



## CHAMPAIGN-URBANA MASS TRANSIT DISTRICT BOARD MEETING AGENDA

Wednesday, September 28, 2022 – 3:00 p.m.

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North Banquet Rm, 4<sup>th</sup> 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. Audience Participation	
5. Approval of Minutes	
A. Board Meeting (Open Session) – August 31, 2022	1-2
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7. Compensation Study – Quyang Pan and Jim Fox, Arthur J. Gallagher & Co. Consultants	
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10. Next Meeting	
A. Regular Board of Trustees Meeting – Wednesday, October 26, 2022 – 3:00 p.m. – at Illinois Terminal, 45 East University, Champaign	
11. Adjournment	

*Champaign-Urbana Mass Transit District strives to provide an environment welcoming to all persons regardless of disability, race, gender, or religion. Please call Beth Brunk at 217-384-8188 to request special accommodations at least 2 business days in advance.*



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

## MINUTES – SUBJECT TO REVIEW AND APPROVAL

DATE: Wednesday, August 31, 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), Jay Rank (Operations Director), Jacinda Crawmer (Human Resources Director), Brendan Sennett (Safety & Training Director), Josh Berbaum (Maintenance Director), Alyx Parker (Legal Counsel), Beth Brunk (Clerk)

### Others Present:

## MINUTES

### 1. Call to Order

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

### 2. Roll Call

Present (7) – Barnes, Chaplan, Delgado, Diel, Fiscella, Hannon, Nudo

Absent (0)

A quorum was declared present.

### 3. Approval of Agenda

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

### 4. Audience Participation

None

### 5. Approval of Minutes

A. Board Meeting Open Session – July 27, 2022



MOTION by Mr. Hannon to approve the open session minutes of the July 27, 2022, MTD Board meeting as distributed; seconded by Mr. Fiscella. Upon vote, the MOTION CARRIED.

**6. Communications**  
None

**7. Update of Champaign Tax Increment Finance (TIF) Districts – T.J. Blakeman, City of Champaign Senior Planner for Economic Development**  
Mr. Blakeman gave an update of the City of Champaign’s TIF Districts. The Board packet contains the slides that Mr. Blakeman referenced during his presentation.

**8. Reports**

**A. Managing Director**

Mr. Gnadt reported on July’s statistics – this is the first month of the new fiscal year. Ridership continued to recover slowly as the District is operating at 80% of regular service. Every three years, the Federal Transit Administration (FTA) conducts a Triennial Review on all transit systems in the country to see how well the agency complies with federal regulations. The FTA discovers an average of seven findings per review, but MTD only received two minor findings. Mr. Gnadt noted that this was a very good review.

Mr. Gnadt introduced MTD’s new legal counsel, Alyx Parker, of the Meyer Capel Law Firm.

**9. Action Items**  
None

**10. Next Meetings**

A. Regular Board of Trustees Meeting – Wednesday, September 28, 2022, at 3:00 p.m., Illinois Terminal, 4<sup>th</sup> Floor, 45 East University, Champaign

**11. Adjournment**

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

Mr. Diel adjourned the meeting at 3:51 p.m.

Submitted by:

\_\_\_\_\_  
Clerk

Approved:

\_\_\_\_\_  
Board of Trustees Chair



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

*September, 2022*

### RIDERSHIP

#### Monthly Ridership

■ FY2022  
■ FY2023  
■ 5 Year Average

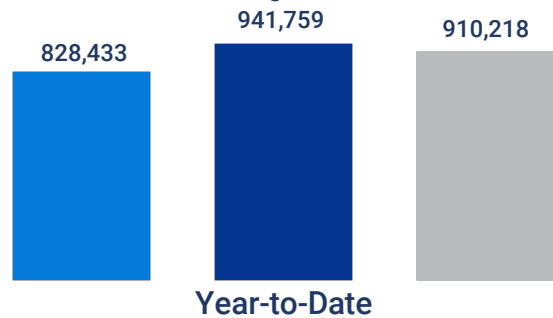
↑ 14.77%  
↑ 10.88%



#### Year-to-Date Ridership

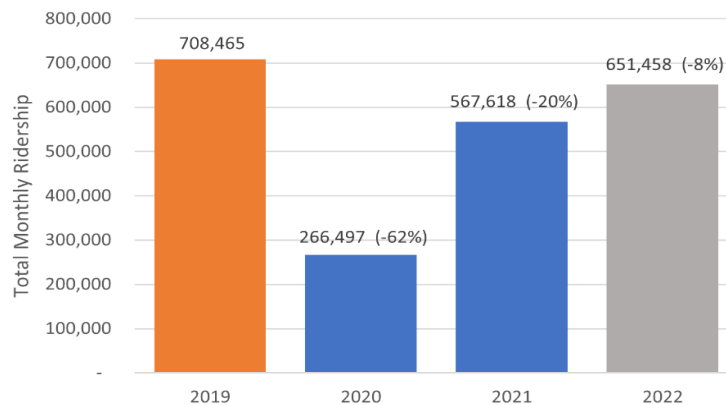
■ FY2022  
■ FY2023  
■ 5 Year Average

↑ 13.68%  
↑ 3.47%



In August 2022, there were 651,458 rides. This is up 15% (~84,000 rides) from last August and down 8% (57,000 rides) from pre-pandemic August 2019. Revenue hours this August were down 10% compared to pre-pandemic and down 8% compared to last August. Last August we provided as much service as possible (and more than this August) but were missing runs daily and receiving many passenger complaints. Less service and more ridership led to greater passenger loads on campus (especially in the evenings). Schedule adherence was not ideal during UI days, but more ridership with fewer buses means each bus stops more often, there were reroutes, operators were getting accustomed to their runs, and this is the busiest campus we've seen since March 2020. Schedule adherence and loads may improve as ridership settles down, operators and students get used to their runs, and Radio Operators get into the rhythm of adding UI "shows" and backups at different times of day (especially afternoon class changes and early evenings).

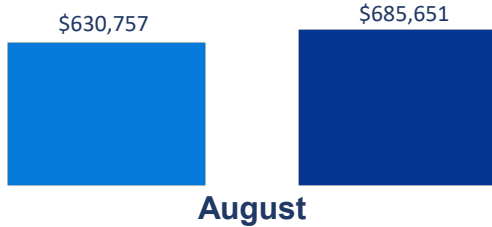
August Ridership by Year



## OPERATING REVENUE

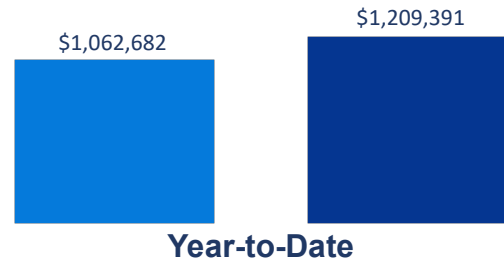
### Monthly Operating Revenue

■ FY2022 ■ FY2023



### Year-to-Date Operating Revenue

■ FY2022 ■ FY2023

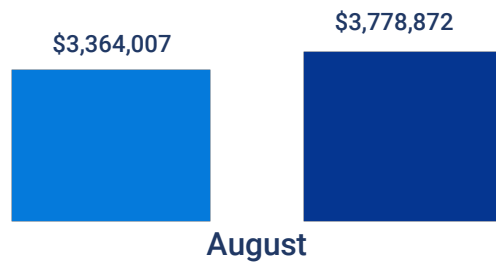


August, 2022 operating revenue was 8.70% above August, 2021, and year-to-date operating revenue was 13.80% above FY2022.

## OPERATING EXPENSES

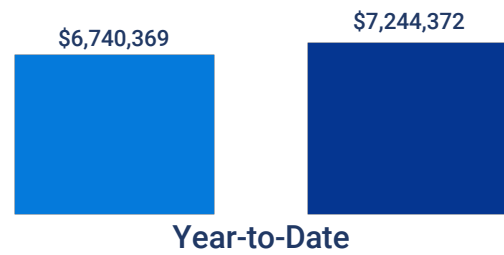
### Monthly Operating Expenses

■ FY2022 ■ FY2023



### Year-to-Date Operating Expenses

■ FY2022 ■ FY2023

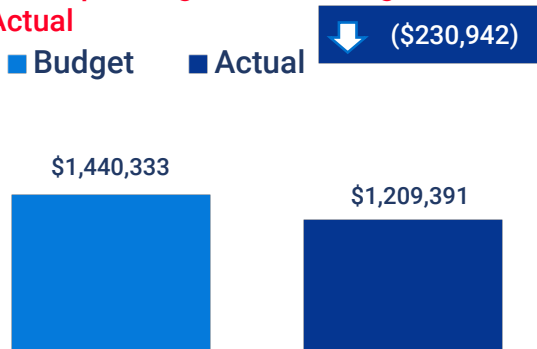


August operating expenses were 12.30% above August, 2021. Year-to-date operating expenses were 7.50% above FY2022.

## YEAR-TO-DATE REVENUE & EXPENSES

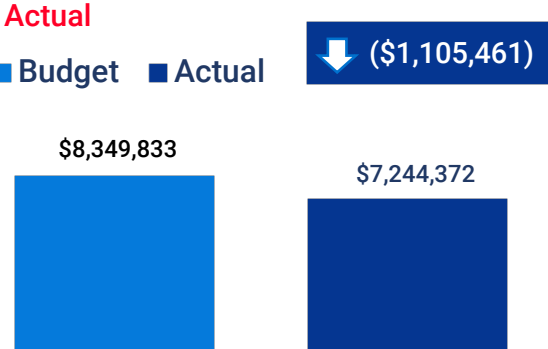
### FY2022 Operating Revenue Budget vs Actual

■ Budget ■ Actual



### FY2022 Operating Expenses Budget vs Actual

■ Budget ■ Actual



Year-to-date operating revenues were \$230,942 below budget while operating expenses were \$1,105,461 below budget.

## MANAGING DIRECTOR'S NOTES

- 1) On Saturday, September 10 Virginia came to town to try to beat the Illini for the second year in a row. But to their surprise, the Illini were ready for them with a 24-3 rout. As exciting as that was, what really got C-U talking was the clip on ESPN-U filmed at Illinois Terminal. Coming out of a commercial break the camera was on the Amtrak platform showing a train arriving and the "Welcome to Champaign-Urbana" sign in the foreground. Then the camera switched to the front entrance of IT panning up from the floor showing our gorilla wall and then the giant flag. The voiceover from the commentator was, "One of the nation's greatest train stations – Illinois Terminal in Champaign. The transportation hub of the University of Illinois." It's not widely known that ESPN ranks train stations, but boy are they spot on!

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- 2) Recently, MTD's Customer Support Specialist (Allison Haines) met with the staff from the Champaign Public Library. During this session, Allison familiarized their employees with the online tools that MTD provides and equipped them with methods to assist Edison Middle School students that frequent the library after school each day. This outreach helps build strong relationships within the community and ensures that our passengers are getting great information.

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- 3) Operations and Marketing worked with the Champaign County Regional Planning Commission (RPC) to apply for a Safe Streets for All grant (SS4A), established in the new Bipartisan Infrastructure Law. If awarded, federal funds could be used toward resurfacing and improving pedestrian/bicycle safety along Lincoln Avenue (between Killarney and Fairview), Bradley Avenue (between Lincoln and Country Fair), toward community outreach efforts for public works projects, and for strategies to help educate the community on the proper use of different types of infrastructure and modes of transportation. These funds could also be used to further Vision Zero plans (infrastructure planning/design to eliminate roadway deaths) for which the City of Urbana adopted a resolution in 2010. Special shout out to our very own Cynthia Hoyle, who has advocated for safer streets in our community professionally and in her free time as the vice-president for City of Urbana's Bicycle and Pedestrian Advisory Commission (BPAC), by managing the Safe Routes to School grant and outreach program, and by co-founding the non-profit Champaign County Bikes. More information about the SS4A grant can be found at [transportation.gov/grants/SS4A](https://transportation.gov/grants/SS4A).

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- 4) A few days before the Wyoming football game, the UI Police called and asked about the availability of a cooling bus for the game on August 27. The forecast indicated a temperature in the upper 80's and with a 3:00 PM kickoff, the UI EMS determined that they may have a safety issue. We agreed to provide a bus from 12:30 – 3:30 PM near the Stadium on Kirby, in case people needed a place to get out of the heat and cool off. It turns out the bus was necessary and appreciated. This is the feedback from Brian Brauer, the UI's Executive Director of Emergency Management Services: "We owe you big time for the game last week. You prevented at least a dozen folks from having to go to the hospital by ambulance. MTD is a critical part of our emergency management of events at the UI, and I want to be sure you're included on the front end when something impacts your routes!"

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- 5) This Fall, Champaign Unit 4 began a revised schedule which replaced their High School 'late start' Wednesdays with an 'early dismissal' day. Initially, Unit 4 proposed early dismissals on Wednesday, the same day that Urbana District 116 presently dismisses their Middle School and High School early. This initial proposal would have resulted in an untenable peak service on Wednesday afternoons. MTD asked Unit 4 to choose an alternative day for their early dismissal and Mondays were selected. Unit 4's general plan is to dismiss High Schools two hours early every other week and Middle Schools two hours early one day a month and on one of the same days as the High Schools. The resulting calendar created by Unit 4 has some patterns to it but is less clean than simply 'every Monday' or 'every other Monday.' MTD's

Planning Department worked diligently over the past six weeks to create new Monday runs and revise existing Monday runs to accommodate Unit 4's new 'early out' calendar.

The three new Monday calendars: For this Fall, there are nine Mondays with regular dismissal (same times as last year at 3:20 PM for the High Schools and between 2:35 and 2:50 PM for the Middle Schools). Of the remaining seven Mondays for the new 'early dismissal,' four of them include both Middle School and High School dismissals two hours earlier and three Mondays are for a High School only early dismissal with a Middle School regular dismissal.

Below are some of the challenges faced by Planning when creating this new service:

- When High Schools only are dismissed early, we had to switch the pick-up order on many of our existing runs which serviced both Middle and High Schools. This change resulted in long layovers between assignments and new layover locations and deadhead instructions had to be created for these runs.
- Developing Masters that provide multiple different instructions in an understandable way was a major challenge. We accomplished this by making a new color-coded key at the bottom of each Master and by using both sides of the Master to include all schedule variations.
- Some runs servicing both Champaign and Urbana schools were problematic for the new Unit 4 early dismissal schedule. Many of these runs had to be separated and re-combined.
- Many of our community routes have diversions which serve Unit 4 dismissals. Some of these with late pull-outs could not be adjusted and new routes needed to be created. All others required revisions and updating.

Moving through the Fall and into the Spring, Scheduling and Planning will need to be very clear about communicating the three new Monday calendars when assigning Monday runs and answering questions for both the public and our Operators.

**Champaign-Urbana Mass Transit District**  
Fiscal-Year-to-Date Ridership Comparison

	Aug-22	Aug-21	% Change	FY23 YTD	FY22 YTD	% Change
Adult Rides	20,399	21,777	-6.3%	36,982	33,476	10.5%
School Rides	18,275	13,131	39.2%	19,250	13,658	40.9%
DASH/Senior - E & D Rides	32,347	17,281	87.2%	61,345	20,966	192.6%
U of I Faculty/Staff Rides	29,038	21,304	36.3%	42,166	24,255	73.8%
Annual Pass	40,300	15,184	165.4%	78,537	20,250	287.8%
U of I Student Rides	485,666	464,969	4.5%	656,826	695,525	-5.6%
All Day Passes	154	481	-68.0%	360	515	-30.1%
Transfers	6,511	4,001	62.7%	12,233	4,319	183.2%
Saferides	638	341	87.1%	638	341	87.1%
West Connect	0	85	-100.0%	0	470	-100.0%
Monthly Pass	6,638	3,406	94.9%	11,975	4,551	163.1%
Veterans Pass	2,477	1,242	99.4%	5,111	1,262	305.0%
<b>Total Unlinked Passenger Rides</b>	<b>642,443</b>	<b>563,203</b>	<b>14.1%</b>	<b>925,423</b>	<b>819,589</b>	<b>12.9%</b>
Half-Fare Cab Subsidy Rides	171	152	12.5%	359	277	29.6%
ADA Rides	8,844	4,263	107.5%	15,977	8,567	86.5%
<b>TOTAL</b>	<b>651,458</b>	<b>567,618</b>	<b>14.8%</b>	<b>941,759</b>	<b>828,433</b>	<b>13.7%</b>

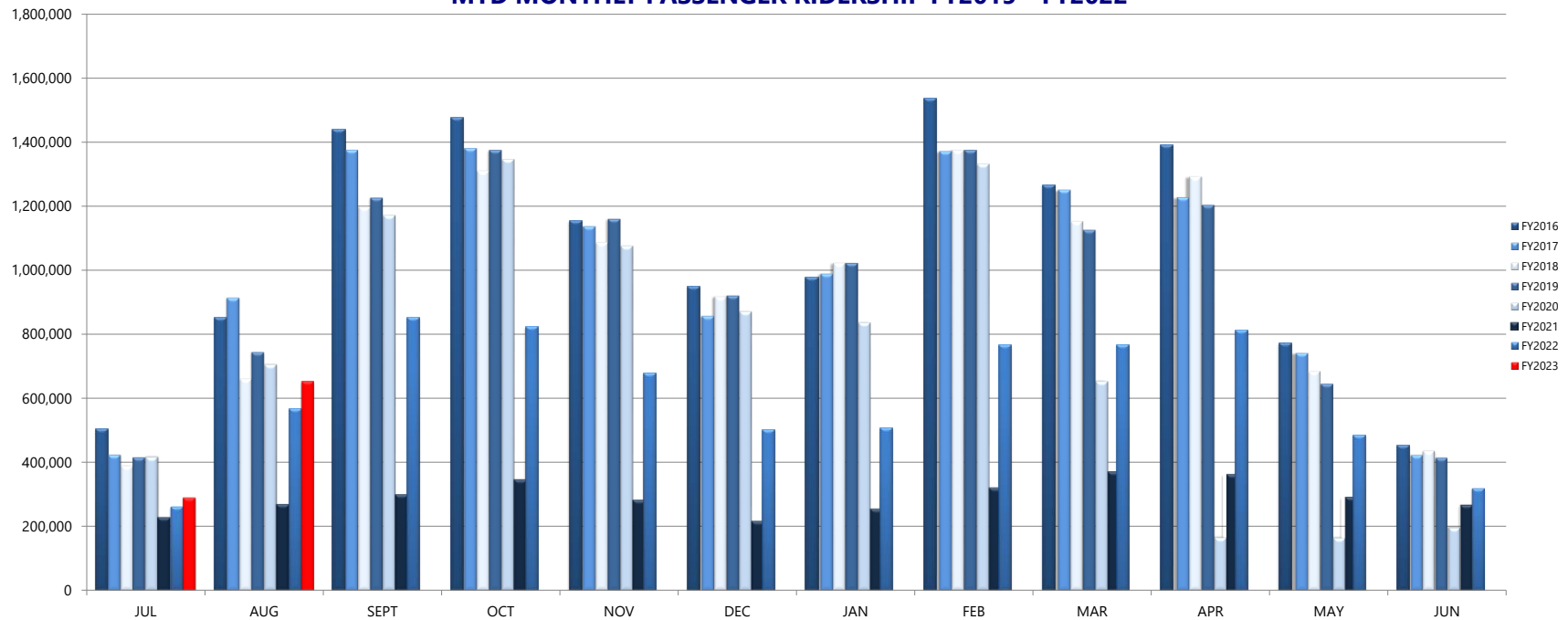
	Aug-22	Aug-21
Weekdays	<b>23</b>	22
UI Weekdays	<b>9</b>	8
Saturdays	<b>4</b>	4
UI Saturdays	<b>2</b>	2
Sundays	<b>4</b>	5
UI Sundays	<b>2</b>	3
Champaign Schools Days	<b>10</b>	9
Urbana School Days	<b>10</b>	10
Holidays	<b>0</b>	0
Average Temperature	<b>74</b>	74
Total Precipitation	<b>4.94</b>	1.99
Average Gas Price	<b>\$3.98</b>	\$3.27

**Champaign-Urbana Mass Transit District**

MTD Monthly Passenger Ridership FY2016 - FY2022

	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023
JUL	529,018	503,481	424,915	389,398	415,476	420,729	226,004	260,815	290,301
AUG	848,165	851,098	914,496	661,178	743,728	708,465	266,497	567,618	651,458
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	813,280	
MAY	940,147	770,860	742,253	684,678	645,383	168,484	289,030	485,172	
JUN	528,360	451,663	424,219	435,993	414,421	201,092	264,733	317,937	
<b>TOTAL</b>	<b>13,551,784</b>	<b>12,770,520</b>	<b>12,099,043</b>	<b>11,528,385</b>	<b>11,629,163</b>	<b>8,964,585</b>	<b>3,480,360</b>	<b>7,338,280</b>	<b>941,759</b>

**MTD MONTHLY PASSENGER RIDERSHIP FY2015 - FY2022**



## Route Performance Report

August 2022

Weekdays

	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
<b>Daytime Campus Fixed Route</b>	<b>195,650</b>	<b>2,896.05</b>	<b>67.56</b>		<b>32,497.00</b>	<b>6.02</b>	
<b>1 Yellow Hopper</b>	6,580	85.65	76.82	1.14	822.16	8.00	1.33
<b>10 Gold Hopper</b>	10,610	274.45	38.66	0.57	3,346.79	3.17	0.53
<b>12 Teal</b>	38,537	607.38	63.45	0.94	6,528.69	5.90	0.98
<b>13 Silver</b>	32,786	418.22	78.39	1.16	4,857.44	6.75	1.12
<b>21 Raven</b>	6,911	218.50	31.63	0.47	2,309.86	2.99	0.50
<b>22 Illini</b>	85,591	846.92	101.06	1.50	9,257.21	9.25	1.54
<b>24 Link</b>	14,635	444.93	32.89	0.49	5,374.86	2.72	0.45
<b>Daytime Community Fixed Route</b>	<b>284,541</b>	<b>10,840.11</b>	<b>26.25</b>		<b>149,007.30</b>	<b>1.91</b>	
<b>1 Yellow</b>	39,716	1,143.56	34.73	1.32	14,778.47	2.69	1.41
<b>2 Red</b>	29,224	1,122.13	26.04	0.99	14,805.91	1.97	1.03
<b>3 Lavender</b>	15,429	616.82	25.01	0.95	8,325.35	1.85	0.97
<b>4 Blue</b>	14,608	576.92	25.32	0.96	7,160.32	2.04	1.07
<b>5 Green</b>	42,368	1,247.98	33.95	1.29	16,705.12	2.54	1.33
<b>5 Green Express</b>	8,497	268.83	31.61	1.20	4,087.75	2.08	1.09
<b>5 Green Hopper</b>	23,266	597.29	38.95	1.48	7,905.44	2.94	1.54
<b>6 Orange</b>	15,073	764.24	19.72	0.75	9,797.80	1.54	0.81
<b>6 Orange Hopper</b>	6,896	297.08	23.21	0.88	3,471.70	1.99	1.04
<b>7 Grey</b>	21,433	988.75	21.68	0.83	13,602.08	1.58	0.83
<b>8 Bronze</b>	6,603	326.32	20.23	0.77	4,849.61	1.36	0.71
<b>9 Brown</b>	26,526	1,241.90	21.36	0.81	17,267.23	1.54	0.80
<b>10 Gold</b>	25,853	943.10	27.41	1.04	13,248.40	1.95	1.02
<b>11 Ruby</b>	498	123.67	4.03	0.15	2,352.36	0.21	0.11
<b>14 Navy</b>	3,752	242.30	15.48	0.59	4,624.43	0.81	0.42
<b>16 Pink</b>	4,799	339.22	14.15	0.54	6,025.33	0.80	0.42

\* 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 +
<b>Evening Campus Fixed Route</b>	<b>35,183</b>	<b>717.73</b>	<b>49.02</b>		<b>8,365.78</b>	<b>4.21</b>	
120 Teal	10,342	250.52	41.28	0.84	2,927.99	3.53	0.84
130 Silver	2,597	61.85	41.99	0.86	733.88	3.54	0.84
130 Silver Limited	725	67.20	10.79	0.22	770.54	0.94	0.22
220 Illini	18,141	211.63	85.72	1.75	2,510.72	7.23	1.72
220 Illini Limited	3,378	126.53	26.70	0.54	1,422.65	2.37	0.56
<b>Evening Community Fixed Route</b>	<b>32,813</b>	<b>1,532.68</b>	<b>21.41</b>		<b>21,951.30</b>	<b>1.49</b>	
50 Green	11,578	414.62	27.92	1.30	5,870.04	1.97	1.32
50 Green Hopper	5,218	174.42	29.92	1.40	2,342.24	2.23	1.49
70 Grey	4,351	278.77	15.61	0.73	3,972.13	1.10	0.73
100 Yellow	10,022	496.53	20.18	0.94	6,652.97	1.51	1.01
110 Ruby	1,171	80.18	14.60	0.68	1,337.58	0.88	0.59
180 Lime	473	88.17	5.36	0.25	1,776.34	0.27	0.18
<b>Total</b>	<b>548,187</b>	<b>15,986.58</b>	<b>34.29</b>		<b>211,821.37</b>	<b>2.59</b>	

\* 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.

## Route Performance Report

August 2022

Weekends

	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
<b>Saturday Daytime Campus Fixed</b>	<b>16,066</b>	<b>225.77</b>	<b>71.16</b>		<b>2,516.55</b>	<b>6.38</b>	
120 Teal	5,351	95.53	56.01	0.79	1,040.80	5.14	0.81
130 Silver	4,493	51.37	87.47	1.23	601.87	7.47	1.17
220 Illini	6,222	78.87	78.89	1.11	873.87	7.12	1.12
<b>Saturday Daytime Community</b>	<b>23,986</b>	<b>781.72</b>	<b>30.68</b>		<b>10,791.40</b>	<b>2.22</b>	
20 Red	3,156	114.23	27.63	0.90	1,492.12	2.12	0.95
30 Lavender	1,811	86.73	20.88	0.68	1,343.28	1.35	0.61
50 Green	7,010	152.40	46.00	1.50	1,965.56	3.57	1.60
70 Grey	4,248	159.43	26.64	0.87	2,142.88	1.98	0.89
100 Yellow	6,716	181.78	36.95	1.20	2,400.53	2.80	1.26
110 Ruby	605	42.07	14.38	0.47	709.75	0.85	0.38
180 Lime	440	45.07	9.76	0.32	737.27	0.60	0.27
<b>Saturday Evening Campus Fixed</b>	<b>11,725</b>	<b>173.88</b>	<b>67.43</b>		<b>2,000.20</b>	<b>5.86</b>	
120 Teal	1,954	48.92	39.95	0.59	536.41	3.64	0.62
130 Silver	1,545	38.50	40.13	0.60	450.07	3.43	0.59
220 Illini	8,226	86.47	95.13	1.41	1,013.72	8.11	1.38
<b>Saturday Evening Community</b>	<b>7,127</b>	<b>298.45</b>	<b>23.88</b>		<b>4,069.75</b>	<b>1.75</b>	
50 Green	2,391	76.43	31.28	1.31	1,047.00	2.28	1.30
50 Green Hopper	1,542	40.00	38.55	1.61	516.04	2.99	1.71
70 Grey	721	53.27	13.54	0.57	727.33	0.99	0.57
100 Yellow	2,318	102.22	22.68	0.95	1,334.22	1.74	0.99
110 Ruby	93	12.53	7.42	0.31	213.40	0.44	0.25
180 Lime	62	14.00	4.43	0.19	231.76	0.27	0.15

\* 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 +
<b>Sunday Daytime Campus Fixed Route</b>	<b>10,436</b>	<b>110.20</b>	<b>94.70</b>		<b>1,234.52</b>	<b>8.45</b>	
120 Teal	3,001	35.32	84.97	0.90	386.80	7.76	0.92
130 Silver	3,213	32.87	97.76	1.03	384.70	8.35	0.99
220 Illini	4,222	42.02	100.48	1.06	463.02	9.12	1.08
<b>Sunday Daytime Community Fixed Route</b>	<b>17,291</b>	<b>575.45</b>	<b>30.05</b>		<b>8,180.49</b>	<b>2.11</b>	
30 Lavender	1,337	71.47	18.71	0.62	1,104.92	1.21	0.57
50 Green	6,455	137.17	47.06	1.57	1,766.54	3.65	1.73
70 Grey	2,820	140.67	20.05	0.67	1,900.58	1.48	0.70
100 Yellow	6,018	134.02	44.90	1.49	1,772.09	3.40	1.61
110 Ruby	400	32.07	12.47	0.42	544.37	0.73	0.35
180 Lime	261	60.07	4.35	0.14	1,092.00	0.24	0.11
<b>Sunday Evening Campus Fixed Route</b>	<b>5,732</b>	<b>113.12</b>	<b>50.67</b>		<b>1,308.71</b>	<b>4.38</b>	
120 Teal	1,460	34.90	41.83	0.83	378.72	3.86	0.88
130 Silver	938	26.18	35.82	0.71	308.04	3.05	0.70
220 Illini	3,334	52.03	64.07	1.26	621.95	5.36	1.22
<b>Sunday Evening Community Fixed Route</b>	<b>1,371</b>	<b>28.33</b>	<b>48.39</b>		<b>380.41</b>	<b>3.60</b>	
50 Green	884	14.00	63.14	1.30	182.50	4.84	1.34
100 Yellow	487	14.33	33.98	0.70	197.91	2.46	0.68
<b>Total</b>	<b>93,734</b>	<b>2,306.92</b>	<b>40.63</b>		<b>30,482.03</b>	<b>3.08</b>	

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

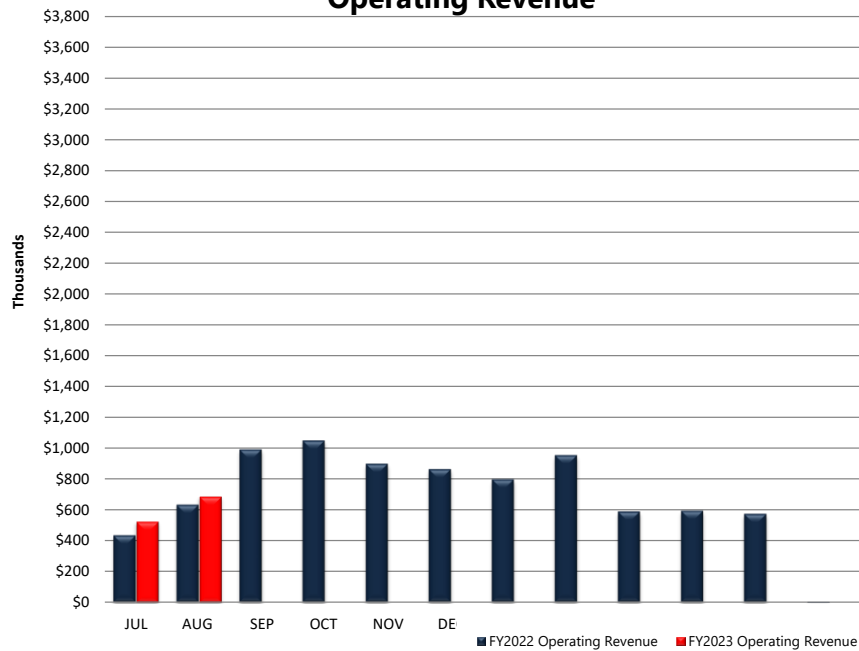
+ Performance Comparison shows each Route's Passengers Per Revenue Hour or Mile compared to the Route Group's average  
Routes that are continually above 1.5 or below 0.5 may need to be examined as they are not performing within the Group Standards.

**Champaign-Urbana Mass Transit District**  
Comparison of FY2023 vs FY2022 Revenue and Expenses

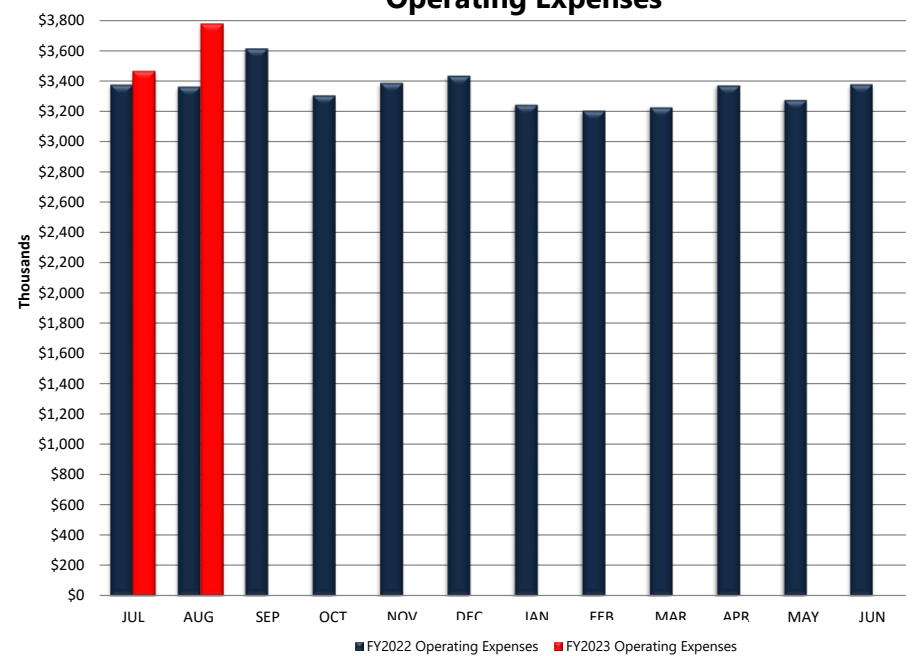
September 20, 2022

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
<b>FY2022 Operating Revenue</b>	\$431,925	\$630,757	\$987,941	\$1,045,828	\$896,190	\$860,757	\$795,610	\$951,191	\$585,943	\$591,962	\$570,813	-\$392,222
<b>FY2023 Operating Revenue</b>	\$523,740	\$685,651										
<b>FY2022 Operating Expenses</b>	\$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	\$3,372,214	\$3,275,499	\$3,379,302
<b>FY2023 Operating Expenses</b>	\$3,465,500	\$3,778,872										
<b>FY2022 Operating Ratio</b>	12.79%	18.75%	27.32%	31.63%	26.44%	25.05%	24.52%	29.68%	18.16%	17.55%	17.43%	-11.61%
<b>FY2023 Operating Ratio</b>	15.11%	18.14%										

**Champaign-Urbana Mass Transit District**  
**Comparison of FY2023 vs. FY2022**  
**Operating Revenue**



**Champaign-Urbana Mass Transit District**  
**Comparison of FY2023 vs. FY2022**  
**Operating Expenses**



<b>HOURS</b>	Aug 2021	Aug 2022	% Change	FY2022 to Date	FY2023 to Date	% Change
Passenger Revenue	22,013.50	<b>20,278.50</b>	-7.9%	41,426.40	<b>36,516.40</b>	-11.9%
Vacation/Holiday/Earned Time	8,043.63	<b>5,777.47</b>	-28.2%	17,555.51	<b>15,333.39</b>	-12.7%
Non-Revenue	5,158.90	<b>6,467.99</b>	25.4%	10,917.28	<b>11,066.87</b>	1.4%
<b>TOTAL</b>	35,216.03	<b>32,523.96</b>	<b>-7.64%</b>	69,899.19	<b>62,916.66</b>	<b>-9.99%</b>

<b>REVENUE/EXPENSES</b>	Aug 2021	Aug 2022	% Change	FY2022 to Date	FY2023 to Date	% Change
Operating Revenue	\$630,757.13	<b>\$685,651.43</b>	8.7%	\$1,062,682.26	<b>\$1,209,391.12</b>	13.8%
Operating Expenses	\$3,364,007.13	<b>\$3,778,871.94</b>	12.3%	\$6,740,369.09	<b>\$7,244,372.15</b>	7.5%
Operating Ratio	18.75%	18.14%	-3.2%	15.77%	<b>16.69%</b>	5.9%
Passenger Revenue/Revenue Vehicle Hour	\$24.14	<b>\$28.12</b>	16.5%	\$20.99	<b>\$27.42</b>	30.6%

<b>RIDERSHIP</b>	Aug 2021	Aug 2022	% Change	FY2022 to Date	FY2023 to Date	% Change
Revenue Passenger	559,202	<b>635,932</b>	13.7%	815,270	<b>913,190</b>	12.0%
Transfers	4,001	<b>6,511</b>	62.7%	4,319	<b>12,233</b>	183.2%
Total Unlinked	563,203	<b>642,443</b>	14.1%	819,589	<b>925,423</b>	12.9%
ADA Riders	4,263	<b>8,844</b>	107.5%	8,567	<b>15,977</b>	86.5%
Half Fare Cab	152	<b>171</b>	12.5%	277	<b>359</b>	29.6%
<b>TOTAL</b>	567,618	<b>651,458</b>	14.77%	828,433	<b>941,759</b>	13.68%

<b>PASSENGERS/REVENUE HOUR</b>	Aug 2021	Aug 2022	% Change	FY2022 to Date	FY2023 to Date	% Change
Hour	25.58	<b>31.68</b>	23.8%	19.78	<b>25.34</b>	28.1%

# Champaign Urbana Mass Transit District

## Budget Analysis Report

From Fiscal Year: 2023		From Period 2		Division: 00 Champaign Urbana Mass Transit District				As of: 8/31/2022	
Thru Fiscal Year: 2023		Thru Period 2							
Aug-2022	Budget This Period	Aug-2021	Act/Bgt Var %			Actual Ytd	Jul-2022 thru Aug-2022 Budget Ytd	Last Ytd	Act/Bgt Var %
4000000000 **** R E V E N U E ****									
4000000099 ** TRANSPORTATION REVENUE									
4010000000 * PASSENGER FARES									
35,065.18	33,333.33	17,546.70	5.20%	4010100000	FULL ADULT FARES	56,633.14	66,666.66	17,606.70	-15.05%
447.00	833.33	934.00	-46.36%	4010300000	STUDENT FARES	1,278.00	1,666.66	934.00	-23.32%
-143.00	0.00	0.00	-100.00%	4010700000	FARE REFUNDS	-391.00	0.00	0.00	-100.00%
10,636.00	12,500.00	3,150.00	-14.91%	4010800000	ANNUAL PASS REVENUE	22,559.00	25,000.00	3,150.00	-9.76%
1,326.00	2,916.67	970.00	-54.54%	4011000000	HALF FARE CAB	2,755.00	5,833.34	1,741.50	-52.77%
4,506.00	3,333.33	1,882.00	35.18%	4011100000	ADA TICKETS & FARES	7,956.00	6,666.66	1,938.00	19.34%
51,837.18	52,916.66	24,482.70	-2.04%	4019900099	* TOTAL PASSENGER FARES	90,790.14	105,833.32	25,370.20	-14.21%
4020000000 * SPECIAL TRANSIT & SCHOOL FARE									
492,695.00	483,333.33	482,345.00	1.94%	4020300000	U OF I CAMPUS SERVICE	859,025.00	966,666.66	794,645.00	-11.14%
26,882.17	27,083.33	25,546.25	-0.74%	4020500000	ADA - U I & DSC CONTRACTS	53,764.34	54,166.66	51,092.50	-0.74%
90.00	62,083.33	0.00	-99.86%	4030100000	SCHOOL SERVICE FARES	171.00	124,166.66	0.00	-99.86%
519,667.17	572,499.99	507,891.25	-9.23%	4039999999	* TOTAL SPECIAL TRANSIT & SCHOO	912,960.34	1,144,999.98	845,737.50	-20.27%
4060000000 *AUXILIARY TRANSPORTATION REVE									
1,217.60	2,083.33	2,230.18	-41.56%	4060100000	I.T. COMMISSIONS	3,343.00	4,166.66	3,345.48	-19.77%
38,385.50	25,000.00	27,534.16	53.54%	4060300000	ADVERTISING REVENUE	60,372.50	50,000.00	49,514.36	20.75%
39,603.10	27,083.33	29,764.34	46.23%	4069900098	*TOTAL AUXILIARY TRANSPORTATIO	63,715.50	54,166.66	52,859.84	17.63%
611,107.45	652,499.98	562,138.29	-6.34%	4069900099	** TOTAL TRANSPORTATION REVEN	1,067,465.98	1,304,999.96	923,967.54	-18.20%
4070000000 ** NON-TRANSPORTATION REVENUE									
2,422.42	1,833.33	994.27	32.13%	4070100000	SALE OF MAINTENANCE SERVICES	3,559.42	3,666.66	2,150.69	-2.92%
0.00	0.00	0.00	0.00%	4070200000	RENTAL OF REVENUE VEHICLES	0.00	0.00	0.00	0.00%
38,506.89	35,416.67	34,587.27	8.73%	4070300000	BUILDING RENTAL - IL TERMINAL	74,363.78	70,833.34	75,694.54	4.98%
17,924.38	17,916.67	17,924.38	0.04%	4070300002	BUILDING RENTAL - 801 & 1101	35,873.76	35,833.34	35,848.76	0.11%
15,841.14	12,500.00	12,475.04	26.73%	4070400000	INVESTMENT INCOME	25,649.28	25,000.00	26,174.63	2.60%
-1,447.50	0.00	-4,792.95	-100.00%	4070400002	+/- FAIR VALUE OF INVESTMENT	-1,447.50	0.00	-9,832.10	-100.00%
12.80	0.00	67.00	100.00%	4070800000	OVER OR SHORT	170.30	0.00	67.91	100.00%
0.00	0.00	0.00	0.00%	4079800000	GAIN ON FIXED ASSET DISPOSAL	0.00	0.00	0.00	0.00%

# Champaign Urbana Mass Transit District

## Budget Analysis Report

From Fiscal Year: 2023		From Period 2		Division: 00 Champaign Urbana Mass Transit District				As of: 8/31/2022	
Thru Fiscal Year: 2023		Thru Period 2							
Aug-2022	Budget This Period	Aug-2021	Act/Bgt Var %			Jul-2022 thru Aug-2022		Last Ytd	Act/Bgt Var %
				Actual Ytd	Budget Ytd				
1,283.85	0.00	7,363.83	100.00%	4079900001 OTHER NON-TRANSPORTATION REV	3,756.10	0.00	8,610.29	100.00%	
74,543.98	67,666.67	68,618.84	10.16%	4079900099 ** TOTAL NON-TRANSPORTATION RE	141,925.14	135,333.34	138,714.72	4.87%	
685,651.43	720,166.65	630,757.13	-4.79%	4079999999 *** TOTAL TRANS & NON-TRANS REV	1,209,391.12	1,440,333.30	1,062,682.26	-16.03%	
4080000000 ** TAX REVENUE									
784,600.00	816,666.67	784,600.00	-3.93%	4080100000 PROPERTY TAX REVENUE	1,569,200.00	1,633,333.34	1,569,200.00	-3.93%	
0.00	0.00	0.00	0.00%	4080100001 PROPERTY TAX - UNCOLLECTIBLE R	0.00	0.00	0.00	0.00%	
0.00	16,666.67	0.00	-100.00%	4080600000 REPLACEMENT TAX REVENUE	12,821.36	33,333.34	7,542.06	-61.54%	
0.00	0.00	0.00	0.00%	4089900001 MISCELLANEOUS PROPERTY TAXES	6,025.00	0.00	0.00	100.00%	
784,600.00	833,333.34	784,600.00	-5.85%	4089999999 ** TOTAL TAX REVENUE	1,588,046.36	1,666,666.68	1,576,742.06	-4.72%	
4110000000 ** STATE GRANTS & REIMBURSEME									
2,447,500.00	2,819,754.17	2,156,800.00	-13.20%	4110100000 OPERATING ASSISTANCE - STATE	4,737,500.00	5,639,508.34	4,386,800.00	-15.99%	
6,078.80	0.00	0.00	100.00%	4110100001 OPERATING ASSIST - DEBT SERVICE	6,078.80	0.00	0.00	100.00%	
0.00	175,750.00	0.00	-100.00%	4111000000 STATE GRANT REVENUE	0.00	351,500.00	0.00	-100.00%	
0.00	0.00	0.00	0.00%	4111000001 STATE GRANT REVENUE - PASS TH	0.00	0.00	0.00	0.00%	
0.00	0.00	0.00	0.00%	4119900000 STATE REIMBURSEMENTS	0.00	0.00	0.00	0.00%	
0.00	0.00	0.00	0.00%	4119900001 STATE REIMB - PASS THRU \$	0.00	0.00	0.00	0.00%	
2,453,578.80	2,995,504.17	2,156,800.00	-18.09%	4119999999 ** TOTAL STATE GRANTS & REIMB	4,743,578.80	5,991,008.34	4,386,800.00	-20.82%	
4130000000 ** FEDERAL GRANTS & REIMBURSE									
0.00	250,000.00	0.00	-100.00%	4130100000 OPERATING ASSISTANCE - FEDERAL	0.00	500,000.00	0.00	-100.00%	
714,285.00	6,192,083.33	809,368.00	-88.46%	4130500000 FEDERAL GRANT REVENUE	780,334.00	12,384,166.66	809,368.00	-93.70%	
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%	
714,285.00	6,442,083.33	809,368.00	-88.91%	4139999999 ** TOTAL FEDERAL GRANTS & REIM	780,334.00	12,884,166.66	809,368.00	-93.94%	
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	0.00	0.00	0.00	0.00%	
0.00	0.00	0.00	0.00%	4159999999 ***TOTAL OTHER AGENCY REVENUE	0.00	0.00	0.00	0.00%	
4,638,115.23	10,991,087.49	4,381,525.13	-57.80%	4999900099 **** TOTAL REVENUE ****	8,321,350.28	21,982,174.98	7,835,592.32	-62.15%	

# Champaign Urbana Mass Transit District

## Budget Analysis Report

From Fiscal Year: 2023      From Period 2      Division: 00 Champaign Urbana Mass Transit District      As of: 8/31/2022  
 Thru Fiscal Year: 2023      Thru Period 2

Aug-2022	Budget This Period	Aug-2021	Act/Bgt Var %		Actual Ytd	Jul-2022 thru Aug-2022 Budget Ytd	Last Ytd	Act/Bgt Var %
<b>5000000000 **** E X P E N S E S ***</b>								
<b>5010000000 ** LABOR</b>								
933,820.98	916,666.67	731,173.61	1.87%	5010101000 OPERATORS WAGES	1,598,834.04	1,833,333.34	1,453,715.70	-12.79%
136,173.71	150,000.00	117,073.59	-9.22%	5010204000 MECHANICS WAGES - MAINT	253,850.00	300,000.00	235,511.79	-15.38%
84,215.35	91,666.67	65,004.42	-8.13%	5010304000 MAINTENANCE WAGES - MAINT	158,691.90	183,333.34	128,688.39	-13.44%
105,170.01	133,333.33	97,844.04	-21.12%	5010401000 SUPERVISORS SALARIES - OPS	241,486.63	266,666.66	239,823.23	-9.44%
22,395.06	22,083.33	17,630.45	1.41%	5010404000 SUPERVISORS SALARIES - MAINT	45,339.60	44,166.66	38,576.50	2.66%
82,800.74	95,833.33	91,198.69	-13.60%	5010501000 OVERHEAD SALARIES - OPS	167,847.33	191,666.66	178,639.43	-12.43%
43,950.41	45,416.67	32,265.75	-3.23%	5010504000 OVERHEAD SALARIES - MAINT	88,896.75	90,833.34	73,815.69	-2.13%
142,139.21	151,416.67	116,252.50	-6.13%	5010516000 OVERHEAD SALARIES - G&A	313,633.33	302,833.34	269,397.45	3.57%
14,552.94	22,916.67	14,474.20	-36.50%	5010516200 OVERHEAD SALARIES - IT	34,809.02	45,833.34	30,318.76	-24.05%
18,655.77	27,083.33	12,459.25	-31.12%	5010601000 CLERICAL WAGES - OPS	31,552.01	54,166.66	25,881.28	-41.75%
0.00	0.00	0.00	0.00%	5010604000 CLERICAL WAGES - MAINT	0.00	0.00	0.00	0.00%
35,695.26	37,500.00	46,139.05	-4.81%	5010616000 CLERICAL WAGES - G&A	85,117.08	75,000.00	84,527.47	13.49%
10,887.17	11,833.33	7,974.88	-8.00%	5010616200 CLERICAL WAGES - IT	22,158.46	23,666.66	16,294.20	-6.37%
15,293.20	17,500.00	8,328.36	-12.61%	5010716200 SECURITY WAGES - IT	30,158.60	35,000.00	17,732.24	-13.83%
-4,267.71	0.00	-1,436.68	-100.00%	5010801000 LABOR CREDIT - OPS	-5,755.77	0.00	-2,354.50	-100.00%
-5,948.40	0.00	-2,539.43	-100.00%	5010804000 LABOR CREDIT - MAINT	-8,980.40	0.00	-5,302.58	-100.00%
-1,670.15	0.00	-2,094.39	-100.00%	5010806000 LABOR CREDIT - G&A	-3,605.99	0.00	-2,730.49	-100.00%
10,950.08	14,166.67	10,845.41	-22.71%	5010816200 MAINTENANCE WAGES - IT	22,219.70	28,333.34	22,545.75	-21.58%
0.00	0.00	0.00	0.00%	5010901000 REDUCED/REASSIGNMNT PAY - OPS	0.00	0.00	0.00	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	0.00	0.00%
0.00	0.00	0.00	0.00%	5012001000 U OF I COVID ROUTE WAGES	0.00	0.00	0.00	0.00%
0.00	0.00	5,000.00	0.00%	5013001000 COVID VACCINE INCENTIVE WAGES	0.00	0.00	5,000.00	0.00%
0.00	0.00	0.00	0.00%	5013016000 COVID TESTING WAGES	0.00	0.00	0.00	0.00%
<b>1,644,813.63</b>	<b>1,737,416.67</b>	<b>1,367,593.70</b>	<b>-5.33%</b>	<b>5019999000 ** TOTAL LABOR</b>	<b>3,076,252.29</b>	<b>3,474,833.34</b>	<b>2,810,080.31</b>	<b>-11.47%</b>
<b>5020000000 ** FRINGE BENEFITS</b>								
98,213.86	112,500.00	89,795.20	-12.70%	5020101000 FICA - OPS	193,376.72	225,000.00	186,246.90	-14.05%
24,881.14	24,166.67	22,333.09	2.96%	5020104000 FICA - MAINT	48,973.89	48,333.34	43,671.56	1.33%
9,184.49	13,333.33	10,561.23	-31.12%	5020116000 FICA - G&A	24,650.85	26,666.66	23,743.22	-7.56%
4,139.27	4,583.33	3,517.28	-9.69%	5020116200 FICA - IT	8,844.94	9,166.66	7,245.00	-3.51%
117,880.50	195,833.33	173,119.33	-39.81%	5020201000 IMRF - OPS	233,132.46	391,666.66	309,023.32	-40.48%
32,607.90	43,750.00	31,947.53	-25.47%	5020204000 IMRF - MAINT	60,464.86	87,500.00	191,909.26	-30.90%



# Champaign Urbana Mass Transit District

## Budget Analysis Report

From Fiscal Year: 2023		From Period 2		Division: 00 Champaign Urbana Mass Transit District				As of: 8/31/2022	
Thru Fiscal Year: 2023		Thru Period 2							
				Jul-2022 thru Aug-2022					
Aug-2022	Budget This Period	Aug-2021	Act/Bgt Var %		Actual Ytd	Budget Ytd	Last Ytd	Act/Bgt Var %	
17,094.05	19,583.33	17,381.05	-12.71%	5020216000 IMRF - G&A	36,961.44	39,166.66	37,306.13	-5.63%	
5,607.53	6,250.00	5,481.30	-10.28%	5020216200 IMRF - IT	11,609.47	12,500.00	10,643.29	-7.12%	
312,190.98	333,333.33	298,293.36	-6.34%	5020301000 MEDICAL INSURANCE - OPS	617,821.42	666,666.66	594,149.81	-7.33%	
72,086.11	75,000.00	68,543.52	-3.89%	5020304000 MEDICAL INSURANCE - MAINT	147,164.16	150,000.00	134,978.04	-1.89%	
36,215.90	40,000.00	33,284.20	-9.46%	5020316000 MEDICAL INSURANCE - G&A	77,926.80	80,000.00	68,727.40	-2.59%	
19,694.00	18,750.00	15,492.00	5.03%	5020316200 MEDICAL INSURANCE - IT	40,485.00	37,500.00	30,984.00	7.96%	
0.00	0.00	0.00	0.00%	5020401000 DENTAL INSURANCE - OPS	0.00	0.00	0.00	0.00%	
-9.80	0.00	0.00	-100.00%	5020404000 DENTAL INSURANCE - MAINT	-9.80	0.00	0.00	-100.00%	
0.00	0.00	0.00	0.00%	5020416000 DENTAL INSURANCE - G&A	0.00	0.00	0.00	0.00%	
1,543.99	2,083.33	329.50	-25.89%	5020501000 LIFE INSURANCE - OPS	3,078.18	4,166.66	2,027.32	-26.12%	
525.77	500.00	0.00	5.15%	5020504000 LIFE INSURANCE - MAINT	1,051.54	1,000.00	486.57	5.15%	
192.57	583.33	0.00	-66.99%	5020516000 LIFE INSURANCE - G&A	411.11	1,166.66	2,807.97	-64.76%	
147.00	166.67	0.00	-11.80%	5020516200 LIFE INSURANCE - IT	303.80	333.34	127.40	-8.86%	
0.00	0.00	0.00	0.00%	5020601000 OPEB EXPENSE - OPS	0.00	0.00	0.00	0.00%	
0.00	0.00	0.00	0.00%	5020604000 OPEB EXPENSE - MAINT	0.00	0.00	0.00	0.00%	
0.00	0.00	0.00	0.00%	5020616000 OPEB EXPENSE - G&A	0.00	0.00	0.00	0.00%	
0.00	0.00	0.00	0.00%	5020616200 OPEB EXPENSE - IT	0.00	0.00	0.00	0.00%	
0.00	4,166.67	0.00	-100.00%	5020701000 UNEMPLOYMENT INSURANCE - OPS	-909.00	8,333.34	0.00	-110.91%	
0.00	833.33	0.00	-100.00%	5020704000 UNEMPLOYMENT INSURANCE - MAIN	-67.39	1,666.66	0.00	-104.04%	
0.00	250.00	0.00	-100.00%	5020716000 UNEMPLOYMENT INSURANCE - G&A	-64.98	500.00	0.00	-113.00%	
0.00	250.00	0.00	-100.00%	5020716200 UNEMPLOYMENT INSURANCE - IT	226.36	500.00	0.00	-54.73%	
25,394.00	15,416.67	145,581.76	64.72%	5020801000 WORKERS COMP INSURANCE - OPS	38,837.00	30,833.34	163,809.33	25.96%	
3,469.00	10,416.67	-1,607.50	-66.70%	5020804000 WORKERS COMP INSURANCE - MAIN	6,936.00	20,833.34	-460.23	-66.71%	
1,534.00	1,666.67	1,829.00	-7.96%	5020816000 WORKERS COMP INSURANCE - G&A	3,483.63	3,333.34	2,223.27	4.51%	
595.00	2,083.33	546.00	-71.44%	5020816200 WORKERS COMP INSURANCE - IT	1,190.00	4,166.66	698.85	-71.44%	
0.00	17,083.33	0.00	-100.00%	5021001000 HOLIDAYS - OPS	26,789.84	34,166.66	10,197.04	-21.59%	
0.00	5,416.67	0.00	-100.00%	5021004000 HOLIDAYS - MAINT	8,251.29	10,833.34	4,488.40	-23.83%	
0.00	0.00	0.00	0.00%	5021016000 HOLIDAYS - G&A	0.00	0.00	0.00	0.00%	
0.00	833.33	0.00	-100.00%	5021016200 HOLIDAYS - IT	1,500.32	1,666.66	1,074.88	-9.98%	
62,904.94	55,000.00	48,346.80	14.37%	5021101000 VACATIONS - OPS	174,311.98	110,000.00	160,005.28	58.47%	
9,359.28	15,000.00	7,776.80	-37.60%	5021104000 VACATIONS - MAINT	27,879.00	30,000.00	23,063.04	-7.07%	
0.00	0.00	0.00	0.00%	5021116000 VACATION - G&A	0.00	0.00	0.00	0.00%	
0.00	1,666.67	2,776.00	-100.00%	5021116200 VACATIONS - IT	3,134.40	3,333.34	4,154.80	-5.97%	
1,682.48	5,416.67	3,926.32	-68.94%	5021201000 OTHER PAID ABSENCES - OPS	6,681.64	10,833.34	6,128.36	-38.32%	
1,735.65	1,250.00	883.20	38.85%	5021204000 OTHER PAID ABSENCES - MAINT	2,340.61	2,500.00	3,004.08	-6.38%	
0.00	83.33	0.00	-100.00%	5021216000 OTHER PAID ABSENCES - G&A	0.00	166.66	480.96	-100.00%	
151.04	166.67	0.00	-9.38%	5021216200 OTHER PAID ABSENCES - IT	313.92	333.34	136.88	-5.83%	
6,824.41	5,416.67	1,953.09	25.99%	5021301000 UNIFORM ALLOWANCES - OPS	7,057.25	10,833.34	4,098.18	-34.86%	

# Champaign Urbana Mass Transit District

## Budget Analysis Report

From Fiscal Year: 2023      From Period 2      Division: 00 Champaign Urbana Mass Transit District      As of: 8/31/2022  
 Thru Fiscal Year: 2023      Thru Period 2

Aug-2022	Budget This Period	Aug-2021	Act/Bgt Var %		Actual Ytd	Jul-2022 thru Aug-2022 Budget Ytd	Last Ytd	Act/Bgt Var %
3,542.94	2,250.00	2,890.04	57.46%	5021304000 UNIFORM ALLOWANCES - MAINT	5,019.36	4,500.00	4,497.64	11.54%
124.25	500.00	441.29	-75.15%	5021316200 UNIFORM ALLOWANCES - IT	197.27	1,000.00	596.96	-80.27%
0.00	416.67	0.00	-100.00%	5021401000 OTHER FRINGE BENEFITS - OPS	680.00	833.34	0.00	-18.40%
0.00	833.33	0.00	-100.00%	5021404000 OTHER FRINGE BENEFITS - MAINT	240.00	1,666.66	350.00	-85.60%
1,001.50	5,000.00	1,780.00	-79.97%	5021416000 OTHER FRINGE BENEFITS - G&A	4,779.25	10,000.00	7,411.00	-52.21%
0.00	208.33	0.00	-100.00%	5021416200 OTHER FRINGE BENEFITS - IT	0.00	416.66	0.00	-100.00%
104,904.63	162,500.00	167,611.79	-35.44%	5021501000 EARNED TIME - OPS	322,702.76	325,000.00	333,061.96	-0.71%
32,750.68	29,166.67	57,492.11	12.29%	5021504000 EARNED TIME - MAINT	63,377.08	58,333.34	77,861.57	8.65%
3,622.26	2,916.67	2,788.31	24.19%	5021516200 EARNED TIME - IT	5,195.10	5,833.34	4,182.71	-10.94%
0.00	1,500.00	0.00	-100.00%	5021604000 TOOL ALLOWANCE - MAINT	0.00	3,000.00	11,026.41	-100.00%
892.92	3,750.00	0.00	-76.19%	5021701000 DISABILITY - OPS	3,671.61	7,500.00	624.96	-51.05%
1,113.00	416.67	0.00	167.12%	5021704000 DISABILITY - MAINT	1,669.50	833.34	0.00	100.34%
0.00	83.33	0.00	-100.00%	5021716200 DISABILITY - IT	0.00	166.66	0.00	-100.00%
0.00	0.00	0.00	0.00%	5021801000 WORKERS COMP - PAYROLL - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021804000 WORKERS COMP - PAYROLL - MAINT	0.00	0.00	0.00	0.00%
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	16,666.67	0.00	-100.00%	5022001000 EARLY RETIREMENT PLAN - OPS	0.00	33,333.34	0.00	-100.00%
0.00	2,916.67	0.00	-100.00%	5022004000 EARLY RETIREMENT PLAN - MAINT	0.00	5,833.34	0.00	-100.00%
0.00	2,083.33	0.00	-100.00%	5022016000 EARLY RETIREMENT PLAN - G&A	0.00	4,166.66	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	21,381.21	0.00%	5023001000 "SICK BANK" EXPENSES - OPS	0.00	0.00	29,448.57	0.00%
0.00	0.00	1,591.40	0.00%	5023004000 "SICK BANK" EXPENSES - MAINT	0.00	0.00	1,591.40	0.00%
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	140.56	0.00%	5023016200 "SICK BANK" EXPENSES - IT	0.00	0.00	954.16	0.00%
<b>1,013,797.24</b>	<b>1,264,041.67</b>	<b>1,238,206.77</b>	<b>-19.80%</b>	<b>5029999900 ** TOTAL FRINGE BENEFITS</b>	<b>2,221,670.64</b>	<b>2,528,083.34</b>	<b>2,498,787.65</b>	<b>-12.12%</b>
<b>5030000000 ** SERVICES</b>								
93,902.93	68,750.00	21,525.60	36.59%	5030316000 PROFESSIONAL SERVICES - G&A	155,171.90	137,500.00	81,842.17	12.85%
0.00	208.33	0.00	-100.00%	5030316200 PROFESSIONAL SERVICES - IT	0.00	416.66	60.53	-100.00%
0.00	833.33	0.00	-100.00%	5030316300 PROFESSIONAL SERVICES - IT - NON	0.00	1,666.66	0.00	-100.00%
7,055.00	16,666.67	6,724.00	-57.67%	5030316400 PROFESSIONAL SERVICES - G&A - N	13,555.00	33,333.34	13,224.00	-59.34%
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	8,333.34	0.00	-100.00%
1,500.00	6,666.67	408.87	-77.50%	5030501000 CONTRACT MAINTENANCE - OPS	3,228.39	13,333.34	408.87	-75.79%

# Champaign Urbana Mass Transit District

## Budget Analysis Report

From Fiscal Year: 2023		From Period 2		Division: 00 Champaign Urbana Mass Transit District				As of: 8/31/2022	
Thru Fiscal Year: 2023		Thru Period 2							
Aug-2022	Budget This Period	Aug-2021	Act/Bgt Var %			Jul-2022 thru Aug-2022			Act/Bgt Var %
						Actual Ytd	Budget Ytd	Last Ytd	
7,109.10	13,333.33	4,190.88	-46.68%	5030504000	CONTRACT MAINTENANCE - MAINT	11,954.11	26,666.66	12,155.60	-55.17%
40,830.15	50,833.33	38,412.16	-19.68%	5030516000	CONTRACT MAINTENANCE - G&A	93,290.64	101,666.66	75,369.59	-8.24%
969.35	2,916.67	1,032.14	-66.77%	5030516200	CONTRACT MAINTENANCE - IT	1,739.42	5,833.34	2,291.41	-70.18%
0.00	0.00	0.00	0.00%	5030516300	CONTRACT MAINTENANCE - IT - NON	97.76	0.00	0.00	100.00%
0.00	0.00	0.00	0.00%	5030604000	CUSTODIAL SERVICES - MAINT	0.00	0.00	0.00	0.00%
13,872.90	3,750.00	894.06	269.94%	5030801000	PRINTING SERVICES - OPS	14,480.42	7,500.00	894.06	93.07%
0.00	83.33	0.00	-100.00%	5030804000	PRINTING SERVICES - MAINT	0.00	166.66	0.00	-100.00%
0.00	416.67	20,481.00	-100.00%	5030816000	PRINTING SERVICES - G&A	0.00	833.34	20,481.00	-100.00%
0.00	83.33	0.00	-100.00%	5030816200	PRINTING SERVICES - IT	0.00	166.66	0.00	-100.00%
0.00	0.00	0.00	0.00%	5030816300	PRINTING SERVICES - IT - NON-REIM	0.00	0.00	0.00	0.00%
2,652.00	8,333.33	1,940.00	-68.18%	5031216000	CABS	5,510.00	16,666.66	3,483.00	-66.94%
6,700.39	3,750.00	1,015.00	78.68%	5039901000	OTHER SERVICES - OPS	9,820.62	7,500.00	1,455.39	30.94%
791.56	1,250.00	361.70	-36.68%	5039904000	OTHER SERVICES - MAINT	791.56	2,500.00	683.58	-68.34%
13,522.87	8,333.33	6,210.10	62.27%	5039916000	OTHER SERVICES - G&A	14,081.15	16,666.66	7,095.20	-15.51%
0.00	333.33	0.00	-100.00%	5039916200	OTHER SERVICES - IT	0.00	666.66	89.66	-100.00%
0.00	0.00	0.00	0.00%	5039916300	OTHER SERVICES - IT - NON-REIMB	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5039916400	OTHER SERVICES - G&A - NON-REIM	0.00	0.00	0.00	0.00%
188,906.25	190,708.32	103,195.51	-0.94%	5039999900 ** TOTAL SERVICES		323,720.97	381,416.64	219,534.06	-15.13%
5040000000 ** MATERIALS & SUPPLIES CONSUM									
198,177.28	229,166.67	126,706.10	-13.52%	5040101000	FUEL & LUBRICANTS - OPS	376,959.07	458,333.34	236,254.45	-17.75%
17,295.07	14,583.33	11,989.97	18.59%	5040104000	FUEL & LUBRICANTS - MAINT	36,846.34	29,166.66	23,585.78	26.33%
10,546.59	13,750.00	11,585.05	-23.30%	5040201000	TIRES & TUBES - OPS - MB DO	20,617.97	27,500.00	24,399.23	-25.03%
360.84	916.67	0.00	-60.64%	5040204000	TIRES & TUBES - MAINT - DR DO	360.84	1,833.34	1,366.39	-80.32%
0.00	0.00	0.00	0.00%	5040206000	TIRES & TUBES - NON-REVENUE VEH	0.00	0.00	0.00	0.00%
0.00	4,166.67	1,210.23	-100.00%	5040304000	GARAGE EQUIPMENT REPAIRS - MAI	0.00	8,333.34	2,216.23	-100.00%
16,243.01	14,583.33	2,843.43	11.38%	5040404000	BLDG & GROUND REPAIRS - MAINT -	29,078.53	29,166.66	8,320.45	-0.30%
447.50	4,166.67	46.43	-89.26%	5040404001	BLDG & GROUND REPAIRS - MAINT -	447.50	8,333.34	2,200.74	-94.63%
0.00	83.33	0.00	-100.00%	5040404002	BLDG & GROUND REPAIRS - MAINT -	0.00	166.66	0.00	-100.00%
2,581.06	10,833.33	4,232.89	-76.17%	5040416200	BLDG & GROUND REPAIRS - IT	9,747.06	21,666.66	4,481.77	-55.01%
0.00	1,250.00	0.00	-100.00%	5040416300	BLDG & GROUND REPAIRS - IT - NON	461.52	2,500.00	0.00	-81.54%
0.00	416.67	20.98	-100.00%	5040416400	BLDG & GROUND REPAIRS - G&A - N	0.00	833.34	2,978.41	-100.00%
0.00	0.00	-30.00	0.00%	5040500001	REVENUE VEHICLE REPAIRS - CORE	56.99	0.00	-30.00	100.00%
188,473.22	200,000.00	135,318.40	-5.76%	5040504000	REVENUE VEHICLE REPAIRS	267,685.16	400,000.00	221,166.22	-33.08%
32,881.87	2,083.33	288.47	> 999.99%	5040604000	NON-REVENUE VEHICLE REPAIRS	36,761.89	4,166.66	1,866.58	782.29%
7,659.08	8,333.33	6,820.23	-8.09%	5040704000	SERVICE SUPPLIES - MAINT	11,782.55	16,666.66	10,681.92	-29.30%
2,921.77	2,333.33	201.82	25.22%	5040716200	SERVICE SUPPLIES - IT	4,953.96	4,666.66	2,692.00	6.16%
617.00	3,750.00	3,331.84	-83.55%	5040801000	OFFICE SUPPLIES - OPS	1,642.19	7,500.00	3,794.22	-78.10%

# Champaign Urbana Mass Transit District

## Budget Analysis Report

From Fiscal Year: 2023		From Period 2		Division: 00 Champaign Urbana Mass Transit District				As of: 8/31/2022	
Thru Fiscal Year: 2023		Thru Period 2							
Aug-2022	Budget This Period	Aug-2021	Act/Bgt Var %			Jul-2022 thru Aug-2022		Last Ytd	Act/Bgt Var %
				Actual Ytd	Budget Ytd				
1,254.70	1,416.67	1,719.20	-11.43%	5040804000	OFFICE SUPPLIES - MAINT	2,780.65	2,833.34	3,689.20	-1.86%
690.53	1,333.33	0.00	-48.21%	5040816000	OFFICE SUPPLIES - G&A	1,065.29	2,666.66	390.69	-60.05%
0.00	416.67	186.43	-100.00%	5040816200	OFFICE SUPPLIES - IT	33.25	833.34	358.67	-96.01%
532.00	1,666.67	0.00	-68.08%	5040901000	COMPUTER & SERVER - MISC EXP'S -	532.00	3,333.34	80.00	-84.04%
0.00	1,666.67	0.00	-100.00%	5040904000	COMPUTER & SERVER - MISC EXP'S -	0.00	3,333.34	14,367.90	-100.00%
20,234.98	7,500.00	7,030.76	169.80%	5040916000	COMPUTER & SERVER - MISC EXP'S -	29,952.06	15,000.00	18,003.98	99.68%
0.00	416.67	0.00	-100.00%	5040916200	COMPUTER & SERVER - MISC EXP'S -	0.00	833.34	0.00	-100.00%
133.20	833.33	63.40	-84.02%	5041001000	SAFETY & TRAINING - OPS	182.55	1,666.66	459.46	-89.05%
1,395.00	833.33	0.00	67.40%	5041004000	SAFETY & TRAINING - MAINT	1,395.00	1,666.66	0.00	-16.30%
8,801.74	7,083.33	11,058.72	24.26%	5041104000	PASSENGER SHELTER REPAIRS	17,679.64	14,166.66	12,849.11	24.80%
0.00	833.33	0.00	-100.00%	5041201000	SMALL TOOLS & EQUIP - OPS	30.25	1,666.66	0.00	-98.18%
1,204.84	5,416.67	695.51	-77.76%	5041204000	SMALL TOOLS & EQUIP - MAINT	1,204.84	10,833.34	4,149.30	-88.88%
0.00	6,250.00	0.00	-100.00%	5041216000	SMALL TOOLS & EQUIP - G&A	0.00	12,500.00	0.00	-100.00%
41.71	833.33	33.12	-94.99%	5041216200	SMALL TOOLS & EQUIP - IT	41.71	1,666.66	33.12	-97.50%
0.00	0.00	0.00	0.00%	5041216300	SMALL TOOLS & EQUIP - IT - NON-RE	0.00	0.00	0.00	0.00%
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	83.33	0.00	-100.00%	5041304000	FAREBOX REPAIRS	0.00	166.66	0.00	-100.00%
19,103.40	5,416.67	4,185.96	252.68%	5041404000	CAD/AVL,CAMERA,RADIO REPAIRS -	26,051.40	10,833.34	8,205.88	140.47%
831.30	1,250.00	2,273.53	-33.50%	5041504000	ADA VEHICLE REPAIRS - MAINT	2,509.88	2,500.00	2,665.62	0.40%
532,427.69	553,666.66	331,812.47	-3.84%	5049999900 ** TOTAL MATERIAL & SUPPLIES		880,860.09	1,107,333.32	611,227.32	-20.45%
5050000000 **UTILITIES									
119,122.45	75,000.00	36,438.80	58.83%	5050216000	** UTILITIES - G&A	188,578.31	150,000.00	79,109.60	25.72%
26,858.26	12,500.00	19,526.86	114.87%	5050216200	** UTILITIES - IT	41,237.98	25,000.00	21,240.00	64.95%
13,889.60	5,416.67	9,984.01	156.42%	5050216300	** UTILITIES - IT - NON-REIMB	21,261.95	10,833.34	10,242.86	96.26%
287.22	416.67	365.84	-31.07%	5050216400	** UTILITIES - G&A - NON-REIMB	517.01	833.34	658.08	-37.96%
160,157.53	93,333.34	66,315.51	71.60%	5059999900 **TOTAL UTILITIES		251,595.25	186,666.68	111,250.54	34.78%
5060000000 ** CASUALTY & LIABILITY COSTS									
7,984.86	7,916.67	7,429.28	0.86%	5060104000	PHYSICAL DAMAGE PREMIUMS - MAI	15,969.72	15,833.34	14,858.56	0.86%
0.00	0.00	0.00	0.00%	5060116200	PHYSICAL DAMAGE PREMIUMS - IT	0.00	0.00	0.00	0.00%
0.00	-2,916.67	-13,386.44	-100.00%	5060204000	PHYSICAL DAMAGE RECOVERIES - M	-784.13	-5,833.34	-13,386.44	-86.56%
35,877.29	50,000.00	33,626.26	-28.25%	5060316000	PL & PD INSURANCE PREMIUMS - G&	71,754.58	100,000.00	68,271.52	-28.25%
0.00	0.00	0.00	0.00%	5060316200	PL & PD INSURANCE PREMIUMS - IT	0.00	0.00	0.00	0.00%
28,981.08	50,000.00	28,680.50	-42.04%	5060416000	UNINSURED PL & PD PAYOUTS - G&A	59,621.43	100,000.00	57,008.63	-40.38%
3,766.98	4,166.67	3,710.65	-9.59%	5060816000	PREMIUMS-OTHER COPORATE INS.	7,533.96	8,333.34	7,421.30	-9.59%
76,610.21	109,166.67	60,060.25	-29.82%	5069999900 ** TOTAL CASUALTY & LIABILITY		154,095.56	218,333.34	134,173.57	-29.42%

# Champaign Urbana Mass Transit District

## Budget Analysis Report

From Fiscal Year: 2023      From Period 2      Division: 00 Champaign Urbana Mass Transit District      As of: 8/31/2022  
 Thru Fiscal Year: 2023      Thru Period 2

Aug-2022	Budget This Period	Aug-2021	Act/Bgt Var %		Actual Ytd	Jul-2022 thru Aug-2022 Budget Ytd	Last Ytd	Act/Bgt Var %
<b>5070000000 ** TAXES</b>								
0.00	416.67	1,500.00	-100.00%	5070316000 PROPERTY TAXES	0.00	833.34	3,000.00	-100.00%
312.50	333.33	312.50	-6.25%	5070316400 PROPERTY TAXES - NON-REIMB	625.00	666.66	625.00	-6.25%
0.00	250.00	0.00	-100.00%	5070401000 VEHICLE LICENSING FEES - OPS	0.00	500.00	0.00	-100.00%
0.00	0.00	0.00	0.00%	5070416000 VEHICLE LICENSING FEES - G&A	0.00	0.00	0.00	0.00%
2,304.67	3,333.33	2,634.19	-30.86%	5070501000 FUEL TAX	4,206.52	6,666.66	4,892.92	-36.90%
<b>2,617.17</b>	<b>4,333.33</b>	<b>4,446.69</b>	<b>-39.60%</b>	<b>5079999900 ** TOTAL TAXES</b>	<b>4,831.52</b>	<b>8,666.66</b>	<b>8,517.92</b>	<b>-44.25%</b>
<b>5080100000 ** PURCHASED TRANSPORTATION</b>								
0.00	0.00	0.00	0.00%	5080116000 CABS (Closed - See GL 5031216000)	0.00	0.00	0.00	0.00%
76,805.83	77,500.00	72,988.83	-0.90%	5080216000 ADA CONTRACTS	153,614.66	155,000.00	145,982.66	-0.89%
<b>76,805.83</b>	<b>77,500.00</b>	<b>72,988.83</b>	<b>-0.90%</b>	<b>5089999900 **TOTAL PURCHASED TRANSPORTA</b>	<b>153,614.66</b>	<b>155,000.00</b>	<b>145,982.66</b>	<b>-0.89%</b>
<b>5090000000 ** MISCELLANEOUS EXPENSES</b>								
7,000.03	9,166.67	5,270.03	-23.64%	5090116000 DUES & SUBSCRIPTIONS - G&A	19,078.02	18,333.34	13,110.69	4.06%
2,014.83	10,416.67	34,554.52	-80.66%	5090216000 TRAVEL & MEETINGS - G&A	5,814.22	20,833.34	46,906.24	-72.09%
0.00	0.00	0.00	0.00%	5090716000 BAD DEBT EXPENSE	0.00	0.00	0.00	0.00%
7,681.84	16,666.67	33,104.98	-53.91%	5090816000 ADVERTISING EXPENSES - G&A	21,506.80	33,333.34	42,924.71	-35.48%
0.00	0.00	0.00	0.00%	5090816200 ADVERTISING EXPENSES - IT	0.00	0.00	0.00	0.00%
2,500.00	666.67	0.00	275.00%	5090916000 TRUSTEE COMPENSATION	2,500.00	1,333.34	0.00	87.50%
15.70	583.33	0.00	-97.31%	5091016000 POSTAGE	1,563.09	1,166.66	700.00	33.98%
0.00	0.00	0.00	0.00%	5091516000 LOSS/DISPOSAL FIXED ASSETS	0.00	0.00	0.00	0.00%
3,175.00	8,333.33	1,457.00	-61.90%	5091616000 ADVERTISING SERVICES EXPENSE	8,814.00	16,666.66	2,732.00	-47.12%
0.00	0.00	0.00	0.00%	5091716000 SUBSTANCE ABUSE PROGRAM	0.00	0.00	0.00	0.00%
662.70	1,666.67	802.50	-60.24%	5099901000 OTHER MISC EXPENSES - OPS	722.70	3,333.34	1,980.00	-78.32%
4,896.51	1,666.67	193.52	193.79%	5099904000 OTHER MISC EXPENSES - MAINT	5,011.51	3,333.34	588.90	50.34%
1,769.09	8,333.33	907.09	-78.77%	5099916000 OTHER MISC EXPENSES - G&A	8,490.10	16,666.66	6,823.34	-49.06%
743.99	1,250.00	900.99	-40.48%	5099916200 OTHER MISC EXPENSES - IT	1,487.98	2,500.00	1,628.98	-40.48%
0.00	83.33	0.00	-100.00%	5099916300 OTHER MISC EXPENSES - IT - NON-R	0.00	166.66	0.00	-100.00%
100.00	2,083.33	2,518.70	-95.20%	5099916400 OTHER MISC EXPENSES - G&A - NON	3,230.67	4,166.66	3,483.65	-22.46%
16,371.83	0.00	1,795.07	100.00%	5099926000 UNALLOCATED EXPENSES	27,559.63	0.00	1,795.07	100.00%
<b>46,931.52</b>	<b>60,916.67</b>	<b>81,504.40</b>	<b>-22.96%</b>	<b>5099999900 ** TOTAL MISCELLANEOUS EXPENS</b>	<b>105,778.72</b>	<b>121,833.34</b>	<b>122,673.58</b>	<b>-13.18%</b>

**5110000000 \*\* INTEREST EXPENSES**

# Champaign Urbana Mass Transit District

## Budget Analysis Report

From Fiscal Year: 2023		From Period 2		Division: 00 Champaign Urbana Mass Transit District				As of: 8/31/2022	
Thru Fiscal Year: 2023		Thru Period 2							
Aug-2022	Budget This Period	Aug-2021	Act/Bgt Var %			Jul-2022 thru Aug-2022			Act/Bgt Var %
						Actual Ytd	Budget Ytd	Last Ytd	
0.00	0.00	0.00	0.00%	5110116000	INTEREST - LONG-TERM DEBTS	0.00	0.00	0.00	0.00%
113.02	4,166.67	2,285.66	-97.29%	5110216000	INTEREST - SHORT-TERM DEBTS	113.02	8,333.34	12,011.75	-98.64%
113.02	4,166.67	2,285.66	-97.29%	5119999900	** TOTAL INTEREST	113.02	8,333.34	12,011.75	-98.64%
5120000000 ** LEASE & RENTALS									
3,164.70	12,500.00	3,164.70	-74.68%	5120401000	PASSENGER REVENUE VEHICLES -	6,329.40	25,000.00	6,329.40	-74.68%
706.04	4,166.67	706.04	-83.06%	5120516000	SERVICE VEHICLE LEASES	1,412.08	8,333.34	1,412.08	-83.06%
0.00	8,333.33	805.99	-100.00%	5120704000	GARAGE EQUIPMENT LEASES - MAIN	0.00	16,666.66	1,611.98	-100.00%
0.00	0.00	0.00	0.00%	5120901000	RADIO EQUIPMENT LEASES - OPS	0.00	0.00	0.00	0.00%
12,638.93	12,500.00	15,552.32	1.11%	5121216000	G&A FACILITIES LEASES	28,191.25	25,000.00	31,104.64	12.77%
1,962.19	18,750.00	11,139.40	-89.53%	5121301000	MISC LEASES - OPS	2,045.49	37,500.00	22,278.80	-94.55%
15,933.61	18,750.00	5,212.33	-15.02%	5121304000	MISC LEASES - MAINT	31,175.43	37,500.00	10,424.66	-16.87%
1,332.77	3,333.33	1,419.24	-60.02%	5121316000	MISC LEASES - G&A	2,665.54	6,666.66	2,838.48	-60.02%
66.63	1,250.00	-204.52	-94.67%	5121316200	MISC LEASES - IT	133.26	2,500.00	-133.56	-94.67%
0.00	0.00	0.00	0.00%	5121316300	MISC LEASES - IT - NON-REIMB	0.00	0.00	2,100.00	0.00%
0.00	83.33	87.50	-100.00%	5121316400	MISC LEASES - G&A - NON-REIMB	0.00	166.66	175.00	-100.00%
35,804.87	79,666.66	37,883.00	-55.06%	5129999900	** TOTAL LEASE & RENTALS	71,952.45	159,333.32	78,141.48	-54.84%
5130000000 ** DEPRECIATION									
23,532.21	0.00	22,193.24	100.00%	5130201000	PASSENGER SHELTER DEPRECIATIO	47,064.42	0.00	44,386.48	100.00%
475,655.87	0.00	433,231.39	100.00%	5130401000	REVENUE VEHICLE DEPRECIATION	951,311.74	0.00	866,462.78	100.00%
7,039.01	0.00	7,039.03	100.00%	5130516000	SERVICE VEHICLE DEPRECIATION	14,078.02	0.00	14,078.06	100.00%
5,904.04	0.00	5,904.05	100.00%	5130704000	GARAGE EQUIP DEPRECIATION	11,808.08	0.00	11,808.10	100.00%
926.67	0.00	4,121.53	100.00%	5130901000	REVENUE VEHICLE RADIO EQUIP DE	1,853.34	0.00	8,243.06	100.00%
6,328.79	0.00	7,206.48	100.00%	5131016000	COMPUTER EQUIP DEPRECIATION	12,657.58	0.00	14,412.96	100.00%
0.00	0.00	0.00	0.00%	5131116000	REVENUE COLLECTION EQUIP DEPR	0.00	0.00	0.00	0.00%
139,872.23	0.00	129,039.62	100.00%	5131216000	G&A FACILITIES DEPRECIATION	279,744.46	0.00	258,079.24	100.00%
3,121.70	0.00	2,820.03	100.00%	5131316000	G&A SYSTEM DEVELOPMENT DEPR	6,243.40	0.00	5,640.06	100.00%
253.57	0.00	253.56	100.00%	5131416000	MISCELLANEOUS EQUIP DEPR	507.14	0.00	507.12	100.00%
0.00	0.00	0.00	0.00%	5131516000	OFFICE EQUIP DEPRECIATION	0.00	0.00	0.00	0.00%
662,634.09	0.00	611,808.93	100.00%	5139999900	** TOTAL DEPRECIATION	1,325,268.18	0.00	1,223,617.86	100.00%
0.00	0.00	0.00	0.00%	5170116000	DEBT SERVICE ON EQUIPMENT & FA	0.00	0.00	0.00	0.00%
4,441,619.05	4,174,916.66	3,978,101.72	6.39%	5999990000	**** TOTAL EXPENSES ****	8,569,753.35	8,349,833.32	7,975,998.70	2.63%

# Champaign Urbana Mass Transit District

## Budget Analysis Report

From Fiscal Year: 2023		From Period 2		Division: 00 Champaign Urbana Mass Transit District				As of: 8/31/2022	
Thru Fiscal Year: 2023		Thru Period 2							



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

From Date: 8/01/2022

Thru Date: 8/31/2022

CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion
157378	04-Aug-22	A1934	ADVANCE AUTO PARTS	\$5.21	\$0.00	\$5.21
157379	04-Aug-22	A5085	AMERENIP	\$15,642.77	\$0.00	\$15,642.77
157380	04-Aug-22	A8006	AT & T MOBILITY LLC	\$185.78	\$0.00	\$185.78
157381	04-Aug-22	A8007	AT & T	\$1,529.14	\$0.00	\$1,529.14
157382	04-Aug-22	B0090	BAE SYSTEMS CONTROLS, INC.	\$137.04	\$0.00	\$137.04
157383	04-Aug-22	B3555	BIRKEY'S FARM STORE, INC.	\$400.64	\$0.00	\$400.64
157384	04-Aug-22	B8411	BUSINESS MANAGEMENT DAILY	\$159.00	\$0.00	\$159.00
157385	04-Aug-22	B8582	BUSCOMM INCORPORATED	\$1,274.57	\$0.00	\$1,274.57
157386	04-Aug-22	C2159	CENTRAL STATES BUS SALES, INC.	\$1,554.18	\$0.00	\$1,554.18
157387	04-Aug-22	C2165	CENTRAL ILLINOIS TRUCKS	\$4,466.76	\$0.00	\$4,466.76
157388	04-Aug-22	C2172	CMS/LGHP	\$476,928.00	\$3,710.00	\$473,218.00
157389	04-Aug-22	C3042	CHAMPAIGN MOTORS INC	\$681.80	\$0.00	\$681.80
157390	04-Aug-22	C3045	CITY OF CHAMPAIGN	\$1,900.00	\$0.00	\$1,900.00
157391	04-Aug-22	C3105	CHEMICAL MAINTENANCE INC.	\$868.13	\$0.00	\$868.13
157392	04-Aug-22	C4511	CLARKE POWER SERVICES, INC.	\$12,491.12	\$0.00	\$12,491.12
157393	04-Aug-22	C4588	CLEAN UNIFORM COMPANY	\$612.85	\$0.00	\$612.85
157394	04-Aug-22	D0271	DANVILLE MASS TRANSIT	\$803.00	\$0.00	\$803.00
157395	04-Aug-22	D0423	DAVE & HARRY LOCKSMITHS	\$1,168.00	\$0.00	\$1,168.00
157396	04-Aug-22	D2900	DEWBERRY ENGINEERS INC.	\$2,933.00	\$0.00	\$2,933.00
157397	04-Aug-22	D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	\$227.38	\$0.00	\$227.38
157398	04-Aug-22	F6367	FORD CITY	\$886.93	\$0.00	\$886.93
157399	04-Aug-22	G2283	GIBBS TECHNOLOGY COMPANY	\$92.18	\$0.00	\$92.18
157400	04-Aug-22	G2287	GFL ENVIRONMENTAL HOLDINGS (US), INC	\$989.02	\$0.00	\$989.02
157401	04-Aug-22	G2320	GETZ FIRE EQUIPMENT CO.	\$5,557.50	\$0.00	\$5,557.50
157402	04-Aug-22	G6300	GOODYEAR TIRE & RUBBER CO	\$9,921.38	\$0.00	\$9,921.38
157403	04-Aug-22	H2016	STEVEN HEATER	\$40.85	\$0.00	\$40.85
157404	04-Aug-22	I4747	ILLINI FS, INC.	\$59,497.84	\$0.00	\$59,497.84
157405	04-Aug-22	I4790	ILLINOIS-AMERICAN WATER	\$395.99	\$0.00	\$395.99
157406	04-Aug-22	I4841	ILLINOIS PUBLIC RISK FUND	\$22,552.00	\$371.00	\$22,181.00
157407	04-Aug-22	I5562	INDIANA STANDARDS LABORATORY	\$160.00	\$0.00	\$160.00
157408	04-Aug-22	I5758	INIT INC.	\$875.00	\$0.00	\$875.00
157409	04-Aug-22	I7667	ISAKSEN GLERUM WACHTER, LLC	\$1,420.00	\$0.00	\$1,420.00
157410	04-Aug-22	I8235	I3 BROADBAND - CU	\$654.99	\$0.00	\$654.99
157411	04-Aug-22	K2166	KEMPER INDUSTRIAL EQUIP.	\$452.00	\$0.00	\$452.00
157412	04-Aug-22	L6446	LOWE'S	\$633.36	\$0.00	\$633.36
157413	04-Aug-22	M0377	MARTIN ONE SOURCE	\$490.00	\$0.00	\$490.00
157414	04-Aug-22	M0452	MATTEX SERVICE CO., INC.	\$3,975.00	\$0.00	\$3,975.00
157415	04-Aug-22	M2221	KAREN C. SIMMS	\$1,100.00	\$0.00	\$1,100.00
157416	04-Aug-22	M3395	MIDWAY TRAILER SALES	\$1,217.36	\$0.00	\$1,217.36
157417	04-Aug-22	M3408	MIDWEST TRANSIT EQUIPMENT, INC.	\$913.38	\$0.00	\$913.38
157418	04-Aug-22	M3505	MINDFIRE COMMUNICATIONS, INC.	\$2,913.47	\$0.00	\$2,913.47
157419	04-Aug-22	N0320	NAPA AUTO PARTS	\$3.09	\$0.00	\$3.09
157420	04-Aug-22	N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$8,712.14	\$0.00	\$8,712.14
157421	04-Aug-22	O7370	O'REILLY AUTOMOTIVE, INC.	\$1,799.35	\$0.00	\$1,799.35
157422	04-Aug-22	O8113	OTIS ELEVATOR COMPANY	\$8,750.00	\$0.00	\$8,750.00
157423	04-Aug-22	P0015	3PLAY MEDIA, INC	\$205.67	\$0.00	\$205.67
157424	04-Aug-22	P0270	PANNIER CORPORATION	\$8,200.00	\$0.00	\$8,200.00
157425	04-Aug-22	P2255	PETTY CASH (GENERAL FUND)	\$334.02	\$0.00	\$334.02
157426	04-Aug-22	P2257	PETTY CASH (MAINTENANCE)	\$57.00	\$0.00	\$57.00
157427	04-Aug-22	P4521	CYNTHIA HOYLE	\$2,145.00	\$0.00	\$2,145.00
157428	04-Aug-22	R6000	ROBBINS, SCHWARTZ, NICHOLAS, LIFTON & TA	\$2,327.50	\$0.00	\$2,327.50
157429	04-Aug-22	S3086	SHERWIN-WILLIAMS	\$102.40	\$0.00	\$102.40
157430	04-Aug-22	S6235	SOUTHERN BUS & MOBILITY INC	\$2,306.58	\$0.00	\$2,306.58
157431	04-Aug-22	T2225	TERMINAL SUPPLY COMPANY	\$64.10	\$0.00	\$64.10
157432	04-Aug-22	T7585	TRUGREEN CHEMLAWN	\$288.75	\$0.00	\$288.75
157433	04-Aug-22	T9072	TWIN CITY INDUSTRIAL RUBBER, INC.	\$37.60	\$0.00	\$37.60
157434	04-Aug-22	U5180	UNITED PARCEL SERVICE	\$36.00	\$0.00	\$36.00
157435	04-Aug-22	U5998	UNIVERSITY OF ILLINOIS	\$32,732.83	\$0.00	\$0.00
157436	04-Aug-22	U60295	ULINE	\$1,301.27	\$0.00	\$1,301.27
157437	04-Aug-22	U7385	URBANA TRUE TIRES	\$149.95	\$0.00	\$149.95



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

**From Date: 8/01/2022**

**Thru Date: 8/31/2022**

157438	04-Aug-22	U7653	US BANK VENDOR SERVICES	\$1,849.94	<b>\$183.98</b>	\$1,665.96
157439	04-Aug-22	V0240	THOMAS VALENCIA	\$440.00	<b>\$0.00</b>	\$440.00
157440	04-Aug-22	A5150	AMERICASH LOANS, LLC	\$100.00	<b>\$0.00</b>	\$100.00
157441	04-Aug-22	B4720	BLITT AND GAINES, P.C.	\$438.63	<b>\$0.00</b>	\$438.63
157442	04-Aug-22	C6257	MARSHA L. COMBS-SKINNER	\$924.00	<b>\$0.00</b>	\$924.00
157443	04-Aug-22	D2023	DECATUR ACCEPTANCE CORP	\$190.79	<b>\$0.00</b>	\$190.79
157444	04-Aug-22	K2190	KEN'S OIL SERVICE, INC.	\$106,723.39	<b>\$0.00</b>	\$106,723.39
157445	04-Aug-22	L4783	LLOYDS REGISTER QUALITY ASSURANCE INC.	\$11,004.00	<b>\$0.00</b>	\$11,004.00
157446	04-Aug-22	O7370	O'REILLY AUTOMOTIVE, INC.	\$321.54	<b>\$0.00</b>	\$321.54
157447	11-Aug-22	A1934	ADVANCE AUTO PARTS	\$310.31	<b>\$0.00</b>	\$310.31
157448	11-Aug-22	A5085	AMERENIP	\$3,654.16	<b>\$0.00</b>	\$3,654.16
157449	11-Aug-22	A5571	CALEB M. ANDERS	\$98.09	<b>\$0.00</b>	\$98.09
157450	11-Aug-22	A7545	ILLINI GLASS SOLUTIONS	\$222.90	<b>\$0.00</b>	\$222.90
157451	11-Aug-22	A8155	ATLAS CAB	\$2,858.00	<b>\$0.00</b>	\$2,858.00
157452	11-Aug-22	B4788	BLOSSOM BASKET FLORIST	\$162.00	<b>\$0.00</b>	\$162.00
157453	11-Aug-22	C0350	CARDMEMBER SERVICE	\$9,428.12	<b>\$0.00</b>	\$9,428.12
157454	11-Aug-22	C0365	CARLE PHYSICIAN GROUP	\$1,050.00	<b>\$0.00</b>	\$1,050.00
157455	11-Aug-22	C2159	CENTRAL STATES BUS SALES, INC.	\$164.16	<b>\$0.00</b>	\$164.16
157456	11-Aug-22	C2165	CENTRAL ILLINOIS TRUCKS	\$4,234.28	<b>\$0.00</b>	\$4,234.28
157457	11-Aug-22	C3051	CHAMPAIGN CO. COLLECTOR	\$12,276.01	<b>\$0.00</b>	\$12,276.01
157458	11-Aug-22	C3105	CHEMICAL MAINTENANCE INC.	\$1,627.40	<b>\$0.00</b>	\$1,627.40
157459	11-Aug-22	C4588	CLEAN UNIFORM COMPANY	\$662.70	<b>\$0.00</b>	\$662.70
157460	11-Aug-22	C6258	COLUMBIA STREET ROASTERY	\$416.70	<b>\$0.00</b>	\$416.70
157461	11-Aug-22	C6259	COMMERCE BANK CREDIT CARD	\$4,301.18	<b>\$0.00</b>	\$4,301.18
157462	11-Aug-22	C6263	COMCAST CABLE	\$510.96	<b>\$0.00</b>	\$510.96
157463	11-Aug-22	C7301	JACINDA CRAWMER	\$200.00	<b>\$0.00</b>	\$200.00
157464	11-Aug-22	D2012	DEAN'S GRAPHICS	\$2,780.00	<b>\$0.00</b>	\$2,780.00
157465	11-Aug-22	D2850	DEVELOPMENTAL SERVICES	\$44,076.00	<b>\$0.00</b>	\$44,076.00
157466	11-Aug-22	D3576	DIRECT ENERGY BUSINESS	\$1,733.19	<b>\$0.00</b>	\$1,733.19
157467	11-Aug-22	D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	\$92.54	<b>\$0.00</b>	\$92.54
157468	11-Aug-22	F0367	FASTENERS ETC., INC.	\$6.00	<b>\$0.00</b>	\$6.00
157469	11-Aug-22	F2138	FEHR GRAHAM & ASSOCIATES LLC	\$750.00	<b>\$0.00</b>	\$750.00
157470	11-Aug-22	F6367	FORD CITY	\$123.64	<b>\$0.00</b>	\$123.64
157471	11-Aug-22	G2287	GFL ENVIRONMENTAL HOLDINGS (US), INC	\$41.05	<b>\$0.00</b>	\$41.05
157472	11-Aug-22	G3475	NATHANIEL GILBERT	\$441.91	<b>\$0.00</b>	\$441.91
157473	11-Aug-22	G7308	GRAINGER	\$2,300.51	<b>\$0.00</b>	\$2,300.51
157474	11-Aug-22	H03390	HARRIS, SPENCER	\$98.22	<b>\$0.00</b>	\$98.22
157475	11-Aug-22	H8390	HUDSON TECHNOLOGIES, INC.	\$6,712.50	<b>\$0.00</b>	\$6,712.50
157476	11-Aug-22	K3575	KIRK'S AUTOMOTIVE	\$7,213.00	<b>\$0.00</b>	\$7,213.00
157477	11-Aug-22	L6285	LOOMIS	\$228.39	<b>\$0.00</b>	\$228.39
157478	11-Aug-22	M0175	QUADIENT FINANCE USA, INC.	\$1,508.00	<b>\$0.00</b>	\$1,508.00
157479	11-Aug-22	M1269	MCS OFFICE TECHNOLOGIES	\$455.00	<b>\$0.00</b>	\$455.00
157480	11-Aug-22	M2130	J ADAMS ENTERPRISES LLC	\$1,313.55	<b>\$0.00</b>	\$1,313.55
157481	11-Aug-22	M2179	MENARD'S	\$217.71	<b>\$0.00</b>	\$217.71
157482	11-Aug-22	M9548	MYERS TIRE SUPPLY	\$661.06	<b>\$0.00</b>	\$661.06
157483	11-Aug-22	N0320	NAPA AUTO PARTS	\$237.96	<b>\$0.00</b>	\$237.96
157484	11-Aug-22	N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$21,310.75	<b>\$0.00</b>	\$21,310.75
157485	11-Aug-22	O7370	O'REILLY AUTOMOTIVE, INC.	\$501.09	<b>\$0.00</b>	\$501.09
157486	11-Aug-22	P4525	NORMA MCFARLAND	\$463.82	<b>\$0.00</b>	\$463.82
157487	11-Aug-22	P6275	CHRIS POPOVICH	\$375.00	<b>\$0.00</b>	\$375.00
157488	11-Aug-22	Q8455	QUILL	\$112.05	<b>\$0.00</b>	\$112.05
157489	11-Aug-22	R3488	RILCO OF PEORIA, INC.	\$5,939.05	<b>\$0.00</b>	\$5,939.05
157490	11-Aug-22	R6120	ROGARDS OFFICE PRODUCTS	\$54.37	<b>\$0.00</b>	\$54.37
157491	11-Aug-22	S0254	SAM'S CLUB	\$216.27	<b>\$0.00</b>	\$216.27
157492	11-Aug-22	S6235	SOUTHERN BUS & MOBILITY INC	\$1,290.54	<b>\$0.00</b>	\$1,290.54
157493	11-Aug-22	T0474	TAYLOR & BLACKBURN	\$1,944.24	<b>\$0.00</b>	\$1,944.24
157494	11-Aug-22	T2205	CONSOLIDATED ELECTRICAL DISTRIBUTORS, IN	\$310.96	<b>\$0.00</b>	\$310.96
157495	11-Aug-22	T7585	TRUGREEN CHEMLAWN	\$48.88	<b>\$0.00</b>	\$48.88
157496	11-Aug-22	T9069	TWILIO INC	\$533.80	<b>\$0.00</b>	\$533.80
157497	11-Aug-22	U5996	UNIVERSITY OF ILLINOIS	\$433.00	<b>\$0.00</b>	\$433.00
157498	11-Aug-22	U60295	ULINE	\$564.22	<b>\$0.00</b>	\$564.22
157499	11-Aug-22	U7385	URBANA TRUE TIRES	\$39.95	<b>\$0.00</b>	\$39.95

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157500	11-Aug-22	V2175	VELOCITY EHS	\$3,299.00	\$0.00	\$3,299.00
157501	11-Aug-22	V2233	VERIZON WIRELESS	\$554.77	\$0.00	\$554.77
157502	11-Aug-22	C2165	CENTRAL ILLINOIS TRUCKS	\$122.46	\$0.00	\$122.46
157503	11-Aug-22	C4588	CLEAN UNIFORM COMPANY	\$49.85	\$0.00	\$49.85
157504	11-Aug-22	D2110	DE LAGE LANDEN FINANCIAL SERVICES, INC.	\$1,878.89	\$0.00	\$1,878.89
157505	11-Aug-22	E5950	LTD TECHNOLOGY SOLUTIONS, INC.	\$150.00	\$0.00	\$150.00
157506	11-Aug-22	F6367	FORD CITY	\$243.47	\$0.00	\$243.47
157507	11-Aug-22	K2166	KEMPER INDUSTRIAL EQUIP.	\$169.00	\$0.00	\$169.00
157508	11-Aug-22	L9642	LYNN A. UMBARGER	\$800.00	\$0.00	\$800.00
157509	11-Aug-22	M1246	MCMASTER-CARR SUPPLY CO.	\$27.15	\$0.00	\$27.15
157510	11-Aug-22	M1269	MCS OFFICE TECHNOLOGIES	\$2,099.00	\$0.00	\$2,099.00
157511	11-Aug-22	O7370	O'REILLY AUTOMOTIVE, INC.	\$30.56	\$0.00	\$30.56
157512	11-Aug-22	R6120	ROGARDS OFFICE PRODUCTS	\$143.07	\$0.00	\$143.07
157513	11-Aug-22	T9072	TWIN CITY INDUSTRIAL RUBBER, INC.	\$69.98	\$0.00	\$69.98
157514	11-Aug-22	U7385	URBANA TRUE TIRES	\$1,037.77	\$0.00	\$1,037.77
157515	18-Aug-22	A0003	A & A CONCRETE, LLC	\$4,496.50	\$0.00	\$4,496.50
157516	18-Aug-22	A0865	ABSOPURE WATER COMPANY	\$24.90	\$0.00	\$24.90
157517	18-Aug-22	A4804	ALPHA CONTROLS & SERVICES LLC	\$447.50	\$0.00	\$447.50
157518	18-Aug-22	A5002	AMAZON	\$13,431.10	\$0.00	\$13,431.10
157519	18-Aug-22	A5150	AMERICASH LOANS, LLC	\$100.00	\$0.00	\$100.00
157520	18-Aug-22	A8007	AT & T	\$101.81	\$0.00	\$101.81
157521	18-Aug-22	A8012	AT&T	\$157.05	\$0.00	\$157.05
157522	18-Aug-22	A8576	AUTOMOTIVE EQUIPMENT SALES & SERVICE	\$1,375.28	\$0.00	\$1,375.28
157523	18-Aug-22	A8780	R. G. KONSTANZER INCORPORATED	\$0.00	\$0.00	VOID
157524	18-Aug-22	B0164	VIVIAN BAILEY	\$38.71	\$0.00	\$38.71
157525	18-Aug-22	B4720	BLITT AND GAINES, P.C.	\$475.19	\$0.00	\$475.19
157526	18-Aug-22	C0255	VALERIE CAMPO	\$73.33	\$0.00	\$73.33
157527	18-Aug-22	C0373	ROCHELLE CARTER	\$115.95	\$0.00	\$115.95
157528	18-Aug-22	C2159	CENTRAL STATES BUS SALES, INC.	\$1,444.11	\$0.00	\$1,444.11
157529	18-Aug-22	C2165	CENTRAL ILLINOIS TRUCKS	\$16,943.36	\$0.00	\$16,943.36
157530	18-Aug-22	C3042	CHAMPAIGN MOTORS INC	\$417.10	\$0.00	\$417.10
157531	18-Aug-22	C3045	CITY OF CHAMPAIGN	\$40,293.43	\$0.00	\$40,293.43
157532	18-Aug-22	C3105	CHEMICAL MAINTENANCE INC.	\$2,983.92	\$0.00	\$2,983.92
157533	18-Aug-22	C3512	CINTAS FIRST AID & SAFETY	\$71.25	\$0.00	\$71.25
157534	18-Aug-22	C4511	CLARKE POWER SERVICES, INC.	\$54,599.57	\$0.00	\$54,599.57
157535	18-Aug-22	C4588	CLEAN UNIFORM COMPANY	\$730.90	\$0.00	\$730.90
157536	18-Aug-22	C6257	MARSHA L. COMBS-SKINNER	\$924.00	\$0.00	\$924.00
157537	18-Aug-22	C6258	COLUMBIA STREET ROASTERY	\$89.00	\$0.00	\$89.00
157538	18-Aug-22	C6263	COMCAST CABLE	\$928.97	\$0.00	\$928.97
157539	18-Aug-22	C6291	DG INVESTMENT INTERMEDIATE HOLDINGS 2	\$182,775.00	\$0.00	\$182,775.00
157540	18-Aug-22	D0260	DANIELS TRAINING SERVICES, INC.	\$999.00	\$0.00	\$999.00
157541	18-Aug-22	D0423	DAVE & HARRY LOCKSMITHS	\$27.50	\$0.00	\$27.50
157542	18-Aug-22	D2012	DEAN'S GRAPHICS	\$136.00	\$0.00	\$136.00
157543	18-Aug-22	D2023	DECATUR ACCEPTANCE CORP	\$190.79	\$0.00	\$190.79
157544	18-Aug-22	D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	\$215.67	\$0.00	\$215.67
157545	18-Aug-22	F0367	FASTENERS ETC., INC.	\$323.14	\$0.00	\$323.14
157546	18-Aug-22	G0350	QUINTON GARRETT	\$425.47	\$0.00	\$425.47
157547	18-Aug-22	G4293	GLOBAL TECHNICAL SYSTEMS, INC.	\$10,788.98	\$0.00	\$10,788.98
157548	18-Aug-22	G7308	GRAINGER	\$577.00	\$0.00	\$577.00
157549	18-Aug-22	H2016	STEVEN HEATER	\$107.61	\$0.00	\$107.61
157550	18-Aug-22	I1595	IDENTISYS INCORPORATED	\$316.47	\$0.00	\$316.47
157551	18-Aug-22	I4747	ILLINI FS, INC.	\$26,115.59	\$0.00	\$26,115.59
157552	18-Aug-22	I4841	ILLINOIS PUBLIC RISK FUND	\$22,541.00	\$371.00	\$22,170.00
157553	18-Aug-22	J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$391.66	\$0.00	\$391.66
157554	18-Aug-22	J6136	JOHNSON CONTROLS FIRE PROTECTION LP	\$4,935.04	\$0.00	\$4,935.04
157555	18-Aug-22	K2100	KELLEY EXECUTIVE EDUCATION FOUNDATION	\$25,073.00	\$0.00	\$25,073.00
157556	18-Aug-22	K8564	KURLAND STEEL COMPANY	\$56.00	\$0.00	\$56.00
157557	18-Aug-22	L0345	CHRISTOPHER LAROE	\$23.62	\$0.00	\$23.62
157558	18-Aug-22	L2005	DONALD DAVID OWEN	\$5,700.00	\$0.00	\$5,700.00
157559	18-Aug-22	M0375	MARTIN HOOD	\$7,000.00	\$195.00	\$6,805.00
157560	18-Aug-22	M1090	MCCORMICK DISTRIBUTION & SERVICE	\$461.52	\$0.00	\$461.52
157561	18-Aug-22	M1246	MCMASTER-CARR SUPPLY CO.	\$112.20	\$0.00	\$112.20

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157562	18-Aug-22	M1269	MCS OFFICE TECHNOLOGIES	\$1,015.00	\$0.00	\$1,015.00
157563	18-Aug-22	M2179	MENARD'S	\$232.53	\$0.00	\$232.53
157564	18-Aug-22	N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$42,937.97	\$0.00	\$42,937.97
157565	18-Aug-22	N2295	THE NEWS GAZETTE	\$185.90	\$0.00	\$185.90
157566	18-Aug-22	P7535	PROVISIO, LLC	\$1,440.00	\$216.00	\$1,224.00
157567	18-Aug-22	P8690	PYROLYX TIRE RECYCLING, LLC	\$496.00	\$0.00	\$496.00
157568	18-Aug-22	Q8455	QUILL	\$113.70	\$0.00	\$113.70
157569	18-Aug-22	R6120	ROGARDS OFFICE PRODUCTS	\$348.28	\$0.00	\$348.28
157570	18-Aug-22	S0060	SAFEWORKS ILLINOIS	\$2,232.50	\$223.50	\$2,009.00
157571	18-Aug-22	S0270	DAN SAPHIERE	\$486.50	\$0.00	\$486.50
157572	18-Aug-22	S1143	SCHINDLER ELEVATOR CORP.	\$7,400.00	\$0.00	\$7,400.00
157573	18-Aug-22	S2190	BRENDAN SENNETT	\$32.12	\$0.00	\$32.12
157574	18-Aug-22	S3003	RUSSELL E SHAFFER III	\$396.00	\$0.00	\$396.00
157575	18-Aug-22	S3115	DANIEL J. HARTMAN	\$3,866.50	\$0.00	\$3,866.50
157576	18-Aug-22	S5192	S.J. SMITH WELDING SUPPLY	\$131.38	\$0.00	\$131.38
157577	18-Aug-22	S6235	SOUTHERN BUS & MOBILITY INC	\$2,026.64	\$0.00	\$2,026.64
157578	18-Aug-22	S8506	JANE M. SULLIVAN	\$248.35	\$0.00	\$248.35
157579	18-Aug-22	T2064	TEE JAY CENTRAL, INC.	\$166.80	\$0.00	\$166.80
157580	18-Aug-22	T2067	DANIEL E. TEEGARDEN	\$24.57	\$0.00	\$24.57
157581	18-Aug-22	T2205	CONSOLIDATED ELECTRICAL DISTRIBUTORS, IN	\$75.20	\$0.00	\$75.20
157582	18-Aug-22	T2313	TFORCE FREIGHT, INC	\$224.64	\$0.00	\$224.64
157583	18-Aug-22	U5180	UNITED PARCEL SERVICE	\$363.65	\$0.00	\$363.65
157584	18-Aug-22	U60295	ULINE	\$111.81	\$0.00	\$111.81
157585	18-Aug-22	U7355	U-C SANITARY DISTRICT	\$1,046.43	\$0.00	\$1,046.43
157586	18-Aug-22	U7357	CITY OF URBANA	\$0.00	\$0.00	VOID
157587	18-Aug-22	U7385	URBANA TRUE TIRES	\$1,914.00	\$0.00	\$1,914.00
157588	18-Aug-22	W3587	CARLA WISNER	\$25.73	\$0.00	\$25.73
157589	18-Aug-22	W8564	WURTH USA MIDWEST, INC.	\$618.02	\$0.00	\$618.02
157590	18-Aug-22	U7357	CITY OF URBANA	\$55.00	\$0.00	\$55.00
157591	18-Aug-22	U7357	CITY OF URBANA	\$1,901.85	\$0.00	\$1,901.85
157592	25-Aug-22	A1934	ADVANCE AUTO PARTS	\$36.39	\$0.00	\$36.39
157593	25-Aug-22	A5085	AMERENIP	\$15,179.09	\$0.00	\$15,179.09
157594	25-Aug-22	A7545	ILLINI GLASS SOLUTIONS	\$607.74	\$0.00	\$607.74
157595	25-Aug-22	A8007	AT & T	\$490.49	\$0.00	\$490.49
157596	25-Aug-22	A85755	AUTOMOTIVE COLOR & SUPPLY CORP	\$82.44	\$0.00	\$82.44
157597	25-Aug-22	B0090	BAE SYSTEMS CONTROLS, INC.	\$10,108.67	\$0.00	\$10,108.67
157598	25-Aug-22	B43301	RICHARD W. BARNES	\$450.00	\$0.00	\$450.00
157599	25-Aug-22	C0269	CANADIAN URBAN TRANSIT	\$2,032.32	\$0.00	\$2,032.32
157600	25-Aug-22	C0340	CARDINAL INFRASTRUCTURE, LLC	\$6,500.00	\$0.00	\$6,500.00
157601	25-Aug-22	C0372	LOGAN CARR	\$952.31	\$0.00	\$952.31
157602	25-Aug-22	C2156	CENTER FOR TRANSPORTATION & THE ENVIRONM	\$9,109.05	\$0.00	\$9,109.05
157603	25-Aug-22	C2159	CENTRAL STATES BUS SALES, INC.	\$640.12	\$0.00	\$640.12
157604	25-Aug-22	C2165	CENTRAL ILLINOIS TRUCKS	\$1,819.22	\$0.00	\$1,819.22
157605	25-Aug-22	C3042	CHAMPAIGN MOTORS INC	\$1,366.72	\$0.00	\$1,366.72
157606	25-Aug-22	C3046	CHAMPAIGN COUNTY BIKES	\$1,500.00	\$0.00	\$1,500.00
157607	25-Aug-22	C3074	MARGARET A. CHAPLAN	\$450.00	\$0.00	\$450.00
157608	25-Aug-22	C3105	CHEMICAL MAINTENANCE INC.	\$2,930.75	\$0.00	\$2,930.75
157609	25-Aug-22	C4511	CLARKE POWER SERVICES, INC.	\$471.71	\$0.00	\$471.71
157610	25-Aug-22	C4588	CLEAN UNIFORM COMPANY	\$649.79	\$0.00	\$649.79
157611	25-Aug-22	C6258	COLUMBIA STREET ROASTERY	\$100.00	\$0.00	\$100.00
157612	25-Aug-22	C6263	COMCAST CABLE	\$339.29	\$0.00	\$339.29
157613	25-Aug-22	D2012	DEAN'S GRAPHICS	\$1,057.00	\$0.00	\$1,057.00
157614	25-Aug-22	D2123	TOMAS DELGADO	\$250.00	\$0.00	\$250.00
157615	25-Aug-22	D3404	BRADLEY S. DIEL	\$400.00	\$0.00	\$400.00
157616	25-Aug-22	D3575	DIRECT ENERGY BUSINESS	\$61,315.83	\$0.00	\$61,315.83
157617	25-Aug-22	D3630	DIXON GRAPHICS	\$3,860.00	\$0.00	\$3,860.00
157618	25-Aug-22	D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	\$273.35	\$0.00	\$273.35
157619	25-Aug-22	E4736	ELLIS, KAITLIN	\$32.69	\$0.00	\$32.69
157620	25-Aug-22	F3800	PHILIP FISCELLA	\$350.00	\$0.00	\$350.00
157621	25-Aug-22	F6367	FORD CITY	\$547.39	\$0.00	\$547.39
157622	25-Aug-22	G6300	GOODYEAR TIRE & RUBBER CO	\$10,546.59	\$0.00	\$10,546.59
157623	25-Aug-22	G7308	GRAINGER	\$1,057.52	\$0.00	\$1,057.52

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157624	25-Aug-22	G7375	GRIMCO, INC	\$1,170.97	\$0.00	\$1,170.97
157625	25-Aug-22	H0300	BRUCE M. HANNON	\$250.00	\$0.00	\$250.00
157626	25-Aug-22	H1000	HDR ENGINEERING, INC.	\$33,371.75	\$0.00	\$33,371.75
157627	25-Aug-22	I4790	ILLINOIS-AMERICAN WATER	\$2,604.75	\$0.00	\$2,604.75
157628	25-Aug-22	I4840	ILLINOIS OIL MARKETING	\$4,118.51	\$0.00	\$4,118.51
157629	25-Aug-22	J6136	JOHNSON CONTROLS FIRE PROTECTION LP	\$1,158.00	\$0.00	\$1,158.00
157630	25-Aug-22	M0377	MARTIN ONE SOURCE	\$14,117.90	\$0.00	\$14,117.90
157631	25-Aug-22	M1246	MCMASTER-CARR SUPPLY CO.	\$165.68	\$0.00	\$165.68
157632	25-Aug-22	M2179	MENARD'S	\$859.12	\$0.00	\$859.12
157633	25-Aug-22	M9548	MYERS TIRE SUPPLY	\$89.20	\$0.00	\$89.20
157634	25-Aug-22	N0320	NAPA AUTO PARTS	\$57.48	\$0.00	\$57.48
157635	25-Aug-22	N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$16,255.74	\$0.00	\$16,255.74
157636	25-Aug-22	N6450	ALAN NUDO	\$350.00	\$0.00	\$350.00
157637	25-Aug-22	O7370	O'REILLY AUTOMOTIVE, INC.	\$809.28	\$0.00	\$809.28
157638	25-Aug-22	P2256	PETTY CASH (CHANGE FUND)	\$490.00	\$0.00	\$490.00
157639	25-Aug-22	R6120	ROGARDS OFFICE PRODUCTS	\$39.49	\$0.00	\$39.49
157640	25-Aug-22	S0060	SAFEWORKS ILLINOIS	\$2,613.00	\$234.00	\$2,379.00
157641	25-Aug-22	S3487	SILVER MACHINE SHOP	\$120.00	\$0.00	\$120.00
157642	25-Aug-22	S6235	SOUTHERN BUS & MOBILITY INC	\$1,597.91	\$0.00	\$1,597.91
157643	25-Aug-22	S8165	STOCKS, INC.	\$420.50	\$0.00	\$420.50
157644	25-Aug-22	S8514	SANDRA SUMMERVILLE	\$1,500.00	\$0.00	\$1,500.00
157645	25-Aug-22	T0474	TAYLOR & BLACKBURN	\$4,554.56	\$0.00	\$4,554.56
157646	25-Aug-22	T7594	TRUCK TRENDS, INC.	\$200.00	\$0.00	\$200.00
157647	25-Aug-22	T9072	TWIN CITY INDUSTRIAL RUBBER, INC.	\$147.75	\$0.00	\$147.75
157648	25-Aug-22	U5180	UNITED PARCEL SERVICE	\$98.21	\$0.00	\$98.21
157649	25-Aug-22	U60295	ULINE	\$1,267.60	\$0.00	\$1,267.60
157650	25-Aug-22	U7385	URBANA TRUE TIRES	\$445.89	\$0.00	\$445.89
157651	25-Aug-22	V2233	VERIZON WIRELESS	\$360.10	\$360.10	\$0.00
157652	25-Aug-22	W8564	WURTH USA MIDWEST, INC.	\$197.43	\$0.00	\$197.43
8012022	01-Aug-22	I4824	ILLINOIS DEPARTMENT EMPLOYMENT SECURITY	\$8,565.13	\$815.01	\$7,750.12
8022022	05-Aug-22	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	\$43,103.29	\$0.00	\$43,103.29
8032022	04-Aug-22	S8030	STATES DISBURSEMENT UNIT	\$2,488.39	\$0.00	\$2,488.39
8042022	04-Aug-22	I5862	INTERNAL REVENUE SERVICE	\$205,136.40	\$0.00	\$205,136.40
8042210	04-Aug-22	I5862	INTERNAL REVENUE SERVICE	\$2,964.69	\$2,964.69	\$0.00
8052022	04-Aug-22	I4826	ILLINOIS DEPT OF REVENUE	\$36,973.38	\$0.00	\$36,973.38
8052210	05-Aug-22	I4826	ILLINOIS DEPT OF REVENUE	\$638.15	\$638.15	\$0.00
8062022	06-Aug-22	D3100	DIVVY	\$584.07	\$0.00	\$584.07
8082022	01-Aug-22	S8020	STANDARD INSURANCE COMPANY	\$2,419.13	\$19.60	\$2,399.53
8092022	09-Aug-22	I4830	I.M.R.F.	\$246,733.44	\$0.00	\$246,733.44
8092210	09-Aug-22	I4830	I.M.R.F.	\$3,967.31	\$2,775.52	\$1,191.79
8102022	08-Aug-22	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$11,121.51	\$0.00	\$11,121.51
8112022	08-Aug-22	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$7,496.21	\$0.00	\$7,496.21
8122022	12-Aug-22	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$21,058.96	\$0.00	\$21,058.96
8132022	08-Aug-22	A2487	AFLAC	\$8,360.49	\$0.00	\$8,360.49
8182022	18-Aug-22	S8030	STATES DISBURSEMENT UNIT	\$2,488.39	\$0.00	\$2,488.39
8202022	19-Aug-22	I4826	ILLINOIS DEPT OF REVENUE	\$35,037.92	\$0.00	\$35,037.92
8202210	19-Aug-22	I4826	ILLINOIS DEPT OF REVENUE	\$587.75	\$587.75	\$0.00
8212022	22-Aug-22	I5862	INTERNAL REVENUE SERVICE	\$187,141.38	\$0.00	\$187,141.38
8212210	22-Aug-22	I5862	INTERNAL REVENUE SERVICE	\$2,795.49	\$2,795.49	\$0.00
8232022	23-Aug-22	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$7,550.52	\$0.00	\$7,550.52
8242022	23-Aug-22	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$10,500.05	\$0.00	\$10,500.05
8252022	19-Aug-22	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	\$43,837.29	\$0.00	\$43,837.29
8262022	23-Aug-22	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$20,954.90	\$0.00	\$20,954.90
8272022	23-Aug-22	C3560	CIRCLE K FLEET	\$27,913.41	\$10,618.34	\$17,295.07
8292022	19-Aug-22	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	\$1,948.07	\$0.00	\$1,948.07
				\$2,655,207.59	\$27,079.13	\$2,628,128.46

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

From Date: 8/01/2022

Thru Date: 8/31/2022

CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion
ACH	05-Aug-22	241462-E3390	EIGHT 22, LLC	\$6,000.00		\$6,000.00
ACH	05-Aug-22	241462-V3370	VIA TRANSPORTATION, INC.	\$35,000.00		\$35,000.00
ACH	12-Aug-22	241797-C6261	COMCAST HOLDINGS CORPORATION	\$0.00		VOID
ACH	16-Aug-22	241917-C0275	CCMSI	\$1,326.42	\$52.92	\$1,273.50
ACH	16-Aug-22	241917-C6261	COMCAST HOLDINGS CORPORATION	\$1,004.00		\$1,004.00
ACH	16-Aug-22	241917-T2225	TERMINAL SUPPLY COMPANY	\$360.85		\$360.85
ACH	19-Aug-22	242027-A8780	R. G. KONSTANZER INCORPORATED	\$20,107.37		\$20,107.37
ACH	19-Aug-22	242027-C2231	CERTIFIED LABORATORIES	\$1,270.30		\$1,270.30
ACH	19-Aug-22	242027-K2190	KEN'S OIL SERVICE, INC.	\$26,588.30		\$26,588.30
ACH	19-Aug-22	242027-L8525	LUMINATOR TECHNOLOGY GROUP, INC.	\$2,217.12		\$2,217.12
ACH	19-Aug-22	242027-T2225	TERMINAL SUPPLY COMPANY	\$35.40		\$35.40
ACH	26-Aug-22	242349-K2190	KEN'S OIL SERVICE, INC.	\$2,103.20		\$2,103.20
ACH	26-Aug-22	242349-L9665	LYONS ELECTRIC COMPANY, INC	\$0.00		VOID
				\$96,012.96	\$52.92	\$95,960.04

**Champaign Urbana Mass Transit District**  
**Accounts Payable Check Disbursement List**

Checking Account #: 011-8189-0

FLEX CHECKING-BUSEY BANK

From Date: 8/31/2022

Thru Date: 8/31/2022

Check #	Check Date	Ref #	Name	Amount	Voided
8312022	8/31/2022	F4640	FLEX-EMPLOYEE REIMB.	\$11,369.55	
Total:				\$11,369.55	



## MTD - Bank & Investment Balances

Financial Institution	Bank Bal @ 08/31/22	Interest Rate	Maturity
<b>Busey Bank</b>			
Payroll	\$5,000.00	-	-
Illinois Terminal - Square POS	\$56,022.47	-	-
Operating	\$350,000.00	-	-
C-CARTS	\$62,192.09	-	-
Sec 125 Flexible Spending Plan	\$20,172.27	-	-
ATM	\$24,484.82	-	-
Money Market	\$21,157,031.28	0.25%	-
<b>First Mid Bank</b>	\$12,893,058.95	0.60%	-
<b>Prospect Bank</b>	\$7,487,065.76	0.18%	-
<b>Morgan Stanley</b>			
Cash	\$1,482,717.64	0.15%	-
CD - Enerbank USA Salt Lake City, UT	\$250,337.50	0.54%	10/19/2022
CD - UBS Bank USA Salt Lake City, UT	\$250,375.00	0.55%	10/24/2022
CD - Accrued Interest	\$417.30		-
<b>Total</b>	<b>\$44,038,875.08</b>		



To: Board of Trustees  
From: Drew Bargmann, Title VI Officer  
Date: 9/16/2022  
Subject: Title VI Plan Update

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- A. Introduction:** In response to Federal regulation, MTD is required to submit a Title VI Plan update every three years. MTD's Title VI Plan was last approved and submitted in 2019 and is now due for re-approval.
- B. Recommended Action:** Staff recommends approval of the 2022 update to MTD's Title VI Plan
- C. Prior Trustee Action:** In 2019, the Board of Trustees approved MTD's Title VI Plan for submittal to the Federal Transit Administration (FTA).
- D. Summary:** The Title VI Plan guides the District's efforts to ensure that no person, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination in the provision of transit service delivery and its related benefits.

In the 2022 version of the Plan, changes fall into three categories: grammatical, procedural, and substantive.

**Grammatical** changes include adjustments to tense of actions that were planned in the previous version of the Plan, corrections to errors found since the last review, and adjustments in language to match MTD's current operation.

**Procedural** changes include the addition of locations where publicly posted materials can be found and clarification on the Title VI complaint submittal process.

**Substantive** changes include assigning the Managing Director/CEO (or designee) the authority to approve Title VI analyses prior to service changes (previously handled by the Board of Trustees) and an update to MTD's Vehicle Load & Vehicle Headway standards. These changes are highlighted in the Plan.

- E. Background:** Pursuant to Title 49 CFR Section 21.9(b), public transportation agencies are required to document their compliance with DOT's Title VI regulations by submitting a Title VI Plan to the FTA once every three years, or as otherwise directed by FTA. This plan must be approved by the agency's board of directors or appropriate governing entity before submittal to FTA.
- F. Alternatives – advantages/disadvantages:**
  - a. Approving this plan allows MTD to submit its required update to FTA, maintaining the District's compliance with Federal Title VI legislation.
  - b. Not approving this plan would bring MTD out of compliance with Federal Title VI legislation.
- G. Community Input:** N/A



**H. Budget & Staffing Impacts:** Many of the actions reflected in the Plan are already being undertaken by MTD staff, additional service monitoring will create no budgeting or staffing impacts.

# Champaign-Urbana Mass Transit District

## Title VI Policy

Updated September 2022

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## Champaign-Urbana Mass Transit District Title VI Statement of Policy

The Champaign-Urbana Mass Transit District (MTD) is committed to a policy of non-discrimination in the conduct of its business, including its Title VI responsibilities – the delivery of equitable and accessible transportation services. MTD recognizes its responsibilities to the communities in which it operates and to the society it serves. It is MTD's policy to utilize its best efforts to assure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under its program of transit service delivery and related benefits.

Toward this end, it is MTD's objective to:

1. Ensure that the level and quality of transportation service is provided without regard to race, color, or national origin.
2. Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations.
3. Promote the full and fair participation of all affected populations in transportation decision-making.
4. Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low-income populations.
5. Ensure meaningful access to programs and activities for persons with Limited English Proficiency (LEP).

The responsibility for carrying out MTD's commitment to this program has been delegated to the Managing Director by the Board of Trustees. Staff is responsible for the day-to-day operations of this program and the Title VI Compliance Officer who will receive and investigate Title VI complaints which come through the complaint procedure. However, all managers, supervisors, and employees share in the responsibility for making MTD's Title VI Program a success.

Additional information concerning MTD's Title VI obligations and the complaint procedure can be obtained by calling 217.384.8188 or emailing [mtdweb@mtd.org](mailto:mtdweb@mtd.org).

PRESENT AND ADOPTED THE \_\_\_\_\_ day of \_\_\_\_\_, 2022.

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Bradley Diel, Chair  
MTD Board of Trustees

## Limited English Proficiency Policy Statement and Available Resources

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq. provides that no person shall be subjected to discrimination on the basis of race, color, or national origin under any program or activity that receives Federal financial assistance. Title VI and its implementing regulations require that FTA recipients take responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are Limited English Proficient (LEP).

## Title VI Public Notice

MTD's public notice of Title VI protections against discrimination is posted in the following publicly accessible locations:

- 1101 E University Ave, Urbana, IL 61802 (Administration & Operations Facility)
- 45 E University Ave, Champaign, IL 61820 (Illinois Terminal)
- Public website ([mtd.org/inside/compliance/title-vi/](http://mtd.org/inside/compliance/title-vi/))
- On board vehicles

A copy of this public notice has been included as Appendix A.

## Title VI Complaint Procedures

MTD is committed to a policy of non-discrimination in the conduct of its business, including its Title VI responsibilities – the delivery of equitable and accessible transportation services. MTD recognizes its responsibilities to the communities in which it operates and to the society it serves. It is MTD's policy to utilize its best efforts to assure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under its program of transit service delivery and related benefits.

If you believe that you have been excluded from participation in, denied the benefits of, or subjected to discrimination based on race, color, or national origin under MTD's program of transit service delivery or related benefits, you may file a complaint using one of the following methods:

- In person by visiting MTD's Administration & Operations Facility at 1101 E University Ave, Urbana, Illinois, 61802,
- Submitting a completed Title VI Complaint Form ([mtd.org/inside/compliance/title-vi/](http://mtd.org/inside/compliance/title-vi/)) by mail to Title VI Compliance Officer, CUMTD, 1101 E University Ave, Urbana, Illinois, 61802,
- Directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5<sup>th</sup> Floor-TCR, 1200 New Jersey Ave, SE, Washington, DC 20590.

All complaints will be investigated promptly. Reasonable measures will be undertaken to preserve any information that is confidential. The MTD Title VI Compliance Officer will review every complaint and when necessary, assign a neutral party to investigate. At a minimum, the investigating officer will:

- Identify and review all relevant documents, practices, and procedures.

- Identify and interview persons with knowledge of the Title VI violation, i.e. the person making the complaint, witnesses, or anyone identified by the Complainant, anyone who may have been subject to similar activity, or anyone with relevant information.

Upon completion of the investigation, the MTD Title VI Compliance Officer will complete a final report for the Managing Director/CEO with a copy to the General Counsel. If a Title VI violation is found to exist, remedial steps, as appropriate and necessary, will be taken immediately. The Complainant will also receive a final report together with any remedial steps. The investigation process and final report should take no longer than twenty-five (25) business days. If no violation is found and the Complainant wishes to appeal the decision, he or she may appeal directly to the Managing Director/CEO, 1101 E University Ave, Urbana, Illinois, 61802.

Complaints may also be filed with the Federal Transit Administration's Office of Civil Rights, no later than 180 days after the date of the alleged discrimination, 200 W Adams St, Suite 320, Chicago, Illinois, 60606.

The Title VI Compliance Officer shall maintain a log of Title VI complaints received (Appendix B). This log will include the date the complaint was filed, a summary of the allegations, the status of the complaint, and actions taken by MTD in response to the complaint. Should MTD receive a Title VI complaint in the form of a formal charge or lawsuit, MTD's General Counsel shall be responsible for the investigation and maintaining a log as described herein.

## Title VI Complaint Form

Champaign-Urbana Mass Transit District (MTD)

Office of Civil Rights

MTD is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964, as amended. Title VI complaints must be filed within 180 days from the date of the alleged discrimination.

The following information is necessary to assist us in processing your complaint. If you require any assistance in completing this form, please contact the Title VI Compliance Officer by calling 217.384.8188. The completed form must be returned to the Title VI Compliance Officer, CUMTD, 1101 E University Ave, Urbana, IL 61802.

Your Name:	Phone:
Street Address:	Alt. Phone:
	City, State, & Zip Code:
Person(s) discriminated against (if someone other than complainant):	
Street Address, City, State, & Zip Code:	

Which of the following best describes the reason the alleged discrimination took place? (Circle one)

Date of Incident \_\_\_\_\_

- Race
- Color
- National Origin (Limited English Proficiency)

Please describe the alleged discrimination incident. Provide the names and titles of all MTD employees involved, if available. Explain what happened and who you believe was responsible. Please use the back for this form if additional space is required.

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Please describe the alleged discrimination incident (continued):



Have you filed a complaint with any other federal, state, or local agencies? (Circle one) Yes / No  
If so, list agency / agencies and contact information below:

Agency: \_\_\_\_\_  
Contact Name: \_\_\_\_\_  
Street Address, City, State, & Zip Code: \_\_\_\_\_  
Phone: \_\_\_\_\_

Agency: \_\_\_\_\_  
Contact Name: \_\_\_\_\_  
Street Address, City, State, & Zip Code: \_\_\_\_\_  
Phone: \_\_\_\_\_

I affirm that I have read the above charge and that it is true to the best of my knowledge, information, and belief.

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Signature

## **Champaign-Urbana Mass Transit District Title VI Public Participation Plan**

### **Inclusive Public Participation**

The Champaign-Urbana Mass Transit District's (MTD) public participation strategy offers continual opportunities for the public to be involved in the identification of social, economic, and environmental impacts of proposed transportation decisions. Engagement of the public in service planning and development is at the forefront of a responsive organization.

MTD's on-going public participation planning works to ensure:

- Potentially affected community members will have appropriate opportunities to participate in decisions about a proposed activity that will affect their environment, health, and their ability to participate in life-supporting activities;
- The public's contribution will influence MTD's decision-making;
- The concerns of all persons and groups participating in the process will be considered in the decision-making process; and
- MTD will seek out and facilitate the involvement of those potentially impacted.

MTD uses a variety of communication mechanisms to ensure that all populations, those residing in minority census tracts and those living in non-minority census tracts, persons with low-income, persons with disabilities, and persons with limited English proficiency have an opportunity to participate in service development and changes.

### **Examples of Calls for Public Participation**

Major schedule or fare changes occur annually in the fall. The following are examples of what the public participation plan will be used for:

- A major revised fare media is introduced or the method of collecting fares is changed.
- A major route is introduced, or a significant reconfiguration of an existing route is proposed.
- The frequency of service is modified, or the days and hours of service are proposed to be changed.

All of the above instances would result in the full public participation process.

### **Public Outreach Efforts**

Depending on the type of service change that is contemplated, a variety of means are employed to encourage public participation. The measures taken are targeted to overcome linguistic, institutional, cultural, economic, historical, or other barriers that may prevent minority and low-income people and populations, persons with disabilities, and persons with limited English proficiency from effectively participating in MTD's decision making process.

### **Opportunities for Public Engagement**

A public hearing is held early each spring. MTD only makes planned major schedule and route changes in mid-August each year. It is typically held at Illinois Terminal in downtown Champaign at 45 E University Ave, Champaign, IL 61820. This facility is centrally located in the community, serves as MTD's largest service hub, and is readily accessible by public transportation.

MTD will also schedule and codify additional meetings at diverse times and locations to ensure greater accessibility, based on specific proposed service changes and venue availability. Public outreach meeting locations, dates, and times are determined with consideration of the proposed changes and their impact on specific locations/populations within the MTD service area. The following will be considered in establishing these locations:

- Convenience and accessibility for minorities, persons with disabilities, and LEP communities.
- Size of venue to provide for meaningful dialogue.
- Availability of community organizations to help support public engagement strategies.

As many communication opportunities as possible should be used to seek public input. Methods may include:

- Notices on buses
- Handouts to passengers
- Advertisements in newspapers
- News stories in publications
- Notices on MTD's public website
- Distribution of notices to advocates for various special interest groups followed by meetings when appropriate
- Providing handouts at public meetings
- Promotion on MTD's social media channels
- Online virtual events hosted by MTD

### **Public Outreach Plan**

Moving forward, MTD will continue to capitalize on time spent staffing community events to best manage the flow of information between the District and the public through the attendance of key events, including but not limited to:

- C-U Days
- Community "Touch a Truck" events
- University of Illinois student orientation events
- Jettie Rhodes Neighborhood Day
- Playing It Safe
- Market at the Square
- Champaign County Fair

MTD will implement surveys and other activities to determine customer satisfaction and concerns, identify room for change or improvement, and collect substantial data to inform potential changes.

MTD will also continue to leverage community partnerships to facilitate opportunities to interact with vulnerable groups, collect feedback for effective messaging, and capitalize on existing events.

## Improving Access for People with Limited English Proficiency

### Four Factor Analysis

#### 1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or recipient.

The combined population of Champaign, Urbana, and Savoy is calculated as 131,932, with 101,528 (76.9%) estimated as only speaking English in the home.<sup>1</sup> Approximately 23.1% of community residents speak a language other than English in the home, with 65% claiming to speak English “very well.” It is estimated that the LEP population within MTD’s District boundaries is approximately 8% of the overall population.

Champaign-Urbana’s immigrant population can be divided into two basic groups. The first group includes immigrants that come to the community due to enrollment or employment at the University of Illinois at Urbana-Champaign (UIUC). According to the University’s International Student and Scholar Services (ISSS) Department’s Fall 2021 International Statistics Report, UIUC had over 9,841 international students enrolled in Fall 2021, with 86.5% coming from Asian countries, predominantly China, India, and South Korea. Among visiting scholars, professors, and researchers, 61.6% of over 1,173 members of the University community come from the same three countries (full report included in Appendix C).<sup>2</sup> For these populations, translation of key materials is an effective means of reaching LEP individuals.

The second group of immigrants in the community is less likely to be affiliated with the University and is more likely to look like other immigrant populations around the country in terms of employment and socioeconomic status. The two main bodies within this second group are Spanish-speaking Latin American immigrants (predominantly from Mexico) and Lingala-speaking or French-speaking Congolese immigrants. For these populations, translation of key materials is largely effective as a means of reaching LEP individuals. Smaller subsets of the population are unable to consume translated materials and partnerships with local school districts have been established to support these families.

**Table 1 (below) highlights the number and proportions of potential LEP individuals within MTD’s service area. Blue shaded fields represent languages that key materials have been professionally translated.**

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<sup>1</sup> American Community Survey 5-Year Estimates (2016-2020)

<sup>2</sup> University of Illinois International Student and Scholar Services Fall 2021 International Statistics Report (2021)

**Table 1: Top 10 Non-English Languages Spoken at home in Champaign, Urbana, and Savoy**

Language	Residents	% of Population
Spanish	9,199	6.9
Chinese	7,828	5.9
Korean	2,241	1.7
French	2,168	1.6
Hindi	1,555	1.2
Mandarin	990	0.7
Vietnamese	774	0.5
Arabic	696	0.5
Polish	666	0.5
Bengali	613	0.4
Tagalog	564	0.4

Source: American Community Survey 5-Year Estimate (2016 - 2020)

## **2. The frequency with which LEP persons come into contact with the program.**

Champaign-Urbana is a small community, and the urban form of the area lends itself extremely easily to transit, so as a baseline, residents of the community are more likely to come into contact with MTD, whether through transit service or interactions with facilities like Illinois Terminal. Some LEP persons may never ride transit, a large number will ride multiple times a day.

## **3. The nature and importance of the program, activity, or service provided by the program to people's lives.**

Transit has importance in the lives of its users that cannot be understated. Whether getting to the university, employment opportunities, medical resources, or shopping, transit plays a foundational role in our community's larger accessibility network.

## **4. The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach.**

MTD employs a translation hotline available for any LEP passengers calling into the Information Center who require assistance in another language. Professionally translated materials available for LEP outreach include a comprehensive guide for passengers with detailed information on MTD's resources, services, fare structure, etc., information about MTD's Title VI Program, Title VI Complaint Process, and

ADA Paratransit application. These are available in Chinese, Korean, Spanish, French, and Hindi. The costs associated with these measures are minimal.

MTD also works to deliberately interface with the LEP population in our community, deliberately initiating dialogue at events sponsored by LEP organizations and populations. This staff time is also a resource that is made available to improve service.

## **Improving Access for People with Limited English Proficiency**

### **Language Assistance Plan**

The Champaign-Urbana Mass Transit District (MTD) has adopted the following implementation plan to meet requirements under Title VI of the Civil Rights Act of 1964, which seeks to improve access to services for persons with limited English proficiency. The purpose is to ensure that no person shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance from the FTA.

#### **1. Identifying LEP individuals who need language assistance**

As identified in the Four Factor Analysis, there are two larger LEP groups in Champaign, Urbana, and Savoy. The university population predominantly comes to the community from Asian countries and are more likely to speak Chinese, Korean, Hindi, and other Asian languages. Because these community residents are more likely to be affiliated with the University of Illinois, it is important to collaborate with existing resources to access this group and provide the most relevant and useful information.

The second group is comprised of LEP residents not affiliated with the University, predominantly Mexican and Congolese immigrants speaking Spanish and French. It is important in determining outreach and public participation strategies to consider the different transportation needs that these groups have. For example, a major theme expressed during LEP community events was a need for service accommodating evening and weekend employment.

#### **2. Language assistance measures**

The following resources are used to provide language assistance:

- Language line personal interpreter services
- University of Illinois English as an International Language courses within the Department of Linguistics
- University of Illinois Intensive English Institute
- Online translation tools such as Google Translate
- Professional translation services

When interpreter or translator services are needed, MTD may require an enhanced level of proficiency on the part of the interpreter/translator to verify that they are capable of doing the necessary translation or interpretation.

### Resources Available for LEP Populations by Language

Language	Available Resources
Spanish	Translated Comprehensive Rider Guide, Translated Guide for School Children, Translated ADA Paratransit Application, Translated Title VI Complaint Form
Chinese	Translated Comprehensive Rider Guide, Translated ADA Paratransit Application, Translated Title VI Complaint Form
Korean	Translated Comprehensive Rider Guide, Translated ADA Paratransit Application, Translated Title VI Complaint Form
French	Translated Comprehensive Rider Guide, Translated Guide for School Children, Translated ADA Paratransit Application, Translated Title VI Complaint Form
Hindi	Translated Comprehensive Rider Guide, Translated ADA Paratransit Application, Translated Title VI Complaint Form

### 3. Training staff

MTD employees, at all levels, could interact with LEP individuals.

Training on MTD's responsibility to serve LEP individuals is implemented by the following measures:

- Orientation and initial training for new vehicle Operators will include information on serving LEP individuals. Existing Operator training will include information on serving LEP individuals with retraining at least once every two years.<sup>3</sup>
- Radio Operators, Street Supervisors, customer service Information Assistants, and management staff will take part in ongoing training with at least one training session every two years on the topic of serving LEP individuals.
- Sufficient language aids will be made available for all employees so that they can serve the needs of LEP individuals as they encounter them daily.

<sup>3</sup> All training sessions include the "I Speak" guidelines provided by the Department of Homeland Security Office for Civil Rights and Civil Liberties. While this guide is widely used and accepted, if new materials are introduced, the Language Assistance Plan will be altered to reflect this change.



#### 4. Providing notice to LEP individuals

MTD incorporates a variety of methods to communicate with transit users and the public. These include printed schedule information, signage inside vehicles, website, customer service phone lines, media releases, advertising, community meetings, and participation at local events. MTD will use these methods to notify LEP individuals of the availability of language assistance and, when applicable, to notify customers of the availability of translated documents or how they may have them translated.

MTD will continue its outreach efforts to those organizations who serve LEP individuals, including but not limited to those in the table below:

##### Key Partnerships

University Groups	University of Illinois Division of English as an International Language, Intensive English Institute, International Student and Scholar Services Office, University YMCA
Community Groups	University YMCA, New American Welcome Center, Unit 4 School District, Urbana School District #116, Parkland College

#### 5. Monitoring and updating the LEP plan

Ongoing outreach efforts will include obtaining feedback on MTD's language assistance measures. Specific tasks will include contact with organizations to measure results and discuss needs of LEP individuals. These efforts will result in changes in the implementation plan as necessary, including noticeable changes in demographics of the LEP population by the availability of new resources.

MTD will continue to survey the use of its services by LEP individuals through social media, Operator feedback, and through customer feedback.

Based on feedback received, MTD may make incremental changes to the types of written and oral assistance provided. If service is expanded into an area of high LEP individuals, MTD will consider modifying the implementation plan as needed in order to ensure meaningful access to previously underserved LEP individuals. MTD will make the efforts necessary to see that LEP individuals are informed of its services. LEP individuals will be informed of changes to services as well as their ability to file a complaint if they feel the services are in any way discriminatory.

## Systemwide Standards and Policies

Federal Title VI requirements of the Civil Rights Act of 1964 require each large public transportation provider's governing board to approve four standards and policies:

- Major Service Change Policy
- Disparate Impact Policy
- Disproportionate Burden Policy
- Service Standards and Policies

These standards and policies assist in guiding the development and delivery of service in support of MTD's mission to provide service that is safe, dependable, and easy to use. They also provide benchmarks to ensure that service design and operational practices do not result in discrimination based on race, color, or national origin.

### Major Service Change Policy

All major transit service reductions or increases are subject to a Title VI Equity Analysis. The Title VI Equity Analysis must be presented to the Managing Director/CEO (or designee) for consideration prior to approval of the change. The analysis, and a record of action taken by the Managing Director/CEO (or designee), will be recorded in the MTD Title VI Program.

MTD defines a Major Service Change as:

*A reduction or increase of 25 percent or more in weekly vehicle revenue miles in service on any specific route.*

The following service changes are exempted:

- Changes to a service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities), if the service will be/has been operated for no more than twelve months.

### Disparate Impact Policy

This policy establishes a threshold for determining whether a given action has a disparate impact on minority populations. Per FTA Circular 4702.1B:

*Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin...*

*The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by minority populations. The disparate impact threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by minority populations compared to impacts borne by non-minority populations. The disparate impact threshold must be applied uniformly... and cannot be altered until the next Title VI Program submission.*

As part of a Title VI Equity Analysis, MTD analyzes potential impacts on minority populations compared to non-minority populations. If the proposed action would disadvantage minorities or benefit non-minorities by more than MTD's Disparate Impact Threshold, alternative proposals with more equitable impacts must be evaluated. If no feasible alternatives exist, MTD must mitigate the proposed action's impact on affected minority populations, demonstrate a legitimate business purpose cannot otherwise be accomplished, and show the proposed change is the least discriminatory alternative.

MTD's Disparate Impact Threshold of a Major Service Change or fare adjustment is established at 20 percent, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of impacts borne by minority populations compared to those borne by non-minority populations.

### Disproportionate Burden Policy

This policy establishes a threshold for determining whether a given action places a disproportionate burden on low-income populations compared to non-low-income populations. This policy only applies to low-income non-minority populations (FTA C 4702.1B Chap. IV-12). If a minority population is present, regardless of income, a Disparate Impact Analysis should be performed. Per FTA Circular 4702.1B:

*The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by low-income populations. The disproportionate burden threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by low-income populations as compared to impacts borne by non-low-income populations.... The disproportionate burden threshold must be applied uniformly... and cannot be altered until the next [Title VI] program submission.... At the end of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed fare[/service] change, the transit provider should take steps to avoid, minimize, or mitigate impacts*

*where practicable. The transit provider should describe alternatives available to low-income populations affected by the fare[/service] changes.*

MTD's Disproportionate Burden Threshold of a Major Service Change or fare adjustment is established at 20 percent, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of impacts borne by low-income populations compared to those borne by non-low-income populations.

### **Evaluation of Service or Fare Changes**

Between October 2019 and September 2022, MTD made one service change that activated the District's Major Service Change Policy. This change resulted in the addition of a vehicle to the 12/120 Teal route and constituted a 39% addition of revenue service mileage. Analysis of the change found that this action would not create a Disparate Impact. Since no fare changes were included in this proposal, it did not create a Disproportionate Burden. The analysis and action taken by the Board of Trustees is attached as Appendix F.

### **Service Standards and Policies**

Pursuant to requirements set forth in the Federal Transit Administration's (FTA) Circular 4702.1B, MTD has established and monitors its performance meeting quantitative Service Standards and qualitative Service Policies. The following service standards help develop and maintain efficient and effective fixed-route transit service. These standards may differ from standards MTD uses for other purposes.

FTA requires fixed-route transit providers of public transportation to develop and apply quantitative standards or policies for the following service indicators:

1. Vehicle Load
2. Vehicle Headways
3. On-time Performance
4. Service Availability
5. Vehicle Assignments
6. Transit Amenities

These standards and policies establish a basis for monitoring and analyzing service delivery, availability, and the distribution of amenities and vehicles to determine whether any Disparate Impacts are evident.

MTD fixed-route service is grouped into the following geographies and time periods to reflect changes in ridership and acceptable standards:

- Campus Weekday Daytime (Monday through Friday, 5am – 7pm)
- Community Weekday Daytime (Monday through Friday, 5am – 7pm)
- Campus Weekday Evening (Monday through Friday, 7pm – 5am)
- Community Weekday Evening (Monday through Friday, 7pm – 5am)
- Campus Weekend (Saturday & Sunday)
- Community Weekend (Saturday & Sunday)

## Vehicle Load

Vehicle Load Factor is described as follows by FTA Circular 4702.1B:

*Vehicle load can be expressed as the ratio of passengers to the total number of seats on a vehicle. For example, on a 40-seat bus, a vehicle load of 1.3 means all seats are filled and there are approximately 12 standees. A vehicle load standard is generally expressed in terms of peak and off-peak times. Transit providers that operate multiple modes of transit must describe the specific vehicle load standards for peak and off-peak times for each mode of fixed-route transit service (i.e., bus, express bus, bus rapid transit, light rail, heavy rail, commuter rail, passenger ferry, etc., as applicable), as the standard may differ by mode.*

MTD load standards are based off the number of seats in each vehicle, whether the vehicle was designed for more standing room (articulated buses), and which route/time of day the vehicle is operating. Passenger loads are recorded by MTD's automated passenger counting system and overloaded trips are monitored by route at a monthly frequency.

Vehicle capacity was determined by counting the number of seats in each vehicle type and reviewing vehicle footage of different passenger loads across fleets. If a trip surpasses the standards below, it is flagged for review. If a pattern develops with a route or specific trip, it may be a candidate for utilizing a backup bus, assigning a different vehicle size, or a schedule change.

### MTD Passenger Load Standards

			Load Factor	Max Capacity	Standing
Campus	Weekday Daytime (5am - 7pm)	40'	1.3	49	11
		60'	1.6	60	22
	Weekday Evening (7pm - 5am)	40'	1.2	45	7
		60'	1.5	57	19
	Weekend	40'	1.1	41	3
		60'	1.3	49	11
Community	Weekday Daytime (5am - 7pm)	40'	1.2	45	7
		60'	1.6	60	22
	Weekday Evening (7pm - 5am)	40'	1.1	41	3
		60'	1.5	57	19
	Weekend	40'	1	38	0
		60'	1.3	49	11

In addition to this quantitative monitoring, drivers are able to request, through their on-board mobile data terminal (MDT), a backup bus when their vehicle is overloaded. Dispatchers typically stage several show-up buses around town to help overcrowded and late buses.

## Vehicle Headway

Vehicle headway is described as follows by FTA Circular 4702.1B:

*Vehicle headway is the amount of time between two vehicles traveling in the same direction on a given line or combination of lines. A shorter headway corresponds to more frequent service. Vehicle headways are measured in minutes (e.g., every 15 minutes); service frequency is measured in vehicles per hour (e.g., four buses per hour). Headways and frequency of service are general indications of the level of service provided along a route. Vehicle headway is one component of the amount of travel time expended by a passenger to reach his/her destination. A vehicle headway standard is generally expressed for peak and off-peak service as an increment of time (e.g., peak: every 15 minutes; and off peak: every 30 minutes). Transit providers may set different vehicle headway standards for different modes of transit service. A vehicle headway standard might establish a minimum frequency of service by area based on population density. For example, service at 15-minute peak headways and 30-minute off-peak headways might be the standard for routes serving the most densely populated portions of the service area, whereas 30-minute peak headways and 45-minute off-peak headways might be the standard in less densely populated areas. Headway standards are also typically related to vehicle load. For example, a service standard might state that vehicle headways will be improved first on routes that exceed the load factor standard or on routes that have the highest load factors.*

MTD calculates headway by determining the average length of time between buses on each route during defined times of day and days of week. In the event a route regularly exceeds Vehicle Load Factor standards, MTD will evaluate whether frequency on that route should be adjusted within the confines of existing or expected funding levels.

MTD offers headways of 10-minutes, 15-minutes, 30-minutes, and irregular schedules varying between 30 and 60 minutes depending on actual run time. Through most of the community, MTD's fixed routes have a headway of 30-minutes or irregular schedules varying between 30 and 60-minutes. Along denser community corridors, additional service is added to allow for 10-to-15-minute headways. In fringe areas of the community, commuter trips are provided during mornings and late afternoon only.

### Route Headway Standards (minutes between vehicles)

		Daytime (5am - 7pm)	Evening (7pm - 12am)	Late Night (12am-5am)
Campus	Weekday	15'	30'	
	Saturday	30'		
	Sunday	30'		35'
Community	Weekday	30'	60'	
	Saturday	60'		
	Sunday	60'		

## On-Time Performance

On-time performance is described as follows by FTA Circular 4702.1B:

*On-time performance is a measure of runs completed as scheduled. This criterion first must define what is “on time.” For example, a transit provider may consider it acceptable if a vehicle completes a scheduled run between zero and five minutes late in comparison to the established schedule. On-time performance can be measured against route origins and destinations only, or against origins and destinations as well as specified time points along the route. Some transit providers set an on-time performance standard that prohibits vehicles from running early (i.e., ahead of schedule) while others allow vehicles to run early within a specified window of time (e.g., up to five minutes ahead of schedule). An acceptable level of performance must be defined (expressed as a percentage). The percentage of runs completed system-wide or on a particular route or line within the standard must be calculated and measured against the level of performance for the system. For example, a transit provider might define on-time performance as 95 percent of all runs system-wide or on a particular route or line completed within the allowed “on-time” window.*

An MTD vehicle is determined to be late if it departs its scheduled “time point” five or more minutes later than the published time. Vehicles are considered early if they depart from a published time point one minute prior to the scheduled departure. It is MTD’s goal to be on-time at least 85 percent of the time. On-time performance is tracked monthly.

Control Center Staff, Street Supervisors, and Operations Staff regularly monitor on-time performance and counsel Operators who consistently fail to meet on-time performance standards that are within their control. Vehicle block data is reviewed to detect patterns of schedule adherence issues.

Discussions with Operators are also used to identify vehicle scheduling issues which are corrected through annual service changes.

## Service Availability

Service availability/transit access is described as follows by FTA Circular 4702.1B:

*Service availability is a general measure of the distribution of routes within a transit provider’s service area. For example, a transit provider might set a service standard to distribute routes such that a specified percentage of all residents in the service area are within a one-quarter mile walk of bus service or a one-half mile walk of rail service. A standard might also indicate the maximum distance between stops or stations. These measures related to coverage and stop/station distances might also vary by population density. For example, in more densely populated areas, the standard for bus stop distance might be a shorter distance than it would be in less densely populated areas, and the percentage of the total population within a one-quarter mile walk of routes or lines might be higher in more densely populated areas than it would be in less densely populated areas. Commuter rail service or passenger ferry service availability standards might include a threshold of residents within a certain driving distance as well as within walking distance of the stations or access to the terminal.*

MTD's goal is to ensure at least 95 percent of residents who live within the District are within walking distance (i.e., one quarter mile) of a bus stop. Transit access is determined by mapping all active bus stops within the system and then calculating the number of residential parcels within one-quarter mile radii of those stops. That number is compared to the number of residential parcels within the District.

Additionally, there is a Bus Stop Placement Guidelines document that defines:

### **Rural**

1,500+ Feet

Regions defined by large lot zoning and very low-density populations spread out over large areas of land. These areas typically have a population density of zero to three persons/acre.

### **Low Density Suburban**

1,000-1,500 Feet

Typical low-density suburban areas are defined by land use patterns that consist of single-family housing subdivisions with few access points, commercial strip development set back from the street, and large regional employment campuses. These areas typically have a population density of three to 16 persons/acre and have fewer than seven dwelling units/acre.

### **General Urban**

600-1,200 Feet

Land in this category usually falls on the border between an urban core and low-density suburban area. Street patterns may follow the grid network commonly found in urban centers but have the beginning signs of more suburban street patterns with curved roads and fewer access points to main collector streets and arterials. These areas typically have a population density of ten to 20 persons/acre and have seven to 18 dwelling units/acre.

### **Urban Core**

500-750 Feet

The Urban Core includes the UIUC Campus and Downtown areas and is classified by very high-density employment and population. High rise office buildings, apartment buildings, and hotels frame this area. These areas typically have a population density of more than 20 persons/acre and more than 18 dwelling units/acre.



## Vehicle Assignments

Vehicles are assigned to routes based on ridership demands with diesel-electric hybrid vehicles being rotated across all routes. Specific vehicles are assigned to routes only when required by operating conditions. For example, articulated buses are used exclusively on campus or for school trips where demand is highest. Likewise, 40' buses or vans are typically used on low ridership routes.

MTD runs load evaluation reports to ensure the fleet is properly assigned. Additionally, Staff take feedback from Operators about capacity issues.

## Transit Amenities

MTD has developed a Bus Stop Placement Guidelines document that addresses, among other things, stop location and amenities.

### Stop Placement:

The exact placement of a bus stop is influenced by several factors including safety, accessibility, comfort, and efficiency. The following chart lists several different scenarios that may be encountered along a bus route and identifies the preferred stop placement given that situation. While these preferences consider a wide variety of issues, exceptions may be made in certain circumstances. Each bus stop should be evaluated in the context of that stop alone and the determination shall be made based on that evaluation.

Scenario	Preferred Placement
Non-signalized intersection where bus stops in travel lane	Nearside
Signalized intersection where bus stops in travel lane (with traffic signal prioritization (TSP))	Far side
Signalized intersection where bus stops in travel lane (without TSP)	Nearside
Intersection where bus turns	Far side
Intersection with heavy right turn traffic	Far side
Complex intersection with multi-phase signals and dedicated right turn lanes	Far side
Two or more consecutive stops have signals	Alternating, first nearside, then far side
There is obvious heavy single-direction transfer activity	One far side, one nearside
Blocks are too long to meet preferred spacing distances	Midblock
Major traffic generators not located or accessible at intersections	Midblock
Midblock pedestrian crossing with signage, striping, and/or signal	Midblock, after crossing
Transit center	Off-street
Major transit generator that cannot adequately be served by an on-street stop	Off-street

## Stop Amenities:

Bus stops serve as the front door to any transit system; they play an important role in the perception that the community has toward MTD. Passengers consider time spent waiting for the bus to be more difficult to tolerate than time spent on a moving vehicle. Bus stop amenities provide an opportunity to make that time spent waiting more comfortable. Boarding points at locations where designated stops are implemented must at a minimum have an easily identifiable, up to date, bus stop sign. The sign will contain the stop name, SMS code, and routes that serve the boarding point. Stops with high ridership may warrant additional amenities. The following typologies highlight amenities that could be expected at various ridership thresholds. These typologies are suggestions only. It may not be possible to provide all amenities at each stop. Exceptions to these typologies could include ADA and/or safety concerns identified at a stop location. MTD considers special requests for amenities and looks for cost sharing opportunities, when possible, to provide the highest level of service to the community.

Stop Type	Ridership (Daily Boardings/Alightings)
Typical	< 50
Typical + Shelter	51-150
Enhanced	151-800
Premium	800+

Amenity	Typical	Typical + Shelter	Enhanced	Premium
<b>Transit Sign</b>	Required	Required	Required	Required
<b>Sidewalk Platform</b>	Recommended	Required	Required	Required
<b>Level Boarding + Walking Strip</b>	Optional	Recommended	Required	Required
<b>Shelter</b>		Required	Required	Required
<b>Lighting</b>	Recommended	Required	Required	Required
<b>Waste Receptacle</b>		Optional	Recommended	Required
<b>Additional Seating</b>			Optional	Recommended
<b>LED Departure Board</b>			Recommended	Recommended
<b>Passenger Information Kiosks</b>			Recommended	Required
<b>Security Cameras</b>			Recommended	Required
<b>Warming Space</b>				Optional
<b>Covered Platform</b>				Optional

## Ongoing Evaluation

MTD continuously monitors its ridership trends and route performance to identify opportunities for improvement and enhancement. As the community changes and evolves, there will be a need to continue evaluating stop placement and enhancement. These evaluations will be performed on an

ongoing basis to ensure that resources are being allocated appropriately. Criteria for evaluation include but are not limited to:

- Ridership trends
- Connections to other MTD services
- Changes to area trip generators
- Population shifts and demographic changes
- Current District boundaries
- Opportunities for cost sharing
- Availability of funding
- Schedule adherence

**Champaign-Urbana Mass Transit District**  
**Title VI**  
**Additional Plan Elements**

**Non-elected Advisory Council**

The District does not have any non-elected advisory councils.

**Subrecipient Monitoring**

The District does not have any subrecipients.

**New Construction Equity Analysis**

MTD is in the process of planning a satellite Body Shop and Vehicle Storage Facility. After evaluation, the proposed site was found to have no social impact or community disruption. The chosen site is a renovation of property zoned for the same use (Light Industrial/Office District). Documentation of the assessment is included as Appendix E.

## Appendix A – MTD Public Notice



# Title VI

## Civil Rights Act of 1964

The Champaign-Urbana Mass Transit District (MTD) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes they have been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with MTD.

For questions about Title VI, or if you feel you have been subject to discrimination in the provision of service, schedule frequency, or passenger amenities, please contact MTD's Title VI Officer. Translation services are available for those needing assistance in another language.

*Complaints may also be filed directly with the Federal Transit Administration (FTA). For assistance, contact the FTA Office of Civil Rights toll-free at 888.446.4511.*

**1101 E University Ave., Urbana, IL 61802**

**217.384.8188 (TTY 217.384.7433)**

**[titlevi@mtd.org](mailto:titlevi@mtd.org) | [mtd.org/title-vi](https://mtd.org/title-vi)**

香 -厄巴 公共交通管区Champaign-Urbana Mass Transit District (MTD) 根据《民法》第六章，此管区的 其 划和服 ，是不分种族、肤色和国籍。有 第六章的 ，或者如果您 您在提供的服 、时刻表 度 率或乘客便利 施方面受到歧 ， 系香 -厄巴 公共交通管区第六章的官 。需要其他 言帮助的人，我 有翻 服 。

El Distrito de Tránsito Masivo urbano de Champaign (MTD) opera sus programas y servicios sin distinción de raza, color o nacionalidad de acuerdo con el Título VI de la Ley de Derechos Civiles. Si tiene preguntas sobre el Título VI, o si cree que ha sido objeto de discriminación en la prestación del servicio, la frecuencia del horario o las acomodaciones para los pasajeros, por favor comuníquese con el Oficial del Título VI del MTD. Los servicios de traducción están disponibles para todos aquellos que necesitan asistencia en otro idioma.

Le Champaign-Urbana Mass Transit District (MTD) dirige ses programmes et services sans tenir compte de l'ethnicité, ni de la couleur de peau, ni de l'origine, dans le respect du Titre VI de la loi sur les droits civils telle qu'elle fut amendée en 1964. Si vous avez des questions concernant le Titre VI, ou si vous croyez que vous avez été victime de discrimination dans le cadre de l'exécution de nos services, concernant la fréquence de l'horaire ou les services aux passagers, veuillez contacter l'agent de MTD du Titre VI. Des services de traduction sont disponibles pour celles et ceux qui ont besoin d'assistance dans une autre langue.

Champaign-Urbana Mass Transit District (MTD) 의 프로그램은 민권법 Title VI 에 따라 인종, 피부색, 및 출신 국가에 관한 차별이 없는 서비스를 제공합니다. 민권법 (Civil Rights Act) Title VI 에 대한 질문이나, 서비스 제공, 배차 간격, 승객 편의시설에 대한 차별을 느끼신다면 MTD Title VI 담당관에 문의 부탁드립니다. 다른 언어로 통역이 필요하신 분들은 번역 서비스를 이용하실 수 있습니다.

Champaign-Urbana Mass Transit District (MTD) नागरिक अधिकार अधिनियम के शीर्षक VI के अनुसार जाति, रंग और राष्ट्रीय मूल की परवाह किए बिना अपने कार्यक्रमों और सेवाओं का संचालन करता है। शीर्षक VI के बारे में प्रश्नों के लिए, या यदि आपको लगता है कि आप सेवा, शेड्यूल फ्रीक्वेंसी, या यात्री सुविधाओं के प्रावधान में भेदभाव के अधीन हैं, तो कृपया MTD शीर्षक VI अधिकारी से संपर्क करें। अनुवाद सेवाएँ उन लोगों के लिए उपलब्ध हैं जिन्हें किसी अन्य भाषा में सहायता की आवश्यकता है।

## Appendix B – Title VI Complaint Log



Report #	Complainant	Date Complaint Was Filed (Month, Day, Year)	Date of Incident (Month, Day, Year)	Basis of Complaint (Race, Color, National Origin or Disability)	Title VI Complaint Form Date Sent	Method	Title VI Complaint Form Date Received	Summary of Allegation	Investigated by	Status of Investigation (Open, Unsubstantiated, Resolved)	Action(s) Taken	Date Closed
6838	Rodney Howard	5/23/2019	5/23/2019	Race	Given information on how to file a Title VI Complaint on 5/23/2021	Verbal	N/A	COMP reports that Operators are illegally delaying customer who have jobs. When the OP identified him at a bus stop, they switched lanes to not serve the stop due to his race.	S61	Resolved	Disciplinary Action with Operator	6/5/2019
7640	William Golf	11/15/2019	11/15/2019	Race	No Contact Information Given	N/A	N/A	COMP reports standing at the bus stop and waving to the vehicle and was passed.	S61, S51	Resolved	Disciplinary Action with Operator	12/2/2019
7684	Rodney Howard	11/26/2019	11/26/2019	Race	No Contact Information Given	N/A	N/A	COMP reported that a White OP wasted everyones time by calling for a Supervisor to verify their fare because they paid with 6 dimes and 'a bunch of pennies'.	S61	Unsubstantiated	N/A	11/27/2019
7942	Noor Anonymous	2/7/2020	2/5/2020	National Origin	No Contact Information Given	N/A	N/A	COMP lined up behind group of passengers to board bus then noticed that the rear door was open. They went to board at the rear door, but these were closed before they arrived. COMP then went back to the front door where the rest of the group had already boarded and found the door closed and the bus departed.	S61, S47	Unsubstantiated	N/A	2/21/2020
8086	Chris Yao	3/6/2020	3/5/2020	National Origin	Given information on how to file a Title VI Complaint on 3/6/2020	Verbal	N/A	COMP was standing at the rear door of the vehicle and wished to exit. OP opened the front door and allowed white student to board, but did not open rear door to allow him to exit.	S61	Unsubstantiated	N/A	3/12/2020
8423	Marcus Morris	8/14/2020	8/14/2020	Color	No Contact Information Given	N/A	N/A	COMP reports that OP began in motion before they had a chance to get to a seat and that the OP is disrespectful of white people with disabilities.	S61	Resolved	Disciplinary Action with Operator	9/12/2020



8543	Kay Callison	9/15/2020	9/14/2020	Unknown	No Contact Information Given	N/A	N/A	COMP reports approaching an OP and asking for a face mask. COMP was refused and told that masks were only for passengers riding their bus.	S61	Resolved	Disciplinary Action with Operator	9/18/2020
9313	Arun James	7/21/2021	7/11/2021	Race	7/21/2021	Mail	Not Returned	COMP reported that an African American Operator yelled at them for wasting time when boarding the vehicle.	S61	Unsubstantiated	N/A	7/26/2021
9397	Jeremiah Gordon	8/19/2021	8/19/2021	Race	8/19/2021	Email	Not Returned	COMP reports that he was at the rear of the bus looking through his phone. When the bus arrived at Market Place Mall, the OP approached and asked him what his destination was. OP told him he thought he was sleeping. COMP reports that he was not sleeping and that the only reason the OP approached him was because he was being profiled.	S49	Unsubstantiated	N/A	8/24/2021
9489	Sourab Anonymous	9/2/2021	9/1/2021	Color	9/2/2021	Email	Not Returned	COMP reports being 'snapped at' by OP on multiple occasions and reports seeing OP do this to another person of color.	S61	Unsubstantiated	N/A	9/9/2021
9502	Dmolade Efioiza Sanr	9/7/2021	9/3/2021	Race	9/7/2021	Email	Not Returned	COMP reports that they had multiple negative interactions with the same OP over time. These reports revolved around the OP explaining aspects of the service in a rough or loud maner that the COMP felt was unnecessary.	S61, S56, S24	Resolved	Disciplinary Action with OP	9/22/2021
9694	Anonymous	10/20/2021	10/20/2021	Race	No Contact Information Given	N/A	N/A	COMP reports that they and their children were being treated differently on board because the OP had asked them to reduce the volume of their phone in an unpolite way.	S61	Unsubstantiated	N/A	10/22/2021
9791	Hymme Hogue (Larry Jones)	11/11/2021	11/11/2021	Race	11/11/2021	Email	Not Returned	COMP had verbal exchange with OP on board the bus, after which the OP contacted Control to request help from Security at Illinois Terminal for an unruly passenger. COMP reported that they were being descriminated against because they OP requested assistance due to their race.	S25	Unsubstantiated	N/A	12/13/2021

9853	TL Walton	12/2/2021	12/2/2021	Color	12/2/2021	Email	Not Returned	COMP is the parent of a student rider. COMP reports that their child was not allowed to board the bus because they did not have their pass and that this occurred because the student was brown and the OP was white.	S46	Unsubstantiated	N/A	3/1/2022
9907	Anonymous	12/16/2021	12/16/2021	Race	No Contact Information Given	N/A	N/A	COMP reported the they were racially profiled and kicked off the bus. COMP had paid their fare with school tokens and was told by the OP that this was not a valid fare and asked to exit the vehicle if he did not have a valid fare.	S30	Unsubstantiated	N/A	1/10/2022
9912	Rodney Howard	12/20/2021	12/17/2021	Color	No Contact Information Given	N/A	N/A	COMP reports that White Ops refuse to turn the heat on in the bus when serving Black neighborhoods.	S32	Unsubstantiated	N/A	12/28/2021
10598	October Wesley	8/16/2022	8/16/2022	Color	8/16/2022	Email	N/A	COMP reported that the same OP consistently passes her up. COMP also reported that when she boards this Ops vehicle, they do not allow her time to sit before pulling away from the stop and that the OP 'lets all the whie people sit down'.	S34	Unsubstantiated	N/A	8/25/2022

## Appendix C – Fall 2021 International Student and Scholar Services International Statistics



UNIVERSITY OF  
**ILLINOIS**  
URBANA-CHAMPAIGN

# INTERNATIONAL STATISTICS

## Fall 2021

UNIVERSITY OF ILLINOIS



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# Letter from the Director

International Student and Scholar Services (ISSS) has been committed to providing culturally sensitive services of the highest quality to international students and scholars since the University of Illinois Urbana-Champaign became the first university in the nation to create an International Student Advisor position in 1907.

We happily share the statistics contained in this report for informational purposes, but we want to emphasize that the international education efforts on campus go far beyond impressive attendance numbers. The university has spent over a century at the forefront of this field, and ISSS continues that work by not only being the primary point of contact for all matters related to immigration status at the university, but also by being advocates for our international population and providing social and educational programming throughout the year.

Observant readers of this annual statistics publication will note that this introduction doesn't change much from year to year, as I try to let the statistics speak for themselves without any additional narrative. However these past couple of years it has been impossible not to note the impact the global pandemic has had on not just our enrollment numbers, but international education around the globe. Not reflected in these pages are the many students who chose to start their studies at Illinois remotely from their home country, and are just as much a part of the Illinois International family as those who are here with us physically in the United States. Also not reflected in the numbers is the incredible commitment of our international students and scholars who have pursued their educational goals in the most difficult of circumstances. We are honored they chose to do so at Illinois.

This year, our students represent 116 countries, with 90% of students coming from Asia, a minor increase on previous years. The top five countries of origin remain the same as last year and are China (4,766), India (1,794), South Korea (870), Taiwan (409), and Indonesia (118).

From July 2020 through June 2021, the university welcomed 1,173 international faculty and staff to its campus, the lowest number since ISSS started tracking scholar numbers in 2005, which demonstrates the impact the global pandemic has had. 29% were working and researching in Liberal Arts and Sciences, followed by 27% in Engineering. The most represented country was again China, with 461 faculty and staff, followed by India (168), South Korea (94), and Brazil (59).

ISSS remains honored to serve so many talented international students, faculty and staff at the University of Illinois Urbana-Champaign and we look forward to continue to work with a population that is integral to the success of our campus.

**Martin McFarlane**  
Director



# Staff Listing

**Martin McFarlane**  
Director

## STUDENT BRANCH

**Stephanie Dvorachek**  
Associate Director

**Jennifer Avery**  
Assistant Director

**Kimberly Yau**  
Assistant Director

**Scarlette Briones**  
International Student Advising Specialist

**Victoria Prince**  
International Student Advising Specialist

**Elizabeth Sheppard**  
International Student Advising Specialist

**Chelsea Swick**  
International Student Advising Specialist

**Cydney Wylie**  
International Student Advising Specialist

## FACULTY, STAFF & SCHOLARS BRANCH

**Cheryl Hinkel**  
Associate Director

**Kara Carpenter**  
Assistant Director

**Denise Benton**  
Office Support Associate

**Holly Bullamore**  
International Scholar Advising Specialist

**Karen Fenton**  
International Scholar Advising Specialist

## OPERATIONS BRANCH

**Afroza Faruque**  
Associate Director

**Courtney Evans**  
Office Support Assistant

**Rhonda Henderson**  
Office Support Assistant

**Shayonna Reid**  
Office Support Assistant

**Luanne Schroeder**  
Office Support Associate







**International Student and Scholar Services is committed to providing culturally sensitive services of the highest quality.**

**We strive to create an environment that is conducive to a successful educational, personal, and professional experience. We serve our international population and campus units through advising, immigration services, programming, advocacy, and outreach.**



# Data Summary

## *Students*

International students hail from 116 different countries

9,841 international students are studying at the University of Illinois Urbana-Champaign

Computer Science is the top major

Top 10 sending countries include: China, India, South Korea, Taiwan, Indonesia, Turkey, Canada, Brazil, Bangladesh, and Nigeria



# Data Summary

## *Scholars*

1,173 international faculty, staff, and scholars are working on campus

Research is the most common position held by international scholars

Top 5 departments are: Chemistry, Mechanical Science & Engineering, the Institute for Genomic Biology, the Beckman Institute, and Physics

Faculty, staff, and scholars represent 83 countries







# International Students

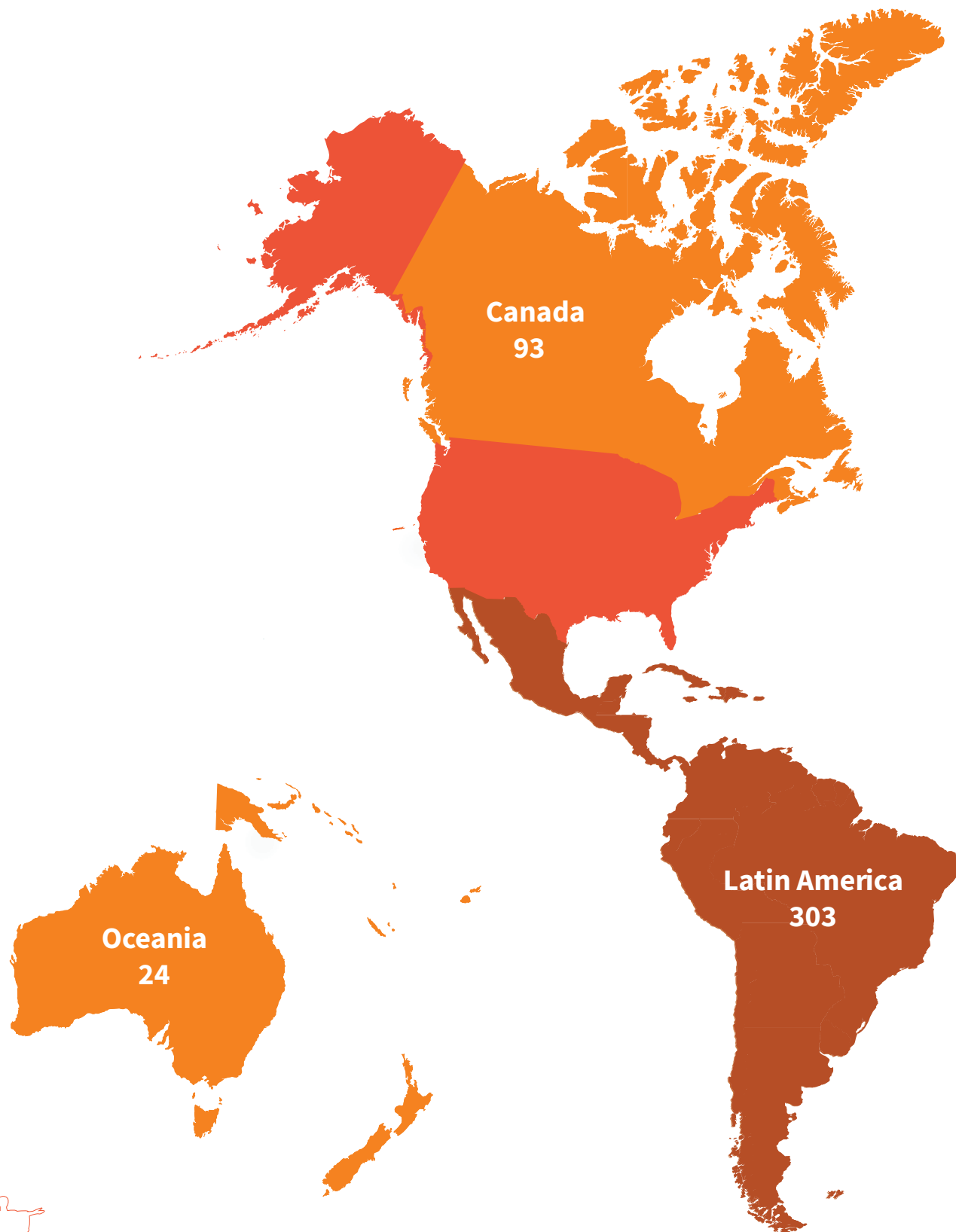




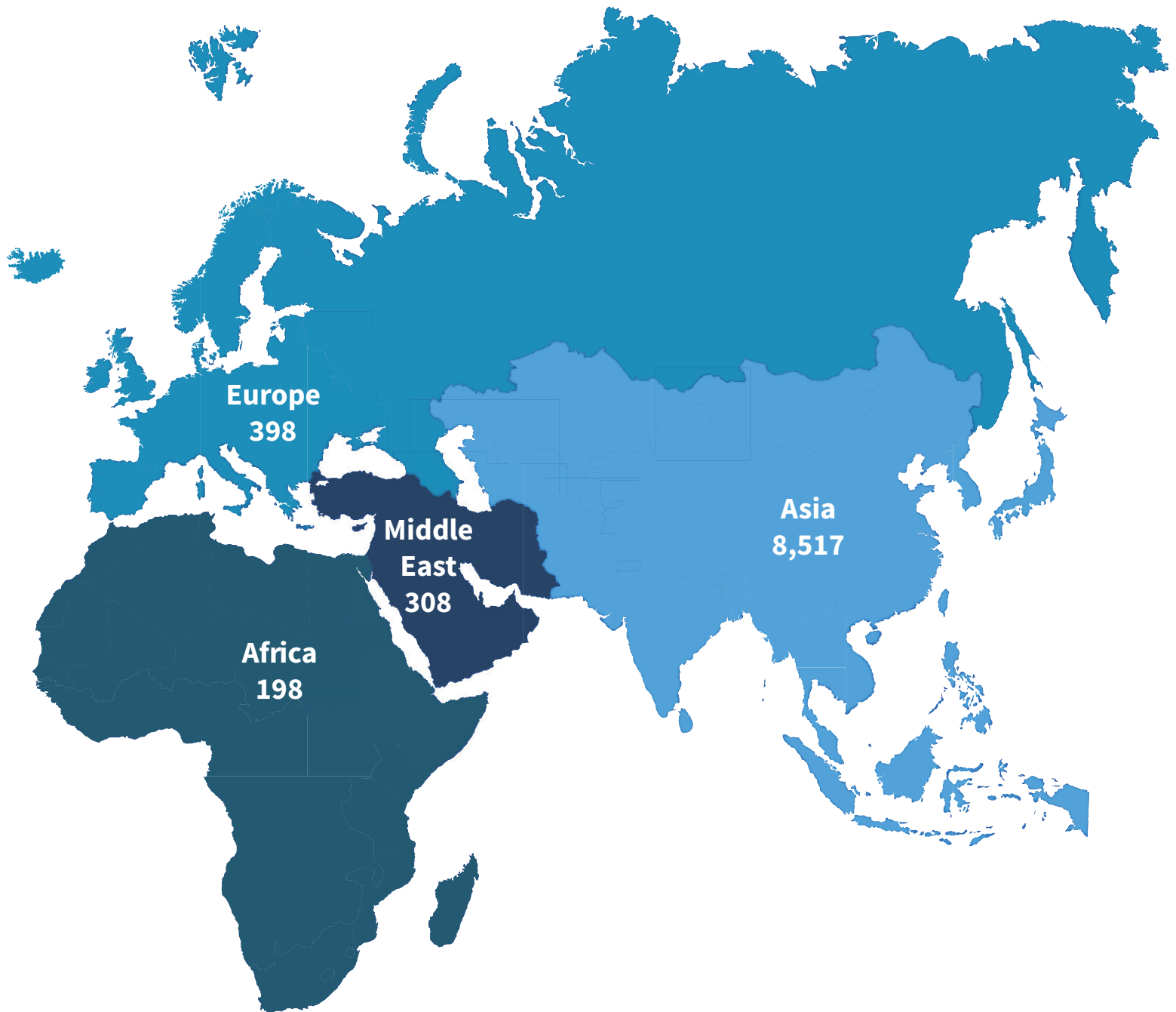
*Pictured: Global Talent Show, Illinois Homecoming, Fall 2020*



# Total Student Enrollment

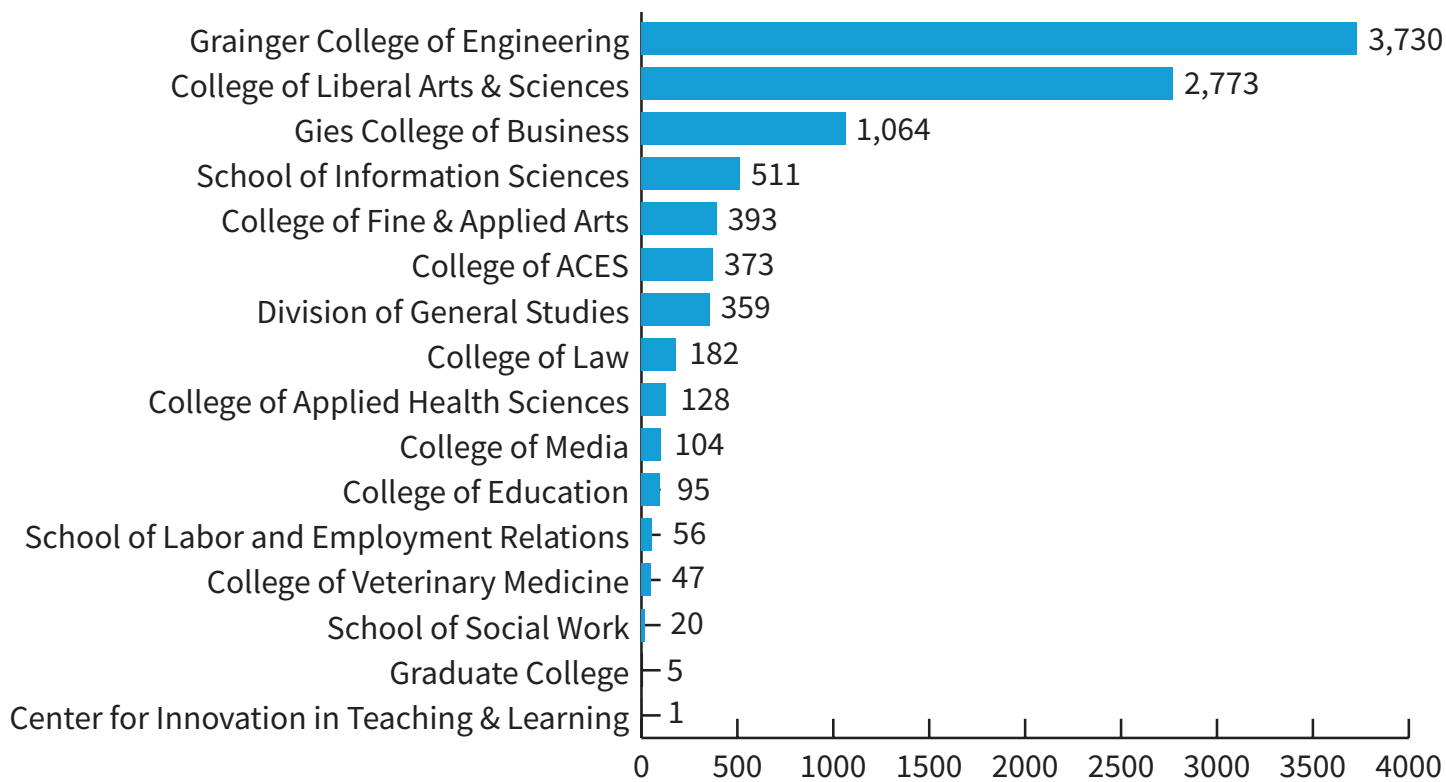


# 9,841 students from 116 countries

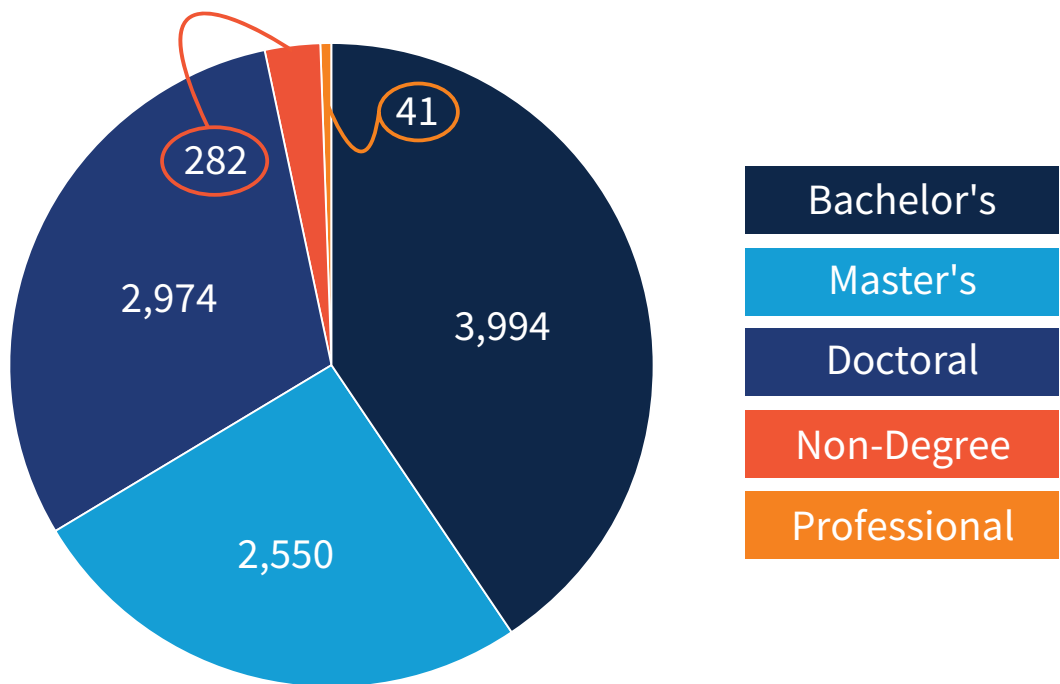


# Total Student Enrollment

## TOTAL ENROLLMENT BY COLLEGE

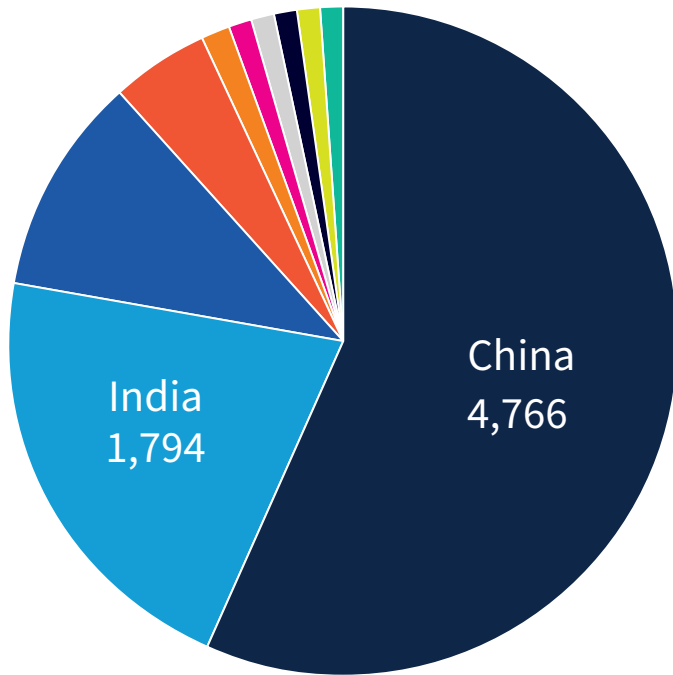


## STUDENTS BY DEGREE LEVEL



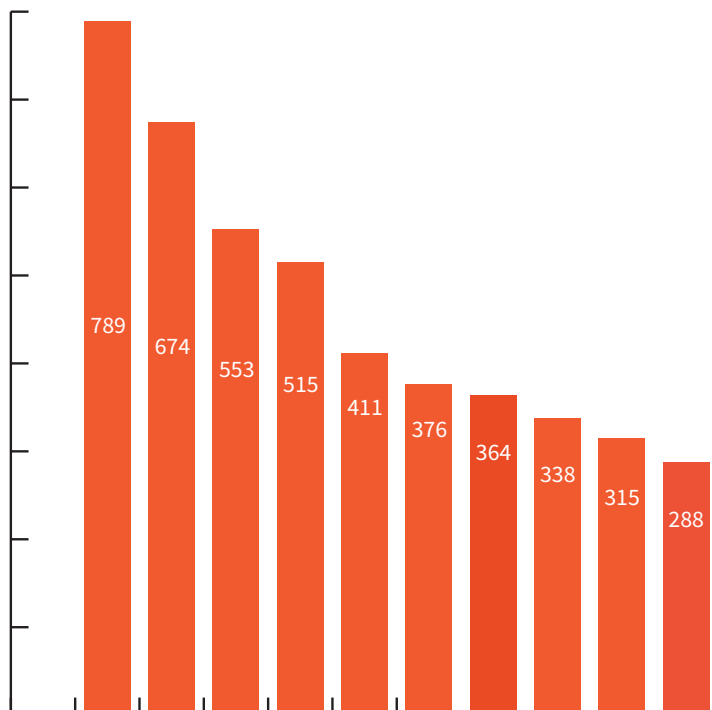
# Top 10 Student Breakdown

## TOP 10 SENDING COUNTRIES BY ENROLLMENT



South Korea	870
Taiwan	409
Indonesia	118
Turkey	96
Canada	93
Brazil	91
Bangladesh	86
Nigeria	85

## TOP 10 MAJORS



1. Computer Science
2. Electrical & Electronics Engineering
3. General Studies
4. Information Science/Studies
5. Mechanical Engineering
6. Mathematics
7. Civil Engineering
8. Statistics
9. Econometrics & Quantitative Economics
10. Management Sciences & Quantitative Methods

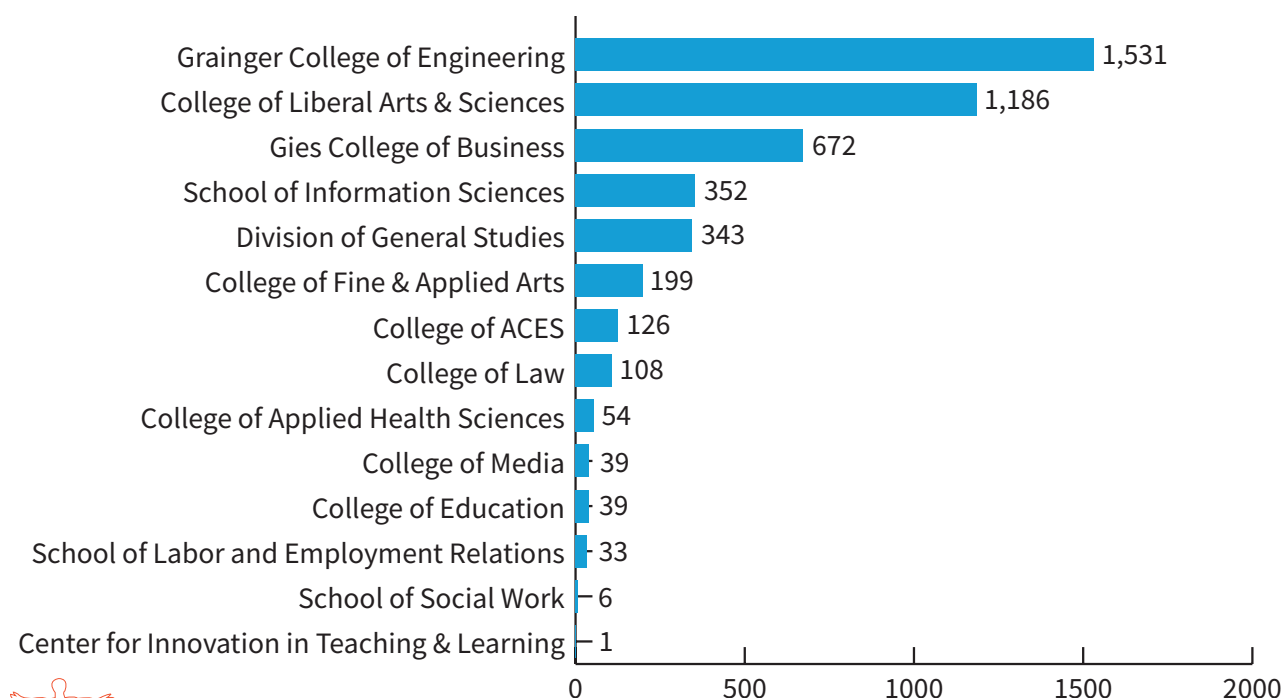


# Fall 2021 New Students

## NEW STUDENTS BY REGION

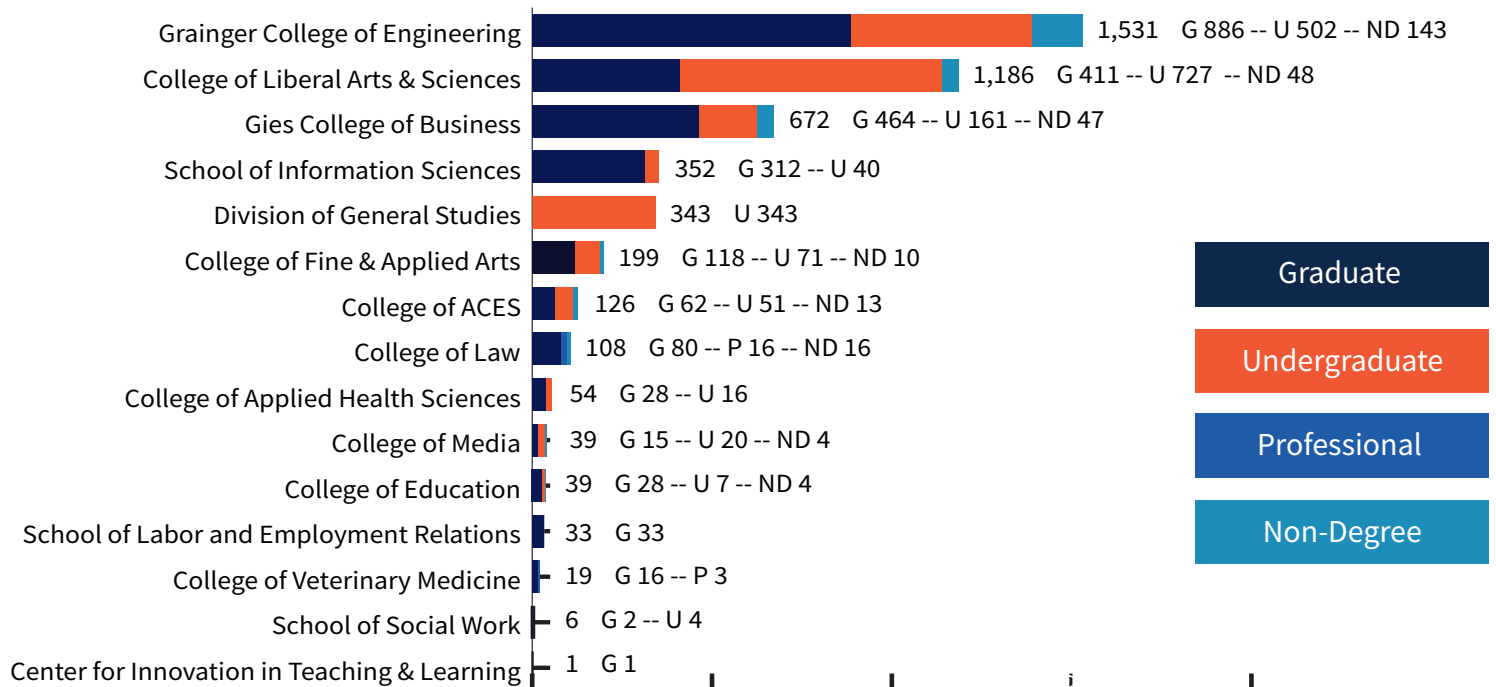
Region	Total
Africa	84
Asia	4,144
Canada & Oceania	38
Europe	242
Latin America	109
Middle East	91
<b>Total</b>	<b>4,708</b>

## NEW STUDENTS BY COLLEGE

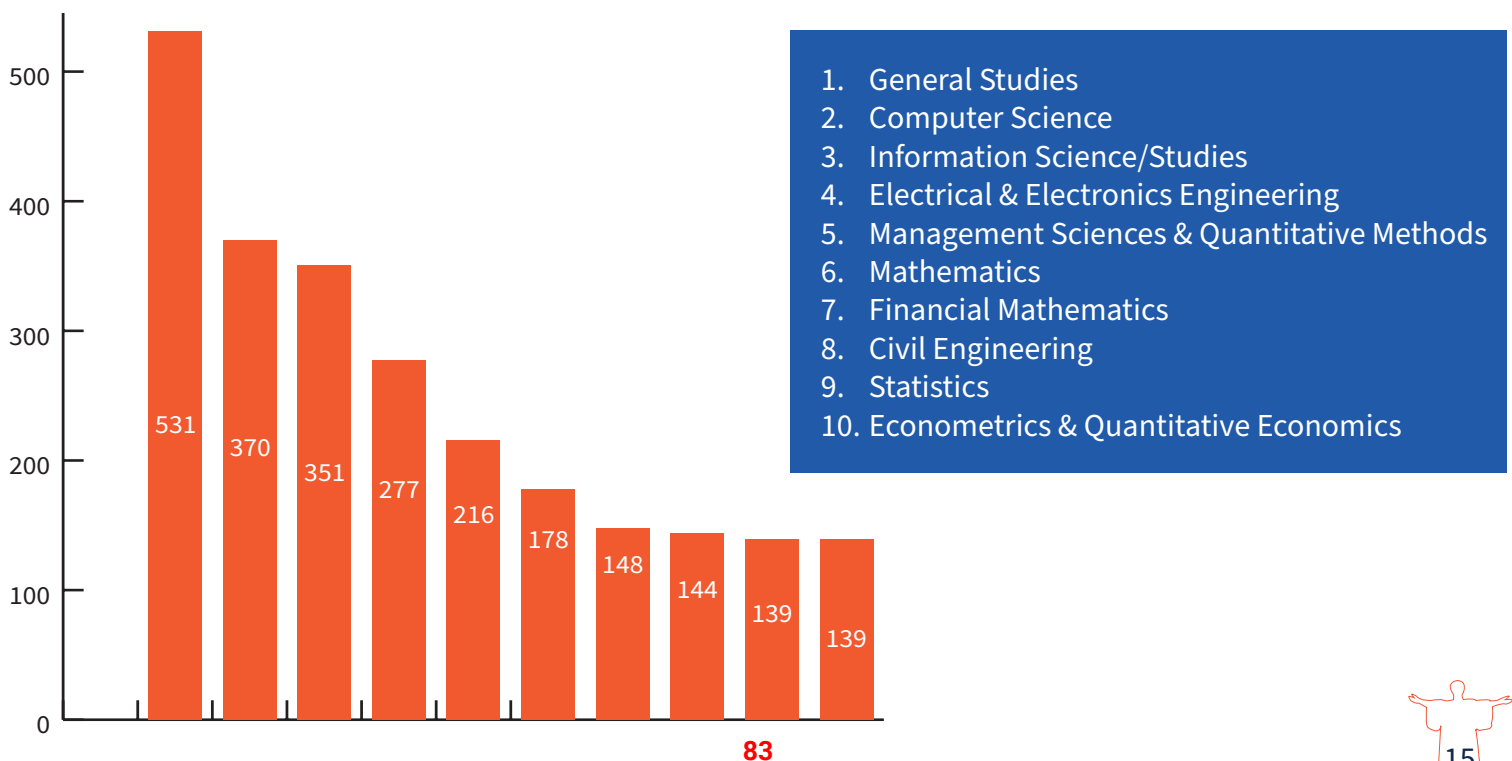


# 4,708 new students from 85 countries

## NEW STUDENTS BY COLLEGE & DEGREE LEVEL

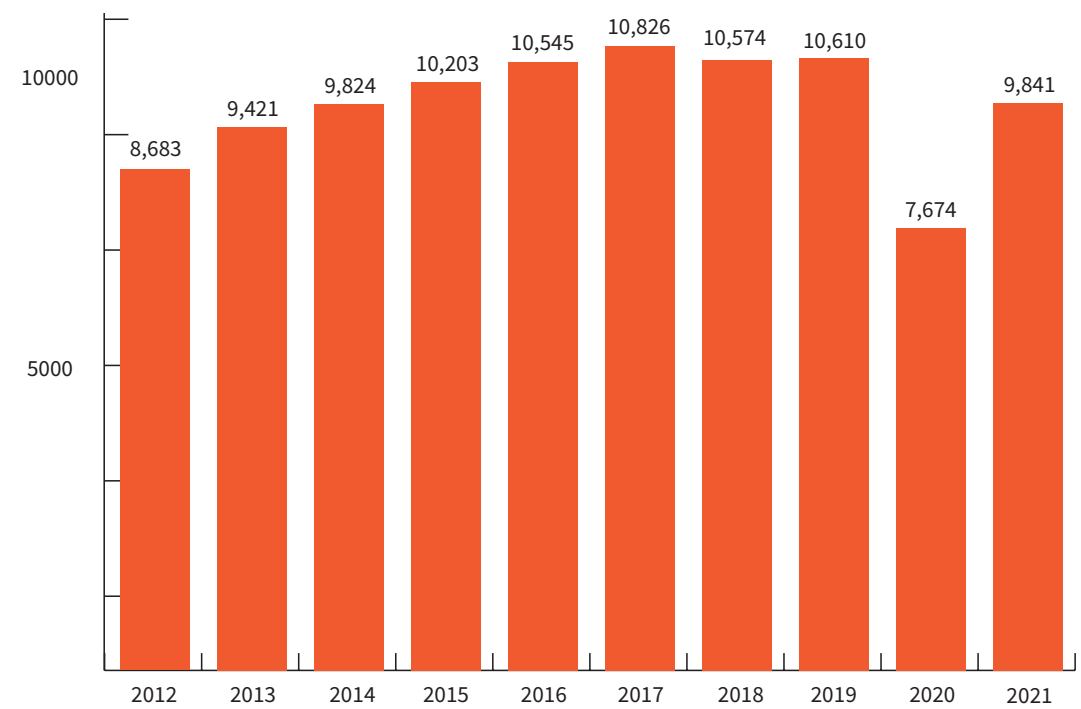


## TOP 10 MAJORS FOR NEW STUDENTS

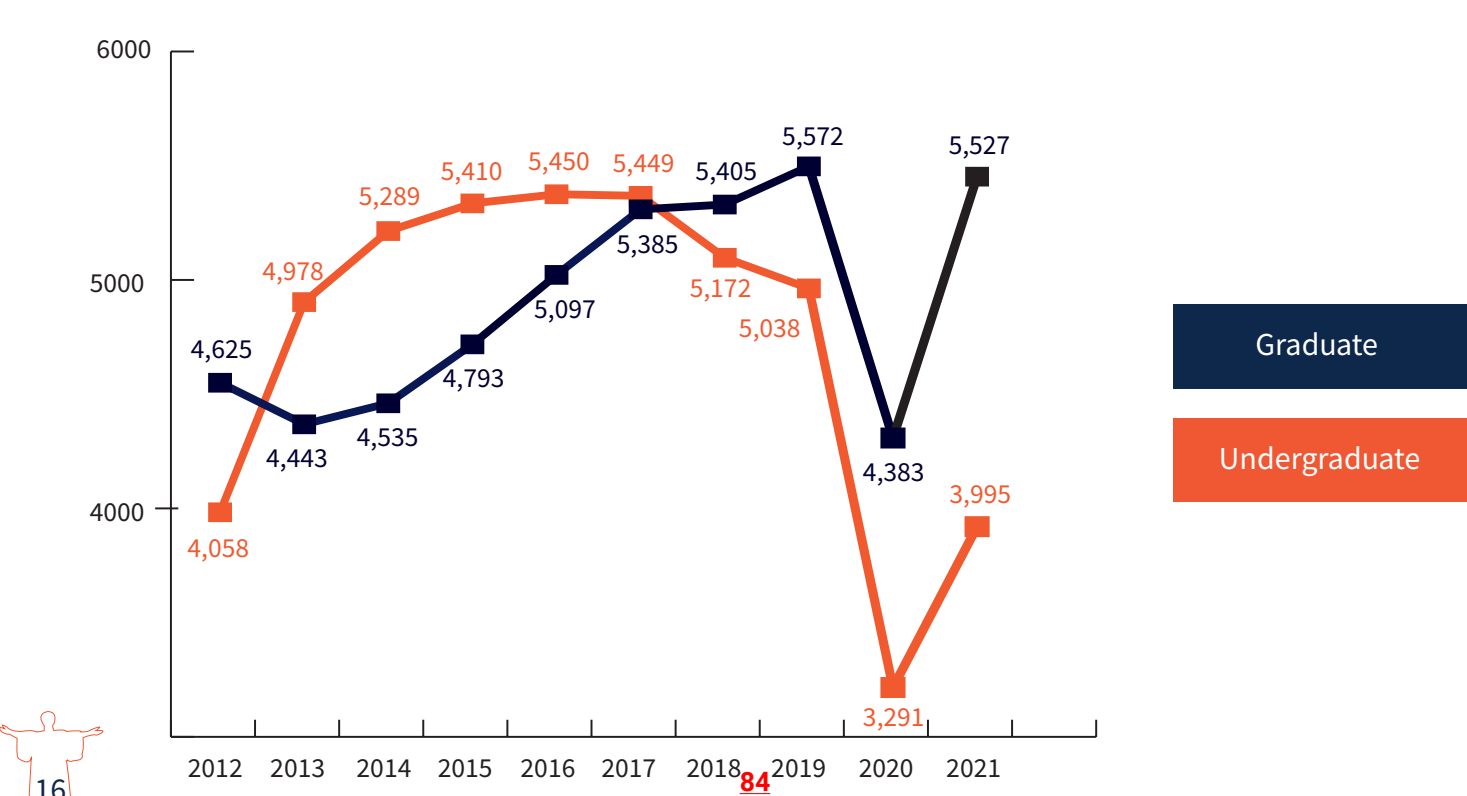


# Historical Trends

## ANNUAL TOTAL ENROLLMENT

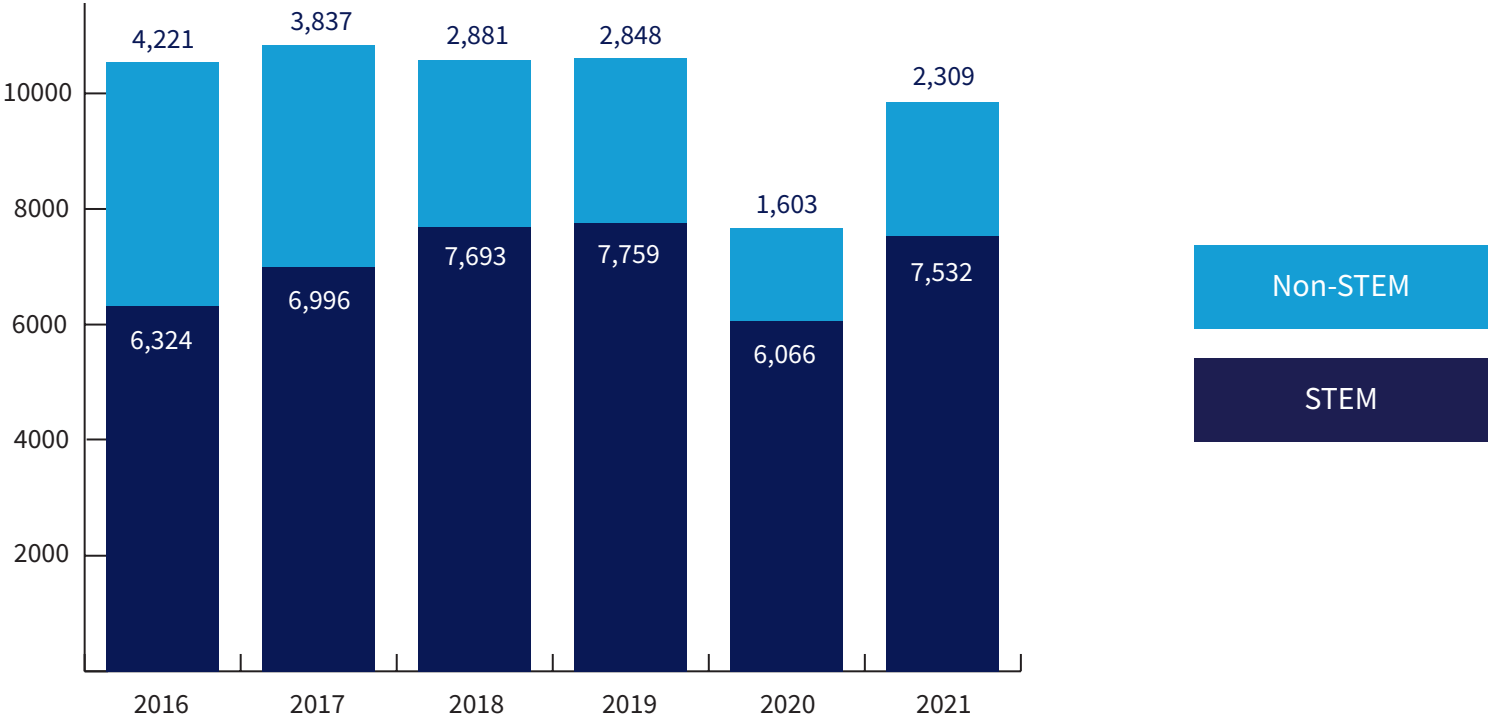


## ANNUAL TOTAL ENROLLMENT BY DEGREE LEVEL

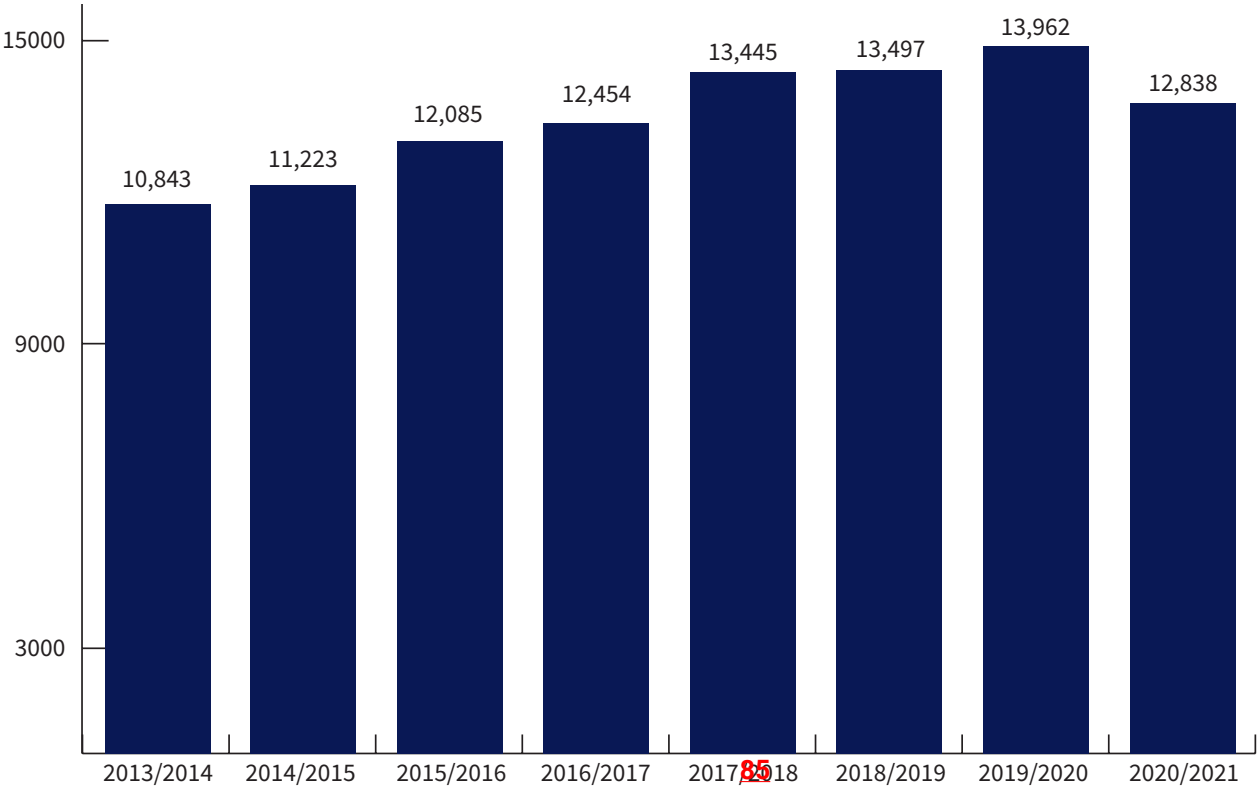


# Historical Trends

## ENROLLMENT BY STEM FIELD DESIGNATION

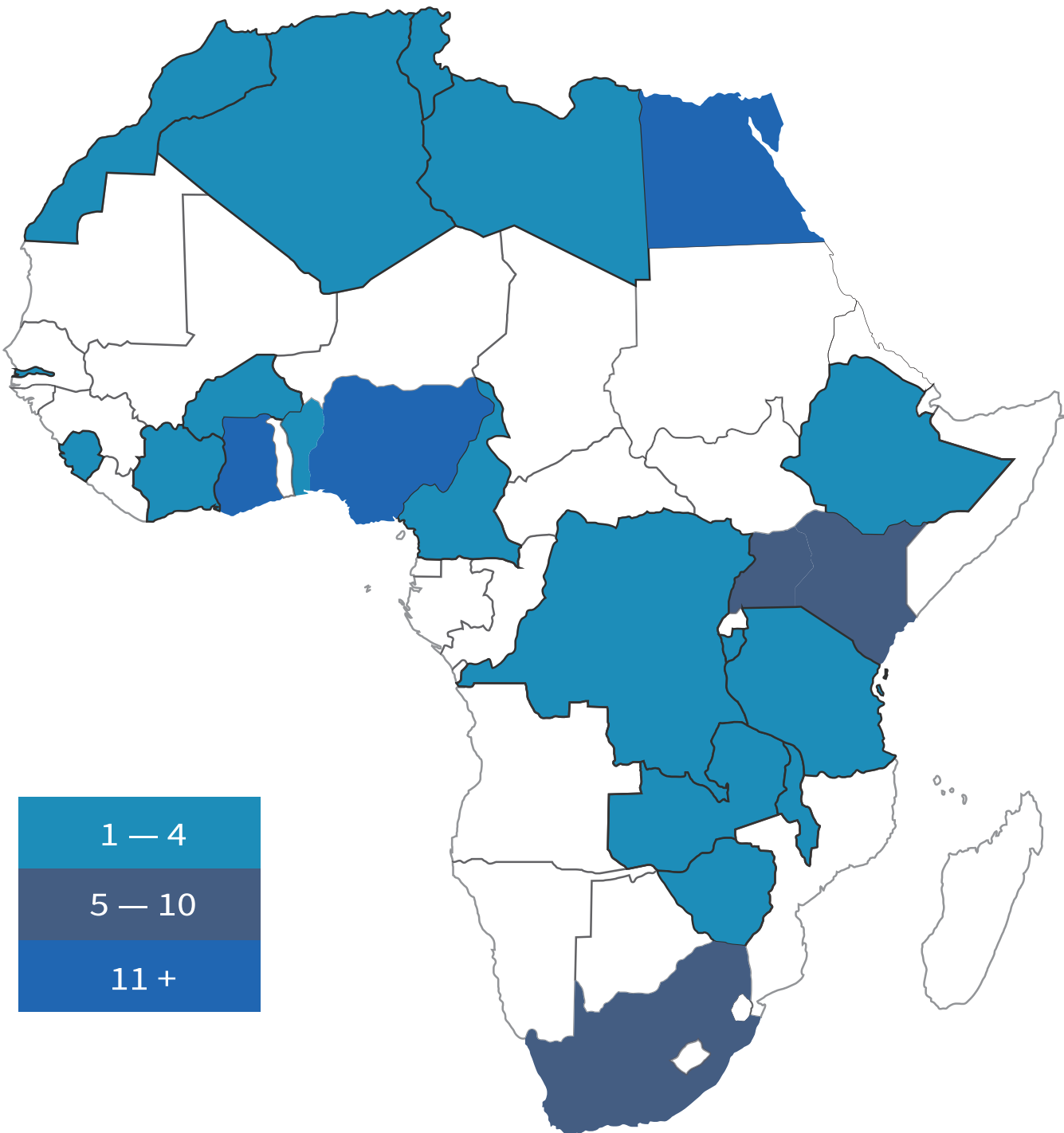


## STUDENT OPEN DOORS DATA



# Regional Breakdown

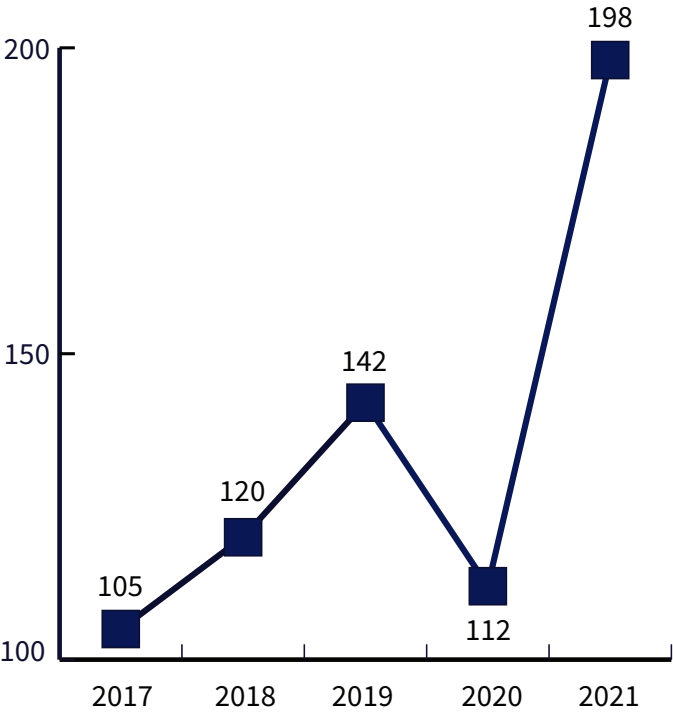
## Africa



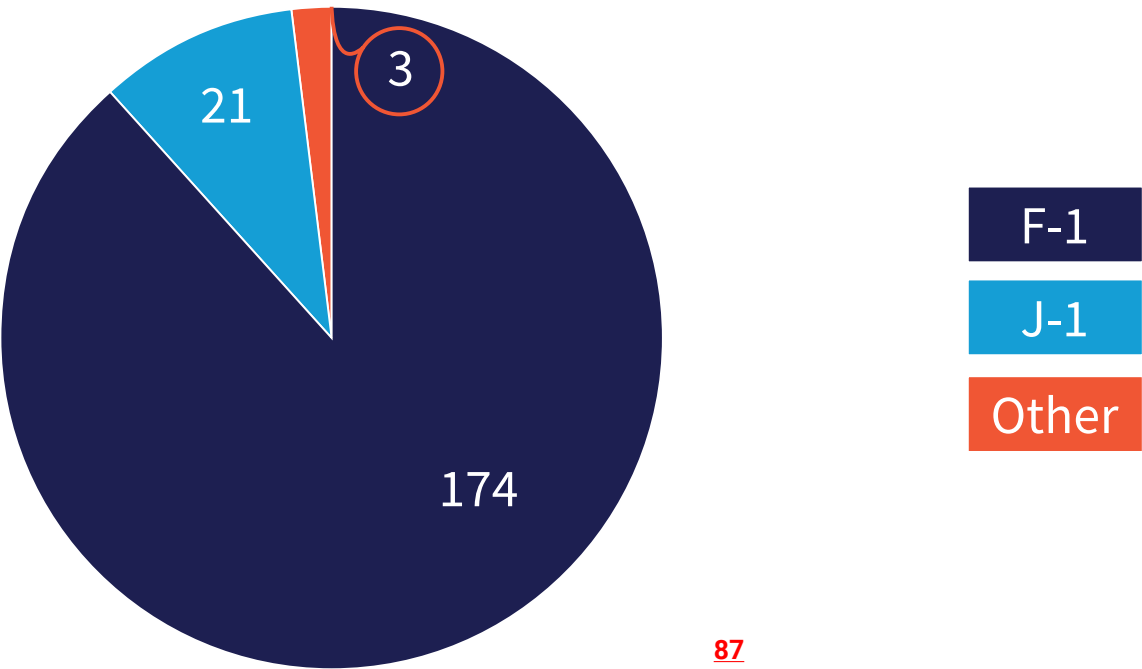
# Africa

198 students from 24 countries

## 5-YEAR ENROLLMENT TREND



## 2021 ENROLLMENT BY VISA TYPE



# Regional Breakdown

## Africa

	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
Female	5	35	28	3	-	71
Male	9	55	60	3	-	127
<b>Grand Total</b>	<b>14</b>	<b>90</b>	<b>88</b>	<b>6</b>	<b>-</b>	<b>198</b>

Country	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>Algeria</b>	-	-	<b>1</b>	<b>1</b>	-	<b>2</b>
Female	-	-	1	1	-	2
<b>Benin</b>	-	-	<b>4</b>	-	-	<b>4</b>
Male	-	-	4	-	-	4
<b>Burkina Faso</b>	-	-	<b>1</b>	-	-	<b>1</b>
Male	-	-	1	-	-	1
<b>Burundi</b>	-	<b>1</b>	-	-	-	<b>1</b>
Female	-	1	-	-	-	1
<b>Cameroon</b>	-	<b>1</b>	-	-	-	<b>1</b>
Male	-	1	-	-	-	1
<b>Congo (Kinshasa)</b>	<b>2</b>	-	<b>1</b>	-	-	<b>3</b>
Male	2	-	1	-	-	3
<b>Cote D'Ivoire</b>	-	-	<b>1</b>	-	-	<b>1</b>
Male	-	-	1	-	-	1
<b>Egypt</b>	<b>3</b>	<b>9</b>	<b>27</b>	<b>1</b>	-	<b>40</b>
Female	1	3	6	1	-	11
Male	2	6	21	-	-	29
<b>Ethiopia</b>	-	<b>2</b>	<b>1</b>	-	-	<b>3</b>
Female	-	2	1	-	-	3
<b>Gambia</b>	-	-	<b>1</b>	-	-	<b>1</b>
Female	-	-	1	-	-	1
<b>Ghana</b>	-	<b>5</b>	<b>9</b>	-	-	<b>14</b>
Female	-	5	2	-	-	7
Male	-	-	7	-	-	7
<b>Kenya</b>	-	<b>2</b>	<b>7</b>	-	-	<b>9</b>
Female	-	1	5	-	-	6
Male	-	1	2	-	-	3

# Africa

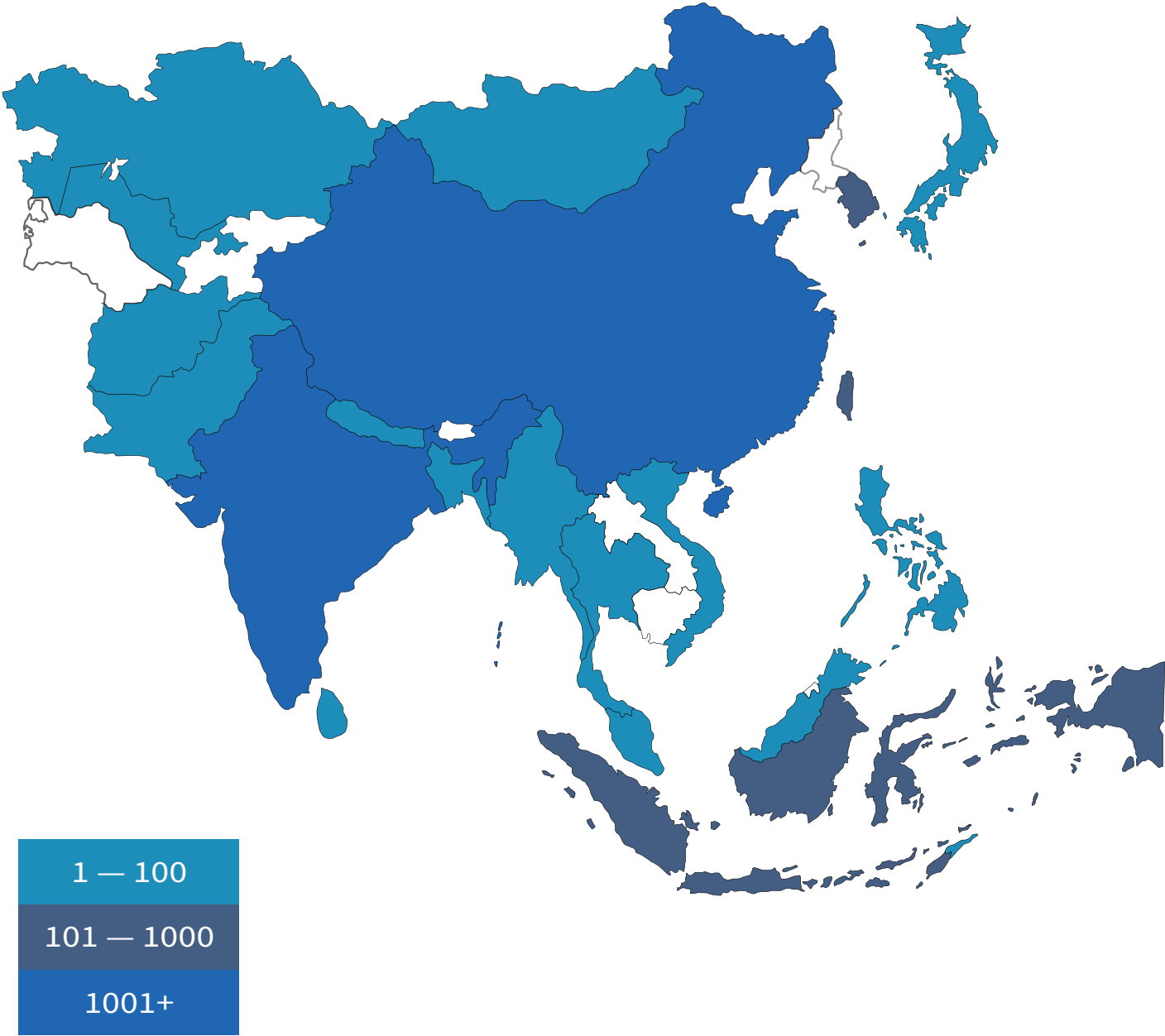
198 students from 24 countries

Country	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>Libya</b>	-	1	1	-	-	2
Female	-	1	-	-	-	1
Male	-	-	1	-	-	1
<b>Malawi</b>	-	2	2	-	-	4
Female	-	1	2	-	-	3
Male	-	1	-	-	-	1
<b>Mauritius</b>	-	-	1	-	-	1
Male	-	-	1	-	-	1
<b>Morocco</b>	-	-	1	1	-	2
Female	-	-	1	-	-	1
Male	-	-	-	1	-	1
<b>Nigeria</b>	5	61	19	-	-	85
Female	3	20	4	-	-	27
Male	2	41	15	0	-	58
<b>Sierra Leone</b>	-	1	1	-	-	2
Female	-	-	1	-	-	1
Male	-	1	-	-	-	1
<b>South Africa</b>	3	2	1	-	-	6
Female	1	1	1	-	-	3
Male	2	1	-	-	-	3
<b>Tanzania</b>	-	-	1	-	-	1
Male	-	-	1	-	-	1
<b>Tunisia</b>	-	-	1	3	-	4
Female	-	-	-	1	-	1
Male	-	-	1	2	-	3
<b>Uganda</b>	-	2	4	-	-	6
Female	-	-	2	-	-	2
Male	-	2	2	-	-	4
<b>Zambia</b>	-	-	1	-	-	1
Male	-	-	1	-	-	1
<b>Zimbabwe</b>	1	1	2	-	-	4
Female	-	-	1	-	-	1
Male	1	1	1	-	-	3
<b>Grand Total</b>	<b>14</b>	<b>90</b>	<b>88</b>	<b>6</b>	<b>-</b>	<b>198</b>



# Regional Breakdown

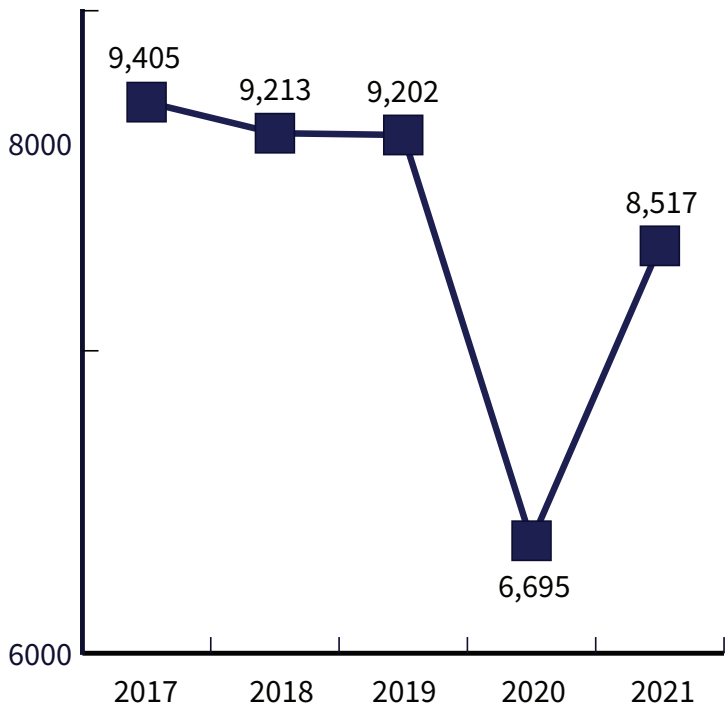
## Asia



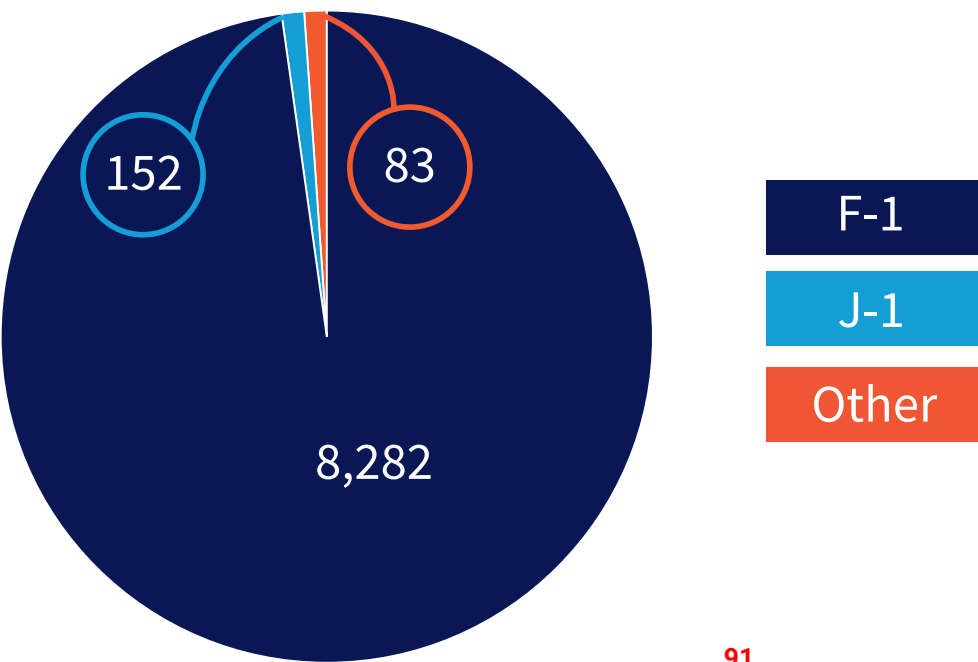
# Asia

8,517 students from 23 countries

## 5-YEAR ENROLLMENT TREND



## 2021 ENROLLMENT BY VISA TYPE



# Regional Breakdown

## Asia

	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
Female	1142	985	887	51	-	3065
Male	2602	1300	1465	76	-	5443
<b>Grand Total</b>	<b>3745</b>	<b>2291</b>	<b>2353</b>	<b>128</b>	<b>-</b>	<b>8517</b>

Country	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>Afghanistan</b>	-	3	-	-	-	3
Male	-	3	-	-	-	3
<b>Bangladesh</b>	6	6	74	-	-	86
Female	1	2	27	-	-	30
Male	5	4	47	-	-	56
<b>Burma</b>	-	1	-	-	-	1
Male	-	1	-	-	-	1
<b>China</b>	2269	1267	1145	85	-	4766
Female	725	545	443	25	-	1738
Male	1543	719	702	60	-	3024
Other	1	3	-	-	-	4
<b>Hong Kong</b>	10	10	11	3	-	34
Female	3	3	1	2	-	9
Male	7	7	10	1	-	25
<b>India</b>	667	649	474	4	-	1794
Female	147	285	149	1	-	582
Male	520	363	325	3	-	1211
Other	-	1	-	-	-	1
<b>Indonesia</b>	78	18	22	-	-	118
Female	29	8	9	-	-	46
Male	49	10	13	-	-	72
<b>Japan</b>	18	8	14	6	-	46
Female	3	3	4	2	-	12
Male	15	5	10	4	-	34
<b>Kazakhstan</b>	4	22	6	-	-	32
Female	1	12	5	-	-	18
Male	3	10	1	-	-	14
<b>Macau</b>	2	-	-	-	-	2
Female	1	-	-	-	-	1
Male	1	-	-	-	-	1
<b>Malaysia</b>	35	6	10	1	-	52
Female	16	3	3	1	-	23
Male	19	3	7	-	-	29

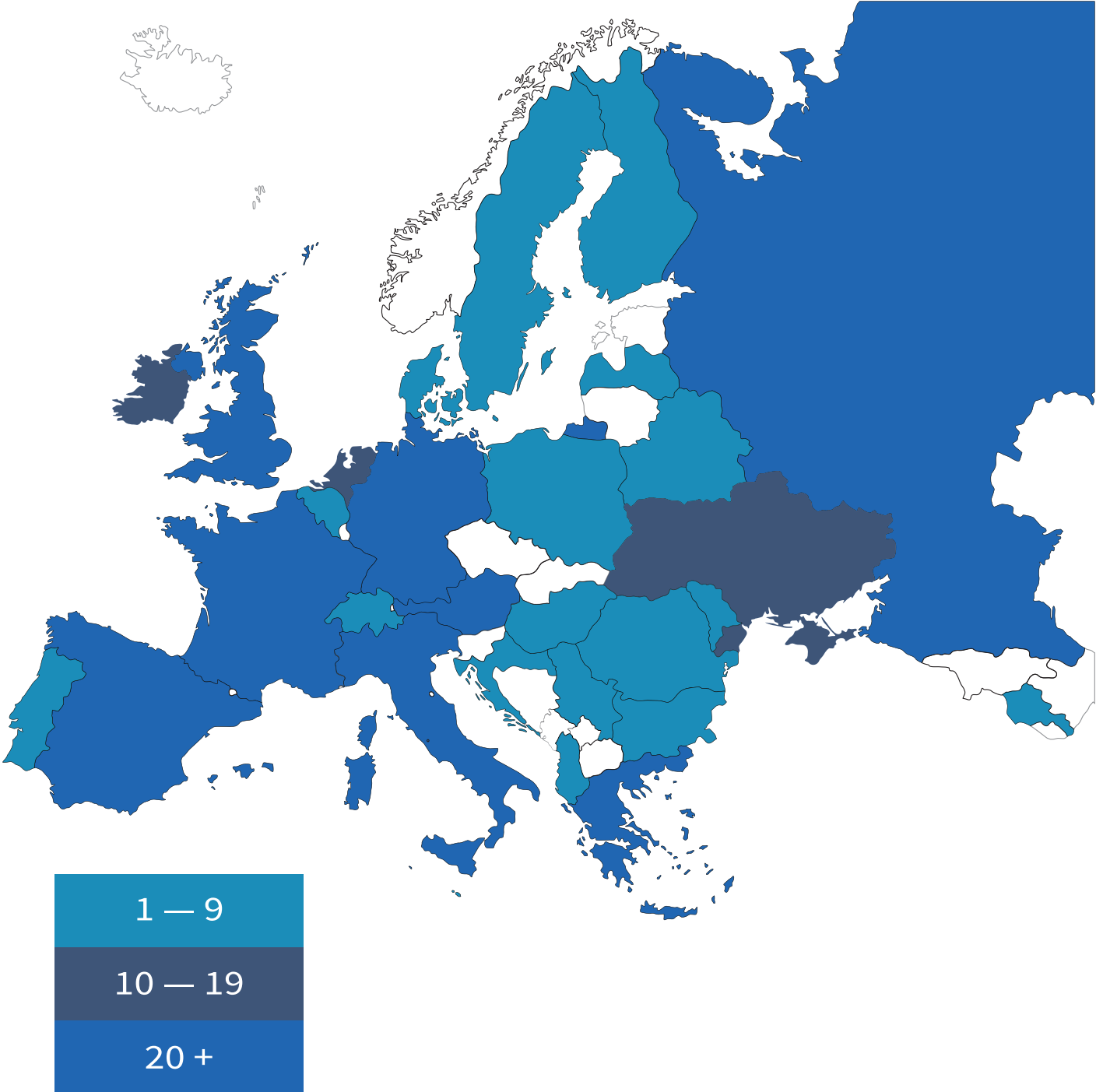
# Asia

8,517 students from 23 countries

Country	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>Mongolia</b>	<b>3</b>	<b>2</b>	<b>1</b>	-	-	<b>6</b>
Female	2	1	1	-	-	4
Male	1	1		-	-	2
<b>Nepal</b>	<b>2</b>	<b>7</b>	<b>15</b>	-	-	<b>24</b>
Female	1	3	5	-	-	9
Male	1	3	10	-	-	14
Other	-	1	-	-	-	1
<b>Pakistan</b>	<b>15</b>	<b>15</b>	<b>43</b>	-	-	<b>73</b>
Female	4	3	12	-	-	19
Male	11	12	30	-	-	53
Other	-	-	1	-	-	1
<b>Philippines</b>	<b>2</b>	<b>2</b>	<b>5</b>	-	-	<b>9</b>
Female	-	1	3	-	-	4
Male	2	1	2	-	-	5
<b>Singapore</b>	<b>33</b>	<b>7</b>	<b>22</b>	-	-	<b>62</b>
Female	11	2	8	-	-	21
Male	22	5	14	-	-	41
<b>South Korea</b>	<b>425</b>	<b>93</b>	<b>331</b>	<b>21</b>	-	<b>870</b>
Female	149	34	147	<b>15</b>	-	345
Male	276	58	184	<b>5</b>	-	523
Other	-	1	-	<b>1</b>	-	2
<b>Sri Lanka</b>	-	-	<b>16</b>	-	-	<b>16</b>
Female	-	-	4	-	-	4
Male	-	-	12	-	-	12
<b>Taiwan</b>	<b>110</b>	<b>163</b>	<b>128</b>	<b>8</b>	-	<b>409</b>
Female	29	76	53	<b>5</b>	-	163
Male	81	87	75	<b>3</b>	-	246
<b>Thailand</b>	<b>40</b>	<b>9</b>	<b>12</b>	<b>0</b>	-	<b>61</b>
Female	13	4	6	-	-	23
Male	27	5	6	-	-	38
<b>Timor-Leste</b>	-	<b>1</b>	-	-	-	<b>1</b>
Male	-	1	-	-	-	1
<b>Uzbekistan</b>	-	-	<b>1</b>	-	-	<b>1</b>
Male	-	-	1	-	-	1
<b>Vietnam</b>	<b>26</b>	<b>2</b>	<b>23</b>	-	-	<b>51</b>
Female	7	-	7	-	-	14
Male	19	2	16	-	-	37
<b>Grand Total</b>	<b>3745</b>	<b>2291</b>	<b>2353</b>	<b>128</b>	-	<b>8517</b>

# Regional Breakdown

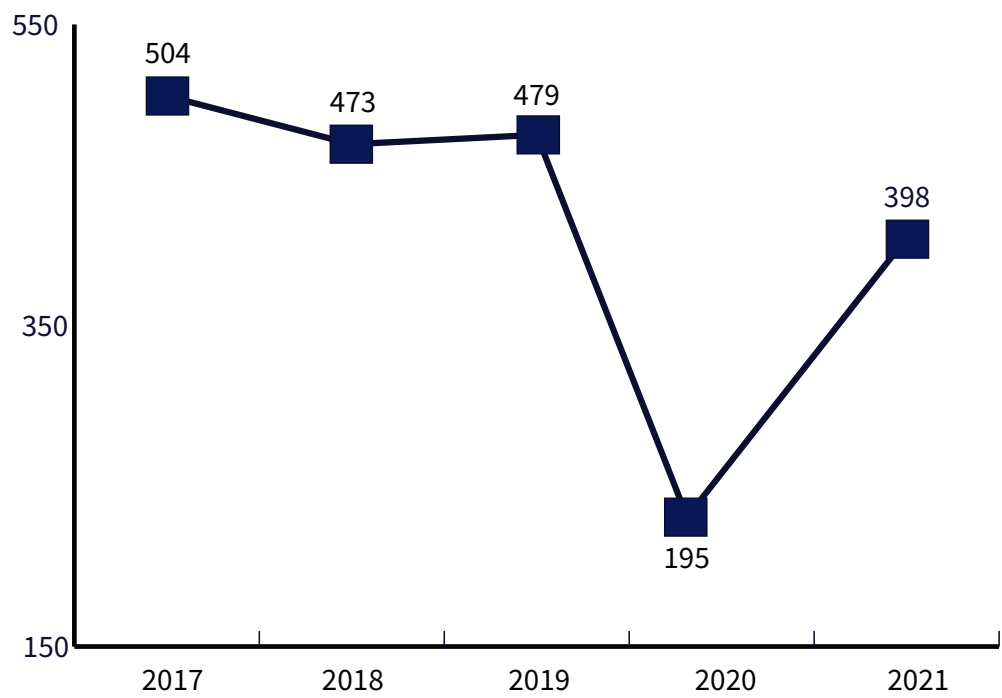
## Europe



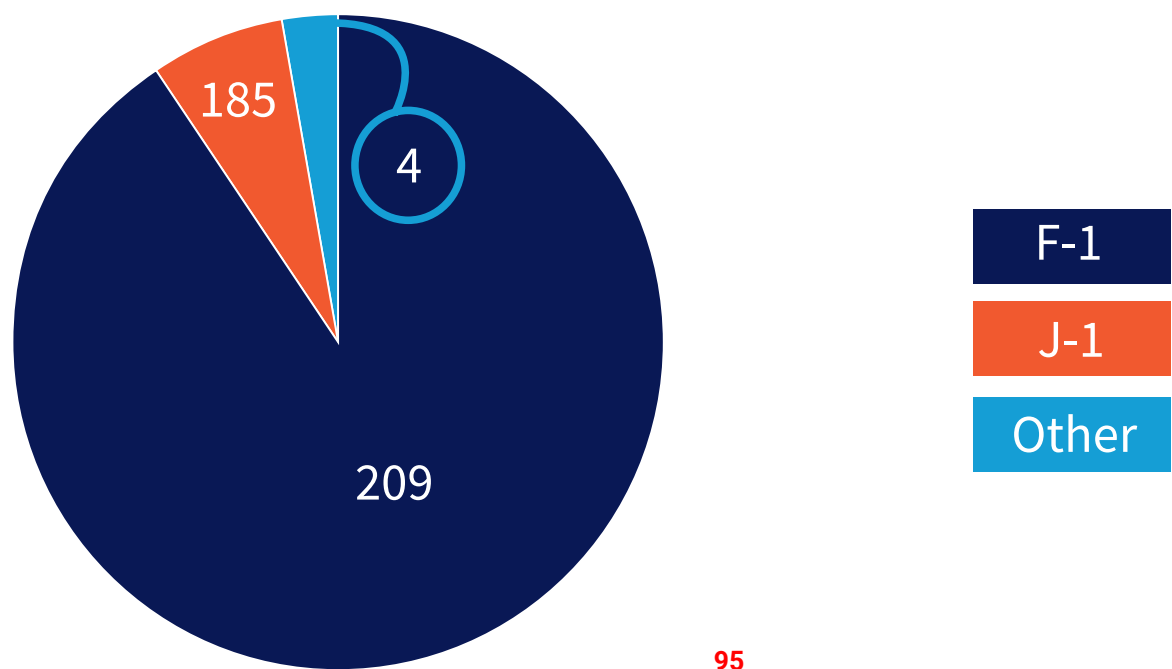
# Europe

398 students from 30 countries

## 5-YEAR ENROLLMENT TREND



## 2021 ENROLLMENT BY VISA TYPE



# Regional Breakdown

## Europe

	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
Female	12	16	59	73	2	162
Male	35	24	77	99	-	235
<b>Grand Total</b>	<b>47</b>	<b>40</b>	<b>136</b>	<b>173</b>	<b>2</b>	<b>398</b>

Country	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>Albania</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>2</b>
Female	1	-	-	-	-	1
Male	-	-	-	1	-	1
<b>Armenia</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Female	-	-	1	0	-	1
<b>Austria</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>25</b>	<b>-</b>	<b>29</b>
Female	-	-	4	9	-	13
Male	-	-	-	16	-	16
<b>Belarus</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>2</b>
Female	-	-	1	-	1	2
<b>Belgium</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>7</b>
Female	-	-	-	2	-	2
Male	4	-	-	1	-	5
<b>Bulgaria</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Male	-	-	1	-	-	1
<b>Croatia</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>
Female	1	-	-	-	-	1
Male	1	-	-	-	-	1
<b>Cyprus</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Male	-	-	1	-	-	1
<b>Denmark</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>2</b>
Female	1	-	-	-	-	1
Male	-	-	1	-	-	1
<b>Finland</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Male	-	-	1	-	-	1
<b>France</b>	<b>2</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>-</b>	<b>25</b>
Female	-	5	2	3	-	10
Male	2	3	8	2	-	15
<b>Germany</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>24</b>	<b>-</b>	<b>34</b>
Female	-	-	2	8	-	10
Male	2	1	5	16	-	24
<b>Greece</b>	<b>-</b>	<b>1</b>	<b>20</b>	<b>-</b>	<b>-</b>	<b>21</b>
Female	-	-	6	-	-	6
Male	-	1	14	-	-	15
<b>Hungary</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>4</b>
Female	-	-	1	2	-	3
Male	-	1	-	-	-	1

# Europe

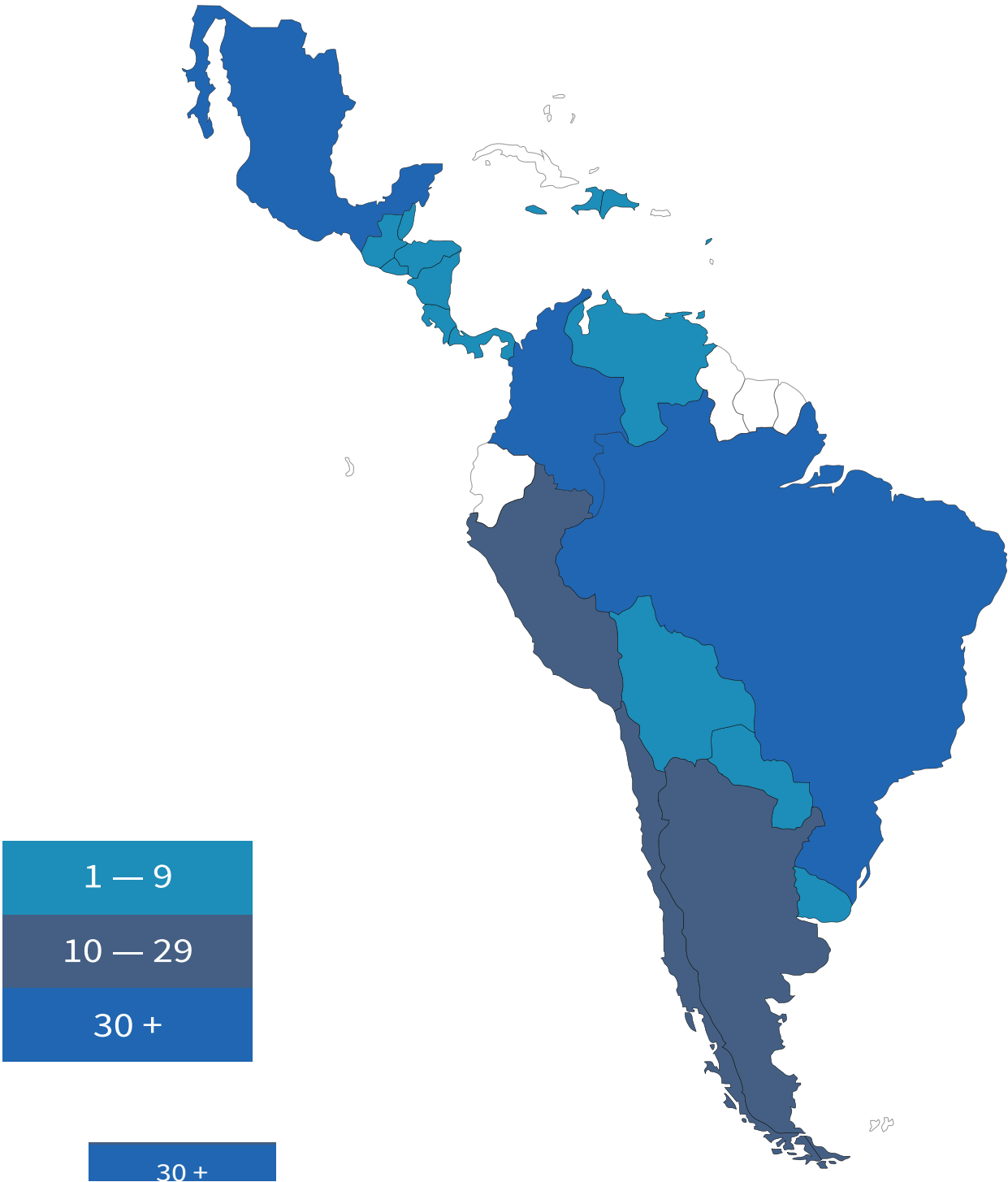
398 students from 30 countries

Country	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>Ireland</b>	<b>1</b>	-	<b>1</b>	<b>15</b>	-	<b>17</b>
Female	-	-	-	10	-	10
Male	1	-	1	5	-	7
<b>Italy</b>	<b>3</b>	<b>8</b>	<b>16</b>	<b>5</b>	-	<b>32</b>
Female	2	4	6	4	-	16
Male	1	4	10	1	-	16
<b>Latvia</b>	-	<b>1</b>	<b>1</b>	-	-	<b>2</b>
Female	-	1	1	-	-	2
<b>Malta</b>	<b>1</b>	-	-	-	-	<b>1</b>
Male	1	-	-	-	-	1
<b>Moldova</b>	-	-	<b>1</b>	-	-	<b>1</b>
Female	-	-	1	-	-	1
<b>Netherlands</b>	<b>2</b>	-	<b>5</b>	<b>6</b>	-	<b>13</b>
Female	1	-	1	3	-	5
Male	1	-	4	3	-	8
<b>Poland</b>	-	-	-	-	<b>1</b>	<b>1</b>
Female	-	-	-	-	1	1
<b>Portugal</b>	<b>1</b>	<b>3</b>	-	-	-	<b>4</b>
Male	1	3	-	-	-	4
<b>Romania</b>	-	<b>1</b>	<b>5</b>	<b>1</b>	-	<b>7</b>
Female	-	-	-	1	-	1
Male	-	1	5	-	-	6
<b>Russia</b>	<b>8</b>	<b>5</b>	<b>15</b>	<b>1</b>	-	<b>29</b>
Female	1	3	9	-	-	13
Male	7	2	6	1	-	16
<b>Serbia</b>	-	-	<b>4</b>	-	-	<b>4</b>
Female	-	-	1	-	-	1
Male	-	-	3	-	-	3
<b>Spain</b>	<b>3</b>	<b>6</b>	<b>18</b>	<b>55</b>	-	<b>82</b>
Female	1	2	14	21	-	38
Male	2	4	4	33	-	43
Other	-	-	-	1	-	1
<b>Sweden</b>	-	-	<b>1</b>	<b>3</b>	-	<b>4</b>
Female	-	-	1	1	-	2
Male	-	-	-	2	-	2
<b>Switzerland</b>	<b>1</b>	-	-	-	-	<b>1</b>
Male	1	-	-	-	-	1
<b>Ukraine</b>	<b>3</b>	<b>2</b>	<b>5</b>	-	-	<b>10</b>
Female	1	1	3	-	-	5
Male	2	1	2	-	-	5
<b>United Kingdom</b>	<b>12</b>	<b>3</b>	<b>16</b>	<b>27</b>	-	<b>58</b>
Female	3	-	5	9	-	17
Male	9	3	11	18	-	41
<b>Grand Total</b>	<b>47</b>	<b>40</b>	<b>136</b>	<b>173</b>	<b>2</b>	<b>398</b>



# Regional Breakdown

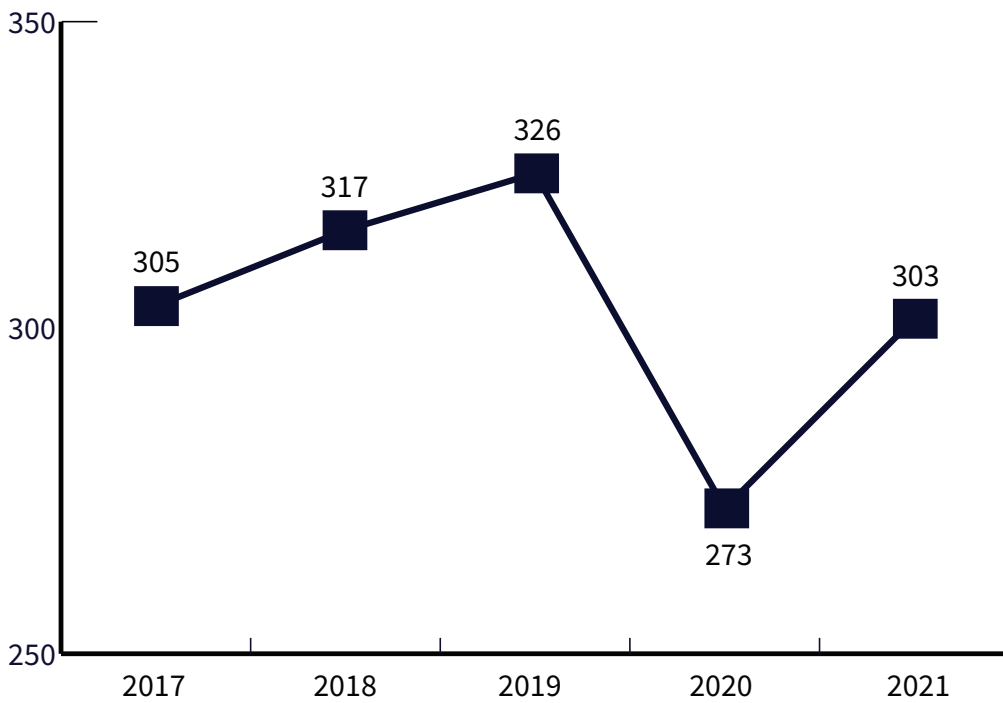
## Latin America



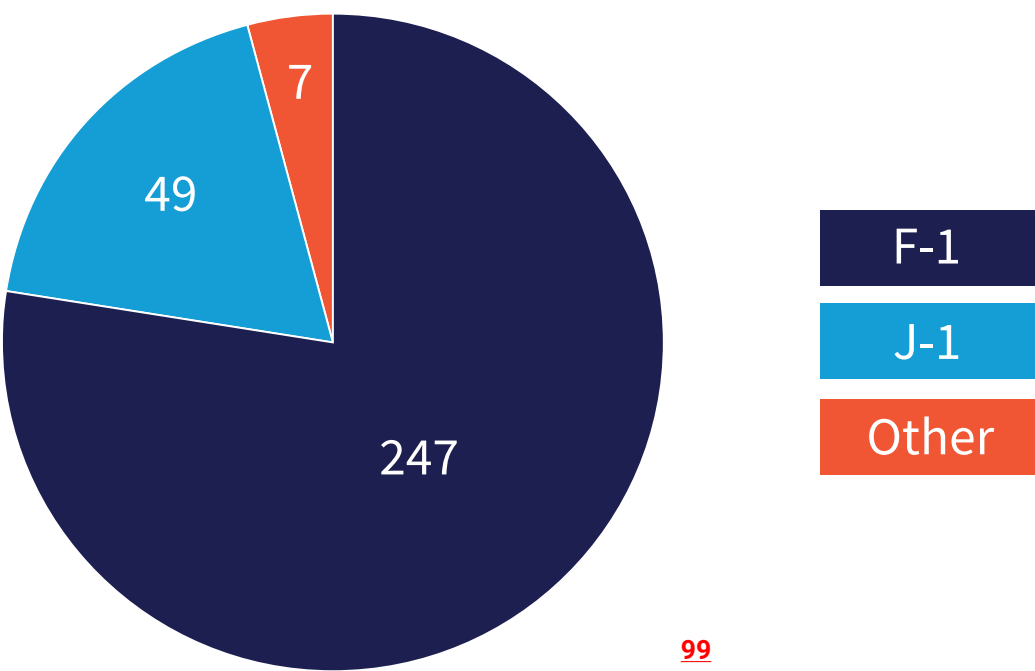
# Regional Breakdown

303 students from 24 countries

## 5-YEAR ENROLLMENT TREND



## 2021 ENROLLMENT BY VISA TYPE



# Regional Breakdown

## Latin America

	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
Female	11	29	63	6	-	106
Male	34	52	103	4	-	202
<b>Grand Total</b>	<b>45</b>	<b>82</b>	<b>166</b>	<b>10</b>	<b>-</b>	<b>303</b>

Country	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>Argentina</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>-</b>	<b>15</b>
Female	-	2	5	1	-	8
Male	1	1	5	-	-	7
<b>Barbados</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>
Female	-	1	-	-	-	1
<b>Belize</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>
Male	2	-	-	-	-	2
<b>Bolivia</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>9</b>
Female	2	2	1	-	-	5
Male	-	2	2	-	-	4
<b>Brazil</b>	<b>21</b>	<b>25</b>	<b>44</b>	<b>1</b>	<b>-</b>	<b>91</b>
Female	5	13	13	-	-	31
Male	16	12	31	1	-	60
<b>Chile</b>	<b>2</b>	<b>4</b>	<b>10</b>	<b>1</b>	<b>-</b>	<b>17</b>
Female	-	1	4	-	-	5
Male	2	3	6	1	-	12
<b>Colombia</b>	<b>3</b>	<b>13</b>	<b>25</b>	<b>-</b>	<b>-</b>	<b>41</b>
Female	-	5	11	-	-	16
Male	3	7	14	-	-	24
Other	-	1	-	-	-	1
<b>Costa Rica</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>2</b>
Female	-	-	1	-	-	1
Male	-	-	1	-	-	1
<b>Dominican Republic</b>	<b>-</b>	<b>4</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>6</b>
Female	-	3	2	-	-	5
Male	-	1	-	-	-	1
<b>Ecuador</b>	<b>2</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>-</b>	<b>22</b>
Female	-	1	3	5	-	9
Male	2	5	4	2	-	13
<b>El Salvador</b>	<b>-</b>	<b>1</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>5</b>
Female	-	-	2	-	-	2
Male	-	1	2	-	-	3
<b>Guatemala</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>4</b>
Male	-	3	1	-	-	4

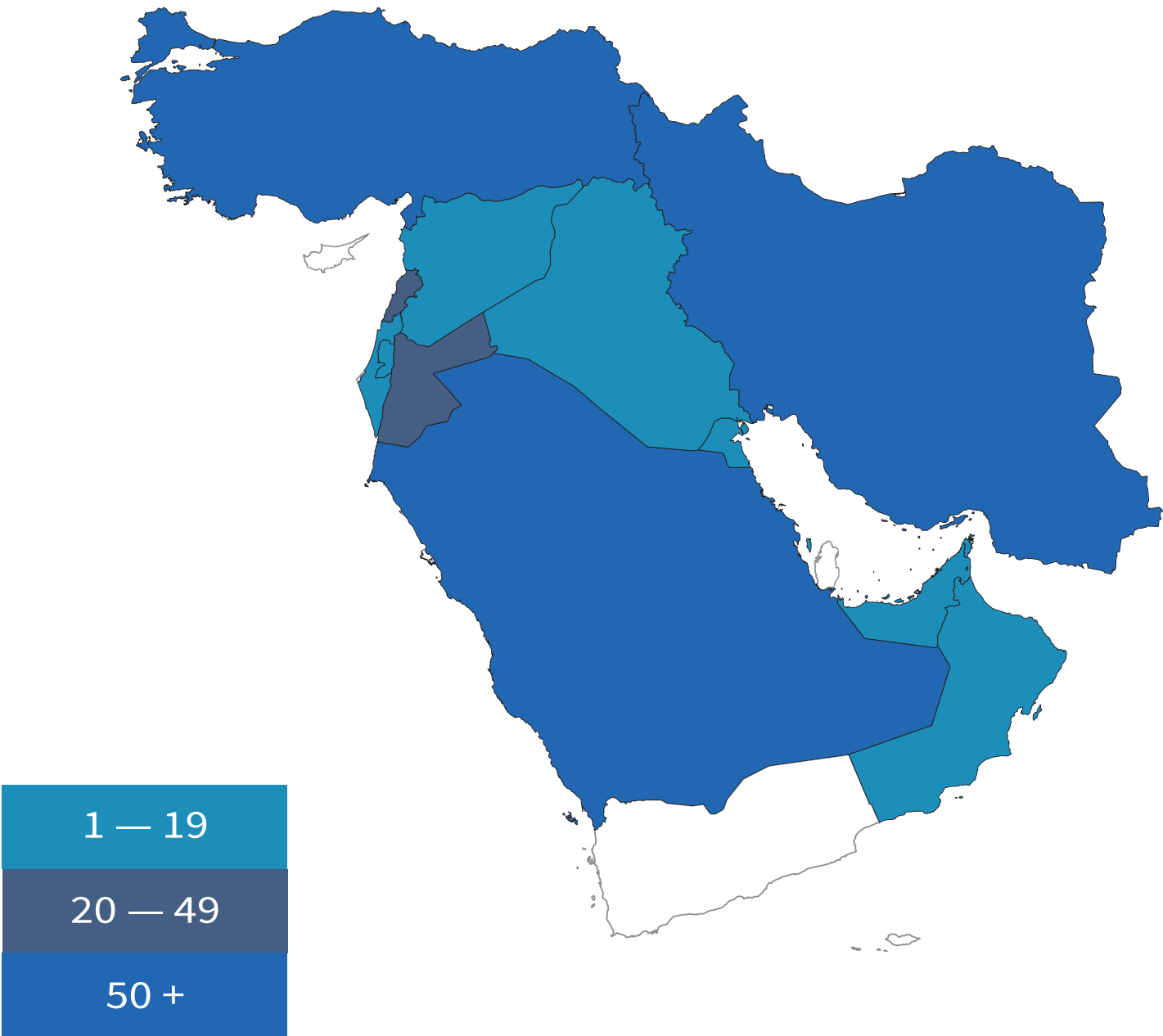
# Latin America

303 students from 24 countries

Country	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>Haiti</b>	-	-	1	-	-	1
Male	-	-	1	-	-	1
<b>Honduras</b>	-	3	3	-	-	6
Male	-	3	3	-	-	6
<b>Jamaica</b>	-	-	2	-	-	2
Female	-	-	1	-	-	1
Male	-	-	1	-	-	1
<b>Mexico</b>	5	4	24	-	-	33
Female	1	-	6	-	-	7
Male	4	4	18	-	-	26
<b>Nicaragua</b>	-	1	-	-	-	1
Male	-	1	-	-	-	1
<b>Panama</b>	2	1	3	-	-	6
Female	-	-	1	-	-	1
Male	2	1	2	-	-	5
<b>Paraguay</b>	-	-	3	-	-	3
Female	-	-	3	-	-	3
<b>Peru</b>	3	5	15	-	-	23
Female	2	-	7	-	-	9
Male	1	5	8	-	-	14
<b>St Kitts and Nevis</b>	-	1	-	-	-	1
Male	-	1	-	-	-	1
<b>Trinidad and Tobago</b>	1	-	-	-	-	1
Male	1	-	-	-	-	1
<b>Uruguay</b>	-	2	2	-	-	4
Female	-	1	-	-	-	1
Male	-	1	2	-	-	3
<b>Venezuela</b>	1	1	5	-	-	7
Female	1	-	3	-	-	4
Male	-	1	2	-	-	3
<b>Grand Total</b>	45	82	166	10	-	303

# Regional Breakdown

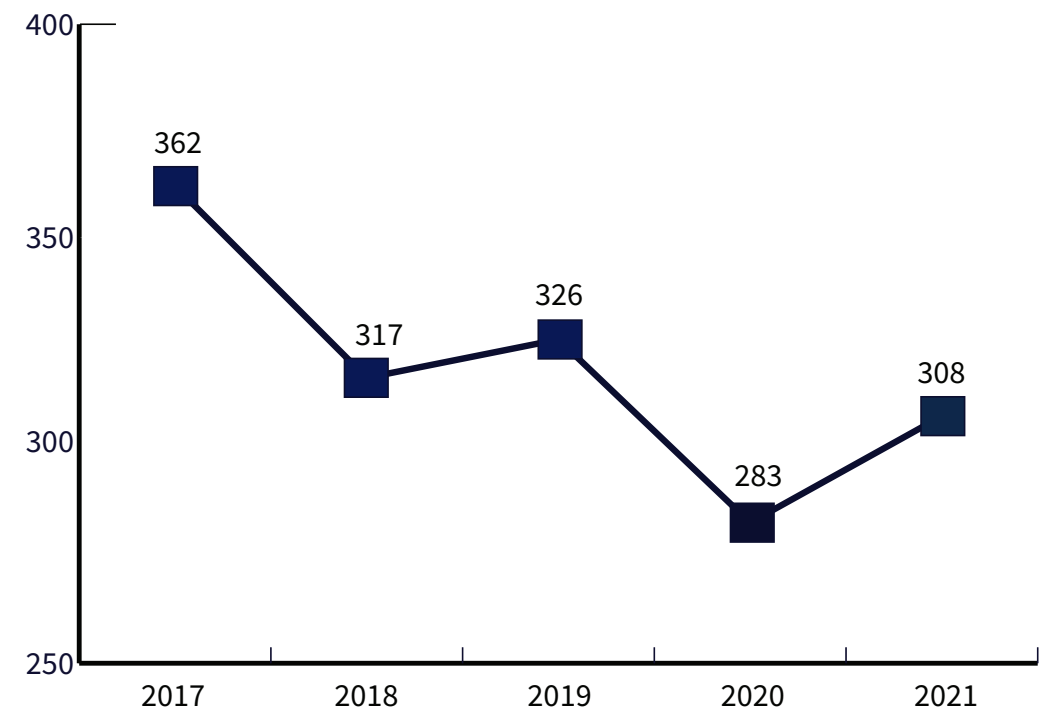
## Middle East



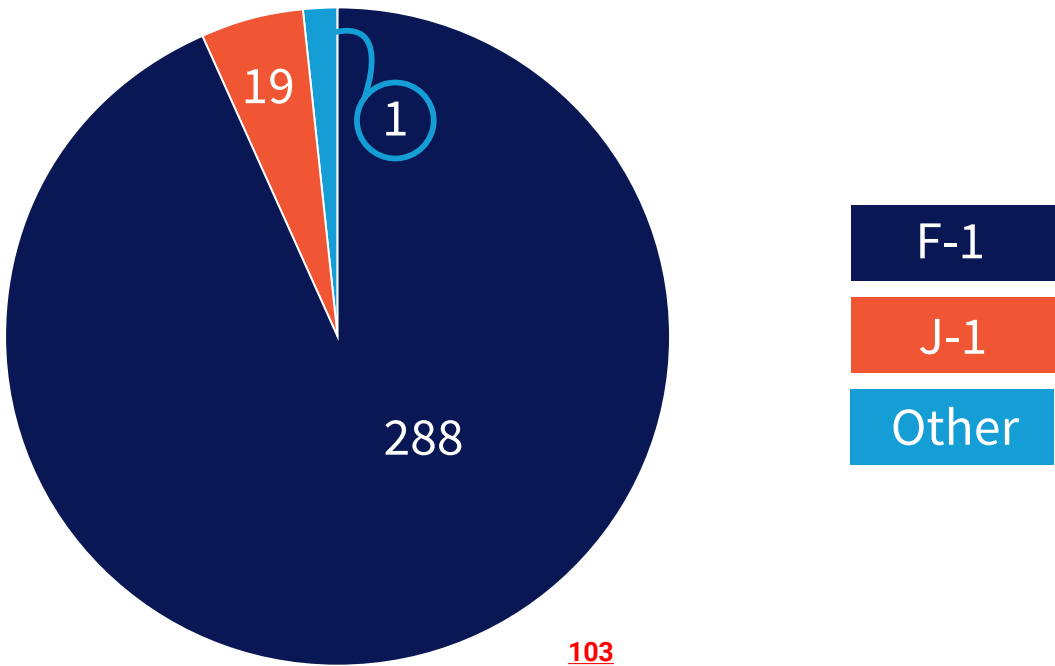
# Regional Breakdown

308 students from 12 countries

## 5-YEAR ENROLLMENT TREND



## 2021 ENROLLMENT BY VISA TYPE



# Regional Breakdown

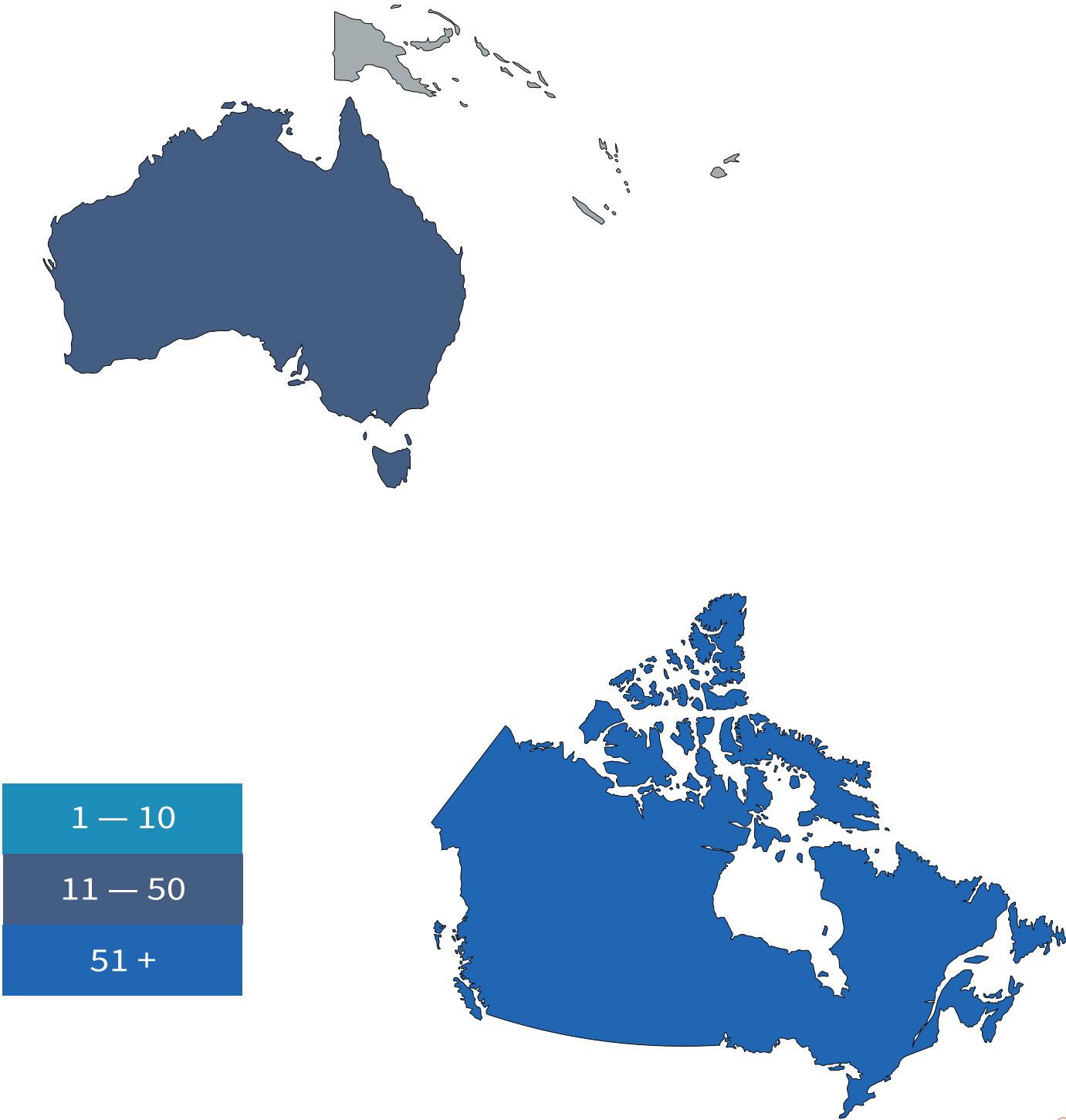
## Middle East

	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
Female	27	15	64	73	-	106
Male	60	21	119	99	-	202
<b>Grand Total</b>	<b>87</b>	<b>36</b>	<b>183</b>	<b>2</b>	<b>-</b>	<b>308</b>

Country	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>Bahrain</b>	-	-	1	-	-	1
Female	-	-	1	-	-	1
<b>Iran</b>	-	5	72	-	-	77
Female	-	3	25	-	-	28
Male	-	2	47	-	-	49
<b>Iraq</b>	1	1	-	-	-	2
Male	1	1	-	-	-	2
<b>Israel</b>	-	-	2	-	-	2
Male	-	-	2	-	-	2
<b>Jordan</b>	2	2	16	-	-	20
Female	1	-	4	-	-	5
Male	1	2	12	-	-	15
<b>Kuwait</b>	1	1	2	-	-	4
Female	-	1	1	-	-	2
Male	1	-	1	-	-	2
<b>Lebanon</b>	3	5	24	-	-	32
Female	2	1	8	-	-	11
Male	1	4	16	-	-	21
<b>Oman</b>	1	-	-	-	-	1
Male	1	-	-	-	-	1
<b>Saudi Arabia</b>	39	13	11	-	-	63
Female	14	4	2	-	-	20
Male	25	9	9	-	-	43
<b>Turkey</b>	33	7	54	2	-	96
Female	7	5	23	-	-	35
Male	26	2	31	2	-	61
<b>United Arab Emirates</b>	7	-	-	-	-	7
Female	3	-	-	-	-	3
Male	4	-	-	-	-	4
<b>West Bank</b>	-	2	1	-	-	3
Female	-	1	-	-	-	1
Male	-	1	1	-	-	2
<b>Grand Total</b>	<b>87</b>	<b>36</b>	<b>183</b>	<b>2</b>	<b>-</b>	<b>308</b>

# Regional Breakdown

## Canada & Oceania

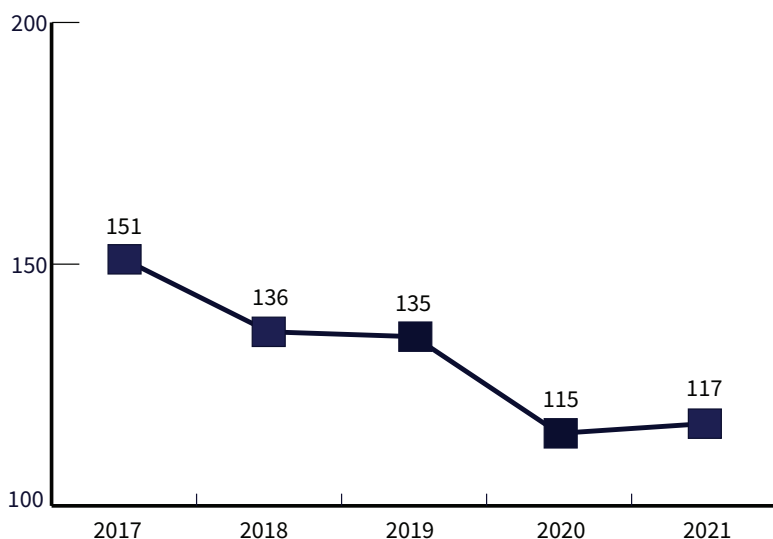




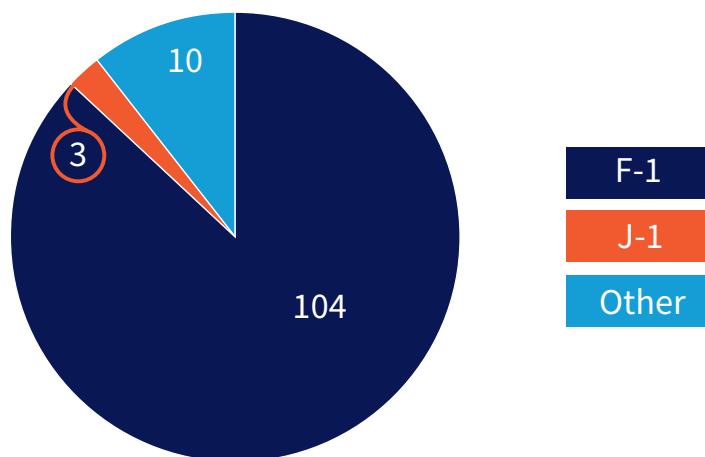
# Regional Breakdown

## Canada & Oceania

### 5-YEAR ENROLLMENT TREND



### 2021 ENROLLMENT BY VISA TYPE



	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
Female	18	4	20	1	-	43
Male	38	7	28	1	-	74
<b>Grand Total</b>	<b>56</b>	<b>11</b>	<b>48</b>	<b>2</b>	<b>-</b>	<b>117</b>

Country	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>Australia</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>19</b>
Female	3	2	2	-	-	7
Male	9	3	-	-	-	12
<b>Canada</b>	<b>41</b>	<b>6</b>	<b>44</b>	<b>2</b>	<b>-</b>	<b>93</b>
Female	13	2	18	1	-	34
Male	28	4	26	1	-	59
<b>New Zealand</b>	<b>3</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>5</b>
Female	2	-	-	-	-	2
Male	1	-	2	-	-	3
<b>Grand Total</b>	<b>56</b>	<b>11</b>	<b>48</b>	<b>2</b>	<b>-</b>	<b>117</b>

# College & Major Tables

College/Major	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>College of ACES</b>	<b>123</b>	<b>60</b>	<b>177</b>	<b>13</b>	<b>-</b>	<b>373</b>
Agricultural Economics	34	-	-	-	-	34
Agricultural Engineering	8	2	2	-	-	12
Agroecology and Sustainable Agriculture	-	2	-	-	-	2
Agronomy and Crop Science	4	5	30	-	-	39
Animal Sciences	6	8	11	-	-	25
Biotechnology	2	2	-	-	-	4
Community Organization and Advocacy	-	-	14	-	-	14
Computer and Information Sciences	3	-	-	-	-	3
Econometrics and Quantitative Economics	-	10	54	-	-	64
Environmental Science	21	3	18	-	-	42
Food Science	43	21	38	-	-	102
General Studies	2	-	-	<b>13</b>	-	15
Geographic Information Science and Cartography	-	1	-	-	-	1
Nutrition Sciences	-	6	10	-	-	16
<b>College of Applied Health Sciences</b>	<b>39</b>	<b>32</b>	<b>57</b>	<b>-</b>	<b>-</b>	<b>128</b>
Audiology/Audiologist and Speech-Language Pathology/Pathologist	2	4	9	-	-	15
Community Health and Preventive Medicine	4	2	16	-	-	22
Epidemiology	-	4	-	-	-	4
General Studies	2	-	-	-	-	2
Health Services/Allied Health/Health Sciences	4	-	-	-	-	4
Hospital and Health Care Facilities Administration/Management	-	3	-	-	-	3
Kinesiology and Exercise Science	15	11	15	-	-	41

# College & Major Tables

College/Major	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>College of Applied Health Sciences</b>	<b>39</b>	<b>32</b>	<b>57</b>	<b>-</b>	<b>-</b>	<b>128</b>
Occupational Safety and Health Technology/Technician	-	1	-	-	-	1
Parks, Recreation and Leisure Studies	12	5	17	-	-	34
Public Health	-	2	-	-	-	2
<b>Gies College of Business</b>	<b>377</b>	<b>587</b>	<b>52</b>	<b>48</b>	<b>-</b>	<b>1064</b>
Accounting	173	1	-	-	-	174
Business Administration and Management	-	2	34	1	-	37
Business Administration, Management and Operations	7	-	-	-	-	7
Business Analytics	-	20	-	-	-	20
Business, Management, Marketing, and Related Support Services	87	-	-	-	-	87
Economics	-	1	-	-	-	1
Engineering/Industrial Management	-	89	-	-	-	89
Entrepreneurship/Entrepreneurial Studies	3	-	-	-	-	3
Finance	63	-	-	-	-	63
Financial Mathematics	-	191	13	-	-	204
General Studies	1	-	-	47	-	48
Logistics, Materials, and Supply Chain Management	5	-	-	-	-	5
Management Information Systems	20	-	-	-	-	20
Management Sciences and Quantitative Methods	-	283	5	-	-	288
Marketing/Marketing Management	18	-	-	-	-	18
<b>College of Education</b>	<b>10</b>	<b>12</b>	<b>69</b>	<b>4</b>	<b>-</b>	<b>95</b>
Curriculum and Instruction	-	2	15	-	-	17
Early Childhood Education and Teaching	2	1	-	-	-	3
Education	7	4	29	-	-	40

# College & Major Tables

College/Major	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>College of Education</b>	<b>10</b>	<b>12</b>	<b>69</b>	<b>4</b>	<b>-</b>	<b>95</b>
Educational Statistics and Research Methods	-	4	19	-	-	23
Elementary Education and Teaching	1	-	-	-	-	1
General Studies	-	-	-	-	-	4
Special Education and Teaching	-	1	5	-	-	6
Technical Teacher Education	-	-	1	-	-	1
<b>Grainger College of Engineering</b>	<b>1231</b>	<b>831</b>	<b>1525</b>	<b>143</b>	<b>-</b>	<b>3730</b>
Aerospace, Aeronautical and Astronautical/Space Engineering	43	40	59	1	-	143
Agricultural Engineering	7	17	32	-	-	56
Bioengineering and Biomedical Engineering	12	11	56	-	-	79
Bioinformatics	-	9	-	-	-	9
Civil Engineering	65	127	171	-	-	363
Computer Engineering	225	4	-	-	-	229
Computer Science	255	251	282	-	-	789
Electrical and Electronics Engineering	196	178	300	-	-	674
Engineering	18	8	-	-	-	26
Engineering Mechanics	21	2	10	-	-	33
Engineering Physics/Applied Physics	78	-	-	-	-	78
Engineering/Industrial Management	-	3	-	-	-	3
Environmental/Environmental Health Engineering	-	23	38	-	-	61
General Studies	-	-	-	141	-	141
Geographic Information Science and Cartography	-	1	-	-	-	1
Industrial Engineering	67	40	39	-	-	146
Materials Engineering	76	28	100	-	-	204

# College & Major Tables

College/Major	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>Grainger College of Engineering</b>	<b>1231</b>	<b>831</b>	<b>1525</b>	<b>143</b>	<b>-</b>	<b>3730</b>
Mechanical Engineering	120	39	251	-	-	410
Nuclear Engineering	6	7	38	-	-	51
Operations Research	-	39	-	-	-	39
Physics	-	-	138	-	-	138
Systems Engineering	42	4	11	-	-	57
<b>College of Fine &amp; Applied Arts</b>	<b>150</b>	<b>143</b>	<b>89</b>	<b>10</b>	<b>1</b>	<b>393</b>
Architectural and Building Sciences/Technology	39	53	11	-	-	103
Art History, Criticism and Conservation	1	-	3	-	-	4
Art Teacher Education	1	-	5	-	-	6
Civil Engineering	-	1	-	-	-	1
Computer and Information Sciences	5	-	-	-	-	5
Dance	-	1	-	-	-	1
Drama and Dramatics/Theatre Arts	2	7	1	-	-	10
Fine/Studio Arts	3	17	-	-	-	20
General Studies	1	-	-	10	-	11
Graphic Design	15	-	-	-	-	15
Industrial and Product Design	47	-	-	-	-	47
Information Science/Studies	-	-	1	-	-	1
Music	7	22	50	-	1	80
Music Performance	2	-	-	-	-	2
Music Teacher Education	3	2	-	-	-	5
Music Theory and Composition	1	-	-	-	-	1
Painting	1	-	-	-	-	1

# College & Major Tables

College/Major	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>College of Fine &amp; Applied Arts</b>	<b>150</b>	<b>143</b>	<b>89</b>	<b>10</b>	<b>1</b>	<b>393</b>
Photography	1	-	-	-	-	1
Research and Experimental Psychology	1	-	-	-	-	1
Sustainability Studies	19	40	18	-	-	77
Voice and Opera	1	-	-	-	-	1
<b>Graduate College</b>	<b>-</b>	<b>-</b>	<b>5</b>	<b>-</b>	<b>-</b>	<b>5</b>
Information Science/Studies	-	-	5	-	-	5
<b>School of Labor &amp; Employment Relations</b>	<b>-</b>	<b>42</b>	<b>14</b>	<b>-</b>	<b>-</b>	<b>56</b>
Labor and Industrial Relations	-	42	14	-	-	56
<b>College of Law</b>	<b>-</b>	<b>127</b>	<b>8</b>	<b>12</b>	<b>35</b>	<b>182</b>
Advanced Legal Research/Studies	-	127	7	0	-	134
Law	-	-	1	12	35	48
<b>College of Liberal Arts &amp; Sciences</b>	<b>1592</b>	<b>313</b>	<b>820</b>	<b>48</b>	<b>-</b>	<b>2773</b>
Actuarial Science	48	19	-	-	-	67
Anthropology	6	-	9	-	-	15
Applied Mathematics	-	9	-	-	-	9
Art History, Criticism and Conservation	1	-	-	-	-	1
Astronomy	24	-	8	-	-	32
Atmospheric Sciences and Meteorology	-	8	15	-	-	23
Biochemistry	20	1	68	-	-	89
Biological and Biomedical Sciences	10	-	-	-	-	10
Biology/Biological Sciences	27	-	4	-	-	31
Biophysics	-	-	41	-	-	41
Botany/Plant Biology	-	-	8	-	-	8

# College & Major Tables

College/Major	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>College of Liberal Arts &amp; Sciences</b>	<b>1592</b>	<b>313</b>	<b>820</b>	<b>48</b>	<b>-</b>	<b>2773</b>
Cell/Cellular and Molecular Biology	29	2	-	-	-	31
Cell/Cellular Biology and Histology	-	-	27	-	-	27
Chemical and Biomolecular Engineering	-	-	1	-	-	1
Chemical Engineering	66	-	70	-	-	136
Chemistry	79	-	58	-	-	137
Communication	37	1	2	-	-	40
Comparative Literature	-	-	6	-	-	6
Computer and Information Sciences	73	-	-	-	-	73
East Asian Studies	3	9	21	-	-	33
Ecology and Evolutionary Biology	-	-	5	-	-	5
Econometrics and Quantitative Economics	50	117	84	-	-	251
Economics	179	-	-	-	-	179
English Language and Literature	3	-	5	-	-	8
English Language and Literature/Letters	-	-	1	-	-	1
Entomology	-	-	3	-	-	3
Ethnic, Cultural Minority, Gender, and Group Studies	1	-	-	-	-	1
European Studies/Civilization	-	1	-	-	-	1
French Language and Literature	1	1	6	-	-	8
French Studies	-	-	1	-	-	1
General Studies	18	-	-	47	-	65
Geographic Information Science and Cartography	1	9	-	-	-	10
Geography	3	-	17	-	-	20
Geology/Earth Science	4	-	12	-	-	16

# College & Major Tables

College/Major	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>College of Liberal Arts &amp; Sciences</b>	<b>1592</b>	<b>313</b>	<b>820</b>	<b>48</b>	<b>-</b>	<b>2773</b>
German Language and Literature	-	2	4	1	-	7
History	10	-	22	-	-	32
International/Global Studies	5	-	-	-	-	5
Italian Language and Literature	-	1	4	-	-	5
Language Interpretation and Translation	-	2	-	-	-	2
Latin American Studies	-	4	-	-	-	4
Linguistics	4	-	20	-	-	24
Mathematics	280	15	81	-	-	376
Mathematics and Computer Science	102	-	-	-	-	102
Mechanical Engineering	-	1	-	-	-	1
Microbiology	-	-	16	-	-	16
Molecular Physiology	-	-	2	-	-	2
Neuroscience	-	-	18	-	-	18
Operations Research	-	1	-	-	-	1
Philosophy	16	-	6	-	-	22
Physics	84	-	1	-	-	85
Physiology	-	-	11	-	-	11
Political Science and Government	13	-	30	-	-	43
Portuguese Language and Literature	-	1	-	-	-	1
Psychology	1	-	-	-	-	1
Research and Experimental Psychology	153	12	44	-	-	209
Russian Studies	-	1	-	-	-	1
Slavic Languages, Literatures, and Linguistics	-	-	4	-	-	4



# College & Major Tables

College/Major	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>College of Liberal Arts &amp; Sciences</b>	<b>1592</b>	<b>313</b>	<b>820</b>	<b>48</b>	<b>-</b>	<b>2773</b>
Sociology	15	-	15	0	-	30
Spanish Language and Literature	-	4	23	0	-	27
Statistics	210	82	46	0	-	338
Sustainability Studies	-	2	1	0	-	3
Systems Science and Theory	16	-	-	0	-	16
Teaching English as a Second or Foreign Language/ESL Language Instructor	-	8	-	0	-	8
<b>School of Information Sciences</b>	<b>54</b>	<b>385</b>	<b>71</b>	<b>-</b>	<b>1</b>	<b>511</b>
Graphic Design	1	-	-	0	-	1
Information Science/Studies	52	385	71	0	1	509
Parks, Recreation and Leisure Studies	1	-	-	0	-	1
<b>College of Media</b>	<b>53</b>	<b>14</b>	<b>33</b>	<b>4</b>	<b>-</b>	<b>104</b>
Advertising	26	12	-	-	-	38
Communication	-	-	32	-	-	32
Communication and Media Studies	-	-	1	-	-	1
Computer and Information Sciences	6	-	-	-	-	6
General Studies	-	-	-	4	-	4
Journalism	5	2	-	-	-	7
Mass Communication/Media Studies	16	-	-	-	-	16
<b>School of Social Work</b>	<b>6</b>		<b>14</b>	<b>-</b>		<b>20</b>
Social Work	6	-	14	-	-	20

# College & Major Tables

College/Major	Bachelor's	Master's	Doctoral	Non-Degree	Professional	Total
<b>College of Veterinary Medicine</b>	-	3	40	-	4	47
Biomedical Sciences	-	1	18	-	-	19
Veterinary Medicine	-	-	-	-	4	4
Veterinary Pathology and Pathobiology	-	-	22	-	-	22
Veterinary Sciences/Veterinary Clinical Sciences	-	2	-	-	-	2
<b>Center for Innovation in Teaching &amp; Learning</b>	-	1	-	0	-	1
Engineering	-	1	-	-	-	1
<b>Division of General Studies</b>	359	-	-	-	-	359
General Studies	263	-	-	-	-	263
Pre-Engineering	96	-	-	-	-	96
<b>Grand Total</b>	<b>3994</b>	<b>2550</b>	<b>2974</b>	<b>282</b>	<b>41</b>	<b>9841</b>





# International Scholars



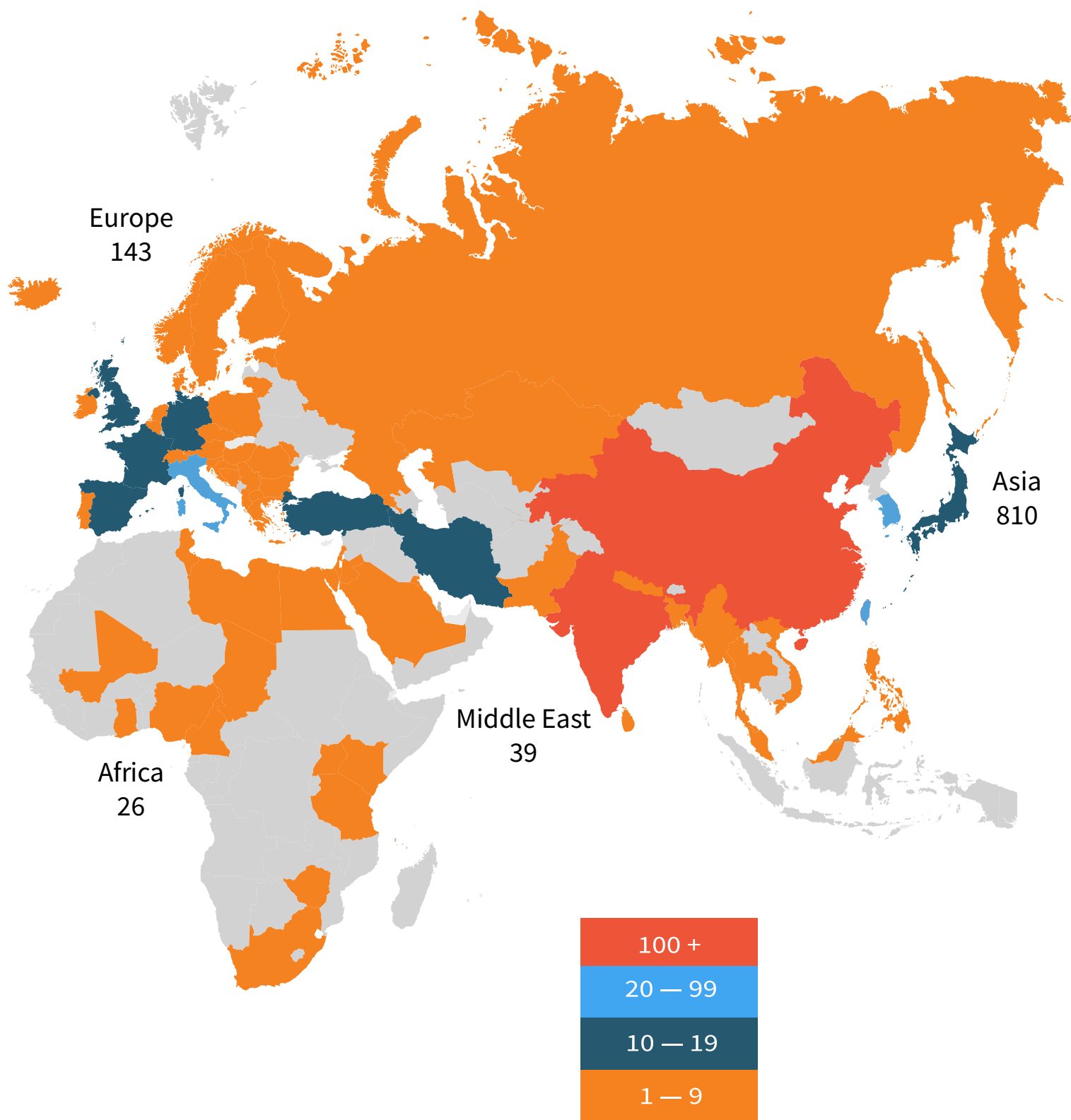




# Total Scholars

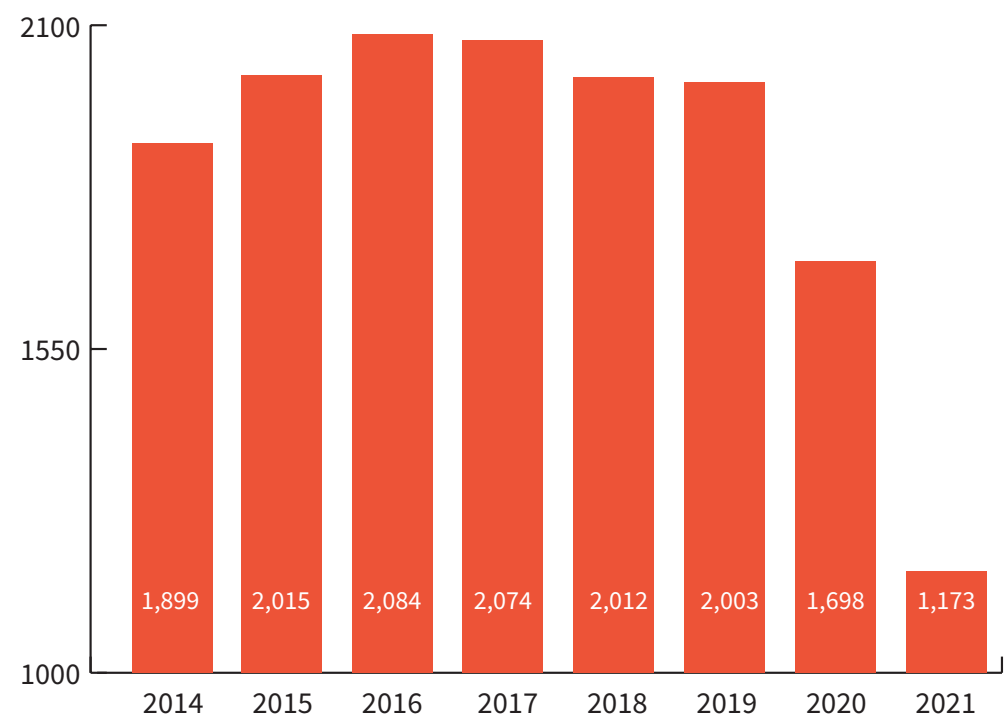


# 1,173 scholars from 83 countries

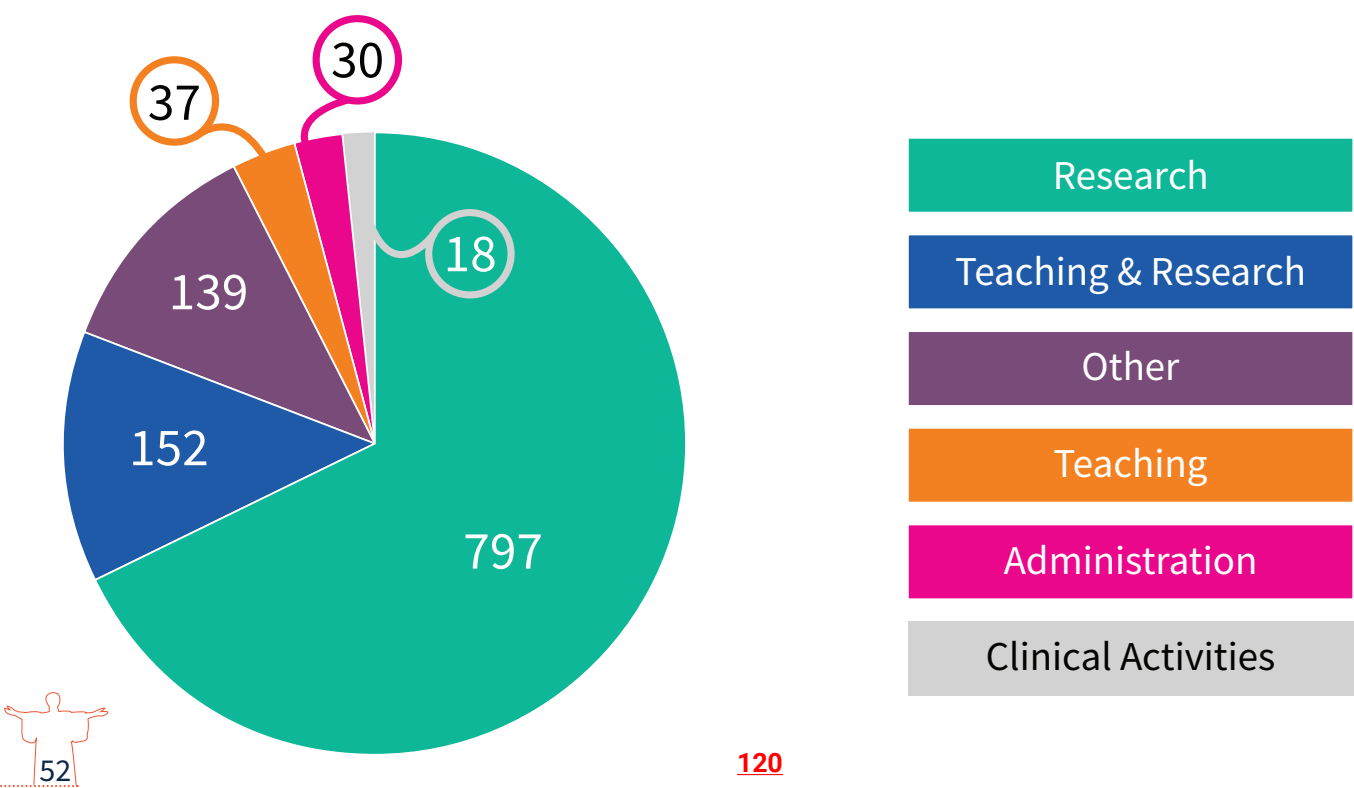


# Total Scholars

## ALL SCHOLARS (HISTORICAL)

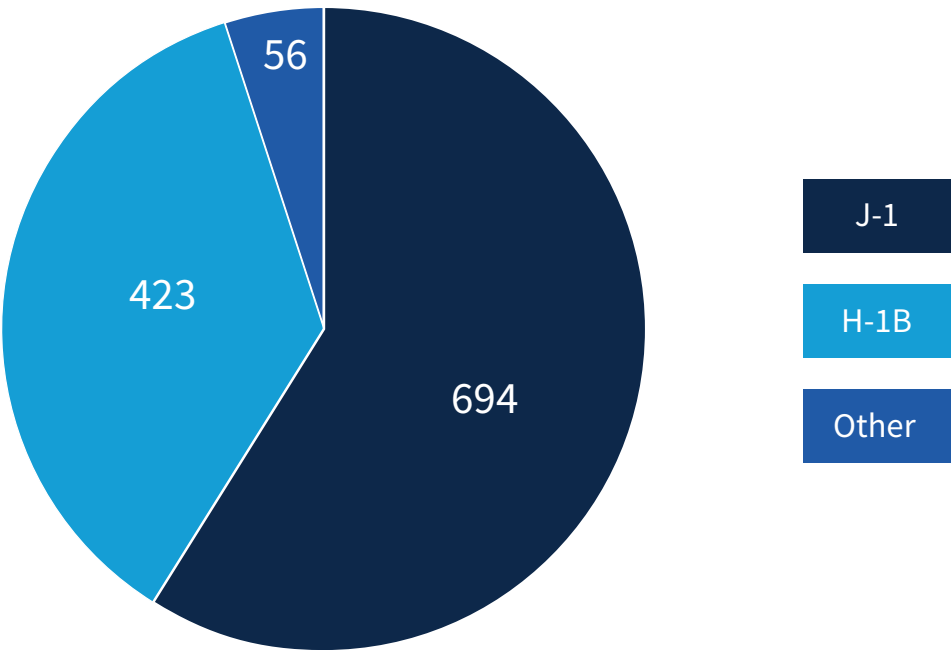


## BY POSITION

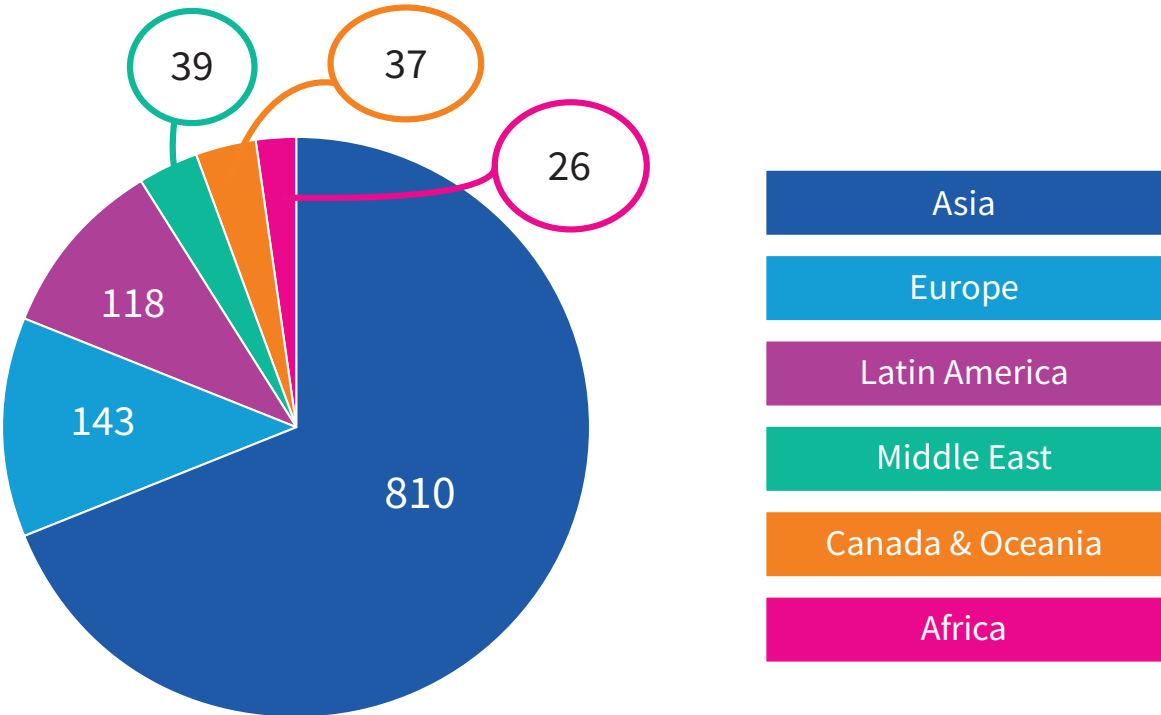


# Total Scholars

## BY VISA TYPE



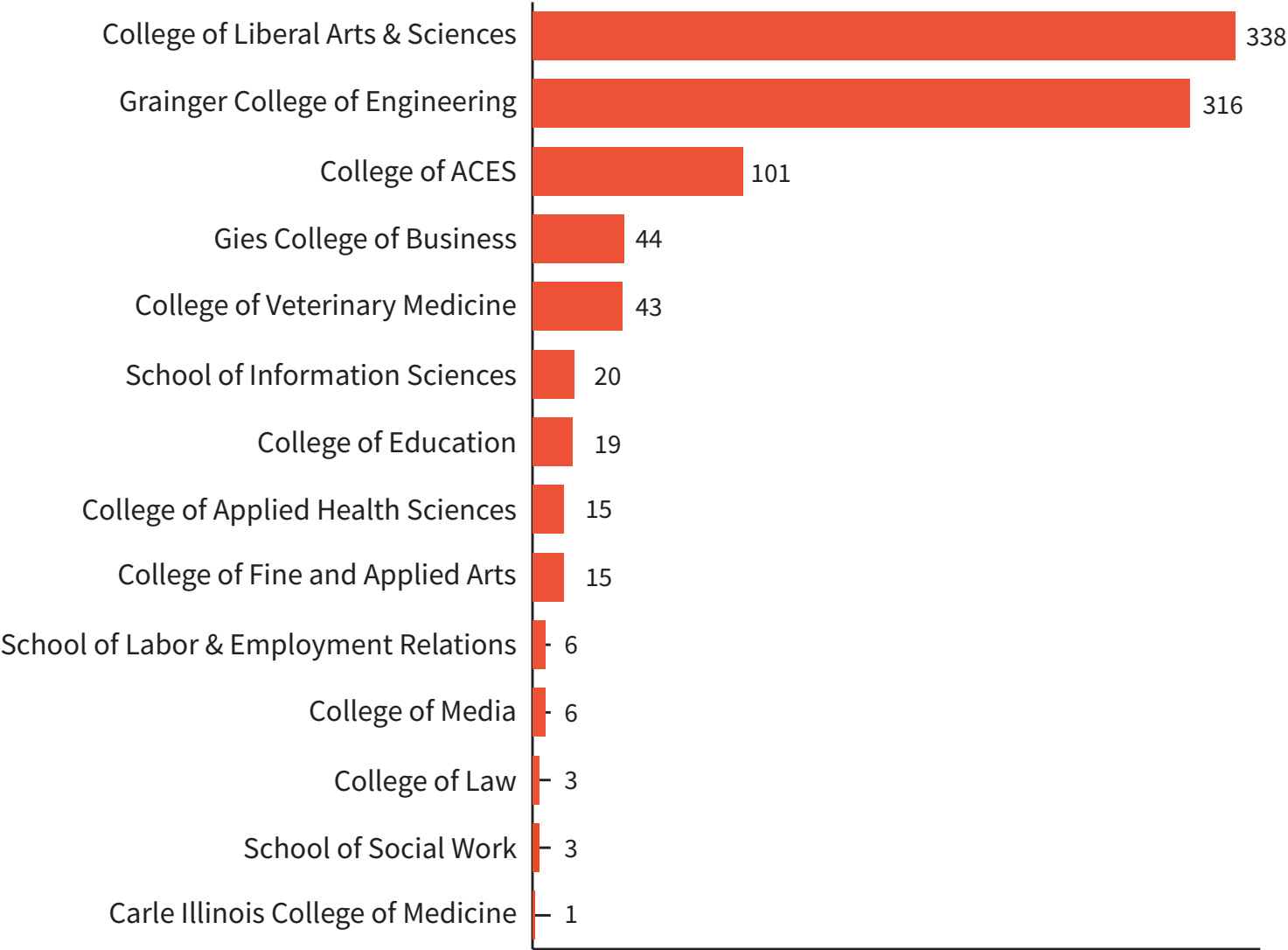
## BY REGION





# Total Scholars

## ALL SCHOLARS BY COLLEGE



Note: This table does not include units and institutes.

# Region Tables

## Africa

Country	H-1B	J-1	Other	Total
Female	4	7	-	11
Male	7	8	-	15
<b>Grand Total</b>	<b>11</b>	<b>15</b>	<b>-</b>	<b>26</b>

Country	H-1B	J-1	Other	Total
<b>Cameroon</b>	-	2	-	2
Female	-	1	-	1
Male	-	1	-	1
<b>Chad</b>	-	1	-	1
Male	-	1	-	1
<b>Egypt</b>	2	7	-	9
Female	-	4	-	4
Male	2	3	-	5
<b>Ghana</b>	1	2	-	3
Female	-	1	-	1
Male	1	1	-	2
<b>Kenya</b>	2	1	-	3
Female	2	1	-	3
<b>Libya</b>	1	-	-	1
Male	1	-	-	1
<b>Nigeria</b>	2	-	-	2
Male	2	-	-	2
<b>South Africa</b>	1	-	-	1
Female	1	-	-	1
<b>Tanzania</b>	1	-	-	1
Female	1	-	-	1
<b>Tunisia</b>	-	1	-	1
Male	-	1	-	1
<b>Uganda</b>	-	1	-	1
Male	-	1	-	1
<b>Zimbabwe</b>	1	-	-	1
Male	1	-	-	1
<b>Grand Total</b>	<b>11</b>	<b>15</b>	<b>-</b>	<b>26</b>

# Region Tables

## Asia

Country	H-1B	J-1	Other	Total
Female	94	194	11	299
Male	172	308	29	509
<b>Grand Total</b>	<b>267</b>	<b>503</b>	<b>40</b>	<b>810</b>

Country	H-1B	J-1	Other	Total
<b>Bangladesh</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>5</b>
Female	1	-	2	3
Male	1	1	-	2
<b>Burma</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Male	1	-	-	1
<b>China</b>	<b>111</b>	<b>327</b>	<b>23</b>	<b>461</b>
Female	38	150	3	191
Male	73	177	20	270
<b>Hong Kong</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>4</b>
Female	2	-	-	2
Male	1	1	-	2
<b>India</b>	<b>95</b>	<b>65</b>	<b>8</b>	<b>168</b>
Female	25	17	4	46
Male	69	48	4	121
unknown	1	-	-	1
<b>Japan</b>	<b>1</b>	<b>12</b>	<b>-</b>	<b>13</b>
Female	-	4	-	4
Male	1	8	-	9
<b>Kazakhstan</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>3</b>
Female	-	1	-	1
Male	-	2	-	2
<b>Malaysia</b>	<b>4</b>	<b>1</b>	<b>-</b>	<b>5</b>
Female	2	1	-	3
Male	2	-	-	2
<b>Nepal</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>7</b>
Female	-	1	-	1
Male	4	1	1	6

# Region Tables

## Asia

Country	H-1B	J-1	Other	Total
<b>Pakistan</b>	<b>2</b>	<b>6</b>	<b>-</b>	<b>8</b>
Female	-	1	-	1
Male	2	4	-	6
Other	-	1	-	1
<b>Philippines</b>	<b>2</b>	<b>2</b>	<b>-</b>	<b>4</b>
Female	1	2	-	3
Male	1	-	-	1
<b>Singapore</b>	<b>2</b>	<b>2</b>	<b>-</b>	<b>4</b>
Female	1	-	-	1
Male	1	2	-	3
<b>South Korea</b>	<b>24</b>	<b>66</b>	<b>4</b>	<b>94</b>
Female	15	13	2	30
Male	9	53	2	64
<b>Sri Lanka</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>2</b>
Male	2	-	-	2
<b>Taiwan</b>	<b>12</b>	<b>11</b>	<b>1</b>	<b>24</b>
Female	8	4	-	12
Male	4	7	1	12
<b>Thailand</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>3</b>
Male	-	3	-	3
<b>Vietnam</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>4</b>
Female	1	-	-	1
Male	1	1	1	3
<b>Grand Total</b>	<b>267</b>	<b>503</b>	<b>40</b>	<b>810</b>

# Region Tables

## Canada & Oceania

Country	H-1B	J-1	Other	Total
Female	12	4	4	18
Male	12	4	3	19
<b>Grand Total</b>	<b>24</b>	<b>8</b>	<b>5</b>	<b>37</b>

Country	H-1B	J-1	Other	Total
<b>Australia</b>	<b>4</b>	<b>3</b>	<b>-</b>	<b>7</b>
Female	3	2	-	5
Male	1	1	-	2
<b>Canada</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>28</b>
Female	8	2	2	12
Male	10	3	3	16
<b>New Zealand</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>2</b>
Female	1	-	-	1
Male	1	-	-	1
<b>Grand Total</b>	<b>24</b>	<b>8</b>	<b>5</b>	<b>37</b>

# Region Tables

## Europe

Country	H-1B	J-1	Other	Total
Female	17	24	-	41
Male	45	57	-	102
<b>Grand Total</b>	<b>62</b>	<b>81</b>	<b>-</b>	<b>143</b>

Country	H-1B	J-1	Other	Total
<b>Austria</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>3</b>
Male	1	2	-	3
<b>Belgium</b>	<b>3</b>	<b>4</b>	<b>-</b>	<b>7</b>
Female	1	1	-	2
Male	2	3	-	5
<b>Bosnia and Herzegovina</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Female	1	-	-	1
<b>Bulgaria</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>
Male	-	1	-	1
<b>Croatia</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>2</b>
Male	2	-	-	2
<b>Estonia</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>
Female	-	1	-	1
<b>Finland</b>	<b>2</b>	<b>1</b>	<b>-</b>	<b>3</b>
Female	1	-	-	1
Male	1	1	-	2
<b>France</b>	<b>5</b>	<b>11</b>	<b>-</b>	<b>16</b>
Female	1	4	-	5
Male	4	7	-	11
<b>Germany</b>	<b>11</b>	<b>4</b>	<b>-</b>	<b>15</b>
Female	3	1	-	4
Male	8	3	-	11
<b>Greece</b>	<b>3</b>	<b>3</b>	<b>-</b>	<b>6</b>
Male	3	3	-	6
<b>Hungary</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>3</b>
Male	1	2	-	3
<b>Iceland</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>
Female	-	1	-	1

# Region Tables

## Europe

Country	H-1B	J-1	Other	Total
<b>Italy</b>	<b>9</b>	<b>16</b>	<b>-</b>	<b>25</b>
Female	4	5	-	9
Male	5	11	-	16
<b>Lithuania</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>2</b>
Female	-	1	-	1
Male	-	1	-	1
<b>Moldova</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Male	1	-	-	1
<b>Netherlands</b>	<b>2</b>	<b>1</b>	<b>-</b>	<b>3</b>
Female	1	1	-	2
Male	1	-	-	1
<b>Norway</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Male	1	-	-	1
<b>Poland</b>	<b>4</b>	<b>5</b>	<b>-</b>	<b>9</b>
Female	2	1	-	3
Male	2	4	-	6
<b>Portugal</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Male	1	-	-	1
<b>Russia</b>	<b>5</b>	<b>2</b>	<b>-</b>	<b>7</b>
Female	1	1	-	2
Male	4	1	-	5
<b>Serbia</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>3</b>
Female	-	1	-	1
Male	1	1	-	2
<b>Slovenia</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>3</b>
Male	1	2	-	3



# Region Tables

## Europe

Country	H-1B	J-1	Other	Total
<b>Spain</b>	<b>3</b>	<b>11</b>	<b>-</b>	<b>14</b>
Female	2	3	-	5
Male	1	8	-	9
<b>Sweden</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Male	1	-	-	1
<b>Switzerland</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>2</b>
Female	-	1	-	1
Male	-	1	-	1
<b>United Kingdom</b>	<b>4</b>	<b>8</b>	<b>-</b>	<b>12</b>
Female	-	2	-	2
Male	4	6	-	10
<b>Grand Total</b>	<b>62</b>	<b>81</b>	<b>-</b>	<b>143</b>

# Region Tables

## Latin America

Country	H-1B	J-1	Other	Total
Female	17	31	2	50
Male	23	40	5	68
<b>Grand Total</b>	<b>40</b>	<b>71</b>	<b>7</b>	<b>118</b>

Country	H-1B	J-1	Other	Total
<b>Argentina</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>8</b>
Female	1	3	2	6
Male	-	2	-	2
<b>Bahamas</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>2</b>
Female	1	-	-	1
Male	-	1	-	1
<b>Bolivia</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Male	1	-	-	1
<b>Brazil</b>	<b>20</b>	<b>39</b>	<b>-</b>	<b>59</b>
Female	9	19	-	28
Male	11	20	-	31
<b>Chile</b>	<b>4</b>	<b>3</b>	<b>-</b>	<b>7</b>
Female	2	-	-	2
Male	2	3	-	5
<b>Colombia</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>14</b>
Female	2	3	-	5
Male	3	4	1	9
<b>Cuba</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Male	1	-	-	1
<b>Ecuador</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>
Female	-	1	-	1
Male	1	-	1	2
<b>Guatemala</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Male	1	-	-	1
<b>Honduras</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>3</b>
Male	-	3	-	3

# Region Tables

## Latin America

Country	H-1B	J-1	Other	Total
<b>Jamaica</b>	<b>9</b>	<b>16</b>	<b>-</b>	<b>25</b>
Male	4	5	-	9
<b>Mexico</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>16</b>
Female	-	2	-	2
Male	-	1	2	1
<b>Nicaragua</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>
Female	1	-	-	1
<b>Panama</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Male	2	1	-	3
<b>Paraguay</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>2</b>
Female	1	-	-	1
<b>Peru</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Female	1	-	-	1
Male	4	5	-	9
<b>Trinidad and Tobago</b>	<b>2</b>	<b>1</b>	<b>-</b>	<b>3</b>
Male	2	4	-	6
<b>Uruguay</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>
Male	1	-	-	1
<b>Venezuela</b>	<b>5</b>	<b>2</b>	<b>-</b>	<b>7</b>
Female	1	1	-	2
<b>Grand Total</b>	<b>40</b>	<b>71</b>	<b>7</b>	<b>118</b>

# Region Tables

## Middle East

Country	H-1B	J-1	Other	Total
Female	8	3	2	13
Male	11	13	2	26
<b>Grand Total</b>	<b>19</b>	<b>16</b>	<b>4</b>	<b>39</b>

Country	H-1B	J-1	Other	Total
<b>Iran</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>16</b>
Female	2	1	2	5
Male	6	3	2	11
<b>Israel</b>	<b>4</b>	<b>1</b>	<b>-</b>	<b>5</b>
Female	2	-	-	2
Male	2	1	-	3
<b>Kuwait</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>
Male	-	1	-	1
<b>Lebanon</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>2</b>
Male	1	1	-	2
<b>Saudi Arabia</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>
Male	-	1	-	1
<b>Turkey</b>	<b>6</b>	<b>8</b>	<b>-</b>	<b>14</b>
Female	4	2	-	6
Male	2	6	-	8
<b>Grand Total</b>	<b>19</b>	<b>16</b>	<b>4</b>	<b>39</b>

# Region & Department Tables

Region/College	Total
<b>Africa</b>	<b>26</b>
College of ACES	3
College of Applied Health Sciences	1
College of Liberal Arts & Sciences	11
College of Veterinary Medicine	1
Cooperative Extension	1
Gies College of Business	2
Grainger College of Engineering	4
Illinois State Geological Survey	1
Institute for Genomic Biology	1
Institute for Sustainability, Energy, and Environment	1
<b>Asia</b>	<b>810</b>
Applied Research Institute	1
Beckman Institute	30
Biotechnology Center	2
Center for Innovation in Teaching & Learning	1
College of ACES	45
College of Applied Health Sciences	11
College of Education	14
College of Fine and Applied Arts	11
College of Law	3
College of Liberal Arts & Sciences	219
College of Media	5
College of Veterinary Medicine	17
Cooperative Extension	1

# Region & Department Tables

Region/College	Total
<b>Asia</b>	<b>810</b>
Coordinated Science Lab	2
Counseling Center	6
Facilities & Services	4
Gies College of Business	29
Global Education Training	1
Grainger College of Engineering	244
Illini Union	2
Illinois International	10
Illinois Natural History Survey	3
Illinois State Geological Survey	4
Illinois State Water Survey	3
Illinois Sustainable Technology Center	5
Information Trust Institute	4
Institute for Genomic Biology	42
Institute for Sustainability, Energy, and Environment	33
Interdis Health Science Institute	1
Krannert Art Museum	1
Micro and Nanotechnology Lab	1
NCSA	25
School of Information Sciences	19
School of Labor & Employment Relations	5
School of Social Work	3
The Career Center	1
University Lab High School	2

# Region & Department Tables

Region/College	Total
<b>Canada and Oceania</b>	<b>37</b>
College of Education	2
Carle Illinois College of Medicine	1
College of ACES	3
College of Liberal Arts & Sciences	6
College of Veterinary Medicine	7
Coordinated Science Lab	1
Disability Resources & Educational Services	1
Facilities & Services	2
Grainger College of Engineering	6
Illinois State Geological Survey	1
Information Trust Institute	1
Institute for Genomic Biology	3
Institute for Sustainability, Energy, and Environment	2
School of Labor & Employment Relations	1
<b>Europe</b>	<b>143</b>
Beckman Institute	6
College of ACES	9
College of Applied Health Sciences	3
College of Liberal Arts & Sciences	64
College of Media	1
College of Veterinary Medicine	3
Coordinated Science Lab	1
Gies College of Business	3



# Region & Department Tables

Region/College	Total
<b>Europe</b>	<b>143</b>
Grainger College of Engineering	34
Illinois Natural History Survey	3
Illinois State Geological Survey	1
Illinois Sustainable Technology Center	1
Institute for Genomic Biology	6
Institute for Sustainability, Energy, and Environment	3
NCSA	4
School of Information Sciences	1
<b>Latin America</b>	<b>118</b>
Beckman Institute	5
College of ACES	39
College of Education	2
College of Fine and Applied Arts	2
College of Liberal Arts & Sciences	24
College of Veterinary Medicine	13
Gies College of Business	8
Grainger College of Engineering	15
Illinois Sustainable Technology Center	2
Institute for Genomic Biology	3
Institute for Sustainability, Energy, and Environment	2
NCSA	3

# Region & Department Tables

Region/College	Total
<b>Middle East</b>	<b>39</b>
Beckman Institute	1
College of ACES	2
College of Education	1
College of Fine and Applied Arts	2
College of Liberal Arts & Sciences	14
College of Veterinary Medicine	2
Gies College of Business	2
Grainger College of Engineering	13
Institute for Genomic Biology	1
NCSA	1
<b>Grand Total</b>	<b>1173</b>









### **Students**

432 Turner Student Services Building  
610 E. John St. Champaign, IL 61820

### **Faculty, Staff & Scholars Operations**

327 International Studies Building  
910 S. Fifth St. Champaign, IL 61820

### **Website**

[iss.illinois.edu](http://iss.illinois.edu)

### **Social Media**

[twitter.com/ISSSillinois](https://twitter.com/ISSSillinois)  
[instagram.com/issstillinois](https://www.instagram.com/issstillinois)  
[facebook.com/IllinoisISSS/](https://www.facebook.com/IllinoisISSS/)

### **Contact**

217-333-1303  
[iss@illinois.edu](mailto:iss@illinois.edu)  
[iss-scholars@illinois.edu](mailto:iss-scholars@illinois.edu)

## Appendix D – Current Fiscal Year Certifications and Assurances from TrAMS

# CHAMPAIGN-URBANA MASS TRANSIT DISTRICT | CHAMPAIGN-URBANA MTD | 1188

- Summary
- Applications/Awards
- TrAMS Users
- Locations
- Designated Recipient
- News
- Related Actions

## Certifications & Assurances | FY 2022 C&A Affirmations

### Recipient Details

Recipient ID

1188

Recipient Name

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT

### Certification and Assurance Information

Fiscal Year 2022  
Assigned Date 2/3/2022  
Due Date 5/4/2022

Original Certification Date 2/21/2022  
Latest Certification Date 2/21/2022

### Published Certifications and Assurances

FTA CERTIFICATIONS AND ASSURANCES

### Public Transportation Agency Safety Plan (PTASP)

Applicants and recipients of Section 5307 grants and rail transit agencies that are subject to the State Safety Oversight Program must certify to Category 2: Public Transportation Agency Safety Plans (PTASP). The deadline for certification was July 20, 2020, however, in light of the extraordinary challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion for the PTASP regulation (49 CFR Part 673). FTA will refrain from taking enforcement action until July 21, 2021 for applicants and recipients unable to certify compliance with the PTASP regulation before July 20, 2021. While applicants and recipients are encouraged to certify compliance as soon as reasonably practicable under the current circumstances caused by the COVID-19 public health emergency, those who do not certify compliance until July 20, 2021 remain eligible for Chapter 53 grant funds.

List of All Applicable Agencies











PTASP Technical Assistance Center

### Certifications and Assurances

#### Certification History

Certification Date: 2/21/2022   Official: Karl Gnadt   Attorney: Fred Stavins			
Category	Title		Cer
01	Certifications and Assurances Required of Every Applicant		
02	Public Transportation Agency Safety Plans		
03	Tax Liability and Felony Convictions		
04	Lobbying		
05	Private Sector Protections		
06	Transit Asset Management Plan		
07	Rolling Stock Buy America Reviews and Bus Testing		
08	Urbanized Area Formula Grants Program		
09	Formula Grants for Rural Areas		
10	Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program		
11	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	142	



Category	↑	Title	Cer
12		Enhanced Mobility of Seniors and Individuals with Disabilities Programs	
13		State of Good Repair Grants	
14		Infrastructure Finance Programs	
15		Alcohol and Controlled Substances Testing	
16		Rail Safety Training and Oversight	
17		Demand Responsive Service	
18		Interest and Financing Costs	
19		Cybersecurity Certification for Rail Rolling Stock and Operations	
20		Tribal Transit Programs	
21		Emergency Relief Program	
1 - 21 of 21			

Documents

Existing Documents

Document	Description	Uploaded By	Date	↓
No items available				

Affirmation of Applicant

**Affirmation of Applicant** BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 et seq., and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute.

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

**Official's Name** Karl Gnad  
☒ I accept the above

**Certification Date** Feb 14, 2022

Affirmation of Attorney

**Affirmation of Applicant's Attorney** As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

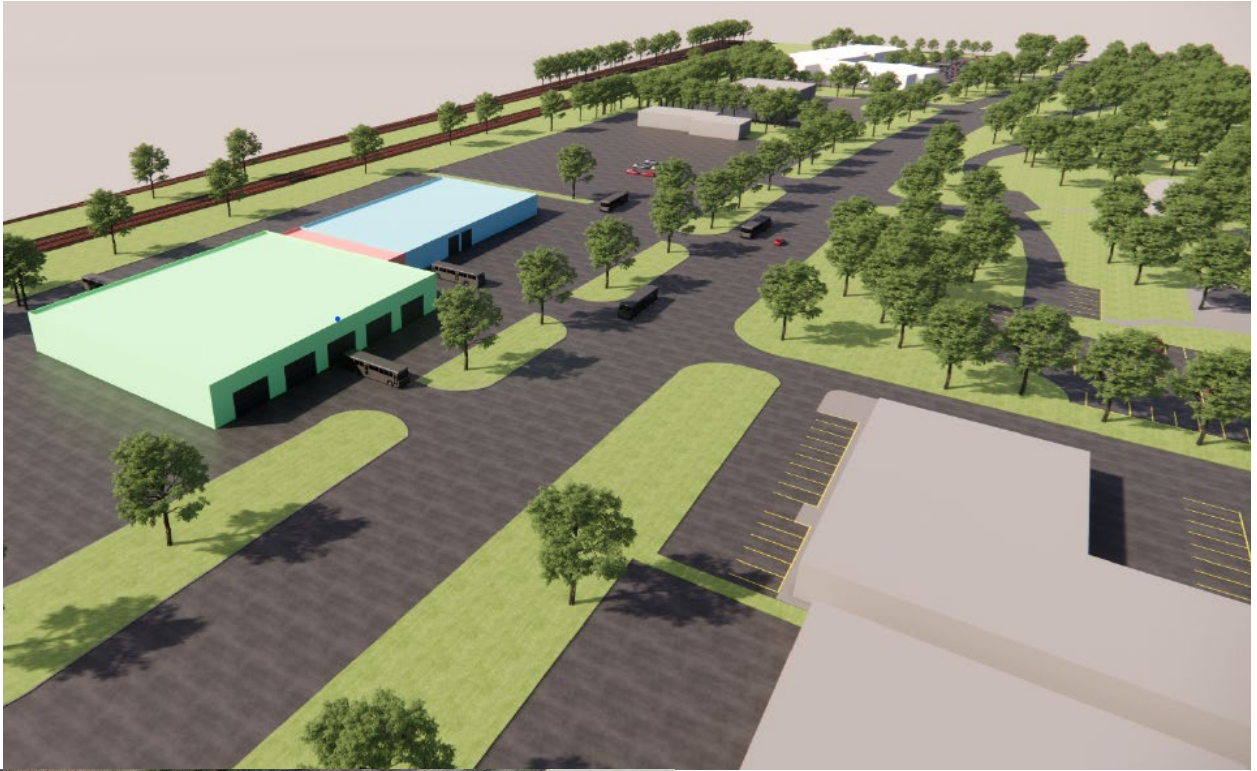
**Attorney's Name** Fred Stavins  
☒ I accept the above

**Certification Date** Feb 21, 2022



CANCEL

## Appendix E – MTD Bodyshop & Bus Storage Categorical Exclusion with Documentation



## Categorical Exclusion with Documentation

23 CFR 771.118(d)(Other)

Champaign-Urbana Mass Transit District  
Body Shop and Vehicle Storage Facility

Urbana, Illinois  
August 5, 2022



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## **Attachments**

Attachment A. Illinois Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants

Attachment B. Architectural Resources Investigation for the Champaign-Urbana Mass Transit District Body Shop and Vehicle Storage Project and SHPO Concurrence Letter dated July 6, 2022

Attachment C. Noise and Vibration Technical Memorandum for the Champaign-Urbana Mass Transit District Body Shop and Vehicle Storage Facility

Attachment D. Phase I and Phase II Environmental Site Assessments for the Champaign-Urbana Mass Transit District Body Shop and Vehicle Storage Facility

Attachment E. FEMA National Flood Hazard FIRMette

Attachment F. Species Lists

## A. Detailed Project Description

Champaign-Urbana Mass Transit District (MTD) proposes to construct a new Body Shop and Vehicle Storage Facility (the Project) adjacent to its existing Commercial Driver's License (CDL) Training Center located at 1207 E. University Avenue in Urbana, Illinois. See Figure 1 for the Project location. The proposed Project would include property acquisition; demolition of three existing buildings on the proposed site; and construction of a new body shop and storage facility, and associated driveway modifications, parking, and landscaping. The proposed Project would be constructed on parcels located at 1209, 1211, and 1213 E. University, as shown on Figure 2. The new facility would replace and repurpose the existing body shop and small vehicle storage located at MTD's Maintenance Facility, approximately 1,200 feet west of the proposed Project area.

The proposed Project would include acquisition of three parcels located at 1209-1213 East University Avenue in Urbana. The three parcels are owned by Mid-Illinois Development, which began relocation of its operations to a consolidated site before the initiation of this Project and was fully relocated and vacant at the end of July 2022. The Project area is approximately four acres and contains three vacant single-story metal and concrete block buildings along with associated driveways, parking areas, and other areas previously used for storage of construction equipment and materials. All three buildings would be demolished as part of the proposed Project.

The proposed Project would construct one new building that is approximately 69,000 square feet and up to two stories tall within the four acre site. The Project site would connect to the adjacent MTD CDL Training Center located west of the site. The new facility would include a body shop with four bays and one paint booth, administration areas, and indoor vehicle storage space. The administrative area would include restrooms, a breakroom, one office, a training room, one automotive paint mixing room, parts storage, and a graphics production area. The vehicle storage area would provide indoor storage for 40 to 50 vehicles. If needed, the existing driveways would be modified to accommodate buses. A small outdoor automobile parking area would be constructed and landscaping would be installed. It is estimated that the facility would have four full-time employees on-site. Design of the proposed facility would be consistent with the light industrial character of the area and would be cohesive with existing MTD facilities to the west of the Project area. Conceptual layouts are provided in Figures 3 through 6.



Figure 1. Project Location

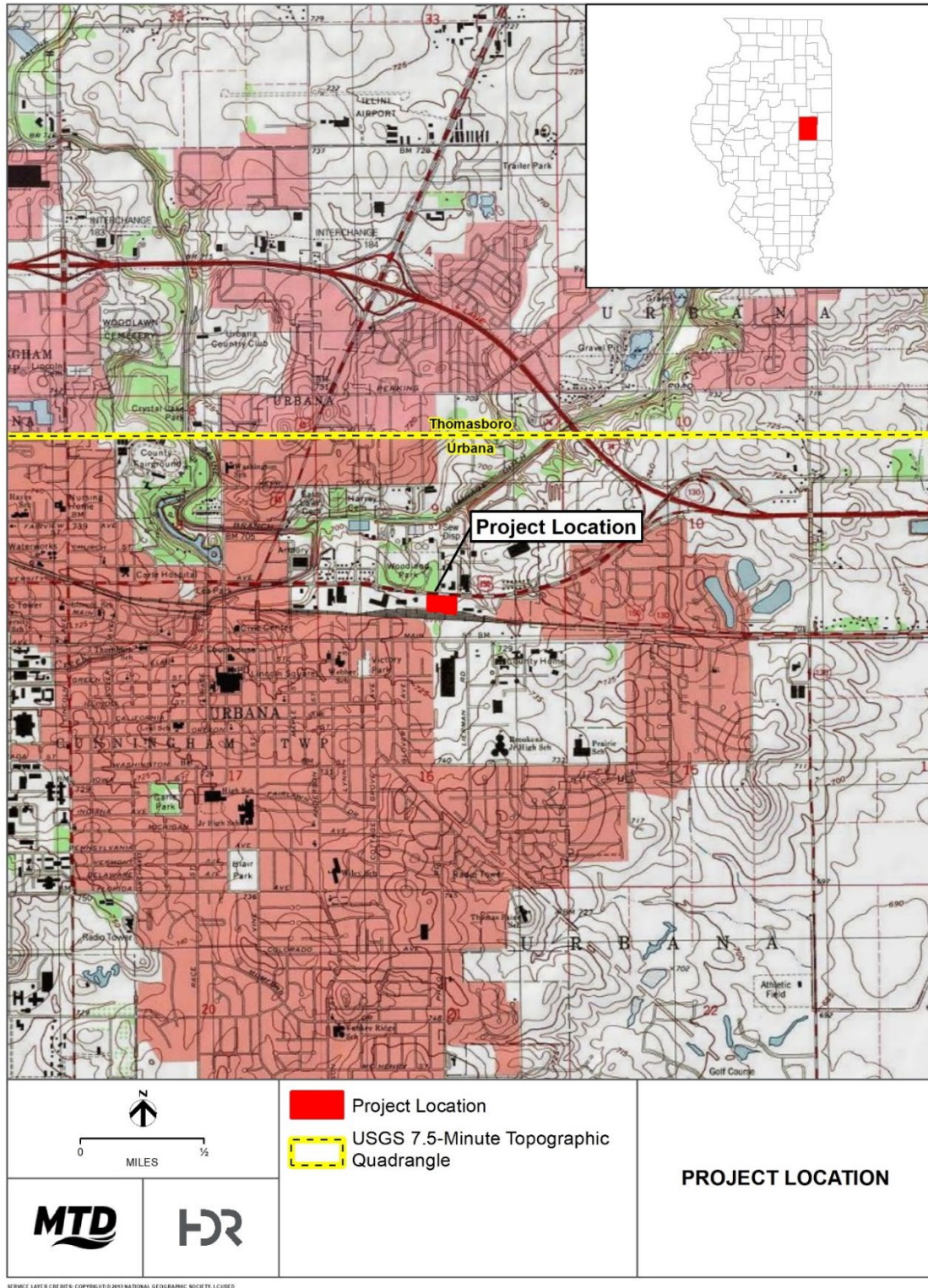




Figure 2. Project Area





Figure 3. Site Plan

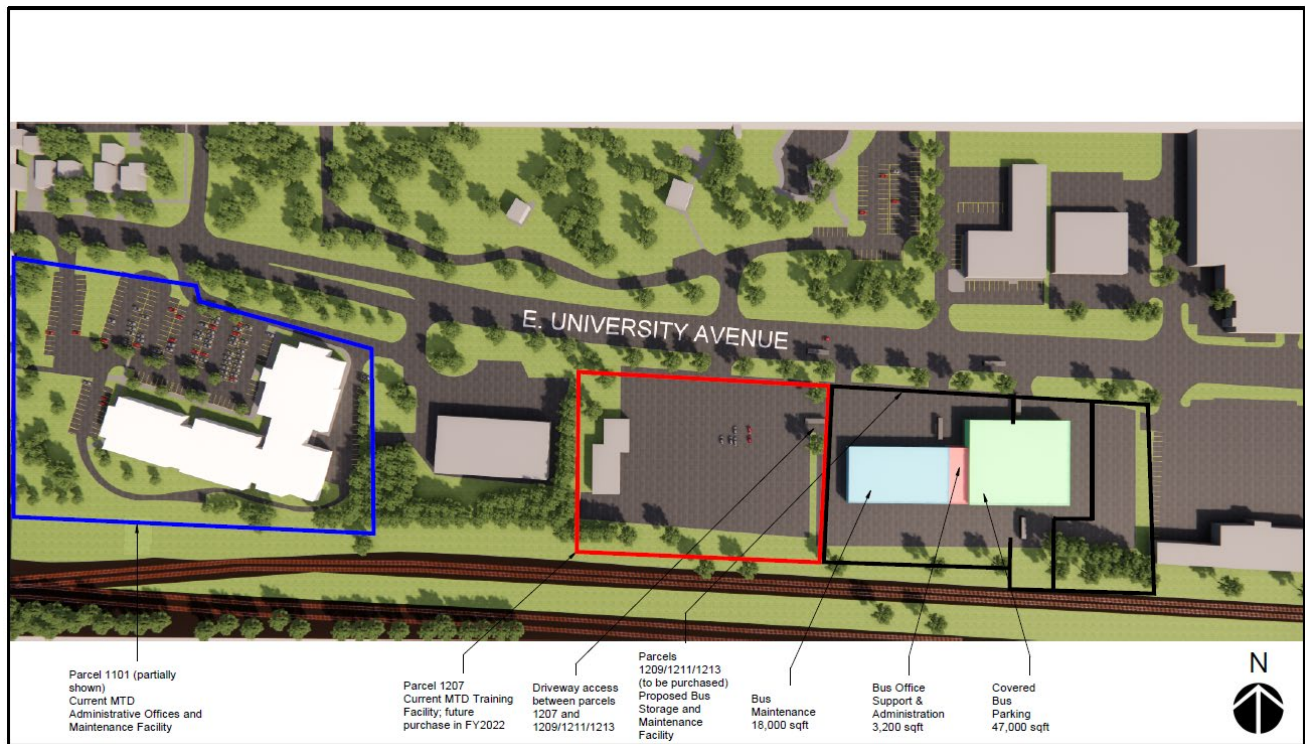


Figure 4. Conceptual Layout, Looking Southeast



**Figure 4. Conceptual Layout, Looking East/Southeast**



**Figure 3. Conceptual Layout, Looking Southwest**





The proposed Project would provide a new body shop to service MTD's fleet and would provide indoor storage for MTD's ADA Paratransit, Champaign County Area Rural Transit System (C-CARTS), and Disability Resources and Educational Services (DRES) fleets. The existing body shop is currently inadequate to fully service MTD's fleet and its contracted services due to the following deficiencies:

1. The existing paint booth bake equipment does not have proper ventilation and cabinets are rusting and in need of replacement.
2. The paint booth bake cycle does not function properly and cannot be repaired, so buses are air dried. Air drying time is up to 48 hours depending on humidity levels, whereas a functioning paint booth bake cycle takes approximately 1 hour.
3. The body shop lighting is insufficient.
4. The fresh air hook-up does not currently function.
5. The existing body shop does not include fall protection measures.
6. 60-foot buses do not fit in the existing work bays and all body work must be completed in the current paint booth.

In addition, MTD's special services fleets (ADA, C-CARTS, and DRES) and other maintenance vehicles are currently stored indoors in an area that will be needed for full size bus storage by 2023. As MTD's full size bus fleet expands and buses are replaced with fuel cell hydrogen buses, this interior small vehicle parking area would be needed for bus storage and training programs for fuel cell buses. Smaller vehicles would be displaced and required to park in outdoor areas.

With limited indoor storage, after washing, smaller vehicles would be immediately driven outside to an uncovered storage area, where they would be exposed to the elements, including snow and ice in the winter months. Outdoor parking would increase pre-trip preparation time for operators and maintenance staff. Idling vehicles to warm the engines and bus interiors would conflict with MTD's Climate Action Plan and idling policy, which requires any vehicle that idles for more than three minutes to be shut down. Outdoor parking could also create safety hazards to operators in inclement weather and create an additional obstacle to the hiring and retention of operators, which has been a challenge in recent years.

## **B. Site Location**

The proposed Project is located in Section 9, Township 19 north, Range 9 east in the City of Urbana, Champaign County, Illinois. The proposed project would be constructed next to the CDL Training Center on three adjacent parcels located at 1209, 1211, and 1213 E. University Avenue, parcel numbers 91-21-09-376-007, 91-21-09-451-014, 91-21-09-451-013, respectively. In total, these properties encompass approximately four acres. The parcels are owned by Mid-Illinois Development and collectively contain three buildings. The three buildings are currently vacant, as operations at that site permanently relocated to a consolidated location in July 2022. Acquisition and relocations are discussed in more detail in Section L.

Refer to Figures 1 through 6 for the Project location, Project area, and conceptual layout and perspectives.

## C. Metropolitan Planning and Air Quality Conformity

The Project is in the Champaign-Urbana Urbanized Area Transportation Study's (CUUATS) FY 2020-2025 Transportation Improvement Program as Project Number MTD-23-06.

According to United States Environmental Protection Agency (USEPA), Champaign County is not identified as a current or former nonattainment area for any criteria pollutants with National Ambient Air Quality Standards (NAAQS) under the Clean Air Act (EPA 2022). A copy of a list of nonattainment areas in Illinois provided by the USEPA is provided in Attachment A. According to Table 2 of 40 CFR § 93.126, the proposed Project is exempt from a conformity review because it is categorized as "construction of a new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771."

## D. Land Use and Zoning

The proposed Project area and adjacent land use along the south side of East University Avenue is zoned as Light Industrial/Office District. The three parcels within the proposed Project area currently house a construction company and two vacant buildings. See Figure 7, Figure 8, and Figure 9 for zoning and existing and future land use maps, respectively.

Land uses surrounding the proposed Project area include a gas station, a lightly-used rail line, and the MTD CDL Training Lot. On the north side of East University Avenue, across from the proposed project area, there are commercial uses, zoned in a Light Industrial/Office District, and AMBUCS park, which is zoned as a Conservation-Recreation-Education District. The proposed Project is consistent with existing zoning and existing and future land use.

Figure 5. Current Zoning Map

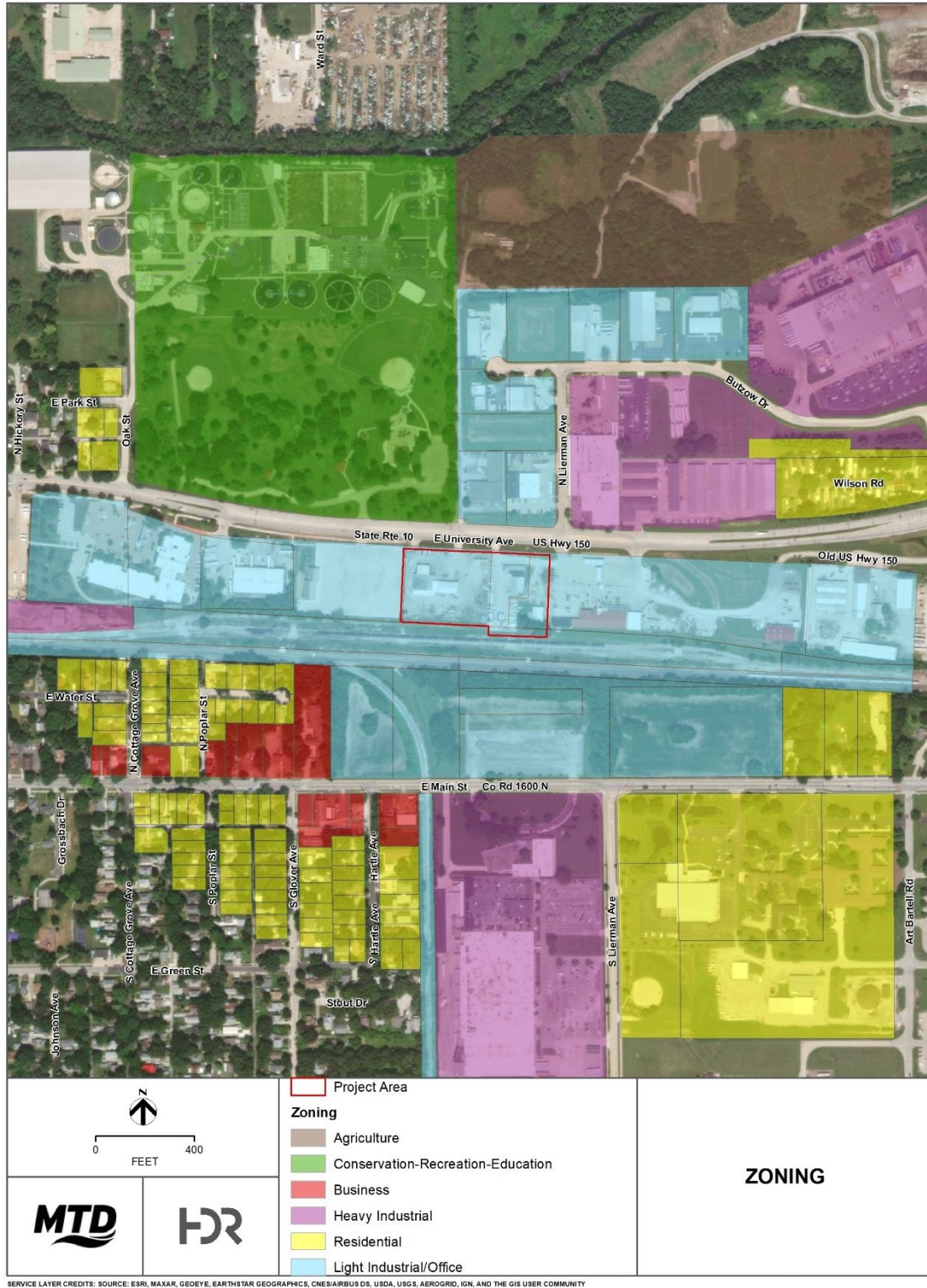


Figure 6. Existing Land Use Map

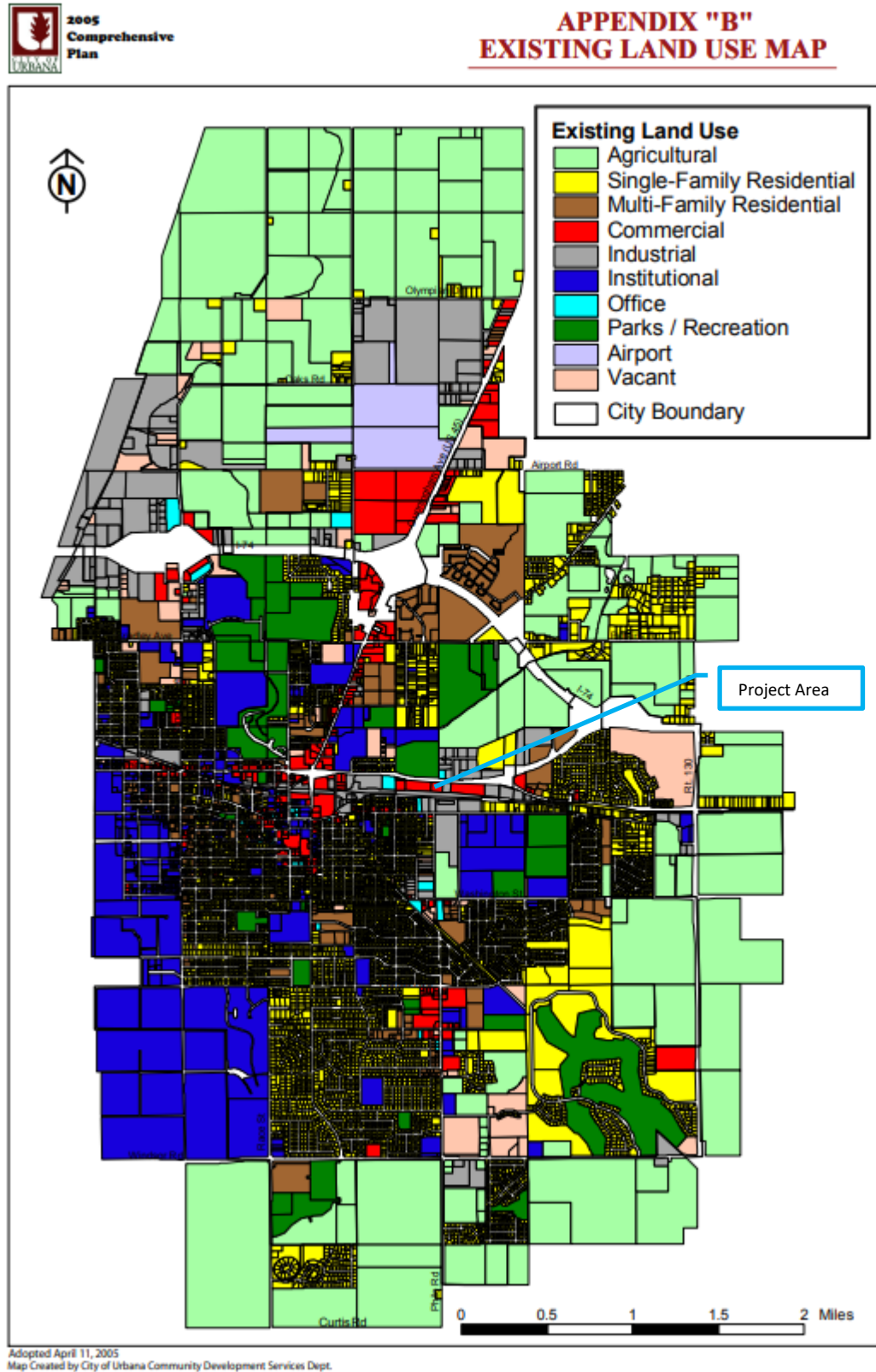
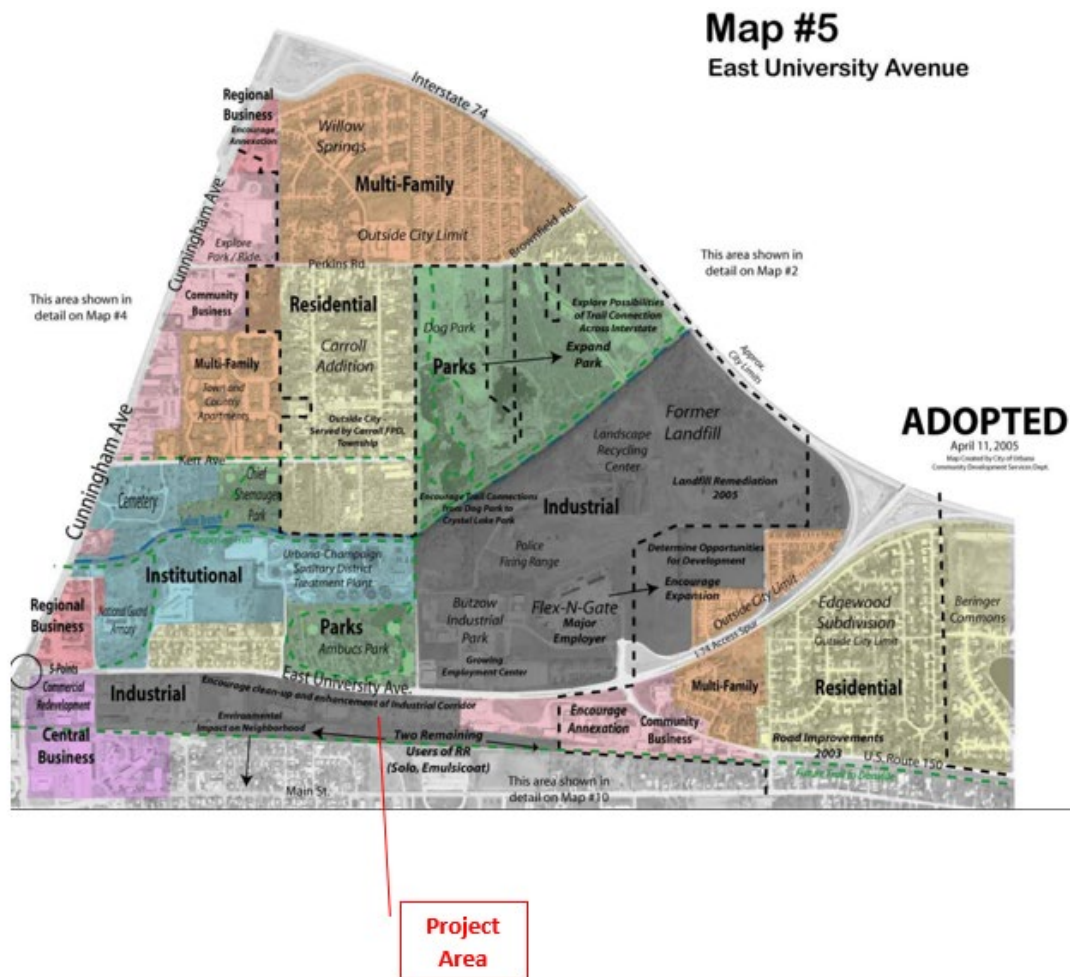




Figure 7. Future Land Use Map



## E. Traffic Impacts

East University Avenue is an east-west Principal Arterial with a 2019 Annual Average Daily Traffic (AADT) volume of 11,200 vehicles per day (vpd) adjacent to the proposed Project area<sup>1</sup>. At this location, East University Avenue consists of two 12-foot travel lanes in each direction with an approximately 16-foot-wide mountable median that has dedicated left turn lanes for the existing western and eastern entrances to the site. There is an existing sidewalk on the south side of the roadway that runs partly along the proposed Project area and extends west past the existing MTD Administrative Building and Maintenance Facility located at 803 East University Avenue. There are no controlled intersections in the Project vicinity. The nearest controlled intersections are N. Cunningham Avenue, 0.75 miles to the west, and Guardian Drive, 0.37 miles to the east.

<sup>1</sup> [www.gettingaroundillinois.com](http://www.gettingaroundillinois.com)

Traffic anticipated to be generated by the proposed Project, provided by MTD, is comprised of employee trips, C-CARTS, MTD's ADA paratransit, and DRES fleet. Table 1 provides the daily trips as a result of the proposed Project.

**Table 1. Forecasted Daily Site Generated Traffic in Vehicles per Day**

<b><u>Trip Type</u></b>	<b><u>In</u></b>	<b><u>Out</u></b>	<b><u>Total</u></b>
<b>Employee</b>	8	8	16
<b>C-CARTS</b>	16	16	32
<b>ADA</b>	9	9	18
<b>DRES</b>	4	4	8
<b>Total</b>	37	37	74
<b>Rounded Total</b>	40	40	80

With the anticipated 80 additional trips generated by the proposed Project, the AADT volume is estimated to increase from 11,200 vpd to approximately 11,280 vpd. This nominal increase in traffic would have a minimal impact on traffic operations as a four-lane roadway, such as East University Avenue, can typically accommodate over 20,000 vpd. Because of the distance from the Project area to the nearest intersections and the nominal expected increase in traffic, there would be no measurable traffic impacts to intersections as a result of the Project.

The proposed Project would maintain the existing three entrances to the property from University Avenue. These entrances will be evaluated during design of the Project to confirm they can accommodate the turning movements for the appropriate design vehicles for the site. The anticipated design vehicles are a single unit bus (B-40), an articulated bus (ABUS-60), and a semi tractor-trailer for deliveries (WB-50). Should modifications of the entrances be required, a Maintenance of Traffic plan would be developed prior to construction. It is anticipated that any driveway work would only impact the outside eastbound through lane. This lane can be temporarily closed if needed during driveway construction activities, reducing the roadway to a single eastbound lane for a linear distance of up to 500 feet. A single lane would have sufficient capacity for the current traffic volume on East University Avenue. The contractor may opt to use flaggers in the immediate area of the temporary lane closure to help with traffic and safety..

As the facility design is further developed, on-site circulation will be evaluated for sufficient ingress and egress at the site for pedestrian access from the adjacent MTD training facility and the design vehicles. Continuation of the sidewalk across the frontage of the site would provide a benefit to employees of the site as it would also connect to the MTD site to the west.

Based on the anticipated traffic generated by the site, the proposed Project would result in a minimal impact upon University Avenue during construction. The Project would result in a negligible impact during normal operations.

## F. CO Hot Spots

As discussed in Section C, Metropolitan Planning and Air Quality Conformity, Champaign County is not identified as a current or former nonattainment area for any NAAQS criteria pollutants. There are no traffic impacts anticipated at any intersection as a result of the Project (see Section E). All MTD and C-CARTS vehicles at the facility would comply with MTD's Idling Policy, which requires any vehicle that idles for more than three minutes to be shut down.

## G. PM2.5 and PM10 Hot Spots

As discussed in Section C, Metropolitan Planning and Air Quality Conformity, Champaign County is not identified as a current or former nonattainment area for any NAAQS criteria pollutants. There are no traffic impacts anticipated at any intersection as a result of the Project (see Section E). All MTD and C-CARTS vehicles at the facility would comply with MTD's Idling Policy, which requires any vehicle that idles for more than three minutes to be shut down.

## H. Historic Resources

As the lead federal agency for the Project, the Federal Transit Administration (FTA) has determined that the Project will be a federal undertaking as defined in 36 Code of Federal Regulations (CFR) § 800.16(y) and that it is a type of activity that has the potential to cause effects on historic properties. The information below presents a summary of the results of a reconnaissance-level survey to identify and evaluate the National Register of Historic Places (NRHP) eligibility of architectural resources (buildings, structures, districts, and objects) that have the potential to be affected by the Project and an assessment of effects the Project may have on those properties. This investigation was completed to assist MTD and the FTA in meeting regulatory obligations under Section 106 of the National Historic Preservation Act of 1966, 16 USC § 470(f), and the Illinois State Agency Historic Resources Preservation Act, also known as the State 707 review process. Full results of the survey are provided in Attachment B, Architectural Resources Investigation for the Champaign-Urbana Mass Transit District Body Shop and Storage Project.

In accordance with implementing regulations at 36 CFR Part 800, the FTA determined the Area of Potential Effects (APE) for the Project for archaeological and architectural investigations in March 2022. According to the Illinois Inventory of Archaeological Sites (ISAS), the Project is located outside the Archaeological Resource Potential area, but within a medium-to-high probability area. The archaeological APE is limited to the footprint of ground-disturbing activities within the Project location (Figure 1), for a total of approximately four acres. The archaeological APE has undergone extensive disturbance beginning in the mid-1950s due to construction of the three existing buildings at the Project location. The architectural APE encompasses parcels on the north and south sides of East University Avenue in the immediate vicinity of the Project location to account for resources with an unobstructed view of the proposed facility on the site, which could be up to two stories tall.

A review of SHPO's online records, the Historic Architectural and Archaeology Resources Geographic Information System (HARGIS) reveals there are no previously recorded historic properties located within

the APE. During the architectural resources survey, HDR staff recorded 11 historic-age resources (45 years old or older to account for the Project construction schedule) on nine parcels within the APE. None of those resources have been recorded and/or evaluated in previous surveys. The majority of the surveyed resources (73 percent) are commercial buildings built between 1940 and 1969. None of the 11 historic-age architectural resources recorded during this investigation are recommended eligible for listing in the NRHP due to a lack of historic, architectural, and/or engineering significance under Criteria A–D and Criteria Consideration G. Therefore, HDR recommended a finding of **no historic properties affected** for the Project as proposed, pursuant to 36 CFR 800.5.

Based on HDR’s recommendations, FTA determined that the Project would result in no historic properties affected. FTA initiated consultation with SHPO on June 7, 2022. SHPO concurred with FTA’s determinations on July 6, 2022 (see Attachment B).

## I. Visual Quality

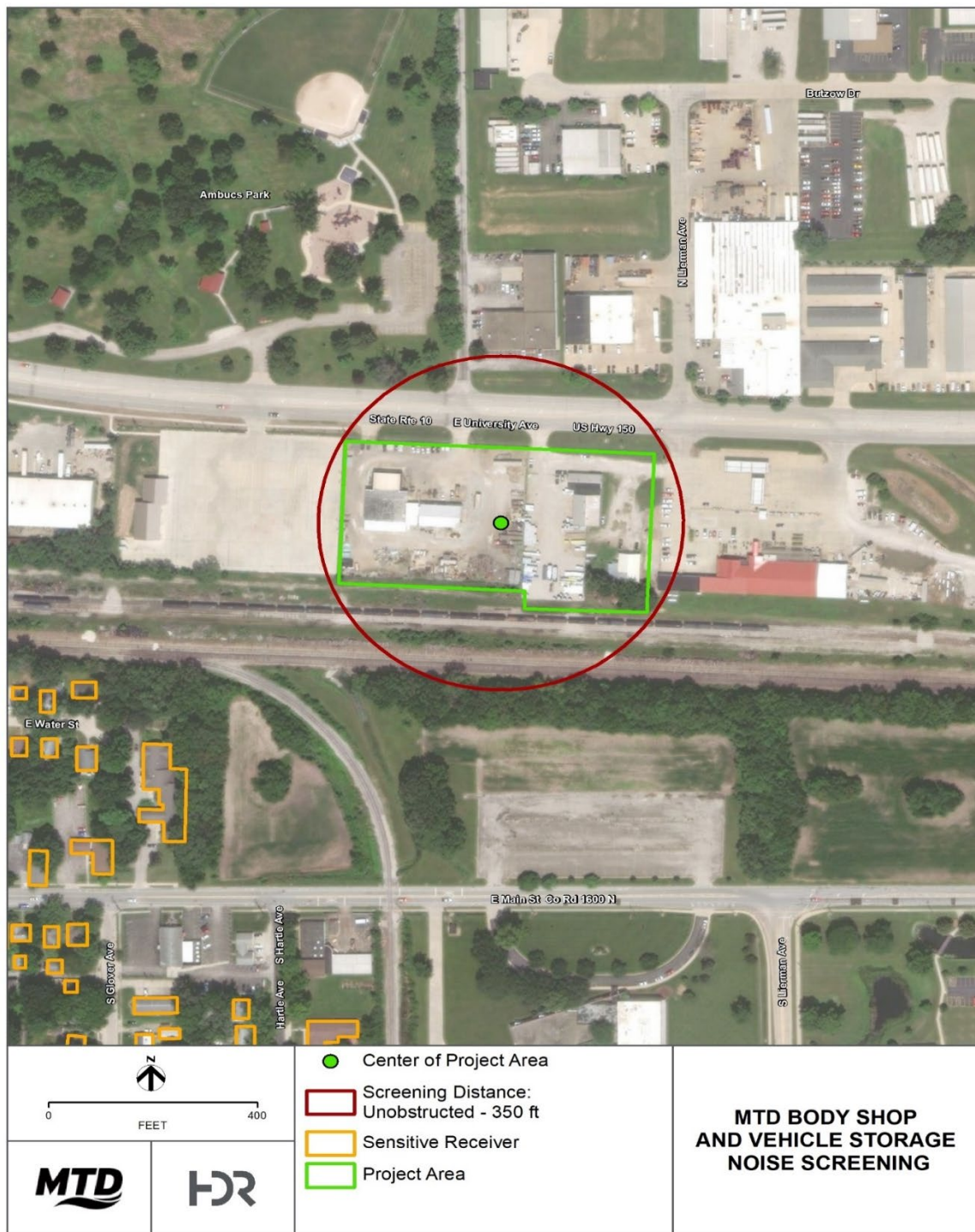
The existing visual setting of the proposed Project area is generally light industrial and commercial and is within a sparsely populated area. No residential homes are within the Project area viewshed. Viewers are primarily motorists traveling on East University Avenue. The Project site itself contains three single-story metal and concrete block buildings along with associated driveways, parking areas, and other areas previously used for storage of construction equipment and materials.. The proposed Project would demolish the existing buildings and construct a new building that would be up to two stories tall, along with driveway modifications, if needed, a small parking area and landscaping. Design of the proposed facility would be consistent with the light industrial character of the area and would be cohesive with existing MTD facilities to the west of the Project area. The proposed Project would not result in an adverse impact on the visual quality of the area. Preliminary site perspectives are provided in Figures 4 through 6.

## J. Noise

A noise and vibration analyses was conducted for this Project in accordance with FTA’s noise and vibration guidance manual, *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) (Manual). The Noise and Vibration Technical Memorandum is provided as Attachment C. According to the Manual, a bus storage and maintenance facility is categorized as a stationary source and requires an unobstructed screening distance of 350 feet. The FTA Noise Screening Assessment guidance instructs analysts to use the center of a project site as the origin of the screening distances for stationary noise sources. Receivers in the Project area were identified and categorized for noise sensitivity based on the descriptions in the Manual. Based on a review of the screening area, there are no noise-sensitive areas located within the noise screening distance of the Project, as shown in Figure 10. A small area of AMBUCS Park falls within the screening distance; however, this area abuts the roadway and is not used for recreational purposes. There would be no permanent noise impacts as a result of the Project.



Figure 8. Noise Screening Distance and Receptors



## K. Vibration

The FTA Manual includes a vibration screening procedure for projects that propose to use rubber-tired vehicles. For projects that involve rubber-tire vehicles and do not meet the following conditions, vibration impact is unlikely, and no further analysis is needed:

- Roadway irregularity – Expansion joints, speed bumps, or other design features that result in unevenness in the road surface can result in perceptible ground-borne vibration at distances up to 75 feet away.
- Operation close to vibration-sensitive buildings – Buses, trucks, or other heavy vehicles operating close to a vibration-sensitive building (within approximately 100 feet from the property line) may impact vibration-sensitive activities, such as research that uses electron microscopes or manufacturing of computer chips.
- Vehicles operating within buildings – Special considerations are often required for shared use facilities where vehicles operate inside or directly underneath buildings such as bus stations located inside an office building complex.

The proposed Project does not meet any of the three conditions described above, therefore FTA considers vibration impact unlikely and no further vibration assessment is necessary. See Attachment C, Noise and Vibration Technical Memorandum.

## L. Acquisitions & Relocations Required

The Project area is approximately four acres and is comprised of three parcels located at 1209-1213 East University Avenue in Urbana. The parcels are owned by Mid-Illinois Development and collectively contain three buildings, which are all vacant. Mid-Illinois Development began the process of relocating its construction business to a consolidated site since before the initiation of this Project and was fully relocated at the end of July 2022, prior to the completion of the NEPA process. MTD has not provided Mid-Illinois Development with a notice of intent to acquire or an offer to purchase the properties. Therefore, the company is not considered a displacement and not eligible to receive relocation assistance under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Section 9, *Displaced Persons*. MTD will comply with all provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, 42 USC § 4601 et seq. (Uniform Act).

## M. Hazardous Materials

A Phase I Environmental Site Assessment was completed by HDR in May 2022 (see Attachment D). Several Recognized Environmental Conditions (REC) were identified on the parcels and are summarized by parcel below:

### **1209 E. University Ave.**

- Two underground storage tanks were removed from the Subject Property in 1990. Of the two tanks, one was found to be leaking. IEPA issued an NFA/NFR determination for the LUST in 1991 and has been closed by IEPA. HDR was not able to recover documents on the nature of characterization and remediation performed related to these tanks to determine if it met current remediation standards

for the state, therefore, it cannot be ruled a HREC. The historical LUST and likely remaining contamination are considered a REC.

- Poor housekeeping was observed related to the storage and disposal of cement mixing products, fuel, and oil on the Subject Property. Three active fuel ASTs, one used oil AST, and one out-of-service AST were also identified on the Subject Property. Surface rust was present on the fuel and out-of-service ASTs, however no indications of leaking were identified. No information regarding registration was documented for the out-of-service AST. The used oil AST had oil drain cans and staining on and around it. Additionally, the used oil tank showed signs of rust. Along the southern boundary of the parcel, over 20 discarded 55-gallon drums were observed among debris and refuse. The discarded drums were in various states of decay, some with rusted holes. Additionally, some of the drums were labeled with products for concrete curing or hydraulic oil, while many drums were unlabeled. It is possible that these cement curing products, fuel, and oil may have leaked and contaminated the Subject Property with petroleum hydrocarbons and VOCs. The historic and current housekeeping practices at the Subject Property is considered a REC.

#### **1211 E. University Ave.**

- During the period from 1954 to 2017, four auto repair garages operated consecutively on the Subject Property. Auto repair garages commonly use petroleum products and degreasers. Often releases from automotive fluids occur during repairs and leaking waste oil storage. The historical use of the auto repair garages on the Subject Property has not been investigated in prior due diligence. Based on the historical use of this parcel, vapor intrusion may exist, but would be limited to the existing building that would be demolished as part of the project. The historical presence of four auto repair garages at this parcel is considered a REC.
- A small scale oil storage warehouse was also operated on the Subject Property from at least 1954 to 1968. The historical storage of petroleum products on the Subject Property has not been investigated in prior due diligence. Given the poor housekeeping and long history of petroleum related services at this parcel, vapor intrusion may exist but would be limited to the existing building that would be demolished as part of the project. With a lack of information on how oil was managed and stored, the historical presence of an oil storage warehouse that operated prior to regulations is considered a REC.

#### **1213 E. University Ave.**

- An abandoned AST was discovered behind the building in the southeast corner of the Subject Property during the site reconnaissance. There were no indications of impact to the area where it was abandoned. This abandoned AST represents a Business Environmental Risk as it will need to be removed and managed appropriately by MTD's contractor if it is not removed by the current property owner as part of its business relocation discussed in Section L.

The Phase I ESA report recommended that a Limited Phase II ESA be conducted to determine if the identified RECs impact soils at the proposed Project site. The Phase I ESA also recommended that a Soil Management Plan be developed to provide instruction to construction contractors on how to identify impacted soil, manage and dispose of soil that may be impacted, and appropriate best management practices for storage. The intent of the document will be to use information obtained in the Phase II ESA to properly manage and cost for soil impacts in the bidding process. Using the Soil Management Plan



will minimize cost and schedule changes during the development and allow for discussion on ways to minimize the need for export of impacted soil by keeping soil onsite and under engineering controls.

A Phase II ESA was completed on June 9 and 10, 2022. Two different polycyclic aromatic hydrocarbons (Benzo(a)pyrene and Naphthalene) were detected in exceedance of Soil Recommendation Objective (SRO) thresholds for ingestion (industrial/commercial) and inhalation (construction worker), respectively. The areas of detection are at the rear of the property adjacent to an active rail line.

Mercury was detected in exceedance of its SRO threshold for inhalation (construction worker) at five borings located throughout the Project site and may be attributed to the presence of historical fill materials or historical industrial operations.

Lead was detected in exceedance of its SRO for ingestion (industrial/commercial) at the southwestern corner of 1211 E University Ave. The exceedance may be attributed to ongoing railroad operations or historical fill materials.

Soil samples collected throughout the project site identified 15 different metals in exceedance of their applicable migration to groundwater standards. No groundwater was encountered during the drilling operations.

Soil gas and ambient air sample were collected at areas identified in the Phase I ESA as having the potential for vapor intrusion. Results did not indicate the presence of volatile organic compounds that exceeded their respective Industrial/Commercial Soil Gas Remediation Objectives.

Based on the findings and conclusions from the Phase II investigation, MTD will implement the following measures to address contamination identified in the Project Area:

- Coordinate with Illinois EPA to enroll in Site Remediation Program and request to eliminate the Soil Component of Groundwater Ingestion Route using the pavement and/or concrete as an engineering control.
- As indicated in the Phase I ESA, the contractor will be required to prepare a Soil and/or Groundwater Management Plan for the proposed construction activity to properly address management and soil handling in areas identified in exceedance of regulatory standards. To the extent possible, soils will be managed on site and exposure eliminated with the design (impervious surface cap and cover) to minimize the need for the export of soil. If export is required, the soil will be managed appropriately and waste characterization performed.
- A copy of the Phase II ESA will be provided in design and bid documents to the Contractor for review to determine if additional worker safety considerations relating to exposure to contaminated soils needs to be addressed in their Health and Safety Plan.

Based on the age of the structures within the Project area, it is assumed that asbestos and lead-based paint (LBP) is present. The asbestos and lead based paint surveys will be required for a demolition permit. The asbestos and LBP surveys will be completed during the design phase. The bid specifications will require that abatement occur prior to demolition and the contractor will be required to include a materials management plan for proper handling and disposal of asbestos and LBP materials during demolition and construction.

## N. Social Impacts And Community Disruption

There are two community resources within a 0.25-mile buffer of the proposed Project area, AMBUCS Park and Unity Church & Spiritual Center (see Figure 11). A parking lot and access road serve as a buffer between the AMBUCS Park and the Project area. Unity Church & Spiritual Center is located approximately 800 feet from the Project area, separated from the Project area by a rail line. It is not accessible from the Project area. Neither AMBUCS Park or Unity Church & Spiritual Center would be affected by construction or operation of the proposed Project.

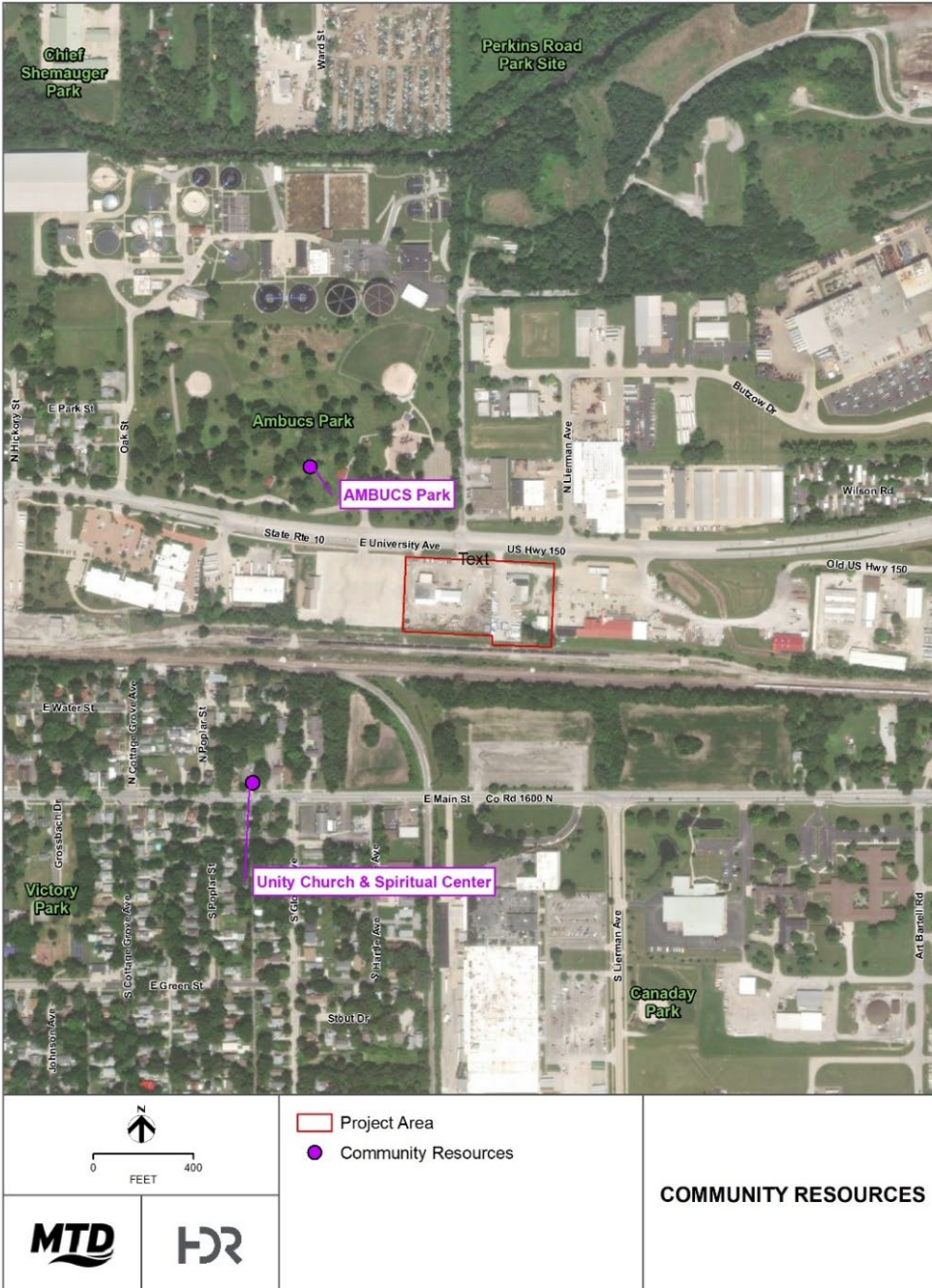


Figure 9. Community Resources Map

There are no residences immediately within or adjacent to the proposed Project area. However, residential areas exist within a 0.25-mile buffer of the proposed Project. Residences within University Mobile Home Park on Wilson Road are located within the northeast corner of the 0.25-mile buffer. An area of single-family homes is located in the southwest corner of the 0.25-mile buffer. Access to these neighborhoods would not be impacted. Both residential areas are outside the noise and vibration screening distances and there would be no impact to these residences as a result of the proposed Project.

The demographic profile within 0.25-mile of the proposed Project area indicates a total population of 235. Of this population, 23 percent are under age 18, 72 percent are between ages 18-64, and 5 percent are age 65 and older. Thirty-eight percent of the population is comprised by people of color. None of the 121 households within 0.25-mile of the proposed Project area are linguistically isolated. Forty-nine percent of the households are owner-occupied. Three percent of the population is unemployed. See Table 2 below for demographic metrics within the proposed Project area.

**Table 2. Demographic Metrics within 0.25-Mile of the Proposed Project Area**

	2015-2019 ACS Estimates
<b>Population</b>	235
<b>People of Color (%)</b>	38%
<b>Households</b>	121
<b>Age 0-17 (%)</b>	23%
<b>Age 65+ (%)</b>	5%
<b>Linguistically Isolated Households</b>	0
<b>Household Income below \$25,000 (%)</b>	28%
<b>Owner occupied (%)</b>	49%
<b>Unemployed</b>	3%

Source: US EPA EJSCREEN

The proposed Project would not alter community cohesion or impact community resources because access to AMBUCS Park or Unity Church & Spiritual Center would not be interrupted and the Project would not physically separate or create a barrier within the community. There are no elements of the Project that would change the character of the proposed Project area. The new facility would replace a construction company and vacant properties with a similar land use. There would be no adverse impacts as a result of operations of the proposed Project.

There may be temporary construction impacts related to noise, emissions, dust and a potential lane closure. These potential impacts would be temporary, only occurring when construction is scheduled, and would discontinue once construction is complete.

## O. Environmental Justice

An EJ analysis was performed in accordance with federal guidance including Title VI of the 1964 Civil Rights Act, Executive Order (EO) 12898, EO 13166, and FTA Circulars 4703.1 and 4702.1B to determine if minority or low-income groups would be disproportionately affected by the proposed Project. This

analysis considers minority groups to be American Indian and Alaska Native, Asian, Black, or African American, Hispanic or Latino, and Native Hawaiian or other Pacific Islander. This analysis defines low-income as below the poverty line. In 2022, the Department of Health and Human Services Defined the poverty threshold for a family of 4 to be \$27,750.<sup>2</sup>

A US EPA EJSCREEN report for a 0.25-mile buffer around the proposed Project area indicate that minority populations make up 38 percent of the total population in the buffered Project area, minority population, compared to 46 percent in the city of Urbana and 33 percent in Champaign County. Low income populations make up 43 percent of the population in the 0.25-mile buffer, compared to 49 percent in the city of Urbana and 37 percent in Champaign County.

Table 3. Minority and Low Income Populations

	0.25-Mile Buffer	City of Urbana	Champaign County
<b>Minority Populations (Percent Minority)</b>	38	46	33
<b>Low Income Population (Percent below Poverty)</b>	43	49	37

There are no homes or communities within or immediately adjacent to the Project area. There are approximately 235 residents within 0.25-mile of the proposed Project as discussed in Section N and the closest residence is over 500 feet from the southern outer boundary of the Project area, with intervening railroad tracks and heavy vegetation. There would be no impacts to community resources near the Project area. Visual changes will be compatible with the established character of the area and scale of the surrounding environment. Operations as it relates to hazardous materials are expected to be minor and would be minimized by operating under a health and safety program. The Project area is in a disturbed light industrial area and there would be no impacts to water resources, wetlands, floodplains, or threatened and endangered species. Residential areas are outside the noise screening distance and there would be no noise impact to these residences as a result of the proposed Project. There are no long-term impacts to residents as a result of the operation of the proposed Project.

There may be temporary construction impacts related to noise, emissions, dust and a potential lane closure, as discussed in Section V. Construction-related impacts will be for a short duration, will be mitigated as discussed in Section V, and will cease once construction is complete. No disproportionately high and adverse impacts to minority and low income EJ populations due to construction are anticipated because impacts would be temporary, mitigated, and experienced by EJ and non-EJ communities alike.

## P. Use Of Public Parkland And Recreation Areas

AMBUCS Park is a 22-acre park located north of the proposed Project area across East University Avenue. The park features two pavilions, restrooms, grilling areas, an accessible playground, and a

<sup>2</sup> United States Department of Health and Human Services. Office of the Assistant Secretary for Planning and Evaluation. May 11, 2022. <https://aspe.hhs.gov/poverty-guidelines>.

baseball diamond. The primary uses of the park consist of picnicking and active recreation, such as casual use of a baseball diamond. Construction of the proposed Project across East University Avenue would not result in any changes to access to AMBUCS Park and would not interrupt any of the recreational uses of the park. A small area of AMBUCS Park falls within the noise screening distance identified in Section J and shown on Figure 10; however, this area immediately abuts the roadway and is not used for recreational purposes and no noise impacts will result from the Project. There would be no use of the park under Section 4(f) of the U.S. Department of Transportation Act of 1966, 49 USC §303.

## Q. Impacts On Wetlands

Executive Order 11990, Protection of Wetlands (May 24, 1977), implemented by the U.S. Department of Transportation Order 5600.1A, requires that transportation facilities plan and construct projects to avoid and minimize impacts to wetlands to the fullest extent practicable. The Project area is a disturbed industrial area with no wetland indicators. The National Wetland Inventory (NWI) website was consulted to determine the presence on NWI wetlands in relation to the proposed Project<sup>3</sup>. There are no wetlands within the proposed Project area or within a 0.25-mile radius of the proposed Project boundary (Figure 12) and therefore, there are no impacts.

## R. Floodplain Impacts

Executive Order 11988 – Floodplain Management, Executive Order 13690, and U.S. DOT Order 5650.2, Floodplain Management and Protection, Floodplain Management and Protection, requires agencies to complete detailed floodplain analyses if a proposed project is located within a floodplain. A Flood Insurance Rate Map (FIRM) was reviewed using the Federal Emergency Management Agency (FEMA) website<sup>4</sup>. The FEMA FIRM map number is 17019C0427D with an effective date of October 2, 2013 (Attachment E). The map indicates the proposed Project is not within a 100-year floodplain.

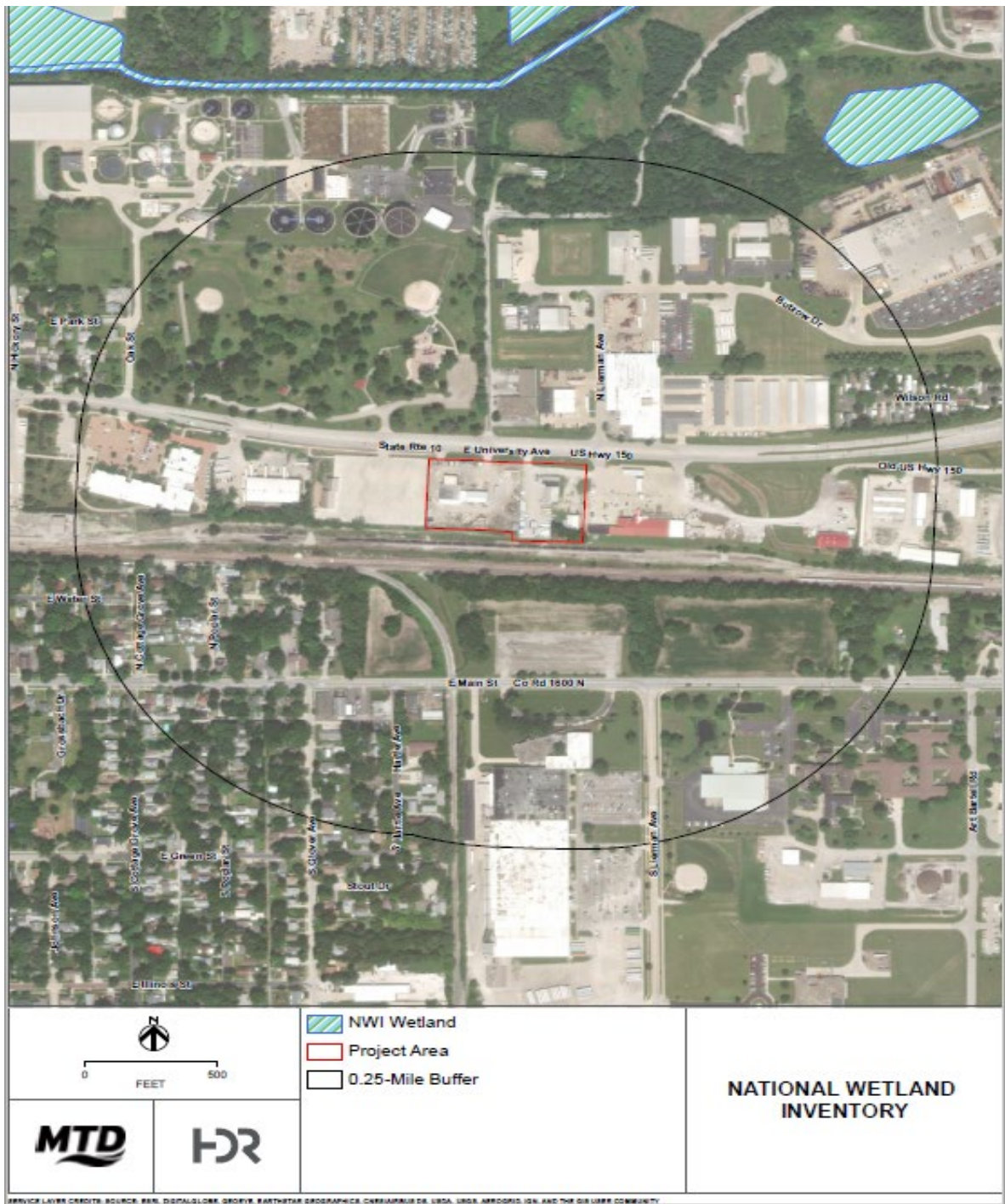
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<sup>3</sup> U.S. Fish and Wildlife Service National Wetlands Inventory: Wetlands Mapper. Retrieved from <https://www.fws.gov/wetlands/data/mapper.html>

<sup>4</sup> Federal Emergency Management Agency. Flood Rate Insurance Map Panel No. 17019C0427D eff. 10/3/2013.



Figure 10. National Wetland Inventory Map



## S. Impacts On Water Quality, Navigable Waterways, & Coastal Zones

The proposed Project is not near a navigable waterway, coastal zone, or wellhead protection area. The Project area is not within a sole source aquifer. The Mahomet Aquifer is the source for municipal water in Champaign County. The EPA review indicates the boundaries of the Mahomet Aquifer is approximately 3.68 miles from the Project area and it is therefore not impacted.

Management of stormwater following construction will be addressed in the design phase of the Project and will comply with City of Urbana and Champaign County requirements. Because the Project area is greater than one acre, MTD and its contractor will obtain Construction Stormwater General Permit from the Illinois Environmental Protection Agency in compliance with the National Pollutant Discharge Elimination System and would adhere to any conditions laid out in the permits to minimize impacts to water resources during construction. Construction best management practices (BMPs) will be implemented and monitored by the contractor to manage storm water and control erosion and sediment transport from the site during construction. These BMPs may include but are not limited to: use of silt fencing, coarse stone tracking pads where vehicles enter/exit the proposed

Project site, cleaning right-of-way surfaces before the end of each working day, inlet protection at all inlets subject to drainage, weekly inspections performed by the contractor to monitor the erosion and sediment control practices, stabilization of disturbed areas within 14 working days of final grading, and covering of soil stockpiles.

## T. Impacts On Ecologically-Sensitive Areas And Endangered Species

The Endangered Species Act of 1973, as amended, 16 USC § 1531 et seq. requires direct, regulatory or funding actions by federal agencies to consider and avoid adverse impacts to federally listed threatened or endangered species or their critical habitats. The act also prohibits the “taking,” or modification of, habitat that may significantly impair a species’ ability to feed, reproduce or otherwise survive. The U.S. Fish and Wildlife Service maintains the federal list of threatened and endangered species.

There are no critical habitats, woodlands, prairies, wetlands, rivers, lakes, streams, designated wildlife refuges or other ecologically sensitive areas within the Project area or within a 0.25-mile radius of the Project boundary. There is a small area of trees and shrub vegetation along approximately 100 feet of the rear southeast property line. While design has not yet been completed, it is anticipated that the trees along the southeast property line would remain as part of the proposed Project.

MTD obtained species lists from the U.S. Fish and Wildlife Service iPaC website and Illinois Department of Natural Resources. Four threatened, endangered, or candidate species were identified by the iPaC review as having the potential to occur within the Project area (Attachment F), including Indiana bat (*Myotis sodalis*), Northern long-eared bat (*Myotis septentrionalis*), Eastern Prairie Fringed Orchid (*Platanthera leucophaea*), and Monarch Butterfly (*Danaus plexippus*). The Illinois Natural Heritage



Database shows two species with the potential to be in the vicinity of the Project area, including Bigeye Chub (*Hybopsis amblops*) and Rusty Patched Bumble Bee (*Bombus affinis*).

The trees along the southeast property line are unlikely to provide suitable habitat for the bat species due to the industrial nature of the area. The Project area is adjacent to railroad tracks, construction truck traffic at the Project area, and a gas station, all of which represent regular noise disturbances. It is anticipated that the small area of existing trees would be maintained with the Project. Should it be determined that tree removal is necessary, MTD would consult with the U.S. Fish and Wildlife Service during final design and tree clearing would take place between October 15 and April 15 to avoid potential impacts to migratory bird species.

The disturbed industrial site does not have the flowering and a grassy habitat to support the Eastern Prairie Fringed Orchid, nor does it provide milkweed and flowering plants that are needed for monarch habitat. It also does not have sufficient floral resources including nectar and pollen from diverse and abundant flowers to provide suitable habitat for the Rusty Patched Bumble Bee. There is no waterway in or near the Project area to provide habitat for the Bigeye Chub. There would be no impact to threatened, endangered or candidate species as a result of the proposed Project.

## U. Impacts On Safety And Security

The Project design would meet requirements for facilities based on local, state, and federal codes or standards, including those for fire protection, building codes, American National Standards Institute standards, and American Society for Testing and Materials International standards. Details regarding site security measures after proposed Project construction have yet to be developed but access to facility would be restricted to MTD employees and C-CARTS operators. It is anticipated that key cards would be used by staff to access the facility. All common spaces within the building would be illuminated and illumination of outdoor area would be provided. Security cameras at key viewpoints are also anticipated. These measures are anticipated to provide adequate safety and security after construction is completed.

## V. Impacts Caused by Construction

Impacts caused by construction would be temporary, short-term, and vary throughout the construction period. Temporary construction impacts include dust, debris removal, and a potential short term lane closure. Construction specifications will require contractors to follow all applicable laws and regulations concerning proper disposal of construction debris and spoil and dust control and comply with appropriate industry standards. It is the responsibility of the contractor to implement the standards outlined in the construction specifications.

Construction noise and vibration levels are projected to be below the FTA's recommended construction noise criterion (see Attachment C, Noise and Vibration Analysis Technical Memorandum). A detailed assessment of construction noise may be warranted if there are significant changes to the construction equipment roster or if noise and vibration sources are operated for prolonged periods close to receiver buildings.

The contractor will also be required to utilize construction best management practices (BMPs) to manage storm water and control erosion and sediment transport from the site. As noted in Section S above, these BMPs may include but are not limited to: use of silt fencing, coarse stone tracking pads where vehicles enter/exit the proposed project site, cleaning right-of-way surfaces before the end of each working day, inlet protection at all inlets subject to drainage, weekly inspections performed by the contractor to monitor the erosion and sediment control practices, stabilization of disturbed areas within 14 working days of final grading, and covering of soil stockpiles.

To reduce adverse air quality impacts during construction, the contractor will be required to follow U.S. EPA's Construction Emissions Control Checklist, prepare and implement a dust control plan, a work-zone traffic management plan as applicable, and a strategy to control emissions from diesel-powered equipment. Emissions control strategies that could be employed include limiting idling of construction equipment during periods of inactivity and maintaining construction equipment in proper working condition.

Should modifications of the entrances be required, a Maintenance of Traffic plan would be developed prior to construction to plan for a temporary closure of the outside eastbound through lane of East University Avenue. The Maintenance of Traffic Plan would be coordinated with and approved by the City of Urbana and Illinois Department of Transportation. Access to surrounding parcels will be maintained at all times.

## Attachments

Attachment A. Illinois Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants

Attachment B. Architectural Resources Investigation for the Champaign-Urbana Mass Transit District Body Shop and Vehicle Storage Project and SHPO Concurrence Letter dated July 6, 2022

Attachment C. Noise and Vibration Technical Memorandum for the Champaign-Urbana Mass Transit District Body Shop and Vehicle Storage Facility

Attachment D. Phase I and Phase II Environmental Site Assessments for the Champaign-Urbana Mass Transit District Body Shop and Vehicle Storage Facility

Attachment E. FEMA National Flood Hazard FIRMette

Attachment F. Species Lists

## Appendix F – Service Change Evaluation, Fall 2022

## **Overview**

For implementation as part of its Fall 2022 service changes, MTD proposed adding a vehicle to the 12/120 Teal route. The addition of this vehicle would improve service frequency to the Orchard Downs neighborhood and service on the University of Illinois campus. The proposed change was included in MTD's public input process which took place in May 2022.

## **Assumptions**

For this analysis of Fall 2022 proposed service changes, the following assumptions were made:

- Census Tract data used was from the U.S. Census Bureau, 2019 (table B03002 of the American Community Survey 5-year; 2015 – 2019).
- Population is evenly distributed through each Census Tract.
- Populations were rounded to the nearest hundred. If findings were possibly skewed by this, more complete information is available to verify findings.

## **Summary**

This analysis was performed to determine if the impact of this addition created a Disparate Impact based on MTD's Title VI plan. The threshold for a Disparate Impact is 20 percent. Based on this analysis, the addition of a vehicle to the 12/120 Teal route does not create a Disparate Impact for passengers. Per current Title VI Plan requirements, this analysis was taken to MTD's Board of Trustees for approval before implementation of service.

Fall 2022 Service Changes

Route

**12 Teal**

Census Tract 011000, Champaign County

Census Tract 000200, Champaign County

Census Tract 000302, Champaign County

Census Tract 000301, Champaign County

Census Tract 005300, Champaign County

Census Tract 011100, Champaign County

Census Tract 005900, Champaign County

Census Tract 000401, Champaign County

Census Tract 006000, Champaign County

Census Tract 005800, Champaign County

Census Tract 005701, Champaign County

**Total**

% of Tract	Population	Population Affected	Minority Population %		Non-Minority Population %		Poverty %	
15%	4,500	675	25%	169	75%	506	15%	101
10%	1,900	190	86%	163	14%	27	43%	82
100%	2,700	2,700	65%	1,755	35%	945	68%	1,836
70%	5,300	3,710	41%	1,521	59%	2,189	83%	3,079
3%	5,600	168	70%	118	30%	50	49%	82
10%	2,500	250	58%	145	42%	105	56%	140
90%	6,000	5,400	48%	2,592	52%	2,808	71%	3,834
25%	5,100	1,275	33%	421	67%	854	90%	1,148
15%	3,600	540	54%	292	46%	248	42%	227
25%	3,800	950	32%	304	68%	646	27%	257
15%	5,000	750	42%	315	58%	435	15%	113
		16,608	47%	7,794	53%	8,814	66%	10,898



**Impacted Service Area**

% of Tract	Population	Population Affected	Minority Population %		Non-Minority Population %		Poverty %	
	46,000	16,608	47%	7,794	53%	8,814	66%	10,898

**MTD Service Area**

% of Tract	Population	Population Affected	Minority Population %		Non-Minority Population %		Poverty %	
		122,000	41%	50,020	59%	71,980	28%	34,160

**Difference**

6%

6%



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

### MINUTES – Approved

DATE: Wednesday, June 29, 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), Michelle Wright (Finance Director), Drew Bargmann (Customer Service Director), Josh Berbaum (Maintenance Director), Ryan Blackman (Tech Services Director), Brendan Sennett (Safety & Training Director), Evan Alvarez (Special Services Manager), Beth Brunk (Clerk)

#### Others Present:

### MINUTES

1. Call to Order  
Chair Diel called the meeting to order at 3:05 p.m.
2. Roll Call  
Present (7) –Barnes, Chaplan, Delgado, Diel, Fiscella, Hannon, Nudo  
  
A quorum was declared present.
3. Approval of Agenda  
MOTION by Mr. Hannon to approve the agenda as distributed; seconded by Ms. Chaplan. Upon vote, the MOTION CARRIED.
4. Public Hearing on the Budget and Appropriation Ordinance for FY2023  
Mr. Diel asked for public input on the tentative Budget and Appropriation Ordinance for the period from July 1, 2022 to June 30, 2023. Beginning on May 19, 2022, the proposed Budget was available for public review on MTD's website. The Notice of this Public Hearing was posted in the News Gazette on May 26, 2022. Mr. Diel opened the floor for public comment. As there were no comments, Mr. Diel closed the Public Hearing.

5. Audience Participation

Angela Carr from Prospect Bank appreciated the banking relationship with MTD.

6. Approval of Minutes

A. Board Meeting Closed Session – January 26, 2022

MOTION by Mr. Hannon to approve the closed session minutes of the January 26, 2022 MTD Board meeting as distributed; seconded by Mr. Barnes. Upon vote, the MOTION CARRIED.

B. Board Meeting Closed Session – May 13, 2022

MOTION by Mr. Hannon to approve the closed session minutes of the May 13, 2022 MTD Board meeting as distributed; seconded by Ms. Chaplan. Upon vote, the MOTION CARRIED.

C. Board Meeting Closed Session – May 25, 2022

MOTION by Mr. Hannon to approve the closed session minutes of the May 25, 2022 MTD Board meeting as distributed; seconded by Mr. Barnes. Upon vote, the MOTION CARRIED.

D. Board Meeting Open Session – May 25, 2022

MOTION by Mr. Hannon to approve the open session minutes of the May 25, 2022 MTD Board meeting as distributed; seconded by Ms. Chaplan. Upon vote, the MOTION CARRIED.

7. Communications

None

8. Reports

A. Managing Director

Mr. Gnadt reported on May statistics. Ridership continues to rebound.

9. Action Items

A. Adoption of Ordinance No. 2022-4 – Budget and Appropriation Ordinance for FY2023

MOTION by Mr. Fiscella to adopt Ordinance No. 2022-4 – Budget and Appropriation Ordinance for the Champaign-Urbana Mass Transit District for the fiscal year beginning July 1, 2022 and ending June 30, 2023; seconded by Ms. Chaplan.

Roll Call:

Aye (7) – Barnes, Chaplan, Delgado, Diel, Fiscella, Hannon, Nudo

Nay (0)

The MOTION CARRIED.

B. Appointment of District Secretary

The District Secretary is currently Jack Waaler who is transitioning into retirement. According to MTD's by-laws, the Secretary is appointed by the Chair with the approval of a majority of the Trustees.

MOTION by Mr. Hannon to appoint Beth Brunk as the Secretary of the District; seconded by Mr. Fiscella. Upon vote, the MOTION CARRIED.

C. Bus Procurement Change Order

On October 27, 2021, the Board approved a purchase of four 60' and four 40' diesel electric hybrid buses in the amount of \$6,630,939.48 using 100% federal funding. The vendor, New Flyer, has implemented a 7% price increase on the new buses due to inflation increases and chip shortages. Mr. Gnadt was able to negotiate a partial payment system throughout the bus builds resulting in a 3% increase instead of 7%.

The increase in the contract was \$401,936.72 for a contract total of \$7,032,876.20 to purchase the eight new buses. This change order will be 100% federal funded from the American Rescue Plan Act of 2021 (ARP).

MOTION by Mr. Barnes to authorize the Managing Director to issue a change order to New Flyer in the amount of \$401,936.72 for a total contract amount of \$7,032,876.20 to purchase four 60' and four 40' diesel electric hybrid buses; seconded by Ms. Chaplan. Upon vote, the MOTION CARRIED

**D. Title VI Analysis of Fall 2022 Service Changes**

As a part of MTD's Title VI Plan, any time a service change results in a 25% or more reduction or increase in total revenue miles on a specific route over a one-week period, the change must be analyzed to see if it creates a negative impact based on race, color, or national origin or a negative impact based on low-income status for the passengers served by this route. The addition of the 12/120 Teal in the fall schedule increases the route's weekly revenue mileage by 39% triggering a Title VI analysis. The addition of this service would positively affect our passengers by increasing and stabilizing the frequency of the 12/120 Teal – no disparate impact or disproportionate burden was noted.

MOTION by Mr. Hannon to approve the proposed Fall 2022 service changes to the 12/120 Teal route per the Title VI Equity Analysis; seconded by Ms. Chaplan. Upon vote, the MOTION CARRIED.

**E. Via Contract**

MTD released an RFP in January 2022 to find a replacement for their outdated paratransit dispatching program. Paratransit is designed for people with disabilities, so they have the same level of access to transportation as MTD's fixed route service. Via is the vendor that was able to provide a comprehensive demand-response scheduling platform that will be used for paratransit, SafeRides (a late-night transportation service on campus) and West Connect (van transportation in areas where the streets are not conducive to fixed route service).

The cost for the first year was \$107,741 (\$35,000 installation fee and \$72,741 annual software subscription cost). This will be funded 65% through the Illinois Downstate Operating Assistance Program and 35% in local funds.

MOTION by Mr. Fiscella to authorize the Managing Director to execute a demand-response scheduling system contract with Via in the amount of \$107,741 plus subsequent annual subscription costs; seconded by Mr. Barnes. Upon vote, the MOTION CARRIED.

**F. Network Switch Replacement Contract**

MTD has thousands of wired network devices across several buildings. Each of these devices connects to a network switch to access MTD's network and the internet. Many of MTD's current switches need to be replaced due to age, insufficient port capacity, compatibility, and the inability to provide enough power for the PoE devices (cameras and phones). After reviewing the RFP proposals, the evaluation committee selected Entre Solutions II, a regional company from Bloomington, Illinois. The contract amount will not exceed \$208,898.75 (\$178,898.75 equipment and \$30,000 labor) and will be funded 65% through the Illinois Downstate Operating Assistance Program and 35% in local funds.

MOTION by Mr. Barnes to authorize the Managing Director to execute the network switch replacement contract with Entre Solutions II in an amount not to exceed \$208,898.75; seconded by Mr. Hannon. Upon vote, the MOTION CARRIED.

**10. Next Meetings**

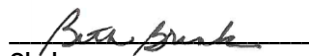
- A. Regular Board of Trustees Meeting – Wednesday, July 27, 2022, at 3:00 p.m., Illinois Terminal, 4<sup>th</sup> Floor, 45 East University, Champaign

**11. Adjournment**

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

Mr. Diel adjourned the meeting at 3:53 p.m.

Submitted by:

  
Clerk

Approved 7-27-2022:

  
Board of Trustees Chair



To: Board of Trustees  
From: Karl Gnadt  
Date: September 28, 2022  
Subject: Downstate Operating Assistance Grant Resolution – FY2023

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- A. Introduction** – The Downstate Operating Assistance Grant for the District was submitted to the Illinois Department of Transportation (IDOT) on June 17, 2022. Now that the grant has been approved by IDOT, the District can submit the Board-approved Downstate Operating Assistance Grant Resolution to facilitate the release of funds. The grant was approved for the maximum amount of \$53,524,700 or no more than 65% of our FY2023 projected eligible operating expenses (including debt service capital projects).
- B. Recommended Action:** Staff recommends approval of the FY2023 Downstate Operating Assistance Grant Resolution 2022-8 to authorize the Managing Director to enter into the Downstate Operating Assistance Grant agreement on behalf of the District.
- C. Prior Trustee Action** - The Board approves the Downstate Operating Assistance Grant resolution annually.

**RESOLUTION NO. 2022-8**

**RESOLUTION AUTHORIZING EXECUTION AND AMENDMENT OF DOWNSTATE OPERATING ASSISTANCE GRANT AGREEMENT**

**WHEREAS**, the provision of public transportation service is essential to the people of Illinois; and

**WHEREAS**, the Downstate Public Transportation Act (30 ILCS 740/2-1 et seq.) (“Act”) authorizes the State of Illinois, acting by and through the Illinois Department of Transportation, to provide grants and to make funds available to assist in the development and operation of public transportation systems; and

**WHEREAS**, grants for said funds will impose certain obligations upon the recipient, including provision by it of the local share of funds necessary to cover costs not covered by funds provided under the Downstate Public Transportation Act.

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

Section 1. That the Champaign-Urbana Mass Transit District enter into a Downstate Public Transportation Operating Assistance Agreement (“Agreement”) with the State of Illinois and amend such Agreement, if necessary, for fiscal year 2023, in order to obtain grant assistance under the provisions of the Act.

Section 2. That Karl P. Gnadt, Managing Director of the Champaign-Urbana Mass Transit District is hereby authorized and directed to execute the Agreement or its amendment(s) on behalf of the Champaign-Urbana Mass Transit District for such assistance for fiscal year 2023.

Section 3. That Karl P. Gnadt, Managing Director of the Champaign-Urbana Mass Transit District is hereby authorized to provide such information and file such documents as may be required to perform the Agreement and to request and receive the grant funding for fiscal year 2023.

Section 4. That while participating in said operating assistance program, the Champaign-Urbana Mass Transit District shall provide all required local matching funds.

PRESENTED AND ADOPTED THIS 28th day of September, 2022.

\_\_\_\_\_  
Bradley S. Diel

\_\_\_\_\_  
(Attest)

\_\_\_\_\_  
Chair of Champaign-Urbana  
Mass Transit District Board of Trustees

\_\_\_\_\_  
Date