



CHAMPAIGN-URBANA MASS TRANSIT DISTRICT BOARD MEETING

AGENDA

Wednesday, April 27, 2022 – 3:00 p.m.

North Banquet Rm, 4th Floor, Illinois Terminal
45 East University Avenue, Champaign

Board of Trustees:

Dick Barnes
Margaret Chaplan – Vice Chair
Tomas Delgado
Bradley Diel - Chair

Phil Fiscella
Bruce Hannon
Alan Nudo

Advisory Board:

Lowa Mwilambwe/Marty Paulins
Briana Barr

	<u>Pages</u>
1. Call to Order	
2. Roll Call	
3. Approval of Agenda	
4. Public Hearing on the Consolidated Vehicle Procurement Program Grant Application	
5. Audience Participation	
6. Approval of Minutes	
A. Board Meeting (Open Session) – March 30, 2022	1-3
7. Communications	
8. Proposed Service Plan FY2023 Presentation	4-13
9. Reports	
A. Managing Director	
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2) Ridership Data	17-18
3) Route Performance	19-22
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5) Statistical Summary	24
6) Budget Analysis	25-34
7) Accounts Payable/Check Disbursements	35-39
8) C-CARTS	40
9) Bank & Investment Balances	41
10. Action Items	
A. Resolution No. 2022-4 Consolidated Vehicle Procurement (CVP) Program	42-43
B. Zero Emission Transition Plan	44-53
C. Resolution No. 2022-5 Low-No Grant and Bus & Bus Facilities Grant	54-55
D. Resolution No. 2022-6 Bus & Bus Facilities Grant	56-57
E. Public Transportation Agency Safety Plan (PTASP) Revision	58-103



CHAMPAIGN-URBANA MASS TRANSIT DISTRICT BOARD MEETING
AGENDA

Wednesday, April 27, 2022 – 3:00 p.m.

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	<u>Pages</u>
F. Ordinance No. 2022-1 Annexing Certain Territory – Stone Creek Subdivision, Urbana	104-109
G. Ordinance No. 2022-2 Annexing Certain Territory – The Legends of Champaign Phase 1, Champaign	110-113
11. Next Meeting	
A. Public Hearing for Proposed Service Changes for 2022-23 – Wednesday, May 18, 2022, at 5:00 p.m., Illinois Terminal, 4 th Floor, 45 East University, Champaign	
B. Regular Board of Trustees Meeting – Wednesday, May 25, 2022 – 3:00 p.m. – at Illinois Terminal, 45 East University, Champaign	
12. Adjourn into Closed Session to Consider the Employment, Compensation, Discipline, Performance or Dismissal of a Public Official followed by Adjournment	



Champaign-Urbana Mass Transit District (MTD) Board of Trustees Meeting

MINUTES – SUBJECT TO REVIEW AND APPROVAL

DATE: Wednesday, March 30, 2022
TIME: 3:00 p.m.
PLACE: Illinois Terminal, 45 East University Avenue, Champaign, IL

The video of this meeting can be found at:

<https://www.youtube.com/CUMTD>

Trustees:

Present	Absent
Dick Barnes	
Margaret Chaplan (Vice-Chair)	
Tomas Delgado	
	Bradley Diel (Chair)
Phil Fiscella	
Bruce Hannon	
Alan Nudo	

Advisory Board:

Present	Absent
	Marty Paulins
	Briana Barr

MTD Staff: Karl Gnadt (Managing Director), Amy Snyder (Chief of Staff), Michelle Wright (Finance Director), Jane Sullivan (External Affairs Director), Jay Rank (Operations Director), Jacinda Crawmer (Human Resources Director), Brendan Sennett (Safety & Training Director), Drew Bargmann (Customer Service Director), Josh Berbaum (Maintenance Director), Ryan Blackman (Tech Services Director), Nancy Rabel (Legal Counsel), Beth Brunk (Clerk)

Others Present:

MINUTES

1. Call to Order

Acting Chair Chaplan called the meeting to order at 3:00 p.m.

2. Roll Call

Present (6) – Barnes, Chaplan, Delgado, Fiscella, Hannon, Nudo

A quorum was declared present.

3. Approval of Agenda

MOTION by Mr. Fiscella to approve the agenda as distributed; seconded by Mr. Hannon. Upon vote, the **MOTION CARRIED**.

1 **4. Audience Participation**

2 None

3
4 **5. Approval of Minutes**

5 A. Board Meeting Open Session – February 23, 2022

6
7 MOTION by Mr. Fiscella to approve the open session minutes of the February 23, 2022 MTD
8 Board meeting as distributed; seconded by Mr. Hannon. Upon vote, the MOTION CARRIED.

9
10 **6. Communications**

11 None

12
13 **7. Reports**

14 A. Managing Director

15 Mr. Gnadt reported on February statistics. In the throes of the pandemic, MTD's ridership was
16 down 75% from pre-pandemic levels. The District has recovered somewhat with a 42% decrease
17 in ridership from February 2020 – this percentage is also affected by only operating 80% of service
18 due to the employee shortage. Revenue is up 225% as compared to last year due to a one-time
19 adjustment that occurred in February 2021. The Finance Department adjusted revenue to account
20 for a lower payment from the University for reduced bus service during the pandemic. Last month,
21 Mr. Gnadt reported that the hydrogen fuel cell (HFC) buses were having trouble communicating
22 with the dispensers during fueling. That problem has been corrected, and the HFC buses are now
23 able to be fully fueled.

24
25 Ryan Blackman received a promotion as the new Tech Services Director. He has been with the
26 District since 2008. Mr. Nudo anticipated a savings from the use of hydrogen produced by solar
27 panels versus diesel fuel costs. The mentor coordinator is a new position that will primarily
28 support first year operators. Human Resources will have metrics in place to analyze the
29 effectiveness of this program in increasing the first year Operator retention rate and providing
30 helpful resources for all Operators.

31
32 **8. Action Items**

33 A. Body Shop and Storage Facility National Environmental Policy Act (NEPA) Contract

34 The District would like to use federal funds to purchase land at 1209, 1211, and 1213 East
35 University in Urbana. These properties would be used to relocate/update the body shop and
36 provide needed indoor storage for vehicles including vans used for ADA paratransit,
37 Champaign County Rural Transit System (C-CARTS), and Disability Resources and
38 Educational Services (DRES).

39
40 A requirement of federal funding is compliance with NEPA to ensure agreement with
41 environmental laws. Staff recommends a contract award for NEPA services to HDR, Inc. not
42 to exceed \$60,925. This project will be paid through local funds. It should take approximately
43 8 months for HDR to complete the work.

44
45 MOTION by Mr. Barnes to award the contract for the Body Shop and Storage Facility NEPA
46 Services to HDR, Inc. for an amount not to exceed \$60,925; seconded by Mr. Hannon. Upon vote,
47 the MOTION CARRIED.

48
49 B. MTD Rules of Conduct Policy Update

50 MTD has had a Rules and Regulations of Conduct Policy since 1999. In this update, the policy
51 included new definitions for District property, smoking, and hazardous materials; clarification
52 of the banning process; rules for children riding alone, and the parameters of excess
53 belongings that restrict the free movement of passengers. This policy will be made available

for public viewing at MTD facilities, in the Maps & Schedules Book, and on the MTD.org website.

MOTION by Mr. Fiscella to approve the updated Rules of Conduct Policy dated February 2022; seconded by Mr. Hannon. Upon vote, the MOTION CARRIED.

9. Next Meetings

- A. Stone Creek Subdivision Annexation Public Hearing – Monday, April 18th, St. Matthew's Lutheran Church, 2200 Philo Road, Urbana – 4:00p – 6:00p
- B. The Legends of Champaign Phase 1 Annexation Public Hearing – Wednesday, April 20th, First Christian Church, 3601 South Staley Road, Champaign – 4:00p – 6:00p
- C. Regular Board of Trustees Meeting – Wednesday, April 27, 2022 – 3:00 p.m. at Illinois Terminal – 45 East University Avenue, Champaign

10. Adjournment

MOTION by Mr. Hannon to adjourn; seconded by Mr. Fiscella. Upon vote, the MOTION CARRIED.

Ms. Chaplan adjourned the meeting at 3:47 p.m.

Submitted by:

Clerk

Approved:

Board of Trustees Chair

Proposed Service Plan, FY23

April 27, 2022

Jay Rank – Operations Director

Overview

- **State of service overview**
 - Staffing
 - Service reduction concepts
- **Long-term service restoration**
 - Re-scheduling for high-frequency routes (Illini, Teal, Silver, Gold)
 - Plan for remaining route reductions
- **Short-term service restoration**



Operator comparison

Beginning of Spring 2019

- 194 Operators FTE
 - 130 Full-time
 - 77 Part-time
 - 13 Retirees
- 126 Weekday runs (for reference)

Beginning of Spring 2022

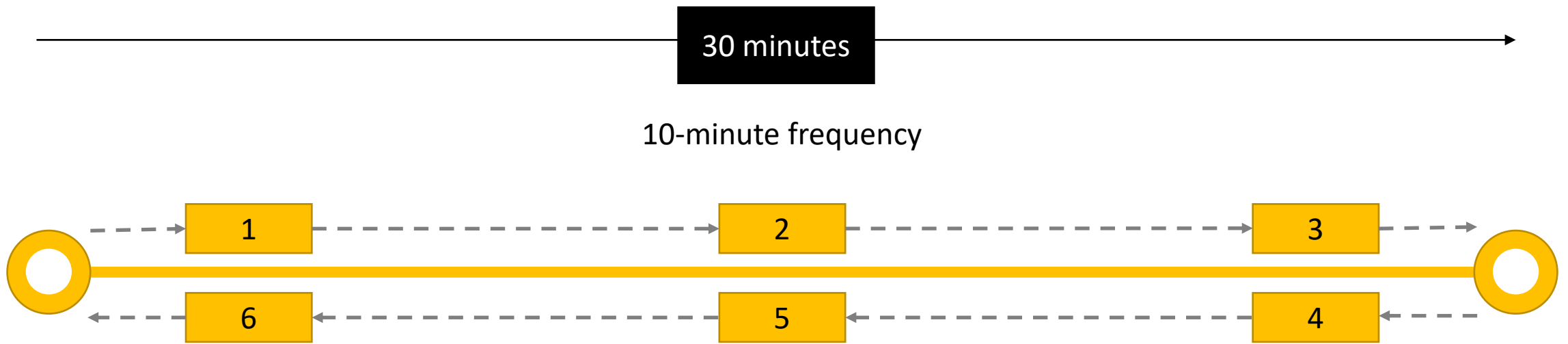
- 175 Operators FTE
 - 133 Full-time
 - 50 Part-time
 - 9 Retirees
- 101 Weekday runs (for reference)

Currently

- 166 Operators FTE
 - 125 Full-time
 - 50 Part-time
 - 7 Retirees
- 101 Weekday runs (for reference)



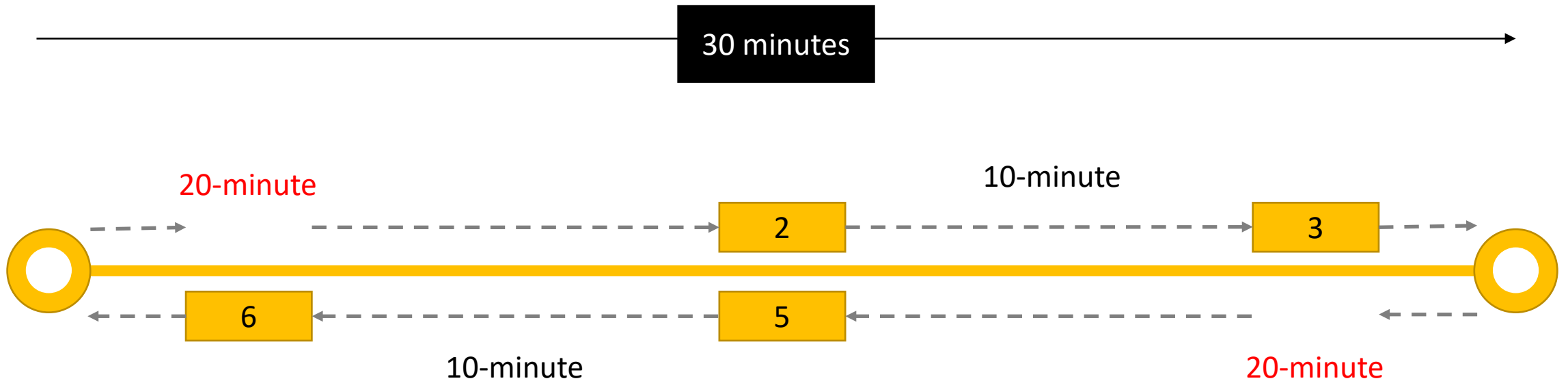
Current service reductions example



What if we remove buses?



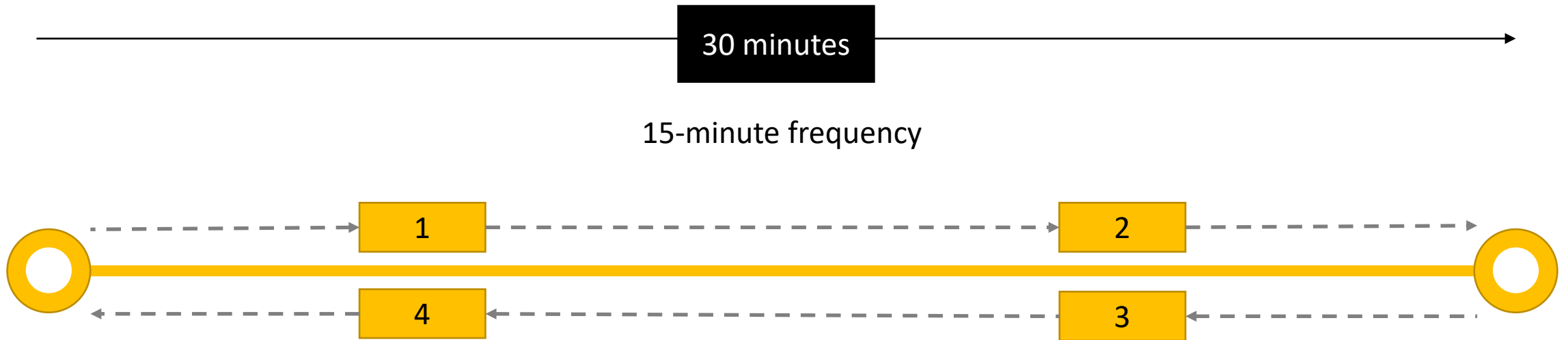
Current service reductions example



How can we improve?



Current service reductions example





UI Calendar, High Frequency Routes: Rescheduling – 1 of 2

22/220 Illini

FULL: 10' frequency (8 buses)

NOW: 10'-20' frequency (6 buses), after 7pm 10'-20' frequency (5 buses)

FALL: 15' frequency (5 buses), 20' frequency after 7pm (4 buses)

12/120 Teal

FULL: 10' frequency core, 20' to Orchard Downs (4.5 buses), 20' after 7pm (2 buses)

NOW: 10'-30' frequency core, 30'-50' to O.D. (2 buses), 20' after 7pm

FALL: 10'-10'-20' core frequency, 20'-30' to O.D. (3 buses), 20' after 7pm



UI Calendar, High Frequency Routes: Rescheduling – 2 of 2

13/130 Silver

FULL: 10' frequency (4.5 buses), 20' after 7pm (2 buses)

NOW: 10'-30' (3 buses), 40' after 7pm (1 bus)

FALL: 15-minute (3 buses), 40' after 7pm (1 bus)

10 Gold

FULL: 10' frequency Campus, 30' Community (6 buses)

NOW: 10'-20' Campus, 30'-60' Community (5 buses)

FALL: 10'-20' Campus, 30' Community (4.5 buses)



Cut Buses: Spring 19 vs Spring 22

	Weekday		Weekend	
	2019	2022	2019	2022
1/100 Yellow	8	5	5	4
2 Red	6	5	4	3
5 Green Express & Hopper	5	4		
5/50 Green	9	8.5	10	8.5
7/70 Grey	4	3.5		
14 Navy	2	1		
16 Pink	2	1		
180 Lime	2	1	2	1
24 Link	3	2		
SafeRides	4	3	4	2.5



Short-term restoration

1. Additional Shifts

After filling all scheduled shifts, create additional shifts for back-ups and turns

2. High-frequency restoration

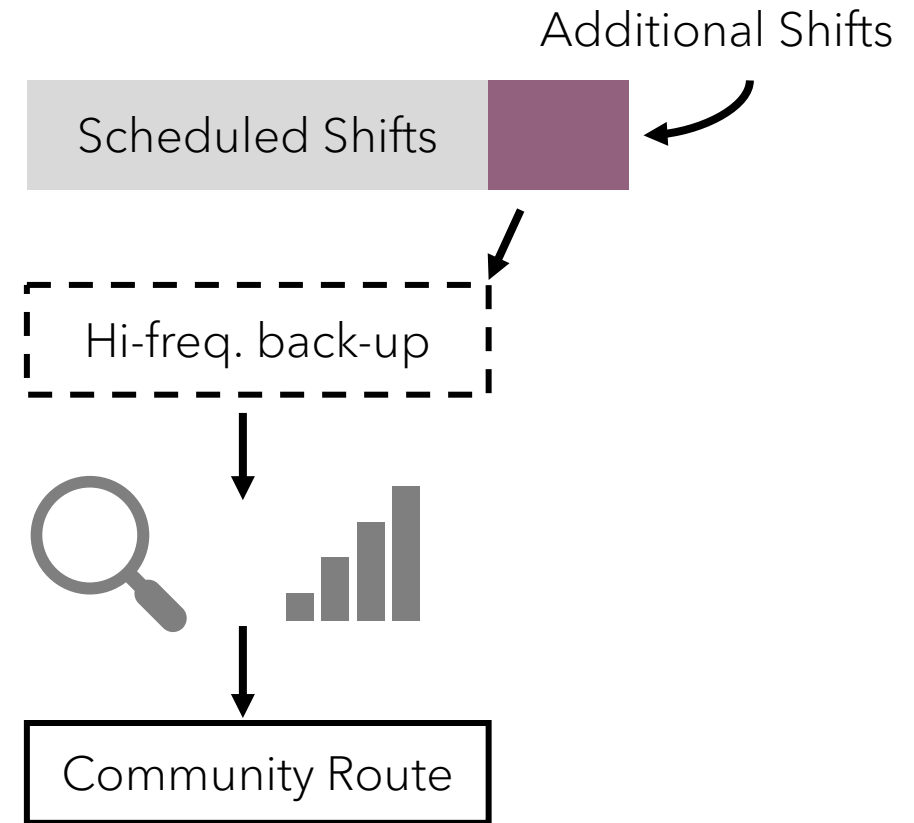
Additional Shifts could be plugged into high-frequency routes where riders are less schedule-dependent

3. Monitor service stability

Measure ability to provide service each week and estimate future service

4. Community restoration

Once confident, restore service accounting for ridership, complaints, and size of cut





Champaign-Urbana Mass Transit District

MTD MISSION

Leading the way to greater mobility

MTD VISION

MTD goes beyond traditional boundaries to promote excellence in transportation.

MTD MANAGING DIRECTOR OPERATING NOTES

April, 2022

RIDERSHIP

Monthly Ridership

■ FY2021
■ FY2022
■ 5 Year Average

↑ 108.06%

↓ -5.81%

368,540

766,766

814,038

March

Year-to-Date Ridership

■ FY2021
■ FY2022
■ 5 Year Average

↑ 122.95%

↓ -18.71%

2,566,463

5,721,891

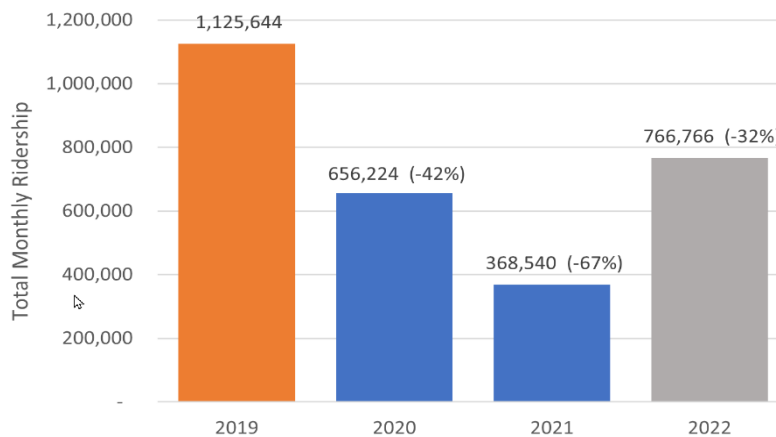
7,038,932

Year-to-Date

There were 766,766 rides in March 2022 - more than double March 2021 but down 32% from March 2019. Ridership this March was very similar to February. In Pre-COVID years, ridership would peak in February then fall in March due to Spring Break. The evenness this year may be because March had more weekdays than February and because February ridership dipped during snowstorms from 2/2 - 2/4 and 2/17.

March UI service was interrupted by Spring Break from Saturday 3/12 to Saturday 3/19. Although down from pre-COVID levels (especially on weekdays), ridership is recovering across day types. Since last year, weekday ridership has made the largest rebound (15,768 additional daily rides, up 116%) followed by Sunday then Saturday.

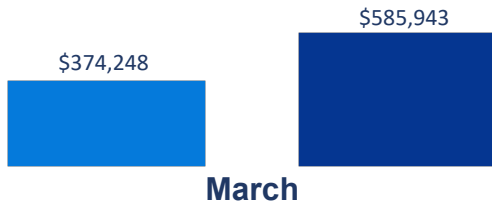
March Ridership by Year



OPERATING REVENUE

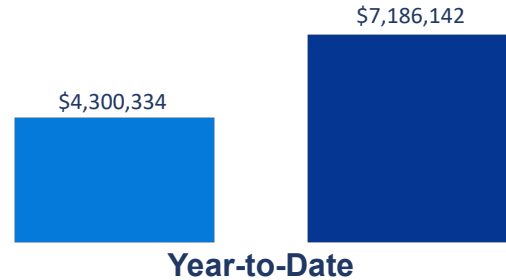
Monthly Operating Revenue

■ FY2021 ■ FY2022



Year-to-Date Operating Revenue

■ FY2021 ■ FY2022

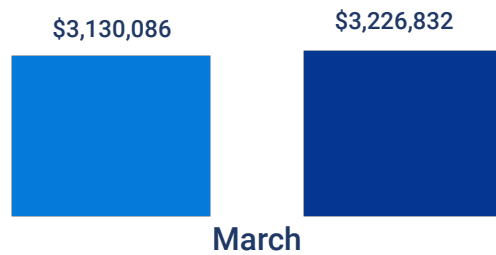


March, 2022 operating revenue was 56.60% above March, 2021, and year-to-date operating revenue was 67.10% above FY2021.

OPERATING EXPENSES

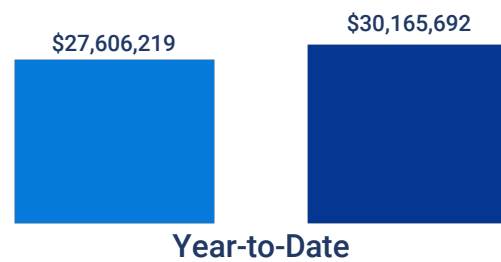
Monthly Operating Expenses

■ FY2021 ■ FY2022



Year-to-Date Operating Expenses

■ FY2021 ■ FY2022

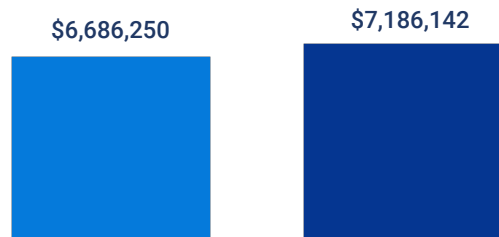


March operating expenses were 3.10% above March, 2021. Year-to-date operating expenses were 9.30% above FY2021.

YEAR-TO-DATE REVENUE & EXPENSES

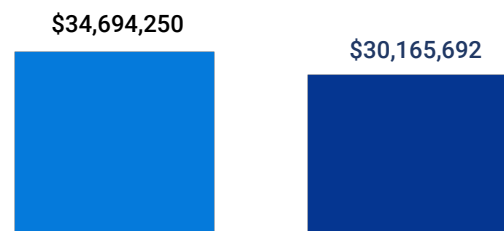
FY2022 Operating Revenue Budget vs Actual

■ Budget ■ Actual



FY2022 Operating Expenses Budget vs Actual

■ Budget ■ Actual



Year-to-date operating revenues were \$499,892 above budget while operating expenses were \$4,528,559 below budget.

MANAGING DIRECTOR'S NOTES

- 1) Since August, MTD has rerouted the Green Daytime and Grey Evening/Weekend routes because a small bridge on Washington Street in East Urbana has structural issues. The City became aware of the issue, which kicked off an inspection, and IDOT downgraded the bridge to a 12 tons Allowable Weight Limit. Since then, we have had to reroute around the bridge. This has been a challenging reroute because there are limited options in the area in terms of connectivity and road condition. The best option we came up with, other than cutting off service to the entire MacArthur, High and Brady area, was to use Pfeffer Road. While Pfeffer Road is far from ideal, it did allow us to get east of the bridge on Washington so we could serve the rest of the route.

The Green route loops different directions in the AM and PM, so we had the reroute follow suit. We would use Pfeffer Road southbound in the morning and northbound in the afternoon. Recently, the City of Urbana reached out to us and forwarded a complaint from a homeowner regarding damage to the yard, near the turn at the SW corner of Main and Pfeffer. There are ruts, new drainage issues and damage to a water valve. We've been cutting the corner short, in part because it is a difficult turn for a bus.

As a result, we have updated the reroute to only use Pfeffer Road northbound until the bridge is replaced, which will likely be next Spring. This update simplifies the reroute so we are using the same instructions all day, which is a bonus. Our Facilities team has gone out and will repair the damage, along with Illinois American Water to reset the box around the valve.

-
- 2) When employees leave the District for any reason, we ask them to complete an anonymous exit survey to give us feedback on multiple areas regarding their employment and reasons for leaving. While we don't get 100% return rate on completion, we have received enough responses that we can begin to share and use some of the data to help us improve. Here are some highlights from the survey results so far.
 - 85% of respondents stated that the training provided for their position was either good (23%) or excellent (62%).
 - 85% stated that they would recommend or highly recommend employment at MTD to a friend, family member, or colleague.
 - 69% stated that the atmosphere and culture at MTD is positive or very positive, with another 23% stating they were neutral.
 - Some of the positive comments were:
 - o I thought training was great.
 - o As an experienced driver, I learned so much. It made me a better operator.
 - o MTD has a nice competent staff and great benefits.
 - o MTD is a great place to work. The majority of staff are welcoming and supportive. There are many opportunities to learn and execute new skills.
 - o Supervisors were very informative and supportive. I have much respect for the work they do.
 - Some suggestions we received that we will start to explore include:
 - o Tailoring training to specialized roles outside of the operation of a bus.
 - o Improve the coaching and support of new employees over time beyond the training period.
 - o Provide better information about required hours and schedules prior to hire.

-
- 3) Safety & Training will be hiring additional resources to expand its training capacity. Two internal Class and Road Instructors will be hired over the next several weeks bringing the total to nine. This supports S&T's ability to continue accommodating class sizes up to seven trainees while providing additional backup for trainer absences. The plan is to have these additional instructors trained in time for summer vacations. Additionally, S&T will be hiring multiple Line Training Instructors to provide extra flexibility when scheduling trainees. A wider range of schedules allows trainees the ability to practice driving at night as well as during varying levels of service.
-

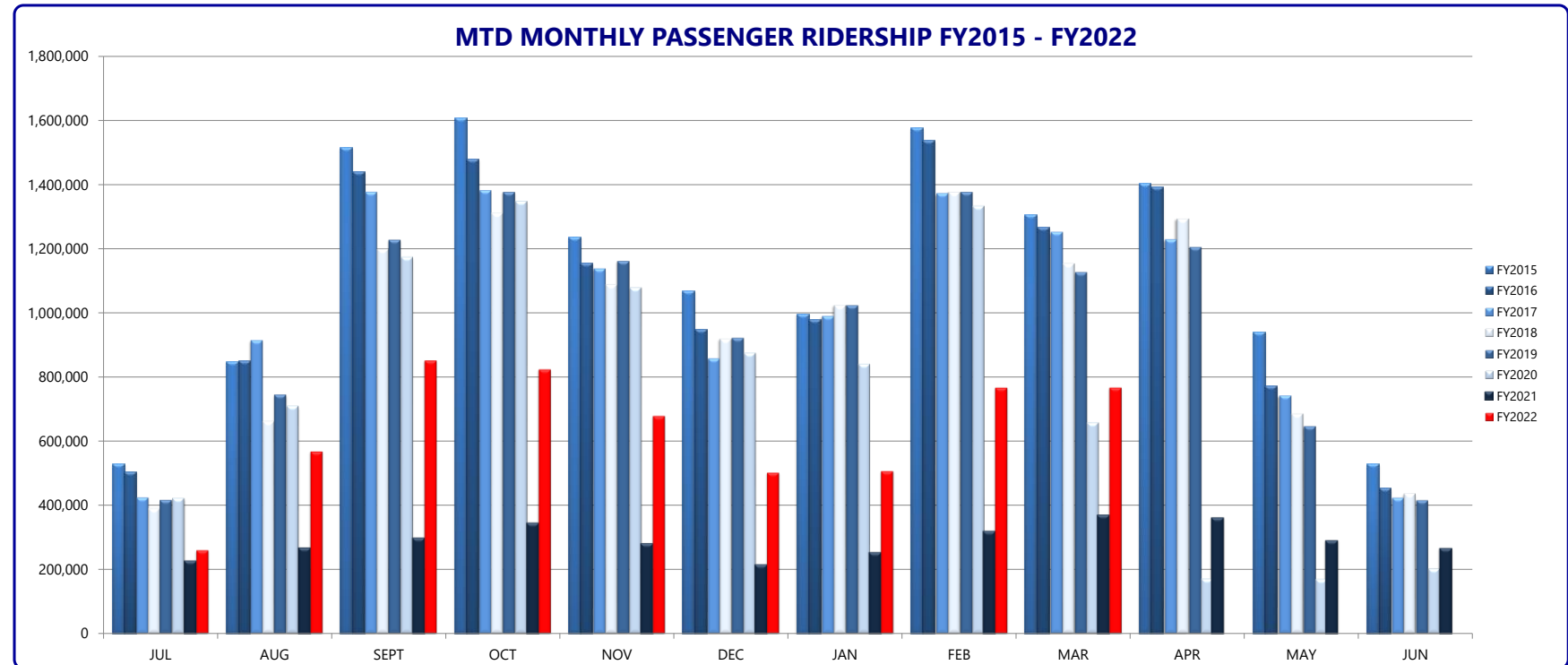
Champaign-Urbana Mass Transit District

Fiscal-Year-to-Date Ridership Comparison

	Mar-22	Mar-21	% Change	FY22 YTD	FY21 YTD	% Change
Adult Rides	18,184	15,311	18.8%	158,947	192,946	-17.6%
School Rides	31,930	617	5075.0%	239,381	5,124	4571.8%
DASH/Senior - E & D Rides	28,761	4,385	555.9%	212,220	53,044	300.1%
U of I Faculty/Staff Rides	30,663	4,414	594.7%	183,300	28,540	542.3%
Annual Pass	39,276	6,340	519.5%	244,482	65,829	271.4%
U of I Student Rides	592,191	331,380	78.7%	4,502,437	2,172,469	107.2%
All Day Passes	210	50	320.0%	4,357	935	366.0%
Transfers	6,194	331	1771.3%	43,813	2,487	1661.7%
Saferides Connect	3,846	666	477.5%	17,530	6,780	158.6%
West Connect	0	68	-100.0%	528	713	-25.9%
Monthly Pass	5,240	1,569	234.0%	44,126	15,086	192.5%
Veterans Pass	2,356	53	4345.3%	16,533	1,325	1147.8%
Total Unlinked Passenger Rides	758,851	365,184	107.8%	5,667,654	2,545,278	122.7%
Half-Fare Cab Subsidy Rides	146	197	-25.9%	1,244	1,375	-9.5%
ADA Rides	7,769	3,159	145.9%	52,993	19,810	167.5%
TOTAL	766,766	368,540	108.1%	5,721,891	2,566,463	122.9%

	Mar-22	Mar-21
Weekdays	23	23
UI Weekdays	18	18
Saturdays	4	4
UI Saturdays	2	2
Sundays	4	4
UI Sundays	3	1
Champaign Schools Days	16	12
Urbana School Days	17	14
Holidays	0	0
Average Temperature	42	46
Total Precipitation	4.69	4.29
Average Gas Price	\$4.39	\$2.97

	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
JUL	529,018	503,481	424,915	389,398	415,476	420,729	226,004	260,815
AUG	848,165	851,098	914,496	661,178	743,728	708,465	266,497	567,618
SEPT	1,514,019	1,439,491	1,375,803	1,197,928	1,226,527	1,172,335	297,090	850,842
OCT	1,606,340	1,478,275	1,380,990	1,310,380	1,375,516	1,346,402	343,765	822,915
NOV	1,236,071	1,153,897	1,137,573	1,087,343	1,160,184	1,076,993	279,977	678,231
DEC	1,068,608	949,030	857,837	917,782	920,718	873,429	214,183	501,741
JAN	996,469	977,223	989,700	1,022,713	1,022,403	838,969	252,336	506,560
FEB	1,576,687	1,537,540	1,371,778	1,375,553	1,375,560	1,331,716	318,071	766,403
MAR	1,305,425	1,266,676	1,251,352	1,153,015	1,125,644	656,224	368,540	766,766
APR	1,402,475	1,391,286	1,228,127	1,292,424	1,203,603	169,747	360,134	
MAY	940,147	770,860	742,253	684,678	645,383	168,484	289,030	
JUN	528,360	451,663	424,219	435,993	414,421	201,092	264,733	
TOTAL	13,551,784	12,770,520	12,099,043	11,528,385	11,629,163	8,964,585	3,480,360	5,721,891



Route Performance Report

March 2022

Weekdays

	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
Daytime Campus Fixed Route	275,812	5,876.23	46.94		64,984.98	4.24	
1 Yellow Hopper	14,755	296.15	49.82	1.06	2,842.67	5.19	1.22
10 Gold Hopper	22,882	652.45	35.07	0.75	7,868.07	2.91	0.69
12 Teal	38,944	792.87	49.12	1.05	8,511.88	4.58	1.08
13 Silver	33,963	695.10	48.86	1.04	8,088.21	4.20	0.99
21 Raven	10,158	390.27	26.03	0.55	4,125.61	2.46	0.58
22 Illini	138,300	2,264.40	61.08	1.30	24,138.52	5.73	1.35
24 Link	16,810	785.00	21.41	0.46	9,410.01	1.79	0.42
Daytime Community Fixed Route	291,408	20,431.68	14.26		281,916.67	1.03	
1 Yellow	43,637	2,264.31	19.27	1.35	29,804.69	1.46	1.42
2 Red	30,644	2,071.03	14.80	1.04	27,294.92	1.12	1.09
3 Lavender	16,587	1,220.52	13.59	0.95	16,583.30	1.00	0.97
4 Blue	14,967	1,026.67	14.58	1.02	12,742.00	1.17	1.14
5 Green	44,111	2,340.77	18.84	1.32	31,192.94	1.41	1.37
5 Green Express	9,229	626.55	14.73	1.03	9,625.01	0.96	0.93
5 Green Hopper	22,072	1,065.73	20.71	1.45	14,107.37	1.56	1.51
6 Orange	13,772	1,402.49	9.82	0.69	18,051.71	0.76	0.74
6 Orange Hopper	5,764	530.22	10.87	0.76	6,233.43	0.92	0.89
7 Grey	20,643	1,921.33	10.74	0.75	26,269.52	0.79	0.76
8 Bronze	6,762	591.96	11.42	0.80	8,736.32	0.77	0.75
9 Brown	28,113	2,360.42	11.91	0.84	32,414.99	0.87	0.84
10 Gold	25,877	1,544.08	16.76	1.18	22,139.11	1.17	1.13
11 Ruby	368	220.43	1.67	0.12	4,191.91	0.09	0.08
14 Navy	3,689	537.80	6.86	0.48	10,262.32	0.36	0.35
16 Pink	5,173	707.38	7.31	0.51	12,267.15	0.42	0.41

* The Percent of Group Ridership shows how the ridership for the route compares to the group

+ Performance Comparison shows each Route's Passengers Per Revenue Hour or Mile compared to the Route Group's average
Routes that are continually above 1.5 or below 0.5 may need to be examined as they are not performing within the Group Standards.

	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
Evening Campus Fixed Route	62,453	1,730.13	36.10		20,352.64	3.07	
120 Teal	15,793	518.12	30.48	0.84	6,055.97	2.61	0.85
130 Silver	4,781	211.88	22.56	0.63	2,514.71	1.90	0.62
130 Silver Limited	232	48.00	4.83	0.13	550.39	0.42	0.14
220 Illini	40,968	862.13	47.52	1.32	10,213.55	4.01	1.31
220 Illini Limited	679	90.00	7.54	0.21	1,018.03	0.67	0.22
Evening Community Fixed Route	36,565	3,002.53	12.18		42,914.15	0.85	
50 Green	12,601	808.97	15.58	1.28	11,412.94	1.10	1.30
50 Green Hopper	5,738	346.02	16.58	1.36	4,647.76	1.23	1.45
70 Grey	3,584	534.67	6.70	0.55	7,615.09	0.47	0.55
100 Yellow	13,484	1,012.32	13.32	1.09	13,679.09	0.99	1.16
110 Ruby	755	143.15	5.27	0.43	2,388.06	0.32	0.37
180 Lime	403	157.42	2.56	0.21	3,171.20	0.13	0.15
Total	666,238	31,040.58	21.46		410,168.44	1.62	

* The Percent of Group Ridership shows how the ridership for the route compares to the group

+ Performance Comparison shows each Route's Passengers Per Revenue Hour or Mile compared to the Route Group's average
Routes that are continually above 1.5 or below 0.5 may need to be examined as they are not performing within the Group Standards.

Champaign-Urbana Mass Transit District

April 15, 2022

Route Performance Report

March 2022

Weekends

	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
Saturday Daytime Campus Fixed	12,451	224.23	55.53		2,509.41	4.96	
120 Teal	5,322	94.53	56.30	1.01	1,029.94	5.17	1.04
130 Silver	2,671	51.37	52.00	0.94	601.87	4.44	0.89
220 Illini	4,458	78.33	56.91	1.02	877.60	5.08	1.02
Saturday Daytime Community	19,638	753.51	26.06		10,419.79	1.88	
20 Red	2,014	98.80	20.38	0.78	1,291.35	1.56	0.83
30 Lavender	1,482	86.73	17.09	0.66	1,343.28	1.10	0.59
50 Green	6,159	149.82	41.11	1.58	1,932.39	3.19	1.69
70 Grey	3,314	155.73	21.28	0.82	2,094.25	1.58	0.84
100 Yellow	5,810	176.00	33.01	1.27	2,324.57	2.50	1.33
110 Ruby	504	42.07	11.98	0.46	709.75	0.71	0.38
180 Lime	355	44.36	8.00	0.31	724.20	0.49	0.26
Saturday Evening Campus Fixed	12,246	204.10	60.00		2,377.50	5.15	
120 Teal	2,852	48.60	58.68	0.98	533.02	5.35	1.04
130 Silver	1,367	38.40	35.60	0.59	448.28	3.05	0.59
220 Illini	8,027	117.10	68.55	1.14	1,396.20	5.75	1.12
Saturday Evening Community	8,048	312.57	25.75		4,254.32	1.89	
50 Green	3,045	77.30	39.39	1.53	1,059.16	2.87	1.52
50 Green Hopper	1,689	40.00	42.23	1.64	516.04	3.27	1.73
70 Grey	573	53.27	10.76	0.42	727.33	0.79	0.42
100 Yellow	2,640	115.47	22.86	0.89	1,506.62	1.75	0.93
110 Ruby	59	12.53	4.71	0.18	213.40	0.28	0.15
180 Lime	42	14.00	3.00	0.12	231.76	0.18	0.10

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Routes that are continually above 1.5 or below 0.5 may need to be examined as they are not performing within the Group Standards.

	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
Sunday Daytime Campus Fixed Route	7,337	104.43	70.26		1,181.55	6.21	
120 Teal	2,383	35.82	66.53	0.95	392.86	6.07	0.98
130 Silver	2,307	34.48	66.90	0.95	406.74	5.67	0.91
220 Illini	2,647	34.13	77.55	1.10	381.96	6.93	1.12
Sunday Daytime Community Fixed Route	14,070	571.03	24.64		8,129.26	1.73	
30 Lavender	1,203	71.95	16.72	0.68	1,112.37	1.08	0.62
50 Green	4,935	135.40	36.45	1.48	1,743.87	2.83	1.64
70 Grey	2,356	137.67	17.11	0.69	1,861.43	1.27	0.73
100 Yellow	5,092	133.33	38.19	1.55	1,765.05	2.88	1.67
110 Ruby	250	32.07	7.80	0.32	544.37	0.46	0.27
180 Lime	234	60.62	3.86	0.16	1,102.16	0.21	0.12
Sunday Evening Campus Fixed Route	10,021	201.70	49.68		2,365.22	4.24	
120 Teal	2,375	52.35	45.37	0.91	568.09	4.18	0.99
130 Silver	1,167	38.85	30.04	0.60	456.85	2.55	0.60
220 Illini	6,479	110.50	58.63	1.18	1,340.28	4.83	1.14
Sunday Evening Community Fixed Route	2,042	42.50	48.05		570.61	3.58	
50 Green	1,101	21.00	52.43	1.09	273.75	4.02	1.12
100 Yellow	941	21.50	43.77	0.91	296.87	3.17	0.89
Total	85,853	2,414.08	35.56		31,807.67	2.70	

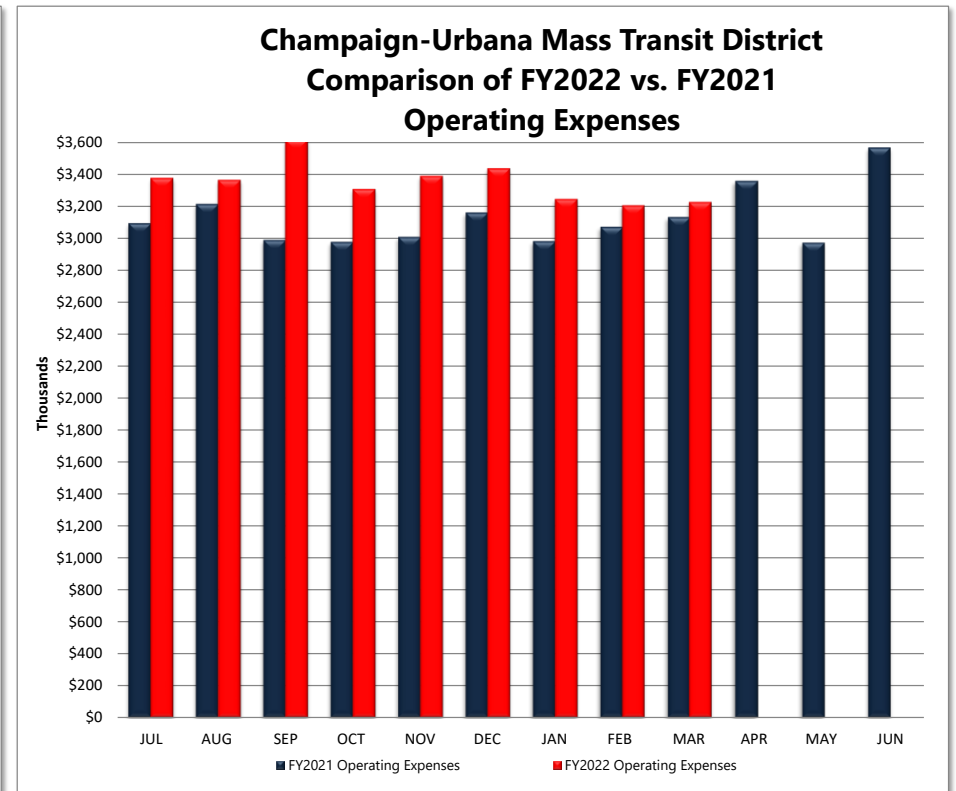
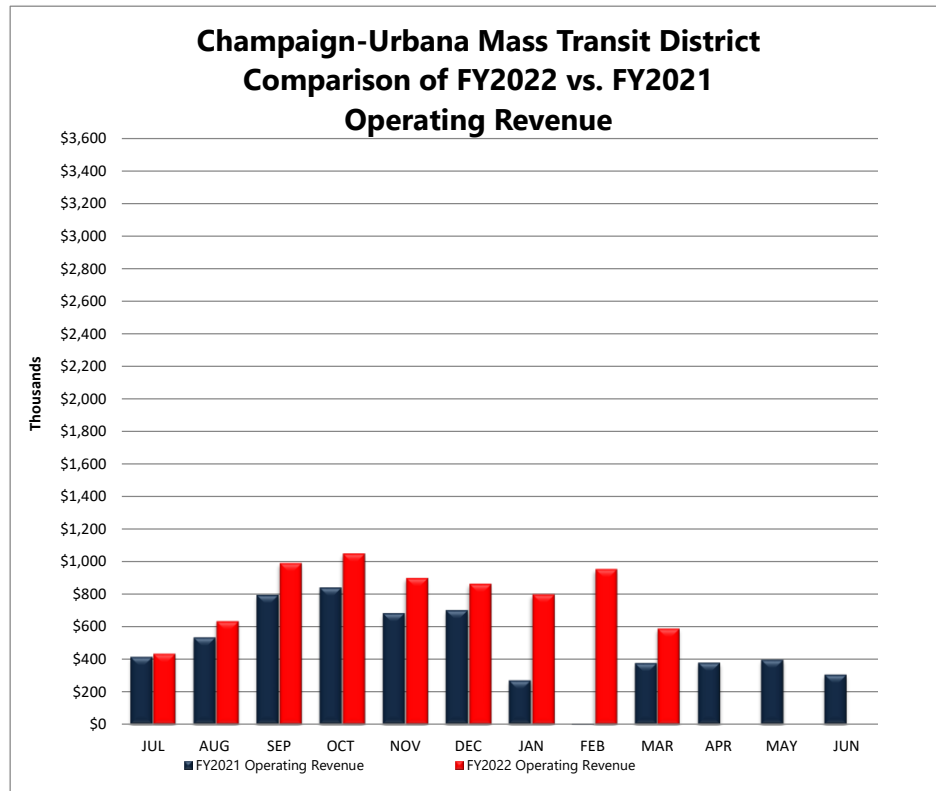
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Champaign-Urbana Mass Transit District
Comparison of FY2022 vs FY2021 Revenue and Expenses

April 21, 2022

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY2021 Operating Revenue	\$411,499	\$530,836	\$792,337	\$837,709	\$679,706	\$698,396	\$267,985	-\$292,381	\$374,248	\$376,023	\$395,103	\$303,367
FY2022 Operating Revenue	\$431,925	\$630,757	\$987,941	\$1,045,828	\$896,190	\$860,757	\$795,610	\$951,191	\$585,943			
FY2021 Operating Expenses	\$3,091,230	\$3,211,366	\$2,986,825	\$2,974,652	\$3,005,643	\$3,158,189	\$2,979,934	\$3,068,295	\$3,130,086	\$3,355,876	\$2,969,167	\$3,564,298
FY2022 Operating Expenses	\$3,376,362	\$3,364,007	\$3,616,199	\$3,306,720	\$3,389,381	\$3,436,470	\$3,244,660	\$3,205,061	\$3,226,832			
FY2021 Operating Ratio	13.31%	16.53%	26.53%	28.16%	22.61%	22.11%	8.99%	-9.53%	11.96%	11.20%	13.31%	8.51%
FY2022 Operating Ratio	12.79%	18.75%	27.32%	31.63%	26.44%	25.05%	24.52%	29.68%	18.16%			



HOURS	Mar 2021	Mar 2022	% Change	FY2021 to Date	FY2022 to Date	% Change
Passenger Revenue	21,367.30	21,363.90	0.0%	181,005.33	193,754.00	7.0%
Vacation/Holiday/Earned Time	3,516.89	4,644.57	32.1%	58,064.05	60,699.02	4.5%
Non-Revenue	6,729.65	6,677.16	-0.8%	56,787.94	41,886.62	-26.2%
TOTAL	31,613.84	32,685.63	3.39%	295,857.32	296,339.64	0.16%

REVENUE/EXPENSES	Mar 2021	Mar 2022	% Change	FY2021 to Date	FY2022 to Date	% Change
Operating Revenue	\$374,247.67	\$585,942.52	56.6%	\$4,300,334.03	\$7,186,141.86	67.1%
Operating Expenses	\$3,130,085.99	\$3,226,831.84	3.1%	\$27,606,219.08	\$30,165,691.69	9.3%
Operating Ratio	11.96%	18.16%	51.9%	15.58%	23.82%	52.9%
Passenger Revenue/Revenue Vehicle Hour	\$13.89	\$22.33	60.7%	\$31.61	\$18.91	-40.2%

RIDERSHIP	Mar 2021	Mar 2022	% Change	FY2021 to Date	FY2022 to Date	% Change
Revenue Passenger	364,853	752,657	106.3%	2,542,791	5,623,841	121.2%
Transfers	331	6,194	1771.3%	2,487	43,813	1661.7%
Total Unlinked	365,184	758,851	107.8%	2,545,278	5,667,654	122.7%
ADA Riders	3,159	7,769	145.9%	19,810	52,993	167.5%
Half Fare Cab	197	146	-25.9%	1,375	1,244	-9.5%
TOTAL	368,540	766,766	108.06%	2,566,463	5,721,891	122.95%

PASSENGERS/REVENUE HOUR	Mar 2021	Mar 2022	% Change	FY2021 to Date	FY2022 to Date	% Change
Hour	17.09	35.52	107.8%	14.06	29.25	108.0%

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2022		From Period 9		Division: 00 Champaign Urbana Mass Transit District				As of: 3/31/2022	
Thru Fiscal Year: 2022		Thru Period 9							
Mar-2022	Budget This Period	Mar-2021	Act/Bgt Var %		Actual Ytd	Jul-2021 thru Mar-2022 Budget Ytd	Last Ytd	Act/Bgt Var %	
4000000000 * * * * R E V E N U E * * * *									
4000000099 ** TRANSPORTATION REVENUE									
4010000000 * PASSENGER FARES									
28,469.15	41,666.67	-10.00	-31.67%	4010100000 FULL ADULT FARES	214,649.87	375,000.03	-214.00	-42.76%	
320.00	1,250.00	0.00	-74.40%	4010300000 STUDENT FARES	2,999.50	11,250.00	267.00	-73.34%	
-96.00	0.00	0.00	-100.00%	4010700000 FARE REFUNDS	-600.00	0.00	0.00	-100.00%	
9,150.00	15,000.00	0.00	-39.00%	4010800000 ANNUAL PASS REVENUE	56,301.00	135,000.00	36,831.74	-58.30%	
987.00	2,916.67	1,178.00	-66.16%	4011000000 HALF FARE CAB	8,305.50	26,250.03	8,436.50	-68.36%	
3,497.00	3,750.00	0.00	-6.75%	4011100000 ADA TICKETS & FARES	23,744.00	33,750.00	28.00	-29.65%	
42,327.15	64,583.34	1,168.00	-34.46%	4019900099 * TOTAL PASSENGER FARES	305,399.87	581,250.06	45,349.24	-47.46%	
4020000000 * SPECIAL TRANSIT & SCHOOL FARE									
327,925.00	516,666.67	187,705.10	-36.53%	4020300000 U OF I CAMPUS SERVICE	5,113,510.00	4,650,000.03	2,809,969.78	9.97%	
25,546.25	27,083.33	26,625.48	-5.68%	4020500000 ADA - U I & DSC CONTRACTS	229,916.25	243,749.97	239,629.32	-5.68%	
82,155.56	60,416.67	82,407.78	35.98%	4030100000 SCHOOL SERVICE FARES	574,899.92	543,750.03	576,854.46	5.73%	
435,626.81	604,166.67	296,738.36	-27.90%	4039999999 * TOTAL SPECIAL TRANSIT & SCHOO	5,918,326.17	5,437,500.03	3,626,453.56	8.84%	
4060000000 *AUXILIARY TRANSPORTATION REVE									
1,675.09	1,666.67	1,096.70	0.51%	4060100000 I.T. COMMISSIONS	17,035.88	15,000.03	14,922.58	13.57%	
24,948.89	16,666.67	29,223.85	49.69%	4060300000 ADVERTISING REVENUE	234,739.88	150,000.03	151,293.15	56.49%	
26,623.98	18,333.34	30,320.55	45.22%	4069900098 *TOTAL AUXILIARY TRANSPORTATIO	251,775.76	165,000.06	166,215.73	52.59%	
504,577.94	687,083.35	328,226.91	-26.56%	4069900099 ** TOTAL TRANSPORTATION REVEN	6,475,501.80	6,183,750.15	3,838,018.53	4.72%	
4070000000 ** NON-TRANSPORTATION REVENUE									
1,945.27	1,666.67	1,110.76	16.72%	4070100000 SALE OF MAINTENANCE SERVICES	14,652.61	15,000.03	7,547.02	-2.32%	
0.00	0.00	0.00	0.00%	4070200000 RENTAL OF REVENUE VEHICLES	0.00	0.00	0.00	0.00%	
32,349.10	35,416.67	33,332.39	-8.66%	4070300000 BUILDING RENTAL - IL TERMINAL	318,310.83	318,750.03	338,529.50	-0.14%	
17,924.38	2,083.33	2,001.05	760.37%	4070300002 BUILDING RENTAL - 801 & 1101	161,319.42	18,749.97	18,009.45	760.37%	
13,324.16	16,666.67	14,956.93	-20.06%	4070400000 INVESTMENT INCOME	113,980.58	150,000.03	135,679.74	-24.01%	
-4,347.90	0.00	-7,081.24	-100.00%	4070400002 +/- FAIR VALUE OF INVESTMENT	-38,874.15	0.00	-54,440.48	-100.00%	
31.84	0.00	100.00	100.00%	4070800000 OVER OR SHORT	449.66	0.00	184.73	100.00%	
11,134.70	0.00	0.00	100.00%	4079800000 GAIN ON FIXED ASSET DISPOSAL	20,397.70	0.00	3,045.00	100.00%	

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2022 Thru Fiscal Year: 2022		From Period 9 Thru Period 9		Division: 00 Champaign Urbana Mass Transit District				As of: 3/31/2022	
Mar-2022	Budget This Period	Mar-2021	Act/Bgt Var %		Actual Ytd	Jul-2021 thru Mar-2022 Budget Ytd	Last Ytd	Act/Bgt Var %	
9,003.03	0.00	1,600.87	100.00%	4079900001 OTHER NON-TRANSPORTATION REV	120,403.41	0.00	13,760.54	100.00%	
81,364.58	55,833.34	46,020.76	45.73%	4079900099 ** TOTAL NON-TRANSPORTATION RE	710,640.06	502,500.06	462,315.50	41.42%	
585,942.52	742,916.69	374,247.67	-21.13%	4079999999 *** TOTAL TRANS & NON-TRANS REV	7,186,141.86	6,686,250.21	4,300,334.03	7.48%	
4080000000 ** TAX REVENUE									
784,600.00	800,000.00	784,600.00	-1.93%	4080100000 PROPERTY TAX REVENUE	7,061,400.00	7,200,000.00	7,042,200.00	-1.93%	
0.00	0.00	0.00	0.00%	4080100001 PROPERTY TAX - UNCOLLECTIBLE R	-21,815.31	0.00	-36,878.40	-100.00%	
116,501.57	12,500.00	63,155.15	832.01%	4080600000 REPLACEMENT TAX REVENUE	417,155.31	112,500.00	176,313.16	270.80%	
0.00	0.00	0.00	0.00%	4089900001 MISCELLANEOUS PROPERTY TAXES	0.00	0.00	1,439.43	0.00%	
901,101.57	812,500.00	847,755.15	10.90%	4089999999 ** TOTAL TAX REVENUE	7,456,740.00	7,312,500.00	7,183,074.19	1.97%	
4110000000 ** STATE GRANTS & REIMBURSEME									
2,057,000.00	3,062,489.08	2,029,775.00	-32.83%	4110100000 OPERATING ASSISTANCE - STATE	19,498,400.00	27,562,401.72	17,789,562.58	-29.26%	
0.00	0.00	0.00	0.00%	4110100001 OPERATING ASSIST - DEBT SERVICE	0.00	0.00	1,145,648.99	0.00%	
55,560.00	0.00	0.00	100.00%	4111000000 STATE GRANT REVENUE	6,945,399.52	0.00	1,377.30	100.00%	
0.00	0.00	0.00	0.00%	4111000001 STATE GRANT REVENUE - PASS TH	0.00	0.00	0.00	0.00%	
5,255.54	0.00	0.00	100.00%	4119900000 STATE REIMBURSEMENTS	18,473.50	0.00	6,000.00	100.00%	
0.00	0.00	0.00	0.00%	4119900001 STATE REIMB - PASS THRU \$	0.00	0.00	-6,000.00	0.00%	
2,117,815.54	3,062,489.08	2,029,775.00	-30.85%	4119999999 ** TOTAL STATE GRANTS & REIMB	26,462,273.02	27,562,401.72	18,936,588.87	-3.99%	
4130000000 ** FEDERAL GRANTS & REIMBURSE									
0.00	120,587.50	0.00	-100.00%	4130100000 OPERATING ASSISTANCE - FEDERAL	0.00	1,085,287.50	0.00	-100.00%	
3,337,874.00	258,920.08	129,233.00	> 999.99%	4130500000 FEDERAL GRANT REVENUE	6,142,237.92	2,330,280.72	3,948,974.89	163.58%	
0.00	0.00	0.00	0.00%	4130600000 FEDERAL GRANT PASS THRU \$	0.00	0.00	0.00	0.00%	
0.00	0.00	0.00	0.00%	4139900000 FEDERAL REIMBURSEMENTS	0.00	0.00	0.00	0.00%	
3,337,874.00	379,507.58	129,233.00	779.53%	4139999999 ** TOTAL FEDERAL GRANTS & REIM	6,142,237.92	3,415,568.22	3,948,974.89	79.83%	
4150000000 **OTHER AGENCY REVENUES									
0.00	0.00	0.00	0.00%	4150130000 CONTRIBUTED CAPITAL - GOV'T	0.00	0.00	0.00	0.00%	
0.00	0.00	0.00	0.00%	4150130010 CONTRIBUTED CAPITAL - NON-GOV'T	9,438.00	0.00	0.00	100.00%	
0.00	0.00	0.00	0.00%	4159999999 ***TOTAL OTHER AGENCY REVENUE	9,438.00	0.00	0.00	100.00%	
6,942,733.63	4,997,413.35	3,381,010.82	38.93%	4999900099 ***** TOTAL REVENUE *****	47,256,830.80	44,976,720.15	34,368,971.98	5.07%	

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2022 From Period 9 Division: 00 Champaign Urbana Mass Transit District As of: 3/31/2022
 Thru Fiscal Year: 2022 Thru Period 9

Mar-2022	Budget This Period	Mar-2021	Act/Bgt Var %		Actual Ytd	Jul-2021 thru Mar-2022 Budget Ytd	Last Ytd	Act/Bgt Var %
5000000000 **** E X P E N S E S ***								
5010000000 ** LABOR								
840,448.12	866,666.67	808,362.79	-3.03%	5010101000 OPERATORS WAGES	7,086,680.56	7,800,000.03	6,639,621.10	-9.15%
133,224.28	141,666.67	128,209.51	-5.96%	5010204000 MECHANICS WAGES - MAINT	1,082,128.39	1,275,000.03	999,549.12	-15.13%
82,245.95	83,333.33	62,976.16	-1.30%	5010304000 MAINTENANCE WAGES - MAINT	618,475.15	749,999.97	537,399.02	-17.54%
100,061.30	125,000.00	113,807.40	-19.95%	5010401000 SUPERVISORS SALARIES - OPS	960,138.30	1,125,000.00	966,324.84	-14.65%
21,127.74	22,083.33	19,592.10	-4.33%	5010404000 SUPERVISORS SALARIES - MAINT	175,943.01	198,749.97	231,266.36	-11.48%
84,942.08	91,666.67	67,007.88	-7.34%	5010501000 OVERHEAD SALARIES - OPS	768,091.35	825,000.03	663,134.22	-6.90%
40,443.74	39,583.33	39,215.80	2.17%	5010504000 OVERHEAD SALARIES - MAINT	332,307.05	356,249.97	352,623.22	-6.72%
117,440.59	133,333.33	118,874.73	-11.92%	5010516000 OVERHEAD SALARIES - G&A	1,136,729.19	1,199,999.97	1,102,569.37	-5.27%
17,350.84	16,666.67	16,037.63	4.11%	5010516200 OVERHEAD SALARIES - IT	150,162.02	150,000.03	132,029.60	0.11%
13,943.23	25,000.00	18,798.09	-44.23%	5010601000 CLERICAL WAGES - OPS	130,656.37	225,000.00	123,342.61	-41.93%
0.00	4,166.67	0.00	-100.00%	5010604000 CLERICAL WAGES - MAINT	0.00	37,500.03	-24.65	-100.00%
32,668.22	35,000.00	32,187.37	-6.66%	5010616000 CLERICAL WAGES - G&A	310,039.31	315,000.00	271,169.51	-1.57%
9,971.62	7,916.67	10,009.28	25.96%	5010616200 CLERICAL WAGES - IT	80,862.85	71,250.03	62,966.82	13.49%
10,141.36	16,250.00	11,136.94	-37.59%	5010716200 SECURITY WAGES - IT	97,638.05	146,250.00	96,156.71	-33.24%
-1,210.13	0.00	-1,336.23	-100.00%	5010801000 LABOR CREDIT - OPS	-14,265.85	0.00	-22,959.77	-100.00%
-4,881.34	0.00	-4,051.46	-100.00%	5010804000 LABOR CREDIT - MAINT	-24,325.99	0.00	-48,558.03	-100.00%
-3,280.08	0.00	-1,080.29	-100.00%	5010806000 LABOR CREDIT - G&A	-16,983.48	0.00	-15,276.71	-100.00%
5,842.63	10,000.00	11,237.66	-41.57%	5010816200 MAINTENANCE WAGES - IT	91,904.14	90,000.00	80,884.63	2.12%
0.00	0.00	0.00	0.00%	5010901000 REDUCED/REASSIGNMNT PAY - OPS	0.00	0.00	21,005.03	0.00%
0.00	0.00	0.00	0.00%	5010904000 REDUCED/REASSIGNMNT PAY - MAI	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5010916000 REDUCED/REASSIGNMNT PAY - G&A	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5010916200 REDUCED/REASSIGNMNT PAY - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5011001000 MEAL DELIVERY WAGES - OPS (NON-	0.00	0.00	5,012.81	0.00%
0.00	0.00	0.00	0.00%	5012001000 U OF I COVID ROUTE WAGES	0.00	0.00	49,274.20	0.00%
285.54	0.00	0.00	100.00%	5013001000 COVID VACCINE INCENTIVE WAGES	25,285.54	0.00	0.00	100.00%
5,363.28	0.00	0.00	100.00%	5013016000 COVID TESTING WAGES	13,816.69	0.00	0.00	100.00%
1,506,128.97	1,618,333.34	1,450,985.36	-6.93%	5019999000 ** TOTAL LABOR	13,005,282.65	14,565,000.06	12,247,510.01	-10.71%
5020000000 ** FRINGE BENEFITS								
89,721.59	104,166.67	82,402.05	-13.87%	5020101000 FICA - OPS	824,559.39	937,500.03	755,915.53	-12.05%
23,760.43	22,083.33	21,027.31	7.59%	5020104000 FICA - MAINT	197,405.78	198,749.97	185,742.00	-0.68%
10,205.32	12,083.33	9,960.68	-15.54%	5020116000 FICA - G&A	92,731.30	108,749.97	87,592.00	-14.73%
3,669.17	4,166.67	3,715.77	-11.94%	5020116200 FICA - IT	34,938.04	37,500.03	29,531.60	-6.83%
110,235.47	191,666.67	122,668.52	-42.49%	5020201000 IMRF - OPS	1,541,704.78	1,725,000.03	1,259,439.13	-10.63%
27,360.26	41,666.67	135,772.77	-34.34%	5020204000 IMRF - MAINT	422,429.46	375,000.03	410,421.46	12.65%

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2022 Thru Fiscal Year: 2022		From Period 9 Thru Period 9		Division: 00 Champaign Urbana Mass Transit District			As of: 3/31/2022	
Mar-2022	Budget This Period	Mar-2021	Act/Bgt Var %		Actual Ytd	Jul-2021 thru Mar-2022 Budget Ytd	Last Ytd	Act/Bgt Var %
13,025.92	19,583.33	19,114.41	-33.48%	5020216000 IMRF - G&A	158,332.14	176,249.97	158,854.28	-10.17%
4,920.67	6,250.00	5,368.16	-21.27%	5020216200 IMRF - IT	52,150.27	56,250.00	47,339.25	-7.29%
296,081.64	308,333.33	285,013.79	-3.97%	5020301000 MEDICAL INSURANCE - OPS	2,680,486.29	2,774,999.97	2,718,540.87	-3.41%
71,439.08	66,666.67	67,348.55	7.16%	5020304000 MEDICAL INSURANCE - MAINT	632,532.58	600,000.03	596,051.30	5.42%
30,036.20	33,333.33	35,598.20	-9.89%	5020316000 MEDICAL INSURANCE - G&A	282,712.80	299,999.97	321,287.50	-5.76%
15,492.00	16,666.67	16,628.00	-7.05%	5020316200 MEDICAL INSURANCE - IT	139,428.00	150,000.03	148,671.00	-7.05%
0.00	0.00	0.00	0.00%	5020401000 DENTAL INSURANCE - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5020404000 DENTAL INSURANCE - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5020416000 DENTAL INSURANCE - G&A	0.00	0.00	0.00	0.00%
1,684.13	2,750.00	156.87	-38.76%	5020501000 LIFE INSURANCE - OPS	14,032.34	24,750.00	13,913.84	-43.30%
545.37	500.00	762.77	9.07%	5020504000 LIFE INSURANCE - MAINT	4,348.36	4,500.00	4,836.73	-3.37%
169.54	500.00	182.77	-66.09%	5020516000 LIFE INSURANCE - G&A	4,163.07	4,500.00	4,590.03	-7.49%
127.40	166.67	186.20	-23.56%	5020516200 LIFE INSURANCE - IT	1,058.40	1,500.03	891.80	-29.44%
0.00	2,500.00	0.00	-100.00%	5020601000 OPEB EXPENSE - OPS	0.00	22,500.00	0.00	-100.00%
0.00	500.00	0.00	-100.00%	5020604000 OPEB EXPENSE - MAINT	0.00	4,500.00	0.00	-100.00%
0.00	250.00	0.00	-100.00%	5020616000 OPEB EXPENSE - G&A	0.00	2,250.00	0.00	-100.00%
0.00	83.33	0.00	-100.00%	5020616200 OPEB EXPENSE - IT	0.00	749.97	0.00	-100.00%
32,624.36	4,166.67	30,000.00	682.98%	5020701000 UNEMPLOYMENT INSURANCE - OPS	41,260.73	37,500.03	31,873.92	10.03%
6,899.72	833.33	6,500.00	727.97%	5020704000 UNEMPLOYMENT INSURANCE - MAIN	8,560.72	7,499.97	6,737.30	14.14%
3,069.49	250.00	2,800.00	> 999.99%	5020716000 UNEMPLOYMENT INSURANCE - G&A	3,717.49	2,250.00	3,106.08	65.22%
1,213.15	250.00	1,100.00	385.26%	5020716200 UNEMPLOYMENT INSURANCE - IT	2,147.15	2,250.00	1,349.30	-4.57%
23,429.69	13,750.00	14,366.80	70.40%	5020801000 WORKERS COMP INSURANCE - OPS	140,744.16	123,750.00	139,268.55	13.73%
3,220.00	12,500.00	3,668.55	-74.24%	5020804000 WORKERS COMP INSURANCE - MAIN	25,502.29	112,500.00	27,676.17	-77.33%
1,824.67	1,000.00	459.27	82.47%	5020816000 WORKERS COMP INSURANCE - G&A	22,128.63	9,000.00	9,082.41	145.87%
546.00	2,083.33	152.85	-73.79%	5020816200 WORKERS COMP INSURANCE - IT	5,066.85	18,749.97	1,753.65	-72.98%
0.00	17,083.33	0.00	-100.00%	5021001000 HOLIDAYS - OPS	95,412.00	153,749.97	118,805.68	-37.94%
0.00	5,416.67	0.00	-100.00%	5021004000 HOLIDAYS - MAINT	34,455.76	48,750.03	37,170.72	-29.32%
0.00	166.67	0.00	-100.00%	5021016000 HOLIDAYS - G&A	0.00	1,500.03	0.00	-100.00%
0.00	666.67	0.00	-100.00%	5021016200 HOLIDAYS - IT	5,743.92	6,000.03	3,152.88	-4.27%
40,956.00	50,000.00	18,652.28	-18.09%	5021101000 VACATIONS - OPS	458,074.72	450,000.00	435,605.42	1.79%
5,618.56	15,000.00	9,973.28	-62.54%	5021104000 VACATIONS - MAINT	101,064.59	135,000.00	111,151.60	-25.14%
0.00	83.33	0.00	-100.00%	5021116000 VACATION - G&A	0.00	749.97	0.00	-100.00%
2,732.40	833.33	799.20	227.89%	5021116200 VACATIONS - IT	13,147.92	7,499.97	3,113.68	75.31%
3,497.34	5,000.00	4,338.56	-30.05%	5021201000 OTHER PAID ABSENCES - OPS	41,418.80	45,000.00	46,495.97	-7.96%
1,186.96	1,250.00	0.00	-5.04%	5021204000 OTHER PAID ABSENCES - MAINT	6,828.00	11,250.00	4,459.68	-39.31%
0.00	83.33	0.00	-100.00%	5021216000 OTHER PAID ABSENCES - G&A	641.28	749.97	0.00	-14.49%
144.48	83.33	0.00	73.38%	5021216200 OTHER PAID ABSENCES - IT	1,341.11	749.97	117.92	78.82%
4,740.76	4,166.67	2,214.12	13.78%	5021301000 UNIFORM ALLOWANCES - OPS	49,467.22	37,500.03	30,608.47	31.91%

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2022 From Period 9 Division: 00 Champaign Urbana Mass Transit District As of: 3/31/2022
 Thru Fiscal Year: 2022 Thru Period 9

Mar-2022	Budget This Period	Mar-2021	Act/Bgt Var %		Actual Ytd	Jul-2021 thru Mar-2022 Budget Ytd	Last Ytd	Act/Bgt Var %
453.93	2,250.00	2,048.43	-79.83%	5021304000 UNIFORM ALLOWANCES - MAINT	8,196.96	20,250.00	16,281.16	-59.52%
264.62	416.67	142.86	-36.49%	5021316200 UNIFORM ALLOWANCES - IT	3,557.11	3,750.03	1,615.99	-5.14%
0.00	1,666.67	0.00	-100.00%	5021401000 OTHER FRINGE BENEFITS - OPS	0.00	15,000.03	2,207.07	-100.00%
130.00	1,666.67	0.00	-92.20%	5021404000 OTHER FRINGE BENEFITS - MAINT	724.00	15,000.03	602.01	-95.17%
620.00	5,000.00	2,024.50	-87.60%	5021416000 OTHER FRINGE BENEFITS - G&A	32,999.28	45,000.00	23,098.37	-26.67%
0.00	416.67	0.00	-100.00%	5021416200 OTHER FRINGE BENEFITS - IT	0.00	3,750.03	146.51	-100.00%
102,802.00	147,916.67	66,886.61	-30.50%	5021501000 EARNED TIME - OPS	1,323,635.44	1,331,250.03	883,365.99	-0.57%
35,602.86	25,000.00	17,213.82	42.41%	5021504000 EARNED TIME - MAINT	291,410.55	225,000.00	178,283.76	29.52%
3,121.37	2,500.00	942.42	24.85%	5021516200 EARNED TIME - IT	26,608.01	22,500.00	18,824.05	18.26%
0.00	1,416.67	0.00	-100.00%	5021604000 TOOL ALLOWANCE - MAINT	11,713.91	12,750.03	11,194.79	-8.13%
2,529.93	3,750.00	7,450.44	-32.54%	5021701000 DISABILITY - OPS	20,015.14	33,750.00	35,765.03	-40.70%
0.00	416.67	0.00	-100.00%	5021704000 DISABILITY - MAINT	0.00	3,750.03	681.24	-100.00%
0.00	83.33	0.00	-100.00%	5021716200 DISABILITY - IT	0.00	749.97	0.00	-100.00%
0.00	0.00	0.00	0.00%	5021801000 WORKERS COMP - PAYROLL - OPS	3,134.42	0.00	810.96	100.00%
0.00	0.00	0.00	0.00%	5021804000 WORKERS COMP - PAYROLL - MAINT	946.24	0.00	0.00	100.00%
0.00	0.00	0.00	0.00%	5021816200 WORKERS COMP - PAYROLL - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021901000 ROTATION BOARD PAY - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021904000 ROTATION BOARD PAY - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021916000 ROTATION BOARD PAY - G&A	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021916200 ROTATION BOARD PAY - IT	0.00	0.00	0.00	0.00%
0.00	22,916.67	-39,841.00	-100.00%	5022001000 EARLY RETIREMENT PLAN - OPS	74,002.00	206,250.03	105,485.00	-64.12%
0.00	2,083.33	0.00	-100.00%	5022004000 EARLY RETIREMENT PLAN - MAINT	0.00	18,749.97	0.00	-100.00%
0.00	2,083.33	0.00	-100.00%	5022016000 EARLY RETIREMENT PLAN - G&A	0.00	18,749.97	0.00	-100.00%
0.00	0.00	0.00	0.00%	5022016200 EARLY RETIREMENT PLAN - IT	0.00	0.00	0.00	0.00%
0.00	0.00	6,899.05	0.00%	5023001000 "SICK BANK" EXPENSES - OPS	55,693.98	0.00	172,213.53	100.00%
0.00	0.00	0.00	0.00%	5023004000 "SICK BANK" EXPENSES - MAINT	6,040.28	0.00	17,272.93	100.00%
0.00	0.00	0.00	0.00%	5023016000 "SICK BANK" EXPENSES - G&A	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5023016200 "SICK BANK" EXPENSES - IT	954.16	0.00	8,914.05	100.00%
975,702.48	1,188,166.68	964,698.86	-17.88%	5029999900 ** TOTAL FRINGE BENEFITS	9,999,367.82	10,693,500.12	9,231,910.16	-6.49%
5030000000 ** SERVICES								
24,962.17	62,500.00	35,573.89	-60.06%	5030316000 PROFESSIONAL SERVICES - G&A	379,545.43	562,500.00	300,776.27	-32.53%
0.00	250.00	0.00	-100.00%	5030316200 PROFESSIONAL SERVICES - IT	115.22	2,250.00	779.00	-94.88%
0.00	0.00	0.00	0.00%	5030316300 PROFESSIONAL SERVICES - IT - NON	11,186.58	0.00	0.00	100.00%
9,238.00	18,750.00	6,500.00	-50.73%	5030316400 PROFESSIONAL SERVICES - G&A - N	65,328.00	168,750.00	69,851.52	-61.29%
0.00	0.00	0.00	0.00%	5030404000 TEMPORARY HELP - MAINT	0.00	0.00	0.00	0.00%
0.00	4,166.67	0.00	-100.00%	5030416000 TEMPORARY HELP - G&A	0.00	37,500.03	0.00	-100.00%
412.36	5,833.33	0.00	-92.93%	5030501000 CONTRACT MAINTENANCE - OPS	-22,967.80	52,499.97	0.00	-143.75%

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Budget Analysis Report

From Fiscal Year: 2022 From Period 9 Division: 00 Champaign Urbana Mass Transit District As of: 3/31/2022
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Mar-2022	Budget This Period	Mar-2021	Act/Bgt Var %		Actual Ytd	Jul-2021 thru Mar-2022 Budget Ytd	Last Ytd	Act/Bgt Var %
9,847.89	10,416.67	13,037.73	-5.46%	5030504000 CONTRACT MAINTENANCE - MAINT	113,311.58	93,750.03	80,842.96	20.87%
18,879.87	50,000.00	110,164.22	-62.24%	5030516000 CONTRACT MAINTENANCE - G&A	334,296.03	450,000.00	438,892.28	-25.71%
3,574.23	2,916.67	3,482.45	22.54%	5030516200 CONTRACT MAINTENANCE - IT	16,249.09	26,250.03	24,183.38	-38.10%
0.00	0.00	0.00	0.00%	5030516300 CONTRACT MAINTENANCE - IT - NON	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5030604000 CUSTODIAL SERVICES - MAINT	0.00	0.00	0.00	0.00%
0.00	3,750.00	0.00	-100.00%	5030801000 PRINTING SERVICES - OPS	894.06	33,750.00	28,933.26	-97.35%
0.00	83.33	0.00	-100.00%	5030804000 PRINTING SERVICES - MAINT	0.00	749.97	0.00	-100.00%
0.00	333.33	0.00	-100.00%	5030816000 PRINTING SERVICES - G&A	46,546.14	2,999.97	1,362.55	> 999.99%
0.00	83.33	0.00	-100.00%	5030816200 PRINTING SERVICES - IT	0.00	749.97	1,200.00	-100.00%
0.00	0.00	0.00	0.00%	5030816300 PRINTING SERVICES - IT - NON-REIM	0.00	0.00	0.00	0.00%
1,974.00	0.00	2,356.00	100.00%	5031216000 CABS	16,127.00	0.00	16,873.00	100.00%
5,562.48	3,333.33	1,530.58	66.87%	5039901000 OTHER SERVICES - OPS	30,412.98	29,999.97	4,987.90	1.38%
957.10	500.00	387.36	91.42%	5039904000 OTHER SERVICES - MAINT	10,429.93	4,500.00	976.96	131.78%
7,048.38	8,333.33	1,595.25	-15.42%	5039916000 OTHER SERVICES - G&A	21,294.58	74,999.97	12,146.75	-71.61%
91.56	416.67	654.99	-78.03%	5039916200 OTHER SERVICES - IT	678.90	3,750.03	13,042.17	-81.90%
0.00	0.00	0.00	0.00%	5039916300 OTHER SERVICES - IT - NON-REIMB	0.00	0.00	245.00	0.00%
0.00	0.00	0.00	0.00%	5039916400 OTHER SERVICES - G&A - NON-REIM	1,570.27	0.00	0.00	100.00%
82,548.04	171,666.66	175,282.47	-51.91%	5039999900 ** TOTAL SERVICES	1,025,017.99	1,544,999.94	995,093.00	-33.66%
5040000000 ** MATERIALS & SUPPLIES CONSUM								
166,988.66	166,666.67	106,741.81	0.19%	5040101000 FUEL & LUBRICANTS - OPS	1,184,943.75	1,500,000.03	690,971.60	-21.00%
16,476.95	10,416.67	8,926.26	58.18%	5040104000 FUEL & LUBRICANTS - MAINT	119,283.31	93,750.03	73,671.27	27.24%
11,599.37	12,500.00	12,968.01	-7.21%	5040201000 TIRES & TUBES - OPS - MB DO	112,409.11	112,500.00	122,429.81	-0.08%
2,644.58	833.33	0.00	217.35%	5040204000 TIRES & TUBES - MAINT - DR DO	7,415.26	7,499.97	5,366.56	-1.13%
0.00	0.00	0.00	0.00%	5040206000 TIRES & TUBES - NON-REVENUE VEH	0.00	0.00	0.00	0.00%
3,858.64	4,166.67	5,442.84	-7.39%	5040304000 GARAGE EQUIPMENT REPAIRS - MAI	24,603.94	37,500.03	19,024.04	-34.39%
12,880.86	12,500.00	5,135.30	3.05%	5040404000 BLDG & GROUND REPAIRS - MAINT -	128,144.76	112,500.00	103,139.00	13.91%
478.50	4,166.67	0.00	-88.52%	5040404001 BLDG & GROUND REPAIRS - MAINT -	10,851.63	37,500.03	8,715.57	-71.06%
0.00	83.33	0.00	-100.00%	5040404002 BLDG & GROUND REPAIRS - MAINT -	0.00	749.97	426.00	-100.00%
908.00	10,833.33	6,984.14	-91.62%	5040416200 BLDG & GROUND REPAIRS - IT	31,464.15	97,499.97	27,961.16	-67.73%
925.00	0.00	0.00	100.00%	5040416300 BLDG & GROUND REPAIRS - IT - NON	12,791.78	0.00	6,388.19	100.00%
2,302.12	0.00	0.00	100.00%	5040416400 BLDG & GROUND REPAIRS - G&A - N	7,918.33	0.00	943.97	100.00%
0.00	0.00	0.00	0.00%	5040500001 REVENUE VEHICLE REPAIRS - CORE	-14.30	0.00	0.00	-100.00%
124,727.71	200,000.00	113,339.63	-37.64%	5040504000 REVENUE VEHICLE REPAIRS	1,229,735.25	1,800,000.00	1,157,316.31	-31.68%
4,947.14	1,666.67	4,147.60	196.83%	5040604000 NON-REVENUE VEHICLE REPAIRS	18,789.06	15,000.03	12,822.36	25.26%
17,588.63	5,416.67	5,820.51	224.71%	5040704000 SERVICE SUPPLIES - MAINT	89,743.63	48,750.03	76,756.42	84.09%
441.18	2,333.33	1,690.86	-81.09%	5040716200 SERVICE SUPPLIES - IT	14,216.00	20,999.97	15,196.13	-32.30%
2,535.65	3,750.00	0.00	-32.38%	5040801000 OFFICE SUPPLIES - OPS	34,345.96	33,750.00	6,821.02	1.77%

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From Fiscal Year: 2022 From Period 9 Division: 00 Champaign Urbana Mass Transit District As of: 3/31/2022
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Mar-2022	Budget This Period	Mar-2021	Act/Bgt Var %		Actual Ytd	Jul-2021 thru Mar-2022 Budget Ytd	Last Ytd	Act/Bgt Var %
743.44	1,250.00	721.09	-40.52%	5040804000 OFFICE SUPPLIES - MAINT	12,064.12	11,250.00	8,517.07	7.24%
-1,126.45	1,250.00	149.31	-190.12%	5040816000 OFFICE SUPPLIES - G&A	9,948.32	11,250.00	3,145.76	-11.57%
128.97	500.00	224.82	-74.21%	5040816200 OFFICE SUPPLIES - IT	838.94	4,500.00	669.80	-81.36%
0.00	1,666.67	0.00	-100.00%	5040901000 COMPUTER & SERVER - MISC EXP'S -	1,820.17	15,000.03	1,536.56	-87.87%
0.00	1,666.67	0.00	-100.00%	5040904000 COMPUTER & SERVER - MISC EXP'S -	15,617.90	15,000.03	1,219.93	4.12%
12,246.02	6,666.67	12,248.23	83.69%	5040916000 COMPUTER & SERVER - MISC EXP'S -	63,602.62	60,000.03	99,099.13	6.00%
0.00	416.67	0.00	-100.00%	5040916200 COMPUTER & SERVER - MISC EXP'S -	2,405.79	3,750.03	641.03	-35.85%
167.45	1,250.00	37.50	-86.60%	5041001000 SAFETY & TRAINING - OPS	2,031.01	11,250.00	6,377.82	-81.95%
0.00	2,083.33	-453.12	-100.00%	5041004000 SAFETY & TRAINING - MAINT	88.34	18,749.97	-226.56	-99.53%
12,534.78	6,666.67	909.95	88.02%	5041104000 PASSENGER SHELTER REPAIRS	61,177.79	60,000.03	50,158.68	1.96%
-75.62	416.67	0.00	-118.15%	5041201000 SMALL TOOLS & EQUIP - OPS	22,497.48	3,750.03	46,241.02	499.93%
257.07	5,416.67	-1,364.74	-95.25%	5041204000 SMALL TOOLS & EQUIP - MAINT	18,119.00	48,750.03	3,435.22	-62.83%
0.00	7,916.67	-2,851.86	-100.00%	5041216000 SMALL TOOLS & EQUIP - G&A	0.00	71,250.03	3,565.84	-100.00%
0.00	833.33	312.42	-100.00%	5041216200 SMALL TOOLS & EQUIP - IT	5,526.21	7,499.97	4,469.05	-26.32%
0.00	0.00	0.00	0.00%	5041216300 SMALL TOOLS & EQUIP - IT - NON-RE	29.94	0.00	0.00	100.00%
0.00	0.00	0.00	0.00%	5041216400 SMALL TOOLS & EQUIP - G&A - NON-	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5041304000 FAREBOX REPAIRS	0.00	0.00	0.00	0.00%
53.96	0.00	3,583.57	100.00%	5041404000 CAD/AVL,CAMERA,RADIO REPAIRS -	40,169.91	0.00	55,932.52	100.00%
4,086.31	0.00	1,151.96	100.00%	5041504000 ADA VEHICLE REPAIRS - MAINT	13,789.33	0.00	8,414.12	100.00%
398,318.92	473,333.36	285,866.09	-15.85%	5049999900 ** TOTAL MATERIAL & SUPPLIES	3,296,368.49	4,260,000.24	2,621,146.40	-22.62%
5050000000 **UTILITIES								
51,193.20	58,333.33	51,227.43	-12.24%	5050216000 ** UTILITIES - G&A	503,790.44	524,999.97	432,465.68	-4.04%
3,978.05	9,166.67	8,252.67	-56.60%	5050216200 ** UTILITIES - IT	84,709.33	82,500.03	77,746.11	2.68%
570.87	3,750.00	2,618.97	-84.78%	5050216300 ** UTILITIES - IT - NON-REIMB	35,871.16	33,750.00	30,475.44	6.28%
460.95	0.00	195.49	100.00%	5050216400 ** UTILITIES - G&A - NON-REIMB	2,679.35	0.00	2,027.90	100.00%
56,203.07	71,250.00	62,294.56	-21.12%	5059999900 **TOTAL UTILITIES	627,050.28	641,250.00	542,715.13	-2.21%
5060000000 ** CASUALTY & LIABILITY COSTS								
7,429.28	5,833.33	2,235.14	27.36%	5060104000 PHYSICAL DAMAGE PREMIUMS - MAI	66,863.52	52,499.97	20,237.26	27.36%
0.00	0.00	0.00	0.00%	5060116200 PHYSICAL DAMAGE PREMIUMS - IT	0.00	0.00	0.00	0.00%
-1,809.25	-2,083.33	-9,248.49	-13.16%	5060204000 PHYSICAL DAMAGE RECOVERIES - M	-22,600.19	-18,749.97	-50,367.52	20.53%
33,626.26	50,000.00	43,489.15	-32.75%	5060316000 PL & PD INSURANCE PREMIUMS - G&	303,655.34	450,000.00	392,430.35	-32.52%
0.00	0.00	0.00	0.00%	5060316200 PL & PD INSURANCE PREMIUMS - IT	0.00	0.00	0.00	0.00%
29,345.64	50,000.00	35,220.52	-41.31%	5060416000 UNINSURED PL & PD PAYOUTS - G&A	258,703.81	450,000.00	333,498.29	-42.51%
3,710.65	3,333.33	2,537.64	11.32%	5060816000 PREMIUMS-OTHER COPORATE INS.	33,395.85	29,999.97	22,868.76	11.32%
72,302.58	107,083.33	74,233.96	-32.48%	5069999900 ** TOTAL CASUALTY & LIABILITY	640,018.33	963,749.97	718,667.14	-33.59%

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2022 From Period 9 Division: 00 Champaign Urbana Mass Transit District As of: 3/31/2022
 Thru Fiscal Year: 2022 Thru Period 9

Mar-2022	Budget This Period	Mar-2021	Act/Bgt Var %		Actual Ytd	Jul-2021 thru Mar-2022 Budget Ytd	Last Ytd	Act/Bgt Var %
5070000000 ** TAXES								
0.00	1,833.33	1,500.00	-100.00%	5070316000 PROPERTY TAXES	10,500.00	16,499.97	14,917.23	-36.36%
312.50	333.33	312.50	-6.25%	5070316400 PROPERTY TAXES - NON-REIMB	2,812.50	2,999.97	2,812.50	-6.25%
234.00	250.00	0.00	-6.40%	5070401000 VEHICLE LICENSING FEES - OPS	1,588.00	2,250.00	1,575.00	-29.42%
0.00	0.00	0.00	0.00%	5070416000 VEHICLE LICENSING FEES - G&A	0.00	0.00	0.00	0.00%
4,891.64	3,333.33	2,635.48	46.75%	5070501000 FUEL TAX	22,954.09	29,999.97	22,543.11	-23.49%
5,438.14	5,749.99	4,447.98	-5.42%	5079999900 ** TOTAL TAXES	37,854.59	51,749.91	41,847.84	-26.85%
5080100000 ** PURCHASED TRANSPORTATION								
0.00	11,666.67	0.00	-100.00%	5080116000 CABS (Closed - See GL 5031216000)	0.00	105,000.03	0.00	-100.00%
72,988.83	76,666.67	76,072.76	-4.80%	5080216000 ADA CONTRACTS	656,904.47	690,000.03	684,645.86	-4.80%
72,988.83	88,333.34	76,072.76	-17.37%	5089999900 **TOTAL PURCHASED TRANSPORTA	656,904.47	795,000.06	684,645.86	-17.37%
5090000000 ** MISCELLANEOUS EXPENSES								
2,958.33	8,333.33	-60,500.72	-64.50%	5090116000 DUES & SUBSCRIPTIONS - G&A	68,747.43	74,999.97	72,533.57	-8.34%
1,591.69	9,166.67	1,725.35	-82.64%	5090216000 TRAVEL & MEETINGS - G&A	115,660.45	82,500.03	25,662.59	40.19%
0.00	0.00	0.00	0.00%	5090716000 BAD DEBT EXPENSE	0.00	0.00	0.00	0.00%
4,356.22	16,666.67	16,976.06	-73.86%	5090816000 ADVERTISING EXPENSES - G&A	102,929.95	150,000.03	47,658.60	-31.38%
-280.00	0.00	0.00	-100.00%	5090816200 ADVERTISING EXPENSES - IT	0.00	0.00	0.00	0.00%
0.00	666.67	0.00	-100.00%	5090916000 TRUSTEE COMPENSATION	2,950.00	6,000.03	2,600.00	-50.83%
146.31	500.00	846.31	-70.74%	5091016000 POSTAGE	4,430.58	4,500.00	3,229.02	-1.54%
0.00	0.00	0.00	0.00%	5091516000 LOSS/DISPOSAL FIXED ASSETS	0.00	0.00	0.00	0.00%
1,018.50	0.00	1,974.50	100.00%	5091616000 ADVERTISING SERVICES EXPENSE	52,295.25	0.00	23,142.61	100.00%
0.00	1,666.67	0.00	-100.00%	5091716000 SUBSTANCE ABUSE PROGRAM	0.00	15,000.03	0.00	-100.00%
1,652.50	1,666.67	-105.00	-0.85%	5099901000 OTHER MISC EXPENSES - OPS	2,710.53	15,000.03	1,510.70	-81.93%
0.00	1,666.67	-70.00	-100.00%	5099904000 OTHER MISC EXPENSES - MAINT	4,798.88	15,000.03	2,036.90	-68.01%
2,639.64	8,333.33	7,719.70	-68.32%	5099916000 OTHER MISC EXPENSES - G&A	39,517.91	74,999.97	31,357.21	-47.31%
926.89	1,250.00	0.00	-25.85%	5099916200 OTHER MISC EXPENSES - IT	7,492.56	11,250.00	1,490.75	-33.40%
0.00	0.00	0.00	0.00%	5099916300 OTHER MISC EXPENSES - IT - NON-R	2,109.20	0.00	288.00	100.00%
1,744.25	0.00	208.82	100.00%	5099916400 OTHER MISC EXPENSES - G&A - NON	82,784.89	0.00	14,326.41	100.00%
3,530.11	0.00	25,693.83	100.00%	5099926000 UNALLOCATED EXPENSES	29,543.51	0.00	13,799.48	100.00%
20,284.44	49,916.68	-5,531.15	-59.36%	5099999900 ** TOTAL MISCELLANEOUS EXPENS	515,971.14	449,250.12	239,635.84	14.85%
5110000000 ** INTEREST EXPENSES								

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2022 Thru Fiscal Year: 2022		From Period 9 Thru Period 9		Division: 00 Champaign Urbana Mass Transit District				As of: 3/31/2022	
Mar-2022	Budget This Period	Mar-2021	Act/Bgt Var %		Actual Ytd	Jul-2021 thru Mar-2022 Budget Ytd	Last Ytd	Act/Bgt Var %	
0.00	0.00	0.00	0.00%	5110116000 INTEREST - LONG-TERM DEBTS	0.00	0.00	0.00	0.00%	
2,518.76	0.00	220.45	100.00%	5110216000 INTEREST - SHORT-TERM DEBTS	56,149.09	0.00	61,939.58	100.00%	
2,518.76	0.00	220.45	100.00%	5119999900 ** TOTAL INTEREST	56,149.09	0.00	61,939.58	100.00%	
5120000000 ** LEASE & RENTALS									
3,164.70	12,500.00	85.26	-74.68%	5120401000 PASSENGER REVENUE VEHICLES -	28,482.30	112,500.00	274.04	-74.68%	
706.04	1,000.00	706.04	-29.40%	5120516000 SERVICE VEHICLE LEASES	6,354.36	9,000.00	6,354.36	-29.40%	
805.99	16,666.67	805.99	-95.16%	5120704000 GARAGE EQUIPMENT LEASES - MAIN	7,253.91	150,000.03	25,274.49	-95.16%	
0.00	0.00	0.00	0.00%	5120901000 RADIO EQUIPMENT LEASES - OPS	0.00	0.00	0.00	0.00%	
15,552.32	8,333.33	16,141.49	86.63%	5121216000 G&A FACILITIES LEASES	139,970.88	74,999.97	100,973.27	86.63%	
81.44	18,750.00	18,206.53	-99.57%	5121301000 MISC LEASES - OPS	64,593.33	168,750.00	101,444.14	-61.72%	
15,237.72	18,750.00	2,253.90	-18.73%	5121304000 MISC LEASES - MAINT	103,100.75	168,750.00	19,840.09	-38.90%	
1,303.00	3,333.33	2,658.60	-60.91%	5121316000 MISC LEASES - G&A	10,307.81	29,999.97	21,240.97	-65.64%	
65.16	1,666.67	789.79	-96.09%	5121316200 MISC LEASES - IT	305.09	15,000.03	6,946.34	-97.97%	
0.00	0.00	0.00	0.00%	5121316300 MISC LEASES - IT - NON-REIMB	2,100.00	0.00	0.00	100.00%	
0.00	83.33	87.50	-100.00%	5121316400 MISC LEASES - G&A - NON-REIMB	-612.50	749.97	700.00	-181.67%	
36,916.37	81,083.33	41,735.10	-54.47%	5129999900 ** TOTAL LEASE & RENTALS	361,855.93	729,749.97	283,047.70	-50.41%	
5130000000 ** DEPRECIATION									
23,532.26	0.00	65,109.11	100.00%	5130201000 PASSENGER SHELTER DEPRECIATIO	212,115.85	0.00	196,004.73	100.00%	
475,655.87	0.00	1,187,273.78	100.00%	5130401000 REVENUE VEHICLE DEPRECIATION	4,003,472.31	0.00	3,545,636.54	100.00%	
7,039.02	0.00	22,367.07	100.00%	5130516000 SERVICE VEHICLE DEPRECIATION	63,351.17	0.00	67,101.19	100.00%	
5,904.07	0.00	17,712.17	100.00%	5130704000 GARAGE EQUIP DEPRECIATION	53,136.51	0.00	53,136.51	100.00%	
926.67	0.00	12,364.58	100.00%	5130901000 REVENUE VEHICLE RADIO EQUIP DE	30,704.02	0.00	37,093.74	100.00%	
7,959.78	0.00	21,925.39	100.00%	5131016000 COMPUTER EQUIP DEPRECIATION	74,072.96	0.00	65,776.20	100.00%	
0.00	0.00	0.00	0.00%	5131116000 REVENUE COLLECTION EQUIP DEPR	0.00	0.00	0.00	0.00%	
140,513.86	0.00	399,321.89	100.00%	5131216000 G&A FACILITIES DEPRECIATION	1,266,264.14	0.00	1,204,145.45	100.00%	
3,121.70	0.00	8,460.10	100.00%	5131316000 G&A SYSTEM DEVELOPMENT DEPR	28,095.30	0.00	25,380.30	100.00%	
253.57	0.00	760.71	100.00%	5131416000 MISCELLANEOUS EQUIP DEPR	2,282.12	0.00	2,282.13	100.00%	
0.00	0.00	0.00	0.00%	5131516000 OFFICE EQUIP DEPRECIATION	0.00	0.00	0.00	0.00%	
664,906.80	0.00	1,735,294.80	100.00%	5139999900 ** TOTAL DEPRECIATION	5,733,494.38	0.00	5,196,556.79	100.00%	
0.00	0.00	0.00	0.00%	5170116000 DEBT SERVICE ON EQUIPMENT & FA	0.00	0.00	0.00	0.00%	
3,894,257.40	3,854,916.71	4,865,601.24	1.02%	5999990000 **** TOTAL EXPENSES ****	35,955,335.16	34,694,250.39	32,864,715.45	3.63%	

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2022		From Period 9		Division: 00 Champaign Urbana Mass Transit District				As of: 3/31/2022	
Thru Fiscal Year: 2022		Thru Period 9							

Champaign-Urbana Mass Transit District
Accounts Payable Check Disbursement List
BUSEY BANK OPERATING ACCOUNT

From Date: 3/01/2022 Thru Date: 3/31/2022

CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
156005	04-Mar-22	A2488	** AFLAC GROUP INSURANCE	\$362.24	\$0.00	\$362.24	
156006	04-Mar-22	A8006	AT & T MOBILITY LLC	\$180.78	\$0.00	\$180.78	
156007	04-Mar-22	A8007	AT & T	\$188.16	\$0.00	\$188.16	
156008	04-Mar-22	A8590	AUVIK NETWORKS, INC.	\$5,484.00	\$0.00	\$5,484.00	
156009	04-Mar-22	C0364	CARLE PHYSICIAN GROUP	\$2,752.00	\$0.00	\$2,752.00	
156010	04-Mar-22	C2156	CENTER FOR TRANSPORTATION & THE ENVIRONM	\$10,308.40	\$0.00	\$10,308.40	
156011	04-Mar-22	C3100	CHELSEA FINANCIAL GROUP, LTD.	\$34,338.59	\$0.00	\$34,338.59	
156012	04-Mar-22	C4511	CLARKE POWER SERVICES, INC.	\$144,977.62	\$0.00	\$144,977.62	
156013	04-Mar-22	C6257	** MARSHA L. COMBS-SKINNER	\$1,463.08	\$0.00	\$1,463.08	
156014	04-Mar-22	C6259	COMMERCE BANK CREDIT CARD	\$11,194.72	\$0.00	\$11,194.72	
156015	04-Mar-22	C6263	COMCAST CABLE	\$567.12	\$0.00	\$567.12	
156016	04-Mar-22	C6396	COTTER CONSULTING, INC.	\$1,164.00	\$0.00	\$1,164.00	
156017	04-Mar-22	C8520	** DEREK M CURTIS	\$0.00	\$0.00	\$0.00	X
156018	04-Mar-22	D3575	DIRECT ENERGY BUSINESS	\$10,889.93	\$0.00	\$10,889.93	
156019	04-Mar-22	E3390	EIGHT 22, LLC	\$6,000.00	\$0.00	\$6,000.00	
156020	04-Mar-22	E5950	LTD TECHNOLOGY SOLUTIONS, INC.	\$4,200.00	\$0.00	\$4,200.00	
156021	04-Mar-22	G7308	GRAINGER	\$166.97	\$0.00	\$166.97	
156022	04-Mar-22	I4790	ILLINOIS-AMERICAN WATER	\$2,959.31	\$0.00	\$2,959.31	
156023	04-Mar-22	I4975	IL WORKERS' COMPENSATION COMMISSION	\$183.63	\$0.00	\$183.63	
156024	04-Mar-22	I7667	ISAKSEN GLERUM WACHTER, LLC	\$1,457.86	\$0.00	\$1,457.86	
156025	04-Mar-22	K0175	ROBERT KALTER	\$80.88	\$0.00	\$80.88	
156026	04-Mar-22	K2190	KEN'S OIL SERVICE, INC.	\$22,330.52	\$0.00	\$22,330.52	
156027	04-Mar-22	L2005	DONALD DAVID OWEN	\$5,550.00	\$0.00	\$5,550.00	
156028	04-Mar-22	L9665	LYONS ELECTRIC COMPANY, INC	\$258,499.23	\$0.00	\$258,499.23	
156029	04-Mar-22	M2179	MENARD'S	\$211.85	\$0.00	\$211.85	
156030	04-Mar-22	O8725	OVERHEAD DOOR COMPANY OF ST LOUIS	\$138.00	\$0.00	\$138.00	
156031	04-Mar-22	P4521	CYNTHIA HOYLE	\$1,885.00	\$0.00	\$1,885.00	
156032	04-Mar-22	P7513	^^ PROSPECT BANK	\$1,500,000.00	\$0.00	\$1,500,000.00	
156033	04-Mar-22	Q8455	QUILL	\$137.52	\$0.00	\$137.52	
156034	04-Mar-22	R6000	ROBBINS, SCHWARTZ, NICHOLAS, LIFTON & TA	\$125.00	\$0.00	\$125.00	
156035	04-Mar-22	R6120	ROGARDS OFFICE PRODUCTS	\$915.37	\$0.00	\$915.37	
156036	04-Mar-22	S3115	DANIEL J. HARTMAN	\$0.00	\$0.00	\$0.00	X
156037	04-Mar-22	S3115	DANIEL J. HARTMAN	\$1,434.00	\$72.00	\$1,362.00	
156038	04-Mar-22	S5192	S.J. SMITH WELDING SUPPLY	\$78.12	\$0.00	\$78.12	
156039	04-Mar-22	V0240	THOMAS VALENCIA	\$275.00	\$0.00	\$275.00	
156040	04-Mar-22	V2233	VERIZON WIRELESS	\$360.10	\$360.10	\$0.00	
156041	10-Mar-22	A0865	ABSOPURE WATER COMPANY	\$9.00	\$0.00	\$9.00	
156042	10-Mar-22	A1934	ADVANCE AUTO PARTS	\$115.12	\$0.00	\$115.12	
156043	10-Mar-22	A2488	** AFLAC GROUP INSURANCE	\$362.24	\$0.00	\$362.24	
156044	10-Mar-22	A5085	AMERENIP	\$0.00	\$0.00	\$0.00	X
156045	10-Mar-22	A5085	AMERENIP	\$27,036.44	\$0.00	\$27,036.44	
156046	10-Mar-22	A7324	PDC/AREA COMPANIES	\$1,681.41	\$0.00	\$1,681.41	
156047	10-Mar-22	A8007	AT & T	\$1,015.44	\$0.00	\$1,015.44	
156048	10-Mar-22	A8011	AT&T MOBILITY-CC	\$423.75	\$0.00	\$423.75	
156049	10-Mar-22	A8155	ATLAS CAB	\$1,481.00	\$0.00	\$1,481.00	
156050	10-Mar-22	A85755	AUTOMOTIVE COLOR & SUPPLY CORP	\$977.54	\$0.00	\$977.54	
156051	10-Mar-22	A8576	AUTOMOTIVE EQUIPMENT SALES & SERVICE	\$823.82	\$0.00	\$823.82	
156052	10-Mar-22	B2230	BERNS, CLANCY & ASSOC. PC	\$1,492.29	\$0.00	\$1,492.29	
156053	10-Mar-22	B3555	BIRKEY'S FARM STORE, INC.	\$796.46	\$0.00	\$796.46	
156054	10-Mar-22	C2156	CENTER FOR TRANSPORTATION & THE ENVIRONM	\$14,290.27	\$0.00	\$14,290.27	
156055	10-Mar-22	C2165	CENTRAL ILLINOIS TRUCKS	\$0.00	\$0.00	\$0.00	X
156056	10-Mar-22	C2165	CENTRAL ILLINOIS TRUCKS	\$14,318.57	\$0.00	\$14,318.57	
156057	10-Mar-22	C3042	CHAMPAIGN MOTORS INC	\$71.76	\$0.00	\$71.76	
156058	10-Mar-22	C3105	CHEMICAL MAINTENANCE INC.	\$2,421.79	\$0.00	\$2,421.79	
156059	10-Mar-22	C3108	CHEMSTATION OF INDIANA	\$1,260.00	\$0.00	\$1,260.00	
156060	10-Mar-22	C4588	CLEAN UNIFORM COMPANY	\$689.49	\$0.00	\$689.49	
156061	10-Mar-22	C6258	COLUMBIA STREET ROASTERY	\$206.35	\$0.00	\$206.35	
156062	10-Mar-22	C6263	COMCAST CABLE	\$467.31	\$0.00	\$467.31	
156063	10-Mar-22	C6685	CONSTELLATION NEWENERGY, INC.	\$467.46	\$0.00	\$467.46	
156064	10-Mar-22	D2012	DEAN'S GRAPHICS	\$2,275.00	\$0.00	\$2,275.00	
156065	10-Mar-22	D2110	DE LAGE LANDEN FINANCIAL SERVICES, INC.	\$1,878.89	\$0.00	\$1,878.89	
156066	10-Mar-22	D2850	DEVELOPMENTAL SERVICES	\$40,256.00	\$0.00	\$40,256.00	
156067	10-Mar-22	D3575	DIRECT ENERGY BUSINESS	\$17,305.12	\$0.00	\$17,305.12	
156068	10-Mar-22	D3576	DIRECT ENERGY BUSINESS	\$13,320.08	\$0.00	\$13,320.08	
156069	10-Mar-22	D3630	DIXON GRAPHICS	\$1,065.00	\$0.00	\$1,065.00	
156070	10-Mar-22	D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	\$485.13	\$0.00	\$485.13	
156071	10-Mar-22	F0365	FASTENAL COMPANY	\$67.13	\$0.00	\$67.13	
156072	10-Mar-22	F0367	FASTENERS ETC., INC.	\$271.80	\$0.00	\$271.80	

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156073	10-Mar-22	F6367	FORD CITY	\$979.03	\$0.00	\$979.03
156074	10-Mar-22	F6440	FOXSTER OPCO, LLC	\$100.00	\$100.00	\$0.00
156075	10-Mar-22	F7390	ROBERT E. FREW	\$1,825.00	\$0.00	\$1,825.00
156076	10-Mar-22	G4290	GLOBAL INDUSTRIAL	\$1,879.90	\$0.00	\$1,879.90
156077	10-Mar-22	G4293	GLOBAL TECHNICAL SYSTEMS, INC.	\$2,682.18	\$0.00	\$2,682.18
156078	10-Mar-22	G7308	GRAINGER	\$90.60	\$0.00	\$90.60
156079	10-Mar-22	I4790	ILLINOIS-AMERICAN WATER	\$384.32	\$0.00	\$384.32
156080	10-Mar-22	I4841	ILLINOIS PUBLIC RISK FUND	\$20,705.00	\$341.00	\$20,364.00
156081	10-Mar-22	I4970	ILLINOIS STATE FIRE MARSHAL	\$300.00	\$0.00	\$300.00
156082	10-Mar-22	I5613	INFOUSA MARKETING, INC.	\$325.00	\$0.00	\$325.00
156083	10-Mar-22	I8235	I3 BROADBAND - CU	\$654.99	\$0.00	\$654.99
156084	10-Mar-22	J0310	JANEK CORPORATION	\$350.00	\$0.00	\$350.00
156085	10-Mar-22	J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$200.42	\$0.00	\$200.42
156086	10-Mar-22	K2166	KEMPER INDUSTRIAL EQUIP.	\$360.50	\$0.00	\$360.50
156087	10-Mar-22	K2190	KEN'S OIL SERVICE, INC.	\$27,386.01	\$0.00	\$27,386.01
156088	10-Mar-22	L3511	LIQUID WASTE REMOVAL, INC.	\$206.21	\$0.00	\$206.21
156089	10-Mar-22	M1246	MCMaster-CARR SUPPLY CO.	\$274.41	\$0.00	\$274.41
156090	10-Mar-22	M1269	MCS OFFICE TECHNOLOGIES	\$1,181.50	\$0.00	\$1,181.50
156091	10-Mar-22	M2179	MENARD'S	\$168.46	\$0.00	\$168.46
156092	10-Mar-22	M3408	MIDWEST TRANSIT EQUIPMENT, INC.	\$420.69	\$0.00	\$420.69
156093	10-Mar-22	M6334	MORGAN DISTRIBUTING, INC.	\$22,130.07	\$0.00	\$22,130.07
156094	10-Mar-22	N0320	NAPA AUTO PARTS	\$536.96	\$0.00	\$536.96
156095	10-Mar-22	N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$638.82	\$0.00	\$638.82
156096	10-Mar-22	N2295	THE NEWS GAZETTE	\$1,396.80	\$0.00	\$1,396.80
156097	10-Mar-22	O7370	O'REILLY AUTOMOTIVE, INC.	\$85.93	\$0.00	\$85.93
156098	10-Mar-22	P0015	3PLAY MEDIA, INC	\$220.05	\$0.00	\$220.05
156099	10-Mar-22	P2256	PETTY CASH (CHANGE FUND)	\$196.00	\$0.00	\$196.00
156100	10-Mar-22	P4525	NORMA MCFARLAND	\$445.98	\$0.00	\$445.98
156101	10-Mar-22	P7367	PREMIER PRINT GROUP	\$17,124.00	\$0.00	\$17,124.00
156102	10-Mar-22	P8690	PYROLYX TIRE RECYCLING, LLC	\$688.00	\$0.00	\$688.00
156103	10-Mar-22	Q8345	QUALITY PLUMBING HEATING	\$317.00	\$0.00	\$317.00
156104	10-Mar-22	R0195	RAHN EQUIPMENT COMPANY	\$1,288.07	\$0.00	\$1,288.07
156105	10-Mar-22	R6120	ROGARDS OFFICE PRODUCTS	\$78.91	\$0.00	\$78.91
156106	10-Mar-22	S1143	SCHINDLER ELEVATOR CORP.	\$1,915.59	\$0.00	\$1,915.59
156107	10-Mar-22	S1156	SCHOONOVER SEWER SERVICE	\$460.00	\$0.00	\$460.00
156108	10-Mar-22	S2046	SECURITAS ELECTRONIC SECURITY INC.	\$201.60	\$0.00	\$201.60
156109	10-Mar-22	S3115	DANIEL J. HARTMAN	\$240.00	\$0.00	\$240.00
156110	10-Mar-22	S3487	SILVER MACHINE SHOP	\$80.00	\$0.00	\$80.00
156111	10-Mar-22	S8027	STATE FIRE MARSHALL	\$75.00	\$0.00	\$75.00
156112	10-Mar-22	S8165	STOCKS, INC.	\$0.00	\$0.00	\$0.00
156113	10-Mar-22	T2225	TERMINAL SUPPLY COMPANY	\$380.29	\$0.00	\$380.29
156114	10-Mar-22	T2313	TFORCE FREIGHT, INC	\$665.30	\$0.00	\$665.30
156115	10-Mar-22	T9069	TWILIO INC	\$989.17	\$0.00	\$989.17
156116	10-Mar-22	T9072	TWIN CITY INDUSTRIAL RUBBER, INC.	\$237.94	\$0.00	\$237.94
156117	10-Mar-22	U5180	UNITED PARCEL SERVICE	\$296.43	\$0.00	\$296.43
156118	10-Mar-22	U5996	UNIVERSITY OF ILLINOIS	\$500.00	\$0.00	\$500.00
156119	10-Mar-22	U60295	ULINE	\$654.08	\$0.00	\$654.08
156120	10-Mar-22	U7355	U-C SANITARY DISTRICT	\$1,108.88	\$0.00	\$1,108.88
156121	10-Mar-22	U7385	URBANA TRUE TIRES	\$3,427.13	\$1,583.10	\$1,844.03
156122	10-Mar-22	U7653	US BANK VENDOR SERVICES	\$1,812.74	\$183.98	\$1,628.76
156123	10-Mar-22	W3457	GERVAISE L. WILLIAMS	\$63.74	\$0.00	\$63.74
156124	17-Mar-22	A0030	A & R SERVICES, INC.	\$230.00	\$0.00	\$230.00
156125	17-Mar-22	A7370	ARENDS HOGAN WALKER LLC	\$2,601.35	\$0.00	\$2,601.35
156126	17-Mar-22	B0427	BARBECK COMMUNICATION	\$915.30	\$915.30	\$0.00
156127	17-Mar-22	B2227	BERG TANKS	\$1,260.00	\$0.00	\$1,260.00
156128	17-Mar-22	B6382	SUSAN BONNER	\$125.00	\$0.00	\$125.00
156129	17-Mar-22	C0275	CCMSI	\$175.00	\$35.00	\$140.00
156130	17-Mar-22	C0340	CARDINAL INFRASTRUCTURE, LLC	\$6,500.00	\$0.00	\$6,500.00
156131	17-Mar-22	C0350	CARDMEMBER SERVICE	\$6,933.80	\$0.00	\$6,933.80
156132	17-Mar-22	C2159	CENTRAL STATES BUS SALES, INC.	\$825.88	\$0.00	\$825.88
156133	17-Mar-22	C2165	CENTRAL ILLINOIS TRUCKS	\$1,818.87	\$0.00	\$1,818.87
156134	17-Mar-22	C2172	CMS/LGHP	\$444,666.00	\$4,598.00	\$440,068.00
156135	17-Mar-22	C2231	CERTIFIED LABORATORIES	\$4,359.54	\$0.00	\$4,359.54
156136	17-Mar-22	C3105	CHEMICAL MAINTENANCE INC.	\$1,131.20	\$0.00	\$1,131.20
156137	17-Mar-22	C6257	MARSHA L. COMBS-SKINNER	\$1,463.08	\$0.00	\$1,463.08
156138	17-Mar-22	C8520	DEREK M CURTIS	\$420.50	\$0.00	\$420.50
156139	17-Mar-22	D2126	DELL MARKETING LP	\$1,498.86	\$0.00	\$1,498.86
156140	17-Mar-22	D3225	DH PACE COMPANY, INC.	\$8,489.00	\$0.00	\$8,489.00
156141	17-Mar-22	D3575	DIRECT ENERGY BUSINESS	\$7,159.23	\$0.00	\$7,159.23
156142	17-Mar-22	D3590	DISH PASSIONATE CUISINE	\$300.00	\$0.00	\$300.00



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156143	17-Mar-22	D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	\$92.91	\$0.00	\$92.91
156144	17-Mar-22	E0350	E-CONOLIGHT LLC	\$267.28	\$0.00	\$267.28
156145	17-Mar-22	F6367	FORD CITY	\$164.29	\$0.00	\$164.29
156146	17-Mar-22	G2275	GENERAL TRUCK PARTS	\$1,000.00	\$0.00	\$1,000.00
156147	17-Mar-22	G6300	GOODYEAR TIRE & RUBBER CO	\$11,450.11	\$0.00	\$11,450.11
156148	17-Mar-22	G7308	GRAINGER	\$2,227.68	\$0.00	\$2,227.68
156149	17-Mar-22	G7375	GRIMCO, INC	\$2,188.48	\$0.00	\$2,188.48
156150	17-Mar-22	I5614	INFOSEC INSTITUTE, INC.	\$2,134.00	\$0.00	\$2,134.00
156151	17-Mar-22	I5904	INTERSTATE BATTERIES	\$128.59	\$0.00	\$128.59
156152	17-Mar-22	J0031	NOLAN JACKSON	\$65.28	\$0.00	\$65.28
156153	17-Mar-22	J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$125.61	\$0.00	\$125.61
156154	17-Mar-22	J6136	JOHNSON CONTROLS FIRE PROTECTION LP	\$608.00	\$0.00	\$608.00
156155	17-Mar-22	K2190	KEN'S OIL SERVICE, INC.	\$53,752.67	\$0.00	\$53,752.67
156156	17-Mar-22	K6269	KONE INC.	\$8,661.36	\$0.00	\$8,661.36
156157	17-Mar-22	L6285	LOOMIS	\$404.89	\$0.00	\$404.89
156158	17-Mar-22	M0175	QUADIENT FINANCE USA, INC.	\$707.00	\$0.00	\$707.00
156159	17-Mar-22	M1246	MCMaster-CARR SUPPLY CO.	\$106.21	\$0.00	\$106.21
156160	17-Mar-22	M1269	MCS OFFICE TECHNOLOGIES	\$110,257.00	\$0.00	\$110,257.00
156161	17-Mar-22	M2179	MENARD'S	\$113.94	\$0.00	\$113.94
156162	17-Mar-22	M3015	MH EQUIPMENT COMPANY	\$6,108.55	\$0.00	\$6,108.55
156163	17-Mar-22	M34035	MIDWEST FIBER RECYCLING	\$105.00	\$0.00	\$105.00
156164	17-Mar-22	M6162	MOHAWK MFG. & SUPPLY CO.	\$285.00	\$0.00	\$285.00
156165	17-Mar-22	N0320	NAPA AUTO PARTS	\$748.05	\$0.00	\$748.05
156166	17-Mar-22	N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$6,084.69	\$0.00	\$6,084.69
156167	17-Mar-22	O7370	O'REILLY AUTOMOTIVE, INC.	\$662.68	\$0.00	\$662.68
156168	17-Mar-22	P2255	PETTY CASH (GENERAL FUND)	\$398.17	\$0.00	\$398.17
156169	17-Mar-22	P2257	PETTY CASH (MAINTENANCE)	\$184.16	\$0.00	\$184.16
156170	17-Mar-22	P4550	BRENT PLOTNER	\$18.89	\$0.00	\$18.89
156171	17-Mar-22	S0060	SAFEWORKS ILLINOIS	\$350.00	\$350.00	\$0.00
156172	17-Mar-22	S0254	SAM'S CLUB	\$927.01	\$0.00	\$927.01
156173	17-Mar-22	S3115	DANIEL J. HARTMAN	\$1,919.00	\$86.00	\$1,833.00
156174	17-Mar-22	S5192	S.J. SMITH WELDING SUPPLY	\$70.56	\$0.00	\$70.56
156175	17-Mar-22	S8165	STOCKS, INC.	\$1,148.50	\$0.00	\$1,148.50
156176	17-Mar-22	T7594	TRUCK TRENDS, INC.	\$1,861.97	\$0.00	\$1,861.97
156177	17-Mar-22	U5180	UNITED PARCEL SERVICE	\$44.68	\$0.00	\$44.68
156178	17-Mar-22	U5996	UNIVERSITY OF ILLINOIS	\$433.00	\$0.00	\$433.00
156179	17-Mar-22	U60295	ULINE	\$144.46	\$0.00	\$144.46
156180	17-Mar-22	U7385	URBANA TRUE TIRES	\$2,454.78	\$0.00	\$2,454.78
156181	17-Mar-22	V2233	VERIZON WIRELESS	\$778.20	\$0.00	\$778.20
156182	17-Mar-22	C8520	** DEREK M CURTIS	\$475.44	\$0.00	\$475.44
156183	24-Mar-22	A1934	ADVANCE AUTO PARTS	\$13.01	\$0.00	\$13.01
156184	24-Mar-22	A5085	AMERENIP	\$712.78	\$0.00	\$712.78
156185	24-Mar-22	A8007	AT & T	\$287.19	\$0.00	\$287.19
156186	24-Mar-22	A8012	AT&T	\$167.04	\$0.00	\$167.04
156187	24-Mar-22	B2005	VICTORIA BEACH	\$850.00	\$0.00	\$850.00
156188	24-Mar-22	B3555	BIRKEY'S FARM STORE, INC.	\$872.94	\$0.00	\$872.94
156189	24-Mar-22	B4890	MATTHEW BLUE	\$0.00	\$0.00	\$0.00
156190	24-Mar-22	B4910	JASON BLUNIER	\$50.80	\$0.00	\$50.80
156191	24-Mar-22	C0275	CCMSI	\$3,210.58	\$0.00	\$3,210.58
156192	24-Mar-22	C0365	CARLE PHYSICIAN GROUP	\$1,075.00	\$130.00	\$945.00
156193	24-Mar-22	C2156	CENTER FOR TRANSPORTATION & THE ENVIRONM	\$6,471.49	\$0.00	\$6,471.49
156194	24-Mar-22	C3100	CHELSEA FINANCIAL GROUP, LTD.	\$33,408.72	\$0.00	\$33,408.72
156195	24-Mar-22	C3105	CHEMICAL MAINTENANCE INC.	\$3,767.01	\$0.00	\$3,767.01
156196	24-Mar-22	C3512	CINTAS FIRST AID & SAFETY	\$54.69	\$0.00	\$54.69
156197	24-Mar-22	C4588	CLEAN UNIFORM COMPANY	\$1,229.43	\$0.00	\$1,229.43
156198	24-Mar-22	C6258	COLUMBIA STREET ROASTERY	\$447.00	\$0.00	\$447.00
156199	24-Mar-22	C6262	** COMBINED CHARITABLE CAMPAIGN	\$2,481.44	\$0.00	\$2,481.44
156200	24-Mar-22	C6263	COMCAST CABLE	\$789.07	\$0.00	\$789.07
156201	24-Mar-22	C6490	GREGORY E. COZAD	\$80.88	\$0.00	\$80.88
156202	24-Mar-22	C6685	CONSTELLATION NEWENERGY, INC.	\$465.72	\$0.00	\$465.72
156203	24-Mar-22	D2012	DEAN'S GRAPHICS	\$1,000.00	\$0.00	\$1,000.00
156204	24-Mar-22	F6367	FORD CITY	\$1,048.61	\$0.00	\$1,048.61
156205	24-Mar-22	G3484	GILLIG LLC	\$512.00	\$0.00	\$512.00
156206	24-Mar-22	I1595	IDENTISYS INCORPORATED	\$693.85	\$0.00	\$693.85
156207	24-Mar-22	I4790	ILLINOIS-AMERICAN WATER	\$3,038.39	\$0.00	\$3,038.39
156208	24-Mar-22	I5904	INTERSTATE BATTERIES	\$721.62	\$0.00	\$721.62
156209	24-Mar-22	J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$110.40	\$0.00	\$110.40
156210	24-Mar-22	M0375	MARTIN HOOD	\$10,160.00	\$263.00	\$9,897.00
156211	24-Mar-22	M1246	MCMaster-CARR SUPPLY CO.	\$37.86	\$0.00	\$37.86
156212	24-Mar-22	M2179	MENARD'S	\$343.44	\$0.00	\$343.44

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156213	24-Mar-22	M2310	MEYER CAPEL	\$1,184.00	\$0.00	\$1,184.00
156214	24-Mar-22	M3408	MIDWEST TRANSIT EQUIPMENT, INC.	\$574.34	\$0.00	\$574.34
156215	24-Mar-22	M6334	MORGAN DISTRIBUTING, INC.	\$23,600.72	\$0.00	\$23,600.72
156216	24-Mar-22	N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$0.00	\$0.00	\$0.00
156217	24-Mar-22	N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$0.00	\$0.00	\$0.00
156218	24-Mar-22	N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$33,483.19	\$0.00	\$33,483.19
156219	24-Mar-22	N2295	THE NEWS GAZETTE	\$200.72	\$0.00	\$200.72
156220	24-Mar-22	O7370	O'REILLY AUTOMOTIVE, INC.	\$19.21	\$0.00	\$19.21
156221	24-Mar-22	O7680	OSF ONCALL URGENT CARE	\$250.00	\$0.00	\$250.00
156222	24-Mar-22	O8113	OTIS ELEVATOR COMPANY	\$740.00	\$0.00	\$740.00
156223	24-Mar-22	O9048	NANCY E. OWENS	\$151.76	\$0.00	\$151.76
156224	24-Mar-22	Q8455	QUILL	\$31.47	\$0.00	\$31.47
156225	24-Mar-22	R3488	RILCO OF PEORIA, INC.	\$3,492.63	\$0.00	\$3,492.63
156226	24-Mar-22	R6120	ROGARDS OFFICE PRODUCTS	\$106.76	\$0.00	\$106.76
156227	24-Mar-22	R8580	INTERSTATE BILLING SERVICE, INC.	\$125.69	\$0.00	\$125.69
156228	24-Mar-22	S0060	SAFEWORKS ILLINOIS	\$821.00	\$55.00	\$766.00
156229	24-Mar-22	S0078	SAFETY-KLEEN CORP.	\$714.38	\$0.00	\$714.38
156230	24-Mar-22	S2201	SEON DESIGN (USA) CORP.	\$1,086.00	\$0.00	\$1,086.00
156231	24-Mar-22	S3115	DANIEL J. HARTMAN	\$2,993.00	\$50.00	\$2,943.00
156232	24-Mar-22	S5981	AMY L. SNYDER	\$1,550.19	\$0.00	\$1,550.19
156233	24-Mar-22	S9020	SYN-TECH SYSTEMS, INC.	\$485.00	\$0.00	\$485.00
156234	24-Mar-22	T2064	TEE JAY CENTRAL, INC.	\$900.00	\$0.00	\$900.00
156235	24-Mar-22	T2205	TEPPER ELECTRIC SUPPLY CO	\$189.86	\$0.00	\$189.86
156236	24-Mar-22	T7405	MOHAMED TRIGUI	\$19.00	\$0.00	\$19.00
156237	24-Mar-22	T7590	TRUCK CENTERS, INC.	\$4,181.68	\$0.00	\$4,181.68
156238	24-Mar-22	U5180	UNITED PARCEL SERVICE	\$75.02	\$0.00	\$75.02
156239	24-Mar-22	U7357	CITY OF URBANA	\$2,257.40	\$0.00	\$2,257.40
156240	24-Mar-22	U7385	URBANA TRUE TIRES	\$154.92	\$0.00	\$154.92
156241	24-Mar-22	V0268	NUNN VANNARATH	\$43.59	\$0.00	\$43.59
156242	31-Mar-22	A1934	ADVANCE AUTO PARTS	\$15.16	\$0.00	\$15.16
156243	31-Mar-22	A4804	ALPHA CONTROLS & SERVICES LLC	\$237.00	\$0.00	\$237.00
156244	31-Mar-22	A4887	ALTRO USA, INC.	\$167.12	\$0.00	\$167.12
156245	31-Mar-22	A5002	AMAZON	\$14,851.31	\$0.00	\$14,851.31
156246	31-Mar-22	A5085	AMERENIP	\$19.25	\$0.00	\$19.25
156247	31-Mar-22	A7322	ARCBEST II, INC	\$6,778.11	\$0.00	\$6,778.11
156248	31-Mar-22	A7545	ILLINI GLASS SOLUTIONS	\$681.50	\$0.00	\$681.50
156249	31-Mar-22	A85755	AUTOMOTIVE COLOR & SUPPLY CORP	\$1,498.00	\$0.00	\$1,498.00
156250	31-Mar-22	B2180	BENEFIT PLANNING CONSULTANTS, INC.	\$689.00	\$0.00	\$689.00
156251	31-Mar-22	B3555	BIRKEY'S FARM STORE, INC.	\$710.94	\$0.00	\$710.94
156252	31-Mar-22	B4890	MATTHEW BLUE	\$190.81	\$0.00	\$190.81
156253	31-Mar-22	C0274	MARK CANNON	\$71.91	\$0.00	\$71.91
156254	31-Mar-22	C2159	CENTRAL STATES BUS SALES, INC.	\$530.26	\$0.00	\$530.26
156255	31-Mar-22	C3105	CHEMICAL MAINTENANCE INC.	\$1,104.92	\$0.00	\$1,104.92
156256	31-Mar-22	C4511	CLARKE POWER SERVICES, INC.	\$61,633.59	\$0.00	\$61,633.59
156257	31-Mar-22	C6257	MARSHA L. COMBS-SKINNER	\$1,463.08	\$0.00	\$1,463.08
156258	31-Mar-22	C6259	COMMERCE BANK CREDIT CARD	\$7,946.50	\$0.00	\$7,946.50
156259	31-Mar-22	C8520	DEREK M CURTIS	\$399.28	\$0.00	\$399.28
156260	31-Mar-22	D2012	DEAN'S GRAPHICS	\$675.00	\$0.00	\$675.00
156261	31-Mar-22	D2900	DEWBERRY ENGINEERS INC.	\$2,933.00	\$0.00	\$2,933.00
156262	31-Mar-22	D3575	DIRECT ENERGY BUSINESS	\$24,942.45	\$0.00	\$24,942.45
156263	31-Mar-22	D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	\$128.50	\$0.00	\$128.50
156264	31-Mar-22	F6367	FORD CITY	\$1,075.13	\$0.00	\$1,075.13
156265	31-Mar-22	G2275	GENERAL TRUCK PARTS	\$750.00	\$0.00	\$750.00
156266	31-Mar-22	G2320	GETZ FIRE EQUIPMENT CO.	\$519.30	\$0.00	\$519.30
156267	31-Mar-22	G7308	GRAINGER	\$153.47	\$0.00	\$153.47
156268	31-Mar-22	I7667	ISAKSEN GLERUM WACHTER, LLC	\$420.00	\$0.00	\$420.00
156269	31-Mar-22	J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$562.54	\$0.00	\$562.54
156270	31-Mar-22	K2166	KEMPER INDUSTRIAL EQUIP.	\$144.00	\$0.00	\$144.00
156271	31-Mar-22	K2190	KEN'S OIL SERVICE, INC.	\$58,922.80	\$0.00	\$58,922.80
156272	31-Mar-22	K3575	KIRK'S AUTOMOTIVE	\$13,913.00	\$0.00	\$13,913.00
156273	31-Mar-22	M1140	DAVID MCGOWAN	\$57.21	\$0.00	\$57.21
156274	31-Mar-22	M1269	MCS OFFICE TECHNOLOGIES	\$302.75	\$0.00	\$302.75
156275	31-Mar-22	M2149	MESIROW INSURANCE SERVICES, INC.	\$12,039.00	\$0.00	\$12,039.00
156276	31-Mar-22	M2179	MENARD'S	\$296.93	\$0.00	\$296.93
156277	31-Mar-22	M3015	MH EQUIPMENT COMPANY	\$110.42	\$0.00	\$110.42
156278	31-Mar-22	M9548	MYERS TIRE SUPPLY	\$154.45	\$0.00	\$154.45
156279	31-Mar-22	N0320	NAPA AUTO PARTS	\$250.23	\$0.00	\$250.23
156280	31-Mar-22	N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$4,497.42	\$0.00	\$4,497.42
156281	31-Mar-22	O7370	O'REILLY AUTOMOTIVE, INC.	\$0.00	\$0.00	\$0.00
156282	31-Mar-22	O7370	O'REILLY AUTOMOTIVE, INC.	\$3,048.71	\$0.00	\$3,048.71

X
X

X

Champaign-Urbana Mass Transit District
Accounts Payable Check Disbursement List
BUSEY BANK OPERATING ACCOUNT

From Date: 3/01/2020 Thru Date: 3/31/2022

156283	31-Mar-22	R0308	RAPID REPRODUCTIONS, INC.	\$243.97	\$0.00	\$243.97
156284	31-Mar-22	R6120	ROGARDS OFFICE PRODUCTS	\$345.14	\$0.00	\$345.14
156285	31-Mar-22	R6130	ROGERS SUPPLY COMPANY INC	\$49.79	\$0.00	\$49.79
156286	31-Mar-22	S0060	SAFEWORKS ILLINOIS	\$2,059.00	\$55.00	\$2,004.00
156287	31-Mar-22	S0078	SAFETY-KLEEN CORP.	\$1,257.78	\$0.00	\$1,257.78
156288	31-Mar-22	S1156	SCHOONOVER SEWER SERVICE	\$200.00	\$0.00	\$200.00
156289	31-Mar-22	S2040	SECRETARY OF STATE	\$0.00	\$0.00	\$0.00
156290	31-Mar-22	S9015	KEVIN SWARTZ	\$53.42	\$0.00	\$53.42
156291	31-Mar-22	T0474	TAYLOR & BLACKBURN	\$838.77	\$0.00	\$838.77
156292	31-Mar-22	T2205	TEPPER ELECTRIC SUPPLY CO	\$345.16	\$0.00	\$345.16
156293	31-Mar-22	U5180	UNITED PARCEL SERVICE	\$182.92	\$0.00	\$182.92
156294	31-Mar-22	U5998	UNIVERSITY OF ILLINOIS	\$32,732.83	\$0.00	\$32,732.83
156295	31-Mar-22	U60295	ULINE	\$711.91	\$0.00	\$711.91
156296	31-Mar-22	U7385	URBANA TRUE TIRES	\$344.82	\$0.00	\$344.82
156297	31-Mar-22	V0309	WESTINGHOUSE AIR BRAKE TECHNOLOGIES CORP	\$10,072.00	\$0.00	\$10,072.00
156298	31-Mar-22	V2233	VERIZON WIRELESS	\$360.10	\$360.10	\$0.00
2012022	01-Mar-22	I4824	ILLINOIS DEPARTMENT EMPLOYMENT SECURITY	\$3,406.72	\$0.00	\$3,406.72
2012210	01-Mar-22	I4824	ILLINOIS DEPARTMENT EMPLOYMENT SECURITY	\$136.45	\$136.45	\$0.00
2182022	01-Mar-22	I5862	INTERNAL REVENUE SERVICE	\$237,819.19	\$0.00	\$237,819.19
2182210	01-Mar-22	I5862	INTERNAL REVENUE SERVICE	\$2,506.64	\$2,506.64	\$0.00
2192022	01-Mar-22	I4826	ILLINOIS DEPT OF REVENUE	\$39,884.88	\$0.00	\$39,884.88
219210	01-Mar-22	I4826	ILLINOIS DEPT OF REVENUE	\$539.80	\$539.80	\$0.00
3012022	01-Mar-22	S8020	STANDARD INSURANCE COMPANY	\$2,546.04	\$19.60	\$2,526.44
3042022	14-Mar-22	A2487	AFLAC	\$5,404.96	\$0.00	\$5,404.96
3042210	04-Mar-22	I5862	INTERNAL REVENUE SERVICE	\$2,703.72	\$2,703.72	\$0.00
3052022	04-Mar-22	I4826	ILLINOIS DEPT OF REVENUE	\$32,731.57	\$0.00	\$32,731.57
305210	04-Mar-22	I4826	ILLINOIS DEPT OF REVENUE	\$580.04	\$580.04	\$0.00
3062022	18-Mar-22	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$6,803.09	\$0.00	\$6,803.09
3072022	18-Mar-22	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$9,475.14	\$0.00	\$9,475.14
3082022	04-Mar-22	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$19,853.35	\$0.00	\$19,853.35
3092022	04-Mar-22	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$9,444.65	\$0.00	\$9,444.65
3102022	10-Mar-22	I4830	I.M.R.F.	\$257,586.73	\$0.00	\$257,586.73
31022	17-Mar-22	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	\$40,520.63	\$0.00	\$40,520.63
3102210	10-Mar-22	I4830	I.M.R.F.	\$3,749.40	\$2,623.08	\$1,126.32
3112022	07-Mar-22	I4830	I.M.R.F.	\$57,756.83	\$0.00	\$57,756.83
31122	18-Mar-22	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$19,878.80	\$0.00	\$19,878.80
31322	04-Mar-22	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$6,818.78	\$0.00	\$6,818.78
3142022	16-Mar-22	S8030	STATES DISBURSEMENT UNIT	\$2,433.13	\$0.00	\$2,433.13
3182022	12-Mar-22	I4826	ILLINOIS DEPT OF REVENUE	\$33,073.28	\$0.00	\$33,073.28
31822	18-Mar-22	I5862	INTERNAL REVENUE SERVICE	\$185,432.56	\$0.00	\$185,432.56
3182210	18-Mar-22	I5862	INTERNAL REVENUE SERVICE	\$2,779.08	\$2,779.08	\$0.00
319212	18-Mar-22	I4826	ILLINOIS DEPT OF REVENUE	\$592.82	\$592.82	\$0.00
342022	04-Mar-22	I5862	INTERNAL REVENUE SERVICE	\$181,931.81	\$0.00	\$181,931.81
3422	04-Mar-22	C3560	CIRCLE K FLEET	\$20,703.92	\$7,331.16	\$13,372.76
4012022	30-Mar-22	S8030	STATES DISBURSEMENT UNIT	\$2,433.13	\$0.00	\$2,433.13
				\$4,625,191.35	\$29,349.97	\$4,595,841.38

** Pass through payments

^^ Bank transfers



Financial Information	Fiscal Year 2022				
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Fiscal Year to Date
	Actual	Actual	Actual	Actual	Actual
Total Expenses (-)	\$150,310.35	\$269,827.77	\$105,058.39		\$525,196.51
Passenger Revenue (+)	\$6,262.16	\$11,238.98	\$10,652.04		\$28,153.18
IDOT Reimbursement (+) (DOAP, 5311 & CARES Funding)	\$144,048.19	\$258,588.79	\$94,406.35		\$497,043.33
Balance	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Other Information	Fiscal Year 2022				
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Fiscal Year to Date
CUMTD G&A Hours	200	220	253		673
CUMTD G&A Cost	\$9,942.33	\$11,327.00	\$11,820.63		\$33,089.96
Ridership	7,124	5,626	6,073		18,823
Revenue Miles	62,743	63,590	59,589		185,922
Revenue Hours	3,014	2,914	2,683		8,611

MTD - Bank & Investment Balances

Financial Institution	Bank Bal @ 03/31/22	Interest Rate	Maturity
Busey Bank			
Payroll	\$5,000.00	-	-
Illinois Terminal - Square POS	\$24,478.87	-	-
Operating	\$350,000.00	-	-
C-CARTS	\$49,926.13	-	-
Sec 125 Flexible Spending Plan	\$18,217.98	-	-
ATM	\$24,341.62	-	-
Money Market	\$22,520,198.82	0.25%	-
First Mid Bank	\$12,869,066.08	0.40%	-
Prospect Bank	\$7,443,416.88	0.18%	-
Morgan Stanley			
Cash	\$978,426.06	0.01%	-
CD - Medallion Bank Salt Lake City, UT	\$250,180.00	1.40%	4/11/2022
CD - Continental Bank Salt Lake City, UT	\$240,674.40	1.52%	5/9/2022
CD - Enerbank USA Salt Lake City, UT	\$253,262.50	1.87%	10/19/2022
CD - UBS Bank USA Salt Lake City, UT	\$253,407.50	1.90%	10/24/2022
CD - Accrued Interest	\$6,615.60		-
Total	\$45,287,212.44		



To: Board of Trustees
From: Jane Sullivan, External Affairs Director
Date: April 27, 2022
Subject: Resolution 2022-4 Consolidated Vehicle Procurement Program Grant Application

- A. Introduction:** The District is submitting a grant application for the replacement of three (3) medium-duty paratransit vans for ADA services and (1) one Street Supervisor minivan. An authorizing resolution adopted by the Board of Trustees is required to be submitted with the application.
- B. Recommended Action:** Staff recommends adoption of Resolution 2022-4, authorizing the filing of applications with the Illinois Department of Transportation.
- C. Summary:** The District is applying for a grant through the Illinois Consolidated Vehicle Procurement Program, which is fully funded with Federal Section 5310 funds. The anticipated grant funding amount is \$287,000. No local funds will be used.
- D. Background:** IDOT receives Federal Section 5310 funds to purchase ADA compliant vans for agencies that serve transportation needs of the elderly and individuals with disabilities. Before award, IDOT must make a finding that the grant applicant has the legal capacity to carry out the project. An authorizing resolution issued by the public body's governing board establishes authority of those officials acting on behalf of an applicant to file an official grant application.
- E. Alternatives – advantages/disadvantages**
1. Pass the IDOT Authorizing Resolution allowing the District to submit an application for the Illinois Consolidated Vehicle Program.
 2. Do not pass the IDOT Authorizing Resolution. The District's application will be removed from submission and the District will not be able to purchase ADA paratransit vans and the Street Supervisor van through the Illinois Consolidated Vehicle Procurement Program.
- F. Budget & Staffing Impacts:** The District intends on uninstalling the radio equipment, camera system, and CAD/AVL system from the retired vehicles to be installed in the replacement vehicles. The labor involved will have minor staffing and budgeting impacts.

Resolution No. 2022-4

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

WHEREAS, The provision and improvement of public transportation and specialized transportation for seniors and individuals with disabilities is essential to the development of a safe, efficient, functional transportation system; and

WHEREAS, The Illinois Department of Transportation has the authority to make such Grants and makes paratransit vehicles available to private non-profits, general public transportation systems or IDOT Certified Public Provider transportation systems providing specialized paratransit service; and

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

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE CHAMPAIGN-URBANA MASS TRANSIT DISTRICT:

Section 1. That an application be made to the Office of Intermodal Project Implementation (OIPI), Department of Transportation, State of Illinois, for a financial assistance grant under the Illinois Department of Transportation's general authority to make such Grants, for the purpose of off-setting certain public transportation facility capital costs of the Champaign-Urbana Mass Transit District.

Section 2. That the Managing Director of the Champaign-Urbana Mass Transit District is hereby authorized and directed to execute and file on behalf of the Champaign-Urbana Mass Transit District such application.

Section 3. That the the Managing Director of the Champaign-Urbana Mass Transit District is authorized to furnish such additional information as may be required by the Office of Intermodal Project Implementation in connection with the aforesaid application for said Grant.

Section 4. That the Managing Director of the Champaign-Urbana Mass Transit District is hereby authorized and directed to execute and file on behalf of the Champaign-Urbana Mass Transit District all required Grant Agreements with the Illinois Department of Transportation.

PRESENTED and ADOPTED the 27th day of April 2022.

(Signature of Designated Official)

ATTEST:

Title

Title



To: Board of Trustees
From: Jane Sullivan, External Affairs Director
Date: April 27, 2022
Subject: Zero Emission Transition Plan

- A. Introduction:** The District has developed a Zero Emission Transition Plan. This is a long-term fleet and infrastructure management plan that considers cost, availability of resources, policy and legislation, existing and future facilities, partnership, and workforce impact.
- B. Recommended Action:** Staff recommends approval of the Zero Emission Transition Plan.
- C. Summary:** Per Federal Transit Administration (FTA) requirements, the Zero Emission Transition Plan includes the following components:
- Demonstration of long-term fleet management plan including a strategy for how the District intends to use the current request for resources and future acquisitions.
 - Availability of current and future resources to meet costs for the transition and implementation.
 - Consideration of policy and legislation impacting relevant technologies.
 - Evaluation of existing and future facilities and their relationship to the technology transition.
 - Description of partnerships
 - Impacts of the transition on the current workforce
- D. Background:** The District is applying for funding through the Federal Transit Administration's (FTA) Low or No Emission Grant Program and Bus and Bus Facilities Grant Program for the purchase of ten 40-foot hydrogen fuel cell buses and hydrogen station expansion. The Bipartisan Infrastructure Law amended the statutory provisions for these grant programs to include a requirement that any application for projects related to zero emission vehicles include a Zero Emission Transition Plan.
- E. Alternatives – advantages/disadvantages:** The grant programs referenced above do not require Board of Trustee approval of the Zero Emission Transition plan. However, Staff seek support on this long-term plan.
- F. Budget & Staffing Impacts:** Long term costs of implementing the plan are shown on page 4 of the Zero Emission Transition Plan.

Zero Emission Transition Plan

Champaign-Urbana Mass Transit District

Updated: April 2022

I. Introduction

The Champaign-Urbana Mass Transit District (MTD) has prepared this Zero Emission Transition Plan with assistance from the Center for Transportation and the Environment (CTE). This is a long-term fleet and infrastructure management plan that considers cost, availability of resources, policy and legislation, existing and future facilities, existing and future partnerships, and workforce impact. This plan is a forecast based on the information currently available. MTD anticipates updating this plan as more information becomes available.

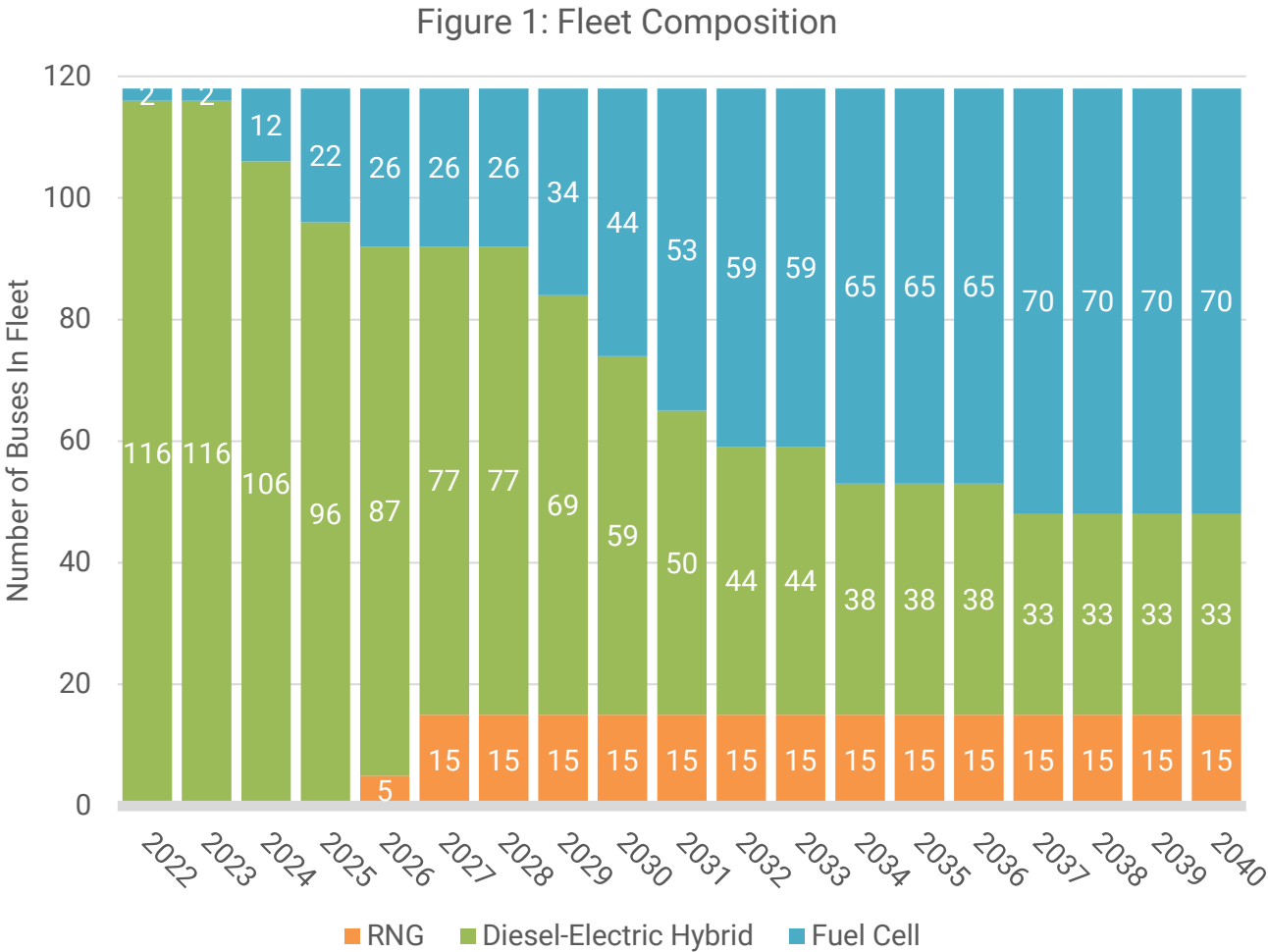
II. Fleet Assessment

MTD purchased its first diesel-electric hybrid buses in 2009 after the Board of Trustees committed to ending all future purchases of standard diesel buses. Our fleet has now grown to the highest percentage of hybrid buses in the country.

MTD began its pursuit of zero emission buses in 2017. Fuel cell electric buses (FCEB) align with the MTD's commitment to environmental responsibility while maintaining our commitment to providing service to our passengers. MTD was awarded funding through the Federal Transportation Administration (FTA) for the first phase of our FCEB deployment. Additional federal and state grant funding was secured to complete the project.

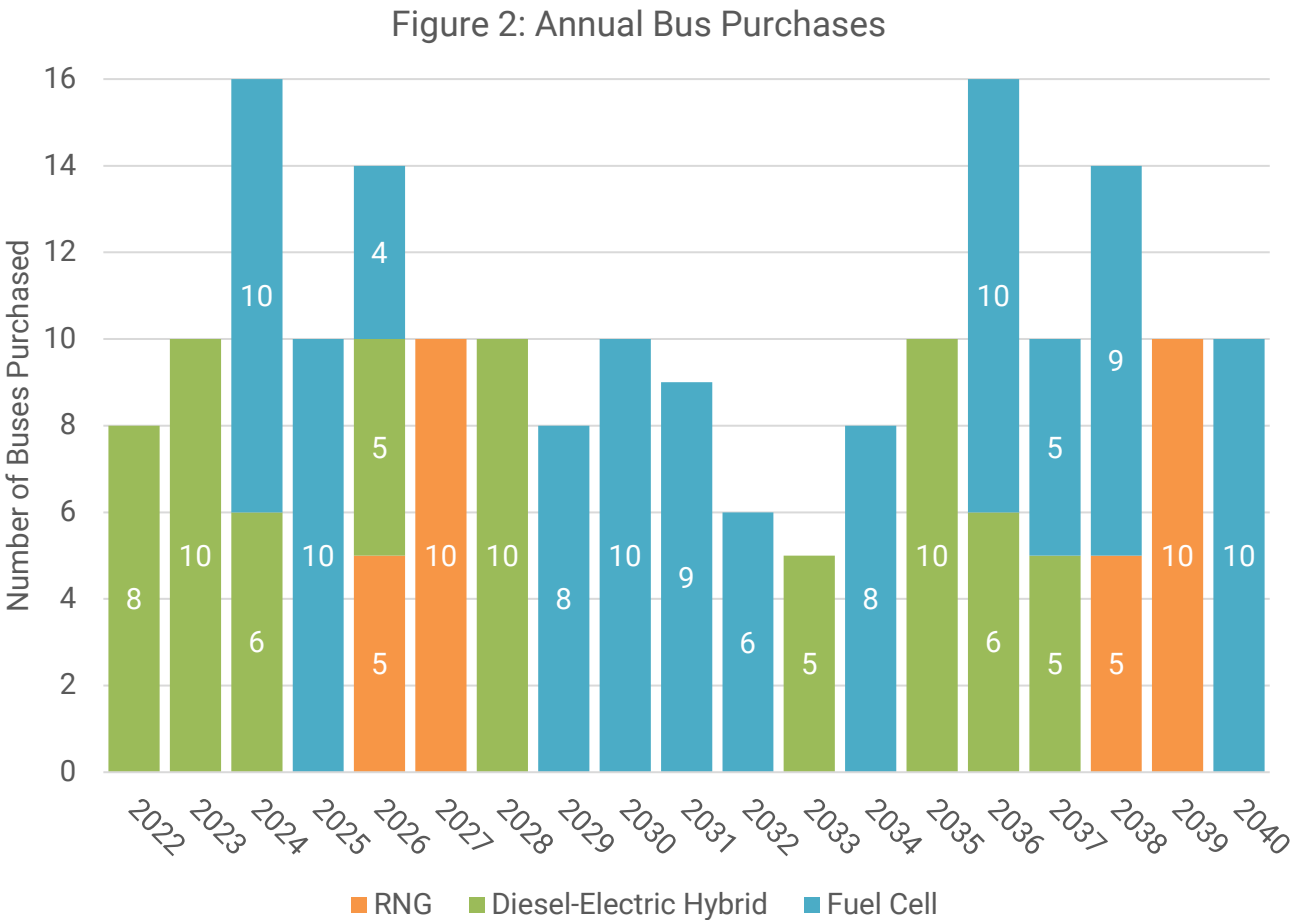
In 2021, MTD introduced the first zero emission buses to the fleet with the deployment of two 60-foot FCEBs. The first phase our FCEB deployment includes three components to make the technology truly zero emissions: a solar array to produce clean energy, a hydrogen fuel production station that uses solar energy to turn water into hydrogen, and FCEBs that use hydrogen to generate electric power. MTD is the first transit agency in the nation with a hydrogen fleet fueled entirely from our own 100% renewable source. MTD has built an array of nearly 5,500 solar panels to generate clean, renewable energy to power our hydrogen fuel production station, thanks to a partnership with our neighbors at the Urbana-Champaign Sanitary District. Any leftover energy created by the solar array will be sold back to the grid as clean energy for our community to use. The first phase of the hydrogen station (and the accompanying solar array) is built to accommodate 12 to 15 FCEBs.

In 2022 MTD will have a total of 118 buses in its fleet, including 40- and 60-foot buses. The fleet will be 98% diesel electric hybrid and 2% FCEBs. MTD also has 14 gasoline vans used for paratransit services. The anticipated future composition of MTD’s fleet by fuel type is shown in Figure 1.



The zero emission transition plan for MTD’s paratransit vans is uncertain at this time. The 14 existing vans are gasoline fueled. MTD has utilized hybrid technology for paratransit vans in the past without success. MTD has applied for federal funding through the Illinois Department of Transportation for a battery-electric van pilot program that has not yet been funded. The transition of this vehicle fleet is dependent on technology advances and funding availability.

Figure 2 shows MTD’s procurement schedule by fuel type. MTD’s next FCEB procurement is planned for 2024. In 2026 MTD plans procure renewable natural gas (RNG) buses, fueling them through a partnership with the local sanitary district to utilize renewable natural gas. We plan to stagger FCEB and diesel-electric hybrid bus procurements to increase the percentage of the fleet comprised of zero emission vehicles.

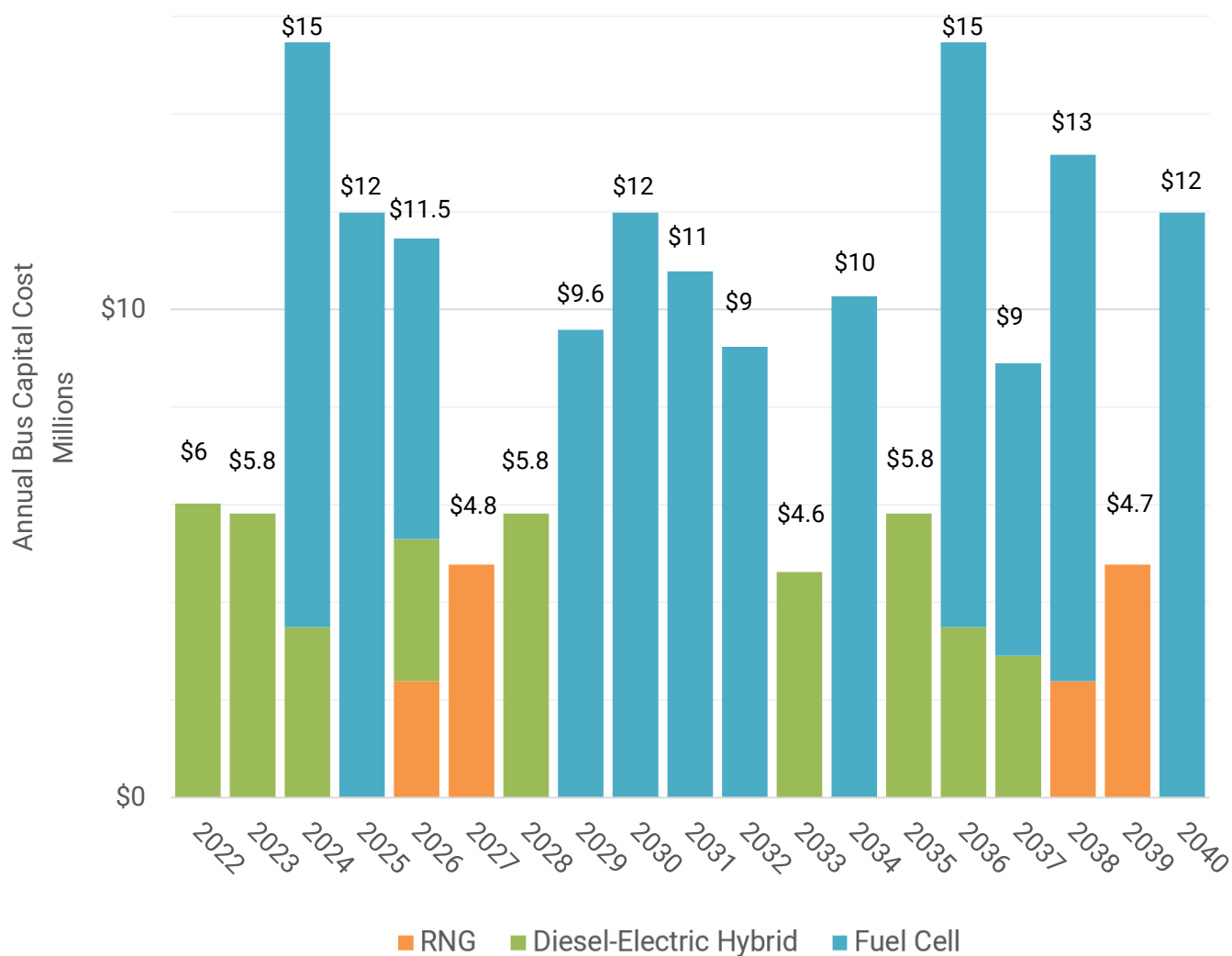


III. Funding Needs Assessment

MTD has completed a funding needs assessment to address the availability of current and future resources to meet costs for the transition and implementation. The annual fleet procurement costs for achieving MTD's desired fleet mix are shown in Figure 3.

MTD is requesting FTA funding in 2022 to purchase 10 40-foot FCEBs.

Figure 3: ZEB Transition Plan Fleet Procurement Cost



MTD's Maintenance Facility has already been retrofitted to accommodate storage and maintenance of FCEBs. Minor modification (such as additional sensors) will be needed to accommodate RNG buses. MTD anticipates that one hydrogen refueling infrastructure expansion will be sufficient to accommodate all future bus procurements. MTD has obtained information from industry partners indicating that the agency can expand its current hydrogen refueling infrastructure to support 100 fuel cell electric buses through a \$6 million expansion to accommodate a liquid delivery system. MTD plans to procure this infrastructure in 2025.

Potential funding resources for the capital cost of fleet replacements include the following specific funding programs and general sources that do not have specific, known programs but are considered as a potential funding resource.

Specific Programs:

- Urbanized Area Formula Funding - 49 U.S.C 5307
 - o Small Transit Intensive Cities Program (STIC)
- Low or No Emission Vehicle Program - 49 U.S.S 5339 (c)
- Grants for Buses and Bus Facilities Program - 49 U.S.S 5339 (b)
- American Rescue Plan Act of 2021 (ARP)
- Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSA)

General Sources:

- U.S. Department of Energy
- U.S. Environmental Protection Agency
- Illinois Department of Transportation
- Illinois Environmental Protection Agency

MTD has access to local capital funds to match any federal or state funding received through the following revenue sources.

- Local property taxes
- Farebox revenue, including contracts with the University of Illinois at Urbana-Champaign and local school districts
- Facility leases
- Services including advertising and maintenance agreements

V. Policy Assessment

MTD has considered policies and legislation impacting hydrogen fuel cell, renewable natural gas, and diesel-electric hybrid technology. MTD did not run into any legislative roadblocks since deploying diesel-electric hybrid buses in 2009 or during the deployment of the first two FCEBs and the hydrogen generation and fueling station in 2021. It is MTD's practice to involve state and local partners when deploying new technology, which has allowed for continued success.

The state of Illinois does not have any policies or legislation that hinder the implementation of this Plan. The following examples of recent state legislation and commitments do not directly and specifically impact public transit vehicles but are expected to have a positive impact on advancing the zero-emission vehicle industry in Illinois and potentially provide funding opportunities.

The Future Energy Jobs Act (2016)

- Requires a minimum of 3,000 megawatts of new solar power and 1,300 megawatts of new wind power to be built in the state by 2030.
- Enacts the state's first community solar program
- Requires the state's largest utilities to achieve a 16% - 21% reduction in energy use by 2030
- Devotes funding to training for new energy jobs

Illinois entered into the **U.S. Climate Alliance** (2019), committing to the actions below.

- Implement policies that advance the goals of the Paris Agreement, aiming to reduce GHG emissions by at least 26-28 percent below 2005 levels by 2025.
- Track and report progress to the global community in appropriate settings, including when the world convenes to take stock of the Paris Agreement.
- Accelerate new and existing policies to reduce carbon pollution and promote clean energy deployment at the state and federal level.

The Climate and Equitable Jobs Act (2021)

- Incentives for electrifying public transit, school buses and city-owned vehicles.
- Goal of adopting 1,000,000 electric vehicles (single occupancy) in Illinois by 2030.
- Requires all private coal-fired and oil-fired electric generating units to reach zero emissions by 2030.
- Puts the state on a path to 40% renewable energy by 2030 and 50% by 2040.
- Requires 100% zero-emissions power sector by 2045.

No local policies or legislation will hinder implementation. This Plan supports regional goals and is consistent with the transit priorities identified in the Long Range Transportation Plan, the City of Urbana's Climate Action Plan, the City of Champaign Sustainability Plan, and the University of Illinois at Urbana-Champaign Climate Action Plan.

This Plan aligns with MTD's internal policies, including the [Environmental Policy](#) (2011) and [Climate Action Plan](#) (2022). MTD is also certified to the ISO 14001:2015 Standard for Environmental Management Systems, the Illinois Green Business Association, and Gold-Level of APTA's Sustainability Commitment.

VI. Facilities Assessment

MTD's current facilities are equipped to accommodate FCEBs. In 2020 MTD completed a retrofit of its Maintenance Facility to ensure that the entire facility would be compatible with activities related to maintaining fuel cell electric buses. MTD is planning for a second facility that will accommodate small vehicle storage and upgrades needed to the existing body shop. FCEB and RNG accommodations will be included in the plans for the new facility.

MTD has also made an initial investment in hydrogen fueling infrastructure. An electrolysis hydrogen refueling station has been installed on MTD's property. The system can produce up to 420 kg per day, which may support up to 15 buses. The system will be powered by a solar array, enabling MTD to fuel their buses with green hydrogen and ensure zero-emissions from well-to-wheel. The station was built with future expansion in mind, and MTD has already received a preliminary assessment for how to upgrade the station to support the remainder of the fleet.

MTD is requesting FTA funding in 2022 to expand the current station.



VII. Partnership Assessment

MTD has engaged in conversations with local utilities and hydrogen fuel providers while planning its fleet transition. Current partners include:

- Ameren Illinois
- Illinois American Water
- Urbana & Champaign Sanitary District (UCSD)
- Trillium Energy

All utilities were engaged during the build of the hydrogen production and fueling station. Both electrical and water utility upgrades were required as part of the build, and UCSD hosts the solar array powering the station. Phase 1 of the hydrogen station was designed and built by Trillium Energy.

Companies that may serve as potential future partners for refueling infrastructure and/or liquid hydrogen supply include:

- Trillium Energy
- Messer
- CLEANCOR / Bulldog Energy Solutions
- Clean Energy
- Plug Power

MTD is working on plans to partner with the UCSD to utilize biogas from food waste and sewage treatment to produce renewable natural gas to use as clean fuel for transportation. UCSD's Northeast plant is located across the street from MTD's Maintenance Facility where its buses are fueled, maintained, and stored. UCSD uses anaerobic digestion to treat sludges generated from its wastewater treatment processes. UCSD can co-digest other waste streams, such as high-strength food wastes. Biogas and biosolids are produced from the anaerobic digestion process. The biogas can be treated to remove carbon dioxide and other contaminants, producing RNG that can be used for fueling vehicles. RNG is a seamless substitute for fossil natural gas in traditional CNG vehicles.

IX. Workforce Analysis

MTD has examined the impact of this Plan on the current workforce. Skill gaps, training needs, and retraining needs of the existing workforce have been identified.

Training Program

New hire, ongoing, and retraining is provided for bus operators and maintenance technicians by MTD's Safety and Training Department. When new technology is introduced, Bus Operators complete classroom and behind-the-wheel training with a certified trainer. Driving simulators are also used in the training curriculum. For the initial deployment of FCEBs in 2021, training was provided to operators and maintenance employees by in-house trainers as well as New Flyer and Ballard. Maintenance employees regularly receive hybrid drive training from BAE Systems as needed.

Apprenticeship Program

MTD has supported interns from Parkland Community College technical programs for over 20 years. 90 percent of MTD's current maintenance technicians are graduates of Parkland College. MTD and Parkland hope to further explore opportunities for apprenticeships, on-the-job training, and instructional training for electric vehicle technology. Expansion of this partnership would develop the first electric vehicle public education opportunity in our area. Parkland and MTD hope to expand the breadth of existing education to bring in electric vehicle technology curriculum including basic operation, function, service, and maintenance of the fuel-cell and electric vehicle systems.

Employee Consultation and Engagement

Maintenance technicians are involved in the new technology early on in the process, including participating in the specification, build, inspection, and road-testing process. The Maintenance Department utilizes a Training Committee, staffed with employees from all areas of the department. This committee is consulted on and engaged in training for new technology.

MTD utilizes employee committees as an opportunity for input on various issues affecting employees. Committees are groups of employees that serve as necessary to provide ideas, suggestions, and feedback on a particular issue or group of issues. By involving employees in this process, recommendations from the committee serve to maximize the interests of as many employees as possible. Employee committees include Wage & Policy / Problem Solving, Safety & Training / Accident Review, Routes & Schedules, Health & Fitness, Awards, Newsletter, Social & Community Affairs, School Task Force, Sustainability. Annual committee volunteer sign-up and elections, if necessary, take place in November and take effect on January 1st of each year.

The Wage & Policy / Problem Solving Committee is consulted on and participates in policies and initiatives. This committee consists of 13 members representing full-time operators, part-time operators, and maintenance employees who are elected by their peers and serve a two- or one-year term.



To: Board of Trustees
From: Jane Sullivan, External Affairs Director
Date: April 27, 2022
Subject: Resolution 2022-5 - Low-No Grant and Bus & Bus Facilities Grant

- A. Introduction:** The District is applying for funding through the Federal Transit Administration's (FTA) Low or No Emission Grant Program and Bus and Bus Facilities Grant Program for the purchase of ten 40-foot hydrogen fuel cell buses and hydrogen station expansion.
- B. Recommended Action:** Staff recommends that the Board pass Resolution No. 2022-5, expressing the District's commitment of local funds equal to about 15% local match for this grant application.
- C. Summary:** An estimate of the grant budget is provided below. Applications are due May 31, 2022.

Description	Federal Request	Local Share	Total Cost
Ten 40-foot Fuel Cell Buses	\$10,244,345	\$1,807,826	\$12,052,170
Hydrogen Station Expansion	\$5,400,000	\$600,000	\$6,000,000
Project Management & Technical Support	\$524,000	\$131,000	\$655,000
Workforce Development	\$495,200	\$123,800	\$619,000
Total	\$16,663,545	\$2,662,626	\$19,326,170

- D. Background:** The Grant Program notice of funding opportunity reads:

FTA will consider the availability of the local cost share as evidence of local financial commitment to the project. Applicants should submit evidence of the availability of funds for the project; for example, by including a board resolution, letter of support from the State, or other documentation of the source of local funds such as a budget document highlighting the line item or section committing funds to the proposed project.

E. Alternatives – advantages/disadvantages

1. The passing of Resolution No. 2022-5 demonstrates the District's financial commitment to this project, strengthening the District's grant application.
2. Failure to pass Resolution No. 2022-5 gives the District's grant application a disadvantage as there is no better way to signify commitment of required local funds.

- F. Budget & Staffing Impacts:** Staff estimates a total project cost of \$19,326,170. The anticipated federal funding request is \$16,663,545 and the local match is \$2,662,626.

Resolution No. 2022-5

RESOLUTION COMMITTING LOCAL COST SHARE TO FTA LOW-NO GRANT PROGRAM AND
BUS & BUS FACILITIES GRANT PROGRAM

WHEREAS, the Federal Transit Administrator has been delegated the authority to award federal financial assistance for a transportation project;

WHEREAS, the grant or cooperative agreement for federal financial assistance will impose certain obligations upon the applicant, and may require the applicant to provide the local share of the project cost;

WHEREAS, the applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project;

WHEREAS, the District is financially committed to the local share of the District's 2022 FTA Low or No Emission Grant Program and Bus and Bus Facilities Program grant applications for procurement of ten 40-foot hydrogen fuel cell buses and hydrogen station expansion.

NOW, THEREFORE, BE IT RESOLVED BY THE TRUSTEES OF THE CHAMPAIGN-URBANA MASS TRANSIT DISTRICT:

Section 1. That Karl P. Gnadt, Managing Director of the Champaign-Urbana Mass Transit District, is authorized to execute and file an application for federal assistance on behalf of the Champaign-Urbana Mass Transit District with the Federal Transit Administration for federal assistance authorized by 49 U.S.C. Chapter 53, title 23, United States Code, or other federal statutes authorizing a project administered by the Federal Transit Administration.

Section 2. That Karl P. Gnadt, Managing Director of the Champaign-Urbana Mass Transit District, is authorized to execute and file with its applications the annual certifications and assurances and other documents the Federal Transportation Administration requires before awarding a federal assistance grant or cooperative agreement.

Section 3. That Karl P. Gnadt, Managing Director of the Champaign-Urbana Mass Transit District, is authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of the Champaign-Urbana Mass Transit District.

Section 4. The Board of Trustees hereby authorizes local funds equal to 15% of the total project cost to be committed to the District's 2022 FTA Low or No Emission Grant Program and Bus and Bus Facilities Grant Program applications for procurement of ten 40-foot hydrogen fuel cell buses and hydrogen station expansion.

PRESENTED AND ADOPTED ON THIS 27st day of April, 2022.

(Signature of Designated Official)

Title

ATTEST:

Title



To: Board of Trustees
From: Jane Sullivan, External Affairs Director
Date: April 27, 2022
Subject: Resolution 2022-6 Bus and Bus Facilities Grant

- A. Introduction:** The District is applying for funding through the Federal Transit Administration's (FTA) Bus and Bus Facilities Grant Program to acquire land and construct a Body Shop and Storage Facility at 1209, 1211, and 1213 East University Avenue in Urbana, Illinois.
- B. Recommended Action:** Staff recommends that the Board pass Resolution No. 2022-6, expressing the District's commitment of local funds equal to 20% local match for this grant application.
- C. Summary:** A detailed cost estimate of the project is under development and will be prepared for the grant application due May 31, 2022. The preliminary estimate for total project cost is \$23,000,000. MTD's 20% local share would be \$4,600,000. This preliminary estimate includes construction, architectural and engineering fees, land acquisition, surveys, cost escalation, etc.
- D. Background:** The Grant Program notice of funding opportunity reads:
- FTA will consider the availability of the local cost share as evidence of local financial commitment to the project. Applicants should submit evidence of the availability of funds for the project; for example, by including a board resolution, letter of support from the State, or other documentation of the source of local funds such as a budget document highlighting the line item or section committing funds to the proposed project.*
- E. Alternatives – advantages/disadvantages**
1. The passing of Resolution No. 2022-6 demonstrates the District's financial commitment to this project, strengthening the District's grant application.
 2. Failure to pass Resolution No. 2022-6 gives the District's grant application a disadvantage as there is no better way to signify commitment of required local funds.
- F. Budget & Staffing Impacts:** Staff estimates a total project cost of \$23,000,000. The anticipated federal funding request is \$18,400,000 and the local match is \$4,600,000.

RESOLUTION COMMITTING LOCAL COST SHARE TO FTA BUS & BUS FACILITIES GRANT PROGRAM

WHEREAS, the Federal Transit Administrator has been delegated the authority to award federal financial assistance for a transportation project;

WHEREAS, the grant or cooperative agreement for federal financial assistance will impose certain obligations upon the applicant, and may require the applicant to provide the local share of the project cost;

WHEREAS, the applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project;

WHEREAS, the District is financially committed to the local share of the District's 2022 FTA Bus and Bus Facilities Program grant application to acquire land and construct a Body Shop and Storage Facility at 1209, 1211, and 1213 East University Avenue in Urbana, Illinois.

NOW, THEREFORE, BE IT RESOLVED BY THE TRUSTEES OF THE CHAMPAIGN-URBANA MASS TRANSIT DISTRICT:

Section 1. That Karl P. Gnadt, Managing Director of the Champaign-Urbana Mass Transit District, is authorized to execute and file an application for federal assistance on behalf of the Champaign-Urbana Mass Transit District with the Federal Transit Administration for federal assistance authorized by 49 U.S.C. Chapter 53, title 23, United States Code, or other federal statutes authorizing a project administered by the Federal Transit Administration.

Section 2. That Karl P. Gnadt, Managing Director of the Champaign-Urbana Mass Transit District, is authorized to execute and file with its applications the annual certifications and assurances and other documents the Federal Transportation Administration requires before awarding a federal assistance grant or cooperative agreement.

Section 3. That Karl P. Gnadt, Managing Director of the Champaign-Urbana Mass Transit District, is authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of the Champaign-Urbana Mass Transit District.

Section 4. The Board of Trustees hereby authorizes local funds equal to 20% of the total project cost to be committed to the District's 2022 FTA Bus and Bus Facilities Program grant application to acquire land and construct a Body Shop and Storage Facility at 1209, 1211, and 1213 East University Avenue in Urbana, Illinois.

PRESENTED AND ADOPTED ON THIS 27st day of **April, 2022.**

(Signature of Designated Official)

ATTEST:

Title

Title



To: Board of Trustees
From: Brendan Sennett, Safety & Training Director
Date: April 27, 2022
Subject: Public Transportation Agency Safety Plan (PTASP) Revision Approval

- A. Introduction** – The District’s Public Transportation Agency Safety Plan (PTASP) was originally approved by the Board in June 2020, with a subsequent revision completed in July 2021. This year’s revision was focused on strengthening current safety risk management processes, providing clarity to previous sections, and complying with additional requirements associated with the new Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act).
- B. Recommended Action:** Staff recommends approval of the District’s revised PTASP (Version 3), fulfilling the requirement set forth with the United States Department of Transportation (USDOT) Final Rule 49 CFR Part 673 Public Transportation Agency Safety Plan.
- C. Prior Trustee Action:** On June 24, 2020, the Board of Trustees approved the original PTASP, with its first revision approved on July 21, 2021.
- D. Summary:** The PTASP is an all-encompassing document of safety management within an organization. To be updated on an annual basis, this document provides guidance on MTD-specific policies and procedures:
- Safety Management Policy
 - Safety Performance Targets
 - Safety Target Coordination
 - Safety Risk Management
 - Safety Assurance
 - Safety Promotion
 - Safety Management Documentation

The proposed revision adds new processes and workflows to support hazard identification and mitigation strategies. The Hazard Identification Report (HIR) form serves as a dedicated feedback tool for notifying staff of safety concerns within MTD’s operating environment.

Additionally, the proposed revision satisfies the requirements mandated by the recently-passed Bipartisan Infrastructure Law/Infrastructure Investment and Jobs Act (IIJA). The IIJA requires transit systems with an urbanized population under 200,000 to:

- Coordinate with frontline employees in the development of the PTASP
- Address strategies to minimize exposure to infectious disease, consistent with Centers for Disease Control and Prevention or State health authority guidelines

- E. Background:** On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA’s Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).
-

- F. Alternatives – advantages/disadvantages:** Authorizing this plan will allow MTD to comply with USDOT Final Rule 49 C.F.R. Part 673 Public Transportation Agency Safety Plan and implement the programs required.
- G. Budget & Staffing Impacts:** No additional budgetary or staffing impacts anticipated.



Champaign-Urbana Mass Transit District

Public Transportation Agency Safety Plan (PTASP)

Date Adopted: 4/27/2022

Last Revised: 4/7/2022

Adopted by: _____
Karl P. Gnadt
Managing Director/CEO
PTASP Accountable Executive
Champaign-Urbana Mass Transit District
Date _____

Adopted by: _____
Brendan Sennett
Safety and Training Director
PTASP Chief Safety Officer
Champaign-Urbana Mass Transit District
Date _____

Adopted by: _____
Bradley Diel
Chair of the Board of Trustees
Champaign-Urbana Mass Transit District
Date _____

Champaign-Urbana Mass Transit District, hereinafter, shall be referred to as MTD

This plan is submitted in compliance with the United States Department of Transportation Final Rule 49 C.F.R. Part 673 Public Transportation Agency Safety Plan. This Agency Safety Plan (ASP) addresses all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan

MTD is dedicated to providing the safest working environment possible for *all* employees. This plan has been distributed internally within MTD and with external agencies that may be affected by its implementation.

This is a public document subject to FOIA access. The ideas presented are developmental and are presented for discussion and do not imply a recommendation or course of action. There will likely be modifications to the ideas presented. Limited distribution is requested to those interested parties that will assist in the development of the options presented. Presentation for public response will occur after the ideas are analyzed and expanded or reduced. There may be errors in the data presented or interpretation of the data.

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Transit Agency Information

Transit Agency Name	Champaign-Urbana Mass Transit District (MTD)			
Transit Agency Address	1101 E University Ave. Urbana, IL 60802			
Name and Title of Accountable Executive	Karl P. Gnadt, Managing Director/CEO			
Name of Chief Safety Officer or SMS Executive	Brendan Sennett, Safety and Training Director			
Mode(s) of Service Covered by This Plan	Motor Bus, Demand Response	List All FTA Funding Types (e.g., 5307, 5310, 5311)	5307, 5311, 5339, Other	
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	Motor Bus – Directly Operated Demand Response – Directly Operated Demand Repose – Contracted Service			
Does the agency provide transit services on behalf of another transit agency or entity?	<u>Yes</u> <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Description of Arrangement(s)	Champaign County Area Rural Transit System (C-CARTS)
Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	Champaign County Area Rural Transit System (C-CARTS) 1101 E. University Ave. Urbana, IL 61802			

Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	Champaign-Urbana Mass Transit District (MTD)	
Signature by the Accountable Executive	Signature of Accountable Executive	Date of Signature
	Name of Individual/Entity That Approved This Plan	Date of Approval

Approval by the Board of Directors or an Equivalent Authority	MTD Board of Trustees	
	Relevant Documentation (title and location)	
	Board Minutes -	
Certification of Compliance	Name of Individual/Entity That Certified This Plan	Date of Certification
	Karl P. Gnadt, Managing Director/CEO	
	Relevant Documentation (title and location)	
	Fiscal year 2022 Annual List of Certifications and Assurances for FTA Grants and Cooperative Agreements.	

Version Number and Updates

History of Successive Versions of this Plan

Version Number	Section/Pages Affected	Reason for Change	Date Issued
1	Original Document	Original Document	6/24/2020
2	Revision	Routine Revision	7/12/2021
3	Revision	Routine Revision	4/7/2022

Annual Review and Update of the Public Transportation Safety Plan

Source(s): §673.11

The annual review will be conducted by the Safety and Training Director and coordinated with the Managing Director, Chief of Staff, Chief Operating Officer, **and frontline employees** in April of each year. Final decision on changes will be made and certified by August of each year.

2022 Safety Management Policy

Approved by Accountable Executive 4/27/2022

MTD's Mission, Vision, and Core Values are the guiding principles that embody who we are and what we aspire to be. We have a long and enviable history of service excellence, community support, and respect for our mission. You will help this continue and I am excited to have you be part of the future of our team.

MTD's Mission is to "Lead the way to greater mobility" and we expect that our employees will be leaders in public transit safety. Our Vision is to go beyond traditional boundaries to promote excellence in transportation. Our Core Values help describe the culture of the organization, those at the very heart of our organization.

- Commit to 'Yes'
- Provide outstanding customer/public service
- Develop long-term positive relationships
- Embrace opportunity and innovation

For our safety program, we educate, encourage, and endorse a strong and robust culture of safety at all levels of the organization. MTD is committed to developing, implementing, maintaining, and constantly improving processes to ensure that our service delivery and support achieve the highest level of safety performance. **This policy will be posted at all facilities to demonstrate that commitment.**

In our ISO 9001:2015 and 14001:2015 management system (MTD2071), we are committed to improving customer service and decreasing our environmental impacts. The delivery of safe transit service is a key component in the MTD2071 program.

Safety is the highest priority for all Departments and Operations at MTD. We are committed to creating an environment where our employees are competent and confident in their abilities to perform their duties in a safe, efficient, and responsible manner. Our employees exhibit the "Highest Degree of Care" in the discharge of their duties.

Our Safety Management System (SMS) is a flexible, scalable approach to safety that has been widely adopted across multiple modes of transportation in both the public and private sectors and overlaps significantly with the requirements included in 49 U.S.C. 5329. It employs a systematic, data-driven approach in which risks to safety are identified, then controlled or mitigated to acceptable levels. SMS brings business-like methods and principles to safety. Like the ways in which an organization manages its finances, our safety plans have targets and performance indicators, which help MTD continuously monitor safety performance throughout the organization.

MTD's SMS consists of four categories of activities.

- Safety Policy
- Safety Risk Management
- Safety Promotion
- Safety Assurance

Safety is not just an important aspect of what we do. Safety is our CALLING. There is not a single moment, there is not a single employee, and there is not a single day – that safety should not be at the forefront of every employee's mind. We are counting on each one of you – and the community is counting on you – to answer this charge, to make this your life's work.

Karl P. Gnadt
Managing Director/CEO
Champaign-Urbana Mass Transit District

Introduction

Source(s): Illinois Highest Degree of Care, §673.3, § 673.21

An SMS is a formal, top-down, organization-wide, data driven approach to managing safety risk and assuring the effectiveness of safety risk mitigations. MTD's SMS is structured by its Safety Management Policy, Safety Management Processes, such as the safety risk management processes, safety assurance processes, and safety promotion. The purpose of this SMS is to promote a safety culture in which:

- Leadership displays clear commitment to safety
- Open and effective communication can take place
- Employees feel personally responsible for safety
- The organization practices continuous learning
- A Safety-conscious work environment is promoted
- Non-punitive, clearly defined reporting systems are in place
- Safety is demonstrably prioritized
- Mutual trust is exhibited
- Responses to safety concerns are fair and consistent
- Safety training and resources are made available

Safety Commitment

MTD is committed to:

- Supporting the management of safety activities through the provision of appropriate resources that result in an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to the results of the other management systems of MTD
- Integrating the management of safety among the primary responsibilities of all managers, supervisors, and employees
- Clearly defining the accountabilities and responsibilities of all managers, supervisors, employees, and contractors for the delivery of MTD's safety performance and the performance of the SMS
- Establishing and operating the **Hazard Identification – Risk Assessment – Mitigation (HIRAM)** process as a primary tool for safety concerns and analysis
- Ensuring that no action will be taken against any employee who discloses a safety concern (**close call**, hazard, or other condition) through the Employee Safety Reporting Program (ESRP), unless disclosure indicates, beyond a reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of laws, regulations, or procedures
- Complying with state and federal legislative and regulatory requirements and standards

- Ensuring that sufficient skilled and trained personnel are available to implement safety management processes
- Ensuring that all employees are provided with adequate and appropriate safety related information and training and that they are competent and confident in their abilities to discharge their assigned duties
- Establishing and measuring our safety performance against realistic and data-driven safety performance indicators and targets
- Continually improving our safety performance through management processes that ensure safety management actions are appropriate and effective

Objectives

MTD has established the following safety objectives:

- Perform annual audits to ensure SMS compliance within the MTD2071 Internal Audit
- Identify, analyze, and resolve, and, when possible, eliminate hazards through an established risk management process.
- Monitor Key Performance Indicators and revise them on an annual basis within MTD2071
- Establish and monitor General and Key Performance Indicators and revise them on an annual basis within MTD2071
- Review safety requirements and usage for design, engineering, facilities, equipment, and physical infrastructure projects
- Evaluate safety implications of system changes to routes, schedules, and operating policies

Upon implementation of the SMS, this Policy shall be communicated through MTDweb to all employees; through Bulletins; revisions to the Employee Handbook as needed; revisions to new hire training; inclusion in the yearly Summer Review sessions; and through articles placed in the monthly internal newsletter, *BusLines*.

Safety Authorities, Accountabilities, and Responsibilities

Accountable Executive

MTD has identified the Managing Director/CEO as the accountable executive of the SMS. The Managing Director/CEO is committed to the highest levels of safety and will provide sufficient resources and support necessary to ensure successful implementation of the SMS, ensuring action is taken, as necessary, to address substandard performance within MTD's SMS.

Chief Safety Officer

MTD has identified the Safety and Training Director (S&TD) as the Chief Safety Officer. The S&TD has the authority and responsibility for day-to-day implementation and operation of the SMS. The S&TD's responsibilities include:

- Developing and maintaining SMS daily implementation and documentation
- Directing hazard identification, risk assessment, and mitigation activities (HIRAM)
 - This work is done with the support and input from frontline employees serving on the Safety Advisory Committee (SAC)
- Providing updates on safety performance
- Briefing the Accountable Executive on SMS implementation progress
- Identifying substandard performance and developing improvement programs
- Planning safety training activities, which may include:
 - Summer Review Training
 - Professional Development for S&T Department
 - Road Instructor Training
 - Line Instructor Training
 - Six Month Review
 - Mentor Rides
 - Check Rides

Agency Leadership and Top Management

The following are members of the Top Management Team other than the Accountable Executive and the Chief Safety Officer who have authorities or responsibilities for day-to-day implementation and operation of MTD SMS:

- Chief of Staff (CoS)
- Chief Operating Officer (COO)

Key Staff

The following group of staff members have been identified as key to support the development, implementation, and operation of MTD's SMS.

- Operations Director
- Assistant Operations Director
- Planning Manager
- Special Services Manager
- Service Delivery Manager
- Street Supervisors
- Assistant Safety and Training Director of Instruction

- Assistant Safety and Training Director of Compliance
- Lead Instructors
- Road Instructors
- Line Instructors
- Facilities Director
- Illinois Terminal Director
- Maintenance Director
- Assistant Maintenance Director
- External Affairs Director
- Inventory Supervisor
- Night Maintenance Supervisor
- MTD2071 Internal Audit Team

Employee Safety Reporting Program

Source(s): § 673.23

Immediate hazards must be reported to a supervisor or member of leadership as soon as possible.

MTD introduced a reporting program that includes formal and informal interaction between frontline employees and senior management during the 2021 calendar year. The formal SMS process is focused on reducing the risk of accident and/or injury by proactively resolving safety issues that may require resources, discussion, and action steps. The Employee Safety Reporting Program (ESRP), as required in 49 CFR 673, is a tool designed to assist employees in notifying management of hazards, close-calls, or other unsafe conditions. Information obtained through the ESRP will be analyzed for the development of potential mitigation strategies.

Employees who participate in the ESRP are ensured that no punitive action will be taken against any employee who discloses a hazard, **close-call, or other safety condition unless a thorough investigation of the disclosure indicates, beyond a reasonable doubt, gross negligence, or a deliberate or willful disregard of federal, state, local, or MTD regulation, procedures, or law. *The SMS investigation process into close-calls and other safety-related events can be found in Appendix C.***

Participation in the ESRP may be achieved through various communication methods. Such methods include but are not limited to:

- E-mail/MTDweb Message
- Radio
- Telephone
- In-Person

- Hazard Identification Report (HIR) Form

Hazard Identification Report (HIR)

Employees will be encouraged to submit safety concerns, such as hazards, close-calls, or other unsafe conditions, through the Hazard Identification Report (HIR) form on MTDweb.

- Close-Call: any event that could cause physical harm to an individual or property, but did not occur
- Hazard: a condition, act, process, or operation that has the potential to cause harm, such as danger or damage.

The employee will select either **Close-Call**, Safety Concern, or Other from the drop-down menu in the Form. Reports submitted on MTDweb are available to the S&TD, Assistant Safety and Training Director of Compliance, and Assistant Safety and Training Director of Instruction. The reporter will have the option to report under the conditions of anonymity; however, employees will be encouraged to provide contact information to ensure proper follow-up. All submitted reports will be considered valid and recorded in the Risk Register.

Reports will be investigated by the appropriate department with support from Safety & Training. Submitted reports are non-punitive except in cases of it being determined that an event was a result of, beyond a reasonable doubt, gross negligence, or a deliberate or willful disregard of federal, state, local, or MTD regulation, procedure, or law. However, if the investigation determines that there is an opportunity for improvement on behalf of the employee, the employee may be subject to non-disciplinary retraining. The retraining, and the conditions leading up to it, will be documented in the employee's file.

ESRP Documentation

All hazards, close-calls, or other reports of unsafe conditions must be formally documented. **Ideally, all such reports would be directed to the Safety & Training Department to ensure proper documentation; however, this is not always the case. For example, employees may report their concerns to the first staff member they see, feel more comfortable reporting concerns to their direct supervisor, or may not know who to report to. Therefore, recipients of such reports must inform the Safety & Training Department of all reports so they may be appropriately documented in the Risk Register.**

Report takers shall not redirect employees to the Safety & Training Department, but rather intake the report and forward the information as if the reporter wishes to remain anonymous. Any follow-up will be communicated by Safety & Training through the recipient unless the reporter waives their anonymity. Instruction on how to notify the

Safety & Training Department can be found in 8 ST36 SOP Documenting Safety Concerns.

Public Safety and Emergency Management

The Continuity of Operations Plan (COOP), which is scheduled for completion in 2022, defines the integration of MTD with local public safety agencies and emergency management procedures. It describes the coordination with external public and private organizations following a disaster or emergency and the internal processes for a swift return to normal operations. Protocols for MTD Departments during abnormal conditions will also be defined including an off-site emergency operations control center. Staffing levels, work assignments, and other possible changes to service policies during emergencies will be defined.

Safety Performance Targets

Source(s): §673.11

A performance measure is an expression based on a quantifiable indicator of performance condition and used to establish targets and assess progress toward meeting targets. A performance target is a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period. The FTA has established four performance measures in the National Public Transportation Safety Plan:

- Fatalities
- Injuries
- Safety Events
- System Reliability

On an annual basis, MTD will update the Safety Performance Targets in this document based on performance measures from the previous five years. These performance targets will be monitored for the monthly Key Performance Indicator (KPI) Report for 2022, years 2017-2021* will be analyzed. While the FTA has not created a standard method for developing Safety Performance Targets, MTD has elected to follow the sample method provided by the FTA PTASP Technical Assistance Center.

The data used for these measures is sourced from the National Transit Database (NTD) regarding Vehicle Revenue Miles, Fatalities, Injuries, Safety Events, and System Reliability. For System Reliability, the Maintenance Key Performance Indicators are used to collect information on miles between road calls on vehicles.

2022 Performance Targets

The rate used for MB-DO is per 1,000,000 vehicle revenue miles. The rate used for DR-DO is per 50,000 vehicle revenue miles.

Mode of Service	Fatalities (total)	Fatalities (per 1 mil VRM)	Injuries (total)	Injuries (per 1 mil VRM)	Safety Events (total)	Safety Events (per 1 mil VRM)	System Reliability
Fixed Route Bus MB - DO	0	0	3.60	1.20	5.40	1.81	27,665.95
Demand Response DR - DO	0	0	0	0.00	0.20	0.09	17,660.69

Table 1 2022 MTD Performance Targets calculated over a 5-year average, 2017-2021

*Major Mechanical Failures per Vehicle Revenue Mile for System Reliability data only available from January 2019 to present.

2022 Aspirational Performance Targets

The table below shows the Performance Targets for the 2022 calendar year. The rate used for MB-DO is per 1,000,000 vehicle revenue miles. The rate used for DR-DO is per 50,000 vehicle revenue miles. The aspirational targets represent a 5% reduction in the set 2022 Performance Targets set in

Mode of Service	Fatalities (total)	Fatalities (per 1 mil VRM)	Injuries (total)	Injuries (per 1 mil VRM)	Safety Events (total)	Safety Events (per 1 mil VRM)	System Reliability
Fixed Route Bus MB - DO	0	0.00	3.42	1.14	5.13	1.72	27,863.30
Demand Response DR - DO	0	0.00	0	0.00	0.19	0.08	18,356.48

Table 2 2022 MTD Aspirational Performance Targets.

*Major Mechanical Failures per Vehicle Revenue Mile for System Reliability data only available from January 2019 to present.

Safety Target Coordination

Source(s): § 673.15

The Accountable Executive designates the S&TD to submit safety performance targets to the local Metropolitan Planning Organization's (MPO) Champaign Urbana Urbanized

Transportation Study (CUUATS) in August of each year. Safety performance targets will also be submitted to the Illinois Department of Transportation in August of each year.

Safety Risk Management

Source(s): §673.25

Introduction

Safety Risk Management is a system of hazard identification and evaluation, management to control hazards to an acceptable level of risk, and evaluation of the results.

(Reminder: Hazards are defined as a condition, act, process, or operation that has the potential to cause harm, such as danger or damage.)

There are many different approaches to safety risk management planning. MTD has a broad range of methods for identifying and assessing hazards including:

- Formal analysis
- Informal analysis
- Programmatic solutions

Safety does not mean the elimination of all safety risks. Using the Safety Risk Management process, the hazards to persons or equipment can be minimized to an acceptable level by use of various types of engineering controls, physical improvements, or changes in MTD training and operating protocols. Documentation of the analysis process, implementation, and subsequent review will create a reasonable solution to safety hazards.

Risk Management Process (HIRAM)

The Safety Risk Management Process, or HIRAM, consists of formal and informal mechanisms for reporting, analyzing, mitigating, and managing safety risks. The formal process includes:

- **Hazard Identification**- identification of as many credible hazards that may result in harm or damage to the operating system under study
- **Risk Assessment**- probability/likelihood and consequences of various risk scenarios and ranking of the safety risk in terms of acceptability
 - a. Safety Risk Options - options for mitigating the safety risk are considered, including financial feasibility
- **Mitigation**- plan for placing safety risk control measures into action, including documentation of the process

- a. Safety Risk Monitoring- evaluation of the effectiveness of the safety risk decision and control measures over time.

The SAC reviews formal input and analyzes issues using the HIRAM process. There are also formal MTD employee involvement committees that may address safety concerns including, but not limited to, the SAC, Routes and Schedules Committee, School Outreach Committee, and Wage and Policy Committee. All safety-related items discussed in non-SAC committee meetings must be submitted, in writing via MTDweb message or email, to the S&TD, Assistant Safety and Training Director of Compliance, and/or Assistant Safety and Training Director of Instruction.

Procedures and recommendations to mitigate items submitted to the HIRAM process may be sourced from transit industry safety programs; the American Public Transportation Association (APTA); Illinois Public Transit Association (IPTA); Illinois Department of Transportation (IDOT); and the Federal Transit Administration (FTA). Additional information may be provided by the Transportation Cooperative Research Program (TCRP); Transportation Safety Institute (TSI); University Transportation Centers (UTC); other transit agencies, listservs, and private businesses that provide transit safety recommendations, best practices, products, and services.

Hazard Identification

The Hazard Identification process consists of input from a variety of sources. The formal, internal committee structure (SAC, Wage and Policy, School Outreach, Routes and Schedules, and others) provides additional opportunity for Operators, Maintenance employees, and Supervisory Staff to identify hazards. Asset condition deterioration will be communicated by the Facilities Director, Illinois Terminal Director, and Maintenance Director to the Safety and Training Director. Input from other governmental sources (FTA, IDOT, MPO, local governments) and the general public will be forwarded to the S&TD who will enter the information into the appropriate process. MTD's alternative mobility advocate will be contacted regarding bicycle and pedestrian safety concerns.

Hazards submitted to the HIRAM process may be sourced from transit industry safety programs; the American Public Transportation Association (APTA); Illinois Public Transit Association (IPTA); Illinois Department of Transportation (IDOT); and the Federal Transit Administration (FTA). Additional information, including procedures and recommendations to mitigate items, may be provided by the Transportation Cooperative Research Program (TCRP); Transportation Safety Institute (TSI); University Transportation Centers (UTC); **the Centers for Disease Control and Prevention (CDC)**; other transit agencies, governmental entities, listservs, and private businesses that provide transit safety recommendations, best practices, **mandates**, products, and services.

Some input will be sent to the HIRAM process for assessment. Other inputs may be addressed in formal training for appropriate employees as determined by the S&TD and the associated Department Head. Committees may also be included in information from external sources and some input may be informally addressed by Supervisors and Staff.

The S&TD will be responsible for staying informed on capital improvements which may have a safety component. This will be done through regular communications with the External Affairs Director, Facilities Director, Illinois Terminal Director, Maintenance Director, and Operations Director. These would include infrastructure improvements; vehicle purchases and vehicle component modifications; and known infrastructure changes by MTD or other agencies. Safety concerns will be communicated during the specification development phase to the Accountable Executive (CEO) and Chief Operating Officer.

Risk Assessment

Risk Assessment at MTD is driven by the Risk Assessment Matrix shown in Table 5. For all identified risks, the formal process will be followed and documented. For hazards that are presented informally or from other committees, the S&TD will make a risk assessment. For those items that are ranked as yellow or green (low or medium ranking) in the Risk Assessment Matrix below, the S&TD's decision will be final. For more serious rankings (red), the S&TD will confer with affected Staff for assistance in the assessment. For non-urgent issues, the serious or high ranked issues will be entered into the HIRAM process.

Mitigation

Risk Mitigation is a multi-step process. Options are developed in the HIRAM process and analyzed for effectiveness and cost. The SAC, affected Staff, and ad hoc committees may be utilized to generate mitigation options. The best two or three options will be analyzed for cost/benefit and a recommended option will be chosen. Mitigation options that require investment from other governments (University of Illinois, IDOT, and/or local governments) will be forwarded to those entities.

Risk Monitoring

For identified hazards that cannot be mitigated, the S&TD will incorporate "hazard recognition" into the appropriate training phase. It may be incorporated into classroom, road, or line instruction, or into the annual summer review trainings.

For hazards that are mitigated, the S&TD will review the mitigation activity six months and twelve months after implementation. The S&TD will document the complete or

partial success of the mitigation activity. Unintended consequences will also be documented. If risk is not reduced as low as reasonably practicable (ALARP), the S&TD will consider additional mitigation measures.

HIRAM Process, Explained

Hazard Identification – Risk Assessment – Mitigation

Safety concerns requiring immediate action should be reported to any Supervisor, the Control Center, or Staff and are not a part of this process.

The **HIRAM** process consists of **Hazard Identification**, **Risk Assessment**, and **Mitigation** alternatives. If mitigation is not possible, efforts to inform employees of the hazard will be directed to the Safety Promotion part of the SMS.



The **Hazard Identification** step consists of input from MTD employees to the S&TD, Assistant Safety and Training Directors, or Lead Instructors. Input can come from many sources; however, the majority of the input will likely result from the SAC and ESRP (i.e., HIR form, radio transmission, in-person communication, etc.). Employees can communicate with Supervisors and Managers for informal communication and discussion, the record of which would then be forwarded to the S&TD or an Assistant Safety and Training Director.

Supervisors and staff may request identified hazards for analysis and discussion to the S&TD for inclusion in the next SAC meeting. Hazards are identified and discussed with

the SAC to fully understand potential problems. Some hazards may be mitigated quickly and will be resolved without going through the HIRAM process. Hazards that are not quickly resolved will go to HIRAM.

The SAC will review all suggestions and concerns at its monthly meetings. There will be, at a minimum, one meeting per quarter or four meetings per calendar year. Input will be submitted to the S&TD, or designee, at least seven calendar days before the upcoming SAC meeting. The procedure that applies to joining an MTD Committee is located in MTD2071, 8 OP1 SOP Committee Sign Up. For input that has a physical component, the Safety and Training Department will attempt to have photos and/or maps of the location included in the presentation for the SAC meeting. Anyone submitting a physical hazard will be encouraged to submit photos to Safety and Training prior to the meeting. Safety and Training will submit the meeting agenda to SAC members the day before the meeting.

The SAC will discuss the risk and assign a preliminary **Risk Assessment** rating using the standard Risk Assessment Matrix in Table 5. The process is generally a consensus process. Where a consensus cannot be attained, the S&TD, or designee, will choose a Risk Assessment score from those discussed by the SAC.

Some hazards may result in additional study. The Safety and Training Department may communicate with other transit systems to compare their scores for a similar risk. The SAC may ask for a survey to be conducted through MTDweb. Participation in a survey is voluntary. The SAC may revise the score in a subsequent meeting after additional information is collected and presented.

Risk Assessment Matrix				
Severity/Likelihood	Catastrophic (1)	Critical (2)	Marginal (3)	Negligible (4)
Frequent (A)	High	High	High	Medium
Probably (B)	High	High	Medium	Medium
Occasional (C)	High	Medium	Medium	Low
Remote (D)	Medium	Medium	Low	Low
Improbable (E)	Low	Low	Low	Low

Table 3 Risk Assessment Matrix

Hazard Probability

Safety Risk Index	Criteria by Index
High	<u>Unacceptable – Action Required</u> : Safety Risk must be mitigated or eliminated.
Medium	<u>Undesirable – Management Decision</u> : Top Management must decide whether to accept safety risk with monitoring or require additional action.
Low	<u>Acceptable with Review</u> : Safety risk is acceptable pending management review.

Table 4 Hazard Probability Categories

Hazard Severity

Severity Categories		
Description	Severity Category	Criteria
Catastrophic	1	Could result in one or more of the following: multiple deaths, permanent total disability, irreversible significant environmental impact, or monetary loss equal to or exceeding \$10M.
Critical	2	Could result in one or more of the following: death, permanent partial disability, injuries or occupational illness that may result in hospitalization of at least three personnel, reversible significant environmental impact, or monetary loss equal to or exceeding \$1M, but less than \$10M.
Marginal	3	Could result in one or more of the following: injury or occupational illness resulting in one or more lost workday(s), reversible moderate environmental impact, or monetary loss equal to or exceeding \$100K, but less than \$1M.
Negligible	4	Could result in one or more of the following: injury or occupational illness not resulting in a lost workday, minimal environmental impact, or monetary loss less than \$100K

Table 5 Severity Category Rubrik

Hazard Likelihood

Likelihood Levels			
Description	Level	Individual Item	System or Vehicle Fleet
Frequent	A	Likely to occur often in the life of an item	Continuously experienced. Potential consequence may be experienced more than once in 500 operating hours.
Probable	B	Will occur several times in the life of an item	Will occur frequently. Potential consequence may be experienced once between 500 and 6,000 operating hours.
Occasional	C	Likely to occur sometime in the life of an item	Will occur several times. Potential consequence may be experienced once between 6,000 and 60,000 operating hours
Remote	D	Unlikely, but possible to occur in the lifetime of an item	Unlikely but can reasonably be expected to occur. Potential consequence may be experienced once between 60,000 and 180,000 operating hours.
Improbable	E	So unlikely, it can be assumed occurrences may not be experienced in the life of an item.	Unlikely to occur, but possible.

Table 6 Likelihood Level Rubrik

Mitigation options are developed by Staff and the SAC. A recommended option will be chosen by the Safety and Training Department and/or the SAC. Other acceptable options developed will be documented. For options that require action by other agencies (local municipalities, FTA, State, private business, etc.), the recommended action will be forwarded. Response from those agencies will be considered by the Safety and Training Department and the recommended option may be altered.

For mitigation options that are completely within the control of MTD, the Safety and Training Department will thoroughly discuss those options with the affected departments and Top Management for acceptance, modification, or rejection. Some

actions may have an impact on another group of MTD employees, and they will be involved in mitigation options. Budgetary analysis in accordance with the Spending Authority Policy will be developed and a decision on the most prudent course of action will be decided. The final decision will be communicated to the SAC at a subsequent meeting.

When mitigation recommendations cannot be implemented, the hazard will be defined and included in subsequent training with recommended operating procedures. Recommended operating procedures will be established jointly by Safety and Training and the affected Department (e.g. Maintenance, Operations, etc.).

Mitigation Review will occur at intervals no more than six and twelve months after the mitigation has been implemented to analyze the effect of the mitigation process. Successful mitigation will close the **HIRAM** process on the identified hazard. Partial or unsuccessful mitigation will be analyzed and resubmitted for analysis or closed and included in subsequent hazard training for new and existing employees.

The S&TD, Assistant Safety and Training Director of Compliance, Assistant Safety and Training Director of Instruction, or designee will be responsible for documentation of each step of the **HIRAM** process.

Safety Assurance

Source(s): § 673.27

Introduction

Safety Assurance refers to processes within a transit agency's SMS that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

The subcomponents of Safety Assurance are:

- Safety Performance Monitoring and Measurement
- Measurement of Change
- Continuous Improvement

Safety Assurance includes the following activities:

- Developing performance targets/measures
- Conducting safety assessments

Performance Targets and Measures

Safety assurance at MTD includes the establishment of realistic, risk-based performance targets. Performance targets are of two types: leading/key (KPI) and

lagging (PI). Leading indicators are input based measures with a relationship to a product or goal. They measure and track performance before a problem occurs. Lagging indicators are outcome-based measures that are directly related to a product or goal. They measure performance against prior goals.

The current Leading Performance Indicators for Safety and Training are:

- Number of Mentor Rides for new drivers (actual vs. scheduled)
- Number of Check Rides for Operators beyond two years seniority (percent of total Operators with more than one-year seniority)

The current Lagging Performance Indicators for Safety and Training are:

- Safety Performance Targets required by FTA in this document located beginning on Pages 14-16 of this document
- Number of Preventable Accidents per 1,000,000 vehicle revenue miles for fixed route (MB); 50,000 vehicle revenue miles for demand response (DR)
- Non-Preventable Accidents per 1,000,000 vehicle revenue miles for fixed route (MB); 50,000 vehicle revenue miles for demand response (DR)

Safety assurance determines how well the SMS is meeting MTD's requirements and expectations. It consists of a series of processes and activities that monitor the internal processes as well as our operating environment to detect changes or deviations that can affect safety risk mitigations or cause additional safety risks.

Safety assurance includes auditing, analysis, document reviews, and evaluations to make sure that agency safety performance criteria are met and that safety risk controls are effective.

The Yearly Safety Review (YSR) provides a **high-level review of safety management performance that occurred within the previous calendar year and goals for the current calendar year**. The YSR may use Root Cause Analysis (RCA) and Corrective Action Reports (CARs) to determine if significant changes in policy or procedure are required in the subsequent year. The S&TD is responsible for initiating and documenting the YSR. **The review will take before March 1st after the previous calendar year's data is assembled.**

The Safety Assurance program at MTD consists of:

- Reviews and Audits
- Accident/Incident Investigation
- Employee Safety Reporting Program (2021)
- Quality Assurance
- Data Collection and Analysis
- Performance Management
- Equipment and Infrastructure

- Change Management
- Continuous Improvement

Reviews and Audits

MTD has a comprehensive and robust program of reviews and audits. MTD2071 has a dedicated Internal Audit Team that complies with the International Organization for Standardization Training and Examiner Provider Certification Scheme (ISO TPECS) auditing process that audits and reports on MTD2071. Internal audits are conducted three times each year. Findings and nonconformance from external audits, like the FTA's Triennial Review, APTA's Safety Audit, and financial audits, are put into MTD2071 for Top Management reporting, tracking, and follow up.

The Internal Audit function at MTD is defined in MTD2071. MTD2071 is a management system that complies with the ISO 9001:2015 and 14001:2015 Standards. A third-party auditor is also brought on site annually to perform a registrar-certified audit. Some of the processes are safety related and the auditor examines the written process and then compares actual performance to the written process. The results are used to improve performance and/or enhance compliance with the ISO Standards. Processes may also be reviewed for effectiveness in accomplishing the overall goals within MTD.

APTA Safety Audits are performed every three years. MTD began participating in APTA Safety Audits in 2005. Safety issues identified by these audits are addressed in the year after the report and the S&TD analyzes the recommendations for cost/benefit and effectiveness.

FTA Triennial Reviews may also address safety components and infrastructure issues.

Source(s): §673.27

The CoS, COO, Managing Director (MD), Operations Director (OD), and S&TD will conduct a yearly safety review (YSR) to assess performance and identify deficiencies. Current safety goals are reviewed and revised for the next year. Realistic, risk-based goals will be established. The S&TD will be responsible for developing and implementing any plans to reduce safety deficiencies or poor safety performance.

Accident/Incident Investigations

Accident and incident investigations are conducted by the Operations Support Specialist, Operations Supervisors, Assistant Operations Director, Operations Director, and/or the S&TD. Accidents and incidents that take place in the Maintenance Department or involve Maintenance Personnel are investigated by the Maintenance Director and Assistant Maintenance Director. Operations Supervisors investigate accidents at the scene of the event. A web form on MTDweb is filled out by an Operations Supervisor and/or any Operator involved. The SOP for the Control Center (8

OP26 SOP Control Center Manual) has protocols for Control Center response to accidents and the process for reporting and possible involvement of management in immediate response.

Close-Call Reporting

MTD defines a close-call as any event that could cause physical harm to an individual or property but did not occur. All reported close-calls are to be delivered to the S&TD, Assistant Safety and Training Director of Compliance, and/or Assistant Safety and Training Director of Instruction. Reporters will have the option to submit anonymously. Names of those who did submit will not be shared with anyone unless the incident is proven to be a result of, beyond a reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of laws, regulations, or procedures.

The reporting system will be facilitated through MTDweb, using the Hazard Identification Report Form. The S&TD, Assistant Safety and Training Director of Compliance, and/or Assistant Safety and Training Director of Instruction will submit it to the corresponding Department within MTD and provide feedback to the reporter through either an MTDweb message or through the method requested on the form.

Drug Screening and DOT Medical Examination Report

MTD complies with all requirements enacted by the United States Department of Transportation in 49 CFR 40, *Procedures for Transportation Workplace Drug and Alcohol Programs*, by the FTA in 49 CFR 653, *Prevention of Prohibited Drug Use in Transit Operations*, and in 49 CFR Part 654, *Prevention of Alcohol Misuse in Transit Operations*. In addition, all MTD employees are expected to comply with the MTD Drug and Alcohol Policy dated October 25, 2017, which defines:

- Covered employees
- Prohibited behavior
- Consequences for violations
- Circumstances for testing
- Testing procedures
- Test refusals
- Voluntary self-referral
- Prescription drug use
- Contact person
- Non-safety sensitive employees.

Every MTD employee expected to operate a Commercial Motor Vehicle (CMV) is required to carry a valid United States Department of Transportation/Federal Motor Carrier Safety Administration Medical Examination Report and Certificate. The intent is

to ensure that all employees are medically fit to operate a CMV and do not pose any threat to the health and safety of the Champaign-Urbana Community. All employees who are designated as conducting or will be conducting safety-sensitive functions under 49 CFR Part 655 are required to have a valid Medical Examination Report. Safety-sensitive functions are defined in the Special Terms and Definitions found beginning on page 39 of this document.

Quality Assurance

The Quality Assurance process at MTD consists of several activities that influence the delivery of safe transit service including:

- Mentor Rides
- Check Rides
- On-time Performance
- Corrective Action Reports
- Safety Monitoring

Mentor Rides are conducted with new Operators for two years after the completion of training. The rides are conducted on the first day, three weeks, six weeks, 12 weeks, 26 weeks, and 52 weeks after the anniversary date. **All mentor rides shall be conducted in within the month they are due. There could be some deviation from the target months due to availability of the Operator.** Any deviation from the target month will be documented with the reason as to why it could not be conducted in the appropriate month. It is a goal of the Safety and Training Department to maintain at least 75% compliance with the timeline for all mentor rides. The purpose of the Mentor Ride is to evaluate and document Operator performance and to correct any driving characteristics that may not be consistent with original training or current operating procedures. A secondary purpose is to provide an opportunity for two-way communication and often Operators use the mentor ride process to express concerns and suggestions.

Check Rides replace Mentor Rides after two years to maintain service quality. Check rides are conducted by the Safety and Training Department's trained evaluators.

On-time Performance is a critical element in creating pressure on Operators to maintain schedule adherence while deciding on what risk level they are willing to take to maintain the schedule. For schedules that have poor adherence, the data will be analyzed by Planning and adjustments are considered to provide adequate time to maintain the schedule. On-time performance by route and time of day will be analyzed as part of the Yearly Safety Review.

Corrective Action Plans (CAPs) are an essential element of Quality Assurance. A Corrective Action Plan is created to respond to an identified hazard that carries an unacceptable level of risk. The difference between a CAP and a CAR is that a CAP is

managed through the HIRAM process rather than process that utilizes 10 MS1 F Corrective Action Request Template. CAPs are specific to safety risk mitigation. A CAP consists of issue identification; containment; root cause description; short term corrective action; long-term preventive action; and verification of effectiveness.

Safety Monitoring is a triannual review of safety performance for the overall system as part of the MTD2071 Management Review. The ST&D and CoS will meet throughout the year to assess overall system safety data and the quality of data collected for KPIs. Minutes of each meeting will include data reviewed and any recommended actions planned for the next trimester.

Data Collection and Analysis

MTD has an extensive range of data sets used throughout the organization for safety-related activity as well as general management data. MTD2071 monitors Key Performance Indicators and Performance Indicators. The Performance Targets and Measures section found previously in this document explains some of the indicators used to assess safety performance.

PTASP Statistical Summary

The tables below reflect initial NTD data used to develop Performance Targets for the 2021 PTASP plan as shown starting on Page 14 of this document. This will be updated each year with data from the previous five years. Goals are based on the previous five-year experience and are initially set as an improvement compared to the worst year in the last five years. The calculations used are the same as those used to configure the Performance Targets. The current goals are the average of 2017-2021° reduced by 5%.

*Major Mechanical Failures per Vehicle Revenue Mile for System Reliability data only available from January 2019 to present.

Fixed Route Motor Bus – Directly Operated

	2017	2018	2019	2020	2021	Average	Goal
Fatalities	0	0	0	0	0	0	0
Injuries	2	1	2	7	6	3.60	3.42
Safety Events	2	1	2	11	11	5.40	5.13
Miles Between Road Calls (MBRC)°			28,861	33,725	20,412	27,666	29,049

Table 7 Statistical Summary for Fixed Route Motor Bus Directly Operated.

*Major Mechanical Failures per Vehicle Revenue Mile, rounded to nearest whole number, for System Reliability data only available from January 2019 to present.

Demand Response – Directly Operated

	2017	2018	2019	2020	2021	Average	Goal
Fatalities	0	0	0	0	0	0.00	0.00
Injuries	0	0	0	7	0	0.00	0.00
Safety Events	0	0	0	1	0	0.20	0.19
Miles Between Road Calls (MBRC) °			16,207	18,677	18,098	17,661	18,544

Table 8 Statistical Summary for Demand Response - Directly Operated.

*Major Mechanical Failures per Vehicle Revenue Mile, rounded to nearest whole number, for System Reliability data only available from January 2019 to present.

NTD reportable events are measured as the total number each month. Any S&S40s reported will be noted. A Safety and Security form 40 (S&S-40) is a Major Event Report to the NTD that captures detailed information on severe events that occur within a transit environment. Agencies must complete one S&S-40 per reportable event, regardless of how many thresholds an event meets.

PTASP Safety Targets will be included in the monthly Key Performance Indicator report and include a year-to-date total. Comparisons will be made to how close the number of safety incidents come to meeting the targets and how they compare to the previous year beginning in calendar year 2022.

Equipment and Infrastructure

Properly maintained equipment and infrastructure is a key element in providing a safe foundation for operations. MTD has processes for equipment maintenance and for daily maintenance. MTD is committed to timely replacement of equipment in its Transit Asset Maintenance (TAM) plan which provides efficient and effective replacement of buses, support equipment, and infrastructure. Operations and Safety and Training will be included in the development of equipment specifications that affect Operators through surveys and email communications.

Rolling stock performance is measured by the Maintenance Director and focuses on:

- Mean distance between failures
- Vehicle inspection results
- Compliance with vehicle maintenance and inspection schedules

Infrastructure/Facilities measured by

- Asset conditions of MTD facilities in the TAM process.

Safety Lane Inspections occur every six months in accordance with the Illinois Department of Transportation regulations.

Change Management

Sources: §673.27

New hazards are caused by MTD-controlled events and decisions or by events caused by the private sector, or federal, state, or local government regulations and activities. MTD has a robust process for analyzing changes caused by these associated actions.

The Change Management safety process at MTD consists of several activities. There are process-driven procedures and interactive discussions with employees. The purpose of change management is to have a thorough and thoughtful approach to change within MTD and change caused by external factors.

The primary cause of change management is solving a defined problem. The Root Cause Analysis (RCA) process is the primary method used at MTD to solve defined problems. The RCA process is defined in 10 MS3 Root Cause Analysis Procedure.

A CAP may be generated after the RCA is completed if the analysis in the RCA indicates that a CAP is needed. The RCA will be the primary element in any Change Management

activities. The RCA/CAP Process may also be used for some events that are not reportable to NTD thresholds. The Accountable Executive, CoS, COO, the S&TD, or any Department Head may initiate the RCA process.

The RCA process may also be used for some events that do not reach the level of an NTD S&S-40 requirement.

Employee involvement in the process of change at MTD consists of several activities. An internal committee structure is typically used to gather employee input to address various aspects of employment and service at MTD. Committees that have a direct or indirect impact on safety include:

- SAC
- School Outreach Committee
- Routes and Schedules Committee
- Wage and Policy Committee
- Accident Review Board (SAC Members) (*Only triggered if an employee refutes a citation*)

The SAC is directly involved in the Risk Management portion of the SMS and is the most influential committee that has an impact on safety. Proposed changes in routes, schedules, standard operating procedures, or other policies affecting safety may be reviewed by the SAC. The SAC will forward their analysis of the elements of change to the S&TD and the Accountable Executive. SAC has review authority, but the final decision rests with Top Management consisting of the MD, COO, and CoS.

Any of the committees above may identify safety issues. These issues will be referred to the S&TD, Assistant Safety and Training Director of Compliance, and/or Assistant Safety and Training Director of Instruction who will determine if they should be taken to the SAC for risk analysis.

The Routes and Schedules Committee (RSC) generally identifies route and schedule problems. The SAC may also identify route and schedule issues, and these will be referred to the Planning Manager or the Committee Leader of the RSC. Similarly, the RSC may forward proposed changes to the SAC for comment or analysis.

The three primary factors that cause safety risk change at MTD are:

- New or revised routes and schedules
- New or modified equipment
- Changes in operating procedures and policies

Service analysis and development is generally performed by the Operations Director and Planning Manager with input from Operators, Staff, Supervisors, employees, general public, and other interested groups. Significant proposed changes are published in accordance with FTA regulations to allow public input before implementation. Minor

changes in schedules are implemented administratively. Recommended route and schedule changes are reviewed by, but not limited to, the Executive Team, Operations Department, Customer Service Department, Safety and Training Department, Marketing, and/or other groups affected by the changes. Internal communication of changes takes place primarily through MTDweb.

MTD operates on an annual service year with a new service year beginning in mid-August. This enables MTD to collect feedback and analysis throughout the year to prepare for the service turnover.

The Routes and Schedules Committee (RSC) reviews planned changes and offers advisory input to the Planning Manager. The RSC reviews planned changes and discusses ideas for what could be changed. In addition, the Committee discusses challenges with the current service, as well as provides frontline knowledge to predict challenges with proposed service changes. The Committee's input is both proactive and reactive depending on the issue and its timing, however nothing is implemented without their feedback and planned changes can be altered based on their feedback. RSC and Staff-level meetings are conducted to discuss changes, ideas, and progress on developing the changes and one does not specifically have to occur before the other.

At least one public hearing is conducted annually to get feedback on proposed changes and current service offerings. Notes from public hearings are kept as records by the Executive Assistant.

Equipment specifications for new equipment or modifications to existing equipment are developed by the Department that is asking for or purchasing the equipment or modification. The associated project manager and Department Heads who are requesting the new or modified equipment will review proposed specifications, communicate with affected employees, and evaluate their operational efficiency. The scope of impact will dictate the need for formal or informal feedback.

MTD's Procurement Manual (8 GP11 Procurement Manual) defines the application of safety principles, requirements, and representatives in Appendices 2.1 and 3.3.

- Appendix 2.1
 - Department Directors, which includes, but is not limited to, the S&TD, are included in the
 - Identification of need
 - Evaluation of offers
 - Contract/Project Administration
- Appendix 3.3
 - All bus procurements must include proof the vehicle has complied with the Altoona or other bus testing requirements. Invitation for Bid packages for buses and other support or fleet vehicles must include all the

necessary FTA certification forms. The District must possess a copy of the Altoona Testing Report before final acceptance of the first vehicle.

Bulletins and standard operating procedures regarding operating policies and procedures are generally initiated and developed by the Operations Department. Top Management reviews significant operating policy changes that have a cost, service, or safety component. Minor changes are implemented by the Operations Department. These changes are typically presented to the Wage and Policy Committee depending on how far reaching the policy is. Safety issues found with policy changes can be brought up in the SAC reactively by members and attendees invited to SAC Meetings.

Review of mitigation efforts is also a part of the change management process. Efforts will be reviewed as part of the HIRAM process at six- and twelve-month intervals and the change will be evaluated to determine if the hazard has been completely or partially resolved.

Hazards created by the private sector are difficult to reduce or eliminate. The HIRAM process will analyze hazards caused by private sector entities and communicate desired changes to the private sector. MTD's efforts include ensuring third-party contractors and vendors conform to requirements as modeled in section 8.4 of the ISO 9001:2015 Standard.

Hazards caused by federal, state, and local government will be analyzed through the HIRAM process or in the Yearly Safety Review. Top Management and the S&TD will also analyze changes caused by government or local organization action as well as changes to service agreements. Mitigation responses will be developed and presented to the agency involved through an appropriate process depending on the activity that caused the hazard and the level of government.

Continuous Improvement

Source(s): §673.27

The Continuous Improvement process at MTD is data driven as well as interactive. The data identified in the Data Collection and Analysis section is analyzed yearly in a timely manner by the affected departments. Changes in safety performance may be analyzed through the Root Cause Analysis (RCA) process defined in MTD2071 10 AD4. A change may be generated after the completion of the RCA process. A Corrective Action Report (CAR) may result and MTD2071 10AD1 F documents that CAR process.

The interactive part of the Continuous Improvement Process consists of several committees which report their recommendations to the associated Department Head. Focus groups may also be convened by the Safety and Training Department, Operations, or Maintenance to discuss a specific safety issue or developing deficiency.

Recommendations from the focus groups are also reported to Top Management and recorded by the Safety and Training Department.

The Accountable Executive, S&TD, Top Management, and/or MTD2071 Team will implement cost-effective solutions to the safety issues that have been identified and analyzed.

Safety Promotion

Source(s): §673.29

Introduction

Safety promotion, as the term is used in the SMS, does not refer to awards, incentives, or slogans. Safety promotion has the wider meaning of how the safety concepts, philosophy and culture of the organization are integrated into the way business is conducted in a visible, purposeful and proactive manner. Implementation of safety goals and objectives through programmatic controls with identified performance targets can be shown to promote a positive safety culture.

Competencies and Training

MTD has a strong program of initial training, periodic performance reviews, and re-training for Operators (Bus and Paratransit), Staff who hold a Commercial Driver's License (CDL), and Maintenance Employees.

The program consists of:

- Initial Training
- Mentor Rides
- Summer Refresher Training
- Individual Re-training
- Safety and Training Department Training
- Individual Training Plans
- Maintenance Training.

Initial training for all Operators is the commercially-available TAPTCO Transit Operator Development Course or Paratransit Operator Development Course. The current version is updated periodically when TAPTCO provides course upgrades to accommodate new requirements set forth by the FTA and FMCSA. Upon completion of the classroom TAPTCO sessions, a Bus Operator trainee completes 52 to 55 hours in the classroom, 72 to 96 hours in out-of-service training with a Road Instructor, and 158 to 170 hours of in-service training with a Line Instructor. While in Line Instruction, a minimum of 130 hours take place on community routes, while 28 hours take place on University of Illinois

campus routes. A Paratransit Operator completes 24 hours in the classroom and spends 16 hours in Road Training and 40 hours in Line Instruction. Training is to a “competent and confident” level and may be extended based on the decision of the S&TD or Assistant Safety and Training Director of Instruction. The initial training program is documented in the individual’s training record.

Mentor Rides (See *Mentor Rides* under *Quality Assurance* on Page 27)

Summer Refresher Training is a yearly program developed by the Safety and Training Department with a curriculum determined by previous year’s performance and/or immediate needs of the District. Input is considered from other departments including, but not limited to, Customer Service, Human Resources, Operations, and Maintenance. Summer refresher training is conducted in one-day sessions during the summer months.

Instructor Recertification is conducted on an biannual basis for both Road and Line Instructors. Upon completion, the instructor will receive certificates and their training record will be updated.

Individual Retraining is conducted for those employees who are having performance problems in areas such as preventable accidents, unsafe operations, and customer service. The session is designed by S&T and is conducted by either the Assistant Safety and Training Directors, Lead Instructors, or Classroom Instructors. Session lengths vary depending on the issue involved and the ability of the Operator to demonstrate successful performance of the tasks. **Retraining is not considered discipline.**

Safety and Training Department Employees receive training appropriate to their individual employee development plan. Line and Road Instructors receive the “Train the Trainer” program developed by TAPTCO and taught by Assistant Safety and Training Directors or Lead Instructors. The S&TD, Assistant Safety and Training Directors, and Lead Instructors may also attend classes conducted by the Transportation Safety Institute (TSI) as necessary. Certifications from TSI are required for each person completing TSI training. The Assistant Safety and Training Directors and Lead Instructors must have valid Third-Party Certification Program Safety Officer Licenses.

Individual Training Plans At least one member of Safety and Training Management (Director or Assistant Director) should have the following certificates within five (5) years of the implementation of this document.

- Transit Safety and Security Program Certificate (or equivalent)
- Substance Abuse Management and Program Compliance Certificate
- Reasonable Suspicion Determination for Supervisors Certificate
- Advanced Bus Collision Investigation Certificate
- Effectively Managing Transit Emergencies Certificate

Maintenance Training is an individualized training program depending on the position within the Department. Routine vehicle servicing training is similar in structure to driver training with less driving time, but more time on maintenance tasks. Technicians receive training proportional to their role at MTD. Hazard training that is unique to vehicle maintenance or building maintenance activities is included as needed. Training for Maintenance employees is currently being provided by Maintenance Supervisors or vendors.

Safety Communication

Source(s): §673.29

MTD has a strong and effective safety communication platform for general distribution and individual response. Formal communication through MTDweb is used to issue general safety notices and employees are required to log into MTDweb on days of which they work, at least once during their shift, preferably at the beginning.

The Summer Refresher Training is required of all Operators and is a formal method for safety communication. Mentor Rides and Check Rides also allow two-way communication between Operators and Instructors. Articles in *BusLines* are also used to communicate safety issues.

Informal communication methods include two-way communication with Supervisors and the Control Center. Immediate emergencies are broadcast from the Operations Control Center via radio.

Individual employees who express a concern via MTDweb or through a committee will be answered by the S&TD or Operations Director via MTDweb or through individual conversation.

Some activities from the **HIRAM** process may result in partial mitigation, no mitigation, or unintended consequences. If the mitigation process does not completely resolve the issue, the hazard will be incorporated into training, either in initial Operator training or in the summer retraining process.

Effective, proactive identification and management of safety risks depends on communicating organization wide commitment, beginning with training from senior leadership to the frontline worker, to identify safety risks. All employees must then be alerted to act against those risks, then to circle back through multiple communication channels to initiate review and update the plan and controls.

Safety Training

The purpose of safety training is:

- To ensure that all employees, contractors, and suppliers of a transit agency understand their roles and responsibilities as they relate to safety.
- Adopt the norms, practices, and attitudes associated with a SMS's approach and safety culture.
- Reduce the exposure of employees, customers, and the public to safety risks.

Training goals should be linked to MTD's safety goals as described in the agency Safety Plan. A needs assessment should be done regularly to assess the needs of the agency as well as different target audiences. Training evaluation should include an evaluation of the training program implementation as well as the effectiveness of training strategies (outcomes).

Safety Vigilance

Crucial to the success of MTD's SMS is the establishment of a positive safety culture. The environment must be conducive to achievement of the agency's safety objectives and the ability of MTD to retain a healthy respect for, and be wary of, hazards that could develop into safety risks. It is especially important for employees to be knowledgeable about risks that are considered accident precursors and be empowered to report or act on these hazards. Being watchful and maintaining a vigilant attitude are characteristics of a positive safety culture and affect the values, attitudes, and behaviors of all employees. These activities support the higher reliability of the safety effort to become sustainable over the long term.

Safety Culture

A strong and robust safety culture is a system that defines protocols and processes and is a systematic approach to safety. MTD is committed to enhancing its current Safety Culture with continuous education and development of safety protocols that improve safety performance. The MTD safety culture has significant involvement of Operators, Supervisors, Security, Maintenance and Facility employees, and support personnel. The Continuous Improvement Process (CIP) is a key component in employee involvement. The MTD2071 processes and the CIP enhance the Safety Culture within MTD.

Collisions, claims, and safety events are analyzed for root cause using standard safety analysis techniques with the goal of reducing repeat events of a similar nature. The safety systems are not a function of individual personalities but are the collective performance of each individual person that creates the overall system performance. A high level of trust between employees and Department Heads creates a robust safety culture. The safety program is ingrained in MTD and transitions in personnel or employment positions do not change the commitment to safety.

Operating employees are encouraged to report safety concerns through both formal and informal methodologies without fear of blame or retribution. Unacceptable behaviors that are reckless or endanger other employees or passengers are not tolerated and are defined in the MTD Employee Handbook.

Safety Management System Documentation

Source(s): §673.29, §673.31

The S&TD is responsible for document storage. Minutes from the SAC will be maintained. Internal Audits are scheduled three times a year through the MTD2071 Management System. Requests to add Safety and Training Department documentation to an upcoming internal audit can be made by any member of the MTD2071 Core Team.

SMS documentation used to develop and implement this document is to be made available upon request by the FTA or other Federal entity, or a State Safety Oversight Agency having jurisdiction.

The SMS process for documentation of safety activities includes:

- HIRAM process as shown in the Risk Management section of this document
- Documentation of informal suggestions and interactions kept in a spreadsheet with activity from the SAC
- Data collection and analysis as defined in the Safety Assurance section
- Key Performance Indicators and General Performance Indicators are collected on a monthly, quarterly, or annual basis appropriate to the indicator
- Review and analysis of new safety requirements from federal or state sources
- Triannual review of safety performance by the Accountable Executive, Top Management, and the MTD2071 Core Team during Management Reviews
- All safety data is available for review at any time by the Accountable Executive and agency leadership.

All documentation of the SMS is in the custody of the S&TD. Modifications to the document are approved by the MD, who is the Accountable Executive. Documents are stored in their original and modified form for a minimum of three years.

Appendices

Appendix A: Special Terms and Definitions

Term	Definition
BusLines	The monthly employee newsletter of the Champaign-Urbana Mass Transit District.
Close-Call	Any event that could cause physical harm to an individual or property, but did not occur
Fatalities	Death confirmed within 30 days, excluding suicide, trespassers, illness, or natural causes
Injuries	Harm to person(s) that requires immediate medical attention away from the scene
Mode	The National Public Transportation Safety Plan defines the word “mode” as one of three categories: Rail Modes, Fixed Route Bus Modes, and Non-Fixed Route Bus Modes
MTD2071	MTD’s integrated ISO 9001:2015 and 14001:2015 Management System. MTD2071 is a District-wide effort to continually improve customer satisfaction and reduce environmental impact.
S&S-40	Safety and Security (S&S) Major Event Report to the NTD that captures detailed information on severe S&S events that occur within a transit environment. Agencies must complete one S&S-40 (40 is the major report designation) per reportable event, regardless of how many thresholds an event meets.
Safety Assurance	Processes within a transit agency’s SMS that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
Safety Events	Collision, derailment, fire, hazardous material spill, or evacuation
Safety-Sensitive Function	Defined by 49 CFR Part 655, means any of the following duties, when performed by employees of recipients, subrecipients, operators, or contractors: (1) Operating a revenue service vehicle, including when not in revenue service; (2) Operating a nonrevenue service vehicle, when required to be operated by a holder of a Commercial Driver's License; (3) Controlling dispatch or movement of a revenue service vehicle; (4) Maintaining (including repairs, overhaul and rebuilding) a revenue service vehicle or equipment used in revenue service. This section does not apply to the following: an employer who receives funding under 49 U.S.C. 5307 or 5309, is in an area less than 200,000 in population, and

	contracts out such services; or an employer who receives funding under 49 U.S.C. 5311 and contracts out such services; (5) Carrying a firearm for security purposes.
System Reliability	Major mechanical failure preventing a vehicle from completing or starting scheduled trip
Top Management	Managing Director, Chief of Staff, and Chief Operating Officer
Vehicle Revenue Miles	The miles transit vehicles are scheduled to or actually travel in revenue service. Excludes deadhead, operator training, vehicle maintenance testing, school bus, and charter services

Appendix B: List of Acronyms Used

Acronym	Definition
ASP	Agency Safety Plan
CAR	Corrective Action Report
CAP	Corrective Action Plan
CDL	Commercial Driver's License
CIP	Continuous Improvement Process
CMV	Commercial Motor Vehicle
COO	Chief Operating Officer
COOP	Continuity of Operations Plan
CoS	Chief of Staff
DO	Directly Operated
DR	Demand Response
FMCSA	Federal Motor Carrier Safety Administration
ESRP	Employee Safety Reporting Program
FTA	Federal Transit Administration
HIRAM	Hazard Identification – Risk Assessment – Mitigation
ISO TPEC	International Organization for Standardization Training and Examiner Provider Certification Scheme

KPI	Key Performance Indicator
LLLC	Look Ahead, Leave Room, Look Around, Communicate
MB	Motor Bus
MD	Managing Director
MTD	Champaign – Urbana Mass Transit District
NTD	National Transit Database
OD	Operations Director
PI	Performance Indicator
PT	Purchased Transit
PTASP	Public Transit Agency Safety Plan
RCA	Root Cause Analysis
RSC	Routes and Schedules Committee
S&TD	Safety and Training Director
SAC	Safety Advisory Committee
SGR	State of Good Repair
SMS	Safety Management System
TSI	Transportation Safety Institute
YSR	Yearly Safety Review

Appendix C: SMS Investigation Process

Looking beyond the assignment of blame to an individual employee, SMS investigations allow MTD to examine how both internal and external factors may contribute to close-calls and accidents. Upon notification of a reported close-call, the Safety & Training Department (S&T) and Operations Department (Operations) will coordinate to review immediately-available evidence, such as video footage from vehicle and/or facility cameras.

If initial review of video footage from a close-call reveals that the employee's performance and/or behavior was appropriate, then the event and the associated data will be logged into the SMS Investigation Spreadsheet. The reporting employee will be notified that their close-call was reviewed and will receive positive feedback.

However, if the video footage reveals that the close-call may have been caused by the employee's performance, a SMS investigation will be initiated. All accidents resulting in serious injury and/or a fatality will automatically be subject to a SMS investigation.

The purpose of SMS investigations is to uncover causal factors that, if mitigated, could reduce the risk of experiencing future accidents or injuries. All SMS Investigations will be performed by, or under the oversight of, the Safety & Training Director. The investigation is a four-step process:

1. Collect and Analyze Evidence/Data
2. Conduct Interviews
3. Develop Corrective Action Plans to Prevent Recurrence
4. Investigation Conclusion & Report Distribution

Collect and Analyze Evidence/Data

SMS is a data-driven approach to managing safety risks; therefore, data and evidence must be collected from the event for analysis. Sources of event data and evidence may include, but not limited to, accident/incident reports, video footage, photographs, radio transmissions, employee records, historical safety statistics, employee records, training records, vehicle maintenance records, etc. Information from the event will be compared to system data to identify conformity to operational trends. Analysis of this information provides a better insight for the investigator and assists in the preparation of interview questions.

Conduct Interviews

Video footage and photographs are great at documenting events that already took place; however, they cannot provide perspective on internal factors that may have contributed to the event. That perspective can only be obtained through interviews. The investigator will interview each employee involved in the event. Interviews will take

place in a private office, and the investigator may invite an additional staff member to take notes. The interview will be recorded to ensure accuracy. The investigator(s) will use interviews and evidence to identify causal factors.

Develop Corrective Action Plans to Prevent Recurrence

Corrective Action Plans (CAPs) will be developed based on the causal factors identified after reviewing evidence and considering interview statements. CAPs are designed to manage the causal factors to reduce, or even eliminate, the risk of similar accidents from occurring in the future. CAPs can be geared towards the individual employee, the Agency, or other stakeholders involved in the transit operation. Several CAPs can be associated with an event, and their progress will be updated and tracked within 8 ST35 Corrective Action Plan Tracker.

Concluding Investigation & Report Distribution

At the conclusion of an investigation, a formal, confidential report will be generated by the investigator. The report will be provided to the employee's supervisor as well as other immediate stakeholders. A recommendation for discipline will never be included in the report. However, if the investigation reveals that, beyond a reasonable doubt, the employee's behavior was inappropriate to the degree of gross negligence, or a deliberate or willful disregard of federal, state, local, or MTD regulation, procedure, or law, discipline may be considered by the supervisor.

AN ORDINANCE ANNEXING CERTAIN TERRITORY

WHEREAS, the territory herein described below is contiguous to the Champaign-Urbana Mass Transit District, and is wholly within the corporate limits of the City of Urbana, Illinois, and is not a part of another local mass transit district, and is not classified as farmland for assessment purposes pursuant to the Revenue Act of 1939; and

WHEREAS, the Board of Trustees held a public hearing on the 18th day of April, 2022 at 4:00 p.m. at St. Matthew's Lutheran Church, 2200 Philo Road, Urbana, Illinois, to consider the annexation of the territory described herein below; and

WHEREAS, the Board of Trustees caused to be published a Notice of Public Hearing in a newspaper of general circulation in Champaign County, Illinois, which said Notice was published on the 1st day of March, 2022, the 9th day of March, 2022, and the 17th day of March, 2022 in the Champaign-Urbana News Gazette, all of which is more fully set forth in the Certificate of Publication attached hereto as "Attachment 1".

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE CHAMPAIGN-URBANA MASS TRANSIT DISTRICT OF URBANA, ILLINOIS AS FOLLOWS:

SECTION 1: That the Board of Trustees finds that the facts recited above are true and are herein adopted by the Board as part of this Ordinance as fully as if such were set forth herein.

SECTION 2: That the following described territory is hereby annexed to the Champaign-Urbana Mass Transit District effective immediately upon the passage of this Ordinance:

BEGINNING AT AN IRON ROD SURVEY MONUMENT FOUND AT THE EASTERLY CORNER OF LOT E250 OF STONE CREEK SUBDIVISION NO. 2 AS RECORDED DOCUMENT NUMBER 2005R24458 IN THE OFFICE OF CHAMPAIGN COUNTY RECORDERS; THENCE ALONG THE SOUTHERLY RIGHT OF WAY LINE OF STONE CREEK BOULEVARD DEDICATED TO THE PUBLIC BY STONE CREEK SUBDIVISION NO. 1 AS RECORDED IN DOCUMENT NO. 1997R23338 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDERS BEING A CIRCULAR CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 440.00 FEET, A CHORD LENGTH OF 298.16 FEET, A CHORD BEARING OF SOUTH 58 DEGREES 32 MINUTES 37 SECONDS EAST FOR AN ARC LENGTH OF 304.18 FEET ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STONE CREEK BOULEVARD TO AN IRON ROD SURVEY MONUMENT FOUND AT THE NORTHWEST CORNER OF LOT F203 OF SAID STONE CREEK SUBDIVISION NO. 2; THENCE SOUTH 17 DEGREES 24 MINUTES 11 SECONDS WEST ALONG THE WESTERLY LINE OF SAID LOT F203, A DISTANCE OF 127.79 FEET TO AN IRON ROD SURVEY MONUMENT FOUND AT THE SOUTHWEST CORNER OF SAID LOT F203; THENCE NORTH 74 DEGREES 20 MINUTES 02 SECONDS WEST ALONG A NORTHERLY LINE OF LOT 1 OF SAID STONE CREEK SUBDIVISION NO.1 ALSO BEING A NORTHERLY LINE OF LOT 1 R OF A REPLAT OF LOTS 1, 2, AND 3 STONE CREEK SUBDIVISION NO. 1 AS RECORDED IN DOCUMENT NUMBER

98R32231 IN THE OFFICE OF CHAMPAIGN COUNTY RECORDERS, A DISTANCE OF 40.09 TO AN IRON PIPE SURVEY MONUMENT SET; THENCE SOUTH 35 DEGREES 15 MINUTES 53 SECONDS WEST ALONG A NORTHERLY LINE OF SAID LOT 1 AND SAID LOT 1R, A DISTANCE OF 84.22 FEET TO AN IRON PIPE SURVEY MONUMENT SET; THENCE SOUTH 86 DEGREES 38 MINUTES 38 SECONDS WEST ALONG A NORTHERLY LINE OF SAID LOT 1 AND SAID LOT 1R, A DISTANCE OF 149.70 FEET TO AN IRON PIPE SURVEY MONUMENT SET; THENCE NORTH 78 DEGREES 38 MINUTES 14 SECONDS WEST ALONG A NORTHERLY LINE OF SAID LOT 1 AND SAID LOT 1R, A DISTANCE OF 396.36 FEET TO AN IRON PIPE SURVEY MONUMENT SET; THENCE NORTH 16 DEGREES 23 MINUTES 44 SECONDS WEST ALONG A EASTERLY LINE OF SAID LOT 1 AND SAID LOT 1R, A DISTANCE OF 138.99 FEET TO AN IRON PIPE SURVEY MONUMENT SET; THENCE NORTH 29 DEGREES 59 MINUTES 06 SECONDS EAST ALONG A SOUTHEASTERLY LINE OF SAID LOT 1 AND SAID LOT 1R, A DISTANCE OF 195.09 FEET TO AN IRON PIPE SURVEY MONUMENT SET; THENCE NORTH 69 DEGREES 37 MINUTES 55 SECONDS EAST ALONG A SOUTHEASTERLY LINE OF SAID LOT 1 AND SAID LOT 1R, A DISTANCE OF 145.29 FEET, TO AN IRON PIPE SURVEY MONUMENT SET ON THE WESTERLY LINE OF LOT E249 OF SAID STONE CREEK SUBDIVISION NO. 2; THENCE SOUTH 04 DEGREES 50 MINUTES 49 SECONDS EAST ALONG A WESTERLY LINE OF SAID LOT E249, A DISTANCE OF 61.11 FEET TO AN IRON ROD SURVEY MONUMENT FOUND AT THE SOUTHWESTERLY CORNER OF SAID LOT E249; THENCE NORTH 65 DEGREES 37 MINUTES 14 SECONDS EAST ALONG THE SOUTHEASTERLY LINE OF SAID LOT E249, A DISTANCE OF 34.11 FEET TO AN IRON ROD SURVEY MONUMENT FOUND AT THE WESTERLY CORNER OF LOT E250 OF SAID STONE CREEK SUBDIVISION NO. 2; THENCE SOUTH 45 DEGREES 34 MINUTES 17 SECONDS EAST ALONG THE SOUTHWESTERLY LINE OF SAID LOT E250, A DISTANCE OF 74.29 FEET TO A STAMPED "X" SET ON THE RIM OF A STORM CLEANOUT; THENCE SOUTH 78 DEGREES 37 MINUTES 17 SECONDS EAST ALONG A SOUTHERLY LINE OF SAID LOT E250, A DISTANCE OF 90.01 FEET TO AN IRON ROD SURVEY MONUMENT FOUND; THENCE NORTH 51 DEGREES 13 MINUTES 44 SECONDS EAST ALONG A SOUTHEASTERLY LINE OF SAID LOT E250, A DISTANCE OF 47.64 FEET TO THE POINT OF BEGINNING, CONTAINING 4.34 ACRES, MORE OR LESS, SITUATED IN THE CITY OF URBANA, CHAMPAIGN COUNTY ILLINOIS.

ALSO BEING DESCRIBED AS LOT 1 OF REICHARD SUBDIVISION PER PLAT RECORDED AS DOCUMENT NUMBER 2019R17026 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

SECTION 3: That the Secretary of the Board of Trustees is directed to record a certified copy of this Ordinance with the County Clerk of Champaign County, Illinois and with the Recorder of Champaign County, Illinois.

ADOPTED this _____ day of _____, pursuant to a roll call vote as follows:

AYES:_____

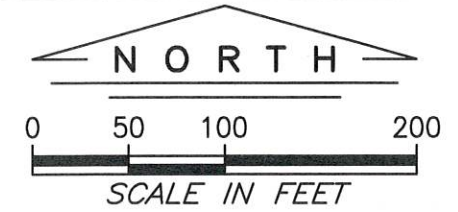
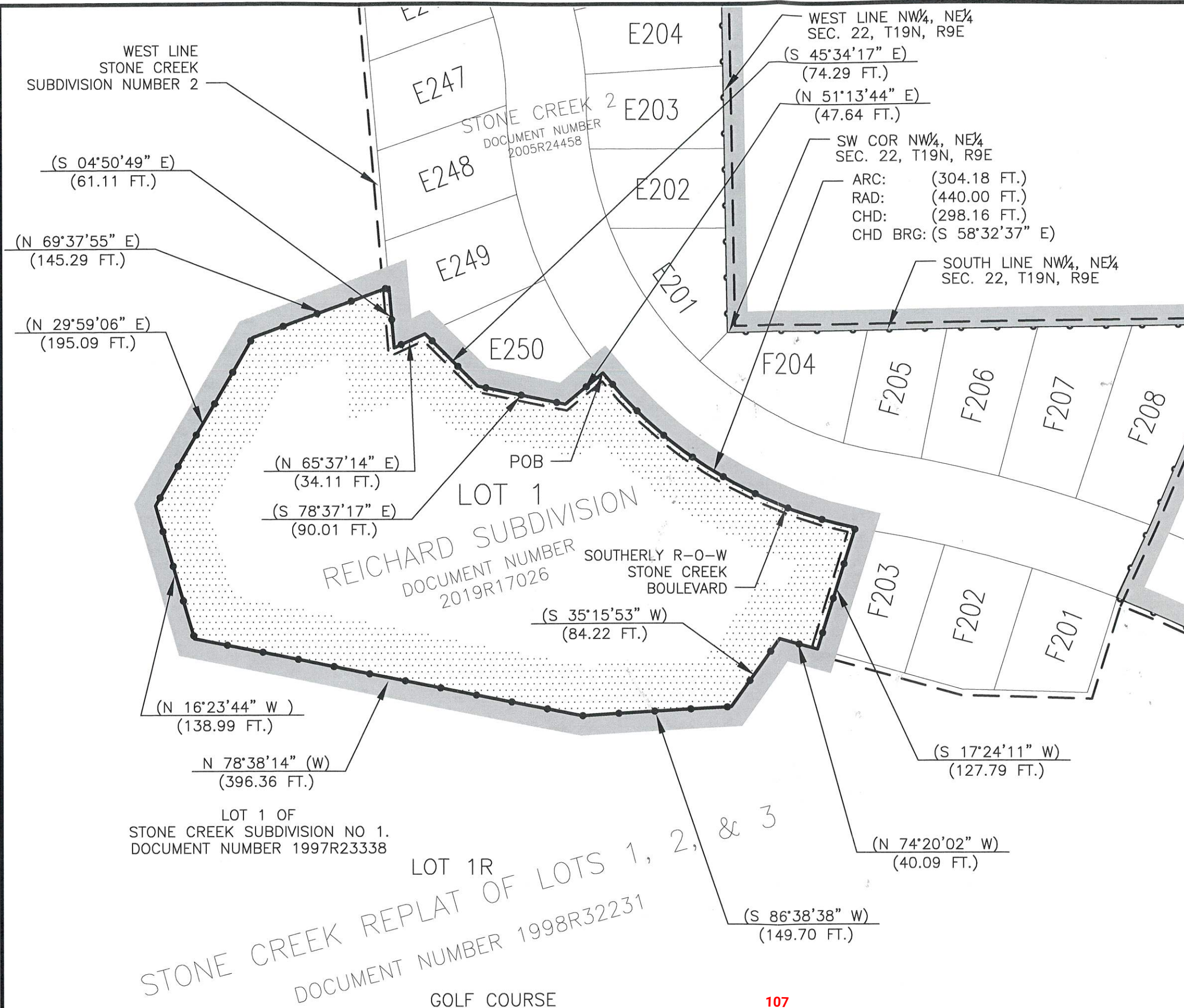
NAYS:_____

ABSENT:_____

Bradley Diel, Chair
Champaign-Urbana Mass Transit District
Board of Trustees

ATTEST:

Jack Waaler, Secretary

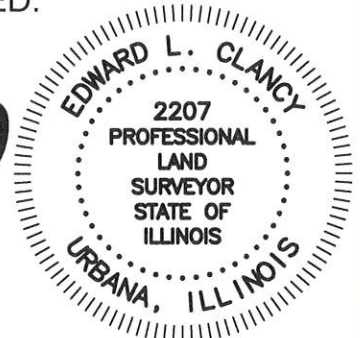


EXISTING CORPORATE LIMITS OF THE CHAMPAIGN — URBANA MASS TRANSIT DISTRICT, CHAMPAIGN COUNTY, ILLINOIS

BOUNDARY OF TERRITORY ANNEXED TO THE CHAMPAIGN — URBANA MASS TRANSIT DISTRICT, CHAMPAIGN COUNTY, ILLINOIS

POB POINT-OF-BEGINNING

TOTAL AREA ANNEXED:
(4.34 ACRES ±)



SIGNED AND SEALED MARCH 11, 2021

Edward L. Clancy

EDWARD L. CLANCY, L.S., P.E., PRESIDENT
BERNS, CLANCY AND ASSOCIATES, P.C.
ILLINOIS PROFESSIONAL LAND SURVEYOR 2207
LICENSE EXPIRATION: NOVEMBER 30, 2022
URBANA, CHAMPAIGN COUNTY, ILLINOIS
ILLINOIS PROFESSIONAL DESIGN FIRM 2999
LICENSE EXPIRATION: APRIL 30, 2021

"REICHARD SUBDIVISION" TRACT

PLAT AND DESCRIPTION
OF TERRITORY ANNEXED TO
CHAMPAIGN — URBANA MASS TRANSIT DISTRICT,
CHAMPAIGN COUNTY, ILLINOIS

PART OF NORTHEAST QUARTER OF SECTION 22
AND ALSO PART OF THE NORTHWEST QUARTER OF
SECTION 22, TOWNSHIP 19 NORTH, RANGE 9 EAST
OF THE THIRD PRINCIPAL MERIDIAN,
CHAMPAIGN COUNTY, ILLINOIS



BERNS, CLANCY AND ASSOCIATES
ENGINEERS • SURVEYORS • PLANNERS
405 EAST MAIN STREET - POST OFFICE BOX 755
URBANA, ILLINOIS 61803-0755
PHONE: (217) 384-1144 - FAX: (217) 384-3355

FILE: 499-37.DWG	DATE: 031121	SHEET 1 OF 3
JOB: 499-37		

1007 23 2022

Affidavit of Publication

STATE OF ILLINOIS }
COUNTY OF CHAMPAIGN } SS

NOTICE OF PUBLIC HEARING

Paul Barrett, being duly sworn, says:

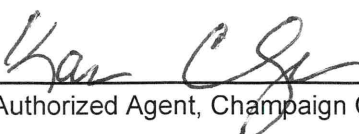
That he is Publisher of the News-Gazette, a daily newspaper of general circulation, printed and published in Champaign, Champaign County, Illinois; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

March 01, 2022, March 09, 2022, March 17, 2022

On the 18th day of April 2022 at 4:00 p.m. at St. Matthew's Lutheran Church, 2200 Philo Road, Urbana, Illinois, the Board of Trustees of the Champaign-Urbana Mass Transit District shall hold a public hearing to consider the annexation of the territory described below. The territory that is being considered for annexation is legally described as follows:

BEGINNING AT AN IRON ROD SURVEY MONUMENT FOUND AT THE EASTERLY CORNER OF LOT E250 OF STONE CREEK SUBDIVISION NO. 2 AS RECORDED DOCUMENT NUMBER 2005R24458 IN THE OFFICE OF CHAMPAIGN COUNTY RECORDERS; THENCE ALONG THE SOUTHERLY RIGHT OF WAY LINE OF STONE CREEK BOULEVARD DEDICATED TO THE PUBLIC BY STONE CREEK SUBDIVISION NO. 1 AS RECORDED IN DOCUMENT NO. 1997R23338 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDERS BEING A CIRCULAR CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 440.00 FEET, A CHORD LENGTH OF 298.16 FEET, A CHORD BEARING OF SOUTH 58 DEGREES 32 MINUTES 37 SECONDS EAST FOR AN ARC LENGTH OF 304.18 FEET ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STONE CREEK BOULEVARD TO AN IRON ROD SURVEY MONUMENT FOUND AT THE NORTHWEST CORNER OF LOT F203 OF SAID STONE CREEK SUBDIVISION NO. 2; THENCE SOUTH 17 DEGREES 24 MINUTES 11 SECONDS WEST ALONG THE WESTERLY LINE OF SAID LOT F203, A DISTANCE OF 127.79 FEET TO AN IRON ROD SURVEY MONUMENT FOUND AT THE SOUTHWEST CORNER OF SAID LOT F203; THENCE NORTH 74 DEGREES 20 MINUTES 02 SECONDS WEST ALONG A NORTHERLY LINE OF LOT 1 OF SAID STONE CREEK SUBDIVISION NO.1 ALSO BEING A NORTHERLY LINE OF LOT 1 R OF A REPLAT OF LOTS 1, 2, AND 3 STONE CREEK SUBDIVISION NO. 1 AS RECORDED IN DOCUMENT NUMBER 98R32231 IN THE OFFICE OF CHAMPAIGN COUNTY RECORDERS, A DISTANCE OF 40.09 TO AN IRON PIPE SURVEY MONUMENT SET; THENCE SOUTH 35 DEGREES 15 MINUTES 53 SECONDS WEST ALONG A NORTHERLY LINE OF SAID LOT 1 AND SAID LOT 1R, A DISTANCE OF 84.22 FEET TO AN IRON PIPE SURVEY MONUMENT SET; THENCE SOUTH 86 DEGREES 38 MINUTES 38 SECONDS WEST ALONG A NORTHERLY LINE OF SAID LOT 1 AND SAID LOT 1R, A DISTANCE OF 149.70 FEET TO AN IRON PIPE SURVEY MONUMENT SET; THENCE NORTH 78 DEGREES 38 MINUTES 14 SECONDS WEST ALONG A NORTHERLY LINE OF SAID LOT 1 AND SAID LOT 1R, A DISTANCE OF 396.36 FEET TO AN IRON PIPE SURVEY MONUMENT SET; THENCE NORTH 16 DEGREES 23 MINUTES 44 SECONDS WEST ALONG A EASTERLY LINE OF SAID LOT 1 AND SAID LOT 1R, A DISTANCE OF 138.99 FEET TO AN IRON PIPE SURVEY MONUMENT SET; THENCE NORTH 29 DEGREES 59 MINUTES 06 SECONDS EAST ALONG A SOUTHEASTERLY LINE OF SAID LOT 1 AND SAID LOT 1R, A DISTANCE OF 195.09 FEET TO AN IRON PIPE SURVEY MONUMENT SET; THENCE NORTH 69 DEGREES 37 MINUTES 55 SECONDS EAST ALONG A SOUTHEASTERLY LINE OF SAID LOT 1 AND SAID LOT 1R, A DISTANCE OF 145.29 FEET, TO AN IRON PIPE SURVEY MONUMENT SET ON THE WESTERLY LINE OF LOT E249 OF SAID STONE CREEK SUBDIVISION NO. 2; THENCE SOUTH 04 DEGREES 50 MINUTES 49 SECONDS EAST ALONG A WESTERLY LINE OF SAID LOT E249, A DISTANCE OF 61.11 FEET TO AN IRON ROD SURVEY MONUMENT FOUND AT THE SOUTHWESTERLY CORNER OF SAID LOT E249; THENCE NORTH 65 DEGREES 37 MINUTES 14 SECONDS EAST ALONG THE SOUTHEASTERLY LINE OF SAID LOT E249, A DISTANCE OF 34.11 FEET TO AN IRON ROD SURVEY MONUMENT FOUND AT THE

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, Authorized Agent, Champaign County, Illinois

99225376 00917376

CU MASS TRANSIT DISTRICT
1101 E UNIVERSITY AVENUE
URBANA, IL 61802

DISTANCE OF 47.64 FEET TO THE POINT OF BEGINNING, CONTAINING 4.34 ACRES, MORE OR LESS, SITUATED IN THE CITY OF URBANA, CHAMPAIGN COUNTY ILLINOIS.

ALSO BEING DESCRIBED AS LOT 1 OF REICHARD SUBDIVISION PER PLAT RECORDED AS DOCUMENT NUMBER 2019R17026 IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

All persons desiring to be heard for or against said request may appear at said meeting and be heard thereon. Persons with disabilities needing services or accommodation for this hearing should contact Beth Brunk, Executive Assistant of the Champaign-Urbana Mass Transit District at (217) 278-9002.
917376 3/1,9,17

AN ORDINANCE ANNEXING CERTAIN TERRITORY

WHEREAS, the territory herein described below is contiguous to the Champaign-Urbana Mass Transit District, and is wholly within the corporate limits of the City of Champaign, Illinois, and is not a part of another local mass transit district, and is not classified as farmland for assessment purposes pursuant to the Revenue Act of 1939; and

WHEREAS, the Board of Trustees held a public hearing on the 20th day of April, 2022 at 4:00 p.m. at First Christian Church, 3601 South Staley Road, Champaign, Illinois, to consider the annexation of the territory described herein below; and

WHEREAS, the Board of Trustees caused to be published a Notice of Public Hearing in a newspaper of general circulation in Champaign County, Illinois, which said Notice was published on the 1st day of March, 2022, the 9th day of March, 2022, and the 17th day of March, 2022 in the Champaign-Urbana News Gazette, all of which is more fully set forth in the Certificate of Publication attached hereto as "Attachment 1".

WHEREAS, The Board of Trustees caused a letter containing the same information as was contained in the Notice of Public Hearing which was published in the Champaign-Urbana News Gazette to be sent to the owners of each parcel in the territory described herein below which was five acres or more in size on the 15th day of March, 2022.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE CHAMPAIGN-URBANA MASS TRANSIT DISTRICT OF URBANA, ILLINOIS AS FOLLOWS:

SECTION 1: That the Board of Trustees finds that the facts recited above are true and are herein adopted by the Board as part of this Ordinance as fully as if such were set forth herein.

SECTION 2: That the following described territory is hereby annexed to the Champaign-Urbana Mass Transit District effective immediately upon the passage of this Ordinance:

BEING A PART OF THE SOUTHEAST QUARTER OF SECTION 29 TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER SECTION 29, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS; THENCE SOUTH 00 DEGREES 30 MINUTES 18 SECONDS EAST ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29, A DISTANCE OF 658.83 FEET; THENCE NORTH 89 DEGREES 28 MINUTES 37 SECONDS WEST, A DISTANCE OF 720.39 FEET; THENCE SOUTH 00 DEGREES 30 MINUTES 18 SECONDS EAST ALONG THE EAST LINE OF THE LEGENDS OF CHAMPAIGN PHASE 1 RECORDED AS DOCUMENT NUMBER 2008R03385 IN THE OFFICE OF THE RECORDER OF CHAMPAIGN COUNTY, ILLINOIS AND ITS SOUTHERLY

EXTENSION THEREOF, A DISTANCE OF 1279.89 FEET; THENCE NORTH 89 DEGREES 27 MINUTES 52 SECONDS WEST, A DISTANCE OF 579.40 FEET; THENCE SOUTH 00 DEGREES 31 MINUTES 18 SECONDS EAST, A DISTANCE OF 721.11 FEET TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29; THENCE NORTH 89 DEGREES 25 MINUTES 18 SECONDS WEST ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29, A DISTANCE OF 1346.97 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 29; THENCE NORTH 00 DEGREES 23 MINUTES 08 SECONDS WEST ALONG THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29, A DISTANCE OF 2651.32 FEET TO THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 29; THENCE SOUTH 89 DEGREES 37 MINUTES 43 SECONDS EAST ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29, A DISTANCE OF 2640.89 FEET TO THE POINT OF BEGINNING, ENCOMPASSING 118.5 ACRES, MORE OR LESS, ALL AS SHOWN ON THE ACCOMPANYING PLAT, SITUATED IN CHAMPAIGN COUNTY, ILLINOIS.

AND ALSO

ALL THAT PART OF THE PUBLIC ROAD RIGHT-OF-WAY KNOWN AS CURTIS ROAD (COUNTY ROAD 1300 NORTH), LOCATED ADJACENT TO THE ABOVE DESCRIBED TRACT.

AND ALSO

ALL THAT PART OF THE PUBLIC ROAD RIGHT-OF-WAY KNOWN AS STALEY ROAD (COUNTY ROAD 800 EAST), LOCATED ADJACENT TO THE ABOVE DESCRIBED TRACT.

SAID TOTAL TERRITORY TO BE ANNEXED TO THE CHAMPAIGN - URBANA MASS TRANSIT DISTRICT IS CONTIGUOUS TO THE EXISTING BOUNDARY OF THE CHAMPAIGN - URBANA MASS TRANSIT DISTRICT, CONTAINING 118.5 ACRES, MORE OR LESS, ALL AS SHOWN ON THE ACCOMPANYING PLAT, ALL SITUATED IN CHAMPAIGN COUNTY, ILLINOIS.

SECTION 3: That the Secretary of the Board of Trustees is directed to record a certified copy of this Ordinance with the County Clerk of Champaign County, Illinois and with the Recorder of Champaign County, Illinois.

ADOPTED this ____ day of _____, pursuant to a roll call vote as

follows:

AYES: _____

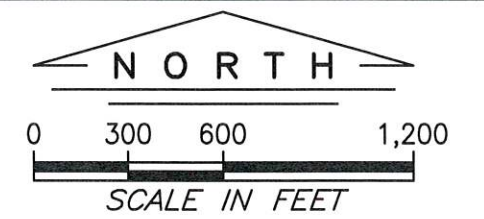
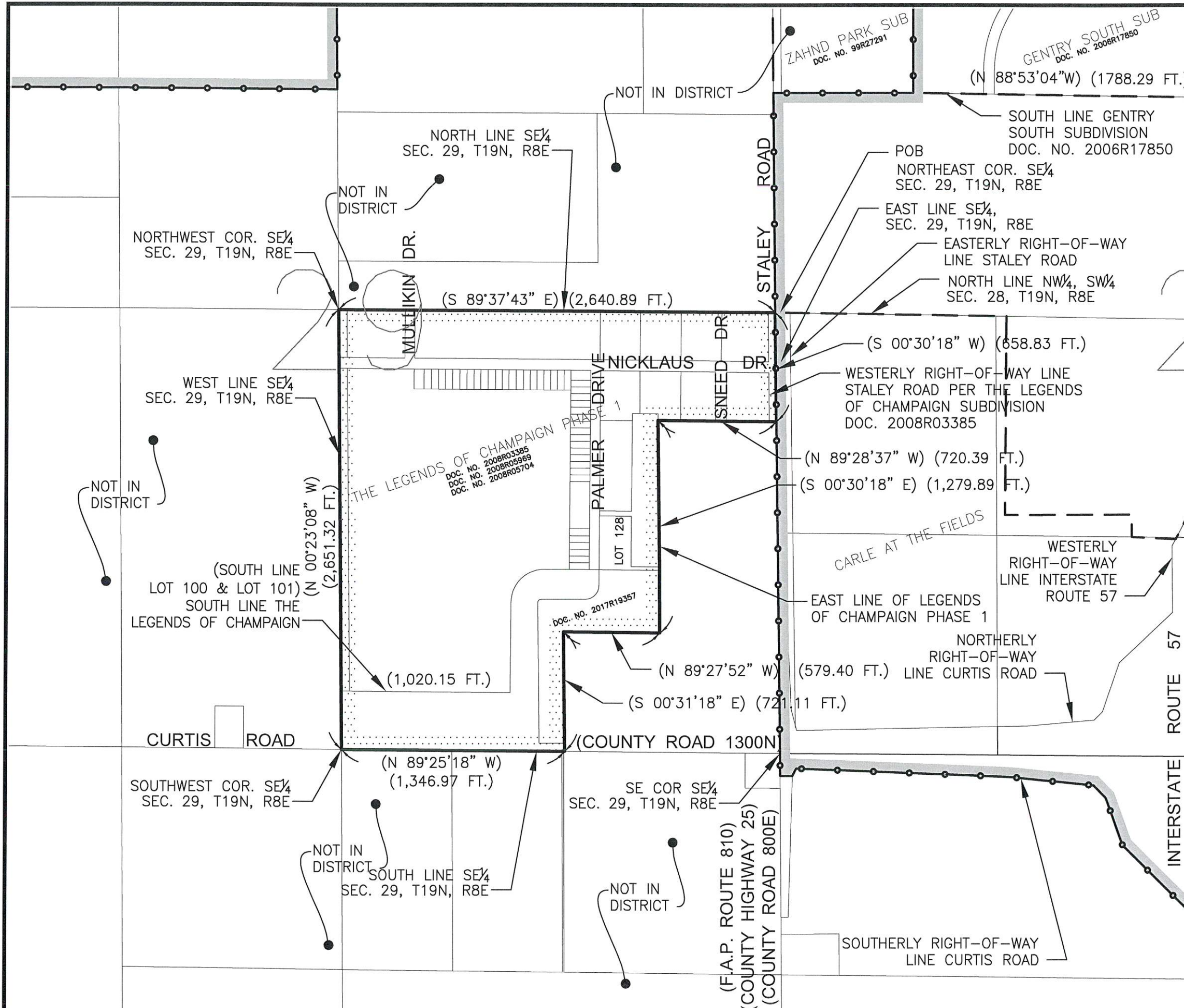
NAYS: _____

ABSENT: _____

Bradley Diel, Chair
Champaign-Urbana Mass Transit District
Board of Trustees

ATTEST:

Jack Waaler, Secretary



- EXISTING CORPORATE LIMITS OF THE CHAMPAIGN – URBANA MASS TRANSIT DISTRICT, CHAMPAIGN COUNTY, ILLINOIS
- BOUNDARY OF TERRITORY PROPOSED TO BE ANNEXED TO THE CHAMPAIGN – URBANA MASS TRANSIT DISTRICT, CHAMPAIGN COUNTY, ILLINOIS

POB POINT-OF-BEGINNING

TOTAL AREA ANNEXED:
(118.5 ACRES ±)



SIGNED AND SEALED FEBRUARY 15, 2022

Edward L. Clancy

EDWARD L. CLANCY, L.S., P.E., PRESIDENT
BERNS, CLANCY AND ASSOCIATES, P.C.
ILLINOIS PROFESSIONAL LAND SURVEYOR 2207
LICENSE EXPIRATION: NOVEMBER 30, 2022
URBANA, CHAMPAIGN COUNTY, ILLINOIS
ILLINOIS PROFESSIONAL DESIGN FIRM 2999
LICENSE EXPIRATION: APRIL 30, 2023

"LEGENDS OF CHAMPAIGN" TRACT

**PLAT AND DESCRIPTION OF TERRITORY ANNEXED TO
CHAMPAIGN – URBANA MASS TRANSIT DISTRICT,
CHAMPAIGN COUNTY, ILLINOIS**

**A PART OF THE SOUTHEAST QUARTER OF SECTION 29,
TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD
PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS**



BERNS, CLANCY AND ASSOCIATES
ENGINEERS • SURVEYORS • PLANNERS
405 EAST MAIN STREET - POST OFFICE BOX 755
URBANA, ILLINOIS 61803-0755
PHONE: (217) 384-1144 - FAX: (217) 384-3355

FILE: 499-36.DWG	DATE: 021522	SHEET 1 OF 2
JOB: 499-36		

Affidavit of Publication

STATE OF ILLINOIS }
COUNTY OF CHAMPAIGN } SS

NOTICE OF PUBLIC HEARING

Paul Barrett, being duly sworn, says:

That he is Publisher of the News-Gazette, a daily newspaper of general circulation, printed and published in Champaign, Champaign County, Illinois; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

March 01, 2022, March 09, 2022, March 17, 2022

On the 20th day of April 2022 at 4:00 p.m. at First Christian Church, 3601 South Staley Rd, Champaign, Illinois, the Board of Trustees of the Champaign-Urbana Mass Transit District shall hold a public hearing to consider the annexation of the territory described below. The territory that is being considered for annexation is legally described as follows:

BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER SECTION 29, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS; THENCE SOUTH 00 DEGREES 30 MINUTES 18 SECONDS EAST ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29, A DISTANCE OF 658.83 FEET; THENCE NORTH 89 DEGREES 28 MINUTES 37 SECONDS WEST, A DISTANCE OF 720.39 FEET; THENCE SOUTH 00 DEGREES 30 MINUTES 18 SECONDS EAST ALONG THE EAST LINE OF THE LEGENDS OF CHAMPAIGN PHASE 1 RECORDED AS DOCUMENT NUMBER 2008R03385 IN THE OFFICE OF THE RECORDER OF CHAMPAIGN COUNTY, ILLINOIS AND ITS SOUTHERLY EXTENSION THEREOF, A DISTANCE OF 1279.89 FEET; THENCE NORTH 89 DEGREES 27 MINUTES 52 SECONDS WEST, A DISTANCE OF 579.40 FEET; THENCE SOUTH 00 DEGREES 31 MINUTES 18 SECONDS EAST, A DISTANCE OF 721.11 FEET TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29; THENCE NORTH 89 DEGREES 25 MINUTES 18 SECONDS WEST ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29, A DISTANCE OF 1346.97 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 29; THENCE NORTH 00 DEGREES 23 MINUTES 08 SECONDS WEST ALONG THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29, A DISTANCE OF 2651.32 FEET TO THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 29; THENCE SOUTH 89 DEGREES 37 MINUTES 43 SECONDS EAST ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29, A DISTANCE OF 2640.89 FEET TO THE POINT OF BEGINNING, ENCOMPASSING 118.5 ACRES, MORE OR LESS, ALL AS SHOWN ON THE ACCOMPANYING PLAT, SITUATED IN CHAMPAIGN COUNTY, ILLINOIS. AND ALSO


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All persons desiring to be heard for or against said request may appear at said meeting and be heard thereon. Persons with disabilities needing services or accommodation for this hearing should contact Beth Brunk, Executive Assistant of the Champaign-Urbana Mass Transit District at (217) 278-9002. 917374 3/1,9,17



, Authorized Agent, Champaign County, Illinois

99225376 00917374

CU MASS TRANSIT DISTRICT
1101 E UNIVERSITY AVENUE
URBANA, IL 61802