



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 and Executive Session

November 22, 2022 – 4:30 P.M.

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

YouTube Link: <https://youtu.be/BDoo2QbxVOC>

- A. Call to Order
- B. Roll Call
  - a. Attendance by Other Means/Virtual – Roll Call Vote
- C. Pledge of Allegiance
- D. Public Comments
- E. Consent Agenda
  - a. Approval of October 25, 2022, Regular Session Minutes
  - b. Financial Information for October 2022
  - c. Monthly Statistical Reports for October 2022
  - d. Cardinal Infrastructure Federal Report
  - e. Cornerstone – Illinois Weekly Update
- F. New Business
  - a. Weekend Service Reduction – Informational
  - b. Review of Better Bus Stops Campaign – Informational
  - c. Recommendation for Purchase of Five Proterra Buses – Roll Call Vote
  - d. Travel Policy Resolution – Roll Call Vote
  - e. Sapphire Route Performance Data – Informational
  - f. Connect Transit Ambassador Program Recruitment – Informational
- G. Chairman’s Report
- H. General Manager’s Report
- I. Executive Session
  - a. (ILCS 120/2(c)(1) – Personnel Matters
- 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.



# October 2022

## Financial Reports



## Connect Transit Cash Disbursement Report October 2022

Name	Check Number	Date	Amount	Description
A.T.U. - C.O.P.E.	00056295	07-Oct-22	\$129.39	Payroll Deduction
A-1 Haney Plumbing	00056296	07-Oct-22	\$360.00	Plumbing
ABC Bus Companies	00056297	07-Oct-22	\$3,387.60	Bus Parts
ABC Bus Companies	00056327	14-Oct-22	\$959.20	Bus Parts
ABC Bus Companies	00056357	28-Oct-22	\$319.51	Bus Parts
Advance Auto Parts	00056298	07-Oct-22	\$83.03	Maintenance Supplies
Advance Auto Parts	00056328	14-Oct-22	\$661.17	Maintenance Supplies
Advance Auto Parts	00056358	28-Oct-22	\$232.56	Maintenance Supplies
Airgas USA, LLC	00056359	28-Oct-22	\$244.42	Welding Supplies
Amalgamated Transit Union Local 752	00056299	07-Oct-22	\$6,899.70	Payroll Deduction
Amazon Capital Service	00056300	07-Oct-22	\$2,643.80	Computer hardware, Materials & Supplies & Shop Tools
Amazon Capital Service	00056329	14-Oct-22	\$77.00	Cleaning Supplies
Amazon Capital Service	00056360	28-Oct-22	\$51.19	Office Supplies
Ancel, Glink, Diamond, Bush, DiCianni &	00056361	28-Oct-22	\$504.37	Legal Service
Andrew Dutton	00056362	28-Oct-22	\$100.00	Uniform Reimbursement
Aramark Uniform Services	00056363	28-Oct-22	\$2,238.65	Cleaning Uniforms & Rugs
Aric Tackett	00056364	28-Oct-22	\$200.00	Tool Reimbursement
Bill's Key and Lock	00056365	28-Oct-22	\$32.20	Locks & Keys
Blue Cross and Blue Shield of Illinois	00056366	28-Oct-22	\$136,677.08	Insurance
Blue Springs, Inc	00056330	14-Oct-22	\$180.00	Portable Restroom
Cardinal Infrastructure, LLC	00056331	14-Oct-22	\$6,000.00	Consulting
Cardinal Infrastructure, LLC	00056367	28-Oct-22	\$6,000.00	Consulting
Central Illinois Trucks Inc.	00056301	07-Oct-22	\$191.48	Bus Parts
Central Illinois Trucks Inc.	00056332	14-Oct-22	\$1,165.98	Bus Parts
Central Illinois Trucks Inc.	00056368	28-Oct-22	\$2,827.89	Bus Parts
Central States Bus Sales, Inc	00056369	28-Oct-22	\$1,093.00	Bus Parts
CHEMSEARCH H2O SOLUTIONS	00056370	28-Oct-22	\$756.00	Water Treatment
ChemStation of Indiana	00056302	07-Oct-22	\$587.50	Garage Supplies
Childers Door Service of Central IL, LLC	00056333	14-Oct-22	\$157.50	Overhead Doors
CIRBN, LLC	00056334	14-Oct-22	\$147.13	Internet
City of Bloomington	00056335	14-Oct-22	\$134.19	Utilities
Clean Exhaust Specialist	00056336	14-Oct-22	\$719.00	Bus Parts
Clean Exhaust Specialist	00056371	28-Oct-22	\$613.00	Bus Parts
CliftonLarsonAllen LLP	00056337	14-Oct-22	\$250.00	Audit Services
Commerce Bank	ACH	11-Oct-22	\$16.07	Bank Fees
Corn Belt Energy Corp.	00056372	28-Oct-22	\$5,657.67	Utilities
Cornerstone Government Affairs	00056303	07-Oct-22	\$3,958.33	Consulting
Cummins Sales and Service	00056338	14-Oct-22	\$595.45	Bus Parts
Don Owen Tire Service, Inc.	00056373	28-Oct-22	\$43.53	Bus Parts
Eagle Automotive	00056339	14-Oct-22	\$58.50	Bus Parts
Eagle Automotive	00056374	28-Oct-22	\$27.07	Bus Parts
Evergreen FS	00056340	14-Oct-22	\$833.40	Fuel
Evergreen FS	00056375	28-Oct-22	\$855.82	Fuel
Farnsworth Group, Inc	00056376	28-Oct-22	\$3,837.75	Consulting
Fasteners Etc.	00056341	14-Oct-22	\$307.26	Maintenance Supplies
Frontier	00056377	28-Oct-22	\$46.87	Telephone
Genfare, LLC	00056378	28-Oct-22	\$11,929.92	Farebox Software and Hardware
Gillig LLC	00056342	14-Oct-22	\$398.26	Bus Parts
Gillig LLC	00056379	28-Oct-22	\$1,135.81	Bus Parts
Great Plains Media	00056304	07-Oct-22	\$2,240.00	Radio Advertising
Illini Fire Equipment	00056380	28-Oct-22	\$3,043.00	Safety Equipment
Illinois department of Employment Security	ACH	27-Oct-22	\$2,411.19	SUTA Payment
Illinois Department of Revenue	00056305	07-Oct-22	\$16,080.30	Payroll Deduction
Illinois Department of Revenue	00056353	21-Oct-22	\$16,287.96	Payroll Deduction
Illinois State Disbursement Unit	00056306	07-Oct-22	\$379.47	Payroll Deduction
Illinois State Disbursement Unit	00056354	21-Oct-22	\$379.47	Payroll Deduction
Janice Crago	00056307	07-Oct-22	\$227.57	Travel & Meetings
Ken's Oil Service, Inc	00056308	07-Oct-22	\$24,829.82	Bus Parts, Fuel & Lubricants



**Connect Transit  
Cash Disbursement Report  
October 2022**

Name	Check Number	Date	Amount	Description
Ken's Oil Service, Inc	00056343	14-Oct-22	\$89.99	Bus Parts, Fuel & Lubricants
Ken's Oil Service, Inc	00056381	28-Oct-22	\$29,760.77	Bus Parts, Fuel & Lubricants
Kirk Jennings	00056382	28-Oct-22	\$152.13	Uniform Reimbursement
Kirk's Automotive, Inc	00056309	07-Oct-22	\$790.00	Bus Parts
Larry Spence	00056383	28-Oct-22	\$39.99	Uniform Reimbursement
Marsha L Combs-Skinner	00056310	07-Oct-22	\$600.00	Payroll Deduction
Marsha L Combs-Skinner	00056355	21-Oct-22	\$600.00	Payroll Deduction
McLean Cnty. Unit 5 Music Parents Assoc	00056384	28-Oct-22	\$500.00	Advertising- Promotions
Menards	00056311	07-Oct-22	\$164.76	Bus Parts & Materials & Supplies
Menards	00056385	28-Oct-22	\$67.50	Materials & Supplies
Mission Square- 457	ACH	06-Oct-22	\$32,685.88	Retirement Trust Payment
Mission Square- 457	ACH	20-Oct-22	\$32,017.75	Retirement Trust Payment
Midwest Transit Equipment, Inc.	00056386	28-Oct-22	\$102.83	Bus Parts
Miller Janitor Supply	00056387	28-Oct-22	\$380.70	Maintenance Supplies
Morris Avenue Garage	00056312	07-Oct-22	\$105.00	Vehicle Inspection
Morris Avenue Garage	00056344	14-Oct-22	\$105.00	Vehicle Inspection
Morris Avenue Garage	00056388	28-Oct-22	\$315.00	Vehicle Inspection
Motion Industries, Inc.	00056345	14-Oct-22	\$92.36	Bus Parts
Mutual of Omaha	00056389	28-Oct-22	\$19,073.58	Life, AD&D, STD & LTD
Napa Auto Parts	00056313	07-Oct-22	\$75.92	Bus Parts
Napa Auto Parts	00056390	28-Oct-22	\$167.81	Bus Parts
Payroll	ACH	06-Oct-22	\$251,783.40	
Payroll	ACH	20-Oct-22	\$261,214.66	
Pitney Bowes Global Finance Services LLC	00056346	14-Oct-22	\$289.14	Office Equipment
Portable Sanitation Systems	00056314	07-Oct-22	\$2,822.00	Advertising- Promotions
Prairie Signs	00056391	28-Oct-22	\$165.00	Advertising- Promotions
Premier Staffing Solution, LLC	00056315	07-Oct-22	\$2,635.95	Staffing
Premier Staffing Solution, LLC	00056392	28-Oct-22	\$7,711.16	Staffing
Republic Services # 368	00056316	07-Oct-22	\$1,218.27	Garbage Disposal
Republic Services # 368	00056393	28-Oct-22	\$506.83	Garbage Disposal
Ryan Whitehouse	00056356	21-Oct-22	\$1,330.36	Travel & Meetings
Ryan Whitehouse	00056394	28-Oct-22	\$56.32	Travel & Meetings
Sam Leman	00056347	14-Oct-22	\$93.78	Outside Repair
Sam Leman	00056395	28-Oct-22	\$555.03	Outside Repair
Shelly Perry	00056317	07-Oct-22	\$1,199.49	Travel & Meetings
Southtown Wrecker Service, Inc.,	00056396	28-Oct-22	\$390.00	Towing
Springfield Reprographics	00056318	07-Oct-22	\$15,000.00	Bus Wraps
Springfield Reprographics	00056348	14-Oct-22	\$7,500.00	Bus Wraps
Stanley Steemer of Peoria	00056319	07-Oct-22	\$1,799.45	Building Maintenance
Stratus Networks	00056320	07-Oct-22	\$3,298.27	Internet
SummerOne, Inc.	00056397	28-Oct-22	\$1,255.53	Copier Lease
Team Torque	00056398	28-Oct-22	\$40.00	Shop Tools
The Aftermarket Parts Company LLC	00056321	07-Oct-22	\$3,187.30	Bus Parts
The Aftermarket Parts Company LLC	00056349	14-Oct-22	\$533.22	Bus Parts
The Aftermarket Parts Company LLC	00056399	28-Oct-22	\$4,239.33	Bus Parts
The Copy Shop	00056350	14-Oct-22	\$111.60	Printing
The Copy Shop	00056400	28-Oct-22	\$178.00	Printing
Timothy Swaim	00056401	28-Oct-22	\$700.00	Advertising
TRAVELERS	00056322	07-Oct-22	\$4,811.00	Property Damage
Uline	00056351	14-Oct-22	\$180.33	Office Supplies
United States Treasury	ACH	11-Oct-22	\$88,947.94	Federal Tax Payment
United States Treasury	ACH	25-Oct-22	\$88,698.32	Federal Tax Payment
UPS	00056323	07-Oct-22	\$17.24	Shipping
UPS	00056402	28-Oct-22	\$14.93	Shipping
Verizon Wireless	00056324	07-Oct-22	\$3,053.44	Mobile Data Terminals for SS
VISA-Commerce Bank	00056325	07-Oct-22	(\$180.76)	Cash Back Rebate
VISA-Commerce Bank	00056325	07-Oct-22	\$599.84	Legal
VISA-Commerce Bank	00056325	07-Oct-22	\$1,271.36	Support Vehicles



**Connect Transit**  
**Cash Disbursement Report**  
**October 2022**

<b>Name</b>	<b>Check Number</b>	<b>Date</b>	<b>Amount</b>	<b>Description</b>
VISA-Commerce Bank	00056325	07-Oct-22	\$629.85	Building Maintenance
VISA-Commerce Bank	00056325	07-Oct-22	\$2,177.22	Advertising- Employment
VISA-Commerce Bank	00056325	07-Oct-22	\$125.87	Bus Parts
VISA-Commerce Bank	00056325	07-Oct-22	\$960.82	Office Supplies
VISA-Commerce Bank	00056325	07-Oct-22	\$634.56	Software Licensing
VISA-Commerce Bank	00056325	07-Oct-22	\$83.18	Cable
VISA-Commerce Bank	00056325	07-Oct-22	\$820.12	Dues & Subscriptions
VISA-Commerce Bank	00056325	07-Oct-22	\$8,553.94	Travel & Meetings
VISA-Commerce Bank	00056325	07-Oct-22	\$63.92	Employee Recognition
VISA-Commerce Bank	00056325	07-Oct-22	\$1,824.40	Advertising- Promotions
VISA-Commerce Bank	00056325	07-Oct-22	\$330.68	Safety & Training
Vision Service Plan (IL)	00056403	28-Oct-22	\$1,071.79	Vision Insurance
WGLT	00056326	07-Oct-22	\$400.00	Radio Advertising
William Slaughter	00056352	14-Oct-22	\$26.92	Uniform Reimbursement
		<b>Total</b>	<b>\$1,165,022.00</b>	

# Bloomington Normal Public Transit Balance Sheet

Division: 99 Board Reports

As of: 10/31/2022

Fiscal Year: 2023    Period: 4    Oct-2022

## Assets

### Current Assets

Checking and Savings	\$5,794,610.91
Accounts Receivable	\$4,926,011.12
Inventory Asset - Fuel	\$61,775.49
Inventory Asset - Parts	\$287,458.26
Inventory Asset - Tires	\$0.00
Other Current Assets	\$314,366.84

**Total Current Assets** \$11,384,222.62

Fixed Assets \$22,370,671.06

**Total Assets** \$33,754,893.68

## Liabilities & Equity

### Liabilities

Accounts Payable	\$237,900.07
Payroll Liabilities	\$1,224,373.94
Contracts	\$0.00
Due to Illinois Funds Account	\$0.00
Deferred Revenue	\$243,805.30
Deficit Funding Advance	\$0.00

**Total Liabilities** \$1,706,079.31

### 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 \$12,794,868.98

**Total Liabilities & Equity** \$33,754,893.68

# Bloomington Normal Public Transit Income Statement With Approved Budget

From Fiscal Year: 2023	From Period 4	Division: 98 Operating Profit/Loss		As of: 10/31/2022
Thru Fiscal Year: 2023	Thru Period 4	Oct-2022	Jul-2022	Approved Budget
		Oct-2022	Oct-2022	Approved Budget
<b>Operating Revenue</b>				
Passenger Fares		\$42,389.46	\$176,728.95	\$525,000.00
ISU Contract Fare		\$48,670.68	\$194,682.72	\$595,678.00
Other Contract Fares		\$18,058.84	\$64,852.23	\$174,000.00
Advertising Revenue		\$8,958.33	\$46,333.32	\$115,000.00
Miscellaneous Revenue		\$1,535.00	\$4,351.24	\$2,500.00
<b>Total Operating Revenue</b>		<b>\$119,612.31</b>	<b>\$486,948.46</b>	<b>\$1,412,178.00</b>
<b>Operating Expenses</b>				
Operators Wages		\$602,131.12	\$2,329,955.91	\$7,475,429.00
Maintenance Wages		\$96,653.66	\$341,853.68	\$1,536,370.00
Administration Wages		\$76,656.09	\$326,526.88	\$1,201,253.00
Employer Payroll Tax Expense		\$59,416.65	\$230,642.57	\$831,015.00
Retirement Plan		\$30,224.46	\$121,874.36	\$510,654.00
Group Insurance		\$146,688.40	\$589,013.55	\$2,006,474.00
Uniform Expense		\$1,874.89	\$8,062.00	\$61,800.00
Professional Services		\$17,151.32	\$97,048.63	\$304,000.00
Outside Repair-Labor		\$13,644.37	\$21,383.65	\$97,500.00
Contract Maintenance Services		\$3,715.86	\$24,328.95	\$182,976.00
Custodial Services		\$1,314.67	\$5,795.26	\$14,300.00
Employee Recruiting/Testing/Temp Help		\$11,838.13	\$52,285.67	\$22,600.00
Fuel		\$97,720.01	\$370,014.09	\$1,588,418.00
Lubricants		\$2,286.10	\$14,739.13	\$90,675.00
Tires		\$3,805.52	\$19,287.51	\$7,436.00
Bus Repair Parts		\$42,779.24	\$159,676.35	\$421,751.00
Other Materials & Supplies		\$5,308.19	\$18,051.41	\$82,000.00
Shelters/Signs/Shop Tools		\$545.20	\$1,659.92	\$20,000.00
Computer and Office Supplies		\$14,408.06	\$67,692.88	\$257,213.00
Utilities		\$12,669.90	\$43,394.58	\$182,720.00
Corporate Insurance		\$35,978.19	\$149,954.92	\$427,480.00
Dues/Subscriptions/Fees		(\$1,965.66)	\$14,432.06	\$44,500.00
Printing/Marketing/Training		\$34,563.63	\$108,987.49	\$346,535.00
<b>Total Operating Expenses</b>		<b>\$1,309,408.00</b>	<b>\$5,116,661.45</b>	<b>\$17,763,099.00</b>
<b>Operating Assistance</b>				
Operating Deficit Before Subsidies and Grants		(\$1,189,795.69)	(\$4,629,712.99)	(\$16,350,921.00)
City of Bloomington Operating Assistance		\$63,333.33	\$253,333.32	\$760,000.00
Town of Normal Operating Assistance		\$49,166.66	\$196,666.64	\$590,000.00
Illinois Downstate Operating Assistance		\$844,642.00	\$3,298,960.00	\$11,546,014.00
FTA 5307 Operating Assistance		\$220,071.00	\$828,552.00	\$3,454,907.00
<b>Total Operating Assistance</b>		<b>\$1,177,212.99</b>	<b>\$4,577,511.96</b>	<b>\$16,350,921.00</b>



**Fixed Route**

<b>October 2022</b>		<b>Current Month</b>	<b>Prior Month</b>	<b>% Change</b>	<b>Month in Prior Year</b>	<b>% Change</b>	<b>Year to Date</b>	<b>Prior YTD</b>	<b>% Change</b>
Total Ridership		210416	217438	-3.23%	173200	21.49%	700538	613271	14.23%
Total Service Hours		9572	9539	0.35%	9059	5.66%	36755	35672	3.04%
Total Service Miles		115833	117475	-1.40%	111490	3.90%	451395	443622	1.75%
# Operations Employees									
Operators									
Operators In Training									
# Maintenance Employees									
Mechanics									
# Administrative Employees									
# Revenue Vehicles		40	37	8.11%	36	11.11%	40	38	5.26%
Total Miles/Revenue Vehicle		2896	3175	-8.79%	3097	-6.49%	11285	11674	-3.34%
<b>SYSTEM: EFFICIENCIES</b>									
Percent Farebox Recovery		9.13%	9.69%	-5.78%	11.49%	-20.55%	9.65%	11.47%	-15.91%
Subsidy/Passenger		\$4.33	\$4.04	7.22%	\$4.79	-9.55%	\$5.06	\$5.32	-4.81%
Work Compensation Hours									
<b>TRANSPORTATION: EFFICIENCIES</b>									
Operator Pay Hours/Service Hours									
Percent Operator Overtime									
Percent Unscheduled Operator Absences									
<b>TRANSPORTATION: EFFECTIVENESS</b>									
Percent On-Time Trips		90%	93%	-3.23%	90%	0.00%	93%	93%	0.54%
Valid Complaints per 100K Passengers		0.95	0.00	*	1.73	-45.12%	0.86	1.30	-34.34%
Passenger Accidents/100K Passengers		0.48	2.76	-82.78%	0.58	-17.69%	1.14	1.47	-22.18%
Vehicle Collisions/100,000 Miles		1.73	3.40	-49.29%	1.79	-3.75%	2.44	2.25	8.11%

**Fixed Route**

<b>October 2022</b>		<b>Current Month</b>	<b>Prior Month</b>	<b>% Change</b>	<b>Month in Prior Year</b>	<b>% Change</b>	<b>Year to Date</b>	<b>Prior YTD</b>	<b>% Change</b>
<b>MAINTENANCE: EFFICIENCIES</b>									
	Vehicle Maintenance Expense/Total Miles	\$0.99	\$0.84	17.03%	\$0.86	14.00%	\$0.91	\$0.91	0.32%
	Percent Maintenance Overtime								
	Parts Expense/Total Miles	\$0.28	\$0.31	-8.64%	\$0.26	7.57%	\$0.31	\$0.26	17.98%
<b>MAINTENANCE: EFFECTIVENESS</b>									
	Miles/Road Call	2624.78	2183.90	20.19%	5067.90	-48.21%	2265.45	3551.43	-36.21%
	Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%
	Average Bus Cleanliness Score								
<b>GREEN TECHNOLOGY</b>									
	Solar Energy Created (MWh)								
	Facility Electric Usage (MWh)								
	Facility Electric Costs								

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**

<b>October 2022</b>		<b>Current Month</b>	<b>Prior Month</b>	<b>% Change</b>	<b>Month in Prior Year</b>	<b>% Change</b>	<b>Year to Date</b>	<b>Prior YTD</b>	<b>% Change</b>
Total Ridership		8791	8545	2.88%	6346	38.53%	33270	23575	41.12%
Total Service Hours		3695	3558	3.85%	3033	21.83%	14421	11099	29.93%
Total Service Miles		45427	45197	0.51%	35760	27.03%	176820	129830	36.19%
# Operations Employees									
Operators									
Operators In Training									
# Maintenance Employees									
Mechanics									
# Administrative Employees									
# Revenue Vehicles		18	19	-5.26%	18	0.00%	19	19	0.00%
Total Miles/Revenue Vehicle		2524	2379	6.09%	1987	27.03%	9306	6833	36.19%
<b>SYSTEM: EFFICIENCIES</b>									
Percent Farebox Recovery		5.64%	4.64%	21.36%	5.10%	10.57%	4.69%	4.50%	4.25%
Subsidy/Passenger		\$31.59	\$31.49	0.32%	\$41.03	-23.01%	\$32.62	\$42.89	-23.95%
Work Compensation Hours									
<b>TRANSPORTATION: EFFICIENCIES</b>									
Operator Pay Hours/Service Hours									
Percent Operator Overtime									
Percent Unscheduled Operator Absences									
<b>TRANSPORTATION: EFFECTIVENESS</b>									
Percent On-Time Trips		98%	98%	0.00%	98%	0.00%	98%	98%	0.00%
Valid Complaints per 100K Passengers		11.38	0.00	*	15.76	-27.81%	6.01	4.24	41.72%
Passenger Accidents/100K Passengers		0.00	0.00	*	31.52	-100.00%	6.01	12.73	-52.76%
Vehicle Collisions/100,000 Miles		4.40	0.00	*	2.80	57.44%	3.96	3.08	28.49%

**Connect Mobility**

<b>October 2022</b>		<b>Current Month</b>	<b>Prior Month</b>	<b>% Change</b>	<b>Month in Prior Year</b>	<b>% Change</b>	<b>Year to Date</b>	<b>Prior YTD</b>	<b>% Change</b>
<b>MAINTENANCE: EFFICIENCIES</b>									
	Vehicle Maintenance Expense/Total Miles	\$0.82	\$0.74	10.49%	\$0.93	-11.72%	\$0.76	\$0.97	-22.08%
	Percent Maintenance Overtime								
	Parts Expense/Total Miles	\$0.19	\$0.09	106.07%	\$0.07	158.61%	\$0.12	\$0.09	37.92%
<b>MAINTENANCE: EFFECTIVENESS</b>									
	Miles/Road Call	49264.00	7448.00	561.44%	36041.00	36.69%	12086.47	132560.00	-90.88%
	Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%
	Average Bus Cleanliness Score								
<b>GREEN TECHNOLOGY</b>									
	Solar Energy Created (MWh)								
	Facility Electric Usage (MWh)								
	Facility Electric Costs								

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**

<b>October 2022</b>		<b>Current Month</b>	<b>Prior Month</b>	<b>% Change</b>	<b>Month in Prior Year</b>	<b>% Change</b>	<b>Year to Date</b>	<b>Prior YTD</b>	<b>% Change</b>
Total Ridership		219207	225983	-3.00%	179546	22.09%	733808	636846	15.23%
Total Service Hours		13267	13097	1.30%	12092	9.72%	51176	46771	9.42%
Total Service Miles		161260	162672	-0.87%	147250	9.51%	628215	573452	9.55%
# Operations Employees		113	111	1.80%	110	2.73%	118	115	2.61%
Operators		93	91	2.20%	93	0.00%	97	98	-1.02%
Operators In Training		7	2	250.00%	6	16.67%	7	10	-30.00%
# Maintenance Employees		19	18	5.56%	21	-9.52%	22	22	0.00%
Mechanics		7	7	0.00%	8	-12.50%	8	9	-11.11%
# Administrative Employees		14	14	0.00%	13	7.69%	15	14	7.14%
# Revenue Vehicles		58	56	3.57%	54	7.41%	59	57	3.51%
Total Miles/Revenue Vehicle		5420	5554	-2.42%	5084	6.61%	20591	18507	11.26%
<b>SYSTEM: EFFICIENCIES</b>									
Percent Farebox Recovery		8.33%	8.55%	-2.51%	10.04%	-17.01%	8.53%	9.91%	-13.95%
Subsidy/Passenger		\$5.43	\$5.08	6.83%	\$6.07	-10.63%	\$6.31	\$6.71	-5.92%
Work Compensation Hours		0	24	-100.00%	326	-100.00%	24	862	-97.22%
<b>TRANSPORTATION: EFFICIENCIES</b>									
Operator Pay Hours/Service Hours		131.79%	130.50%	0.98%	132.90%	-0.84%	132.69%	138.96%	-4.51%
Percent Operator Overtime		11.74%	7.66%	53.25%	5.12%	129.45%	6.94%	5.29%	31.26%
Percent Unscheduled Operator Absences		3.88%	4.43%	-12.37%	6.10%	-36.36%	4.88%	7.51%	-34.95%
<b>TRANSPORTATION: EFFECTIVENESS</b>									
Percent On-Time Trips									
Valid Complaints per 100K Passengers		1.37	0.00	*	2.23	-38.57%	1.09	1.41	-22.86%
Passenger Accidents/100K Passengers		0.46	2.66	-82.82%	1.67	-72.70%	1.36	1.88	-27.68%
Vehicle Collisions/100,000 Miles		2.48	2.46	0.88%	2.04	21.75%	2.87	2.44	17.36%

**System Totals**

<b>October 2022</b>		<b>Current Month</b>	<b>Prior Month</b>	<b>% Change</b>	<b>Month in Prior Year</b>	<b>% Change</b>	<b>Year to Date</b>	<b>Prior YTD</b>	<b>% Change</b>
<b>MAINTENANCE: EFFICIENCIES</b>									
	Vehicle Maintenance Expense/Total Miles	\$0.94	\$0.81	15.16%	\$0.88	6.36%	\$0.86	\$0.92	-6.10%
	Percent Maintenance Overtime	11.29%	9.12%	23.77%	5.61%	101.08%	8.69%	4.91%	76.95%
	Parts Expense/Total Miles	\$0.26	\$0.25	3.19%	\$0.22	18.70%	\$0.25	\$0.22	14.90%
<b>MAINTENANCE: EFFECTIVENESS</b>									
	Miles/Road Call	3,638.67	2,738.02	32.89%	6,784.14	-46.37%	2,960.33	4,591.82	-35.53%
	Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%
	Average Bus Cleanliness Score	*	0.00%	*	87.86%	*	*	84.91%	*
<b>GREEN TECHNOLOGY</b>									
	Solar Energy Created (MWh)	28.76	34.85	-17.47%	*	*	126.11	*	*
	Facility Electric Usage (MWh)	45.04	35.28	27.66%	21.8	106.61%	137.87	112.4	22.66%
	Facility Electric Costs	10022.74	5657.67	77.15%	2822.25	255.13%	24991.69	13220.14	89.04%

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 November 21<sup>st</sup>, 2022*

### **Congressional Update and Elections**

Although the votes are still being counted in several key contests, it appears that the GOP is likely to assume a majority in the U.S. House of Representatives. That said, Congressional Democrats have overperformed expectations and defied historical losses in midterm elections and the Republicans will likely have a razor thin House Majority next Congress. President Biden emerges stronger than expected going into next year. The Democrats will continue to control the Senate.

With a divided government, House Republicans will act as a check on the Biden Administration. We can expect increased oversight and investigations. Razor thin majorities in the House and Senate will moderate the legislative agenda. We also expect an increase in the use of executive authority by President Biden in the face of a divided government.

In Utah, all four U.S. House Members and Senator Lee were re-elected by comfortable margins.

### **Key Post-Election Dates:**

- Nov. 14- Congress Returns
- Nov. 15- House GOP Leadership Elections
- Nov. 16- Senate GOP Leadership Elections
- Week of Nov. 28- House Dem Leadership Elections/House GOP selects Committee Chairs
- Dec. 6- GA Senate Runoff Election
- Early December- Senate Democratic Leadership Elections
- Dec. 16- Continuing Resolution Expires
- Jan. 3- New Congress Convenes
- Jan. (TBD)- House GOP Steering Committee Appoints Members to Committees

### **Who will likely lead key transit committees next Congress?**

- House Appropriations: Granger (R-TX)/DeLauro (D-CT)
- Senate Appropriations: Murray (D-WA)/Collins (R-ME)
- House T&I: Graves (R-MO)/CONTESTED: Holmes Norton (D-DC) or Larsen (D-WA)
- Senate Banking: Brown (D-OH)/Scott (R-SC)
- Senate Commerce: Cantwell (D-WA)/Cruz (R-TX)

### **What will this mean for the lame duck and for next Congress?**

- Democrats will push to get as much done as possible. With President Biden's strong showing, he will have significant sway with the Progressive wing of the caucus. Some Democrats and the White House are suggesting that the Congress also pass a debt ceiling increase before the end of the year.
- The Democrats may need to intervene legislatively to prevent a potential national rail strike.
- Republicans will have to decide whether they "clear the decks" and pass a year-end spending bill or push a deal to next year.

### **Must Pass Items in 2022:**

- Appropriations Deadline: Dec. 16. Congress must either pass an omnibus funding bill for FY23, or an additional CR to extend federal funding into 2023. Senate Appropriations Chair and Ranking Members Leahy and Shelby want to conclude the FY23 bill before they retire at the end of this year.
- National Defense Authorization Bill; which may likely include the 2022 Water Resources Development Act (WRDA) bill.
- Trade and Tax Extenders: including Medicare Extenders.

### **Outstanding bipartisan initiatives for 2022:**

- Ukraine/Disaster Relief
- Energy Permitting
- Marriage Equality Legislation
- Electoral Count Act Reform

**Avoiding a shutdown** will be at the top of lawmakers' agenda, as government funding is set to run out on Dec. 16. Four weeks to strike a funding deal: When Congress returns to the Capitol Building next week, lawmakers will have just four weeks to cement a government funding deal that boosts federal agency budgets in the new fiscal year and averts a shutdown on Dec. 16.

Much will hinge on the midterms and which party is set to control the House and Senate in 2023. But for now, congressional leaders and appropriators seem willing to strike a funding agreement that allows the 118th Congress to start with a clean slate in January.

The so-called omnibus, or **12-bill appropriations package**, would be the biggest piece of bipartisan legislation to pass before lawmakers break for the holidays, with the highest stakes. Expect lawmakers to duke it out in the coming weeks over funding levels and what will hitch a ride on the package, including another round of Ukraine aid and hurricane relief.

Democrats will almost certainly push for long-stalled **Covid-19 and monkeypox aid**, in addition to a revival of the expired Child Tax Credit enhancement. Republicans want to revive a tax benefit for businesses that allowed them to immediately write off their research expenses.

Lawmakers are also eyeing a host of **health-related riders**, including a health insurance fix for Puerto Rico when a Medicaid funding boost expires at the end of the year and provisions to overhaul how the FDA regulates dietary supplements and cosmetics.

House and Senate Armed Services leaders are on the hook to finalize **defense policy legislation** and get to the president's desk before the end of the year.

Expect Democrats to try and resurrect efforts to update **energy permitting** rules, but don't expect Republicans to play ball if they win control of either chamber.

Battle lines have already been drawn in the lame duck over two **tax provisions**: An R&D tax credit that benefits big defense contractors, a priority for Republicans, and the Child Tax Credit that the Democrats are insisting be reimplemented.

On the **transportation** front, lawmakers may still need to step in if railroad workers vote to strike this month after their cooling-off period ends. They're expected to vote to extend the cooling-off period, which forbids strikes and other work actions or impose the recommendations of a presidentially appointed emergency board, which the Class 1 Railroads are hoping for.

### **Intergovernmental Concerns with Financial Reporting Bill**

Route Fifty [covers](#) the concerns of state and local governments in response to the Financial Data Transparency Act of 2022 (S. 4295), a bill that would impose new standardization requirements for how public entities share financial data. There are hopes of attaching the bill to the Senate version of the must-pass end-of-year defense bill known as the National Defense Authorization Act (NDAA) (S.4543). This bill seeks to modernize regulatory financial reporting, reduce deficiencies in the reporting process, and establish open and universal standardized data reporting requirements for "smaller regulated entities." Those regulated entities would include states, counties, and cities, as well as water systems, public utility providers, hospitals, and other types of issuers.

The Municipal Securities Rulemaking Board (MSRB) would be required to establish new data standards for units of state and local government by 2027. Intergovernmental organizations are concerned that the legislation would impose an unfunded mandate on state and local governments and special district

governments. The National League of Cities (NLC), U.S. Conference of Mayors (USCM), National Association of Counties (NACo), and the Government Finance Officers Association (GFOA) sent a letter to lawmakers articulating their concerns about costs and administrative burdens, particularly for smaller jurisdictions with limited capacity.

The House has already included the Financial Data Transparency Act of 2021 (H.R. 2989) in its version of the NDAA (H.R. 7900). Meanwhile, the Senate Armed Services Committee is currently considering amendments to the NDAA. The full chamber will likely consider the package upon its return to Washington, DC following the midterm elections in November at earliest.

## **Department of Energy Regional Clean Hydrogen Hubs Program**

As part of the Bipartisan Infrastructure Law, the Department of Energy received \$7 billion to establish the [Regional Clean Hydrogen Hubs program](#), or H2Hubs, which will fund six to 10 regional clean hydrogen hubs across America. Added onto this pool of money for Hydrogen was provisions in the Inflation Reduction Act – which created a clean [hydrogen production](#) tax credit and enacted big changes in [carbon capture tax credits](#).

There are currently 5 memorandum of understandings in place ([CO-NM-UT-WY](#)) ([LA-OK-AR](#)) ([MN-MT-ND-WI](#)) ([MN-WI-IL-IN-KY-MI-OH](#)) ([CT-MA-NY-NJ](#)) with both [PA](#) and [GA](#) expressing their interest in the program.

## **Buy America Update**

FTA has amended the language in their Master Agreements to include the domestic preference requirements established in the Bipartisan Infrastructure Law. FTA Administrator, Nuria Fernandez, sent out a Dear Colleague letter to transit agencies advising them on how to proceed with the new regulations. Any questions should be directed to your FTA regional office. There is a proposed waiver for “de minimis costs, small grants, and minor components” that would waive Buy America preferences under an award for which: the total value of the non-compliant products is no more than \$1,000,000 or 5% of the total allowable costs; the size of the award is below \$500,000; or the non-domestically produced minor components comprise no more than 5 percent of the total material cost. The deadline to submit comments is 11/20/2022.

## **White House Infrastructure Summit**

The White House held the “Accelerating Infrastructure Summit.” Mitch Landrieu, White House Infrastructure coordinator, opened the Summit with his remarks on the Biden Administration’s historic infrastructure investment and how they plan to deliver projects on time, on task and on budget. “On time, on task, and on budget” was the theme throughout the Summit. Sec. Buttigieg started by highlighting the need for strong federal/state partnerships, as 90% of all IJIA infrastructure projects will be filled by state and local governments. He mentioned 4 common roadblocks to successful delivery of infrastructure projects: lack of data, lack of technology, and a need for greater organizational capacity. Sec. Buttigieg stressed the importance of early community engagement to help speed up a project timeline, citing several projects that have had timelines derailed and costs escalated due to community pushback. He also spotlighted the USDOT’s recent launch of the project delivery Center of Excellence and the newest iteration of the Federal Highway System’s “Every Day Counts” program.

## **APTA Cybersecurity Webinar**

APTA’s procurement and supply chain committee recently hosted a webinar in which Scott Belcher, President & CEO of SFB consulting presented on the Mineta Transportation Institute’s [report](#) of transit cybersecurity. In a survey 1/3 of the APTA transit agency members, 22% responded that they had suffered a cybersecurity incident, which is inconsistent with 82% of global industries saying they have suffered a cyber security incident. Around 40% of transit agencies do not have a cybersecurity policy, with 43% saying they don’t;t have the resources to enact a cybersecurity plan.

Some key findings from the study were how important cyber literacy is to getting the RFP process right—agencies should look to larger transit agencies like the [Houston Metro](#) for ideas on how to develop that plan. Technology updates are outpacing hardware replacement—transit agencies rarely have the funding in place to purchase hardware agreements. As a result, vendors don't have much incentive to produce them. Also mentioned here was the need to differentiate between security and risk. Agencies need to factor cybersecurity into overall risk management plans, as it should be as important as rider or operator safety.

Agencies should expect more action on cybersecurity at the federal level in the future, as increase in defense procurement will result in increases in civilian procurement. For more guidance, the FTA has developed new cybersecurity resources for transit agencies on their [website](#).

## **Guide for Public Involvement**

The U.S. Department of Transportation released its Promising Practices for Meaningful Public Involvement in Transportation Decision-Making document, a first-of-its-kind guide for DOT funding recipients and partners that conduct public involvement in the transportation space.

Meaningful public involvement from the beginning has the potential to help projects come to life better, faster and more thoroughly suited to the communities they benefit and impact. To identify obstacles to the full representation of all affected communities, the Department collected information from multiple sources, including transportation stakeholders and communities, to identify obstacles to inclusion in the transportation decision-making process and how to address them. Challenges identified include the use of one-size-fits-all strategies and the lack of accountability for acting on community inputs.

As the Department updates regulations and orders under related authorities, such as Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act of 1969, this guide will help provide a common understanding of meaningful and effective public involvement practices.

## **Grants**

**The U.S. Department of Transportation released information about its Thriving Communities Program.** The program is part of an ongoing effort by the Biden-Harris Administration to ensure that state, local, Tribal and territorial governments large and small have the tools needed to access federal funding for projects serving their communities.

The Thriving Communities program will provide two years of intensive technical assistance to under-resourced and disadvantaged communities to build upon their existing expertise to identify, develop and deliver transportation and community revitalization activities. Capacity builders funded through Thriving Communities will help selected communities in a variety of activities from preparing application materials or predevelopment activities to deploying innovative community engagement, workforce development and clean technology strategies. There is no cost for communities to receive support through the program.

The NOFO will provide funding for organizations to provide technical assistance, planning and capacity building support to recipients under the Thriving Communities Program. Capacity builders are invited to apply individually or as a team and may include non-profits, state, local or Tribal governments or philanthropies. In addition to the NOFO, the Department has a fact sheet for interested capacity builder applicants here. The NOFO will be open until November 22, 2022.

---

**TO:** Connect Transit Board of Directors  
**FROM:** Cornerstone Government Affairs – Illinois Team  
**SUBJECT:** Legislative Update  
**DATE:** November 21, 2022

---

### Summary

Over the past month, voters elected Sharon Chung, a Democrat from Bloomington, Illinois, to serve the 91<sup>st</sup> House District and incumbent Democrat Sen. Dave Koehler to serve the 46<sup>th</sup> Senate District covering the Bloomington/ Normal area. Our team is working to coordinate a meeting with Chung to introduce her to Connect's work and priorities. We have also continued our outreach to the Illinois Association of School Boards regarding potential strategies to address concerns with the Statement of Economic Interest form disclosures. Additionally, we have continued our outreach to Rivian based on our previous discussions regarding the transfer center and are awaiting responses from their team.

We expect the second week of Veto Session to primarily focus on clarifying language for the SAFE-T Act, among other smaller bills. We are also continuing to monitor for Lam Duck 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:**

The 2022 midterm elections continued to solidify Illinois as a solidly blue state with Democrats winning up and down the ticket. Democrats benefited from a huge fundraising advantage as well as the newly drawn congressional and legislative districts which were crafted under their control.

Democrats easily swept all statewide offices, winning by double digit margins in every race. U.S. Senator Tammy Duckworth won re-election and Governor JB Pritzker, along with Lt. Governor Juliana Stratton, won a second term. Attorney General Kwame Raoul, Comptroller Susana Mendoza and Treasurer Michael Frerichs all won reelection. Democrat Alexi Giannoulias will replace longtime Secretary of State Jesse White who did not seek reelection.

At the Congressional level, Democrats picked up one seat increasing their majority to 14D – 3 R. Democrats also maintained their majority on the Illinois Supreme Court with Democrats winning both of the contested Supreme Court races, increasing their majority to 5D-2R.

Democrats maintained their supermajority status in the Illinois General Assembly. While some races remain too close to call, the House Democrats are expected to increase their supermajority to an unprecedented 78D – 40R when all votes are counted. While Senate Democrats are projected to lose two incumbents, they will still hold a 39D – 20R supermajority.

Republican challenger Patrick Sheehan conceded to Senator Michael Hastings on Tuesday. While official results are pending, Hastings now leads Sheehan by 595 votes.

With more than 95% of the votes counted, the Associated Press now declares that the Workers’ Rights Constitutional Amendment passed with the support of an estimated 53% of the total ballots cast in the election.

Congressman Jesus “Chuy” Garcia formally announced his candidacy for Chicago Mayor. Garcia won reelection to the 4th Congressional District on November 8<sup>th</sup>.

Secretary of State – elect Alexi Giannoulias revealed transition team members and a new website to gather ideas from the public for the Secretary of State’s office. Watch the announcement video [here](#).

### **102<sup>nd</sup> ILLINOIS GENERAL ASSEMBLY:**

The Illinois General Assembly adjourned the first week of veto session, with both chambers canceling Thursday’s scheduled session. The legislature will return for the second and final week of Veto Session November 29<sup>th</sup> – December 1<sup>st</sup>.

Traditionally, the two-week Veto Session is a time for legislators to consider any gubernatorial vetoes as well as any other urgent legislation. But because the Governor signed all the bills forwarded to him from the Spring Session, there were no vetoes for the General Assembly to consider. The legislature instead used this first week of veto session to position a handful of measures for consideration during the final week of veto session and for a potential January lame-duck session.

The Illinois Senate is now meeting on the first floor of the Howlett Building (on the southside of the Capitol complex) while the north wing of the Capitol – including the Senate chambers – undergoes massive renovation. While there is no public viewing gallery in the temporary Senate Chamber, public viewing is available in the Hall of Flags in the Howlett Building or online at [www.ilga.gov](http://www.ilga.gov). Most Senators’ offices have been temporarily relocated to the Stratton Office Building. The project is expected to take three years.

Updated session guidance for the Senate is [here](#) and for the House is [here](#).

The Illinois Senate unanimously approved [HB 1293](#) (LaPointe/Harmon) which, as amended, represents a multi-pronged response to Russia’s war on Ukraine. The bill unanimously passed the House last spring and was amended in the Senate to make minor changes. HB 1293 now heads back to the House for concurrence. Specifically, the bill applies to the following areas:

- ***Public Funds/Pension:***
  - Prohibits the investment of State funds and public funds in certain investments or institutions tied to Russia or Belarus.
  - Prohibits the State-funded retirement systems from investing moneys in Russian or Belarusian sovereign debt, Russian or Belarusian government-backed securities, any investment instrument issued by an entity that is domiciled or has its principal place of business in Russia or Belarus, or any investment instrument issued by a company that is subject to Russian Harmful Foreign Activities Sanctions.
  - Prohibits retirement systems from investing or depositing State funds in any bank that is domiciled or has its principal place of business in Russia or Belarus.
  - Requires each State-funded retirement system to instruct its investment advisors to sell, redeem, divest, or withdraw all direct holdings of Russian or Belarusian sovereign debt and direct holdings of Russian or Belarusian government-backed securities from the retirement system's assets under management in an orderly and fiduciarily responsible manner.

- Requires the Illinois Investment Policy Board to make its best efforts to identify all companies that are domiciled or have their principal place of business in Russia or Belarus and companies subject to Russian harmful foreign activities sanctions and to include those companies in the list of restricted companies.
- ***Ukrainian Resettle Services:*** Grants the Illinois Department of Human Services to employ emergency rulemaking powers with respect to its refugee resettlement program in the case of an imminent, large-scale refugee resettlement event.
- ***Real Estate:*** Creates the Money Laundering in Real Estate Task Force Act to, among other things, assess the exposure of real estate sectors in Illinois to illicit Russian money.
- ***Election Integrity:*** Creates the Illinois Elections and Infrastructure Integrity Task Force to evaluate and make recommendations to prevent not only foreign interference in the 2024 and other future elections, but also cyberattacks on State infrastructure.
- ***Property Related Crime:*** Requires the Illinois State Police Division of Criminal Investigation to conduct investigations of any property-related crimes – such as money laundering – involving individuals or entities listed on a sanctions list.
- ***Higher Education:*** Requires all public institutions of higher education to disclose to the Board of Higher Education any endowment or other donation given to the institution from a source associated with any individual or entity listed on the sanctions list maintained by the U.S. Department of Treasury's Office of Foreign Asset Control. This same disclosure policy applies to any company that is domiciled in (or has its principal place of business in) Russia or Belarus and is on the list of restricted companies developed by the Illinois Investment Policy Board.

The Illinois Senate approved [HB 4073](#) (Manley/Murphy) which, as amended, is intended to address the vacancy on the Niles Library Board by clarifying that the Secretary of State is authorized to make appointments to a local library board when the vacancy has existed for a certain amount of time. HB 4073 heads to the House for concurrence.

The Senate also unanimously approved [SB 931](#) (Villivalam) which changes the name of the Illinois Indian American Advisory Council to the Illinois South Asian American Advisory Council and makes other changes to make the Council more inclusive. SB 931 now heads to the House for consideration.

The Senate Revenue Committee approved SFA # 1 to [HB 5189](#) (Davis/Villanueva) which is characterized as a revenue clean-up amendment and makes several changes to deductions. HB 5189 is now pending before the full Senate.

Javier Cervantes was appointed to replace Senator Tony Munoz who resigned October 21. Munoz first joined the Senate in 1999, serving as assistant majority leader since 2009. He did not seek reelection this year.

### **103<sup>rd</sup> ILLINOIS GENERAL ASSEMBLY:**

Caucuses met Tuesday afternoon and evening to elect their new leaders for the 103rd General Assembly. All four leaders will be officially elected in an organizational session on January 9, 2023. As expected, Senate President Don Harmon and House Speaker Chris Welch were reelected to their posts.

Republicans in both chambers will be under new leadership in the new General Assembly. In the House, Representative Tony McCombie of Savanna was selected as the next House Republican Leader. McCombie, who was first elected in 2016, is the first female to be elected to lead the House Republican Caucus. She replaces Republican Leader Jim Durkin who did not seek reelection to the caucus position.

In a statement McCombie said “The House Republican Caucus is focused on helping Illinois families by offering common sense solutions to the many problems our state faces. We will be a unified force that will grow our party by sticking to our core values and ending the corruption that has pervaded state government.”

In the Senate, Senator John Curran of Downers Grove was unanimously selected to replace Senate Republican Leader Dan McConchie. Curran was first appointed to the Senate in 2017 to replace former Senate Republican Leader Christine Radogno when she retired.

In a statement Curran said “I am humbled and honored to have the full support of my Senate Republican colleagues to serve as their new leader in the 103rd General Assembly. We stand ready, with our focus directed toward the future, on developing solutions that will address the critical issues facing our state. We are equally dedicated to growing our ranks, which will give all Illinoisans greater representation and balance in their state government.”

### **GOVERNOR’S HIGHLIGHTS:**

On Monday, the Governor’s Office of Management and Budget issued its annual Economic and Fiscal Policy Report to the General Assembly. The document outlines the long-term economic and fiscal policy objectives of the State, along with the economic and fiscal policy intentions for the upcoming fiscal year and for the subsequent four fiscal years.

Revenue projections for FY 2023 were revised upward by \$3.69 billion – \$1.473 billion from increases in income and sales taxes and \$1.28 billion from an unexpected spike in the state’s Income Tax Refund Fund from last fiscal year.

The report notes three new budget proposals – all of which require legislative approval:

- Deposit an additional \$1.3 billion into the state’s rainy day fund, creating a balance of \$2.3 billion. While currently the fund stands at \$1.045 billion – its greatest amount ever – it nonetheless places Illinois among states with the most modest balances in their rainy day funds.
- Earmark funds to pay off revenue bonds that Illinois issued in 2010 to reduce bills incurred during the Great Recession. The bonds totaled \$1.5 billion in borrowing, with about one-third of that in outstanding debt.

- Further reduce, by an unspecified amount, Illinois' debt to the federal government with respect to the Unemployment Insurance Trust Fund. The state's debt now stands at \$1.345 billion plus interest. Last year's level was \$4.5 billion, which was reduced through various steps taken by the Governor and the legislature.

See the reports [here](#).

**Grant Match Program to Spur Cutting Edge Technologies:** The Illinois Department of Commerce and Economic Opportunity will offer \$5 million in state-funded matching grants for businesses that have received federal funding through the Small Business Innovation Research (SBIR) or Small Business Technology Transfer (STTR) programs.

The state funded SBIR/STTR Matching Grant Program is designed to further increase capital to its recipients, stimulating high-tech innovation and commercialization in small businesses that are conducting cutting-edge research. Illinois currently has more than 100 SBIR/STTR federal recipients who may be eligible for a state matching grant of up to \$50,000 per project. Interested companies can learn more [here](#).

**Not-for-profit Security Grant Program:** Illinois Emergency Management Agency will offer \$20 million in grants to eligible not-for-profit organizations across Illinois through the State Fiscal Year 2023 Illinois Not-for-Profit Security Grant Program.

The Grant Program will provide a total of \$20 million to eligible Illinois 501c (3) organizations that are deemed at high-risk of a terrorist attack by a terrorist organization, network, or cell.

To learn more about this funding opportunity, eligible applicants should visit the IEMA website <https://iema.illinois.gov/> and <https://iema.illinois.gov/ittf/nsqp-il.html> and download the Notice of Funding Opportunity (NOFO).

### **ILLINOIS SUPREME COURT:**

Justice Mary Jane Theis was ceremonially sworn in as chief justice of the Illinois Supreme Court on Monday, at the Illinois Supreme Court in Springfield. Theis was officially sworn in on October 26. Monday's ceremony was held as the Court reconvened in Springfield for its regular term. Theis becomes the fourth woman to lead the state's high court. Capital News offers more [here](#).



MEMO

DATE: November 22, 2022  
TO: Board of Trustees  
FROM: David Braun, General Manager  
Subject: Temporary Weekend Service Reduction

---

**Discussion:**

Our workforce continues to be overburdened because of our lack of Bus Operators and our challenges attracting and keeping Operators. Our overtime rate is currently 15% when typically, it is in the 5-8% range. The number of hours of overtime per week for the past 2 months is shown below.

Week		Overtime
<u>Start</u>	<u>End</u>	Hours
9/18/2022	9/24/2022	538.27
9/25/2022	10/1/2022	581.93
10/2/2022	10/8/2022	476.4
10/9/2022	10/15/2022	555.1
10/16/2022	10/22/2022	575.84
10/23/2022	10/29/2022	504.33
10/30/2022	11/5/2022	423.79
11/6/2022	11/12/2022	558.07
Average		526.72
Total Pay Hours/Week		3480.79

We have been recruiting constantly since summer. Our results have not been favorable with only one Bus Operator remaining from our September class, and one from our October class. Raising the starting wage has improved the number of people applying, but our challenging schedule and drug-free workplace continue to reduce the numbers that remain after hiring.

To date, we have changed our policies to allow family members to apply, and to allow non-violent offenders to apply; provided a sign on bonus of \$1,500 and increased it to \$3,000; provided referral bonus to existing Operators; modified our job descriptions to highlight the benefits of the job;

advertised in the newspaper's free Wednesday addition and Sunday addition; spoke about the issue on the radio; held two job fairs and posted flyers in churches, grocery stores and other locations where people gather. We currently have five people in our November class, after starting with seven, and are hiring for a class that will begin January 9.

Reducing peak service did not have the effect we hoped because of the deficit in Operators we already had. Our Operators are burning out, yet they continue to be safe and friendly, but are not accepting the overtime they did at the beginning.

Our only recourse is to look for other reductions in service that can save hours and reduce our need for Operators to cover all the hours of service. Shelly Perry, Operations Manager; Dave White, Safety and Training Director, and Jacob Smith, Transportation Planner put their heads together to determine a way to reduce service with the least impact on our passengers. They noticed that some weekend routes do not carry many people until later in the morning, and some stop carrying passengers later in the day. After an analysis of ridership and hours, they developed a plan that will provide a core service throughout the City and Town and save 101 hours on weekends, the equivalent of 12 eight-hour shifts. Changes are shown below and will go into effect December 11, 2022.

**Saturday**

Before	After
<b>Aqua</b> 6:40am - 8:49pm (60 min service)	<b>Aqua</b> 5:50am - 9:29am (20 min service) 9:30am - 5:49pm (60 min service) 6:30pm - 7:49pm (20 min service)
<b>Blue</b> 6:30am - 8:45pm (60 min service)	<b>Blue</b> 10:10am - 6:45pm (60 min service)
<b>Brown</b> 7:00am - 8:53pm (60 min service)	<b>Brown</b> 9:35am - 6:20pm (60 min service)
<b>Gold</b> 7:00am - 8:54pm (60 min service)	<b>Gold</b> 9:00am - 6:54pm (60 min service)
<b>Green</b> 7:00am - 9:56pm (30 min service)	<b>Green</b> 5:45am - 7:56pm (30 min service)
<b>Lime</b> 6:35am - 10:23pm (30 min service)	<b>Lime</b> 9:30am - 2:15pm (30 min service) 2:15pm - 7:55pm (60 min service)
<b>Orange</b> 6:50am - 8:26pm (60 min service)	<b>Orange</b> 9:50am - 6:26pm (60 min service)
<b>Pink</b> 6:45 - 8:40 (30 min service)	<b>Pink</b> 5:45 - 9:10 (30 min service) 9:45 - 6:10 (60 min service)
<b>Purple</b> 6:50am - 8:22pm (60 min service)	<b>Purple</b> 9:30am - 6:22pm (60 min service)
<b>RBX</b> No Further Reduction	<b>RBX</b> No Further Reduction
<b>Red Express</b> Not In Service	<b>Red Express</b> Not In Service
<b>Red</b> 6:45am - 10:09 (30 min service)	<b>Red</b> 5:45am - 7:09 (30 min service)
<b>Silver</b> 6:45am - 8:34pm (60 min service)	<b>Silver</b> 8:45am - 6:34pm (60 min service)

Before	After
Sapphire No Reduction	Sapphire No Reduction
Tan 7:00am – 9:28pm (60 min service)	Tan 9:25am – 6:28pm (60 min service)
Yellow 7:15am – 9:12pm (60 min service)	Yellow 9:15am – 6:42pm (60 min service)

## Sunday

Before	After
Aqua 6:40am - 6:49pm (60 min service)	Aqua 5:50am - 9:29am (20 min service) 9:30am - 6:49pm (60 min service)
Blue 6:30am - 6:45pm (60 min service)	Blue 10:10am - 6:45pm (60 min service)
Brown 7:00am – 6:53pm (60 min service)	Brown 9:35am – 6:20pm (60 min service)
Gold 7:00am - 6:54pm (60 min service)	Gold 9:00am - 6:54pm (60 min service)
Green 7:00am – 6:41pm (30 min service)	Green 5:45am - 7:11pm (30 min service)
Lime 6:35am – 7:23pm (30 min service))	Lime 9:30am - 2:15pm (30 min service) 2:15pm – 7:55pm (60 min service)
Orange 6:50am – 6:26pm (60 min service)	Orange 9:50am – 6:26pm (60 min service)
Pink 6:45 – 6:10 (30 min service)	Pink 5:45 – 9:10 (30 min service) 9:45 – 6:10 (60 min service)
Purple 6:50am – 6:22pm (60 min service)	Purple 9:30am – 6:22pm (60 min service)
RBX No Further Reduction	RBX No Further Reduction
Red Express Not In Service	Red Express Not In Service
Red 6:45am – 7:09 (30 min service)	Red 5:45am – 7:09 (30 min service)
Silver 6:45am – 6:34pm (60 min service)	Silver 8:45am – 6:34pm (60 min service)
Sapphire No Reduction	Sapphire No Reduction
Tan 7:00am – 7:28pm (60 min service)	Tan 9:25am – 6:28pm (60 min service)
Yellow 7:15am – 6:42pm (60 min service)	Yellow 9:15am – 6:42pm (60 min service)



## MEMO

DATE: November 22, 2022  
TO: Board of Trustees  
FROM: David Braun, General Manager  
Subject: Review Better Bus Stop (BBS) Campaign

---

### Discussion:

In 2018, the Connect Transit Board of Trustees approved a campaign to improve bus stops, making them more accessible to people with disabilities and more comfortable for all passengers using those stops. To date, we have improved 180 of 461 total stops and have invested \$1,045,202 on improved stops and \$219,982 on stops that have been engineered, but not yet completed. Each stop requires engineering review and design, a NEPA analysis of the impact to surrounding homes or businesses, and coordination with the City and Town at an average cost of \$5,800 per stop (more for a sheltered stop and less for a traditional concrete pad, sign and Simme seat).

The COVID virus had an impact on more than health. It changed how people ride, when they ride, and how many people ride. We have also experienced growth in areas where there was little ridership only 5-years ago. In 2023, we plan to perform a route analysis of our current Fixed Route system to also identify appropriate Microtransit zones. We anticipate that, because of the analysis, we may re-align routes to make them more productive and or more attractive to the population they serve. The study will also recommend connecting points between the Fixed Route system and the on-demand Microtransit service.

Rather than investing in stops on routes that might be adjusted, I would like to take the next month to further develop a recommendation to delay the completion of the Better Bus Stop campaign. At the January Board of Trustees meeting, I plan to recommend which stops we will pursue this spring, based on utilization. I will also recommend a method for transit riders and potential riders to request a stop, so we are not investing in stops that are not used. Finally, I hope to have a revised timeline to share for when the route analysis will be completed, route adjustments will be shared with the public, recommended to the Board and City Councils for approval, and when the BBS campaign will be re-initiated.



## MEMO

DATE: November 22, 2022  
TO: Board of Trustees  
FROM: Brady Lange, Procurement Director  
CC: David Braun, General Manager  
Subject: Contract for Five Proterra Battery Electric Buses

### **Recommendation:**

Authorize the General Manager to execute a contract with Proterra for the purchase of five 40-foot battery electric buses from the options as part of the original contract.

### **Discussion:**

In September of 2019, the Connect Transit Board of Trustees approved a recommendation that Proterra be awarded a five-year contract to supply battery electric buses, which included a guarantee of contracts for 12 vehicles and options to purchase five additional. The first four buses have been in service for nearly a year, and staff has been encouraged by the performance of the vehicles. We anticipate the delivery of four vehicles in December 2022 and four in January of 2023 to complete the original order of 12 vehicles. Infrastructure upgrades that allow us to charge up to 12 buses simultaneously are also complete.

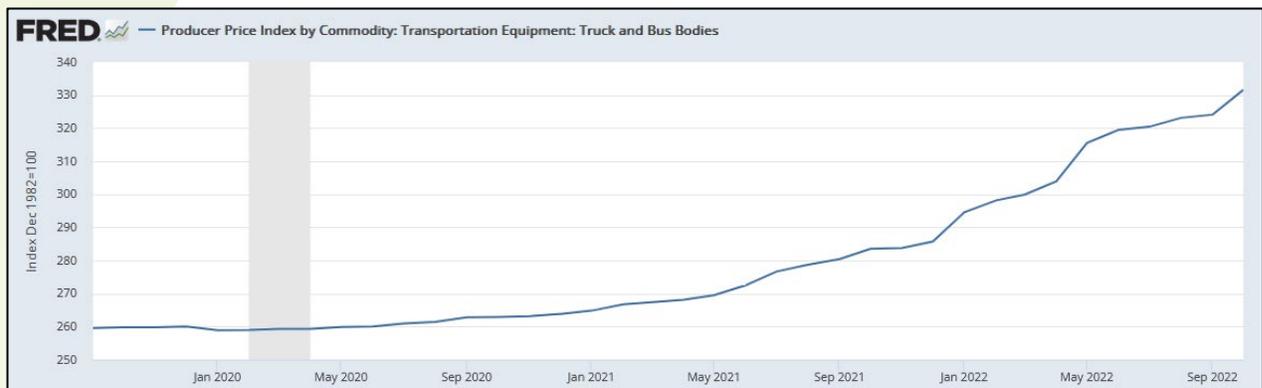
We have been working with Proterra engineers to configure the five buses we are purchasing as agreed upon options in this contract. The buses will be Proterra's latest 40-foot ZX5 MAX vehicles providing 675 kWh of energy storage onboard. Other than incremental technology improvements, the buses will be nearly identical to the eight vehicles due to be delivered later this year except for one key component. Through technology improvements, Proterra has developed an improved drivetrain configuration called ProDrive 2.0, which has delivered increased energy efficiency and range. In a departure from previous configurations, staff has made the decision to adopt the ProDrive 2.0 drivetrain resulting in a \$40,000 per bus savings.

We will also be installing ten additional DC charging dispensers for these buses and for future deliveries. Only five dispensers are needed for this contract, but staff has chosen to install enough dispensers for this order of buses, as well as the next order of five buses that will be delivered in the fall of 2024 thereby saving future mobilization costs associated with completing this infrastructure work. In addition, having additional dispensers provides redundancy in the event that we experience charging equipment maintenance issues.



### Financial Impact:

The original contract with Proterra included 12 buses with options for five additional vehicles. This recommendation is for a contract to exercise the five option vehicles that were included. The initial contract provided a total cost for each bus for the first 12 vehicles. Consistent with industry standards, the price for vehicles purchased on the option contract would reflect increases (or decreases) based on Producer Price Index for Truck and Bus Bodies (PPI 413). As depicted in the chart below, the PPI for Trucks and Bus Bodies has risen 21.55% since the execution of the original contract.



The total contract price for the buses in this agreement will be \$6,365,228, which is an increase of \$217,045 per vehicle. The charging infrastructure included in this agreement will cost \$382,945 for a total cost of \$6,748,173. Connect Transit will utilize IDOT Rebuild Illinois Capital Grant funding which was awarded through a competitive process for this purchase.

Maintaining a standardized fleet with only a few types of buses allows us to reduce inventory costs and improve the efficiency of maintenance, which is a financial benefit that is not easily quantified. Based on our discussion with other vendors, seeking competitive pricing through an RFP process would not have decreased the costs and would have taken more time and likely increased costs given current inflation rates.



## MEMO

DATE: November 22, 2022  
TO: Board of Trustees  
FROM: David Braun, General Manager  
Subject: Recommendation to Update Resolution No. 2017-1 known as the Connect Transit Travel Policy.

---

### Recommendation:

Approve updating the Bloomington-Normal Public Transit System Resolution No. 2017-1 with a modification in the reimbursement method, to be further identified as Resolution No. 2023-02.

### Discussion:

In 2017, the Connect Transit Board of Trustees approved Resolution No. 2017-1 to comply with Public Act 099-0604, the Local Government Travel Expense Control Act. The Act requires that public agencies set a "maximum allowable reimbursement for travel meal and lodging expenses" (Section 10 (2)). The Connect Transit resolution specifies reimbursement by meal as \$20 for breakfast, \$20 for lunch and \$35 for dinner. Alcohol is not allowed to be reimbursed.

I recommend changing the reimbursement rate to no more than \$75 per day for meals. There are circumstances in high-cost cities where the reimbursement rates for specific meals is not sufficient, given the downtown location of many of our conferences and meetings. Finding lower cost meals in some of these areas requires travel by taxi or TNC, which increases the total cost of the meal, rather than reducing it, and is not a practical use of funds.

With this recommendation, we will continue to reimburse actual expenses only and will not reimburse the purchase of alcoholic beverages.

The specific language change is as follows:

From:

"Meals and other travel related expenses will be reimbursed for actual costs. Meals will be reimbursed up to a **maximum of \$20.00 per person per meal for breakfast or lunch, and \$35.00 per person per meal for dinner.** Records for such costs must be maintained".

To:

"Meals and other travel related expenses will be reimbursed for actual costs. Meals will be reimbursed up to a **maximum of \$75.00 per person per day.** Records for such costs must be maintained."

**RESOLUTION No. 2023-02 OF  
BLOOMINGTON-NORMAL PUBLIC TRANSIT SYSTEM  
IN COMPLIANCE WITH PUBLIC ACT 099-0604,  
THE LOCAL GOVERNMENT TRAVEL EXPENSE CONTROL ACT**

**WHEREAS**, on July 22, 2016, Illinois Governor signed into law Public Act 099-0604, the Local Government Travel Expense Control Act, which requires non-home rule units of local government to place certain regulations on the travel, meal, and lodging expenses of its officers, employees, and board members;

**WHEREAS**, pursuant to Ordinance No. 2012-12 / 5434, *An Ordinance Amending the Operating Structure of Bloomington Normal Public Transit System*, the Town of Normal and City of Bloomington, by intergovernmental agreement, continue to operate an intergovernmental agency known as the Bloomington-Normal Public Transit System (hereafter "BNPTS");

**WHEREAS**, pursuant to Ordinance No. 2012-12 / 5434, *An Ordinance Amending the Operating Structure of Bloomington Normal Public Transit System*, BNPTS is considered to be a unit of local government; and

**WHEREAS**, BNPTS desires to comply with Public Act 099-0604, the Local Government Travel Expense Control Act and adopt a resolution regulating the travel, meal, and lodging expenses of its officers, employees, and members of the Board or the Corporate Authorities.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE BLOOMINGTON NORMAL PUBLIC TRANSIT SYSTEM, AS FOLLOWS:**

**SECTION ONE: DEFINITIONS.** As used herein the following terms shall have the following meaning:

- A. "Board" means the Board of Trustees of the Bloomington Normal Public Transit System.
- B. "Corporate Authorities" means (1) the Board of Trustees of the Town of Normal, and (2) the City Council of the City of Bloomington.
- C. "Entertainment expense" includes, but is not limited to, the following: shows, amusements, theaters, circuses, sporting events, or any other place of public or private entertainment or amusement.
- D. "Travel" means any expenditure directly incident to official travel by employees and officers of a local public agency or by wards or charges of a local public agency involving reimbursement to travelers or direct payment to private agencies providing transportation or related services.

**SECTION TWO:** Effective on the effective date of Public Act 099-0604 or January 1, 2017, whichever date is sooner, BNPTS will not reimburse any member of the Board or Corporate

Authorities, employee, or officer for any entertainment expense, unless such entertainment expense is ancillary to the purpose of the program or event.

**SECTION THREE:** Effective 60 days after the effective date of Public Act 099-0604 or March 2, 2017, whichever date is sooner, the following expenses for travel, meals, and lodging may only be approved by roll call vote at an open meeting of the Board:

- A. Expenses incurred by any officer or employee that exceed the maximum allowed under Section 5 of this Resolution because of emergency or other extraordinary circumstances; and
- B. Any expenses incurred by any member of the Board or Corporate Authorities.

**SECTION FOUR:** Effective 60 days after the effective date of Public Act 099-0604 or March 2, 2017, whichever date is sooner, prior to the payment of travel, meal, and lodging expenses the following minimum documentation must be submitted to BNPTS by the officer, employee, or member of the Board or Corporate Authorities:

- A. An estimate of the cost of travel, meals, or lodging if expenses have not been incurred or a receipt of the cost of the travel, meals, or lodging if the expenses have already been incurred;
- B. The name of the individual who is requesting or received the travel, meal, or lodging expense;
- C. The job title or office of the individual who is requesting or received the travel, meal, or lodging expense; and
- D. The date or dates and nature of the official business in which the travel, meal, or lodging expense will be or was expended.

The information listed above must be submitted by the officer, employee, or member of the Board or Corporate Authorities to the Board on BNPTS' Submission Form for Travel, Meal, and Lodging Expenses, attached hereto as "Exhibit A."

Pursuant to Section 3 above, if the expenses for travel, meals, and lodging (1) are incurred by any officer or employee and exceed the maximum allowed under Section 5 of this Resolution because of emergency or other extraordinary circumstances; or (2) are incurred by any member of the Board or Corporate Authorities, prior to any payment being issued, such expenses must also be approved by the Board at the next open meeting of the Board.

All documentation submitted under this Section are public records subject to disclosure within the meaning of the Illinois Freedom of Information Act, 5 ILCS 140/1, *et seq.*

**SECTION FIVE:** Effective 180 days after the effective date of Public Act 099-0604 or June 30, 2017, whichever date is sooner, the following regulations apply to the reimbursement of all travel, meal, and lodging expenses of officers and employees:





Memo

Date: November 22, 2022

To: Board of Trustees

From: Jacob Smith, Transportation Planner; Jon Spratt, Data Management Specialist

CC: David Braun, General Manager

Subject: First Month Analysis of Sapphire Route

November 10, 2022, marked the first full month of service for the new Sapphire Route, implemented on October 9, 2022. With this initial period complete, please find a brief graphical summary of our data and ridership from the first month of service.

From October 10 to November 11, the Sapphire saw 5,159 boardings. This places the Sapphire as our 12<sup>th</sup> most productive route of our 16 total routes. Please keep in mind that this comparison is amid a reduction to some peak route service. A full count, week by week, is provided in the table to the right.

10/10/2022 – 10/16/2022	1039
10/17/2022 – 10/23/2022	1121
10/24/2022 – 10/30/2022	996
10/31/2022 – 11/06/2022	1133
Seven Day Average	1072.25

The Sapphire route saw four main hubs for boarding and alighting. Interestingly, activity at Rivian is skewed with moderately more individuals boarding the bus as compared to those using the bus to get to Rivian. This may prove useful context in route planning and future development of the route.

<b>Weekday Stop Averages: Boarding and Alighting Ridership</b>	Ave. # Boarding	Ave. % Boarding	Ave. # Alighting	Ave % Alighting
Bloomington Walmart	32.27	26.6%	32.27	23.8%
Rivian	31.25	25.3%	25.36	18.7%
Uptown Station	20.57	16.7%	28.40	21.0%
Downtown Bloomington Transfer	19.01	15.4%	27.83	20.5%

First Month Analysis of Sapphire Route

November 22, 2022

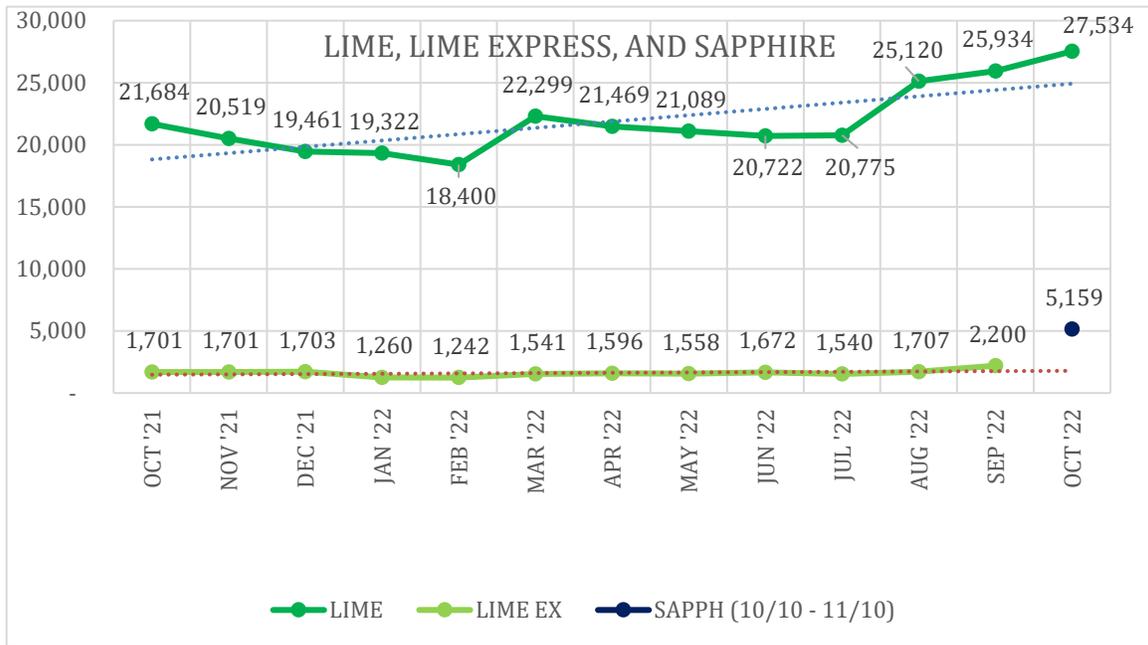
Page 2 of 3

The Sapphire runs from 5:10AM to 9:32AM and then from 2:10PM to 8:02PM Monday through Friday with a slightly adjusted morning service on Saturday and Sunday. Below is a distribution of when people were boarding or alighting the bus, as an average of that day. Please note that the numbers presented are of data per day, and each column is 100% of ridership for that day.

	Mon	Tue	Wed	Thu	Fri	Sat	Sun
4AM	4%	5%	1%	4%	4%	0%	0%
5AM	10%	10%	13%	13%	13%	5%	4%
6AM	6%	9%	11%	10%	10%	10%	15%
7AM	5%	6%	7%	7%	9%	7%	13%
8AM	6%	3%	4%	5%	5%	9%	14%
9AM	1%	1%	2%	0%	1%	4%	6%
10AM	0%	0%	0%	0%	0%	2%	2%
11AM	Service Break						
12PM							
1PM	0%	0%	0%	0%	0%	0%	1%
2PM	12%	8%	7%	8%	7%	11%	9%
3PM	14%	10%	13%	12%	17%	14%	13%
4PM	13%	13%	14%	15%	7%	14%	9%
5PM	13%	14%	11%	12%	14%	13%	11%
6PM	11%	14%	9%	9%	8%	6%	5%
7PM	6%	6%	8%	5%	6%	5%	0%

It is of note that ridership is currently weighted towards the afternoon, as compared to morning. There is not an immediately apparent reason for this weighting, but it will be interesting to examine over time as we aim to provide the most efficient and effective service.

Finally, when planning the Sapphire Route, there were questions of effect on the Lime, and comparison to the Lime Express. From first observations, ridership on the Lime continues to trend upward, indicating that ridership on the Sapphire may be new ridership, and initially dismissing the concern that ridership had simply moved from one route to the other.



When comparing the Lime Express, to the Sapphire, we compared the average Lime Express ridership during October over three years to the Sapphire ridership during the same period in 2022. In total, ridership appears to have increased by 9.71% with the Sapphire and Lime as compared to the Lime Express and Lime, and the Sapphire is producing 2.27 times the ridership than the Lime Express did on average.

October 10 – November 10 Summary: Sapphire vs. Lime EX	
Lime '22 + Ave Lime Express '19, '20, '21	29,800
Sapphire '22 + Lime '22	32,693
Ridership Diff	2,893
% Diff	9.71%

In final summary, it is great to see that the Sapphire Route initially appears to have a net positive effect on ridership, and it will be interesting to track over time. I plan to continue monitoring the route and will be preparing extended updates over the next year as we determine the best future for the route and for the system.

If you have any questions on the presented information, or if you would like to see anything further prepared for future meetings, please do not hesitate to ask.



## MEMO

DATE: November 22, 2022  
TO: Board of Trustees  
FROM: Aubrey Staton, Marketing Manager  
CC: David Braun, General Manager  
Subject: Connect Transit Ambassador Program

---

During June's Board meeting, the Connect Transit Ambassador (CTA) Program was approved to replace the existing Connect Transit Advisory Council.

Since the approval of the program, we have had very few applications. We ran a Facebook ad campaign, conducted personal outreach, and advertised in our GetConnected community newsletter to try and increase the number of applicants since the program was approved. We have had little response from any of those activities. What we have seen success with, in other endeavors, is a "boots on the ground" approach with personalized invitations and interactions.

Below is an invitation that we developed to personally invite individuals to become Connect Transit Ambassadors:

[Name] -

Please consider this a formal invitation to become a Connect Transit Ambassador!

Our Ambassador program is designed to require a low commitment from you, but create a high impact for Connect Transit. We will be meeting formally only six times a year, and you will be invited to participate in other events throughout the year as your schedule and interest allows. Our meetings will be a sounding board for service plans, marketing activities, and public messaging. By sharing ideas and opinions, we hope to improve Connect Transit's service to the public. We also hope through these meetings that you will become a Connect Transit Champion and speak about our good work to those in your circle of influence in Bloomington-Normal and beyond.

To express interest or learn more about the program, please reach out to Aubrey Staton, Marketing Manager, at [astaton@connect-transit.com](mailto:astaton@connect-transit.com).

We are asking each board member to recommend two individuals that we can send this invitation to. I do want to thank District 87 and Trustee Foster for providing us with potential Ambassadors. I know how important this program is to the Board and look forward to getting it started with your help.