3 – Regional Planning Influence: Elevate awareness and advance land use policy principles that optimize land resources, facilitate mobility and steward the environment.**

Action 1. Take an active role in the local and regional land use policy conversation.

Action 2. Emphasize the value of transit accessibility in land use development.

Action 3. Articulate and advocate for the benefits of transit oriented development (TOD) toward achievement of environmental and quality of life objectives.

Action 4. Heighten awareness about placement of land uses requiring high levels of service, the necessity of mobility options, and the value of sidewalks, shelters and other amenities.



## MEMO

DATE: June 27, 2017  
TO: Board of Trustees  
FROM: Isaac Thorne, Interim General Manager  
Subject: Strategic Plan Year One Objectives

**RECOMMENDATION:** That the strategic plan year one objectives be approved.

YEAR ONE OBJECTIVES (not in order of importance):

1. Design or adjust proposed system routes to ensure alignment with and performance toward transit objectives.

The Comprehensive Operational Analysis conducted by Nelson\Nygaard included stakeholder input that favored more frequent bus service. The route network design created by Nelson\Nygaard and unanimously approved by the Connect Transit board included more frequent service as well as coverage routes. Additionally, Nelson\Nygaard used five guiding principles to design the bus network that Connect Transit will closely imitate when making route proposal recommendations.

The Mclean County Long Range Transportation Plan is developed on the "foundation of sustainable development characterized by careful use of resources, conservation of land, compact neighborhood design, and the use of alternative transportation modes". Staff will create a five year transportation service plan that will be in conjunction with Mclean County Regional Planning Commission Long Range Transportation Plan to determine where additional service such as frequency will be in a five year time frame. Staff will focus on service enhancements that will provide a more frequent bus service network. This will also give the community an understanding of where the frequent bus service will be located and what the bus system network will look like in five years based on population growth, housing and business development, etc.

Strategic Plan Goal 1, Strategy 2, Action 1



2. Explore fare restructuring

Staff will procure a consulting firm to review and make recommendation regarding the current fare structure. Connect Transit has not raised the one way fare for fixed route transit in ten years. This will be a comprehensive review of fares and passes with a recommended fare structure over a five year time period.

Strategic Plan Goal 1, Strategy 4, Action 2

3. Conduct periodic customer surveys, interviews or focus groups, to obtain suggestions and feedback, and gauge satisfaction.

Staff will conduct rider and customer satisfaction surveys to establish a baseline for future surveys assessing the performance and reliability of Connect services. Connect Transit Advisory Committee and stakeholder interviews will be used for suggestions and feedback on five year transportation plan, fare restructuring, and service delivery.

Strategic Plan Goal 2, Strategy 2, Action 5

4. Formalize routine data analysis, reporting and metrics to monitor and evaluate system performance.

Staff will seek board direction in formalizing the monthly board reports with proper reporting and metrics to monitor and evaluate the system performance.

Strategic Plan Goal 3, Strategy 2, Action 1

5. Create a marketing and communications plan that amplifies the value of the transit system to the general public, and demonstrates its return on investment in social, economic and environmental terms.

Staff will create marketing and communications plan that builds awareness of the public transit for all stakeholders in the community and its return on investment.

Strategic Plan Goal 4, Strategy 2, Action 2

6. Emphasize the value of transit accessibility in land use development.

Staff will emphasize the need and value for transit accessibility in land use development. During last year's community engagement sessions customers



frequently talked about the lack of sidewalks and infrastructure. Staff will also conduct an accessibility review to prioritize improved pedestrian connections, bus stops pads, shelters, and signage.

Strategic Plan Goal 5, Strategy 3, Action 2.



## MEMO

DATE: June 27, 2017  
TO: Board of Trustees  
FROM: Isaac Thorne, Interim General Manager  
Subject: Universal Access - Heartland Community College

**RECOMMENDATION:** That the Universal Access Agreement with Heartland Community College be renewed for fiscal year 2018 in the amount of \$80,500.

**BACKGROUND:** The Universal Access Agreement allows students and employees of Heartland Community College to ride the Connect Transit fixed route buses free charge upon displaying their valid school ID. Connect Transit will provide established and regularly publicized public transportation service to the Bloomington-Normal community. Heartland Community College will pay \$80,500 to Connect Transit based on an estimate of 115,000 rides provided in fiscal year 2017. This is a five percent (5%) increase in the rate charged per ride.



## **UNIVERSAL ACCESS SERVICE AGREEMENT**

Whereas, Heartland Community College (HCC) at 1500 W. Raab Road, Normal, 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 HCC may provide for fare prepayment for HCC students utilizing the fixed route buses of Bloomington-Normal Public Transit System and,

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

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

**CONTRACTING PARTIES:** Bloomington-Normal Public Transit System

AND

Heartland Community College

**UNIVERSAL ACCESS AGREEMENT TERM:** July 1, 2017 to June 30, 2018 (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 Universal Access Service Agreement, HCC students and employees 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, current HCC student or employee identification card. Connect Transit and HCC will mutually determine a method by which the validity of identification cards can be verified. The estimated Universal Access ridership for the term of this agreement is 1.15,000.

### **CHANGES:**

The parties agree to meet in the month of January 2018 to discuss the status of any potential budgetary issues. 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 Universal Access Service Agreement.

### **OBLIGATIONS OF THE PARTIES**

Connect Transit SHALL:

1. Provide safe, clean and fully accessible, buses necessary to meet the Universal Access Service Agreement schedule and service commitment.



2. Provide all necessary and qualified drivers to meet the schedule and service commitment defined above under paragraph 1.
3. Provide all necessary maintenance support services required to appropriately 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 HCC issued student and employee 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.

**UNIVERSAL ACCESS SERVICE AGREEMENT PRICE:**

Universal Access charges will be based on an estimated 115,000 rides in FY2018 at a cost of \$.70 per ride. Universal Access Service Agreement price is Eighty Thousand Five Hundred Dollars and no cents (\$80,500.00) at the above stated scope of persons to be included under this Universal Access Service Agreement.

To compensate for variations in ridership, HCC and Connect Transit agree that within thirty (30) days following the end of each calendar quarter covered by this agreement, both parties will meet to review the ridership for the quarter. If ridership has exceeded 28,750 for the quarter, HCC agrees to pay an amount based on the following formula:

$$(\text{Actual Quarterly Ridership} - 28,750) * \$ .70 = \text{Additional Amount Due Connect Transit}$$

If ridership is below 28,750, Connect Transit agrees to refund or credit an amount based on the following formula:

$$(28,750 - \text{Actual Quarterly Ridership}) * \$ .70 = \text{Amount Due HCC}$$

**CONTRACT PAYMENT TERMS**

The Universal Agreement price shall be payable in twelve (12) payments. The first payment will be due on July 1, 2017. Connect Transit will issue invoices for each of the remaining (11) payments on or before the 20th day of July, August, September, October, November and December of 2017, and January, February, March, April and May of 2018. Each invoice will reflect the amount due Connect Transit for Universal Access service in the month subsequent to the month in which the invoice is prepared.

Payment for invoices will be due on the first of the month following the month in which the invoice is prepared. In the first year of this Agreement, a payment of \$6,708.33 will be due on the first of July, August, September, October, November and December of 2017 and the first of January, February, March, April, May and June of 2018.



**OTHER MATTERS**

**Assignment:** This Universal Access Service 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 HCC.

**Binding Effect:** This Universal Access Service Agreement is binding upon the parties hereto and their successors.

**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 Universal Access Service 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.

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



**SIGNATURE FORM**

This Universal Access Service Agreement is made and concluded this 1<sup>st</sup> day of July, 2017 by and between Heartland Community College 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 Universal Access Service Agreement.

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

This Universal Access Service 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 their interest or obligations hereunder without the written consent of the other party.

FOR: Bloomington-Normal Public Transit System

BY: \_\_\_\_\_  
Mike McCurdy, Vice Chairman, Board of Trustees

Attest: \_\_\_\_\_  
Secretary, Board of Trustees

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FOR: Heartland Community College

BY: \_\_\_\_\_  
Authorized Signatory

\_\_\_\_\_  
Typed or Printed Name of Authorized Signatory



## MEMO

DATE: June 27, 2017  
TO: Board of Trustees  
FROM: Julie Beer – Executive Assistant  
SUBJECT: Prevailing Wage Ordinance

**RECOMMENDATION:** That the Ordinance be passed.

**BACKGROUND:** As an intergovernmental agency created by Intergovernmental Agreement between the Town of Normal and the City of Bloomington, Connect Transit has contracted for public works projects under the umbrella of The Town and City's Prevailing Wage Resolutions and/or Ordinances. Staff has recently been advised by legal counsel that Connect Transit should pass its own Prevailing Wage Ordinance and file a certified copy with the Illinois Department of Labor on an annual basis.

Under the umbrella of the Town and City, it has always been in the practice of Connect Transit to pay Prevailing Wage for any public works project it has undertaken; as noted previously. The passage of this Prevailing Wage Ordinance formalizes and establishes Connect Transit's procedure as a public body

**FINANCIAL IMPACT:** None.

ORDINANCE NO. 2017-01

AN ORDINANCE ADOPTING PREVAILING WAGE RATES  
TO BE PAID TO LABORERS, MECHANICS AND OTHER WORKERS  
PERFORMING CONSTRUCTION OF PUBLIC WORKS  
BY CONNECT TRANSIT

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**WHEREAS**, the State of Illinois has enacted the Prevailing Wage Act, approved June 26, 1941, as amended, being 820 ILCS 130/0.01 through 130/12 (the "Act"); and

**WHEREAS**, the Act requires that during the month of June of each calendar year that any public body undertaking any public works shall investigate and ascertain the prevailing rate of wages, as defined in said Act, in the "locality" for laborers, mechanics and other workers performing construction of public works for such public body.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF CONNECT TRANSIT, as follows:**

**Section 1:** To the extent and as required by the Act, the general prevailing rate of wages in this locality for laborers, mechanics and other workers engaged in the construction of public works coming under the jurisdiction of Connect Transit is hereby ascertained to be the same as the prevailing rate of wages for construction work in McLean County as determined by the Department of Labor of the State of Illinois (the "Department") as of June 5, 2017, a copy of that determination being attached hereto and incorporated herein by reference. As required by said Act, any and all revisions of the prevailing rate of wages by the Department shall supersede the Department's June determination and apply to any and all public works construction undertaken by Connect Transit. The definition of any terms appearing in this Ordinance which are also used in the Act shall be the same as in the Act.

**Section 2:** Nothing herein contained is intended to apply nor shall be construed to apply said prevailing rate of wages as herein ascertained to any work or employment performed on behalf of Connect Transit except public works construction to the extent required by the Act.

**Section 3:** If any section, paragraph, clause or provision of this Ordinance shall be held invalid, the invalidity thereof shall not affect any of the other provisions of this Ordinance.

**Section 4:** All Ordinances in conflict herewith are hereby repealed to the extent of such conflict.

**Section 5:** The Board Clerk shall publicly post or keep available for inspection by any interested party in the main office of Connect Transit this determination of prevailing rate of wages. A copy of this determination or of the current revised determination of prevailing rate of wages then in effect shall be attached to all contract specifications.

**Section 6:** By July 15<sup>th</sup>, the Board Clerk shall file a certified copy of this Ordinance with the Illinois Department of Labor.

**Section 7:** Within thirty (30) days after filing a certified copy of this Ordinance with the Department of Labor, the Board Clerk shall cause to be published in a newspaper of general circulation within the area a notice that this determination is effective and constitutes the determination of this public body.

**Section 8:** The Board Clerk shall mail a copy of this Ordinance to any employer, and to any association of employers and to any person or association of employees who have filed their names and addresses, requesting copies of any determination stating the particular rates and the particular class of workers whose wages will be affected by such rates.

**Section 9:** This Ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

PASSED this 27<sup>th</sup> day of June, 2017.

AYES:

NAYS:

ABSENT:

\_\_\_\_\_  
BOARD CHAIRMAN, CONNECT TRANSIT

ATTEST:

\_\_\_\_\_  
BOARD CLERK

STATE OF ILLINOIS                    )  
  ) SS  
COUNTY OF McLean                 )

**CLERK'S CERTIFICATE**

I, \_\_\_\_\_, DO HEREBY CERTIFY that I am Board Clerk of Connect Transit, McLean County, Illinois, and as such official, I am keeper of the records, ordinances, files and seal of said Connect Transit, and

I HEREBY CERTIFY that the foregoing instrument is a true and correct copy of AN ORDINANCE ADOPTING PREVAILING WAGE RATES TO BE PAID TO LABORERS, MECHANICS AND OTHER WORKERS PERFORMING CONSTRUCTION OF PUBLIC WORKS BY CONNECT TRANSIT adopted at a duly called Regular Meeting of the Board of Trustees, held at Normal, Illinois, at \_\_\_\_\_ p.m. on the \_\_\_\_\_ day of \_\_\_\_\_, 2015.

I DO FURTHER CERTIFY that the deliberations of the Board on the adoption of said Ordinance were conducted openly, that the vote on the adoption of said Ordinance was taken openly, that said meeting was called and held at a specified time and place convenient to the public, that notice of said meeting was duly given to all of the news media requesting such notice, that said meeting was called and held in strict compliance with the provisions of the Open Meetings Act of the State of Illinois, as amended, and that the Board has complied with all of the provisions of said Act and said Code and with all of the procedural rules of the Board.

IN WITNESS WHEREOF, I hereunto affix my official signature and the seal of said Connect Transit, Normal, Illinois, this \_\_\_\_\_ day of \_\_\_\_\_, 2017.

\_\_\_\_\_  
BOARD CLERK  
CONNECT TRANSIT

[SEAL]

**This schedule contains the prevailing wage rates required to be paid for work performed on or after Monday, June 5, 2017 on public works projects in this County. Pursuant to 820 ILCS 130/4, public bodies in this County that have active public works projects are responsible for notifying all contractors and subcontractors working on those public works projects of the change (if any) to rates that were previously in effect. The failure of a public body to provide such notice does not relieve contractors or subcontractors of their obligations under the Prevailing Wage Act, including the duty to pay the relevant prevailing wage in effect at the time work subject to the Act is performed.**

MCLEAN COUNTY  
PREVAILING WAGE  
RATES EFFECTIVE JUNE  
5, 2017

TradeTitle	Region	Type	Class	Base Wage	Foreman Wage	M-F OT	OSA	OSH	H/W	Pension	Vacation	Training
ASBESTOS ABT-GEN	All	BLD		31.05	32.05	1.5	1.5	2.0	7.70	12.47	0.00	0.80
ASBESTOS ABT-GEN	All	HWY		33.04	34.04	1.5	1.5	2.0	7.70	12.47	0.00	0.80
ASBESTOS ABT-MEC	All	BLD		33.00	35.50	1.5	1.5	2.0	11.62	11.06	0.00	0.72
BOILERMAKER	All	BLD		38.00	41.00	2.0	2.0	2.0	7.07	15.99	0.00	0.40
BRICK MASON	All	BLD		30.57	32.07	1.5	1.5	2.0	9.40	13.02	0.00	0.79
CARPENTER	All	BLD		31.70	33.95	1.5	1.5	2.0	8.20	16.21	0.00	0.52
CARPENTER	All	HWY		33.51	35.76	1.5	1.5	2.0	8.20	16.51	0.00	0.52
CEMENT MASON	All	All		32.90	33.90	1.5	1.5	2.0	6.30	14.38	0.00	0.60
CERAMIC TILE FNSHER	All	BLD		30.86	30.86	1.5	1.5	2.0	9.40	10.57	0.00	0.77
ELECTRIC PWR EQMT OP	All	All		42.47	48.52	1.5	1.5	2.0	6.52	11.89	0.00	0.42
ELECTRIC PWR GRNDMAN	All	All		29.14	48.52	1.5	1.5	2.0	6.12	8.16	0.00	0.29
ELECTRIC PWR LINEMAN	All	All		47.16	48.52	1.5	1.5	2.0	6.66	13.20	0.00	0.47
ELECTRIC PWR TRK DRV	All	All		30.55	32.55	1.5	1.5	2.0	6.17	8.56	0.00	0.31
ELECTRICIAN	All	BLD		37.96	39.96	1.5	1.5	2.0	6.85	8.80	0.00	0.57
ELECTRICIAN	E	BLD		35.15	38.67	1.5	1.5	2.0	6.90	10.50	0.00	1.00
ELECTRONIC SYS TECH	All	BLD		30.34	32.34	1.5	1.5	2.0	6.85	8.36	0.00	0.40
ELEVATOR CONSTRUCTOR	All	BLD		42.52	47.84	2.0	2.0	2.0	14.43	8.96	3.40	0.60

FENCE ERECTOR	E	All		32.21	34.11	1.5	1.5	2.0	8.84	10.02	0.00	0.90
GLAZIER	All	BLD		34.12	36.12	1.5	1.5	1.5	10.25	7.70	0.00	1.25
HT/FROST INSULATOR	All	BLD		44.40	46.50	1.5	1.5	2.0	11.62	12.26	0.00	0.72
IRON WORKER	E	All		32.61	34.51	1.5	1.5	2.0	9.64	11.37	0.00	0.90
IRON WORKER	W	BLD		32.40	34.30	1.5	1.5	2.0	9.84	14.91	0.00	0.54
IRON WORKER	W	HWY		36.44	38.44	1.5	1.5	2.0	9.84	14.91	0.00	0.54
LABORER	All	BLD		30.05	31.05	1.5	1.5	2.0	7.70	12.47	0.00	0.80
LABORER	All	HWY		32.04	32.59	1.5	1.5	2.0	7.70	12.82	0.00	0.80
LABORER, SKILLED	All	BLD		30.05	31.05	1.5	1.5	2.0	7.70	12.47	0.00	0.80
LABORER, SKILLED	All	HWY		32.04	32.59	1.5	1.5	2.0	7.70	12.82	0.00	0.80
LATHER	All	BLD		30.85	33.10	1.5	1.5	2.0	8.00	15.71	0.00	0.52
MACHINERY MOVER	W	HWY		35.98	37.98	1.5	1.5	2.0	9.49	13.91	0.00	0.00
MACHINIST	All	BLD		45.35	47.85	1.5	1.5	2.0	7.26	8.95	1.85	0.00
MARBLE FINISHERS	All	BLD		30.86		1.5	1.5	2.0	9.40	10.57	0.00	0.77
MARBLE MASON	All	BLD		32.61	33.86	1.5	1.5	2.0	9.40	10.57	0.00	0.78
MILLWRIGHT	All	BLD		31.56	33.81	1.5	1.5	2.0	8.20	16.78	0.00	0.52
MILLWRIGHT	All	HWY		33.59	35.33	1.5	1.5	2.0	8.20	16.95	0.00	0.52
OPERATING ENGINEER	All	BLD	1	38.62	37.49	1.5	1.5	2.0	8.00	19.23	0.00	3.00
OPERATING ENGINEER	All	BLD	2	35.84	37.49	1.5	1.5	2.0	8.00	19.23	0.00	3.00
OPERATING ENGINEER	All	BLD	3	31.27	37.49	1.5	1.5	2.0	8.00	19.23	0.00	3.00
OPERATING ENGINEER	All	HWY	1	38.62	41.62	1.5	1.5	2.0	8.00	19.23	0.00	3.00
OPERATING ENGINEER	All	HWY	2	35.84	41.62	1.5	1.5	2.0	8.00	19.23	0.00	3.00
OPERATING ENGINEER	All	HWY	3	31.27	41.62	1.5	1.5	2.0	8.00	19.23	0.00	3.00
PAINTER	All	All		34.60	36.60	1.5	1.5	1.5	10.30	8.20	0.00	1.35
PAINTER SIGNS	All	BLD		33.92	38.09	1.5	1.5	1.5	2.60	2.71	0.00	0.00
PILEDRIVER	All	BLD		32.70	34.95	1.5	1.5	2.0	8.20	16.21	0.00	0.52
PILEDRIVER	All	HWY		34.51	36.96	1.5	1.5	2.0	8.20	16.51	0.00	0.52
PIPEFITTER	All	BLD		41.30	45.43	1.5	1.5	2.0	7.00	11.85	0.00	1.45
PLASTERER	All	BLD		30.07	32.07	1.5	1.5	2.0	8.15	16.79	0.00	0.80
PLUMBER	All	BLD		41.30	45.43	1.5	1.5	2.0	7.00	11.85	0.00	1.45
ROOFER	All	BLD		31.00	32.55	1.5	1.5	2.0	8.95	8.30	0.00	0.25
SHEETMETAL WORKER	All	BLD		32.75	34.39	1.5	1.5	2.0	9.37	16.46	0.00	0.80

SIGN HANGER	W	HWY		35.98	37.98	1.5	1.5	2.0	9.49	13.91	0.00	0.00
SPRINKLER FITTER	All	BLD		37.12	39.87	1.5	1.5	2.0	8.42	8.50	0.00	0.35
STEEL ERECTOR	W	HWY		36.44	38.44	1.5	1.5	2.0	9.84	14.91	0.00	0.54
TERRAZZO FINISHER	All	BLD		30.86		1.5	1.5	2.0	9.40	10.57	0.00	0.77
TERRAZZO MASON	All	BLD		32.61	32.61	1.5	1.5	2.0	9.40	10.57	0.00	0.78
TILE MASON	All	BLD		32.61	33.86	1.5	1.5	2.0	9.40	10.57	0.00	0.78
TRUCK DRIVER	All	O&C	1	28.02	31.14	1.5	1.5	2.0	11.92	5.66	0.00	0.25
TRUCK DRIVER	All	O&C	2	28.43	31.14	1.5	1.5	2.0	11.92	5.66	0.00	0.25
TRUCK DRIVER	All	O&C	3	28.62	31.14	1.5	1.5	2.0	11.92	5.66	0.00	0.25
TRUCK DRIVER	All	O&C	4	28.88	31.14	1.5	1.5	2.0	11.92	5.66	0.00	0.25
TRUCK DRIVER	All	O&C	5	29.64	31.14	1.5	1.5	2.0	11.92	5.66	0.00	0.25
TRUCK DRIVER	N	All	1	37.91	38.26	1.5	1.5	2.0	8.10	7.97	0.00	0.15
TRUCK DRIVER	N	All	2	38.06	38.26	1.5	1.5	2.0	8.10	7.97	0.00	0.15
TRUCK DRIVER	N	All	3	38.26	38.26	1.5	1.5	2.0	8.10	7.97	0.00	0.15
TRUCK DRIVER	N	All	4	38.46	38.26	1.5	1.5	2.0	8.10	7.97	0.00	0.15
TRUCK DRIVER	S	All	1	35.02	38.55	1.5	1.5	2.0	11.92	5.66	0.00	0.25
TRUCK DRIVER	S	All	2	35.54	38.55	1.5	1.5	2.0	11.92	5.66	0.00	0.25
TRUCK DRIVER	S	All	3	35.77	38.55	1.5	1.5	2.0	11.92	5.66	0.00	0.25
TRUCK DRIVER	S	All	4	36.10	38.55	1.5	1.5	2.0	11.92	5.66	0.00	0.25
TRUCK DRIVER	S	All	5	37.05	38.55	1.5	1.5	2.0	11.92	5.66	0.00	0.25

#### Explanations

#### MCLEAN COUNTY

FENCE ERECTOR - See Ironworkers.

IRONWORKERS (EAST) - That part of the county East of a diagonal line

from Heyworth to a point half way between Chenoa and Weston.

TEAMSTERS (NORTH) - North of a straight line starting on the west side where Route 24 crosses McClean County line in a southeasterly direction to the most south-southwestern corner of Livingston County.

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and Veterans Day in some classifications/counties. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration. If in doubt, please check with IDOL.

Oil and chip resealing (O&C) means the application of road oils and liquid asphalt to coat an existing road surface, followed by

application of aggregate chips or gravel to coated surface, and subsequent rolling of material to seal the surface.

#### EXPLANATION OF CLASSES

ASBESTOS - GENERAL - removal of asbestos material/mold and hazardous materials from any place in a building, including mechanical systems where those mechanical systems are to be removed. This includes the removal of asbestos materials/mold and hazardous materials from ductwork or pipes in a building when the building is to be demolished at the time or at some close future date.

ASBESTOS - MECHANICAL - removal of asbestos material from mechanical systems, such as pipes, ducts, and boilers, where the mechanical systems are to remain.

#### CERAMIC TILE FINISHER, MARBLE FINISHER, TERRAZZO FINISHER

Assisting, helping or supporting the tile, marble and terrazzo

mechanic by performing their historic and traditional work assignments required to complete the proper installation of the work covered by said crafts. The term "Ceramic" is used for naming the classification only and is in no way a limitation of the product handled. Ceramic takes into consideration most hard tiles.

#### ELECTRONIC SYSTEMS TECHNICIAN

Installation, service and maintenance of low-voltage systems which utilizes the transmission and/or transference of voice, sound, vision, or digital for commercial, education, security and entertainment purposes for the following: TV monitoring and surveillance, background/foreground music, intercom and telephone interconnect, field programming, inventory control systems, microwave transmission, multi-media, multiplex, radio page, school, intercom and sound burglar alarms and low voltage master clock systems.

Excluded from this classification are energy management systems, life

safety systems, supervisory controls and data acquisition systems not intrinsic with the above listed systems, fire alarm systems, nurse call systems and raceways exceeding fifteen feet in length.

#### LABORER, SKILLED - BUILDING

The skilled laborer building (BLD) classification shall encompass the following types of work, irrespective of the site of the work: tending of carpenters in unloading, handling, stockpiling and distribution operations, also other building crafts, mixing, handling, and conveying of all materials used by masons, plasterers and other building construction crafts, whether done by hand or by any process.

The drying of plastering when done by salamander heat, and the cleaning and clearing of all debris. All work pertaining to and in preparation of asbestos abatement and removal. The building of scaffolding and staging for masons and plasterers. The excavations for buildings and all other construction, digging, of trenches, piers, foundations and holes, digging, lagging, sheeting, cribbing, bracing

and propping of foundations, holes, caissons, cofferdams, and dikes, the setting of all guidelines for machine or hand excavation and subgrading. The mixing, handling, conveying, pouring, vibrating, gunniting and otherwise applying of concrete, whether by hand or other method of concrete for any walls, foundations, floors, or for other construction concrete sealant men. The wrecking, stripping, dismantling, and handling of concrete forms and false work, and the building of centers for fireproofing purposes. Boring machine, gas, electric or air in preparation for shoving pipe, telephone cable, and so forth, under highways, roads, streets and alleys. All hand and power operating cross cut saws when used for clearing. All work in compressed air construction. All work on acetylene burners in salvaging. The blocking and tamping of concrete. The laying of sewer tile and conduit, and pre-cast materials. The assembling and dismantling of all jacks and sectional scaffolding, including elevator construction and running of slip form jacks. The work of drill running and blasting, including wagon drills. The wrecking, stripping, dismantling, cleaning, moving and oiling of forms. The

cutting off of concrete piles. The loading, unloading, handling and carrying to place of installation of all rods, (and materials for use in reinforcing) concrete and the hoisting of same and all signaling where hoist is used in this type of construction coming under the jurisdiction of the Laborers' Union. And, all other labor work not awarded to any other craft. Mortar mixers, kettlemen and carrier of hot stuff, tool crib men, watchmen (Laborer), firemen or salamander tenders, flagmen, deck hands, installation and maintenance of temporary gas-fired heating units, gravel box men, dumpmen and spotters, fencing Laborers, cleaning lumber, pit men, material checkers, dispatchers, unloading explosives, asphalt plant laborers, writer of scale tickets, fireproofing laborers, janitors, asbestos abatement and removal laborers, handling of materials treated with oil, creosote, chloride, asphalt, and/or foreign material harmful to skin or clothing, Laborers with de-watering systems, gunnite nozzle men, laborers tending masons with hot material or where foreign materials are used, Laborers handling masterplate or similar materials, laser beam operator, concrete burning machine operator,

material selector men working with firebrick or combustible material, dynamite men, track laborers, cement handlers, chloride handlers, the unloading and laborers with steel workers and re-bars, concrete workers (wet), luteman, asphalt raker, curb asphalt machine operator, ready mix scalemen, permanent, portable or temporary plant drilling machine operator, plaster tenders, underpinning and shoring of buildings, fire watch, signaling of all power equipment, to include trucks excavating equipment, etc., tree topper or trimmer when in connection to construction, tunnel helpers in free air, batch dumpers, kettle and tar men, tank cleaners, plastic installers, scaffold workers, motorized buggies or motorized unit used for wet concrete or handling of building materials, sewer workers, rod and chain men, vibrator operators, mortar mixer operator, cement silica, clay, fly ash, lime and plasters, handlers (bulk or bag), cofferdam workers, on concrete paving, placing, cutting and tying of reinforcing, deck hand, dredge hand and shore laborers, bankmen on floating plant, asphalt workers with machine & layers, grade checker, power tools, caisson workers, lead man on sewer work, welders, cutters, burners and torch

men, chain saw operators, paving breaker, jackhammer and drill operator, layout man and/or drainage tile layer, steel form setters -- street and highway, air tamping hammerman, signal man on crane, concrete saw operator, screen man on asphalt pavers, front end man on chip spreader, multiple concrete duct -- lead man.

#### LABORER, SKILLED - HIGHWAY

The skilled laborer heavy and highway (HWY) classification shall encompass the following types of work, irrespective of the site of the work: handling of materials treated with oil, creosote, asphalt and/or any foreign materials harmful to skin or clothing, track laborers, chloride handlers, the unloading and loading with steel workers and re-bars, concrete workers (wet), tunnel helpers in free air, batch dumpers, mason tenders, kettle and tar men, plastic installers, scaffold workers, motorized buggies or motorized unit used for wet concrete or handling of building materials, laborers with de-watering systems, sewer workers plus depth, rod and chainmen,

vibrator operators, mortar mixer operators, cement silica, clay, fly ash, lime and plasters, handlers (bulk or bag), cofferdam workers plus depth, on concrete paving, placing, cutting and tying or reinforcing, deck hand, dredge hand shore laborers, bankmen on floating plant, asphalt workers with machine, and layers, grade checker, power tools, stripping of all concrete forms excluding paving forms, dumpmen and spotters, when necessary, caisson workers plus depth, gunnite nozzle men, welders, cutters, burners and torchmen, chain saw operators, paving breaker, jackhammer and drill operators, layout man and/or drainage tile layer, steel form setters - street and highway, air tamping hammerman, signal man on crane, concrete saw operator, screedman on asphalt pavers, front end man on chip spreader, multiple concrete duct, luteman, asphalt raker, curb asphalt machine operator, ready mix scalemen (portable or temporary plant), laser beam operator, concrete burning machine operator, and coring machine operator.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION - SOUTH

Class 1. Drivers on 2 axle trucks hauling less than 9 ton. Air compressor and welding machines and brooms, including those pulled by separate units, truck driver helpers, warehouse employees, mechanic helpers, greasers and tiremen, pickup trucks when hauling materials, tools, or workers to and from and on-the-job site, and fork lifts up to 6,000 lb. capacity.

Class 2. Two or three axle trucks hauling more than 9 ton but hauling less than 16 ton. A-frame winch trucks, hydrolift trucks, vector trucks or similar equipment when used for transportation purposes. Fork lifts over 6,000 lb. capacity, winch trucks, four axle combination units, and ticket writers.

Class 3. Two, three or four axle trucks hauling 16 ton or more. Drivers on water pulls, articulated dump trucks, mechanics and working forepersons, and dispatchers. Five axle or more combination units.

Class 4. Low Boy and Oil Distributors.

Class 5. Drivers who require special protective clothing while employed on hazardous waste work.

#### TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION - NORTH

Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry-alls; Fork Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman; Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 man; Teamsters; Unskilled dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

Class 2. Four axle trucks; Dump Crets and Adgetors under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnatrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

Class 4. Six axle trucks; Dual-purpose vehicles, such as mounted

crane trucks with hoist and accessories; Foreman; Master Mechanic;  
Self-loading equipment like P.B. and trucks with scoops on the front.

TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.

This shall encompass laborers, workers and mechanics who drive contractor or subcontractor owned, leased, or hired pickup, dump, service, or oil distributor trucks. The work includes transporting materials and equipment (including but not limited to, oils, aggregate supplies, parts, machinery and tools) to or from the job site; distributing oil or liquid asphalt and aggregate; stock piling material when in connection with the actual oil and chip contract.

The Truck Driver (Oil & Chip Resealing) wage classification does not include supplier delivered materials.

OPERATING ENGINEERS - BUILDING

Class 1. Cranes; Overhead Cranes; Gradall; All Cherry Pickers;

Mechanics; Central Concrete Mixing Plant Operator; Road Pavers (27E -

Dual Drum - Tri Batchers); Blacktop Plant Operators and Plant Engineers; 3 Drum Hoist; Derricks; Hydro Cranes; Shovels; Skimmer Scoops; Koehring Scooper; Drag Lines; Backhoe; Derrick Boats; Pile Drivers and Skid Rigs; Clamshells; Locomotive Cranes; Dredge (all types) Motor Patrol; Power Blades - Dumore - Elevating and similar types; Tower Cranes (Crawler-Mobile) and Stationary; Crane-type Backfiller; Drott Yumbo and similar types considered as Cranes; Caisson Rigs; Dozer; Tournadozer; Work Boats; Ross Carrier; Helicopter; Tournapulls - all and similar types; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Heavy Equipment Greaser; CMI, CMI Belt Placer, Auto Grade & 3 Track and similar types; Side Booms; Multiple Unit Earth Movers; Creter Crane; Trench Machine; Pump-crete-Belt Crete-Squeeze Cretes-Screw-type Pumps and Gypsum; Bulker & Pump - Operator will clean; Formless Finishing Machine; Flaherty Spreader or similar types; Screed Man on Laydown Machine; Wheel Tractors (industrial or Farm-type w/Dozer-Hoe-Endloader or other attachments); F.W.D. & Similar Types; Vermeer Concrete Saw.

Class 2. Dinkeys; Power Launches; PH One-pass Soil Cement Machine (and similar types); Pugmill with Pump; Backfillers; Euclid Loader; Forklifts; Jeeps w/Ditching Machine or other attachments; Tunneler; Automatic Cement and Gravel Batching Plants; Mobile Drills (Soil Testing) and similar types; Guries and Similar Types; (1) and (2) Drum Hoists (Buck Hoist and Similar Types); Chicago Boom; Boring Machine & Pipe Jacking Machine; Hydro Boom; Dewatering System; Straw Blower; Hydro Seeder; Assistant Heavy Equipment Greaser on Spread; Tractors (Track type) without Power Unit pulling Rollers; Rollers on Asphalt -- Brick Macadem; Concrete Breakers; Concrete Spreaders; Mule Pulling Rollers; Center Stripper; Cement Finishing Machines & CMI Texture & Reel Curing Machines; Cement Finishing Machine; Barber Green or similar loaders; Vibro Tamper (All similar types) Self-propelled; Winch or Boom Truck; Mechanical Bull Floats; Mixers over 3 Bag to 27E; Tractor pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Truck Type Hoptoe Oilers; Fireman; Spray Machine on Paving; Curb Machines; Truck Crane Oilers; Oil Distributor;

Truck-Mounted Saws.

Class 3. Air Compressor; Power Subgrader; Straight Tractor; Trac Air without attachments; Herman Nelson Heater, Dravo, Warner, Silent Glo, and similar types; Roller: Five (5) Ton and under on Earth or Gravel; Form Grader; Crawler Crane & Skid Rig Oilers; Freight Elevators - permanently installed; Pump; Light Plant; Generator; Conveyor (1) or (2) - Operator will clean; Welding Machine; Mixer (3) Bag and Under (Standard Capacity with skip); Bulk Cement Plant; Oiler on Central Concrete Mixing Plant.

#### OPERATING ENGINEERS - HEAVY AND HIGHWAY CONSTRUCTION

CLASS 1. Cranes; Hydro Cranes; Shovels; Crane Type Backfiller; Tower, Mobile, Crawler, & Stationary Cranes; Derricks; Hoists (3 Drum); Draglines; Drott Yumbo & Similar Types considered as Cranes; 360 Degree Swing Excavator (Shears, Grapples, Movacs, etc.); Back Hoe; Derrick Boats; Pile Driver and Skid Rigs; Clam Shell; Locomotive -

Cranes; Road Pavers - Single Drum - Dual Drum - Tri Batcher; Motor Patrols & Power Blades - Dumore - Elevating & Similar Types; Mechanics; Central Concrete Mixing Plant Operator; Asphalt Batch Plant Operators and Plant Engineers; Gradall; Caisson Rigs; Skimmer Scoop - Koering Scooper; Dredges (all types); Hoptoe; All Cherry Pickers; Work Boat; Ross Carrier; Helicopter; Dozer; Tournadozer; Tournapulls - all and similar types; Operation of Concrete and all Recycle Machines; Multiple Unit Earth Movers; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Operation of Material Crusher, Screening Plants, and Tunnel Boring Machine; Heavy Equipment Greaser (top greaser on spread); CMI, Auto Grade, CMI Belt Placer & 3 Track and Similar Types; Side Booms; Asphalt Heater & Planer Combination (used to plane streets); Wheel Tractors (with Dozer, Hoe or Endloader Attachments); CAT Earthwork Compactors and Similar Types; Blaw Knox Spreader and Similar Types; Trench Machines; Pump Crete - Belt Crete - Squeeze Crete - Screw Type Pumps and Gypsum (operator will clean); Creter Crane; Operation of Concrete Pump Truck; Formless Finishing Machines;

Flaherty Spreader or Similar Types; Screed Man on Laydown Machine; Vermeer Concrete Saw; Operation of Laser Screed; Span Saw; Dredge Leverman; Dredge Engineer; Lull or Similar Type; Hydro-Boom Truck; Operation of Guard Rail Machine; and Starting Engineer on Pipeline or Construction (11 or more pieces) including: Air Compressor (Trailer Mounted), All Forced Air Heaters (regardless of Size), Water Pumps (Greater than 4-1/2" or Total Discharge Over 4-1/2"), Light Plants, Generators (Trailer Mounted - Excluding Decontamination Trailer), Welding Machines (Any Size or Mode of Power), Conveyor, Mixer (any size), Stud Welder, Power Pac, etc, and Ground Heater (Trailer Mounted).

CLASS 2. Bulker & Pump; Power Launches; Boring Machine & Pipe Jacking Machine; Dinkeys; Operation of Carts, Powered Haul Unit for a Boring Machine; P & H One Pass Soil Cement Machines and Similar Types; Wheel Tractors (Industry or Farm Type - Other); Back Fillers; Euclid Loader; Fork Lifts; Jeep w/Ditching Machine or Other Attachments; Tunneluger; Automatic Cement & Gravel Batching Plants; Mobile Drills - Soil

Testing and Similar Types; Pugmill with Pump; All (1) and (2) Drum  
Hoists; Dewatering System; Straw Blower; Hydro-Seeder; Bump Grinders  
(self-propelled); Assistant Heavy Equipment Greaser; Apsco Spreader;  
Tractors (Track-Type) without Power Units Pulling Rollers; Rollers on  
Asphalt - Brick or Macadam; Concrete Breakers; Concrete Spreaders;  
Cement Strippers; Cement Finishing Machines & CMI Texture & Reel  
Curing Machines; Vibro-Tampers (All Similar Types Self-Propelled);  
Mechanical Bull Floats; Self-Propelled Concrete Saws; Truck Mounted  
Power Saws; Operation of Curb Cutters; Mixers - Over Three (3) Bags;  
Winch and Boom Trucks; Tractor Pulling Power Blade or Elevating  
Grader; Porter Rex Rail; Clary Screed; Mule Pulling Rollers; Pugmill  
without Pump; Barber Greene or Similar Loaders; Track Type Tractor  
w/Power Unit attached (minimum); Fireman; Spray Machine on Paving;  
Curb Machines; Paved Ditch Machine; Power Broom; Self-Propelled  
Sweepers; Self-Propelled Conveyors; Power Subgrader; Oil Distributor;  
Straight Tractor; Truck Crane Oiler; Truck Type Oilers; Directional  
Boring Machine; Horizontal Directional Drill; Articulating End Dump  
Vehicles; Starting Engineer on Pipeline or Construction (6 -10

pieces) including: Air Compressor (Trailer Mounted), All Forced Air Heaters (regardless of Size), Water Pumps (Greater than 4-1/2" or Total Discharge Over 4-1/2"), Light Plants, Generators (Trailer Mounted - Excluding Decontamination Trailer), Welding Machines (Any Size or Mode of Power), Conveyor, Mixer (any size), Stud Welder, Power Pac, etc., and Ground Heater (Trailer Mounted).

CLASS 3. Straight Framed Truck Mounted Vac Unit (separately powered); Trac Air Machine (without attachments); Rollers - Five Ton and Under on Earth and Gravel; Form Graders; Bulk Cement Plant; Oilers; and Starting Engineer on Pipeline or Construction (3 - 5 pieces) including: Air Compressor (Trailer Mounted), All Forced Air Heaters (regardless of Size), Water Pumps (Greater than 4-1/2" or Total Discharge Over 4-1/2"), Light Plants, Generators (Trailer Mounted - Excluding Decontamination Trailer), Welding Machines (Any Size or Mode of Power), Conveyor, Mixer (any size), Stud Welder, Power Pac, etc., and Ground Heater (Trailer Mounted).

## Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 217-782-1710 for wage rates or clarifications.

## LANDSCAPING

Landscaping work falls under the existing classifications for laborer,

operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.



## MEMO

DATE: June 27, 2017

TO: Board of Trustees

FROM: Isaac Thorne, Interim General Manager

Subject: Grant application for the purchase of Four (4) Demand Response Vehicles and One (1) Van

**RECOMMENDATION:** That the Resolution authorizing application for a Public Transportation Captain Assistance Grant under the Illinois Department of Transportation's (IDOT) general authority to make such Grants be adopted.

**BACKGROUND:** Through the Federal Transit Administration and IDOT's Consolidated Vehicle Procurement Program, Connect Transit is eligible to apply for grant funding for the purchase of four (4) demand response vehicles and one (1) van. As part of the application process, Connect Transit must adopt a Resolution ensuring that Connect Transit is eligible to apply, and that the application's purpose is to offset capital costs of purchasing the vehicles. Staff recommends that the Board approve the application and adopt the Resolution for the purchase of four (4) Demand Response Vehicles and One (1) Van.

**FINANCIAL IMPACT:** None.



Appendix D
Governing Board Resolution Sample Language

Resolution

No. 2017-002

Resolution authorizing application for a Public Transportation Capital Assistance Grant under the Illinois Department of Transportation's general authority to make such Grants.

WHEREAS, The provision and improvement of public transportation facilities is essential to the development of a safe, efficient, functional public transportation system; and

WHEREAS, The Illinois Department of Transportation has the authority to make such Grants and makes funds available to offset certain capital costs of a private non-profit, general public transportation system or an IDOT Certified Public Provider transportation system providing specialized paratransit service; and

WHEREAS, Grants for said funds will impose certain obligations upon the recipient.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE Bloomington-Normal Public Transit System:

Section 1. That an application be made to the Division of Public and Intermodal Transportation, Department of Transportation, State of Illinois, for a financial assistance grant under the Illinois Department of Transportation's general authority to make such Grants, for the purpose of off-setting certain public transportation facility capital costs of Bloomington-Normal Public Transit System.

Section 2. That (Designated Official) of the Bloomington-Normal Public Transit System is hereby authorized and directed to execute and file on behalf of the Bloomington-Normal Public Transit System such application.

Section 3. That the (Designated Official) of the Bloomington-Normal Public Transit System is authorized to furnish such additional information as may be required by the Division of Public and Intermodal Transportation in connection with the aforesaid application for said Grant.

Section 4. That (Designated Official) of the Bloomington-Normal Public Transit System is hereby authorized and directed to execute and file on behalf of the Bloomington-Normal Public Transit System all required Grant Agreements with the Illinois Department of Transportation.

PRESENT and ADOPTED the 27th day of June, 20 17

(Signature of Official)

Vice Chairman Title

ATTEST:

Secretary Title



Opinion of Counsel

I, the undersigned, am an attorney, licensed by and duly admitted to practice law in the State of Illinois and counsel for and attorney for the Bloomington-Normal Public Transit System,. In this capacity, my opinion has been requested concerning the eligibility of the Bloomington-Normal Public Transit System for grant assistance under the provisions of the Civil Administrative Code of Illinois (Act), 20 ILCS 2705-305. You are hereby advised as follows:

1. The Bloomington-Normal Public Transit System is an eligible recipient as defined in state regulations.
2. There are no provisions in the Bloomington-Normal Public Transit System's charter or by-laws or in the statutes of the State, the United States of America, or any other local ordinances that preclude or prohibit the Bloomington-Normal Public Transit System from making said application for or contracting with the State for the purpose of receiving a State capital improvement grant.
3. The undersigned has no knowledge of any pending or threatened litigation, in either Federal or State courts which would adversely affect this application, or which seeks to prohibit the Bloomington Normal Public Transit System from contracting with the State for the purpose of receiving a State capital improvement grant.

Based upon the foregoing, I am of the opinion that the Bloomington-Normal Public Transit System is an eligible recipient under the provisions of the Act, and that it is fully empowered and authorized to apply for and to accept the grant from the State.

Attorney for:

Bloomington-Normal Public Transit System

(Name of Applicant)

Signature

Steven Mahrt

Print Attorney's Name

#6186393

ARDC Registration Number



## MEMO

DATE: June 27, 2017  
TO: Board of Trustees  
FROM: Isaac Thorne, Interim General Manager  
Subject: Recommendation for Uber Displays Pilot Program

**RECOMMENDATION:** That a three (3) month pilot program with Uber Displays be approved.

**BACKGROUND:** Connect Transit has been in discussions with Uber Displays about their LED advertising displays that can be mounted on the back of Connect buses for advertising revenue. Uber Displays has given a demonstration of their product to Connect and also with Town of Normal and City of Bloomington.

Uber Displays technology allows businesses to target certain geographical areas or locations with advertising on the LED screens. It will also allow one day, week, or month advertising on certain routes. There will be approximately eight ads per screen that will cycle every eight seconds.

Connect will have eight (8) buses outfitted with the LED screens, pending the approval of the City of Bloomington Council and Planning Commission vote on the passage of an ordinance to allow LED screens on the back of buses. The pilot program will allow the community to adjust to the LED screens.

**FINANCIAL IMPACT:** Connect Transit has estimated \$150,000 in additional advertising revenue being generated from Uber Displays advertising.



- K. Executive Session – cite section
- L. Adjournment



## MEMO

Date: June 27, 2017

To: Board of Trustees

From: Julie Beer, Executive Assistant

Subject: Appointment to the Community Transportation Advisory Committee (CTAC)

**BACKGROUND:** On March 21, 2017, the Board of Trustees approved the appointment of Eric Bush from Mid Central Community Action to the Community Transportation Advisory Committee. Since that time, Mr. Bush notified staff that due to a job promotion he would be unable to continue to serve on CTAC. He did, however, recommend a colleague from Mid Central Community Action for his replacement. An application for appointment was received and an interview with the applicant conducted. Staff respectfully requests the following appointment be approved:

Jeremy Studebaker – Mid Central Community Action – Community Building and Engagement Coordinator

**PROPOSED ACTION:** That the appointment be approved.



## MEMO

DATE: June 27, 2017  
TO: Board of Trustees  
FROM: Isaac Thorne, Interim General Manager  
Subject: Strategic Plan for 2021 Recommendation

**RECOMMENDATION:** That the Strategic Plan for 2021 be approved as presented.

**BACKGROUND:** Connect Transit Board of Trustees and staff developed the strategic plan with the help of Lynn Montei Consulting over a twelve week period. The strategic plan was put together through individual Board of Trustee interviews and nine staff and board work sessions.



## MEMO

DATE: June 27, 2017  
TO: Board of Trustees  
FROM: Isaac Thorne, Interim General Manager  
Subject: Strategic Plan Year One Objectives

**RECOMMENDATION:** That the strategic plan year one objectives be approved.

YEAR ONE OBJECTIVES (not in order of importance):

1. Design or adjust proposed system routes to ensure alignment with and performance toward transit objectives.

The Comprehensive Operational Analysis conducted by Nelson\Nygaard included stakeholder input that favored more frequent bus service. The route network design created by Nelson\Nygaard and unanimously approved by the Connect Transit board included more frequent service as well as coverage routes. Additionally, Nelson\Nygaard used five guiding principles to design the bus network that Connect Transit will closely imitate when making route proposal recommendations.

The Mclean County Long Range Transportation Plan is developed on the "foundation of sustainable development characterized by careful use of resources, conservation of land, compact neighborhood design, and the use of alternative transportation modes". Staff will create a five year transportation service plan that will be in conjunction with Mclean County Regional Planning Commission Long Range Transportation Plan to determine where additional service such as frequency will be in a five year time frame. Staff will focus on service enhancements that will provide a more frequent bus service network. This will also give the community an understanding of where the frequent bus service will be located and what the bus system network will look like in five years based on population growth, housing and business development, etc.

Strategic Plan Goal 1, Strategy 2, Action 1



2. Explore fare restructuring

Staff will procure a consulting firm to review and make recommendation regarding the current fare structure. Connect Transit has not raised the one way fare for fixed route transit in ten years. This will be a comprehensive review of fares and passes with a recommended fare structure over a five year time period.

Strategic Plan Goal 1, Strategy 4, Action 2

3. Conduct periodic customer surveys, interviews or focus groups, to obtain suggestions and feedback, and gauge satisfaction.

Staff will conduct rider and customer satisfaction surveys to establish a baseline for future surveys assessing the performance and reliability of Connect services. Connect Transit Advisory Committee and stakeholder interviews will be used for suggestions and feedback on five year transportation plan, fare restructuring, and service delivery.

Strategic Plan Goal 2, Strategy 2, Action 5

4. Formalize routine data analysis, reporting and metrics to monitor and evaluate system performance.

Staff will seek board direction in formalizing the monthly board reports with proper reporting and metrics to monitor and evaluate the system performance.

Strategic Plan Goal 3, Strategy 2, Action 1

5. Create a marketing and communications plan that amplifies the value of the transit system to the general public, and demonstrates its return on investment in social, economic and environmental terms.

Staff will create marketing and communications plan that builds awareness of the public transit for all stakeholders in the community and its return on investment.

Strategic Plan Goal 4, Strategy 2, Action 2

6. Emphasize the value of transit accessibility in land use development.

Staff will emphasize the need and value for transit accessibility in land use development. During last year's community engagement sessions customers



frequently talked about the lack of sidewalks and infrastructure. Staff will also conduct an accessibility review to prioritize improved pedestrian connections, bus stops pads, shelters, and signage.

Strategic Plan Goal 5, Strategy 3, Action 2.



## MEMO

DATE: June 27, 2017  
TO: Board of Trustees  
FROM: Isaac Thorne, Interim General Manager  
Subject: Universal Access - Heartland Community College

**RECOMMENDATION:** That the Universal Access Agreement with Heartland Community College be renewed for fiscal year 2018 in the amount of \$80,500.

**BACKGROUND:** The Universal Access Agreement allows students and employees of Heartland Community College to ride the Connect Transit fixed route buses free charge upon displaying their valid school ID. Connect Transit will provide established and regularly publicized public transportation service to the Bloomington-Normal community. Heartland Community College will pay \$80,500 to Connect Transit based on an estimate of 115,000 rides provided in fiscal year 2017. This is a five percent (5%) increase in the rate charged per ride.



## MEMO

DATE: June 27, 2017  
TO: Board of Trustees  
FROM: Julie Beer – Executive Assistant  
SUBJECT: Prevailing Wage Ordinance

**RECOMMENDATION:** That the Ordinance be passed.

**BACKGROUND:** As an intergovernmental agency created by Intergovernmental Agreement between the Town of Normal and the City of Bloomington, Connect Transit has contracted for public works projects under the umbrella of The Town and City's Prevailing Wage Resolutions and/or Ordinances. Staff has recently been advised by legal counsel that Connect Transit should pass its own Prevailing Wage Ordinance and file a certified copy with the Illinois Department of Labor on an annual basis.

Under the umbrella of the Town and City, it has always been in the practice of Connect Transit to pay Prevailing Wage for any public works project it has undertaken; as noted previously. The passage of this Prevailing Wage Ordinance formalizes and establishes Connect Transit's procedure as a public body

**FINANCIAL IMPACT:** None.



## MEMO

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TO: Board of Trustees

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**FINANCIAL IMPACT:** None.



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