



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

**Mission:**

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

## AGENDA

**Connect Transit Board of Trustees  
Regular Session**

**April 26, 2022 – 4:30 P.M.**

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

- A. Call to Order
- B. Roll Call
- C. Pledge of Allegiance
- D. Public Comments
- E. Consent Agenda
  - a. Approval of March 22, 2022, Annual Meeting Minutes
  - b. Approval of March 22, 2022, Regular Session Minutes
  - c. Approval of March 22, 2022, Executive Session Minutes
  - d. Financial Information for March 2022
  - e. Monthly Statistical Reports for March 2022
  - f. Cardinal Infrastructure Federal Report
  - g. Cornerstone – Illinois Weekly Update
- F. New Business
  - a. Recommendation for the Purchase of Six Medium Duty Paratransit Vehicles (RCV)
  - b. Recommendation to Approve the ISU Universal Access Contract for a Three-Year Period of July 1, 2022 to June 30, 2025 (RCV)
  - c. Recommendation for Vanpool Services (RCV)
  - d. West Bloomington-Normal Route Proposal (RCV)
- G. Chairman's Report
  - a. Committee Appointments
- H. General Manager's Report
  - a. Recruiting
  - b. Training
  - c. COVID and Vaccinations
  - d. FY23 Budget
- I. Trustee Comments
- J. Executive Session (cite)
- K. Adjournment



**March 2022**

# **Financial and Statistical Reports**



## Connect Transit Cash Disbursement Report March 2022

Name	Check Number	Date	Amount	Description
A.T.U. - C.O.P.E.	00055275	11-Mar-22	\$129.64	Payroll Deduction
ABC Bus Companies	00055232	04-Mar-22	\$204.60	Bus Parts
ABC Bus Companies	00055276	11-Mar-22	\$468.63	Bus Parts
ABC Bus Companies	00055308	18-Mar-22	\$1,686.24	Bus Parts
ABC Bus Companies	00055333	25-Mar-22	\$620.88	Bus Parts
Ace-Hi Glass Co.	00055334	25-Mar-22	\$496.32	Glass
Advance Auto Parts	00055233	04-Mar-22	\$462.34	Maintenance Supplies
Advance Auto Parts	00055277	11-Mar-22	\$472.61	Maintenance Supplies
Advance Auto Parts	00055309	18-Mar-22	\$508.00	Maintenance Supplies
Advance Auto Parts	00055335	25-Mar-22	\$313.89	Maintenance Supplies
Airgas USA, LLC	00055278	11-Mar-22	\$226.51	Welding Supplies
Amalgamated Transit Union Local 752	00055279	11-Mar-22	\$6,532.25	Payroll Deduction
Amalgamated Transit Union Local 752	00055336	25-Mar-22	\$250.00	Payroll Deduction
Amazon Capital Service	00055234	04-Mar-22	\$851.99	Bus Parts, materials & Supplies & Office Supplies
Amazon Capital Service	00055280	11-Mar-22	\$32.90	Office Supplies
Amazon Capital Service	00055310	18-Mar-22	\$1,551.87	Materials & Supplies, Office Supplies, Safety & Training, & Shop Tools
Amazon Capital Service	00055337	25-Mar-22	\$588.25	Computer Hardware, Office Supplies, and Safety & Training
Ancl, Glink, Diamond, Bush, DiCianni &	00055281	11-Mar-22	\$200.00	Legal Service
Aramark Uniform Services	00055235	04-Mar-22	\$930.00	Cleaning Uniforms & Rugs
Aramark Uniform Services	00055311	18-Mar-22	\$516.84	Cleaning Uniforms & Rugs
Aramark Uniform Services	00055338	25-Mar-22	\$950.54	Cleaning Uniforms & Rugs
ARI Phoenix, Inc	00055312	18-Mar-22	\$7,951.08	Maintenance Equipment
Assurance Agency, Ltd.	00055282	11-Mar-22	\$86,783.75	Insurance
Awarity	00055313	18-Mar-22	\$299.00	Advertising
Bellas Landscaping	00055236	04-Mar-22	\$3,200.00	Snow Removal
Bellas Landscaping	00055314	18-Mar-22	\$3,165.00	Snow Removal
Birkey's Farm Store, Inc	00055339	25-Mar-22	\$1,026.32	Bus Parts
Blue Cross and Blue Shield of Illinois	00055340	25-Mar-22	\$115,813.28	Insurance
Blue Springs, Inc	00055283	11-Mar-22	\$180.00	Portable Restrooms
Brink's Incorporated	00055284	11-Mar-22	\$213.10	Armored Services
Cardinal Infrastructure	00055341	25-Mar-22	\$6,000.00	Consulting
CDM Smith Inc.	00055237	04-Mar-22	\$58,622.45	Bloomington Transfer Center
Central Illinois Trucks Inc.	00055238	04-Mar-22	\$2,728.40	Bus Parts
Central Illinois Trucks Inc.	00055285	11-Mar-22	\$594.26	Bus Parts
Central Illinois Trucks Inc.	00055315	18-Mar-22	\$236.28	Bus Parts
Central Illinois Trucks Inc.	00055342	25-Mar-22	\$5,287.63	Bus Parts
Central States Bus Sales, Inc	00055239	04-Mar-22	\$165.78	Bus Parts
CHEMSEARCH H2O SOLUTIONS	00055286	11-Mar-22	\$675.00	Water Treatment
Childers Door Service of Central IL, LLC	00055240	04-Mar-22	\$85.00	Building Maintenance
CIRBN, LLC	00055343	25-Mar-22	\$147.13	Internet
City of Bloomington	00055287	11-Mar-22	\$130.41	Utilities
Commerce	ACH	01-Mar-22	\$1,229.32	Loan Payment
Commerce	ACH	10-Mar-22	\$116.49	Bank Fees
Commerce	ACH	29-Mar-22	\$5,000.00	Loan Payment
Corn Belt Energy Corp.	00055316	18-Mar-22	\$5,114.06	Utilities
Cornerstone Government Affairs	00055288	11-Mar-22	\$3,958.33	Consulting
Crown Lift Trucks-795	00055241	04-Mar-22	\$2,700.00	Floor Scrubber Repairs
Cummins Sales and Service	00055317	18-Mar-22	\$297.97	Bus Parts
Cummins Sales and Service	00055344	25-Mar-22	\$2,183.47	Bus Parts
David Eckardt	00055345	25-Mar-22	\$59.80	Uniform Reimbursement
David Singletary	00055242	04-Mar-22	\$52.90	Uniform Reimbursement
Don Owen Tire Service, Inc.	00055318	18-Mar-22	\$956.48	Bus Parts
Eagle Automotive	00055243	04-Mar-22	\$91.91	Bus Parts
Eagle Automotive	00055319	18-Mar-22	\$23.14	Bus Parts
Eagle Automotive	00055346	25-Mar-22	\$37.77	Bus Parts
East Penn Manufacturing Co., Inc.	00055347	25-Mar-22	\$3,276.91	Bus Parts
Engraving Express	00055244	04-Mar-22	\$62.50	Driver's Uniforms
Evergreen FS	00055320	18-Mar-22	\$724.05	Fuel
Evergreen FS	00055348	25-Mar-22	\$5,245.13	Fuel
Express Services, Inc.	00055245	04-Mar-22	\$235.20	Temp Service
Express Services, Inc.	00055289	11-Mar-22	\$156.80	Temp Service
Express Services, Inc.	00055349	25-Mar-22	\$655.20	Temp Service
Fasteners Etc.	00055246	04-Mar-22	\$84.38	Maintenance Supplies



**Connect Transit  
Cash Disbursement Report  
March 2022**

Name	Check Number	Date	Amount	Description
Fasteners Etc.	00055290	11-Mar-22	\$17.25	Maintenance Supplies
Fasteners Etc.	00055321	18-Mar-22	\$189.35	Maintenance Supplies
Frontier	00055350	25-Mar-22	\$102.55	Telephone
Gatekeeper Systems, INC.	00055322	18-Mar-22	\$2,931.53	Bus Parts
Genfare	ACH	03-Mar-22	\$40.00	Pass Refund
Genfare	ACH	04-Mar-22	\$10.00	Pass Refund
Genfare	ACH	11-Mar-22	\$40.00	Pass Refund
Genfare	00055291	11-Mar-22	\$427.64	Software and Hardware
Genfare	00055351	25-Mar-22	\$364.16	Software and Hardware
Gillig LLC	00055247	04-Mar-22	\$35.70	Bus Parts
Great Plains Media	00055248	04-Mar-22	\$720.00	Radio Advertising
Heller Ford	00055292	11-Mar-22	\$12.81	Bus Parts
Heller Ford	00055352	25-Mar-22	\$180.93	Bus Parts
ICMA	ACH	10-Mar-22	\$32,454.36	457 Retirement Payment
ICMA	ACH	24-Mar-22	\$32,025.16	457 Retirement Payment
Illinois Department of Revenue	00055293	11-Mar-22	\$12,710.47	Payroll Deduction
Illinois Department of Revenue	00055353	25-Mar-22	\$12,671.90	Payroll Deduction
Illinois Oil Marketing Equipment, Inc.	00055323	18-Mar-22	\$435.00	Computer Software
Illinois State Disbursement Unit	00055294	11-Mar-22	\$246.54	Payroll Deduction
Illinois State Disbursement Unit	00055354	25-Mar-22	\$232.50	Payroll Deduction
Interstate Batteries of Mid-Illinois	00055249	04-Mar-22	\$1,679.60	Bus Parts
Jeff Stewart	00055295	11-Mar-22	\$119.57	Uniform Reimbursement
JEFFREY MANCIL	00055250	04-Mar-22	\$189.28	Travel & Meetings
John Crago	00055251	04-Mar-22	\$173.91	Building Maintenance
Kathleen Cooley	00055252	04-Mar-22	\$500.00	Uniforms
Ken's Oil Service, Inc	00055253	04-Mar-22	\$24,023.08	Bus Parts & Fuel
Ken's Oil Service, Inc	00055296	11-Mar-22	\$5,369.44	Bus Parts & Cleaning Supplies
Ken's Oil Service, Inc	00055324	18-Mar-22	\$616.60	Fuel
Ken's Oil Service, Inc	00055355	25-Mar-22	\$17,566.25	Fuel
Kirk's Automotive, Inc	00055356	25-Mar-22	\$750.00	Bus Parts
Lewis, Yockey & Brown, Inc	00055325	18-Mar-22	\$150.00	Bus Stps
Marsha L Combs-Skinner	00055297	11-Mar-22	\$600.00	Payroll Deduction
Marsha L Combs-Skinner	00055357	25-Mar-22	\$600.00	Payroll Deduction
Menards	00055254	04-Mar-22	\$774.09	Building Maintenance, Garage Maintenance & Materials & Supplies
Miller Janitor Supply	00055255	04-Mar-22	\$121.00	Maintenance Supplies
Miller Janitor Supply	00055326	18-Mar-22	\$558.65	Maintenance Supplies
Miller Janitor Supply	00055358	25-Mar-22	\$124.35	Maintenance Supplies
Mohawk Mfg. & Supply Co.	00055298	11-Mar-22	\$1,231.44	Bus Parts
Morris Avenue Garage	00055256	04-Mar-22	\$70.00	Vehicle Inspection
Morris Avenue Garage	00055299	11-Mar-22	\$140.00	Vehicle Inspection
Morris Avenue Garage	00055327	18-Mar-22	\$105.00	Vehicle Inspection
Morton Community Bank	00055359	25-Mar-22	\$500.00	Health Savings Accounts
Mutual of Omaha	00055360	25-Mar-22	\$16,032.46	Life, AD&D, STD & LTD
Nicholas Boss	00055300	11-Mar-22	\$89.14	Tool Reimbursement
Nicor Gas	00055257	04-Mar-22	\$8,667.07	Utilities
Pat Boylan	00055258	04-Mar-22	\$36.00	Uniform Reimbursement
Payroll	ACH	10-Mar-22	\$200,903.10	
Payroll	ACH	24-Mar-22	\$206,307.30	
Personal Finance Company LLC	00055301	11-Mar-22	\$80.00	Payroll Deduction
Piercy Auto Body	00055259	04-Mar-22	\$443.38	Outside Repair
Premier Staffing Solution, LLC	00055260	04-Mar-22	\$2,652.13	Staffing
Premier Staffing Solution, LLC	00055302	11-Mar-22	\$2,569.58	Staffing
Premier Staffing Solution, LLC	00055328	18-Mar-22	\$2,673.99	Staffing
Premier Staffing Solution, LLC	00055361	25-Mar-22	\$2,611.66	Staffing
Purchase Power	00055261	04-Mar-22	\$20.99	Postage
Republic Services # 368	00055262	04-Mar-22	\$335.86	Garbage Disposal
Safelite Auto Glass	00055303	11-Mar-22	\$85.00	Outside Repair
Safety-Kleen Systems, Inc	00055329	18-Mar-22	\$269.48	Solvent Tank
Sam Leman	00055263	04-Mar-22	\$44.80	Outside Repair
Sam Leman	00055330	18-Mar-22	\$179.30	Outside Repair
Southtown Wrecker Service, Inc.,	00055362	25-Mar-22	\$280.00	Towing
Stratus Networks	00055304	11-Mar-22	\$3,141.39	Internet
SumnerOne, Inc.	00055363	25-Mar-22	\$999.42	Copier Lease



**Connect Transit  
Cash Disbursement Report  
March 2022**

<b>Name</b>	<b>Check Number</b>	<b>Date</b>	<b>Amount</b>	<b>Description</b>
Sylvia Ventura	00055264	04-Mar-22	\$142.37	Uniform Reimbursement
TeVoert Auto Repair	00055364	25-Mar-22	\$175.00	Garage Equipment Repair
The Aftermarket Parts Company LLC	00055265	04-Mar-22	\$2,288.31	Bus Parts
The Aftermarket Parts Company LLC	00055305	11-Mar-22	\$3,361.43	Bus Parts
The Aftermarket Parts Company LLC	00055331	18-Mar-22	\$632.21	Bus Parts
The Aftermarket Parts Company LLC	00055365	25-Mar-22	\$113.57	Bus Parts
The Copy Shop	00055266	04-Mar-22	\$751.40	Printing
The Copy Shop	00055366	25-Mar-22	\$197.75	Printing
Timothy Swaim	00055306	11-Mar-22	\$700.00	Advertising
Town of Normal	00055267	04-Mar-22	\$554.97	Utilities
TRAVELERS	00055307	11-Mar-22	\$3,951.00	Property Damage
Twin City Electric	00055268	04-Mar-22	\$2,981.50	Electric / HVAC
Uline	00055269	04-Mar-22	\$195.58	Office Supplies
United States Treasury	ACH	01-Mar-22	\$72,120.47	Federal Taxes
United States Treasury	ACH	15-Mar-22	\$68,809.25	Federal Taxes
United States Treasury	ACH	29-Mar-22	\$68,566.77	Federal Taxes
UPS	00055367	25-Mar-22	\$10.04	Shipping
Verizon Wireless	00055270	04-Mar-22	\$2,530.35	Mobile Data Terminals for SS
VISA-Commerce Bank	00055271	04-Mar-22	(\$66.33)	Cash Back Rebate
VISA-Commerce Bank	00055271	04-Mar-22	\$3,950.81	Advertising- Employment
VISA-Commerce Bank	00055271	04-Mar-22	\$288.38	Bus Parts
VISA-Commerce Bank	00055271	04-Mar-22	\$678.96	Office Supplies
VISA-Commerce Bank	00055271	04-Mar-22	\$225.49	Computer Hardware
VISA-Commerce Bank	00055271	04-Mar-22	\$619.81	Software Licensing
VISA-Commerce Bank	00055271	04-Mar-22	\$83.18	Cable
VISA-Commerce Bank	00055271	04-Mar-22	\$233.94	Management Publications
VISA-Commerce Bank	00055271	04-Mar-22	\$49.00	Subscriptions
VISA-Commerce Bank	00055271	04-Mar-22	\$300.00	Trustee's Expense
VISA-Commerce Bank	00055271	04-Mar-22	\$376.49	Travel & Meetings
VISA-Commerce Bank	00055271	04-Mar-22	\$135.90	Employee Recognition
VISA-Commerce Bank	00055271	04-Mar-22	\$191.00	Safety & Training
VISA-Commerce Bank	00055271	04-Mar-22	(\$500.00)	Misc
Vision Service Plan (IL)	00055368	25-Mar-22	\$1,182.43	Vision Insurance
WGLT	00055272	04-Mar-22	\$500.00	Radio Advertising
Wherry Machine and Welding, Inc	00055273	04-Mar-22	\$299.55	Outside Repair
Wherry Machine and Welding, Inc	00055332	18-Mar-22	\$878.32	Outside Repair
ZF SERVICES, LLC	00055274	04-Mar-22	\$25.94	Bus Parts
<b>Total</b>			<b>\$1,181,326.98</b>	

# Bloomington Normal Public Transit Balance Sheet

Division: 99 Board Reports

As of: 3/31/2022

Fiscal Year: 2022    Period: 9    Mar-2022

## Assets

### Current Assets

Checking and Savings	\$6,818,587.76
Accounts Receivable	\$2,945,779.13
Inventory Asset - Fuel	\$85,611.80
Inventory Asset - Parts	\$276,841.51
Inventory Asset - Tires	\$0.00
Other Current Assets	\$414,885.05

**Total Current Assets** **\$10,541,705.25**

Fixed Assets \$22,904,226.73

**Total Assets** **\$33,445,931.98**

## Liabilities & Equity

### Liabilities

Accounts Payable	\$347,689.85
Payroll Liabilities	\$1,289,431.43
Contracts	\$0.00
Due to Illinois Funds Account	\$0.00
Deferred Revenue	\$119,798.70
Deficit Funding Advance	\$0.00

**Total Liabilities** **\$1,756,919.98**

### 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 \$12,435,066.61

**Total Liabilities & Equity** **\$33,445,931.98**

# Bloomington Normal Public Transit Income Statement With Approved Budget

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 9 Thru Period 9	Division: 98 Operating Profit/Loss	As of: 3/31/2022		
		Mar-2022	Jul-2021 Mar-2022	Approved Budget	
<b>Operating Revenue</b>					
Passenger Fares	\$43,947.62	11.78%	\$391,838.88	105.05%	\$373,000.00
ISU Contract Fare	\$48,178.00	7.94%	\$433,602.00	71.43%	\$607,000.00
Other Contract Fares	\$14,742.36	9.21%	\$130,949.91	81.84%	\$160,000.00
Advertising Revenue	\$7,740.00	7.74%	\$78,935.00	78.94%	\$100,000.00
Miscellaneous Revenue	\$459.84	18.39%	\$21,190.86	847.63%	\$2,500.00
<b>Total Operating Revenue</b>	<b>\$115,067.82</b>	<b>9.26%</b>	<b>\$1,056,516.65</b>	<b>85.03%</b>	<b>\$1,242,500.00</b>
<b>Operating Expenses</b>					
Operators Wages	\$498,258.75	7.68%	\$5,007,636.01	77.19%	\$6,487,000.00
Maintenance Wages	\$79,407.27	6.12%	\$822,583.97	63.37%	\$1,298,000.00
Administration Wages	\$63,057.72	5.88%	\$609,054.71	56.81%	\$1,072,000.00
Employer Payroll Tax Expense	\$57,709.26	8.02%	\$528,464.95	73.40%	\$720,000.00
Retirement Plan	\$29,255.58	6.82%	\$275,480.77	64.21%	\$429,000.00
Group Insurance	\$123,946.81	6.91%	\$1,150,877.85	64.19%	\$1,793,000.00
Uniform Expense	\$1,458.28	3.84%	\$22,404.67	58.96%	\$38,000.00
Professional Services	\$11,140.47	3.57%	\$302,516.30	96.96%	\$312,000.00
Outside Repair-Labor	\$10,540.19	11.71%	\$42,897.55	47.66%	\$90,000.00
Contract Maintenance Services	\$39,538.06	31.89%	\$187,078.32	150.87%	\$124,000.00
Custodial Services	\$1,104.24	6.50%	\$14,877.53	87.51%	\$17,000.00
Employee Recruiting/Testing/Temp Help	\$16,507.54	103.17%	\$69,304.07	433.15%	\$16,000.00
Fuel	\$78,096.53	8.81%	\$616,803.15	69.62%	\$886,000.00
Lubricants	\$1,903.20	4.23%	\$19,519.36	43.38%	\$45,000.00
Tires	\$4,400.00	4.89%	\$31,509.91	35.01%	\$90,000.00
Bus Repair Parts	\$29,047.91	9.08%	\$268,520.24	83.91%	\$320,000.00
Other Materials & Supplies	\$4,097.38	5.39%	\$44,254.83	58.23%	\$76,000.00
Shelters/Signs/Shop Tools	\$805.21	2.98%	\$8,006.26	29.65%	\$27,000.00
Computer and Office Supplies	\$20,558.62	7.67%	\$154,085.52	57.49%	\$268,000.00
Utilities	\$16,270.04	12.05%	\$132,641.14	98.25%	\$135,000.00
Corporate Insurance	\$35,535.40	8.52%	\$345,494.66	82.85%	\$417,000.00
Dues/Subscriptions/Fees	\$945.74	1.82%	\$16,782.25	32.27%	\$52,000.00
Printing/Marketing/Training	\$7,516.81	2.61%	\$179,517.87	62.33%	\$288,000.00
<b>Total Operating Expenses</b>	<b>\$1,131,101.01</b>	<b>7.54%</b>	<b>\$10,850,311.89</b>	<b>72.34%</b>	<b>\$15,000,000.00</b>
<b>Operating Assistance</b>					
Operating Deficit Before Subsidies and Grants	(\$1,016,033.19)	7.39%	(\$9,793,795.24)	71.19%	(\$13,757,500.00)
City of Bloomington Operating Assistance	\$63,333.33	8.33%	\$569,999.97	75.00%	\$760,000.00
Town of Normal Operating Assistance	\$32,500.00	6.63%	\$292,500.00	59.69%	\$490,000.00
Illinois Downstate Operating Assistance	\$3,389,132.24	35.07%	\$9,644,628.24	99.80%	\$9,664,200.00
FTA 5307 Operating Assistance	\$277,394.00	10.23%	\$2,682,556.00	98.94%	\$2,711,300.00
<b>Total Operating Assistance</b>	<b>\$3,762,359.57</b>	<b>27.61%</b>	<b>\$13,189,684.21</b>	<b>96.80%</b>	<b>\$13,625,500.00</b>



		Fixed Route							
	March 2022	Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
	Total Ridership	167300	146038	14.56%	140266	19.27%	1322475	1123741	17.69%
	Total Service Hours	9177	7561	21.37%	9438	-2.76%	77425	80250	-3.52%
	Total Service Miles	112192	92601	21.16%	118421	-5.26%	955405	1007294	-5.15%
	# Operations Employees								
	Operators								
	Operators In Training								
	# Maintenance Employees								
	Mechanics								
	# Administrative Employees								
	# Revenue Vehicles	38	40	-5.00%	37	2.70%	42	38	10.53%
	Total Miles/Revenue Vehicle	2952	2315	27.53%	3201	-7.75%	22748	26508	-14.18%
	<b>SYSTEM: EFFICIENCIES</b>								
	Percent Farebox Recovery	10.78%	6.69%	61.02%	6.14%	75.65%	10.18%	5.63%	80.76%
	Subsidy/Passenger	\$4.66	\$5.69	-18.17%	\$5.22	-10.77%	\$5.66	\$6.43	-11.99%
	Work Compensation Hours								
	<b>TRANSPORTATION: EFFICIENCIES</b>								
	Operator Pay Hours/Service Hours								
	Percent Operator Overtime								
	Percent Unscheduled Operator Absences								
	<b>TRANSPORTATION: EFFECTIVENESS</b>								
	Percent On-Time Trips	93%	94%	-1.06%	96%	-3.12%	94%	95%	-1.28%
	Valid Complaints per 100K Passengers	0.00	0.68	-100.00%	5.70	-100.00%	0.83	3.65	-77.20%
	Passenger Accidents/100K Passengers	0.00	2.74	-100.00%	0.71	-100.00%	1.74	2.76	-36.96%
	Vehicle Collisions/100,000 Miles	2.67	5.40	-50.48%	3.38	-20.84%	2.83	2.58	9.49%
	<b>MAINTENANCE: EFFICIENCIES</b>								
	Vehicle Maintenance Expense/Total Miles	\$0.91	\$1.03	-11.43%	\$0.56	61.36%	\$0.93	\$0.69	34.56%
	Percent Maintenance Overtime								
	Parts Expense/Total Miles	\$0.27	\$0.22	22.88%	\$0.18	46.90%	\$0.25	\$0.27	-8.22%

	<b>March 2022</b>	<b>Current Month</b>	<b>Prior Month</b>	<b>% Change</b>	<b>Month in Prior Year</b>	<b>% Change</b>	<b>Year to Date</b>	<b>Prior YTD</b>	<b>% Change</b>
<b>MAINTENANCE: EFFECTIVENESS</b>									
	Miles/Road Call	1803.55	3366.52	-46.43%	8332.21	-78.35%	2882.54	7235.43	-60.16%
	Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%
	Average Bus Cleanliness Score								
<b>GREEN TECHNOLOGY</b>									
	Solar Energy Created (MWh)								
	Facility Electric Usage (MWh)								
	Facility Electric Costs								



		<b>Connect Mobility</b>							
	<b>March 2022</b>	<b>Current Month</b>	<b>Prior Month</b>	<b>% Change</b>	<b>Month in Prior Year</b>	<b>% Change</b>	<b>Year to Date</b>	<b>Prior YTD</b>	<b>% Change</b>
	Total Ridership	7524	5783	30.11%	5049	49.02%	54299	39812	36.39%
	Total Service Hours	3769	2854	32.06%	2700	39.59%	26864	21456	25.21%
	Total Service Miles	42223	31725	33.09%	28644	47.41%	306429	228766	33.95%
	# Operations Employees								
	Operators								
	Operators In Training								
	# Maintenance Employees								
	Mechanics								
	# Administrative Employees								
	# Revenue Vehicles	19	19	0.00%	16	18.75%	19	22	-13.64%
	Total Miles/Revenue Vehicle	2222	1670	33.09%	1790	24.13%	16128	10398	55.10%
	<b>SYSTEM: EFFICIENCIES</b>								
	Percent Farebox Recovery	4.81%	3.17%	51.87%	3.89%	23.68%	4.19%	2.52%	65.92%
	Subsidy/Passenger	\$31.51	\$43.39	-27.37%	\$44.66	-29.45%	\$42.46	\$53.98	-21.34%
	Work Compensation Hours								
	<b>TRANSPORTATION: EFFICIENCIES</b>								
	Operator Pay Hours/Service Hours								
	Percent Operator Overtime								
	Percent Unscheduled Operator Absences								
	<b>TRANSPORTATION: EFFECTIVENESS</b>								
	Percent On-Time Trips	99%	98%	1.02%	99%	0.00%	98%	99%	-0.57%
	Valid Complaints per 100K Passengers	0.00	0.00	-	19.81	-100.00%	3.68	15.07	-75.56%
	Passenger Accidents/100K Passengers	26.58	34.58	-23.14%	59.42	-55.26%	16.57	30.14	-45.01%
	Vehicle Collisions/100,000 Miles	4.74	3.15	50.27%	0.00	-	3.59	3.06	17.32%
	<b>MAINTENANCE: EFFICIENCIES</b>								
	Vehicle Maintenance Expense/Total Miles	\$0.66	\$1.01	-34.36%	\$0.95	-30.22%	\$0.96	\$0.75	27.93%
	Percent Maintenance Overtime								
	Parts Expense/Total Miles	\$0.03	\$0.06	-59.95%	\$0.38	-93.34%	\$0.07	\$0.12	-43.86%

	<b>March 2022</b>	<b>Current Month</b>	<b>Prior Month</b>	<b>% Change</b>	<b>Month in Prior Year</b>	<b>% Change</b>	<b>Year to Date</b>	<b>Prior YTD</b>	<b>% Change</b>
<b>MAINTENANCE: EFFECTIVENESS</b>									
	Miles/Road Call	43022.00	32148.00	33.82%	28225.00	52.43%	61682.80	72908.00	-15.40%
	Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%
	Average Bus Cleanliness Score								
<b>GREEN TECHNOLOGY</b>									
	Solar Energy Created (MWh)								
	Facility Electric Usage (MWh)								
	Facility Electric Costs								



		<b>System Totals</b>							
	<b>March 2022</b>	<b>Current Month</b>	<b>Prior Month</b>	<b>% Change</b>	<b>Month in Prior Year</b>	<b>% Change</b>	<b>Year to Date</b>	<b>Prior YTD</b>	<b>% Change</b>
	Total Ridership	174824	151821	15.15%	145315	20.31%	1376774	1163553	18.33%
	Total Service Hours	12946	10415	24.30%	12138	6.66%	104289	101706	2.54%
	Total Service Miles	154415	124326	24.20%	147065	5.00%	1261834	1236060	2.09%
	# Operations Employees	113	108	4.63%	106	6.60%	126	112	12.50%
	Operators	96	92	4.35%	89	7.87%	107	91	17.58%
	Operators In Training	5	4	25.00%	3	66.67%	19	10	90.00%
	# Maintenance Employees	16	18	-11.11%	19	-15.79%	24	20	20.00%
	Mechanics	7	8	-12.50%	10	-30.00%	9	11	-18.18%
	# Administrative Employees	11	10	10.00%	11	0.00%	15	15	0.00%
	# Revenue Vehicles	57	59	-3.39%	53	7.55%	61	60	1.67%
	Total Miles/Revenue Vehicle	5175	3985	29.86%	4991	3.68%	38876	36906	5.34%
<b>SYSTEM: EFFICIENCIES</b>									
	Percent Farebox Recovery	9.45%	5.90%	60.25%	5.62%	68.26%	8.83%	4.93%	78.95%
	Subsidy/Passenger	\$5.81	\$7.13	-18.44%	\$6.59	-11.79%	\$7.11	\$8.05	-11.75%
	Work Compensation Hours	0	112	-100.00%	216	-100.00%	1784	1797	-0.72%
<b>TRANSPORTATION: EFFICIENCIES</b>									
	Operator Pay Hours/Service Hours	123.86%	141.04%	-12.18%	131.11%	-5.53%	138.52%	141.69%	-2.24%
	Percent Operator Overtime	1.56%	2.36%	-34.00%	2.61%	-40.36%	3.82%	2.97%	28.28%
	Percent Unscheduled Operator Absences	3.78%	2.79%	35.52%	6.64%	-43.09%	6.31%	4.36%	44.57%
<b>TRANSPORTATION: EFFECTIVENESS</b>									
	Percent On-Time Trips								
	Valid Complaints per 100K Passengers	0.00	0.66	-100.00%	6.19	-100.00%	0.94	4.04	-76.62%
	Passenger Accidents/100K Passengers	1.14	3.95	-71.05%	2.75	-58.44%	2.32	3.70	-37.11%
	Vehicle Collisions/100,000 Miles	3.24	4.83	-32.90%	2.72	19.05%	3.01	2.67	12.80%
<b>MAINTENANCE: EFFICIENCIES</b>									
	Vehicle Maintenance Expense/Total Miles	\$0.84	\$1.02	-18.07%	\$0.64	31.13%	\$0.94	\$0.70	33.55%
	Percent Maintenance Overtime	5.62%	5.49%	2.37%	1.05%	437.28%	4.83%	1.70%	184.06%
	Parts Expense/Total Miles	\$0.20	\$0.18	11.00%	\$0.22	-10.96%	\$0.21	\$0.25	-16.28%

	<b>March 2022</b>	<b>Current Month</b>	<b>Prior Month</b>	<b>% Change</b>	<b>Month in Prior Year</b>	<b>% Change</b>	<b>Year to Date</b>	<b>Prior YTD</b>	<b>% Change</b>
<b>MAINTENANCE: EFFECTIVENESS</b>									
	Miles/Road Call	2,545.31	4,557.19	-44.15%	10,348.29	-75.40%	3,773.45	8,663.09	-56.44%
	Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%
	Average Bus Cleanliness Score	90.12%	91.60%	-1.62%	74.13%	21.57%	88.46%	91.79%	-3.63%
<b>GREEN TECHNOLOGY</b>									
	Solar Energy Created (MWh)	20.09	15.14	32.69%	0	-	48.24	0	-
	Facility Electric Usage (MWh)	40.3	23.2	73.71%	30.8	30.84%	254.8	308.2	-17.33%
	Facility Electric Costs	5489.06	3167.61	73.29%	3104.45	76.81%	30713.25	31193.84	-1.54%



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**Federal Update for Connect Transit**  
**Prepared by Cardinal Infrastructure**  
**April 26, 2022 – Board of Directors Meeting**  
**Prepared April 21, 2022**

**Appropriations and President's Budget**

President Biden presented his FY 23 budget on March 28<sup>th</sup>.

The budget request for fiscal year 2023 for the U.S. Department of Transportation provides \$142.3 billion in gross spending authority, an increase of about \$1.6 billion from the fiscal 2022 enacted levels (excluding highway emergency relief). The bulk of the funding has already been provided by the bipartisan infrastructure law (the Infrastructure Investment and Jobs Act, or IIJA).

The FTA Capital Investment Grant program receives a \$602 million increase to a total program funding level of \$2.85 billion.

The proposal also includes \$50 million in new Zero Emission System Planning Program funding. The funds would go toward grants to eligible entities for planning related to conversion of recipients' transit bus fleet to zero emission buses, and other related planning expenses at an 80 percent federal cost share. Additionally, the budget included \$100 million in new funding for the Climate Resilience and Adaptation Program to make grants to eligible entities for capital projects that improve the resilience of transit assets related to climate hazards by protecting transit infrastructure. This program will also provide an 80 percent federal share.

Connect Transit submitted a request for \$1,680,000 to the offices of Sen. Duckworth, Sen. Durbin, Rep. Davis, and Rep. LaHood. The funding, with the help of a \$420,000 local match, would be utilized for the purchase of 10 fully electric zero-emission vehicles and 5 chargers. The vehicles would be used for a new, on-demand, microtransit service to provide convenient transportation to areas of the community that are not serviced by Connect's current fixed route. This project would strengthen the transportation options for seniors and people with disabilities.

Here is the White House "[Fact Sheet](#)" summarizing the President's budget request.

**COVID Relief Funding Flexibility**

The U.S. Senate is considering legislation providing additional funding for Covid-19 pandemic costs. Among the provisions included in the legislation is language allowing municipalities to redirect previously appropriated funds for Covid relief to transportation projects. The bill authorizes states and local governments to use up to \$123 billion of Fiscal Recovery Funds provided by the American Rescue Plan Act of 2021 (ARP) for transportation infrastructure investments, including public transportation. It also allows states and local governments to use these funds as non-federal match on Capital Investment Grant (CIG), Mega, and Transportation Infrastructure Financing and Innovation Act (TIFIA) projects.

Amid a stalemate over immigration policy, the Senate has [punted this](#) and other COVID aid talks until they return on April 25<sup>th</sup>.

### **Proposed Bus Service**

Connect Transit is voting on whether to add bus service to Rivian Automotive in west Normal. The possible route is proposed as part of a budget that the public transportation system's board will vote on in May.

At the end of March, just over 5,000 people were working at the electric vehicle factory, and the workforce there is expected to increase in the near-future.

If the Connect Transit board approves the budget, the new U-shaped route would start in Uptown Normal, go west toward Rivian, before heading east to Downtown Bloomington.

### **New Funding**

The U.S. Department of Transportation released a combined [INFRA/Mega NOFO](#) with applications due May 23, 2022. Railway/highway grade separation or elimination projects are eligible for both Mega and INFRA programs.

### **Infrastructure Law Implementation**

In early April President Biden and the U.S. Department of Transportation's Federal Transit Administration (FTA) announced a more than \$20 billion investment in American transit, thanks to the Bipartisan Infrastructure Law. The funding levels, detailed by FTA in apportionment tables for each of 30 programs for Fiscal Year 2022, will provide 58% more funding, enabling transit agencies to modernize and expand services for residents in communities large and small.

Each year, more than 65 percent of the funding distributed by FTA comes from the programs funded by formulas.

The FY 2022 full-year apportionment, which supports all of FTA's diverse competitive and formula programs, supersedes partial-year tables posted in February 2022. The full-year amounts significantly increase funding for many programs, including:

- \$6.9 billion for the Urbanized Area Formula Program, which supports transit agencies in large U.S. cities and suburbs, 29% more than the FY21 funding level;
- \$4.1 billion for the State of Good Repair Formula Program, 52% more than the FY21 funding level;
- \$893 million for Rural Area Formula grants, which support transit programs in rural areas, representing 23% more than the FY21 level;
- \$422 million for the Enhanced Mobility of Seniors and Individuals with Disabilities program, representing 44% more than the FY21 level;
- \$45 million to support transit programs run by tribal governments through formula and competitive grants, representing 25% more than the FY21 funding level; and
- \$49 million for State Safety Oversight, representing 69% more than FY21 funding level.

## **Cyber Security**

President Biden is asking governors to be ready to confront potential Russian cyberattacks by tightening oversight of their states' critical infrastructure, putting their cybersecurity experts on high alert and developing incident response plans. "Much of our nation's critical infrastructure is privately owned and overseen at the state and local levels," Biden wrote in letters to the nation's governors, "I urge you to take urgent action to exercise the authority you and your team have to prepare your critical infrastructure to withstand a cyberattack."

The Cybersecurity and Infrastructure Security Agency offers free cybersecurity services and online guidance for state and local officials, Biden wrote in his letter, and the federal infrastructure law includes "\$350 billion in emergency funding ... that may be used on cybersecurity, including modernization of hardware and software," along with \$1 billion in state and local cyber grants and \$3 billion in modernization and security funding for electric utilities.

## **Mask Order**

The Biden administration extended the federal mask mandate for all transportation networks through May 3, The two week extension is based off a recommendation from the Centers for Disease Control and Prevention (CDC). On April 18<sup>th</sup>, a federal judge in Florida ruled the CDC overstepped its authority in imposing a mask mandate on public transportation and rescinded the mask mandate immediately. As of this writing the Biden administration has acknowledged the judge's ruling and has not announced plans appeal. The Transportation Security Administration and most transit agencies have announced they will no longer enforce the mask requirement.

## **Sexual Harassment Legislation Passes US House**

On March 30<sup>th</sup> the U.S. House passed H.R. 5706, The Stop Sexual Assault and Harassment in Transportation Act

H.R. 5706, the Stop Sexual Assault and Harassment in Transportation Act, introduced by Chair Peter DeFazio (D-OR), seeks to protect personnel and passengers during passenger transportation by air, motor carrier, commuter and intercity rail, transit, vessel, and rideshare from sexual assault and harassment by improving the response to, and facilitate the reporting of, such incidents.

## **Amtrak**

Amtrak moves to seize control of Union Station in Washington, D.C. Amtrak is using eminent domain to try to seize control of D.C.'s Union Station, a move that the railroad said is necessary to realize long-planned expansion and modernization of the nation's second-busiest train hub. The historic station is owned by the United States, but it is leased to and operated by other entities. [Washington Post: 4-15](#)

## **Renewed Spending Bill Discussions**

Hope for another spending bill has diminished as Congress recesses until April 25th. Senate democrats and the White House would still hope to move forward with a pared down bill, but in the face of ever-rising inflation, it doesn't look likely for the party hoping to deliver on a few campaign promises before the mid-terms. The "front-loading" strategy (pumping a ton of money into programs that would sunset

between 2023 and 2027 - think Child Tax Credit) Democrats deployed for some of the programs has deterred Manchin and is a tough sell when spending is at already historic levels. The White House will take a final shot at [resuscitating its social spending bill](#).

## **Federal Transit Administration**

The FTA is reviewing comments after their April 14th deadline to submit in response to proposed guidance on core capacity and the need for increased FTA staffing. We are not able to estimate when the FTA will conclude and issue a formal update.

## **Ridership**

According to data published in April by the FTA, transit agencies carried 53.8% as many riders in February 2022 as they did in February 2020. Measured in vehicle-revenue miles, transit agencies were able to offer 83% of pre-pandemic service. Although not as high as many in the industry would like, the numbers indicate a year-long trend (after a year of hovering around 40% between March 2020 and March 2021) of people slowly returning to work, school, and social life.

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**TO:** Connect Transit Board of Directors  
**FROM:** Cornerstone Government Affairs – Illinois Team  
**SUBJECT:** Legislative Update  
**DATE:** April 26, 2022

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## Summary

Our team at Cornerstone Government Affairs compiled this update for the Connect Transit Board of Directors regarding recent legislative updates occurring throughout the state. Over the past month, we coordinated a meeting for Connect with the Executive Director of the Illinois Public Transportation Association to discuss concerns with the Downstate Transit Funds running out. We have also continued our conversations with House Democratic Staff and the Governor's office on the release of grant funding.

We are continuing to have discussions with the Illinois Municipal League regarding concerns with the updated Statement of Economic Interest form disclosures to see how we can best coordinate our approach. We reached out to Connect's local legislators to share the board's concerns with these disclosures. We are also continuing to have conversations with the legislative sponsor of these reforms to understand her plans for further action on this issue.

## Bill Tracking

### HB 398

**Short Description:** COMPLETE STREETS ACT

#### **House Sponsors**

Rep. Martin J. Moylan-Carol Ammons-Debbie Meyers-Martin-Katie Stuart and Ryan Spain

#### **Senate Sponsors**

(Sen. Steven M. Landek)

#### **Synopsis As Introduced**

Creates the Complete Streets Act. Requires the Department of Transportation to use federal or State funds allocated for transportation projects to improve safety, access, and mobility for users of the various modes of transportation. Creates the Complete Streets Advisory Board. Provides that the Governor shall appoint members representing various agencies, organizations, or interest groups to the Advisory Board. Provides that the Advisory Board, in coordination with a representative or representatives of the Department, shall prepare a report on the status of the implementation of the Complete Streets Initiative. Provides that the Advisory Board shall submit its initial report and recommendations to the Governor, the Department, and the General Assembly on or before January 1, 2023, and annually on January 1 of each subsequent year. Defines the terms "Advisory Board",

"Department", "multimodal", "multimodal planning or multimodal transportation planning", and "user or users". Effective immediately.

**Last Action**

Date	Chamber	Action
4/23/2021	Senate	Referred to Assignments

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**HB 3125**

**Short Description:** ELECTRIC VEHICLES

**House Sponsors**

Rep. Robyn Gabel-Barbara Hernandez-Deb Conroy-Mark L. Walker-Michael J. Zalewski, Kelly M. Cassidy, Ann M. Williams, Terra Costa Howard, Margaret Croke, Jennifer Gong-Gershowitz, Kathleen Willis, Will Guzzardi, Bob Morgan, Jaime M. Andrade, Jr., Joyce Mason and Dagmara Avelar

**Senate Sponsors**

(Sen. Sara Feigenholtz, Cristina Castro, Melinda Bush, Christopher Belt-Laura Fine and Jacqueline Y. Collins)

**Synopsis As Introduced**

Creates the Electric Vehicle Charging Act, which may be referred to as the Beneficial Electrification Act. Sets forth requirements for parking spaces that are electrical vehicle ready applicable to new or renovated residential or nonresidential buildings. Sets forth provisions concerning electric vehicle charging station policies for unit owners and renters. Amends the Electric Vehicle Act. Creates the Electric Vehicle Access for All Program to maximize opportunities for carbon-free transportation across the State, particularly targeting environmental justice and low-income communities and to provide grants to pilot programs with the purpose of bridging public transportation gaps between residences and employment locations. Sets forth provisions concerning administrative review and authorized expenditure of State-controlled funds to accelerate electric vehicle adoption. Amends the Public Utilities Act. Provides that no later than May 31, 2022, electric utilities serving greater than 500,000 customers in the State shall file a Beneficial Electrification Plan with the Illinois Commerce Commission. Provides for review of the plans by the Commission and establishes a system for utilities to consider specified businesses, nonprofit organizations, or worker-owned cooperatives when awarding bids. Effective immediately.

**House Floor Amendment No. 1**

Replaces everything after the enacting clause. Creates the Electric Vehicle Charging Act. Provides that the Act applies to new single-family homes and newly constructed or renovated multi-unit residential buildings that have parking spaces and are constructed or renovated after the effective date of the Act. Defines terms. Provides that a new single-family residence or a small multi-family residence shall have at least one electric vehicle capable parking space for each residential unit that has dedicated parking, unless any subsequently adopted building code requires additional electric vehicle capable parking spaces or installed EVSE. Includes electric vehicle parking space requirements for a new, large multi-family residential building or a large multi-family residential building being renovated by a

developer converting the property to an association. Includes electric vehicle parking space requirements for affordable housing and for an existing multi-unit residential building subject to an association that undertakes renovation. Includes electric vehicle charging station policies for unit owners and for renters.

**House Floor Amendment No. 2**

Removes language providing that "electric vehicle" does not mean electric motorcycles. Provides that "electric vehicle" does not include electric mopeds or electric off-highway vehicles.

**House Floor Amendment No. 3**

Provides that a new single-family residence or small multi-family residence that qualifies as an affordable housing development shall have one EV-capable parking space for each code-required parking space if the owner is issued a building permit 24 months after the effective date of the Act. Makes a conforming change.

**Last Action**

Date	Chamber	Action
3/23/2022	Senate	Assigned to Energy and Public Utilities

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**HB 4489**

**Short Description:** GATA-APPLICABILITY

**House Sponsors**

Rep. Jay Hoffman-Tim Butler, Jehan Gordon-Booth, Michael Halpin and Mark Luft

**Senate Sponsors**

(Sen. Scott M. Bennett-Christopher Belt-David Koehler-Steve Stadelman-Jil Tracy)

**Synopsis As Introduced**

Amends the Grant Accountability and Transparency Act. Provides that the requirements established under the Act do not apply to awards, including capital appropriated funds, made by the Department of Transportation to units of local government for the purposes of surface transportation projects utilizing State and federal funds. Provides that the Act shall recognize that federal and federal pass-through awards from the Department of Transportation to units of local government are governed by and must comply with specified federal guidelines. Effective immediately.

**House Committee Amendment No. 1**

Provides that the requirements established under the Grant Accountability and Transparency Act do not apply to awards, including capital appropriated funds, made by the Department of Transportation to units of local government for the purposes of transportation (rather than surface transportation) projects utilizing State and federal funds.

**Senate Floor Amendment No. 1**

Makes changes to the engrossed bill to provide that the requirements do not apply to awards made by the Department of Transportation to units of local government for the purposes of transportation projects

utilizing State funds, federal funds, or both State and federal funds (rather than State and federal funds).

**Last Action**

Date	Chamber	Action
4/7/2022	House	Passed Both Houses

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**HB 4990**

**Short Description:** IDOT-PUB TRANSPORT PARTICIPANT

**House Sponsors**

Rep. Jay Hoffman

**Senate Sponsors**

(Sen. Ram Villivalam and Steve Stadelman-Patricia Van Pelt)

**Synopsis As Introduced**

Amends the Downstate Public Transportation Act. Provides that no later than 180 days following the last day of a participant's fiscal year (rather than the State fiscal year) each participant shall provide the Department of Transportation with an audit prepared by a Certified Public Accountant covering that fiscal year. Provides that upon the Department's final reconciliation determination that identifies a discrepancy between the Downstate Operating Assistance Program funds paid and the percentage of the eligible operating expenses which results in a reimbursement payment due to the Department, the participant shall remit the reimbursement payment to the Department no later than 90 days after written notification. Provides that funds received by the Department from participants for reimbursement as a result of an overpayment from a prior State fiscal year shall be deposited into the Downstate Public Transportation Fund in the fiscal year in which they are received and all unspent funds shall roll to following fiscal years. Provides that upon the Department's final reconciliation determination that identifies a discrepancy between the Downstate Operating Assistance Program funds paid and the percentage of the eligible operating expenses which results in a reimbursement payment due to the participant, the Department shall remit the reimbursement payment to the participant no later than 90 days after written notifications.

**Last Action**

Date	Chamber	Action
3/30/2022	House	Passed Both Houses

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**SB 2981**

**Short Description:** INFRASTRUCTURE DESIGN BUILD

**Senate Sponsors**

Sen. Ram Villivalam-Antonio Muñoz-Donald P. DeWitte

**House Sponsors**

(Rep. Marcus C. Evans, Jr.-Tim Butler, Elizabeth Hernandez, Eva Dina Delgado, Michael T. Marron and Ryan Spain)

**Synopsis As Introduced**

Creates the Innovations for Transportation Infrastructure Act. Contains a statement of legislative policy. Adds provisions governing: authorization of project delivery methods; preconditions to commencement of procurement; procurement; evaluation and selection of proposals; project records; confidentiality; public disclosure; design-build contracts; construction manager/general contractor contracts; funding and financing; minority, disadvantaged, and women-owned businesses; labor agreements; acquisition of property; federal requirements; powers of the Department of Transportation and the Illinois State Toll Highway Authority; and rulemaking. Makes corresponding changes in the Department of Transportation Law of the Civil Administrative Code of Illinois; Illinois Finance Authority Act; the Illinois Procurement Code; the Public Construction Bond Act; the Employment of Illinois Workers on Public Works Act; the Business Enterprise for Minorities, Women, and Persons with Disabilities Act; the Toll Highway Act; the Eminent Domain Act; and the Prevailing Wage Act. Provides that the provisions of the Act are severable. Effective immediately.

**Senate Floor Amendment No. 3**

Replaces everything after the enacting clause. Reinserts the provisions of the introduced bill with the following changes: Changes the definition of "Progressive design-build project delivery method" to include the negotiations of the contract price can contain either a lump sum or a guaranteed maximum price (instead of either a lump sum or a guaranteed minimum price). Adds a provision that the Act shall be excepted from Illinois Public Contract Fraud Act. In provisions regarding the Illinois Department of Transportation or the Illinois State Toll Highway Authority offering to pay stipends, changes a provision allowing payment after the proposal has been released, but before the due date for proposals (instead of before the due date for proposals). In provisions regarding taxpayer accountability, adds a provision limiting the provisions to any project with an estimated cost over \$30,000,000. Removes provisions requiring the firm to be prequalified in Construction Inspection. Adds a provision requiring the implementation of a disadvantaged business enterprise program to include minority-owned and women-owned businesses and disadvantaged businesses when applicable under federal law. Adds provisions establishing a disadvantaged business enterprise liaison. Makes other changes.

**Last Action**

Date	Chamber	Action
3/30/2022	Senate	Passed Both Houses

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**SB 3007**

**Short Description:** SOS-DRIVERS OMNIBUS

**Senate Sponsors**

Sen. Ram Villivalam

**House Sponsors**

(Rep. Michael Kelly)

**Synopsis As Introduced**

Amends the Illinois Vehicle Code. Provides that the Secretary of State is authorized to suspend or revoke the driving privileges of any person without a preliminary hearing upon a showing of the person's records or other sufficient evidence that the person has committed an out-of-State offense similar to the Illinois prohibition on the unlawful use of a license, has possessed cannabis while under 21 years of age, or has provided false information about his or her age to a cannabis establishment. Provides that driver rehabilitation specialists or programs are permitted to give driving instruction without being issued a license, except when the client of the specialist or program has never held a driver's license. Changes the implementation date concerning changes to the Secretary of State's requirements regarding the posting of certain information to the Commercial Driver's License Information System from June 22, 2021 to June 23, 2025. Provides that an individual shall be disqualified from operating a commercial motor vehicle for life if that individual uses a commercial motor vehicle in the commission of a felony involving an act or practice of severe forms of human trafficking. Amends the Probate Act of 1975. Provides requirements concerning probate court notifications to the Secretary of State in limited and plenary guardianship cases.

**Senate Floor Amendment No. 1**

Removes language providing that: if the court makes a finding that the respondent should not hold a driver's license, the clerk of the court shall provide a copy of the written order of limited guardianship to the Secretary of State; and if the court provides the guardian with the power to determine if the respondent may hold a driver's license, upon the guardian making a determination that the respondent should not hold a driver's license, the guardian shall notify the Secretary of State. Provides instead that when a court adjudges a respondent to be a person with a disability and appoints a plenary guardian for that person or enters an order finding that the respondent should not operate a motor vehicle, the court shall direct the circuit court clerk to notify the Secretary of State's Driver Services Department, in a form and manner prescribed by the Secretary of State, and shall forward a copy of the court order to the Secretary of State's Driver Services Department no later than 7 days after the entry of the order.

**Last Action**

Date	Chamber	Action
3/28/2022	Senate	Passed Both Houses

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**SB 3626**

**Short Description:** SOLID WASTE SITE OPERATOR

**Senate Sponsors**

Sen. Melinda Bush-Dale Fowler

**House Sponsors**

(Rep. Lawrence Walsh, Jr.)

**Synopsis As Introduced**

Amends the Solid Waste Site Operator Certification Law. Creates a Solid Waste Site Operator

Certification. Removes provisions concerning Class "A" and Class "B" Solid Waste Site Operator Certification. Provides that the Environmental Protection Agency is authorized to approve the use of examinations conducted by third parties. Provides that the Agency shall maintain on its website information regarding the examinations. Provides that at the time of certificate renewal, the applicant shall certify the completion of 30 hours of continuing education covering the operation of landfills during the preceding 3 years. Provides that the fee for the issuance or renewal of a Solid Waste Site Operator Certificate shall be \$1,000. Provides that if the fee for renewal is not paid within the grace period, the fee for renewal shall be increased by \$100 (rather than \$50). Makes other changes.

### **Senate Floor Amendment No. 3**

Replaces everything after the enacting clause with the provisions of the introduced bill and makes the following changes. Provides that a landfill site that accepts non-hazardous solid waste shall have a Solid Waste Site Operator Certification (rather than a Class A or a Class B Solid Waste Site Operator Certification). Provides that a landfill site which accepts special waste shall have a Solid Waste Site Operator certified by the Environmental Protection Agency. Provides that solid waste site operators shall be certified based on level of competency determined by examination and in accordance with educational and experience level as follows: (1) graduation from high school or equivalent and not less than 2 years (rather than 6 months) of acceptable study, training, and responsible experience in sanitary landfill operation or management, or not less than 7 (rather than 3) years of acceptable study training and responsible experience in operation or management of earth moving equipment; or (2) grammar school completion or equivalent and not less than 15 (rather than 5) years of acceptable study, training, and responsible experience in sanitary landfill operation or management. Provides that at the time of certificate renewal the applicant shall certify the completion of 15 (rather than 30) hours of continuing education covering the operation of landfills during the preceding 3 years. Provides that continuing education used to satisfy continuing education requirements must be approved by the Agency and must cover the design, operation, and maintenance of sanitary landfills, and for certificates that include a special waste endorsement, continuing education must cover the operation of landfills relative to the acceptance and disposal of special wastes. Provides that the fee for a Solid Waste Site Operator Certificate shall be \$400 (rather than \$1,000) and provides that the fee for an issuance or renewal for special waste endorsements shall be \$100.

### **House Committee Amendment No. 1**

Replaces everything after the enacting clause with the provisions of the engrossed bill, and makes the following changes: Amends the Illinois Oil and Gas Act. Defines "temporary abandonment status". Provides that before engaging in the business of removing liquid oil field waste from an on-site collection point, the person shall apply for a permit with a fee of \$150 (instead of \$100). Provides that each application to transport oil field waste shall be accompanied by a biennial permit fee of \$150 (instead of \$100) for each vehicle sought to be licensed. Provides the requirements for application for temporary abandonment status. Provides the requirements for a permittee to conduct a fluid level test upon the fluid in the well bore. Provides the fees that the Department of Natural Resources shall assess for each well in temporary abandonment status. Provides that each application for a permit to drill, deepen, convert, or amend shall be accompanied by a fee of \$400 (rather than a fee not to exceed \$300). Provides that the fee for an application for a permit to oil lease road shall be \$150. Provides that the fees per well to be paid by the new owner for each transfer of well ownership shall be \$75 for the first 100 wells and \$50 for each subsequent well in excess of 100. Provides that the Department shall assess and collect annual well fees from each permittee in the amount of \$100 (instead of \$75) per well for the first

100 wells and a \$75 fee (instead of \$50) for each well in excess of 100 for which a permit is required under the Act.

### House Floor Amendment No. 2

Replaces everything after the enacting clause with the provisions of the engrossed bill, and makes the following changes: Amends the Illinois Oil and Gas Act. Defines "temporary abandonment status". Provides that before engaging in the business of removing liquid oil field waste from an on-site collection point, the person shall apply for a permit with a fee of \$150 (instead of \$100). Provides that each application to transport oil field waste shall be accompanied by a biennial permit fee of \$150 (instead of \$100) for each vehicle sought to be licensed. Provides that the Department of Natural Resources shall assess and collect annual fees of \$100 per well for each well in temporary abandonment status. Provides that each application for a permit to drill, deepen, convert, or amend shall be accompanied by a fee of \$400 (rather than a fee not to exceed \$300). Provides that the fee for an application for a permit to oil lease road shall be \$150. Provides that the fees per well to be paid by the new owner for each transfer of well ownership shall be \$75 for the first 100 wells and \$50 for each subsequent well in excess of 100. Provides that the Department shall assess and collect annual well fees from each permittee in the amount of \$100 (instead of \$75) per well for the first 100 wells and a \$75 fee (instead of \$50) for each well in excess of 100 for which a permit is required under the Act.

### Last Action

Date	Chamber	Action
4/8/2022	Senate	Passed Both Houses

## General Legislative Updates

### GOVERNOR'S HIGHLIGHTS:

**Budget Update:** Governor Pritzker signed a trio of bills to implement the Fiscal Year 2023 budget. The package includes the operating and capital budget ([HB900](#)), the budget implementation bill ([HB4700](#)), and the revenue package ([SB157](#)). The Governor provides highlights of the budget [here](#). Capital News offers more coverage [here](#) and [here](#).

For the first time in 25 years, Illinois will end the current fiscal year with a budget surplus. Revised estimates now project \$2 billion in additional revenues for FY 22 and FY 23 over the Governor's introduced budget. Lawmakers took advantage of that budgetary surplus and federal ARPA funds to prioritize spending for tax relief, public safety, education, human services, debt service, and saving for a rainy day. Lawmakers targeted ARPA funds for one-time expenses such as helping the ailing hospitality industry and for construction of affordable housing.

The FY 23 budget allocates \$1 billion for the rainy-day fund (officially called the Budget Stabilization Fund) and adds an additional \$200 million (on top of the required \$9.6 billion payment) to pay down the state's unfunded pension liability – a move that is projected to save the state \$1.8 billion in the long-term. These allocations are on top of the debt repayment package ([PA102-696](#)) passed and was signed into law at the end of March.

The Fiscal Year 23 budget includes measures designed to provide financial relief to Illinois families in light of growing inflation. The \$1.8 billion tax relief package freezes the state's motor fuel tax for six months; suspends the 1% sales tax on groceries for one year; provides one-time tax rebates to taxpayers of \$50 per individual and \$100 per child (up to three children per family) for qualifying individuals; doubles the property tax rebate to qualifying homeowners up to \$300/household; suspends the sales tax on back-to-school purchases for ten days in August; and permanently expands the Earned Income Tax Credit from 18% to 20% of the federal credit.

The budget also creates and/or changes numerous other tax credits and rebates: expands the EDGE tax credit, maintains the film and production tax credit, the live theater production tax credit, offers a breast pump tax exemption, creates a hospital exemption; extends an organ donation credit; makes changes to the REV Act that incentivize battery recycling and reuse manufacturers, offers a coal and mining equipment exemption, extends a tax credit up to \$1,000 for agritourism operators, doubles the educator credit for instructional supplies, creates the parking excise tax, creates the Manufacturing Illinois Chips for Real Opportunity (MICRO) Program which creates various tax incentives for manufacturers of semiconductors, microchips, or semiconductor or microchip component parts.

The final budget includes funding to support public safety measures, invest in law enforcement, and fund various violence prevention programs. Local governments, who have faced cuts for the past several fiscal years, will benefit from an increase in LGDF. Negotiators were unable to reach a consensus on how to fill the remaining \$1.8 billion shortfall in the Unemployment Insurance Trust Fund.

**Credit Rating:** On Thursday, Moody's once again upgraded Illinois' credit rating. The ratings agency credited Illinois' "solid tax revenue growth over the past year" which they say expanded the state's ability to rebuild financial reserves and increase payments toward unfunded liabilities. Moody's noted that Illinois is "on track to close the current fiscal year with its strongest fund balance in over a decade." Moody's also noted the state's progress in repaying its debts, in addition to its increased pension contributions, as an indication of the state's commitment to paying its pension debt.

Moody's upgraded Illinois' rating on its General Obligation bonds to Baa1 stable outlook from Baa2 stable outlook, and also upgraded Build Illinois sales tax bonds to Baa1 from Baa2 while maintaining their stable outlook. Moody's affirmed the Baa3 rating and stable outlook on outstanding Metropolitan Pier and Exposition Authority bonds that are partially paid with state appropriations.

**COVID-19 Update:** To align with the ending of the enforcement of the federal mask mandate on public transportation following a federal court ruling, Governor Pritzker revised Illinois' Covid mitigations, [Executive Order 2022-11](#), lifting masking requirements for public transportation in the State of Illinois. As a result, masks will no longer be required on public transit, in public transit hubs, or in airports. Local municipalities retain the right to establish their own mitigations, including masking requirements on public transportation.

**Election Update:** As expected, Democratic State Senators Steve Landeck and Tony Munoz withdrew from their reelection campaign this week. Landeck's former chief of staff and close associate, Mike Porfirio, filed petitions to run against Landeck on the last day of petition filing. Likewise, Munoz's son-in-law, Javier Loera Cervantes, filed to run in Munoz's district.

Yesterday, the Illinois State Board of Elections ruled that Republican Gubernatorial candidate Jesse Sullivan has enough valid petition signatures to remain on the ballot. The Board also ruled that Republican Gubernatorial candidate Emily Johnson be removed from the ballot because of "fatally defective" petitions. The decision removes Johnson and the entire Trump supporting We Are The People Illinois! slate of candidates with whom she was running. The slate includes Johnson and her running mate Brett Mahlen, secretary of state candidate Michelle Turney, comptroller candidate Michael Kinney, treasurer candidate Patrice McDermand and U.S. Senate candidate MaryAnn Mahlen.

**Constitutional Amendment:** This Fall, voters will consider amending the Illinois Constitution to provide that employees have the fundamental right to organize and to bargain collectively for the purpose of negotiating wages, hours, and working conditions, and to protect their economic welfare and safety at work. However, on Thursday, the Liberty Justice Center and Illinois Policy Institute filed a complaint in Sangamon County Court on behalf of several Chicago Public Schools parents and members in the hopes of preventing the proposed amendment from ever appearing on the November ballot. NPR offers more on the lawsuit [here](#).

**Broadband:** The Illinois Department of Commerce and Economic Opportunity announced the second cohort of the Regional Engagement for Adoption + Digital Equity (READY) program. Through Broadband READY, five regional entities have been selected to receive a total of \$250,000 to support planning, research, and data collection as they work to eliminate the digital divide. Broadband READY grants empower regions to explore opportunities for equitable advances in the areas of broadband access, adoption, and utilization. Each grantee will create deliverables that provide a comprehensive assessment of the broadband landscape in their respective region, which will guide program integration and resource investment to close gaps in broadband equity and inclusion.

Five institutions were each awarded \$50,000 to conduct research and outreach on digital equity:

- Bloomington-Normal EDC (North Central Region)
- Chicago State University (Northeast Region)
- Northern Illinois University (Northwest Region)
- Southern Illinois University Edwardsville (Southwest Region)
- Western Illinois University (West Central Region)

**Health Benefits for Immigrant Adults Program:** The Illinois Department of Healthcare and Family Services launched the [Health Benefits for Immigrant Adults program](#) to provide health care coverage to undocumented immigrant adults and certain legal permanent residents aged 55 to 64. Covered services include doctor and hospital visits, lab tests, physical and occupational therapy, mental health, substance abuse disorder services, dental and vision services, and prescription drugs. The Health Benefits for Immigrant Adults program will expand further to include eligible adults aged 42 to 54, effective July 1.

Individuals are eligible for coverage through this program if they meet these requirements:

- They are between the ages of 55-64.
- They are either an undocumented immigrant or a legal permanent resident of the United States for less than five years.
- Annual household income is at or below \$18,754 for one person; \$25,268 for two people. The income limit is equal to the ACA Adult program.

**Gubernatorial Appointments:** The Governor made the following appointments:

- Patrick Devaney will serve as a Member of the Energy Transition Workforce Commission
- Michael Strautmanis will serve as a Member of the Illinois Finance Authority
- Jeffrey Mears will serve as a Member of the Labor Relations Board
- Brian Sullivan will serve as a Member of the Illinois Liquor Control Commission
- Rodger Heaton will serve as a Member of the Prisoner Review Board
- Robin Shoffner will serve as a Member of the Prisoner Review Board
- Roderick Bashir will serve as a Member of the Illinois Secure Savings Choice Board

**Bird Flu:** The Illinois Department of Natural Resources recommends the use of bird feeders and bird baths cease until May 31<sup>st</sup> to avoid further spread of the highly contagious bird flu. IDNR further recommends cleaning and rinsing bird feeders and baths with diluted bleach solution, removing any bird seed at the base of bird feeders to discourage large gatherings of birds, and avoiding feeding wild birds in close proximity to domestic flocks.

### **102nd GENERAL ASSEMBLY:**

This year's spring session will be remembered for its fast pace and long days. Faced with a June primary election for the first time in modern history, coupled with impending construction in the North wing of the Capitol (which will displace Senators and staff for up to two years), Democratic leaders crafted an aggressive spring session schedule starting the first week of January and ending April 8 - almost two months ahead of the regular May 31 deadline. The early adjournment frees legislators to return home to their districts to campaign and allows construction work to advance. While the General Assembly adjourned earlier than normal, the workload was not lighter as leaders scheduled the same number of session days as a traditional year.

In the final days of the spring session, the General Assembly approved several key measures, including passing the FY23 operating and capital budgets, \$1.8 billion in targeted tax relief, a hospital and nursing home assessment, and a public safety package.

Legislators have now returned home to hit the campaign trail in their new legislative districts. This will be the first election cycle in the newly drawn districts. All 177 seats in the General Assembly are up for election this year, as well as all six constitutional offices, all 17 congressional seats and one United States Senate seat. The primary election is June 28. The General Election is November 8.

Democrats currently hold supermajorities in both chambers and all 6 constitutional offices. Republicans are eyeing the midterm elections as an opportunity to pick up seats, but Democrats, who crafted the new legislative districts, are likely to maintain their majority status.

No word yet on the Fall Veto Session dates. The Illinois General Assembly remains adjourned until the call of the Senate President and House Speaker.



## MEMO

DATE: April 26, 2022

TO: Board of Trustees

FROM: Patrick Kuebrich, Finance Director

Subject: Grant application for the purchase of Six (6) Medium Duty Paratransit Vehicles

**RECOMMENDATION:** That the Resolution authorizing the application for a Public Transportation Capital Assistance Grant for paratransit vehicles 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 six (6) demand response vehicles. 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 six (6) demand response vehicles.

**FINANCIAL IMPACT:** Connect Transit will not have to contribute any funds for this project.



## MEMO

DATE: April 26, 2022  
TO: Board of Trustees  
FROM: Patrick Kuebrich, Finance Director  
Subject: Universal Access Agreement with Illinois State University

**RECOMMENDATION:** Approve the Illinois State University Universal Access Contract for a three-year period from July 1, 2022 to June 30, 2025.

**BACKGROUND:** The Universal Access Agreement allows students, faculty, and staff of Illinois State University to ride Connect Transit fixed route buses free of charge upon swiping their valid identification card. Connect has been providing universal access to ISU since 2006. The contract amount will be divided into two services: the Redbird Express Service and the Universal Access Service. The estimated revenue from the service is \$595,678 for FY 2023. The total revenue of the Redbird Express Service will be determined by the FY 2022 fixed route hourly rate multiplied by the total Redbird Express Service hours. The total revenue of the Universal Access Service will be determined by the total number of unique ISU riders multiplied by the annual cost rate of \$42.00 per unique rider. The actual cost of the service will be trued-up after the audited financial statements have been completed for each fiscal year. Our goal was to negotiate a three-year contract with a funding model that clearly defines the distributed cost among dedicated service, and universal access. This will allow us to more easily adjust service levels and access without the need for additional negotiations.

**FINANCIAL IMPACT:** From July 1, 2022 through June 30, 2025 the estimated contract amount will be \$595,678 per year without adjustments (\$49,639.83 per month). This is an estimated 3.03% increase over the FY 2022 contract amount.



## MEMO

DATE: April 26, 2022  
TO: Board of Trustees  
FROM: Brady Lange, Procurement Director  
CC: David Braun, General Manager  
Subject: Recommendation for Vanpool Services: FY22-RFP-003

### **Recommendation:**

Authorize the General Manager to award a contract for coordinated vanpool services to Commute with Enterprise.

### **Background:**

Approximately 35,000 people commute to Bloomington-Normal every day. A coordinated vanpool service can benefit large and small employers in our community by providing access to employees outside the area, reducing parking needs at their facility, and for some employers it eliminates the need to develop an internal vanpool program. A coordinated vanpool service also provides people that have fewer transportation options access to opportunity in the Bloomington-Normal area for work. Riders of the van pool service benefit also from decreased transportation costs while also experiencing less traffic-related stress. Sponsoring a coordinated vanpool program helps Connect Transit fulfill our mission by providing access to opportunity, strengthening our community and the economy by supporting local employers, and reducing the use of fossil fuels and greenhouse gas emissions.

### **Discussion:**

On January 17, 2022, Connect Transit released a Request for Proposal (RFP) seeking proposals for vanpool coordination services. The RFP was advertised nationally and sent directly to various potential proposers.

A single proposal was received in response to the RFP. After receiving a single proposal and per Connect Transit's procurement policy, a price evaluation was completed to determine if the proposal was fair and reasonable. Three recent pricing proposals from other RFP responses were requested from the single proposer for comparison. Staff determined that the proposed price for services is competitive and similar to other proposal responses. Additionally, further evaluation was completed to determine if the Scope of Work contained in the RFP was limiting competition in any

way. Nothing was identified as a limiting factor within the Scope of Work. As a result, Connect Transit has determined awarding a single proposer is acceptable in this case.

Based on the evaluation of the analysis detailed above, staff is recommending that Commute with Enterprise be awarded the contract. Commute with Enterprise has been providing vanpool services for more than 40 years and has more than 12,000 vehicles in service in over 70 markets. Additionally, Commute with Enterprise has an existing local footprint with their vehicle rental business and is experienced in providing National Transit Database reporting that is required for public transportation providers.

Our contract for coordination services will include:

- All vehicles and technology needed to provide a coordinated vanpool service
- All administrative support, customer service, and billing
- Driver selection, vetting and training
- Vehicle maintenance using the Enterprise network of maintenance and support facilities
- Vehicle insurance, outreach, marketing, and sales collateral
- 24/7 Roadside Assistance
- Required National Transit Database (NTD) Reporting

The vanpool will be structured to only serve trips bringing people to Bloomington-Normal for work – this service is not meant for one-day trips. Vehicles will be provided by Commute with Enterprise when 4 or more commuters are “matched” traveling from the same area to the same area at or near the same time and leaving work at or near the same time. The driver of the vehicle will be one of the commuters who has expressed interest in the service and will receive the benefit of not paying for the service, and limited use of the vehicle when not in vanpool service (weekends, etc.).

Connect Transit is proposing to subsidize a portion of the service, and co-brand the service with Commute with Enterprise to demonstrate our participation in the service. The remaining cost of the service will be paid by the rider or the rider’s employer if they choose to participate. In addition, the cost of the service can be offered as a pre-tax benefit as allowed by IRS Section 132, potentially saving commuters more money.

**Financial Impact:**

Connect Transit staff is recommending the Board of Trustees approve the contract and commit to subsidizing each vehicle with \$500 per month, or \$6,000 annually, from operating funds. As a reminder, operating funds are provided at a rate of 65% from the State of Illinois with the remaining 35% being covered with FTA 5307 and local funds.

It should be noted that Connect Transit anticipates additional STIC funding of over \$500,000 soon after putting 25 -30 vanpool vehicles in service by achieving the Passenger Miles per Capita STIC Performance Factor.



Date: April 26, 2022  
To: Board of Trustees  
From: Shelly Perry, Operations Manager  
Subject: Route Proposal – West Bloomington/Normal Service Expansion

**Recommendation:**

Authorize the staff to continue the planning and public involvement process for a service expansion to West Bloomington/Normal.

**Background:**

Our community is changing and as the public transit provider in the area we need to adapt to serve our community as it continues to grow.

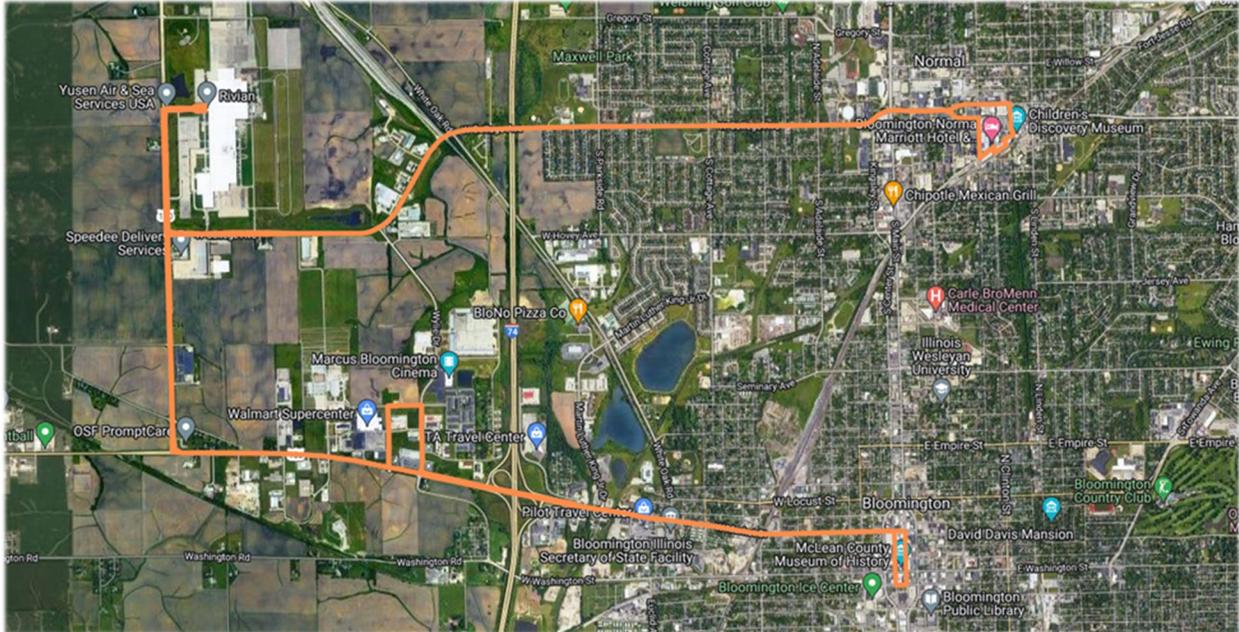
Rivian, located in west Normal, currently employs just over five thousand (5,000) people in our community and the surrounding areas, and within the next year they expect to employ approximately six thousand (6,000) people. Currently, we do not serve their location, with the closest stop at Wylie Dr. & Hovey. The distance from that stop to the Rivian employee entrance is approximately 1.82 miles. Connect Transit and Rivian have been working together over the past few months to develop a transportation solution for those in our community who work at their facility.

The route will also serve existing businesses along Rivian Motorway and West Market Street, including OSF Prompt Care, Walmart, Tractor Supply, Blain's Farm and Fleet and other employers along Rivian Motorway, and West Market Street.

The proposed route will start and end at both Connect Transit Transfer Centers, utilizing West College Avenue and then proceed down Rivian Motorway to West Market Street, serve the Bloomington Walmart, then continue down Market Street to the Downtown Transfer area. This alignment will serve existing businesses and open parcels available for future development. We see this route as a necessary part of the infrastructure to facilitate growth in this area.

Due to duplication of service from the downtown transfer area to Walmart on West Market Street, we propose to discontinue the Lime Express that also serves the same alignment. Currently, the Lime Express only runs Monday through Friday. This new route will expand service along that corridor on weekends.

## Proposed: West Bloomington/Normal Service Design



### West Bloomington/Normal Service Hours:

The proposed service will run during peak employment hours at Rivan and other employers in the area, including OSF Prompt Care and businesses along Rivan Motorway, and West Market Street. These times may change slightly as we continue to develop the route and through our public involvement process. We propose that the route run with 30-minute frequency during the hours below.

Monday - Friday
<ul style="list-style-type: none"><li>• 5:00 - 8:30</li><li>• 14:30 - 19:30</li></ul>

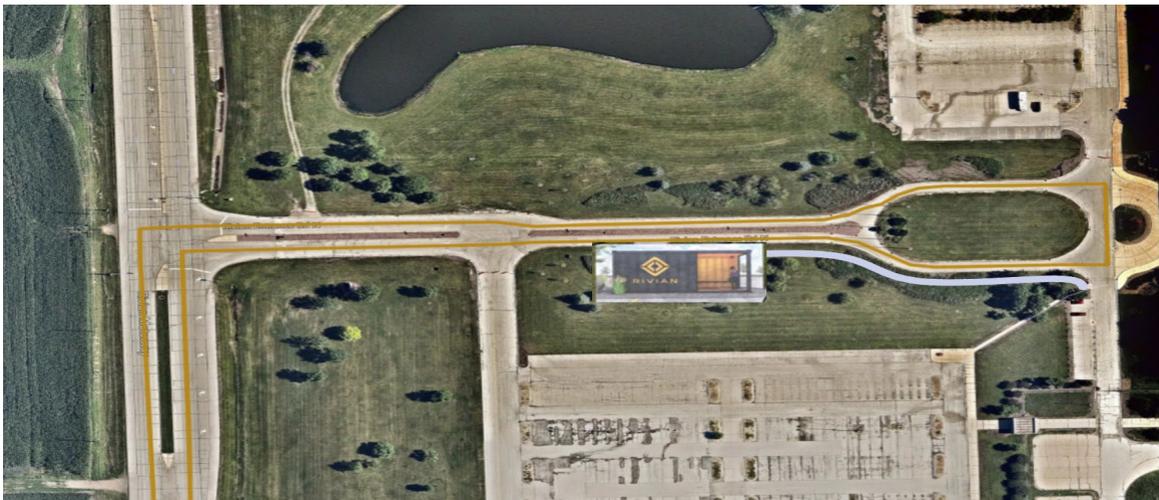
Saturday
<ul style="list-style-type: none"><li>• 6:00 - 8:30</li><li>• 14:30 - 19:00</li></ul>

Sunday
<ul style="list-style-type: none"><li>• 6:00 - 8:30</li><li>• 14:30 18:30</li></ul>

**Stop Locations**

Stops will be located along the route at safe locations near intersections or driveways. We will investigate stops initially at every ¼ mile or less and may adjust locations based on interest and passenger boardings after we begin service. We will plan to make all stops safe, convenient, and accessible, per our Better Bus Stop campaign promise.

Connect Transit staff has worked with Rivian to identify a stop location on their site. Rivian will place a stop and shelter on the entrance side of their main drive and will include a pull-out for our bus and a sidewalk for their employees to remain safe and ADA accessible. The stop location will keep us out of the parking lot per our guidelines.



Rivian Stop Location

**Financial Impact:**

We propose to start the service in mid-late summer 2022, after we conduct the public involvement process, lease additional buses, and include necessary on-board equipment including a farebox, automatic passenger counter in GPS.

The total cost of providing this service is estimated to be \$1.03 million per year, of which 65% will be covered by the Illinois Downstate Operating Program and the rest from Federal Grants or local sources.

