



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

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

AGENDA

Connect Transit Board of Trustees, Regular Session

August 23, 2022 – 4:30 P.M.

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

YouTube Link: <https://youtu.be/ZBcqRPgTOt8>

- A. Call to Order
- B. Roll Call
- C. Pledge of Allegiance
- D. Public Comments
- E. Consent Agenda
 - a. Approval of July 26, 2022, Regular Session Minutes
 - b. Financial Information for June 2022 (*July 2022 delayed due to year end closing*)
 - c. Monthly Statistical Reports for July 2022
 - d. Cardinal Infrastructure Federal Report
 - e. Cornerstone – Illinois Weekly Update
- F. New Business
 - a. Recommendation for Livestream Policy – Roll Call Vote
 - b. Recommendation for Oils and Lubricants Award – Roll Call Vote
 - c. Recommendation for LED Lighting Award – Roll Call Vote
 - d. Recommendation for Library Cardholders September Pass – Roll Call Vote
 - e. Recommendation for West Bloomington Normal Route – Roll Call Vote
 - f. Data Definitions – Informational
- G. Chairman’s Report
- H. General Manager’s Report
- I. Executive Session (cite)
- J. Trustee Comments
- K. Adjournment

Mission:

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



June 2022

Financial Reports



Connect Transit Cash Disbursement Report June 2022

Name	Check Number	Date	Amount	Description
1st Ayd Corporation	00055713	10-Jun-22	\$454.28	Cleaning & Materials & Supplies
A.T.U. - C.O.P.E.	00055682	03-Jun-22	\$125.64	Payroll Deduction
ABC Bus Companies	00055683	03-Jun-22	\$217.28	Bus Parts
ABC Bus Companies	00055714	10-Jun-22	\$1,607.59	Bus Parts
ABC Bus Companies	00055779	24-Jun-22	\$441.26	Bus Parts
Advance Auto Parts	00055684	03-Jun-22	\$960.06	Maintenance Supplies
Advance Auto Parts	00055715	10-Jun-22	\$1,394.33	Maintenance Supplies
Advance Auto Parts	00055746	17-Jun-22	\$65.61	Maintenance Supplies
Advance Auto Parts	00055780	24-Jun-22	\$3,257.03	Maintenance Supplies
Airgas USA, LLC	00055747	17-Jun-22	\$250.99	Welding Supplies
Amalgamated Transit Union Local 752	00055685	03-Jun-22	\$6,435.35	Payroll Deduction
Amalgamated Transit Union Local 752	00055748	17-Jun-22	\$100.00	Payroll Deduction
Amazon Capital Service	00055686	03-Jun-22	\$58.45	Comp. Hardware & Repair, Office & Materials & Supplies
Amazon Capital Service	00055716	10-Jun-22	\$400.76	Comp. Hardware & Repair, Garage Equipment & Office Supplies
Amazon Capital Service	00055749	17-Jun-22	\$986.50	Bus Parts & Shop Tools
American Public Transportation Assoc.	00055781	24-Jun-22	\$18,000.00	APTA Dues
Ancel, Glink, Diamond, Bush, DiCianni & Awarity	00055750	17-Jun-22	\$450.00	Legal Service
Awarity	00055751	17-Jun-22	\$299.00	Advertising
Bellas Landscaping	00055782	24-Jun-22	\$5,450.00	Landscaping
Birkey's Farm Store, Inc	00055717	10-Jun-22	\$692.64	Bus Parts
Blue Springs, Inc	00055718	10-Jun-22	\$180.00	Portable Restroom
Cardinal Infrastructure, LLC	00055719	10-Jun-22	\$6,000.00	Consulting
CDS Office Technologies	00055783	24-Jun-22	\$9,982.00	Computer Hardware & Repair
Central Illinois Trucks Inc.	00055720	10-Jun-22	\$9,177.88	Bus Parts
Central Illinois Trucks Inc.	00055752	17-Jun-22	\$1,172.38	Bus Parts
Central Illinois Trucks Inc.	00055784	24-Jun-22	\$870.98	Bus Parts
Central States Bus Sales, Inc	00055721	10-Jun-22	\$1,000.68	Bus Parts
CHEMSEARCH H2O SOLUTIONS	00055722	10-Jun-22	\$675.00	Water Treatment
ChemStation of Indiana	00055753	17-Jun-22	\$532.00	Garage Supplies
ChemStation of Indiana	00055785	24-Jun-22	\$1,208.65	Garage Supplies
City of Bloomington	00055723	10-Jun-22	\$134.19	Utilities
Clark Baird Smith, LLP	00055754	17-Jun-22	\$175.00	Legal Service
Clean Exhaust Specialist	00055755	17-Jun-22	\$613.00	Bus Parts
Clean Exhaust Specialist	00055786	24-Jun-22	\$1,038.00	Bus Parts
Comet Loans	00055687	03-Jun-22	\$167.94	Payroll Deduction
Commerce Bank	ACH	01-Jun-22	\$4.48	Bank Fees
Commerce Bank	ACH	10-Jun-22	\$160.57	Bank Fees
Corn Belt Energy Corp.	00055756	17-Jun-22	\$4,840.24	Utilities
Cornerstone Government Affairs	00055757	17-Jun-22	\$3,958.33	Consulting
Cummins Sales and Service	00055787	24-Jun-22	\$826.36	Bus Parts
Den Graphix, Inc.	00055788	24-Jun-22	\$11.00	Printing
Don Owen Tire Service, Inc.	00055789	24-Jun-22	\$1,128.52	Bus Parts
Eagle Automotive	00055688	03-Jun-22	\$14.14	Bus Parts
Eagle Automotive	00055758	17-Jun-22	\$207.84	Bus Parts
Eagle Automotive	00055790	24-Jun-22	\$449.60	Bus Parts
Engraving Express	00055689	03-Jun-22	\$9.50	Driver's Uniforms
Evergreen FS	00055690	03-Jun-22	\$4,234.71	Fuel
Evergreen FS	00055759	17-Jun-22	\$1,589.40	Fuel
Evergreen FS	00055791	24-Jun-22	\$925.06	Fuel
Farnsworth Group, Inc	00055760	17-Jun-22	\$2,820.00	Consulting
Fastenal Company	00055724	10-Jun-22	\$34.79	Bus Parts
Fastenal Company	00055761	17-Jun-22	\$19.00	Bus Parts
Fasteners Etc.	00055725	10-Jun-22	\$147.41	Maintenance Supplies
Fitzgerald Equipment Co., Inc.	00055726	10-Jun-22	\$1,177.82	Garage Equipment Repair
Gary Bachman	00055727	10-Jun-22	\$49.89	Driver's Uniforms
Genfare, LLC	00055728	10-Jun-22	\$1,700.77	Software and Hardware
Genfare, LLC	00055762	17-Jun-22	\$2,094.97	Software and Hardware



Connect Transit Cash Disbursement Report June 2022

Name	Check Number	Date	Amount	Description
Genfare, LLC	00055792	24-Jun-22	\$1,849.50	Software and Hardware
Great Plains Media	00055691	03-Jun-22	\$1,680.00	Radio Advertising
Heritage-Crystal Clean, LLC	00055729	10-Jun-22	\$2,786.90	Environmental Services
ICMA	ACH	02-Jun-22	\$31,583.48	457 Retirement Trust
ICMA	ACH	16-Jun-22	\$31,316.49	457 Retirement Trust
ICMA	ACH	30-Jun-22	\$37,655.46	457 Retirement Trust
Illinois Department of Employment Security	ACH	28-Jun-22	\$315.00	SUTA Payment
Illinois Department of Revenue	00055692	03-Jun-22	\$13,509.15	Payroll Deduction
Illinois Department of Revenue	00055763	17-Jun-22	\$13,815.95	Payroll Deduction
Illinois Dept of Revenue Wage Levy Unit	00055764	17-Jun-22	\$318.27	Payroll Deduction
Illinois Oil Marketing Equipment, Inc.	00055693	03-Jun-22	\$1,733.66	Fuel Station
Illinois State Disbursement Unit	00055694	03-Jun-22	\$70.24	Payroll Deduction
Illinois State Disbursement Unit	00055765	17-Jun-22	\$145.48	Payroll Deduction
Justin Allen	00055766	17-Jun-22	\$308.88	Travel & Meetings
Keith Farris	00055695	03-Jun-22	\$245.83	Driver's Uniforms
Kenneth Jones	00055696	03-Jun-22	\$141.36	Driver's Uniforms
Ken's Oil Service, Inc	00055697	03-Jun-22	\$21,319.02	Bus Parts & Fuel
Ken's Oil Service, Inc	00055730	10-Jun-22	\$20,739.66	Bus Parts & Fuel
Ken's Oil Service, Inc	00055767	17-Jun-22	\$23,384.04	Bus Parts, Cleaning Supplies & Fuel
Ken's Oil Service, Inc	00055793	24-Jun-22	\$162.50	Bus Parts
KJ Backpack, LLC	00055731	10-Jun-22	\$7,222.69	Consulting
Lewis, Yockey & Brown, Inc	00055768	17-Jun-22	\$750.00	Bus Stops
Lewis, Yockey & Brown, Inc	ACH	23-Jun-22	\$5,000.00	Bus Stops
Lewis, Yockey & Brown, Inc	00055794	24-Jun-22	\$2,185.00	Bus Stops
Magaldi and Magaldi, Inc.	00055698	03-Jun-22	\$867.07	Bus Parts
Marsha L Combs-Skinner	00055699	03-Jun-22	\$600.00	Payroll Deduction
Marsha L Combs-Skinner	00055769	17-Jun-22	\$600.00	Payroll Deduction
Menards	00055732	10-Jun-22	\$11.99	Maintenance Supplies
Menards	00055795	24-Jun-22	\$207.62	Building Matenance & Materials & Supplies
Midwest Equipment II	00055700	03-Jun-22	\$84.67	Lawn Maintenance Equipment
Midwest Transit Equipment, Inc.	00055701	03-Jun-22	\$923.95	Bus Parts
Miller Janitor Supply	00055733	10-Jun-22	\$353.10	Maintenance Supplies
Miller Janitor Supply	00055770	17-Jun-22	\$386.20	Maintenance Supplies
Miller Janitor Supply	00055796	24-Jun-22	\$158.30	Maintenance Supplies
Milwaukee Transport Services, Inc.	00055797	24-Jun-22	\$15,000.00	Bus
Minerva Promotions	00055772	17-Jun-22	\$2,267.05	Uniforms
Mohawk Mfg. & Supply Co.	00055773	17-Jun-22	\$157.18	Bus Parts
Morris Avenue Garage	00055734	10-Jun-22	\$245.00	Vehicle Inspection
Morris Avenue Garage	00055774	17-Jun-22	\$105.00	Vehicle Inspection
Motion Industries, Inc.	00055702	03-Jun-22	\$38.52	Bus Parts
Napa Auto Parts	00055735	10-Jun-22	\$9.38	Bus Parts
Nicor Gas	00055703	03-Jun-22	\$1,519.48	Utilities
Oberlander Alarm Systems, Inc.	00055704	03-Jun-22	\$218.40	Security Alarm Service Fee
Oberlander Alarm Systems, Inc.	00055736	10-Jun-22	\$218.40	Security Alarm Service Fee
Orkin Pest Control	00055737	10-Jun-22	\$614.00	Pest Control
Payrol	ACH	02-Jun-22	\$212,594.23	
Payrol	ACH	16-Jun-22	\$222,384.73	
Payrol	ACH	30-Jun-22	\$224,643.23	
Piercy Auto Body	00055738	10-Jun-22	\$2,511.95	Outside Repair
Prairie Signs	00055775	17-Jun-22	\$48.00	Accident
Premier Staffing Solution, LLC	00055705	03-Jun-22	\$2,564.72	Staffing
Premier Staffing Solution, LLC	00055739	10-Jun-22	\$2,110.92	Staffing
Premier Staffing Solution, LLC	00055776	17-Jun-22	\$2,649.71	Staffing
Premier Staffing Solution, LLC	00055798	24-Jun-22	\$2,737.12	Staffing
Republic Services # 368	00055706	03-Jun-22	\$419.40	Garbage Disposal
Sam Leman	00055740	10-Jun-22	\$567.16	Outside Repair
Southtown Wrecker Service, Inc.,	00055741	10-Jun-22	\$140.00	Towing
Southtown Wrecker Service, Inc.,	00055799	24-Jun-22	\$705.00	Towing



**Connect Transit
Cash Disbursement Report
June 2022**

Name	Check Number	Date	Amount	Description
Stratus Networks	00055742	10-Jun-22	\$3,138.75	Internet
The Aftermarket Parts Company LLC	00055707	03-Jun-22	\$806.03	Bus Parts
The Aftermarket Parts Company LLC	00055743	10-Jun-22	\$1,554.19	Bus Parts
The Aftermarket Parts Company LLC	00055777	17-Jun-22	\$101.28	Bus Parts
The Aftermarket Parts Company LLC	00055800	24-Jun-22	\$3,648.24	Bus Parts
Thermo King Quad Cities, Inc.	00055708	03-Jun-22	\$1,879.82	Bus Parts
Town of Normal	00055709	03-Jun-22	\$756.40	Utilites
TransitTalent.com	00055744	10-Jun-22	\$115.00	Public Notices
TransitTalent.com	00055801	24-Jun-22	\$115.00	Public Notices
TRAVELERS	00055745	10-Jun-22	\$19,199.78	Property Damage
United Statesd Treasury	ACH	07-Jun-22	\$73,074.02	Federal Taxes
United Statesd Treasury	ACH	21-Jun-22	\$75,098.18	Federal Taxes
UPS	00055778	17-Jun-22	\$12.53	Shipping
Verizon Wireless	00055710	03-Jun-22	\$3,068.63	Mobile Data Terminals for SS
VISA-Commerce Bank	00055711	03-Jun-22	(\$80.21)	Cash Back Rebate
VISA-Commerce Bank	00055711	03-Jun-22	\$236.94	Legal
VISA-Commerce Bank	00055711	03-Jun-22	\$1,444.06	Advertising- Employment
VISA-Commerce Bank	00055711	03-Jun-22	\$119.42	Building Supplies
VISA-Commerce Bank	00055711	03-Jun-22	\$816.91	Software Licensing
VISA-Commerce Bank	00055711	03-Jun-22	\$83.18	Cable
VISA-Commerce Bank	00055711	03-Jun-22	\$1,241.95	Management Publications
VISA-Commerce Bank	00055711	03-Jun-22	\$1,854.17	Travel & Meetings
VISA-Commerce Bank	00055711	03-Jun-22	\$96.88	Employee Recognition
VISA-Commerce Bank	00055711	03-Jun-22	\$1,706.62	Advertising- Promotions
VISA-Commerce Bank	00055711	03-Jun-22	\$408.11	Safety & Training
VISA-Commerce Bank	00055711	03-Jun-22	\$12.93	Printed Materials
Wilcox Electric & Service, Inc	00055712	03-Jun-22	\$1,265.00	Building Maintenance
Wilcox Electric & Service, Inc	ACH	06-Jun-22	\$654,088.77	Solar Infrastructure
Total			\$1,863,741.49	

Bloomington Normal Public Transit Balance Sheet

Division: 99 Board Reports

As of: 6/30/2022

Fiscal Year: 2022 Period: 12 Jun-2022

Assets

Current Assets

Checking and Savings	\$6,704,081.16
Accounts Receivable	\$3,820,768.04
Inventory Asset - Fuel	\$43,861.27
Inventory Asset - Parts	\$243,807.27
Inventory Asset - Tires	\$0.00
Other Current Assets	\$97,495.48

Total Current Assets **\$10,910,013.22**

Fixed Assets \$22,591,622.73

Total Assets **\$33,501,635.95**

Liabilities & Equity

Liabilities

Accounts Payable	\$266,033.63
Payroll Liabilities	\$1,131,545.89
Contracts	\$0.00
Due to Illinois Funds Account	\$0.00
Deferred Revenue	\$279,899.56
Deficit Funding Advance	\$0.00

Total Liabilities **\$1,677,479.08**

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 \$12,570,211.48

Total Liabilities & Equity **\$33,501,635.95**

Bloomington Normal Public Transit Income Statement With Approved Budget

	From Period 12		Division: 98 Operating Profit/Loss		As of: 6/30/2022	
	From Fiscal Year: 2022	Thru Fiscal Year: 2022	From Period 12	Thru Period 12	Jun-2022	Jul-2021 Jun-2022
Operating Revenue						
Passenger Fares		\$53,723.49	14.40%	\$547,378.84	146.75%	\$373,000.00
ISU Contract Fare		\$48,178.00	7.94%	\$578,136.00	95.24%	\$607,000.00
Other Contract Fares		\$13,803.59	8.63%	\$174,551.81	109.09%	\$160,000.00
Advertising Revenue		\$12,458.33	12.46%	\$116,559.99	116.56%	\$100,000.00
Miscellaneous Revenue		(\$18.10)	-0.72%	\$21,649.29	865.97%	\$2,500.00
Total Operating Revenue		\$128,145.31	10.31%	\$1,438,275.93	115.76%	\$1,242,500.00
Operating Expenses						
Operators Wages		\$506,061.62	7.80%	\$6,568,346.29	101.25%	\$6,487,000.00
Maintenance Wages		\$49,332.03	3.80%	\$1,022,954.22	78.81%	\$1,298,000.00
Administration Wages		\$126,505.38	11.80%	\$869,603.12	81.12%	\$1,072,000.00
Employer Payroll Tax Expense		\$38,612.32	5.36%	\$673,056.48	93.48%	\$720,000.00
Retirement Plan		\$71,844.10	16.75%	\$406,148.93	94.67%	\$429,000.00
Group Insurance		\$113,801.45	6.35%	\$1,524,805.76	85.04%	\$1,793,000.00
Uniform Expense		\$5,101.37	13.42%	\$31,891.18	83.92%	\$38,000.00
Professional Services		\$16,780.83	5.38%	\$359,305.32	115.16%	\$312,000.00
Outside Repair-Labor		\$10,340.82	11.49%	\$56,658.72	62.95%	\$90,000.00
Contract Maintenance Services		\$17,705.99	14.28%	\$236,224.67	190.50%	\$124,000.00
Custodial Services		\$1,382.48	8.13%	\$18,635.08	109.62%	\$17,000.00
Employee Recruiting/Testing/Temp Help		\$20,248.94	126.56%	\$121,456.19	759.10%	\$16,000.00
Fuel		\$84,874.16	9.58%	\$849,026.73	95.83%	\$886,000.00
Lubricants		\$9,969.69	22.15%	\$34,096.68	75.77%	\$45,000.00
Tires		\$14,267.81	15.85%	\$53,706.14	59.67%	\$90,000.00
Bus Repair Parts		\$98,005.98	30.63%	\$419,658.47	131.14%	\$320,000.00
Other Materials & Supplies		\$8,173.23	10.75%	\$58,257.19	76.65%	\$76,000.00
Shelters/Signs/Shop Tools		\$9,568.99	35.44%	\$18,408.45	68.18%	\$27,000.00
Computer and Office Supplies		\$31,305.64	11.68%	\$218,869.72	81.67%	\$268,000.00
Utilities		\$12,359.65	9.16%	\$170,873.14	126.57%	\$135,000.00
Corporate Insurance		\$37,092.18	8.90%	\$478,812.12	114.82%	\$417,000.00
Dues/Subscriptions/Fees		\$19,419.50	37.35%	\$41,865.20	80.51%	\$52,000.00
Printing/Marketing/Training		\$9,772.79	3.39%	\$217,147.30	75.40%	\$288,000.00
Total Operating Expenses		\$1,312,526.95	8.75%	\$14,449,807.10	96.33%	\$15,000,000.00
Operating Assistance						
Operating Deficit Before Subsidies and Grants		(\$1,184,381.64)	8.61%	(\$13,011,531.17)	94.58%	(\$13,757,500.00)
City of Bloomington Operating Assistance		\$63,333.33	8.33%	\$759,999.96	100.00%	\$760,000.00
Town of Normal Operating Assistance		\$32,500.00	6.63%	\$423,333.32	86.39%	\$490,000.00
Illinois Downstate Operating Assistance		\$1,311,162.21	13.57%	\$12,429,372.45	128.61%	\$9,664,200.00
FTA 5307 Operating Assistance		\$327,298.00	12.07%	\$3,558,187.00	131.24%	\$2,711,300.00
Total Operating Assistance		\$1,734,293.54	12.73%	\$17,170,892.73	126.02%	\$13,625,500.00



		Fixed Route							
	July 2022	Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
	Total Ridership	111225	116210	-4.29%	108167	2.83%	111225	108167	2.83%
	Total Service Hours	8383	8596	-2.48%	8302	0.97%	8383	8302	0.97%
	Total Service Miles	103727	106439	-2.55%	104353	-0.60%	103727	104353	-0.60%
	# Operations Employees								
	Operators								
	Operators In Training								
	# Maintenance Employees								
	Mechanics								
	# Administrative Employees								
	# Revenue Vehicles	39	39	0.00%	38	2.63%	39	38	2.63%
	Total Miles/Revenue Vehicle	2660	2729	-2.55%	2746	-3.15%	2660	2746	-3.15%
SYSTEM: EFFICIENCIES									
	Percent Farebox Recovery	*	10.38%	*	10.41%	*	*	10.41%	*
	Subsidy/Passenger	*	\$7.81	*	\$7.92	*	*	\$7.92	*
	Work Compensation Hours								
TRANSPORTATION: EFFICIENCIES									
	Operator Pay Hours/Service Hours								
	Percent Operator Overtime								
	Percent Unscheduled Operator Absences								
TRANSPORTATION: EFFECTIVENESS									
	Percent On-Time Trips	96%	96%	0.00%	96%	0.00%	96%	96%	0.00%
	Valid Complaints per 100K Passengers	0.90	0.86	4.48%	0.00	*	0.90	0.00	*
	Passenger Accidents/100K Passengers	0.90	2.58	-65.17%	2.77	-67.58%	0.90	2.77	-67.58%
	Vehicle Collisions/100,000 Miles	1.93	6.58	-70.68%	1.92	0.60%	1.93	1.92	0.60%

	July 2022	Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
MAINTENANCE: EFFICIENCIES									
	Vehicle Maintenance Expense/Total Miles	*	\$1.32	*	\$0.86	*	*	\$0.86	*
	Percent Maintenance Overtime								
	Parts Expense/Total Miles	*	\$0.83	*	\$0.12	*	*	\$0.12	*
MAINTENANCE: EFFECTIVENESS									
	Miles/Road Call	1989.65	1751.60	13.59%	2637.10	-24.55%	1989.65	2637.10	-24.55%
	Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%
	Average Bus Cleanliness Score								
GREEN TECHNOLOGY									
	Solar Energy Created (MWh)								
	Facility Electric Usage (MWh)								
	Facility Electric Costs								

*Some data required for this field has not been finalized at this time, or the formula in this field produces an error. (Normally divide by zero error)



		Connect Mobility							
	July 2022	Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
	Total Ridership	7560	7745	-2.39%	5631	34.26%	7560	5631	34.26%
	Total Service Hours	3415	3532	-3.31%	2683	27.28%	3415	2683	27.28%
	Total Service Miles	40807	42287	-3.50%	30451	34.01%	40807	30451	34.01%
	# Operations Employees								
	Operators								
	Operators In Training								
	# Maintenance Employees								
	Mechanics								
	# Administrative Employees								
	# Revenue Vehicles	19	19	0.00%	17	11.76%	19	18	5.56%
	Total Miles/Revenue Vehicle	2148	2226	-3.50%	1791	19.90%	2148	1692	26.96%
	SYSTEM: EFFICIENCIES								
	Percent Farebox Recovery	*	3.41%	*	4.07%	*	*	4.07%	*
	Subsidy/Passenger	*	\$34.44	*	\$47.23	*	*	\$47.23	*
	Work Compensation Hours								
	TRANSPORTATION: EFFICIENCIES								
	Operator Pay Hours/Service Hours								
	Percent Operator Overtime								
	Percent Unscheduled Operator Absences								
	TRANSPORTATION: EFFECTIVENESS								
	Percent On-Time Trips	98%	98%	0.00%	99%	-1.01%	98%	99%	-1.01%
	Valid Complaints per 100K Passengers	0.00	12.91	-100.00%	0.00	*	0.00	0.00	*
	Passenger Accidents/100K Passengers	26.46	0.00	*	17.76	48.97%	26.46	17.76	48.97%
	Vehicle Collisions/100,000 Miles	7.35	2.36	210.88%	6.57	11.93%	7.35	6.57	11.93%

	July 2022	Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
MAINTENANCE: EFFICIENCIES									
	Vehicle Maintenance Expense/Total Miles	*	\$0.58	*	\$0.99	*	*	\$0.99	*
	Percent Maintenance Overtime								
	Parts Expense/Total Miles	*	\$0.15	*	\$0.06	*	*	\$0.06	*
MAINTENANCE: EFFECTIVENESS									
	Miles/Road Call	5097.13	6063.00	-15.93%	31291.00	-83.71%	5097.13	31291.00	-83.71%
	Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%
	Average Bus Cleanliness Score								
GREEN TECHNOLOGY									
	Solar Energy Created (MWh)								
	Facility Electric Usage (MWh)								
	Facility Electric Costs								

*Some data required for this field has not been finalized at this time, or the formula in this field produces an error. (Normally divide by zero error)



		System Totals							
	July 2022	Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
	Total Ridership	118785	123955	-4.17%	113798	4.38%	118785	113798	4.38%
	Total Service Hours	11798	12128	-2.72%	10985	7.40%	11798	10985	7.40%
	Total Service Miles	144534	148726	-2.82%	134804	7.22%	144534	134804	7.22%
	# Operations Employees	112	114	-1.75%	108	3.70%	112	108	3.70%
	Operators	92	93	-1.08%	91	1.10%	92	91	1.10%
	Operators In Training	0	1	-100.00%	4	-100.00%	0	4	-100.00%
	# Maintenance Employees	17	17	0.00%	20	-15.00%	17	20	-15.00%
	Mechanics	7	7	0.00%	9	-22.22%	7	9	-22.22%
	# Administrative Employees	14	14	0.00%	11	27.27%	14	11	27.27%
	# Revenue Vehicles	58	58	0.00%	55	5.45%	58	56	3.57%
	Total Miles/Revenue Vehicle	4807	4955	-2.98%	4537	5.95%	4807	4438	8.33%
SYSTEM: EFFICIENCIES									
	Percent Farebox Recovery	*	8.88%	*	8.98%	*	*	8.98%	*
	Subsidy/Passenger	*	\$9.48	*	\$9.87	*	*	\$9.87	*
	Work Compensation Hours	0	0	*	184	-100.00%	0	184	-100.00%
TRANSPORTATION: EFFICIENCIES									
	Operator Pay Hours/Service Hours	138.77%	139.72%	-0.68%	154.42%	-10.14%	138.77%	154.42%	-10.14%
	Percent Operator Overtime	3.28%	3.05%	7.50%	4.72%	-30.53%	3.28%	4.72%	-30.53%
	Percent Unscheduled Operator Absences	5.51%	2.96%	86.49%	8.94%	-38.34%	5.51%	8.94%	-38.34%
TRANSPORTATION: EFFECTIVENESS									
	Percent On-Time Trips								
	Valid Complaints per 100K Passengers	0.84	1.61	-47.82%	0.00	*	0.84	0.00	*
	Passenger Accidents/100K Passengers	2.53	2.42	4.35%	3.52	-28.15%	2.53	3.52	-28.15%
	Vehicle Collisions/100,000 Miles	3.46	5.38	-35.69%	2.97	16.59%	3.46	2.97	16.59%

	July 2022	Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
MAINTENANCE: EFFICIENCIES									
	Vehicle Maintenance Expense/Total Miles	*	\$1.12	*	\$0.89	*	*	\$0.89	*
	Percent Maintenance Overtime	8.13%	3.21%	153.58%	6.57%	23.69%	8.13%	6.57%	23.69%
	Parts Expense/Total Miles	*	\$0.64	*	\$0.11	*	*	\$0.11	*
MAINTENANCE: EFFECTIVENESS									
	Miles/Road Call	2,411.00	2,182.74	10.46%	3,382.12	-28.71%	2,411.00	3,382.12	-28.71%
	Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%
	Average Bus Cleanliness Score	*	90.85%	*	78.33%	*	*	78.33%	*
GREEN TECHNOLOGY									
	Solar Energy Created (MWh)	31.69	36.12	-12.26%	*	*	31.69	*	*
	Facility Electric Usage (MWh)	26.55	26.3	0.95%	34.2	-22.37%	26.55	34.2	-22.37%
	Facility Electric Costs	4640.33	4191	10.72%	3512.3	32.12%	4640.33	3512.3	32.12%

*Some data required for this field has not been finalized at this time, or the formula in this field produces an error. (Normally divide by zero error)

Monthly Federal Update for Connect Transit

Prepared by Cardinal Infrastructure

Prepared August 18th, 2022

Appropriations

The Senate Committee on Appropriations released its draft Fiscal Year (FY) 2023 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill. It is unclear if the Senate will mark up this bill, but it will be a starting point for further negotiations.

The Senate THUD Appropriations bill appropriates the overwhelming majority of public transit and passenger rail authorizations of the Infrastructure Investment and Jobs Act (IIJA). Specifically, the THUD Appropriations bill, together with the IIJA's advance appropriations, provides a total of \$21.1 billion for public transit in FY 2023, an increase of \$565 million (3 percent) from the FY 2022 enacted level. In addition, the THUD Appropriations bill and IIJA provide \$16.9 billion for passenger and freight rail in FY 2023, an increase of \$325 million (2 percent) from the FY 2022 enacted level.

Connect received \$2.7 million from the FY22 appropriations process that finally trickled down from the Illinois Department of Transportation (IDOT). Senators Durbin and Duckworth helped in securing that money.

A similar request has been submitted by IDOT for the FY23 cycle and has been supported by Senators Durbin and Duckworth. It is currently in the draft version of the Senate appropriations bill. It is not guaranteed to be included in the final passage, but the support of both Senators is encouraging.

Public Transit

The Senate THUD Appropriations bill and IIJA provide \$21.1 billion for public transit in FY 2023, an increase of \$565 million (3 percent) from the FY 2022 enacted level. This total appropriation is \$621 million less than the House THUD Appropriations bill and \$204 million less than the total amount authorized in the IIJA.

The Senate THUD Appropriations bill fully funds the public transit contract authority of \$13.6 billion as provided by the IIJA. The THUD Appropriations bill, together with the IIJA advance appropriations, provides \$4.1 billion for Capital Investment Grants (CIG), \$489 million less than the IIJA authorization. The THUD bill's \$2.5 billion CIG appropriation includes \$1.9 billion for New Starts, \$100 million for Core Capacity projects, \$411 million for Small Starts, and \$100 million for the Expedited Project Delivery for CIG Pilot Program. Unlike the House THUD Appropriations bill, the Senate THUD Appropriations bill does not include a set aside for projects with existing Full Funding Grant Agreements.

The Senate THUD Appropriations bill also provides an additional \$527 million for specific initiatives, including: \$220 million for Buses and Bus Facilities Competitive Grants; \$135 million for Low-No Emission Bus Grants; \$40 million for Passenger Ferry and Rural Ferry Grants; and \$98 million for congressionally directed spending on designated public transit projects.

Furthermore, the bill includes several important policy provisions. Section 163 of the bill includes language blocking the Rostenkowski Test to prevent a possible across-the-board cut of FY 2023 transit formula funds to each public transit agency. Section 164 prohibits the U.S. Department of Transportation (DOT) from impeding or hindering a project from advancing or approving a project seeking a CIG federal share of more than 40 percent. Finally, the legislation authorizes projects in the Expedited Project

Delivery for CIG Pilot Program to be eligible for funding under the CIG program without further evaluation or rating. The House THUD Appropriations bill also includes each of these policy provisions.

DOT Issues Another GHG Measure Rule for State DOTs

USDOT released a [new proposed rule](#) would require state DOTs and MPOs that have National Highway System mileage within their geographic boundaries to “establish declining carbon dioxide (CO2) targets and to establish a method for the measurement and reporting of greenhouse gas (GHG) emissions associated with transportation under Title 23, United States Code (U.S.C).” The new rule is similar to a GHG performance measure rule proposed by the Obama Administration in April 2016 which was later withdrawn by the Trump Administration in May 2018 after serious debate over whether or not DOT had the legal authority to issue the rule. Section 30801 of the Senate EPW Committee’s proposed reconciliation title in the December 2021 draft bill would have given explicit legal authority to DOT to issue such a rule, and if the GOP takes control of either or both chambers of Congress this fall, you can expect amendments in the FY 2024 appropriations bills to prevent this rule from moving forward.

USDOT Grant Awards

On August 11th the DOT announced awards for both the RAISE discretionary grant program, the Bus and Bus Facilities discretionary grant program and the Low and No emission discretionary grant program. Connect received the following grant that was advocated for by Senators Durbin and Duckworth and Representatives LaHood and Davis.

IL	Bloomington-Normal Public Transit System	\$13,076,800	Buses and Bus Facilities	The Bloomington-Normal Public Transit System's Connect Transit will receive funding to buy as many as five battery-electric vehicles and 10 zero-emission microtransit vehicles, as well as build a facility to house microtransit and paratransit vehicles and conduct workforce training.
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Inflation Reduction Act

On Tuesday, August 16th President Biden signed into law the Inflation Reduction Act meant to reduce health costs, reduce greenhouse gas emissions and raise taxes on corporations and wealthy investors. The bill will invest \$370 billion dollars in spending and tax credits in low-emission forms of energy to fight climate change, extend federal health-insurance subsidies, allow the government to negotiate prescription drug prices for seniors on Medicare as well as reduce the federal budget deficit by about \$300 billion over 10 years. Additionally, the legislation would increase taxes by about \$300 billion, largely by imposing new levies on big corporations. The law includes a new tax on certain corporate stock repurchases and a minimum tax on large firms that use deductions and other methods to reduce their tax bills. It also bolsters funding for the Internal Revenue Service in an effort to crack down on tax evasion and collect potentially hundreds of billions of dollars that are currently owed to the government but not paid by high earners and corporations.

The bill includes numerous important provisions that benefit public transportation. The Inflation Reduction Act:

- Extends the excise tax credits for alternative fuels, biodiesel, and renewable diesel;
- Extends and substantially restructures the alternative fuel vehicle property credit;
- Establishes a new commercial clean vehicle tax credit; and
- Provides significant new investments in climate, zero-emission technology, equity, and environmental review, including \$27 billion for a Greenhouse Gas Reduction Fund; \$3.2 billion for Neighborhood Access and Equity Grants; and \$2 billion for Low-Carbon Transportation Materials Grants.

Extends Alternative Fuel Tax Credits and Establishes New Clean Vehicle Tax Credits

Extends the Alternative Fuels Excise Tax Credit. Section 13201 extends the \$0.50 per gasoline gallon equivalent excise tax credits for alternative fuels from 2021 through 2024. Public transit agencies that fuel their vehicles with compressed natural gas (CNG), liquefied natural gas (LNG), or liquified hydrogen benefit from this tax credit. Transit agencies may file a claim for payment equal to the amount of the alternative fuel credit. The credit is first applied to the applicable excise tax liability under section 26 U.S.C. § 4041 or 26 U.S.C § 4081, and any excess credit may be taken as a payment. The provision creates a special rule to address claims regarding excise tax credits and claims for payment for alternative fuel used during the period beginning January 1, 2022, through the date of enactment.

Extends the Biodiesel and Renewable Diesel Excise Tax Credit. This section also extends the \$1.00 per gallon excise tax credits for biodiesel and renewable diesel from 2022 through 2024. Transit agencies may file a claim for payment equal to the amount of the biodiesel or renewable diesel tax credit.

Extends and Substantially Restructures the Alternative Fuel Vehicle Refueling Property

Credit. Section 13404 extends the alternative fuel vehicle refueling property credit from 2021 through 2032, and substantially restructures the credit. Refueling property is property for the storage or dispensing of clean-burning fuel or electricity into the vehicle fuel tank or battery. Clean-burning fuels include CNG, LNG, electricity, and hydrogen. The bill clarifies that bidirectional charging equipment is eligible property. Tax credits for refueling property used in a trade or business are part of the general business credit. Generally, in the case of refueling property sold to a tax-exempt entity, the taxpayer selling the property may claim the tax credit.

This section also substantially restructures the tax credit. Under current law, taxpayers may claim a 30 percent credit for an alternative fuel property up to \$30,000 per location. The bill provides a base credit of six percent up to \$100,000 per project. In addition, it provides a bonus credit totaling 30 percent for expenses up to \$100,000 for each project if the taxpayer satisfies Davis-Bacon prevailing wage requirements during construction of the project. In addition, under the bill, the alternative fuel property is only eligible for the credit if the property is placed in service in a low-income community (under 26 U.S.C. § 45D(e)) or rural census tract.

Under the provision, the 2021 rules of the alternative fuel vehicle refueling property credit apply in 2022. In 2023 and subsequent years, the restructured tax credit will apply.

Establishes a new Commercial Clean Vehicle Tax Credit. Section 13403 creates a new tax credit for commercial clean vehicles (e.g., zero-emission buses). The amount of the credit with respect to a

qualified commercial electric vehicle is equal to the lesser of 30 percent of the cost of the vehicle or the incremental cost of the vehicle. The limit of the credit is \$7,500 for a vehicle that weighs less than 14,000 pounds and \$40,000 for all other vehicles. Commercial clean vehicles include battery electric and fuel cell vehicles. This 10-year tax credit takes effect in 2023 and expires December 31, 2032. At this time, it is unclear how the tax credit will work if the taxpayer is a tax-exempt entity. The section requires the Secretary of the Treasury to issue regulations or guidance as necessary to implement the provision.

New Investments in Climate, Zero-Emission Technology, and Equity

Provides \$27 Billion for a new Greenhouse Gas Reduction Fund. Section 60103 provides \$27 billion to the Environmental Protection Agency (EPA) to establish a new Greenhouse Gas Reduction Fund. This Fund will provide capital for both a national and state “green banks” to provide financial support for zero-emission technologies and projects that reduce or avoid greenhouse gas emissions. The Fund provides \$20 billion for national green bank and \$7 billion to finance state and local green banks. Under the program, EPA will make competitive grants, loans, other financial assistance, and technical assistance available to states, municipalities, Indian tribes, and certain nonprofit organizations to enable communities, particularly low-income and disadvantaged communities, to reduce or avoid greenhouse gas emissions and deploy or benefit from zero-emission technologies. The provision requires EPA to implement the program no later than 180 days after the date of enactment of this section.

Provides \$1 Billion for Clean Heavy-Duty Vehicles. Section 60101 provides \$1 billion to EPA to carry out a new Clean Heavy-Duty Vehicles program. Under the program, EPA will make grants and rebates to states, municipalities, Indian tribes, and eligible contractors to replace Class 6 or Class 7 heavy-duty vehicles as defined in 40 CFR 1037.801 (i.e., vehicles with a gross vehicle weight between 19,501 pounds and 33,000 pounds) with zero-emission vehicles.

The grants may pay up to 100 percent of costs for:

- the incremental cost of replacing eligible vehicles with zero-emission vehicles;
- purchasing, installing, operating, and maintaining zero-emission infrastructure;
- workforce development and training for zero-emission vehicles; and
- planning and technical activities to support adoption and deployment of zero-emission vehicles.

The provision requires EPA to implement the program no later than 180 days after the date of enactment of this section.

Provides \$3.2 Billion for Neighborhood Access and Equity Grants. Section 60501 provides \$3.2 billion to the Federal Highway Administration (FHWA) to establish a new Neighborhood Access and Equity Grant program. The program provides competitive grants to states, local governments, Indian tribes, public authorities with a transportation function, and metropolitan planning organizations:

- to improve walkability, safety, and affordable transportation access through construction of projects that are context-sensitive;
- to mitigate or remediate negative impacts from surface transportation facilities that create an obstacle to connectivity within a community (e.g., grade separation) or are a source of pollution or other burden to disadvantaged or underserved communities; and
- for planning and capacity building in disadvantaged or underserved communities.

The program sets aside 40 percent (\$1.2 billion) of these funds for communities that are economically disadvantaged, underserved, or located in an area of persistent poverty.

The federal share is 80 percent, except that the federal share of projects in disadvantaged or underserved communities may be up to 100 percent. These funds may not be used for projects that result in additional through travel lanes for single occupant passenger vehicles.

Provides \$2 Billion for Low-Carbon Transportation Materials Grants. Section 60506 provides \$2 billion to FHWA for a new Low-Carbon Transportation Materials Grants program. On Federal-aid highway projects, FHWA may reimburse or provide incentives to states, local governments, Indian tribes, public authorities, and metropolitan planning organizations for the use of construction materials and products that have substantially lower levels of embodied greenhouse gas emissions compared to estimated industry averages. FHWA may reimburse or provide incentives payments (2 percent) for the increased incremental cost of using low-carbon materials and provide a federal share of up to 100 percent.

These reimbursements or incentives may not be used for projects that result in additional through travel lanes for single occupant passenger vehicles.

New Investments in Environmental Review

Provides \$350 Million for Environmental Review Improvement Fund. Section 70007 provides \$350 million to the Federal Permitting Improvement Steering Council Environmental Review Improvement Fund to help the Council coordinate a more efficient and effective federal environmental review and permit authorization process for major infrastructure projects, including public transportation projects.

Provides \$100 Million for FHWA Development and Review of Environmental Review

Documents. Section 60505 provides \$100 million to facilitate the development and review of documents for the environmental review process for proposed surface transportation projects and for administrative expenses of FHWA.

Presidential Emergency Board

On Tuesday, August 16th President Biden's Presidential Emergency Board made their recommendations in the ongoing labor dispute between major railroads and their unions. In a [report](#) sent to the president, the board suggested better pay and health benefits for railroad workers. These include annual wage increases of between 4% and 7% through 2024, a 3% retroactive increase for 2020 and 3.5% for 2021 when the rail workers did not have a contract, five \$1,000 annual bonuses, an additional paid day off, removing the cap on monthly employee healthcare contributions so that they equal 15% of the plans' overall cost of providing covered benefits, and jointly rebidding contracts to ensure that current costs are competitive. In order to avoid a potentially disastrous national freight rail shutdown, both sides will now consider the recommendations in a 30-day cooling off period. If no agreement is reached, a strike could occur as early as September 16th.

NHTSA Roadway Safety Data

Along with a new \$13 million dollar media campaign spearheaded by the National Highway Traffic Safety Administration for the annual Drive Sober or Get Pulled Over Labor Day enforcement campaign, the NHTSA released data estimating that 9,560 people died on U.S. roads in the first three months of 2022, a 7 percent rise compared to the first quarter of 2021 and 22 percent higher than 2019 levels. NHTSA's report shows the increase in fatalities was highest in the mid-Atlantic region, where 52 percent more people died in the first quarter of 2022 than the first quarter of 2021. The region encompassing

California and Arizona was the only region to improve, with 11 percent fewer deaths than at the same time last year. The report does not categorize the fatalities by mode of transportation, demographics or contributing factors.

“When everyday life came to a halt in March 2020, risky behaviors skyrocketed and traffic fatalities spiked,” Cliff said at a press conference. “We'd hoped these trends were limited to 2020, but sadly, they aren't.”

TO: Connect Transit Board of Directors
FROM: Cornerstone Government Affairs – Illinois Team
SUBJECT: Legislative Update
DATE: August 23, 2022

Summary

This month, we have continued discussions with the Illinois Municipal League regarding Connect’s concerns with the Statement of Economic Interest form disclosures. We also reached out to the Illinois Association of School Boards (IASB), Illinois State Association of Counties (ISACo), and the Township Officials of Illinois (TOI) for progress updates on their discussions. The Illinois Association of School Boards has been the leader in moving this issue forward in Springfield. They would like our assistance convening a meeting with the IML and other interested stakeholders to discuss their legislation. They are also open to amending the language they have drafted.

Additionally, we followed up with Rivian regarding their potential support of the transfer center project. Our initial contact has left the company, so we are looking for another contact. Moving forward, we are continuing to monitor for election or Veto Session actions which could impact Connect Transit.

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

HB 1878

Short Description: INFRASTRUCTURE DESIGN BUILD

House Sponsors

Rep. Ryan Spain

Synopsis As Introduced

Creates the Innovations for Transportation Infrastructure Act. Contains a statement of legislative policy. Defines terms. 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; 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.

Last Action

Date	Chamber	Action
3/27/2021	House	Rule 19(a) / Re-referred to Rules Committee

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
5/10/2022	Senate	Pursuant to Senate Rule 3-9(b) / Referred to Assignments

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
6/10/2022	House	Public Act 102-1092

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
5/13/2022	House	Public Act 102-0790

SB 2905

Short Description: INFRASTRUCTURE DESIGN BUILD

Senate Sponsors

Sen. Ram Villivalam-Thomas Cullerton

Synopsis As Introduced

Creates the Innovations for Transportation Infrastructure Act. Contains a statement of legislative policy. Defines terms. 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.

Last Action

Date	Chamber	Action
5/25/2021	Senate	Referred to Assignments

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
6/15/2022	Senate	Public Act 102-1094

SB 2983

Short Description: COVID-19 RELIGIOUS EXEMPTION

Senate Sponsors

Sen. Darren Bailey

Synopsis As Introduced

Creates the COVID-19 Religious Exemption Act. Provides that it shall be unlawful for any person, public or private institution, or public official to discriminate against any person in any manner because of such person's refusal to obtain, receive, or accept a COVID-19 vaccination contrary to his or her belief. Requires all health care facilities to adopt written access to care and information protocols that are designed to ensure that belief-based objections do not cause impairment of patients' health and that explain how belief-based objections will be addressed in a timely manner to facilitate patient care. Provides that it is unlawful for any public or private employer, entity, agency, institution, official, or person to deny admission because of, to place any reference in its application form concerning, to orally question about, to impose any burdens in terms or conditions of employment on, or to otherwise discriminate against, any applicant, in terms of employment, admission to or participation in any programs for which the applicant is eligible, or to discriminate in relation thereto, in any other manner, on account of the applicant's refusal to obtain, receive, or accept a COVID-19 vaccination that is against the applicant's beliefs. Provides that it is unlawful for any public official, guardian, agency, institution, or entity to deny any form of aid, assistance, or benefits, or to condition the reception in any way of any form of aid, assistance, or benefits, or in any other manner to coerce, disqualify, or discriminate against any person, otherwise entitled to such aid, assistance, or benefits, because that person refuses to obtain, receive, or accept a COVID-19 vaccination contrary to the person's belief. Allows any person injured by any public or private person, association, agency, entity, or corporation by reason of any action prohibited by the Act to bring an action. Provides that a person who brings an action shall recover threefold the actual damages, the costs of the action, and reasonable attorney's fees, but in no case shall recovery for each violation be less than \$2,500 plus costs of the action and reasonable attorney's fees. Makes other changes. Effective immediately.

Last Action

Date	Chamber	Action
1/5/2022	Senate	Referred to Assignments

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
5/6/2022	Senate	Public Act 102-0749

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
5/27/2022	Senate	Public Act 102-1017

General Legislative Updates

ELECTION UPDATE:

State Representative Lisa Hernandez was unanimously elected Chair of the Democratic State Central Committee on Saturday after current Chair Congresswoman Robin Kelly withdrew her candidacy. Hernandez, who was endorsed by Governor JB Pritzker and House Speaker Welch, is the first Latina to Chair the Democratic organization. As a member of the House Democratic leadership team, Hernandez oversaw the House Democrats redistricting effort in 2021. The Sun Times has more [here](#).

All early votes have been counted and former Lake County Sheriff Mark Curran officially secured the Republican nomination for Supreme Court in the 2nd District. He will face Liz Rochford in November.

Republican Jennifer Bruzan Taylor withdrew from her race against Representative Janet Yang Rohr. Taylor cited personal family matters as the reason for her exit. Local Republicans have until August 25 to select another candidate to run in the 41st House District.

GOVERNOR’S HIGHLIGHTS:

Shakman Consent Decree: The U.S. Seventh District Court of Appeals ordered the lower court to vacate the 1972 Shakman Consent Decree which governed federal oversight of state hiring for the past 50 years. The Court ruled that reforms instituted under Pritzker and former Republican Governor Bruce Rauner have satisfied the requirements of the consent decree and that continuing to enforce it “is no longer warranted or tolerable.” Read more [here](#).

Adult Use Cannabis: The Illinois Department of Financial and Professional Regulation issued another 28 Conditional Adult Use Dispensing Organization Licenses. The applicants were selected over the course of three lotteries for a total of 185 licenses. These latest awardees join the 149 conditional licenses issued by the Department on July 22, bringing the total number of issued licenses to 177. Eight licenses are left to be awarded. A full list of awardees is [here](#).

Opioid Settlement: Next steps in the distribution of opioid settlement funds were announced. Illinois is eligible to receive its full share of approximately \$760 million from the national \$26 billion opioid settlement agreement with the nation's three major pharmaceutical distributors - Cardinal, McKesson, and AmerisourceBergen - and one manufacturer, Johnson & Johnson. The companies were sued for their role in creating and fueling the nationwide opioid epidemic.

Remediation monies coming from the distributor/Johnson & Johnson settlement, the Mallinckrodt bankruptcy plan, and other potential future settlements or judgments, will be administered through the Executive Order for the Administration of Settlement Proceeds and the establishment of IDHS Office of Opioid Settlement Administration (OOSA). The OOSA will reside in the IDHS Division of Substance Use, Prevention and Recovery and a Statewide Opioid Settlement Administrator (SOSA) will be appointed. The SOSA will ensure (1) opioid remediation funds align with the State Overdose Action Plan (SOAP) and (2) are used equitably to fund recovery and treatment programs in the counties and municipalities with the most urgent need.

In Illinois, 94 out of 102 counties have signed onto the settlement. In addition, 104 out of 113 Illinois municipalities that are eligible to receive a direct distribution from the settlements have joined. In total, more than 290 Illinois government subdivisions have joined the settlements.

Monkey Pox: Governor Pritzker issued a proclamation declaring the monkeypox virus a public health emergency and declaring the state of Illinois a disaster area regarding the disease.

Declaring a state of disaster expands the resources and coordination efforts of state agencies in responding to, treating, and preventing the spread of monkeypox. Proclaiming a state of disaster will allow IDPH to expand vaccine and testing capacities with the help of the Illinois Emergency Management Agency (IEMA) and via state and federal recovery and assistance funds. This proclamation will aid in facilitating the logistics and transportation of vaccines across the state to reach the most impacted communities efficiently.

The declaration also authorizes emergency procurements to facilitate the state's response. The proclamation took effect immediately and is in place for 30 days.

Medicaid Rates: Effective September 1, Illinois is increasing Medicaid reimbursement rates by 20% for abortion services and expanding Title X funding through the Illinois Department of Public Health for family planning and reproductive health service providers across the state. The Governor also eliminated a requirement for providers to receive a Medicare denial before requesting Medicaid payment, which will eliminate a lengthy and layered denial process. Read more [here](#).

Workforce Programs Awarded Grants: Two Illinois workforce programs were awarded a combined \$33 million in federal American Rescue Plan Good Jobs Challenge funds. The investment includes \$18.5 million for the Chicago Cook Workforce Partnership, which will create sustainable pipelines to good-paying jobs, and \$14.7 million to Illinois Central College in East Peoria which will create an IT training program in partnership with local companies.

Lake Michigan EV Circuit Tour: Illinois, Indiana, Wisconsin, and Michigan are collaborating to build a road trip route specifically for electric vehicles (EV). The Lake Michigan EV Circuit Tour will consist

of a network of EV chargers spanning over 1,100 miles of drivable shoreline around Lake Michigan. The multistate partnership needed to build out and maintain the EV chargers, as well as market the new eco-tourism attraction was solidified by a [Memorandum of Understanding](#) signed by key officials from each state.

Gubernatorial Appointments: Governor Pritzker appointed the following:

- Anthony Byrd will serve as a Trustee of the Illinois State University Board of Trustees.
- Sylvia Puente will serve as a Trustee of the University of Illinois Board of Trustees.
- Ava George Stewart will serve as a Member of the Guardianship and Advocacy Commission.
- Beth Doria will continue to serve as a Member of the Illinois Racing Board.
- Matthew Hunt will continue to serve as President and a Trustee of the Teachers' Retirement System Board.
- Maria "Mia" Jazo-Harris will continue to serve as a Trustee of the Teachers' Retirement System Board.
- Maureen Mena will continue to serve as a Trustee of the Teachers' Retirement System Board.
- Michelle Ishmael will continue to serve as a Member of the Educational Labor Relations Board.

ILLINOIS GENERAL ASSEMBLY:

COGFA Revenue Report: July revenue ended with General Funds revenue up \$395 million, which was fueled by the reimbursement of \$584 million in COVID relief funds (expected in FY 22 but actually received in FY 23). When not including the federal relief, general funds receipts were actually down \$189 million.

Personal income tax revenue grew \$70 million or \$59 million net. Sales tax receipts increased \$55 million or \$31 million net. Corporate income tax receipts added \$48 million (\$39 million net). Revenue from interest earnings grew \$20 million. Other gains include inheritance tax (up \$12 million) and insurance taxes (up \$9 million).

Declines were seen in cigarette tax (down \$4 million); the corporate franchise tax (down \$2 million) public utility tax (down \$1 million); and the liquor tax (down \$1 million).

State transfers in were up \$67 million; gaming transfers added \$8 million in growth; and lottery transfers added \$5 million. Cannabis transfer fell by \$1 million for the month of July. Read the full report [here](#).



DATE: August 23, 2022
TO: Board of Trustees
FROM: David Braun, General Manager
SUBJECT: Livestream Policy Recommendation

Recommendation:

The Board of Trustees approve the Connect Transit Livestream Policy dated August 23, 2022, as attached.



Date: August 23, 2022

Connect Transit Livestream Policy

SECTION 1

Purpose and Policy Statement.

The 'Livestreaming and Recording of Meetings Policy' (the Policy) provides information and procedures in relation to the recording and livestreaming of those public meetings convened by the Bloomington Normal Public Transit System (Connect Transit) Board of Trustees (Board).

This operational Policy reflects the Board's commitment to transparent and accessible decision-making processes through livestreaming and archiving of Regular and Special Meetings of the Board; while noting that Executive Sessions are closed to the public under a proper Open Meetings Act (OMA) statute and will not be livestreamed or recorded.

The objective of the Policy is to improve accessibility and community participation in relation to decision making processes. The recording and livestreaming of public meetings will ensure that the robust decision-making during Board meetings is accessible to all interested members of the public, rather than just those who attend meetings.

Increased community awareness of the Board's decision-making process can promote confidence in the integrity and accountability.

SECTION 2

Scope.

This Policy applies to:

- Regular and Special Meetings of the Board;
- Board of Trustees and staff of Connect Transit;
- Contractor(s) undertaking duties on behalf of the Board or General Manager; and
- Members of the public and attendees at applicable meetings under this Policy.

The Policy does not extend to any Executive Sessions that are closed to the public under a proper OMA statute.

The Connect Transit Board of Trustees or General Manager reserves the right to apply this Policy to other public events or meetings not specified in this Policy.

SECTION 3

Definitions.

- Chair. Person presiding over the meeting; usually the elected Chair of the Connect Transit Board of Trustees.
- Board, or Board of Trustees. The governing body of Connect Transit established by appointment of the Councils of the City of Bloomington and Town of Normal.
- Trustee. A member of the Connect Transit governing body.
- General Manager. The Connect Transit General Manager.
- Regular Meeting. A regularly scheduled meeting of the Board of Trustees.
- Special Meeting. A Board of Trustees meeting held any time outside of its regular meeting schedule.
- Executive Session. A meeting session that is closed to the public under a proper OMA statute.
- Livestream. Livestream means the transmission of live audio-visual coverage of an event over the Internet.
- Recording. Recording means the saving of the live stream.

SECTION 4

Notification.

Where a public meeting is to be livestreamed and recorded, reasonable notice must be given, including where practicable, on the agenda for the meeting, and on any invitations for the meeting including on Connect Transit's website and social media channels.

As soon as practicable during a public meeting, the Chair will advise those in attendance that the meeting is being livestreamed and that a video and audio recording will be published on Connect Transit's website.

Meetings to be Livestreamed and Recorded.

Regular and Special Board Meetings will be streamed live on the internet via the Connect Transit's YouTube channel. Recordings of the meetings will remain on the site.

There may be situations when, due to technical difficulties a livestream may not be available. While every effort will be made to ensure the livestreaming and website are up functioning smoothly, the Connect Transit Board or Trustees and staff take no responsibility for and cannot be held liable for the livestreaming website being temporarily unavailable due to technical issues beyond its control. Technical issues may include, but are not limited to, the availability of the internet connection, device failure or malfunction, unavailability of social media platforms or power outages.

Access to Archived Recordings.

Regular and Special Board Meetings that are streamed live on the internet will remain on the Connect Transit YouTube channel page or other authorized service and will be available to be viewed by the public free of charge.

Notice to Meeting Attendees and Viewers.

- By attending a Connect Transit Board meeting, those in attendance consent to being recorded.
- The standard positioning of the camera is intended to only capture the Trustees and Connect Transit's Management team and staff seated at the Board table. While Connect Transit has endeavored not to capture visual images of members of the gallery or other staff present at a public meeting it is possible that members of the public gallery may be incidentally captured on the livestream and recording.
- Members of the public who address a public meeting during public question time will be heard and may be seen on the livestream and any audio and video captured will be in the recording.
- Connect Transit has established processes for receiving public comments, which does not include social media. As such, questions and comments posted to social media during a live broadcast will not be responded to by any Trustee or staff.
- Procedures for Public Comment:
- Participation must be in-person or emailed for public comment. No virtual testimonies will be permitted.
- Participants interested in providing public comment must pre-register with either method, below:
 - Complete a public comment form in person at the meeting up to 5-minutes prior to the start of the meeting.
 - Submit your comment via email to Trustees@connect-transit.com up to 30-minutes prior to the meeting. Emailed comments will be read at the meeting.

Termination of Livestream and Corrections.

Connect Transit Board meetings are an open forum of statements, questions and answers. Occasionally, comments could be made which may be regarded as offensive, defamatory, inaccurate, or contrary to law. By livestreaming and publishing recordings of meetings, the potential audience is significantly increased, which also increases the likelihood of such occurrences. Accordingly:

- Connect Transit does not accept any responsibility for comments made during meetings which are inaccurate, incorrect, or defamatory and does not warrant nor represent that the material or statements made during the streamed meetings are complete, reliable, accurate or free from error. The Board and management do not accept any responsibility or liability for any loss, damage, cost, or expense incurred as a result of the viewing, use or reliance on information or statements provided in the livestreaming/recording of Board meetings.

- The General Manager and/or Chair have the discretion and authority during a meeting to correct inaccuracies and/or direct the termination or interruption of livestreaming if they believe it is advisable to do so. Such direction will only be given in exceptional circumstances, where the content of debate is considered misleading, defamatory, or potentially inappropriate to be published.
- Following any meeting, the General Manager and/or Chair has discretion to direct the exclusion of all or part of any meeting recording which they deem to be inappropriate. Material considered as inappropriate may include, but is not limited to:
 - Profanity, vulgarity or obscenity
 - Hate speech or discrimination
 - Inaccuracies or misinformation
 - Defamation
 - Infringement of copyright
 - Breach of privacy or disclosure of personal information
 - Confidential or privileged commission information
- The opinions or statements made during the meeting are those of the individuals, and not necessarily the opinions or statements of Connect Transit. Connect Transit does not necessarily endorse or support the views, opinions, standards, or information contained in the livestreaming/recording of the Board meetings.

SECTION 5

License and Use of Recordings.

Access to livestreams and recordings of public meetings is provided on Connect Transit's website for personal and non-commercial use. Video, images, and audio contained in a livestream or recording of a Board meeting or event must not be altered, reproduced, or republished without the permission of Connect Transit.

Copyright of all recordings remains with Connect Transit.

SECTION 6

Administrative Updates.

From time to time, circumstances may change leading to the need for minor administrative changes to this Policy. Where an update does not materially alter this Policy, such a change may be made administratively. Examples of minor administrative changes include changes to names of Board members, departments, or positions, change to names of federal or state departments or a minor amendment to legislation that does not have material impact. Where any change or update may materially change the intent of this Policy, it must be considered by the Connect Transit Board of Trustees.



MEMO

DATE: August 23, 2022

TO: Board of Trustees

FROM: Brady Lange, Procurement Director

CC: David Braun, General Manager

Subject: Recommendation for Purchase of Oils and Lubricants: FY23-IFB-002

Recommendation:

Authorize the General Manager to award Ken's Oil Service a fixed-unit-price three-year contract for the purchase and delivery of oils and lubricants.

Background:

Last year, Connect Transit awarded a single year contract to Evergreen FS. A single year contract was chosen last year because multiple bidders indicated market volatility made it too difficult to provide fixed pricing for multiple years.

Discussion:

On July 15, 2022, Connect Transit released an Invitation for Bid (IFB) seeking bids for delivery and purchase of miscellaneous oils and lubricants, not including gasoline and diesel fuel. In response to the IFB, Connect Transit received two (2) bids, which are detailed below.

BIDDER		Estimate Annual Total (\$) Based on EAU
No	Bidder Name	
1	Evergreen FS	\$55,265.70
2	Ken's Oil Service	\$54,911.35

Due to feedback received in response to the IFB issued last year, Connect Transit staff decided to seek a three-year contract for these goods, but allow for price increases or decreases not to exceed the Consumer Price Index for motor oils, coolant, and fluids. The contract is also limited to a total annual increase of 8% or less.

Financial Impact:

Connect Transit will utilize standard operating funds for these goods and expects an estimated annual expense of approximately \$54,911.35 based on estimated annual usage.



MEMO

DATE: August 23, 2022
TO: Board of Trustees
FROM: Brady Lange, Procurement Director
CC: David Braun, General Manager
Subject: Recommendation for LED Lighting Upgrades: FY23-IFB-001

Recommendation:

Authorize the General Manager to award a contract to Wilcox Electric & Service for replacement of existing incandescent and fluorescent lighting fixtures with energy efficient LED fixtures.

Background:

In September 2021, Connect Transit commissioned a solar array designed to supplement the electrical needs for existing facilities. The goal of the project was to decrease energy demands for facilities with renewable, clean energy and become as close to net-zero energy consumption as possible, while also decreasing operating costs. LED lighting will further reduce the electrical consumption of Connect Transit facilities and we estimated that this project will fund itself via operating and maintenance cost savings over a period of four (4) years.

In addition, our Maintenance staff has expressed interest in brighter lighting in the bus repair garage. Addition of more fixtures in key locations as identified by our Maintenance staff, along with the replacement LED fixtures, will greatly increase the brightness in the Maintenance facility and some areas of the bus yard, which will increase safety for personnel.

Discussion:

On July 6, 2022, Connect Transit released an Invitation for Bid (IFB) seeking bids for replacement of all existing incandescent and fluorescent lighting fixtures with energy efficient LED fixtures. This project includes both the Administration and Maintenance facilities, as well as yard lighting. In total, Connect Transit will replace 285 fixtures and add 28 new fixtures.

Connect Transit received 4 bids in response to this IFB. One bid was considered incomplete and eliminated, therefore the award for this project is being offered to lowest responsive bidder.



BIDDER		Estimate Annual Total (\$) <small>Based on EAU</small>
No	Bidder Name	
1	Twin City Electric	\$117,004.20
2	Wilcox Electric & Service Inc	\$64,179.00
3	Zeller Electric	\$94,470.00

Wilcox Electric & Service has a history of good performance on previous contracts including installation of the solar array and ongoing EV charging infrastructure. Currently, the plan is to begin installation as soon as product orders begin arriving and we anticipate installation to take approximately three (3) months.

Financial Impact:

Connect Transit will apply \$51,343.20 (80%) FTA 5307 funds and use \$12,835.80 (20%) local capital for a match on this project.



MEMO

DATE: August 23, 2022
TO: Board of Trustees
FROM: Aubrey Staton, Marketing Manager
CC: David Braun, General Manager
Subject: Recommendation for Free Fare in Exchange for Showing Library Card

Recommendation:

Authorize fare free rides for the month of September 2022 in exchange for riders showing their current Town of Normal or City of Bloomington Public Library card.

Background:

Since 1987, the month of September has been library card sign-up month. In recent years, libraries and public transit systems have been teaming up to promote both library card sign-ups and usage of public transportation. This year, surrounding communities, including Peoria and Pekin, have committed to participating in this month-long promotion. The Bloomington and Normal Public Libraries have partnered together in asking Connect Transit to participate in this collaboration.

Discussion:

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

Financial Impact:

This will not have a significant impact on our revenue budget with an average of 7 riders on/off at nearby stops daily.



Date: August 23, 2022
To: Board of Trustees
From: David Braun, General Manager
Subject: Route Expansion Proposal - West Bloomington/Normal Service

Recommendation:

Approve staff's proposal to eliminate the Lime Express route and replace it with expanded service to West Bloomington-Normal and a 30-day fare-free trial period for the new route only.

Background:

At its April 26, 2022, Board meeting, the Connect Transit Board of Trustees authorized the staff to continue the planning and public involvement process for a service expansion to the West Bloomington/Normal area.

Since that time, we conducted five public engagement sessions that demonstrated the proposed route and proposed schedule to the public. Through the public engagement process, we learned that the schedule would be more effective by having it run one hour later in the evening. We did not receive any comments concerning the elimination of the Lime Express route, primarily due to fact that it is being replaced by this new route and the community will receive more service, including weekend service. The schedule summary is listed below. Complete schedules are shown on the pages following this memorandum.

Southbound (In all cases, first stop at Uptown Station, last stop at Downtown Bloomington)

- **Weekday**
 - 5:10 AM – 9:24 AM (8 Trips)
 - 2:10 PM- 7:54 PM (11 Trips)
- **Saturday**
 - 5:40 AM – 9:24 AM (7 Trips)
 - 2:10 PM- 7:54 PM (11 Trips)
- **Sunday**
 - 5:40 AM – 9:23 AM (7 Trips)
 - 2:10 PM- 6:54 PM (9 Trips)

Northbound (In all cases, first stop at Downtown Bloomington, last stop at Uptown Normal)

- **Weekday**
 - 5:10 AM – 9:25 AM (8 Trips)
 - 2:10 PM- 7:55 PM (11 Trips)
- **Saturday**
 - 6:40 AM – 10:25 AM (7 Trips)
 - 2:10 PM- 7:55 PM (11 Trips)
- **Sunday**
 - 6:40 AM – 10:25 AM (7 Trips)
 - 2:10 PM – 6:55 PM (9 Trips)

Our Operations and Planning staff commissioned the route by operating it with a bus to ensure it could meet the proposed schedule and operate safely in the areas proposed. Staff also considered the locations of bus stops and identified the stops show below:

- Downtown Bloomington Transfer Center
- Main St. & Jefferson St.
- W. Market St. & Center St.
- W. Market St. & Lee St.
- W. Market St. & Mason St.
- W. Market St. & Howard St.
- W. Market St. & Western Ave.
- W. Market St. & Hinshaw Ave.
- W. Market St. & Brown St.
- W. Market St. & Caroline St.
- W. Market St. & Martin Luther King Jr., Dr.
- Wylie Dr. @ Aldi
- Valley View Dr. & Wylie Dr.
- JC Pkwy. @ Walmart
- Rivian Entrance Rd. N @ Arrive at Rivian
- W. College Ave. & Merle Ln.
- W. College Ave. & Cassidy Rd.
- W. College Ave. & S. Bone Dr.
- W. College Ave. & University St.
- Uptown Station

Other stops considered include:

- Near W. Market St. and Interstate Dr.
- Near W. Market St. and Rivian Motorway for OSF access
- Near Revenue Dr. and Rivian Motorway for IRS building access
- On W. College Ave. for additional warehouse access

We will continue to review ridership information to fine-tune the stop locations prior to posting permanent signs.

We also considered a name for the route, in keeping with our naming convention of using colors for route names. We propose to use Cobalt (dark blue) as the color of this route, a nod to the fact that Rivian is one of the first electric vehicle manufacturers to not use cobalt in their batteries.

We were asked to delay the implementation of the route until late September to allow Rivian to make some modifications to its driveway and circle where the bus will be operating. For ease of record keeping, we propose to start the new service on Sunday, October 2, 2022.

In addition, we propose that we are allowed to waive the fare on this route for one-month to encourage people to try the new service.

Financial Impact:

Initial Proposal	Effect
2023 Budget - 10,606 Hours	\$ 1,007,570
Anticipated Annual Hours - 10,290	\$ 977,550
Difference	\$ (30,020)
Lime Express - July to October	\$ 41,126
October 2 Start Date (-93 days)	\$ (244,425)
Net Budget	\$ 774,251

Cost of Cobalt Route - 2023	\$ 774,251
Reduced Lime Express	\$ (125,695)
Net Cost of Service Increase	\$ 648,556

The total cost of providing this service is estimated to be \$774,251 for FY23, of which 65% will be covered by the Illinois Downstate Operating Program and the rest from Federal Grants or local sources. This amount can be accommodated in our approved FY23 budget.

The net increase in budget as a result of this service is \$648,556 for FY23.

Cobalt Rt - Weekday



05:10 - 08:40 · Every 30 min · 16 trips (8 Southbound, 8 Northbound)

Pattern	0	+18.0	+14.0	+12.0
A	05:10	05:28	05:42	05:54
A	05:40	05:58	06:12	06:24
A	06:10	06:28	06:42	06:54
A	06:40	06:58	07:12	07:24
A	07:10	07:28	07:42	07:54
A	07:40	07:58	08:12	08:24
A	08:10	08:28	08:42	08:54
A	08:40	08:58	09:12	09:24

Pattern	0	+12.0	+12.0	+21.0
A	05:10	05:22	05:34	05:55
A	05:40	05:52	06:04	06:25
A	06:10	06:22	06:34	06:55
A	06:40	06:52	07:04	07:25
A	07:10	07:22	07:34	07:55
A	07:40	07:52	08:04	08:25
A	08:10	08:22	08:34	08:55
A	08:40	08:52	09:04	09:25

14:10 - 19:10 · Every 30 min · 22 trips (11 Southbound, 11 Northbound)

Pattern	0	+18.0	+14.0	+12.0
A	14:10	14:28	14:42	14:54
A	14:40	14:58	15:12	15:24
A	15:10	15:28	15:42	15:54
A	15:40	15:58	16:12	16:24
A	16:10	16:28	16:42	16:54
A	16:40	16:58	17:12	17:24
A	17:10	17:28	17:42	17:54
A	17:40	17:58	18:12	18:24
A	18:10	18:28	18:42	18:54
A	18:40	18:58	19:12	19:24
A	19:10	19:28	19:42	19:54

Pattern	0	+12.0	+12.0	+21.0
A	14:10	14:22	14:34	14:55
A	14:40	14:52	15:04	15:25
A	15:10	15:22	15:34	15:55
A	15:40	15:52	16:04	16:25
A	16:10	16:22	16:34	16:55
A	16:40	16:52	17:04	17:25
A	17:10	17:22	17:34	17:55
A	17:40	17:52	18:04	18:25
A	18:10	18:22	18:34	18:55
A	18:40	18:52	19:04	19:25
A	19:10	19:22	19:34	19:55

Cobalt Rt - Saturday



05:40 - 08:40 - Every 30 min - 14 trips (7 Southbound, 7 Northbound)

Pattern	0	+18.0	+15.0	+11.0
A	05:40	05:58	06:13	06:24
A	06:10	06:28	06:43	06:54
A	06:40	06:58	07:13	07:24
A	07:10	07:28	07:43	07:54
A	07:40	07:58	08:13	08:24
A	08:10	08:28	08:43	08:54
A	08:40	08:58	09:13	09:24

Pattern	0	+12.0	+12.0	+21.0
A	06:40	06:52	07:04	07:25
A	07:10	07:22	07:34	07:55
A	07:40	07:52	08:04	08:25
A	08:10	08:22	08:34	08:55
A	08:40	08:52	09:04	09:25
A	09:10	09:22	09:34	09:55
A	09:40	09:52	10:04	10:25

14:10 - 19:10 - Every 30 min - 22 trips (11 Southbound, 11 Northbound)

Pattern	0	+18.0	+14.0	+12.0
A	14:10	14:28	14:42	14:54
A	14:40	14:58	15:12	15:24
A	15:10	15:28	15:42	15:54
A	15:40	15:58	16:12	16:24
A	16:10	16:28	16:42	16:54
A	16:40	16:58	17:12	17:24
A	17:10	17:28	17:42	17:54
A	17:40	17:58	18:12	18:24
A	18:10	18:28	18:42	18:54
A	18:40	18:58	19:12	19:24
A	19:10	19:28	19:42	19:54

Pattern	0	+12.0	+12.0	+21.0
A	14:10	14:22	14:34	14:55
A	14:40	14:52	15:04	15:25
A	15:10	15:22	15:34	15:55
A	15:40	15:52	16:04	16:25
A	16:10	16:22	16:34	16:55
A	16:40	16:52	17:04	17:25
A	17:10	17:22	17:34	17:55
A	17:40	17:52	18:04	18:25
A	18:10	18:22	18:34	18:55
A	18:40	18:52	19:04	19:25
A	19:10	19:22	19:34	19:55

Cobalt Rt - Saturday



05:40 - 08:40 - Every 30 min - 14 trips (7 Southbound, 7 Northbound)

Pattern	0	+18.0	+15.0	+10.0
A	05:40	05:58	06:13	06:23
A	06:10	06:28	06:43	06:53
A	06:40	06:58	07:13	07:23
A	07:10	07:28	07:43	07:53
A	07:40	07:58	08:13	08:23
A	08:10	08:28	08:43	08:53
A	08:40	08:58	09:13	09:23

Pattern	0	+12.0	+12.0	+21.0
A	06:40	06:52	07:04	07:25
A	07:10	07:22	07:34	07:55
A	07:40	07:52	08:04	08:25
A	08:10	08:22	08:34	08:55
A	08:40	08:52	09:04	09:25
A	09:10	09:22	09:34	09:55
A	09:40	09:52	10:04	10:25

14:10 - 18:10 - Every 30 min - 18 trips (9 Southbound, 9 Northbound)

Pattern	0	+18.0	+14.0	+12.0
A	14:10	14:28	14:42	14:54
A	14:40	14:58	15:12	15:24
A	15:10	15:28	15:42	15:54
A	15:40	15:58	16:12	16:24
A	16:10	16:28	16:42	16:54
A	16:40	16:58	17:12	17:24
A	17:10	17:28	17:42	17:54
A	17:40	17:58	18:12	18:24
A	18:10	18:28	18:42	18:54

Pattern	0	+12.0	+12.0	+21.0
A	14:10	14:22	14:34	14:55
A	14:40	14:52	15:04	15:25
A	15:10	15:22	15:34	15:55
A	15:40	15:52	16:04	16:25
A	16:10	16:22	16:34	16:55
A	16:40	16:52	17:04	17:25
A	17:10	17:22	17:34	17:55
A	17:40	17:52	18:04	18:25
A	18:10	18:22	18:34	18:55



Glossary of Terms - Performance Management Reports

SERVICE – Provided to show the scope of our services.

- Revenue Hours - The time when a vehicle is available to the general public and there is an expectation of carrying passengers.
- Deadhead Hours - The hours that a vehicle travels when out of revenue service.
 - Deadhead includes leaving and returning to the garage or yard, changing routes, when there is no expectation of carrying revenue passengers.
 - Deadhead does not include Operator training, Maintenance training or transportation to an off-site maintenance facility.
- Service Hours - Revenue Hours plus Deadhead Hours.
- Total Ridership - Total number of passengers boardings on the system in a given period of time.
- # Operations Employees - Count of employees in the Connect Transit Operations department, including the Operations Manager, Operations Supervisors, Bus Operators, Dispatchers, and other positions related directly to the operation of the routes.
- Operators - Connect Transit staff who directly drive a Fixed Route, Paratransit, or combination of vehicles for service.
- Operators-In-Training - Connect Transit staff who directly drive a Fixed Route, Paratransit, or combination of vehicles for service, but are not yet fully licensed or trained.
- # Maintenance Employees - Count of employees in the Connect Transit Maintenance department, including the Maintenance Manager, Maintenance Supervisors, Mechanics, Foremen, and Custodial staff. Generally, these members of staff focus their time on upkeep of equipment and facilities.
- Mechanics - Connect Transit staff who directly work on the buses, mobility buses, and support vehicles. These employees replace faulty bus components and ensure vehicle inspections and preventative maintenance is performed on time in order to ensure buses remain able to perform revenue service.
- # Administrative Employees - Count of employees in the Connect Transit Administrative department, including the General Manager, and a variety of employees with positions related to Finance, Procurement, Human Resources, Information Technology, Safety/Training, Marketing, and Planning.

- # Revenue Vehicles - Count of buses available to operate in revenue service carrying passengers.
- Total Miles/Revenue Vehicle - The total number of miles traveled per revenue vehicle, providing an average distance traveled per bus in service.

SYSTEM: EFFICIENCIES – Measures of efficiency system wide.

- Percent Farebox Recovery - The percentage of transit operating expenses that are covered by revenue from transit passenger fares.
- Subsidy/Passenger - The amount spent per passenger for a ride not covered by fare.
- Work Compensation Hours - Total number of hours paid to an employee on worker's compensation leave.

TRANSPORTATION: EFFICIENCIES – Measures of efficiency relating to transportation operations.

- Operator Pay Hours/Service Hours - Total number of hours paid to Bus Operators divided by the total number of service hours. Provides perspective on the percentage of driver hours used for non-Revenue Service (training, vacation, personal, paid medical and other).
- Percent Operator Overtime - Percentage of hours worked by Operators over the scheduled amount. Provides perspective on Operator utilization and helps determine if more Operators need to be hired.
- Percent Unscheduled Operator Absences - Percentage of absences by Operators not regularly scheduled. Unscheduled absences include things like sick time or miss outs but excludes things like vacations or personal days. This helps determine if overtime hours are due to lack of Operators or if it is mainly due to unscheduled absences.

TRANSPORTATION: EFFECTIVENESS - Measures for whether our transportation operations are effective and meeting the expectations of our passengers.

- Percent On-Time Trips - Percentage of trips arriving to stops on schedule. A trip is considered to be on time if it arrives within + 5 minutes of its scheduled time. Only time point locations are accounted for. Early trips that arrive early will be considered on time if an Operator dwells at time points until the time that they are scheduled to leave.
- Valid Complaints per 100K Passengers – Complaints are validated by an Operations Supervisor. Supervisors ensure that the complaint was accurate to the situation, based on the location of the vehicle, Operator in service or bus in service and that criticisms of service, actions taken by staff, or other aspects of Connect Transit's operation was in violation of policy. The number of complaints is calculated per 100,000 passengers to determine the relative frequency of complaint against the number of people who use our service.

- Passenger Accidents per 100K Passengers – A passenger accident is any incident involving a passenger with injury or potential for injury where Connect Transit may potentially be held liable. Incidents are recorded and monitored to ensure we are aware of any potential complications or trends involving passenger incidents. Most incidents are minor and/or Connect Transit is not at fault. The number of passenger accidents is calculated per 100,000 passengers to determine the relative frequency of passenger accidents against the number of people who use our service.
- Vehicle Collisions per 100K Miles – A vehicle collision is any collision of a Connect Transit vehicle with another vehicle or object, regardless of fault. The number of vehicle collisions is calculated per 100,000 miles to determine the relative frequency of collision accidents against the number of miles of service we operate.

MAINTENANCE: EFFICIENCIES - Measures of efficiency relating to our maintenance functions.

- Vehicle Maintenance Expense/Total Miles - Total cost of maintenance for all service vehicles divided by the total miles driven by all service vehicles. This gives us a fleet wide average cost per mile driven. This number includes the cost of parts, tires, outside repair costs, and wages, and is used to measure against budget expectations.
- Percent Maintenance Overtime - Percentage of hours worked by Maintenance staff over the scheduled amount. Provides perspective on Maintenance staff utilization and helps determine if more staff is needed.
- Parts Expense/Total Miles - Total cost for all vehicle parts divided by the total miles driven by all service vehicles. This gives us a fleet wide average parts cost per mile driven to measure against budget expectations.

MAINTENANCE: EFFECTIVENESS - Measures for whether our maintenance functions are effective and meeting the expectations of our passengers.

- Miles between Road Calls - Average miles driven between road calls. A road call is defined as a call for service to a Fixed Route or Paratransit vehicle while in revenue service.
- Actual vs Scheduled Inspections - Number of actual inspections completed vs scheduled inspections, shown as a percentage. Inspections are scheduled per OEM guidelines and are performed at specific mileage marks +/- 500 miles or service dates. Late inspections affect the reliability of the fleet and have a direct correlation to road calls. This should always be at or near 100%.
- Average Bus Cleanliness Score - This is the average score from vehicle cleanliness form submissions. Higher score is better. This is determined by random Maintenance Supervisor inspections of vehicle cleanliness. Each vehicle inspected is evaluated using the same standards.

GREEN TECHNOLOGY – Measures our footprint and impact on the environment.

- Solar Energy Created (MWh) - This is the total amount of energy collected by the solar infrastructure on our storage garage given in megawatt hours. A megawatt hour is equal to 1000 kilowatts of electricity per hour. 1 megawatt is equal to 1 million watts.
- Facility Electric Usage (MWh) - This is the total amount of energy used by the facility given in megawatt hours. This includes electric bus charging.
- Facility Electric Costs - This is the cost for the facilities electricity consumption. This cost includes both service lines. One service line is for electric bus charging and one service line is for facility lighting and power.