



**CHAMPAIGN-URBANA MASS TRANSIT DISTRICT BOARD MEETING  
AGENDA**

Wednesday, March 29, 2023 – 3:00 p.m.

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) – February 22, 2023	1-3
B. Board Meeting (Closed Session) – January 25, 2023	Distributed at Mtg
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E. Resolution 2023-1 Low or No Emission Grant and Bus and Bus Facilities Grant for the Purchase of Six 40' Hydrogen Fuel Cell Electric Buses and the Hydrogen Station Expansion	90-91
F. Resolution 2023-2 Low or No Emission Grant for the Purchase of Ten 40' Hybrid Electric Buses	92-93



## CHAMPAIGN-URBANA MASS TRANSIT DISTRICT BOARD MEETING

### AGENDA

Wednesday, March 29, 2023 – 3:00 p.m.

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|--|--------------|
| G. Resolution 2023-3 Bus and Bus Facilities Grant for the Construction of a Body Shop and Storage Facility at 1209, 1211, and 1213 East University in Urbana | 94-96        |
| 9. Next Meeting  |              |
| A. Regular Board of Trustees Meeting – Wednesday, April 26, 2023 – 3:00 p.m. – at Illinois Terminal, 45 East University, Champaign                           |              |
| 10. 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, February 22, 2023  
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), Ashlee McLaughlin (External Affairs Director), Jay Rank (Operations Director), Jacinda Crawmer (Human Resources Director), Josh Berbaum (Maintenance & Facilities Director), Brendan Sennett (Safety & Training Director), Beth Brunk (Clerk)

Others Present: Natalie Pritchard (Martin Hood, LLC)

## MINUTES

1. Call to Order  
Chair Diel called the meeting to order at 3:00 p.m.
2. Roll Call  
Present (6) –Barnes, Chaplan, Delgado, Diel, Fiscella, Hannon  
Absent (1) - Nudo  
  
A quorum was declared present.
3. Approval of Agenda  
  
MOTION by Mr. Fiscella to approve the agenda as distributed; seconded by Ms. Chaplan. Upon vote, the MOTION CARRIED.
4. Audience Participation  
None
5. Approval of Minutes
  - A. Board Meeting (Open Session) – January 25, 2023

1 MOTION by Ms. Chaplan to approve the open session minutes of the January 25, 2023 MTD Board meeting  
2 as distributed; seconded by Mr. Fiscella. Upon vote, the MOTION CARRIED.

3  
4 B. Board Meeting (Closed Session) – January 25, 2023

5  
6 MOTION by Mr. Barnes to approve the closed session minutes of the January 25, 2023 MTD Board meeting  
7 as distributed; seconded by Ms. Chaplan. Upon vote, the MOTION CARRIED.

8  
9 6. Communications  
10 None

11  
12 7. FY2022 MTD Audit Presentation by Martin Hood, LLC

13 Ms. Wright explained some different reporting requirements with GASB 87 and GASB 96. Natalie  
14 Pritchard, Audit Supervisor for Martin Hood LLC, summarized MTD's fiscal year 2022 audit beginning  
15 7/1/2021 and ending 6/30/2022. Ms. Pritchard stated that the auditors issued a clean, unmodified  
16 opinion on the District's note disclosures and financial statements. This means that the note disclosures  
17 and financial statements are in proper form according to generally accepted accounting principles for  
18 governmental entities and supported by MTD's underlying accounting records and third-party  
19 confirmations. The final audit can be found on MTD's web page: [https://mtd.org/inside/public-  
20 info/documents/document-categories/financial/](https://mtd.org/inside/public-info/documents/document-categories/financial/) - Fiscal Year 2022 – Audit Report.

21  
22 Mr. Diel accepted the FY2022 MTD Audit by Martin Hood, LLC, and it will be placed on file.

23  
24 8. Reports

25 A. Managing Director

26 Mr. Gnadt commented that it is a pleasure to work with Martin Hood especially when facing the challenges  
27 with the GASB changes. As Mr. Gnadt reviewed the January statistics, he noted that the pandemic has  
28 skewed the 5-year ridership averages. FY2023 Operating Expenses are almost \$4M under budget due to  
29 providing 80% of service – the budget numbers were based on 100% service. With the passage of the  
30 Decennial Committees on Local Government Efficiency Act in June 2022, all non-municipal taxing authorities  
31 must form a committee to study the efficiency and management of the unit of local government and report  
32 the findings to the Champaign County Board. The Committee will consist of all Board Trustees, the CEO, and  
33 two residents in the District's boundaries who will be appointed to the Committee by the Board Chair. Mr.  
34 Diel commented that the two community positions are voluntary and will not be compensated. Mr. Gnadt  
35 intends to hire a consultant to help guide this process.

36  
37 B. Board Committees of the Whole

38 Mr. Diel kept the Committees of the Whole assignments the same as last year:

39 Administration – Nudo (Chair); Barnes (Vice-Chair)  
40 Facilities – Fiscella (Chair); Hannon (Vice-Chair)  
41 Service Delivery – Delgado (Chair); Chaplan (Vice-Chair)

42  
43  
44 9. Action Items

45 A. Experience Credit for Wage Scale Placement

46 Currently, new hourly employees are placed at the first step of their corresponding wage scale for their  
47 position, regardless of their previous work experience. On the employee's work anniversary, he/she will  
48 move up the scale one step or 5%. It takes hourly employees between 5-8 years to progress to the top  
49 rate of their wage scale. With this proposal, prior relevant work experience could allow the employee to  
50 move up the wage scale up to two steps depending on how closely their previous job duties align with  
51 their current MTD position. The two-year cap on this work experience option would cost the District  
52 approximately \$357,100 for new and existing employees. Ms. Crawmer believes that this initiative will  
53 help with recruitment and retention of employees.

54  
55 MOTION by Ms. Chaplan to approve a budget amendment to implement a new hiring practice that allows  
56 wage scale increases for relevant prior work experience for new and current hourly employees with a cap of  
57 two years of experience credit; seconded by Mr. Barnes.

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Roll Call:  
Aye (5) – Barnes, Chaplan, Diel, Fiscella, Hannon  
Nay (1) – Delgado

MOTION CARRIED

**10. Next Meeting**

A. Regular Board of Trustees Meeting – Wednesday, March 29, 2023 – 3:00 p.m. at Illinois Terminal  
– 45 East University Avenue, Champaign

**11. Adjournment**

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

Mr. Diel adjourned the meeting at 4:05 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

*March, 2023*

### RIDERSHIP

#### Monthly Ridership

- FY2022
- FY2023
- 5 Year Average

↑ 25.15%

↑ 0.94%

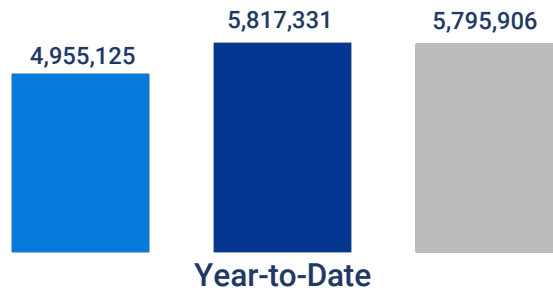


#### Year-to-Date Ridership

- FY2022
- FY2023
- 5 Year Average

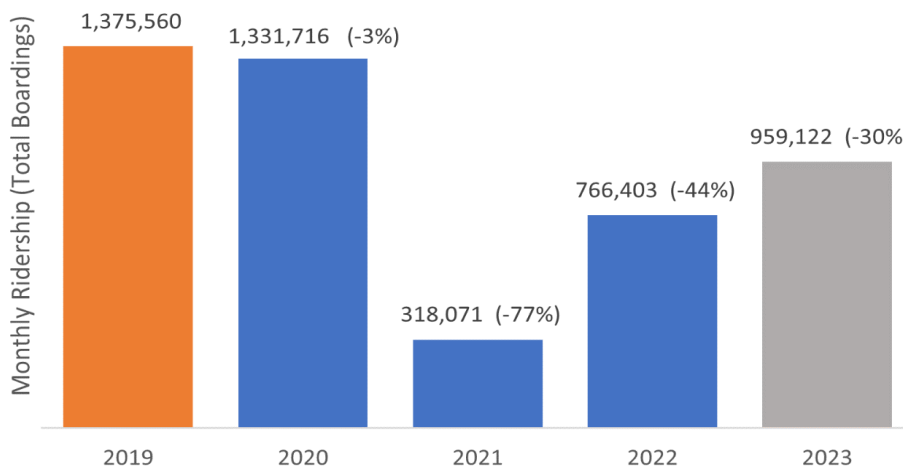
↑ 17.40%

↑ 0.37%

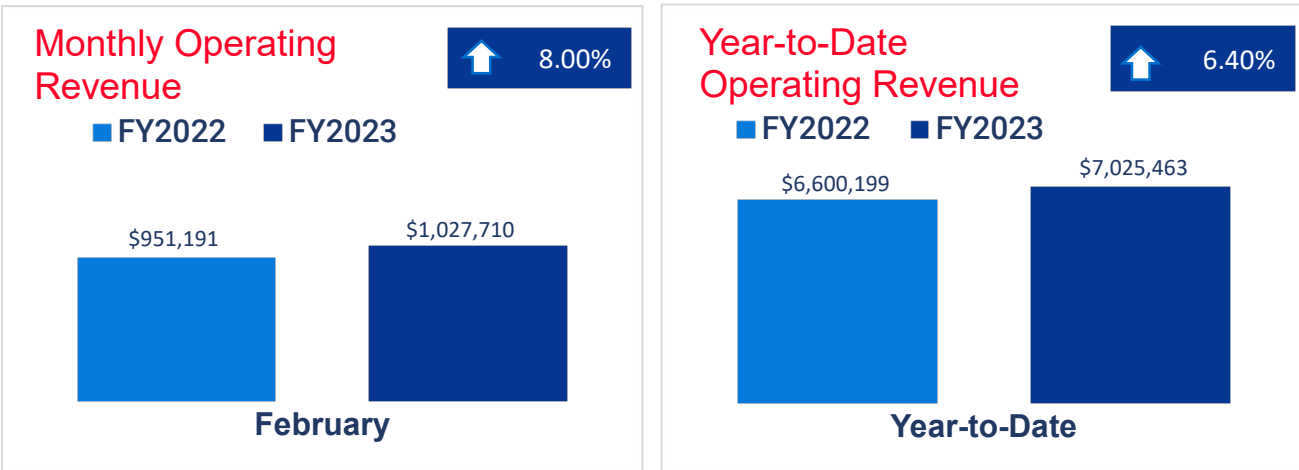


There were 959,122 rides this February, the most of any month in FY2023. That's 192,719 more boardings (25% more) than February 2022. We've added 2019 to the chart below to respond to Trustee Hannon's comments in the February board meeting. Percent changes are relative to 2019.

#### February Ridership by Year

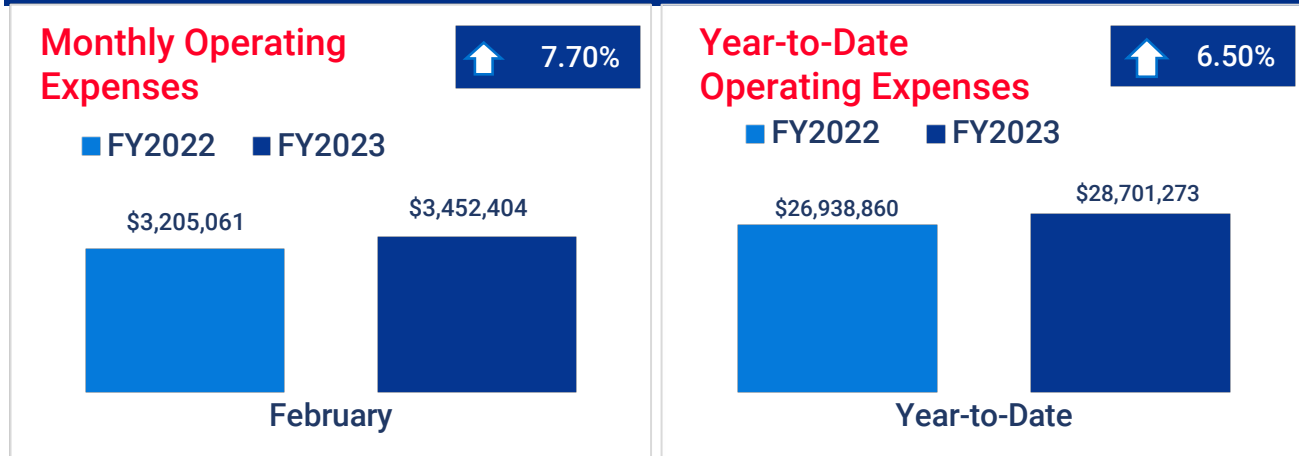


## OPERATING REVENUE



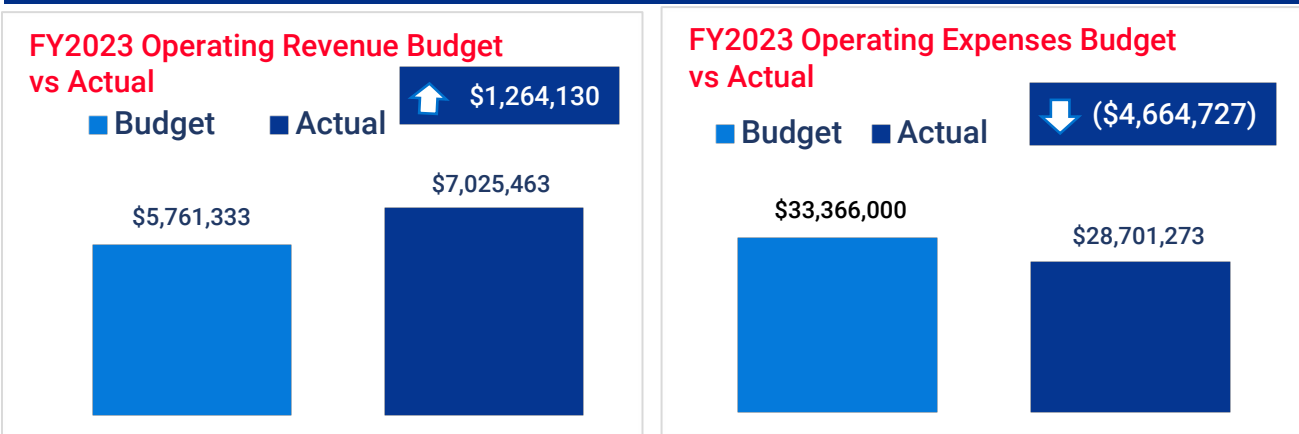
February 2023 operating revenue was 8.00% above February 2022, and year-to-date operating revenue was 6.40% above FY2022.

## OPERATING EXPENSES



February operating expenses were 7.70% above February 2022. Year-to-date operating expenses were 6.50% above FY2022.

## YEAR-TO-DATE REVENUE & EXPENSES



Year-to-date operating revenues were \$1,264,130 above budget while operating expenses were \$4,664,727 below budget.

## MANAGING DIRECTOR'S NOTES

- 1) When asked, many Operators will say their number one problem when driving comes from dealing with passengers who are in crisis due to mental health, substance use, or homelessness. Operations has been working to resolve these challenges for Operators since early 2020. Operators and Supervisors received training in how to handle certain situations. New procedures have also been implemented for handling crisis situations.

One concern that remained unresolved was how to provide services to affected passengers to prevent future crisis. This is related to promoting the District as a Safe Haven for the community. Specifically, Operations has been pursuing a community team to respond to buses and facilities and provide specialized services for passengers who otherwise would simply be removed and left to themselves.

After meeting and working with organizations and public service agencies for two years, the final pieces are in place. Following a series of Operations Meetings to introduce MTD Supervisors to the community individuals involved, Operators working with Supervisors have now been given access to law enforcement, mental health, substance use, and homelessness professionals who will respond to their location if necessary and provide much-needed services to any willing passenger. Specially trained Urbana and University of Illinois Police Officers partnered with mental health professionals will respond to people in crisis on a bus or in a facility, and MTD Supervisors will provide transportation for those in crisis to community facilities such as Strides Homeless Shelter, The Living Room at Rosecrance, or a local hospital. The agencies MTD is actively working with include CU@Home, Strides Homeless Shelter, Urbana Police Department, University of Illinois Police Department, Rosecrance, Carle Recovery Center, Champaign County Probation Dept, and Champaign County State's Attorney's Office.

The Operations Department will be giving a presentation to the Trustees at the April 2023 Board Meeting.

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- 2) Three staff positions have recently been filled. The Network & Systems Administrator (Sys Admin) is primarily responsible for the day-to-day maintenance and operations of our technology infrastructure. Luis Cornejo has been selected for the position and started March 27, 2023. Luis comes from The Baby Fold, a non-profit based out of Bloomington, IL.

Our new Special Services Manager is from our Customer Service department. Klentoria (Klent) Lee-Clements has been an Information Assistant for almost four years. But she actually has a wealth of public transit knowledge and has previously worked for private transit management companies. She replaces Evan Alvarez who left to work for Champaign County's Regional Planning Commission.

And finally, a new position in the HR department – Human Resources Specialist. There's never any shortage of work for the put-upon HR team. Dakota (Kotah) Dowling also started 3/27 and comes to us from the National Guard and the iHotel. All three and-a-half employees in the HR department are very excited for Kotah to dive in.

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- 3) As the Board knows, our tenant at 1101, Urbana School District 116, had a fire in their space on March 2, 2023. The fire damage to their lobby was extensive (see picture). Smoke and debris damage to the rest of their offices (and our Operations Department next door) was also significant. We have been able to clean our Ops space and move that team back into their offices. The school district's space will take longer, but our goal is to get them back into their space as soon as possible.



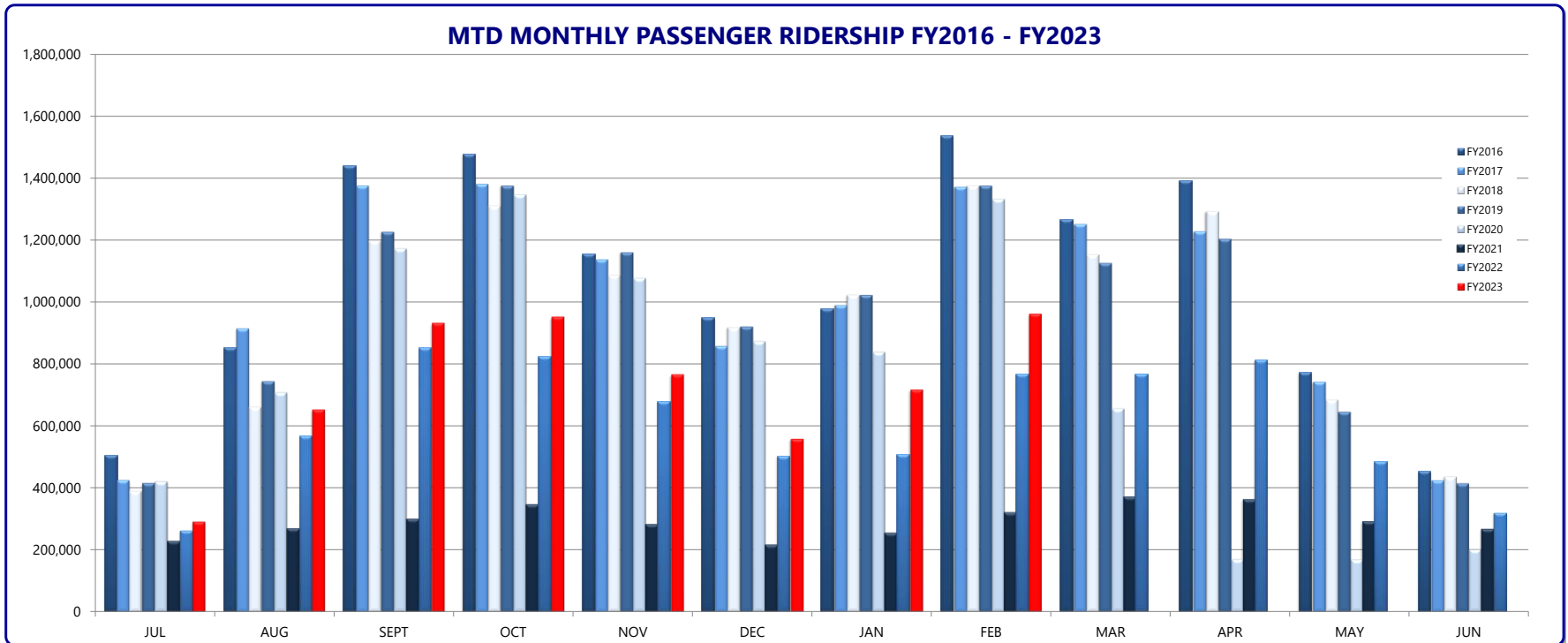


## Champaign-Urbana Mass Transit District

### Fiscal-Year-to-Date Ridership Comparison

	Feb-23	Feb-22	% Change	FY23 YTD	FY22 YTD	% Change		Feb-23	Feb-22
Adult Rides	18,134	14,938	21.4%	144,521	140,763	2.7%	Weekdays	20	20
School Rides	41,121	28,509	44.2%	248,448	207,451	19.8%	UI Weekdays	20	20
DASH/Senior - E & D Rides	27,989	20,822	34.4%	237,481	183,459	29.4%	Saturdays	4	4
U of I Faculty/Staff Rides	34,015	21,323	59.5%	232,281	152,637	52.2%	UI Saturdays	4	4
Annual Pass	36,325	31,434	15.6%	294,296	205,206	43.4%	Sundays	4	4
U of I Student Rides	773,077	628,944	22.9%	4,448,016	3,910,246	13.8%	UI Sundays	4	4
All Day Pass	117	514	-77.2%	1,368	4,147	-67.0%	Champaign Schools Days	19	17
Transfers	5,784	4,778	21.1%	47,611	37,619	26.6%	Urbana School Days	18	16
Saferides	3,098	3,726	-16.9%	16,710	13,684	22.1%	Holidays	0	0
West Connect	0	0	-	0	528	-100.0%	Average Temperature	36.0	28.2
Monthly Pass	6,648	4,150	60.2%	56,426	38,886	45.1%	Total Precipitation	2.39	3.02
Veterans Pass	2,244	1,964	14.3%	19,197	14,177	35.4%	Average Gas Price	\$3.47	\$3.62
<b>Total Unlinked Passenger Rides</b>	<b>948,552</b>	<b>761,102</b>	<b>24.6%</b>	<b>5,746,355</b>	<b>4,908,803</b>	<b>17.1%</b>			
Half-Fare Cab Subsidy Rides	89	125	-28.8%	1,015	1,098	-7.6%			
ADA Rides	10,481	5,176	102.5%	69,961	45,224	54.7%			
<b>TOTAL</b>	<b>959,122</b>	<b>766,403</b>	<b>25.1%</b>	<b>5,817,331</b>	<b>4,955,125</b>	<b>17.4%</b>			

	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	929,906
OCT	1,606,340	1,478,275	1,380,990	1,310,380	1,375,516	1,346,402	343,765	822,915	949,844
NOV	1,236,071	1,153,897	1,137,573	1,087,343	1,160,184	1,076,993	279,977	678,231	764,340
DEC	1,068,608	949,030	857,837	917,782	920,718	873,429	214,183	501,741	556,970
JAN	996,469	977,223	989,700	1,022,713	1,022,403	838,969	252,336	506,560	715,390
FEB	1,576,687	1,537,540	1,371,778	1,375,553	1,375,560	1,331,716	318,071	766,403	959,122
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>5,817,331</b>



Route Performance Report

February 2023

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>369,853</b>	<b>3,187.50</b>	<b>116.03</b>		<b>34,892.72</b>	<b>10.60</b>	
<b>1 Yellow Hopper</b>	18,316	190.63	96.08	0.83	1,829.80	10.01	0.94
<b>10 Gold Hopper</b>	13,411	164.33	81.61	0.70	2,054.24	6.53	0.62
<b>12 Teal</b>	72,909	622.33	117.15	1.01	6,629.53	11.00	1.04
<b>13 Silver</b>	61,528	442.38	139.08	1.20	5,133.13	11.99	1.13
<b>21 Raven</b>	9,660	191.15	50.54	0.44	2,020.63	4.78	0.45
<b>22 Illini</b>	172,019	1,190.00	144.55	1.25	12,534.31	13.72	1.29
<b>24 Link</b>	22,010	386.67	56.92	0.49	4,691.08	4.69	0.44
<b>Daytime Community Fixed Route</b>	<b>343,995</b>	<b>9,995.64</b>	<b>34.41</b>		<b>137,350.06</b>	<b>2.50</b>	
<b>1 Yellow</b>	50,186	1,059.71	47.36	1.38	13,839.18	3.63	1.45
<b>2 Red</b>	33,719	1,026.18	32.86	0.95	13,514.59	2.50	1.00
<b>3 Lavender</b>	15,957	587.30	27.17	0.79	7,983.62	2.00	0.80
<b>4 Blue</b>	20,193	495.37	40.76	1.18	6,137.02	3.29	1.31
<b>5 Green</b>	53,031	1,134.09	46.76	1.36	15,196.11	3.49	1.39
<b>5 Green Express</b>	12,752	304.95	41.82	1.22	4,670.88	2.73	1.09
<b>5 Green Hopper</b>	26,390	520.25	50.73	1.47	6,886.18	3.83	1.53
<b>6 Orange</b>	12,863	687.06	18.72	0.54	8,767.42	1.47	0.59
<b>6 Orange Hopper</b>	5,413	258.33	20.95	0.61	2,998.92	1.80	0.72
<b>7 Grey</b>	22,781	926.59	24.59	0.71	12,669.52	1.80	0.72
<b>8 Bronze</b>	7,521	291.51	25.80	0.75	4,316.11	1.74	0.70
<b>9 Brown</b>	35,001	1,140.01	30.70	0.89	15,857.69	2.21	0.88
<b>10 Gold</b>	38,221	895.56	42.68	1.24	12,367.33	3.09	1.23
<b>11 Ruby</b>	385	107.70	3.57	0.10	2,048.04	0.19	0.08
<b>14 Navy</b>	3,357	214.10	15.68	0.46	4,017.12	0.84	0.33
<b>16 Pink</b>	6,225	346.93	17.94	0.52	6,080.31	1.02	0.41

\* The Percent of Group Ridership shows how the ridership for the route compares to the group  
 + Performance Comparison shows each Route's Passengers Per Revenue Hour or Mile compared to the Route Group's average  
 Routes that are continually above 1.5 or below 0.5 may need to be examined as they are not performing within the Group Standards.

	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
<b>Evening Campus Fixed Route</b>	<b>74,398</b>	<b>881.53</b>	<b>84.40</b>		<b>10,410.16</b>	<b>7.15</b>	
120 Teal	18,291	276.32	66.20	0.78	3,229.56	5.66	0.79
130 Silver	6,459	137.00	47.15	0.56	1,626.02	3.97	0.56
220 Illini	49,648	468.22	106.04	1.26	5,554.57	8.94	1.25
<b>Evening Community Fixed Route</b>	<b>42,489</b>	<b>1,465.25</b>	<b>29.00</b>		<b>20,901.87</b>	<b>2.03</b>	
50 Green	16,478	418.45	39.38	1.36	5,891.84	2.80	1.38
50 Green Hopper	6,912	153.05	45.16	1.56	2,055.97	3.36	1.65
70 Grey	3,273	243.47	13.44	0.46	3,467.45	0.94	0.46
100 Yellow	14,639	503.95	29.05	1.00	6,779.84	2.16	1.06
110 Ruby	840	69.67	12.06	0.42	1,162.13	0.72	0.36
180 Lime	347	76.67	4.53	0.16	1,544.64	0.22	0.11
<b>Total</b>	<b>830,735</b>	<b>15,529.92</b>	<b>53.49</b>		<b>203,554.80</b>	<b>4.08</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.

Route Performance Report

February 2023

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>19,400</b>	<b>235.22</b>	<b>82.48</b>		<b>2,634.00</b>	<b>7.37</b>	
120 Teal	6,702	94.87	70.65	0.86	1,033.56	6.48	0.88
130 Silver	4,762	62.02	76.79	0.93	735.81	6.47	0.88
220 Illini	7,936	78.33	101.31	1.23	864.63	9.18	1.25
<b>Saturday Daytime Community</b>	<b>25,506</b>	<b>758.17</b>	<b>33.64</b>		<b>10,484.31</b>	<b>2.43</b>	
20 Red	3,052	99.93	30.54	0.91	1,306.37	2.34	0.96
30 Lavender	1,674	86.73	19.30	0.57	1,343.28	1.25	0.51
50 Green	7,749	149.68	51.77	1.54	1,930.73	4.01	1.65
70 Grey	3,751	156.68	23.94	0.71	2,107.42	1.78	0.73
100 Yellow	8,325	178.30	46.69	1.39	2,354.43	3.54	1.45
110 Ruby	646	42.40	15.24	0.45	715.00	0.90	0.37
180 Lime	309	44.44	6.95	0.21	727.08	0.42	0.17
<b>Saturday Evening Campus Fixed</b>	<b>19,939</b>	<b>248.90</b>	<b>80.11</b>		<b>2,908.78</b>	<b>6.85</b>	
120 Teal	3,679	59.12	62.23	0.78	648.63	5.67	0.83
130 Silver	2,319	58.35	39.74	0.50	686.31	3.38	0.49
220 Illini	13,941	131.43	106.07	1.32	1,573.84	8.86	1.29
<b>Saturday Evening Community</b>	<b>12,410</b>	<b>335.30</b>	<b>37.01</b>		<b>4,567.55</b>	<b>2.72</b>	
50 Green	5,007	88.47	56.60	1.53	1,211.80	4.13	1.52
50 Green Hopper	2,748	40.00	68.70	1.86	516.04	5.33	1.96
70 Grey	564	53.27	10.59	0.29	727.33	0.78	0.29
100 Yellow	3,962	127.03	31.19	0.84	1,667.22	2.38	0.87
110 Ruby	93	12.53	7.42	0.20	213.40	0.44	0.16
180 Lime	36	14.00	2.57	0.07	231.76	0.16	0.06

\* 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.

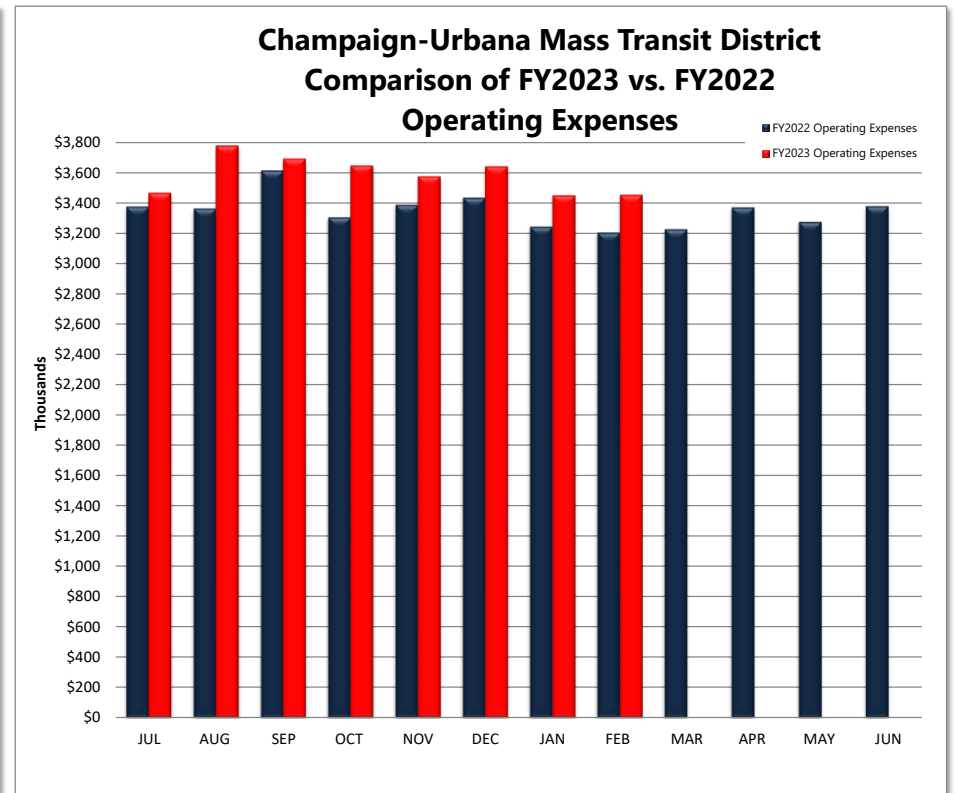
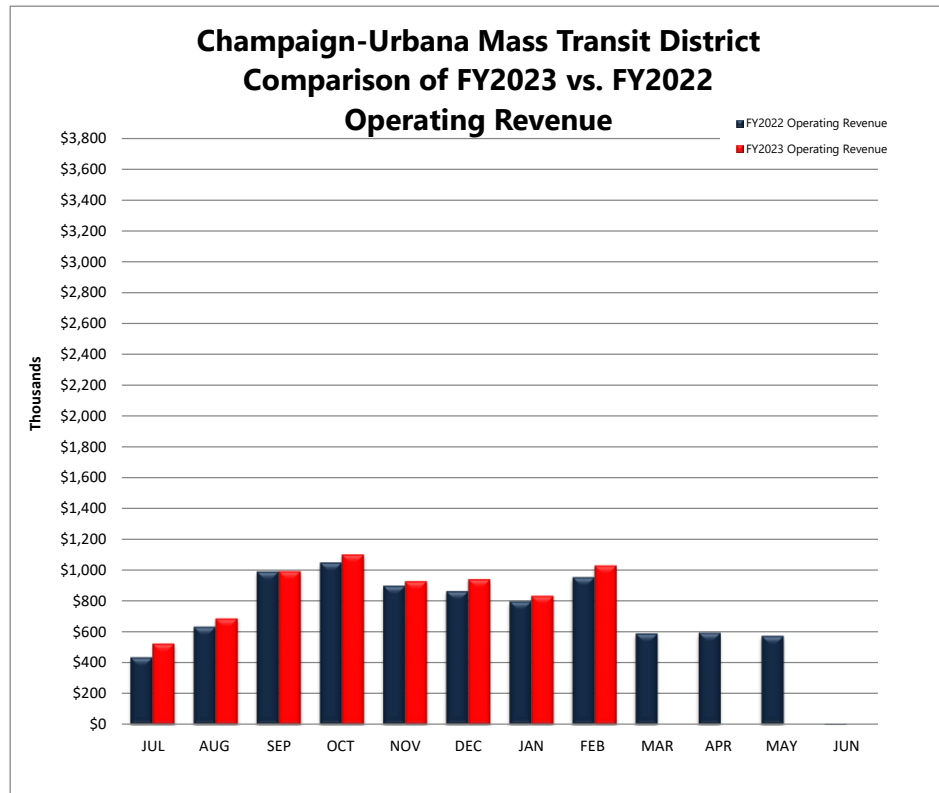
	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
<b>Sunday Daytime Campus Fixed Route</b>	<b>13,876</b>	<b>138.67</b>	<b>100.07</b>		<b>1,560.87</b>	<b>8.89</b>	
120 Teal	3,653	36.27	100.73	1.01	398.91	9.16	1.03
130 Silver	3,559	35.73	99.60	1.00	425.41	8.37	0.94
220 Illini	6,664	66.67	99.96	1.00	736.56	9.05	1.02
<b>Sunday Daytime Community Fixed Route</b>	<b>17,023</b>	<b>573.58</b>	<b>29.68</b>		<b>8,159.20</b>	<b>2.09</b>	
30 Lavender	1,257	71.95	17.47	0.59	1,112.34	1.13	0.54
50 Green	6,586	136.35	48.30	1.63	1,756.03	3.75	1.80
70 Grey	2,594	138.67	18.71	0.63	1,874.48	1.38	0.66
100 Yellow	6,002	134.48	44.63	1.50	1,779.98	3.37	1.62
110 Ruby	284	32.07	8.86	0.30	544.37	0.52	0.25
180 Lime	300	60.07	4.99	0.17	1,092.00	0.27	0.13
<b>Sunday Evening Campus Fixed Route</b>	<b>13,915</b>	<b>226.15</b>	<b>61.53</b>		<b>2,622.32</b>	<b>5.31</b>	
120 Teal	4,556	69.80	65.27	1.06	757.45	6.01	1.13
130 Silver	1,515	51.80	29.25	0.48	609.14	2.49	0.47
220 Illini	7,844	104.55	75.03	1.22	1,255.74	6.25	1.18
<b>Sunday Evening Community Fixed Route</b>	<b>3,093</b>	<b>56.67</b>	<b>54.58</b>		<b>760.81</b>	<b>4.07</b>	
50 Green	2,021	28.00	72.18	1.32	364.99	5.54	1.36
100 Yellow	1,072	28.67	37.40	0.69	395.82	2.71	0.67
<b>Total</b>	<b>125,162</b>	<b>2,572.66</b>	<b>48.65</b>		<b>33,697.85</b>	<b>3.71</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

March 22, 2023

	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	\$991,317	\$1,099,592	\$926,476	\$939,010	\$831,967	\$1,027,710				
<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	\$3,692,179	\$3,646,228	\$3,575,186	\$3,641,176	\$3,449,728	\$3,452,404				
<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%	26.85%	30.16%	25.91%	25.79%	24.12%	29.77%				





**Champaign-Urbana Mass Transit District**  
February 2023 Statistical Summary

<b>HOURS</b>	Feb 2022	Feb 2023	% Change	FY2022 to Date	FY2023 to Date	% Change
Passenger Revenue	20,006.40	<b>20,442.80</b>	2.2%	159,638.03	<b>160,407.00</b>	0.5%
Vacation/Holiday/Earned Time	4,703.30	<b>4,555.81</b>	-3.1%	54,547.16	<b>55,264.96</b>	1.3%
Non-Revenue	508.10	<b>5,009.08</b>	885.8%	50,058.29	<b>42,155.87</b>	-15.8%
<b>TOTAL</b>	25,217.80	<b>30,007.69</b>	<b>18.99%</b>	264,243.48	<b>257,827.83</b>	<b>-2.43%</b>

<b>REVENUE/EXPENSES</b>	Feb 2022	Feb 2023	% Change	FY2022 to Date	FY2023 to Date	% Change
Operating Revenue	\$951,190.79	<b>\$1,027,710.31</b>	8.0%	\$6,600,199.34	<b>\$7,025,463.22</b>	6.4%
Operating Expenses	\$3,205,060.87	<b>\$3,452,404.08</b>	7.7%	\$26,938,859.85	<b>\$28,701,273.20</b>	6.5%
Operating Ratio	29.68%	<b>29.77%</b>	0.3%	24.50%	<b>24.48%</b>	-0.1%
Passenger Revenue/Revenue Vehicle Hour	\$42.81	<b>\$43.04</b>	0.5%	\$35.95	<b>\$37.38</b>	4.0%

<b>RIDERSHIP</b>	Feb 2022	Feb 2023	% Change	FY2022 to Date	FY2023 to Date	% Change
Revenue Passenger	756,324	<b>942,768</b>	24.7%	4,871,184	<b>5,698,744</b>	17.0%
Transfers	4,778	<b>5,784</b>	21.1%	37,619	<b>47,611</b>	26.6%
Total Unlinked	761,102	<b>948,552</b>	24.6%	4,908,803	<b>5,746,355</b>	17.1%
ADA Riders	5,176	<b>10,481</b>	102.5%	45,224	<b>69,961</b>	54.7%
Half Fare Cab	125	<b>89</b>	-28.8%	1,098	<b>1,015</b>	-7.6%
<b>TOTAL</b>	766,403	<b>959,122</b>	<b>25.15%</b>	4,955,125	<b>5,817,331</b>	<b>17.40%</b>

<b>PASSENGERS/REVENUE HOUR</b>	Feb 2022	Feb 2023	% Change	FY2022 to Date	FY2023 to Date	% Change
Hour	38.04	<b>46.40</b>	22.0%	30.75	<b>35.82</b>	16.5%

# Champaign Urbana Mass Transit District Budget Analysis Report

From Fiscal Year: 2023 From Period 8  
Thru Fiscal Year: 2023 Thru Period 8

Division: 00 Champaign Urbana Mass Transit District

As of: 2/28/2023

Feb-2023	Budget This Period	Feb-2022	Act/Bgt Var %		Actual Ytd	Jul-2022 thru Feb-2023 Budget Ytd	Last Ytd	Act/Bgt Var %
<b>4000000000 **** R E V E N U E ****</b>								
<b>4000000099 ** TRANSPORTATION REVENUE</b>								
<b>4010000000 * PASSENGER FARES</b>								
28,410.00	33,333.33	25,488.77	-14.77%	4010100000 FULL ADULT FARES	235,458.09	266,666.64	186,180.72	-11.70%
616.00	833.33	229.50	-26.08%	4010300000 STUDENT FARES	4,063.00	6,666.64	2,679.50	-39.05%
-202.00	0.00	-16.00	-100.00%	4010700000 FARE REFUNDS	-1,179.00	0.00	-504.00	-100.00%
9,183.00	12,500.00	8,447.00	-26.54%	4010800000 ANNUAL PASS REVENUE	76,092.00	100,000.00	47,151.00	-23.91%
640.00	2,916.67	740.50	-78.06%	4011000000 HALF FARE CAB	7,635.50	23,333.36	7,318.50	-67.28%
5,525.00	3,333.33	2,549.00	65.75%	4011100000 ADA TICKETS & FARES	36,100.00	26,666.64	20,247.00	35.38%
<b>44,172.00</b>	<b>52,916.66</b>	<b>37,438.77</b>	<b>-16.53%</b>	<b>4019900099 * TOTAL PASSENGER FARES</b>	<b>358,169.59</b>	<b>423,333.28</b>	<b>263,072.72</b>	<b>-15.39%</b>
<b>4020000000 * SPECIAL TRANSIT &amp; SCHOOL FARE</b>								
727,555.00	483,333.33	712,100.00	50.53%	4020300000 U OF I CAMPUS SERVICE	4,935,883.00	3,866,666.64	4,785,585.00	27.65%
26,882.17	27,083.33	25,546.25	-0.74%	4020500000 ADA - U I & DSC CONTRACTS	215,057.36	216,666.64	204,370.00	-0.74%
81,870.56	62,083.33	82,098.56	31.87%	4030100000 SCHOOL SERVICE FARES	491,415.36	496,666.64	492,744.36	-1.06%
<b>836,307.73</b>	<b>572,499.99</b>	<b>819,744.81</b>	<b>46.08%</b>	<b>4039999999 * TOTAL SPECIAL TRANSIT &amp; SCHOO</b>	<b>5,642,355.72</b>	<b>4,579,999.92</b>	<b>5,482,699.36</b>	<b>23.20%</b>
<b>4060000000 *AUXILIARY TRANSPORTATION REVE</b>								
1,106.00	2,083.33	1,625.19	-46.91%	4060100000 I.T. COMMISSIONS	14,692.58	16,666.64	15,360.79	-11.84%
33,554.05	25,000.00	28,455.50	34.22%	4060300000 ADVERTISING REVENUE	273,021.40	200,000.00	209,790.99	36.51%
<b>34,660.05</b>	<b>27,083.33</b>	<b>30,080.69</b>	<b>27.98%</b>	<b>4069900098 *TOTAL AUXILIARY TRANSPORTATIO</b>	<b>287,713.98</b>	<b>216,666.64</b>	<b>225,151.78</b>	<b>32.79%</b>
<b>915,139.78</b>	<b>652,499.98</b>	<b>887,264.27</b>	<b>40.25%</b>	<b>4069900099 ** TOTAL TRANSPORTATION REVEN</b>	<b>6,288,239.29</b>	<b>5,219,999.84</b>	<b>5,970,923.86</b>	<b>20.46%</b>
<b>4070000000 ** NON-TRANSPORTATION REVENUE</b>								
2,102.47	1,833.33	985.42	14.68%	4070100000 SALE OF MAINTENANCE SERVICES	13,253.03	14,666.64	12,707.34	-9.64%
0.00	0.00	0.00	0.00%	4070200000 RENTAL OF REVENUE VEHICLES	0.00	0.00	0.00	0.00%
35,458.49	35,416.67	31,549.10	0.12%	4070300000 BUILDING RENTAL - IL TERMINAL	298,421.23	283,333.36	285,961.73	5.33%
17,924.38	17,916.67	17,924.38	0.04%	4070300002 BUILDING RENTAL - 801 & 1101	146,420.04	143,333.36	143,395.04	2.15%
52,724.35	12,500.00	16,828.48	321.79%	4070400000 INVESTMENT INCOME	251,611.62	100,000.00	100,656.42	151.61%
0.00	0.00	-7,395.00	0.00%	4070400002 +/- FAIR VALUE OF INVESTMENT	-2,160.00	0.00	-34,526.25	-100.00%
89.26	0.00	82.43	100.00%	4070800000 OVER OR SHORT	3,755.45	0.00	417.82	100.00%
0.00	0.00	0.00	0.00%	4079800000 GAIN ON FIXED ASSET DISPOSAL	2,500.00	0.00	9,263.00	100.00%

# Champaign Urbana Mass Transit District Budget Analysis Report

From Fiscal Year: 2023 From Period 8  
Thru Fiscal Year: 2023 Thru Period 8

Division: 00 Champaign Urbana Mass Transit District

As of: 2/28/2023

Feb-2023	Budget This Period	Feb-2022	Act/Bgt Var %		Actual Ytd	Jul-2022 thru Feb-2023 Budget Ytd	Last Ytd	Act/Bgt Var %
4,271.58	0.00	3,951.71	100.00%	4079900001 OTHER NON-TRANSPORTATION REV	23,422.56	0.00	111,400.38	100.00%
<b>112,570.53</b>	<b>67,666.67</b>	<b>63,926.52</b>	<b>66.36%</b>	<b>4079900099 ** TOTAL NON-TRANSPORTATION RE</b>	<b>737,223.93</b>	<b>541,333.36</b>	<b>629,275.48</b>	<b>36.19%</b>
<b>1,027,710.31</b>	<b>720,166.65</b>	<b>951,190.79</b>	<b>42.70%</b>	<b>4079999999 *** TOTAL TRANS &amp; NON-TRANS REV</b>	<b>7,025,463.22</b>	<b>5,761,333.20</b>	<b>6,600,199.34</b>	<b>21.94%</b>
<b>4080000000 ** TAX REVENUE</b>								
816,666.00	816,666.67	784,600.00	0.00%	4080100000 PROPERTY TAX REVENUE	6,533,328.00	6,533,333.36	6,276,800.00	0.00%
0.00	0.00	-21,815.31	0.00%	4080100001 PROPERTY TAX - UNCOLLECTIBLE R	0.00	0.00	-21,815.31	0.00%
54,130.09	16,666.67	98,545.82	224.78%	4080600000 REPLACEMENT TAX REVENUE	377,019.50	133,333.36	300,653.74	182.76%
0.00	0.00	0.00	0.00%	4089900001 MISCELLANEOUS PROPERTY TAXES	6,025.00	0.00	0.00	100.00%
<b>870,796.09</b>	<b>833,333.34</b>	<b>861,330.51</b>	<b>4.50%</b>	<b>4089999999 ** TOTAL TAX REVENUE</b>	<b>6,916,372.50</b>	<b>6,666,666.72</b>	<b>6,555,638.43</b>	<b>3.75%</b>
<b>4110000000 ** STATE GRANTS &amp; REIMBURSEME</b>								
2,243,000.00	2,819,754.17	2,039,500.00	-20.45%	4110100000 OPERATING ASSISTANCE - STATE	19,000,750.00	22,558,033.36	17,441,400.00	-15.77%
0.00	0.00	0.00	0.00%	4110100001 OPERATING ASSIST - DEBT SERVICE	6,078.80	0.00	0.00	100.00%
0.00	175,750.00	4,457,445.41	-100.00%	4111000000 STATE GRANT REVENUE	0.00	1,406,000.00	6,889,839.52	-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	13,217.96	0.00%
0.00	0.00	0.00	0.00%	4119900001 STATE REIMB - PASS THRU \$	0.00	0.00	0.00	0.00%
<b>2,243,000.00</b>	<b>2,995,504.17</b>	<b>6,496,945.41</b>	<b>-25.12%</b>	<b>4119999999 ** TOTAL STATE GRANTS &amp; REIMB</b>	<b>19,006,828.80</b>	<b>23,964,033.36</b>	<b>24,344,457.48</b>	<b>-20.69%</b>
<b>4130000000 ** FEDERAL GRANTS &amp; REIMBURSE</b>								
0.00	250,000.00	0.00	-100.00%	4130100000 OPERATING ASSISTANCE - FEDERAL	0.00	2,000,000.00	0.00	-100.00%
0.00	6,192,083.33	-1,677,112.08	-100.00%	4130500000 FEDERAL GRANT REVENUE	5,536,636.93	49,536,666.64	2,804,363.92	-88.82%
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%
<b>0.00</b>	<b>6,442,083.33</b>	<b>-1,677,112.08</b>	<b>-100.00%</b>	<b>4139999999 ** TOTAL FEDERAL GRANTS &amp; REIM</b>	<b>5,536,636.93</b>	<b>51,536,666.64</b>	<b>2,804,363.92</b>	<b>-89.26%</b>
<b>4150000000 **OTHER AGENCY REVENUES</b>								
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	9,438.00	0.00%
<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00%</b>	<b>4159999999 ***TOTAL OTHER AGENCY REVENUE</b>	<b>0.00</b>	<b>0.00</b>	<b>9,438.00</b>	<b>0.00%</b>
<b>4,141,506.40</b>	<b>10,991,087.49</b>	<b>6,632,354.63</b>	<b>-62.32%</b>	<b>4999900099 **** TOTAL REVENUE ****</b>	<b>38,485,301.45</b>	<b>87,928,699.92</b>	<b>40,314,097.17</b>	<b>-56.23%</b>

# Champaign Urbana Mass Transit District

## Budget Analysis Report

From Fiscal Year: 2023 From Period 8  
 Thru Fiscal Year: 2023 Thru Period 8

Division: 00 Champaign Urbana Mass Transit District

As of: 2/28/2023

Feb-2023	Budget This Period	Feb-2022	Act/Bgt Var %		Actual Ytd	Jul-2022 thru Feb-2023 Budget Ytd	Last Ytd	Act/Bgt Var %
<b>5000000000 **** EXPENSES ****</b>								
<b>5010000000 ** LABOR</b>								
998,448.52	916,666.67	758,552.06	8.92%	5010101000 OPERATORS WAGES	7,387,938.56	7,333,333.36	6,246,232.44	0.74%
126,223.78	150,000.00	125,250.89	-15.85%	5010204000 MECHANICS WAGES - MAINT	1,040,259.54	1,200,000.00	948,904.11	-13.31%
84,754.27	91,666.67	70,337.39	-7.54%	5010304000 MAINTENANCE WAGES - MAINT	681,725.11	733,333.36	536,229.20	-7.04%
106,937.00	133,333.33	113,889.47	-19.80%	5010401000 SUPERVISORS SALARIES - OPS	885,398.68	1,066,666.64	860,077.00	-16.99%
18,623.69	22,083.33	18,258.70	-15.67%	5010404000 SUPERVISORS SALARIES - MAINT	172,752.58	176,666.64	154,815.27	-2.22%
87,483.96	95,833.33	116,052.34	-8.71%	5010501000 OVERHEAD SALARIES - OPS	636,837.15	766,666.64	683,149.27	-16.93%
26,317.88	45,416.67	44,933.26	-42.05%	5010504000 OVERHEAD SALARIES - MAINT	344,710.31	363,333.36	291,863.31	-5.13%
156,128.46	151,416.67	155,700.43	3.11%	5010516000 OVERHEAD SALARIES - G&A	1,235,238.35	1,211,333.36	1,019,288.60	1.97%
18,914.91	22,916.67	19,949.02	-17.46%	5010516200 OVERHEAD SALARIES - IT	154,452.58	183,333.36	132,811.18	-15.75%
14,976.79	27,083.33	14,789.69	-44.70%	5010601000 CLERICAL WAGES - OPS	132,414.35	216,666.64	116,713.14	-38.89%
0.00	0.00	0.00	0.00%	5010604000 CLERICAL WAGES - MAINT	0.00	0.00	0.00	0.00%
27,352.68	37,500.00	47,743.25	-27.06%	5010616000 CLERICAL WAGES - G&A	269,280.84	300,000.00	277,371.09	-10.24%
10,617.14	11,833.33	8,693.90	-10.28%	5010616200 CLERICAL WAGES - IT	86,420.09	94,666.64	70,891.23	-8.71%
13,007.06	17,500.00	9,623.23	-25.67%	5010716200 SECURITY WAGES - IT	118,557.68	140,000.00	87,496.69	-15.32%
13.71	0.00	-3,255.74	100.00%	5010801000 LABOR CREDIT - OPS	-16,097.95	0.00	-13,055.72	-100.00%
-5,041.57	0.00	-2,542.70	-100.00%	5010804000 LABOR CREDIT - MAINT	-33,866.35	0.00	-19,444.65	-100.00%
-670.74	0.00	-946.78	-100.00%	5010806000 LABOR CREDIT - G&A	-10,044.15	0.00	-13,703.40	-100.00%
11,254.65	14,166.67	8,602.76	-20.56%	5010816200 MAINTENANCE WAGES - IT	92,637.64	113,333.36	86,061.51	-18.26%
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	0.00	0.00%	5013001000 COVID VACCINE INCENTIVE WAGES	0.00	0.00	25,000.00	0.00%
0.00	0.00	5,198.28	0.00%	5013016000 COVID TESTING WAGES	0.00	0.00	8,453.41	0.00%
<b>1,695,342.19</b>	<b>1,737,416.67</b>	<b>1,510,829.45</b>	<b>-2.42%</b>	<b>5019999000 ** TOTAL LABOR</b>	<b>13,178,615.01</b>	<b>13,899,333.36</b>	<b>11,499,153.68</b>	<b>-5.19%</b>
<b>5020000000 ** FRINGE BENEFITS</b>								
87,110.21	112,500.00	82,868.45	-22.57%	5020101000 FICA - OPS	768,695.75	900,000.00	734,837.80	-14.59%
19,003.05	24,166.67	20,790.27	-21.37%	5020104000 FICA - MAINT	191,887.14	193,333.36	173,645.35	-0.75%
13,009.61	13,333.33	13,507.33	-2.43%	5020116000 FICA - G&A	98,937.96	106,666.64	82,525.98	-7.25%
4,147.11	4,583.33	3,809.41	-9.52%	5020116200 FICA - IT	37,833.30	36,666.64	31,268.87	3.18%
104,298.39	195,833.33	231,083.44	-46.74%	5020201000 IMRF - OPS	1,064,598.31	1,566,666.64	1,431,469.31	-32.05%
102,784.25	43,750.00	30,005.29	134.94%	5020204000 IMRF - MAINT	329,430.08	350,000.00	395,069.20	-5.88%

# Champaign Urbana Mass Transit District

## Budget Analysis Report

From Fiscal Year: 2023 From Period 8  
 Thru Fiscal Year: 2023 Thru Period 8

Division: 00 Champaign Urbana Mass Transit District

As of: 2/28/2023

Feb-2023	Budget This Period	Feb-2022	Act/Bgt Var %		Jul-2022 thru Feb-2023		Last Ytd	Act/Bgt Var %
					Actual Ytd	Budget Ytd		
16,606.18	19,583.33	20,868.34	-15.20%	5020216000 IMRF - G&A	148,539.48	156,666.64	145,306.22	-5.19%
5,130.45	6,250.00	5,219.70	-17.91%	5020216200 IMRF - IT	50,652.44	50,000.00	47,229.60	1.30%
320,133.21	333,333.33	301,216.49	-3.96%	5020301000 MEDICAL INSURANCE - OPS	2,443,222.07	2,666,666.64	2,384,404.65	-8.38%
70,472.98	75,000.00	74,343.26	-6.04%	5020304000 MEDICAL INSURANCE - MAINT	588,782.87	600,000.00	561,093.50	-1.87%
38,279.90	40,000.00	30,036.20	-4.30%	5020316000 MEDICAL INSURANCE - G&A	314,794.20	320,000.00	252,676.60	-1.63%
19,540.00	18,750.00	15,492.00	4.21%	5020316200 MEDICAL INSURANCE - IT	153,961.00	150,000.00	123,936.00	2.64%
0.00	0.00	0.00	0.00%	5020401000 DENTAL INSURANCE - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5020404000 DENTAL INSURANCE - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5020416000 DENTAL INSURANCE - G&A	0.00	0.00	0.00	0.00%
1,649.34	2,083.33	1,635.13	-20.83%	5020501000 LIFE INSURANCE - OPS	11,530.71	16,666.64	12,348.21	-30.82%
496.37	500.00	506.17	-0.73%	5020504000 LIFE INSURANCE - MAINT	4,416.96	4,000.00	3,802.99	10.42%
202.37	583.33	169.54	-65.31%	5020516000 LIFE INSURANCE - G&A	1,809.33	4,666.64	3,993.53	-61.23%
147.00	166.67	137.20	-11.80%	5020516200 LIFE INSURANCE - IT	1,176.00	1,333.36	931.00	-11.80%
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%
27,043.18	4,166.67	0.00	549.04%	5020701000 UNEMPLOYMENT INSURANCE - OPS	31,530.42	33,333.36	8,636.37	-5.41%
0.00	833.33	0.00	-100.00%	5020704000 UNEMPLOYMENT INSURANCE - MAIN	485.77	6,666.64	1,661.00	-92.71%
0.00	250.00	0.00	-100.00%	5020716000 UNEMPLOYMENT INSURANCE - G&A	275.00	2,000.00	648.00	-86.25%
0.00	250.00	0.00	-100.00%	5020716200 UNEMPLOYMENT INSURANCE - IT	503.89	2,000.00	934.00	-74.81%
15,069.23	15,416.67	-134,195.40	-2.25%	5020801000 WORKERS COMP INSURANCE - OPS	125,606.63	123,333.36	117,314.47	1.84%
3,571.00	10,416.67	3,220.00	-65.72%	5020804000 WORKERS COMP INSURANCE - MAIN	25,468.00	83,333.36	22,282.29	-69.44%
2,204.00	1,666.67	1,824.67	32.24%	5020816000 WORKERS COMP INSURANCE - G&A	13,553.63	13,333.36	20,303.96	1.65%
613.00	2,083.33	546.00	-70.58%	5020816200 WORKERS COMP INSURANCE - IT	4,128.00	16,666.64	4,520.85	-75.23%
-10,579.50	17,083.33	0.00	-161.93%	5021001000 HOLIDAYS - OPS	101,271.52	136,666.64	95,412.00	-25.90%
-3,145.64	5,416.67	0.00	-158.07%	5021004000 HOLIDAYS - MAINT	51,024.88	43,333.36	34,455.76	17.75%
0.00	0.00	0.00	0.00%	5021016000 HOLIDAYS - G&A	3,134.09	0.00	0.00	100.00%
-1,720.99	833.33	0.00	-306.52%	5021016200 HOLIDAYS - IT	13,793.73	6,666.64	5,743.92	106.91%
4,530.06	55,000.00	21,359.73	-91.76%	5021101000 VACATIONS - OPS	429,283.11	440,000.00	417,118.72	-2.44%
-280.08	15,000.00	4,697.20	-101.87%	5021104000 VACATIONS - MAINT	110,468.59	120,000.00	95,446.03	-7.94%
0.00	0.00	0.00	0.00%	5021116000 VACATION - G&A	0.00	0.00	0.00	0.00%
-792.96	1,666.67	0.00	-147.58%	5021116200 VACATIONS - IT	14,275.84	13,333.36	10,415.52	7.07%
3,076.71	5,416.67	5,033.68	-43.20%	5021201000 OTHER PAID ABSENCES - OPS	38,240.92	43,333.36	37,921.46	-11.75%
-1,523.36	1,250.00	519.44	-221.87%	5021204000 OTHER PAID ABSENCES - MAINT	9,879.46	10,000.00	5,641.04	-1.21%
0.00	83.33	0.00	-100.00%	5021216000 OTHER PAID ABSENCES - G&A	0.00	666.64	641.28	-100.00%
489.09	166.67	121.68	193.45%	5021216200 OTHER PAID ABSENCES - IT	1,325.90	1,333.36	1,196.63	-0.56%
-512.98	5,416.67	4,386.48	-109.47%	5021301000 UNIFORM ALLOWANCES - OPS	34,188.58	43,333.36	44,726.46	-21.10%

# Champaign Urbana Mass Transit District Budget Analysis Report

From Fiscal Year: 2023 From Period 8  
Thru Fiscal Year: 2023 Thru Period 8

Division: 00 Champaign Urbana Mass Transit District

As of: 2/28/2023

Feb-2023	Budget This Period	Feb-2022	Act/Bgt Var %		Jul-2022 thru Feb-2023			Act/Bgt Var %
					Actual Ytd	Budget Ytd	Last Ytd	
1,166.81	2,250.00	844.50	-48.14%	5021304000 UNIFORM ALLOWANCES - MAINT	17,694.41	18,000.00	7,743.03	-1.70%
511.96	500.00	119.90	2.39%	5021316200 UNIFORM ALLOWANCES - IT	2,267.04	4,000.00	3,292.49	-43.32%
0.00	416.67	0.00	-100.00%	5021401000 OTHER FRINGE BENEFITS - OPS	800.00	3,333.36	0.00	-76.00%
0.00	833.33	181.00	-100.00%	5021404000 OTHER FRINGE BENEFITS - MAINT	632.95	6,666.64	594.00	-90.51%
3,751.75	5,000.00	5,470.00	-24.97%	5021416000 OTHER FRINGE BENEFITS - G&A	20,091.85	40,000.00	32,379.28	-49.77%
0.00	208.33	0.00	-100.00%	5021416200 OTHER FRINGE BENEFITS - IT	0.00	1,666.64	0.00	-100.00%
-40,459.86	162,500.00	122,669.58	-124.90%	5021501000 EARNED TIME - OPS	662,876.88	1,300,000.00	1,220,833.44	-49.01%
-1,441.07	29,166.67	14,430.20	-104.94%	5021504000 EARNED TIME - MAINT	176,860.08	233,333.36	255,807.69	-24.20%
4,616.26	2,916.67	5,208.28	58.27%	5021516200 EARNED TIME - IT	29,618.54	23,333.36	23,486.64	26.94%
0.00	1,500.00	0.00	-100.00%	5021604000 TOOL ALLOWANCE - MAINT	0.00	12,000.00	11,713.91	-100.00%
0.00	3,750.00	0.00	-100.00%	5021701000 DISABILITY - OPS	17,545.19	30,000.00	17,485.21	-41.52%
0.00	416.67	0.00	-100.00%	5021704000 DISABILITY - MAINT	1,669.50	3,333.36	0.00	-49.92%
0.00	83.33	0.00	-100.00%	5021716200 DISABILITY - IT	0.00	666.64	0.00	-100.00%
0.00	0.00	632.78	0.00%	5021801000 WORKERS COMP - PAYROLL - OPS	0.00	0.00	3,134.42	0.00%
0.00	0.00	0.00	0.00%	5021804000 WORKERS COMP - PAYROLL - MAINT	0.00	0.00	946.24	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%
1,253.00	16,666.67	0.00	-92.48%	5022001000 EARLY RETIREMENT PLAN - OPS	22,346.06	133,333.36	74,002.00	-83.24%
0.00	2,916.67	0.00	-100.00%	5022004000 EARLY RETIREMENT PLAN - MAINT	0.00	23,333.36	0.00	-100.00%
0.00	2,083.33	0.00	-100.00%	5022016000 EARLY RETIREMENT PLAN - G&A	0.00	16,666.64	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	0.00	0.00%	5023001000 "SICK BANK" EXPENSES - OPS	0.00	0.00	55,693.98	0.00%
0.00	0.00	0.00	0.00%	5023004000 "SICK BANK" EXPENSES - MAINT	0.00	0.00	6,040.28	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	0.00	0.00%	5023016200 "SICK BANK" EXPENSES - IT	0.00	0.00	954.16	0.00%
<b>810,450.03</b>	<b>1,264,041.67</b>	<b>888,757.94</b>	<b>-35.88%</b>	<b>5029999900 ** TOTAL FRINGE BENEFITS</b>	<b>8,171,108.06</b>	<b>10,112,333.36</b>	<b>9,023,665.34</b>	<b>-19.20%</b>
<b>5030000000 ** SERVICES</b>								
32,241.48	68,750.00	18,251.46	-53.10%	5030316000 PROFESSIONAL SERVICES - G&A	318,008.58	550,000.00	354,583.26	-42.18%
955.42	208.33	54.69	358.61%	5030316200 PROFESSIONAL SERVICES - IT	5,317.95	1,666.64	115.22	219.08%
0.00	833.33	0.00	-100.00%	5030316300 PROFESSIONAL SERVICES - IT - NON	0.00	6,666.64	11,186.58	-100.00%
6,665.00	16,666.67	6,500.00	-60.01%	5030316400 PROFESSIONAL SERVICES - G&A - N	63,253.00	133,333.36	56,090.00	-52.56%
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	33,333.36	0.00	-100.00%
16,855.63	6,666.67	-25,628.84	152.83%	5030501000 CONTRACT MAINTENANCE - OPS	32,499.41	53,333.36	-23,380.16	-39.06%

# Champaign Urbana Mass Transit District Budget Analysis Report

From Fiscal Year: 2023 From Period 8  
Thru Fiscal Year: 2023 Thru Period 8

Division: 00 Champaign Urbana Mass Transit District

As of: 2/28/2023

Feb-2023	Budget This Period	Feb-2022	Act/Bgt Var %		Actual Ytd	Jul-2022 thru Feb-2023 Budget Ytd	Last Ytd	Act/Bgt Var %
12,440.96	13,333.33	14,120.62	-6.69%	5030504000 CONTRACT MAINTENANCE - MAINT	91,143.59	106,666.64	103,463.69	-14.55%
32,128.36	50,833.33	50,226.29	-36.80%	5030516000 CONTRACT MAINTENANCE - G&A	364,115.54	406,666.64	315,416.16	-10.46%
828.76	2,916.67	1,049.94	-71.59%	5030516200 CONTRACT MAINTENANCE - IT	7,146.97	23,333.36	12,674.86	-69.37%
0.00	0.00	0.00	0.00%	5030516300 CONTRACT MAINTENANCE - IT - NON	154.22	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%
0.00	3,750.00	0.00	-100.00%	5030801000 PRINTING SERVICES - OPS	24,480.42	30,000.00	894.06	-18.40%
0.00	83.33	0.00	-100.00%	5030804000 PRINTING SERVICES - MAINT	0.00	666.64	0.00	-100.00%
162.00	416.67	17,124.00	-61.12%	5030816000 PRINTING SERVICES - G&A	794.00	3,333.36	46,546.14	-76.18%
0.00	83.33	0.00	-100.00%	5030816200 PRINTING SERVICES - IT	0.00	666.64	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%
1,280.00	8,333.33	1,481.00	-84.64%	5031216000 CABS	15,271.00	66,666.64	14,153.00	-77.09%
8,017.23	3,750.00	2,532.62	113.79%	5039901000 OTHER SERVICES - OPS	46,096.43	30,000.00	24,850.50	53.65%
1,577.92	1,250.00	500.00	26.23%	5039904000 OTHER SERVICES - MAINT	6,003.98	10,000.00	9,472.83	-39.96%
855.84	8,333.33	110.00	-89.73%	5039916000 OTHER SERVICES - G&A	19,474.36	66,666.64	14,246.20	-70.79%
209.00	333.33	0.00	-37.30%	5039916200 OTHER SERVICES - IT	737.51	2,666.64	587.34	-72.34%
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	1,570.27	0.00%
<b>114,217.60</b>	<b>190,708.32</b>	<b>86,321.78</b>	<b>-40.11%</b>	<b>5039999900 ** TOTAL SERVICES</b>	<b>994,496.96</b>	<b>1,525,666.56</b>	<b>942,469.95</b>	<b>-34.82%</b>
<b>5040000000 ** MATERIALS &amp; SUPPLIES CONSUM</b>								
148,181.68	229,166.67	138,962.86	-35.34%	5040101000 FUEL & LUBRICANTS - OPS	1,432,767.49	1,833,333.36	1,017,955.09	-21.85%
17,102.40	14,583.33	13,428.76	17.27%	5040104000 FUEL & LUBRICANTS - MAINT	140,659.76	116,666.64	102,806.36	20.57%
13,875.48	13,750.00	11,250.11	0.91%	5040201000 TIRES & TUBES - OPS - MB DO	105,450.74	110,000.00	100,809.74	-4.14%
1,450.03	916.67	1,046.87	58.18%	5040204000 TIRES & TUBES - MAINT - DR DO	9,089.53	7,333.36	4,770.68	23.95%
0.00	0.00	0.00	0.00%	5040206000 TIRES & TUBES - NON-REVENUE VEH	343.78	0.00	0.00	100.00%
483.42	4,166.67	10,237.43	-88.40%	5040304000 GARAGE EQUIPMENT REPAIRS - MAI	8,613.21	33,333.36	20,745.30	-74.16%
49,498.75	14,583.33	11,172.03	239.42%	5040404000 BLDG & GROUND REPAIRS - MAINT -	187,412.13	116,666.64	115,263.90	60.64%
9,641.92	4,166.67	1,910.28	131.41%	5040404001 BLDG & GROUND REPAIRS - MAINT -	34,236.91	33,333.36	10,373.13	2.71%
1,413.75	83.33	0.00	> 999.99%	5040404002 BLDG & GROUND REPAIRS - MAINT -	1,413.75	666.64	0.00	112.07%
5,042.60	10,833.33	900.00	-53.45%	5040416200 BLDG & GROUND REPAIRS - IT	65,371.78	86,666.64	30,556.15	-24.57%
257.86	1,250.00	0.00	-79.37%	5040416300 BLDG & GROUND REPAIRS - IT - NON	15,710.46	10,000.00	11,866.78	57.10%
0.00	416.67	-140.00	-100.00%	5040416400 BLDG & GROUND REPAIRS - G&A - N	1,021.46	3,333.36	5,616.21	-69.36%
-1,954.68	0.00	0.00	-100.00%	5040500001 REVENUE VEHICLE REPAIRS - CORE	-1,179.72	0.00	-14.30	-100.00%
144,496.70	200,000.00	109,524.73	-27.75%	5040504000 REVENUE VEHICLE REPAIRS	985,824.83	1,600,000.00	1,105,007.54	-38.39%
145.93	2,083.33	6,042.62	-93.00%	5040604000 NON-REVENUE VEHICLE REPAIRS	66,001.63	16,666.64	13,841.92	296.01%
12,685.35	8,333.33	10,825.27	52.22%	5040704000 SERVICE SUPPLIES - MAINT	74,790.05	66,666.64	72,155.00	12.19%
1,516.73	2,333.33	713.67	-35.00%	5040716200 SERVICE SUPPLIES - IT	16,432.54	18,666.64	13,774.82	-11.97%
1,828.21	3,750.00	3,310.17	-51.25%	5040801000 OFFICE SUPPLIES - OPS	15,228.71	30,000.00	31,810.31	-49.24%

# Champaign Urbana Mass Transit District Budget Analysis Report

From Fiscal Year: 2023 From Period 8  
Thru Fiscal Year: 2023 Thru Period 8

Division: 00 Champaign Urbana Mass Transit District

As of: 2/28/2023

Feb-2023	Budget		Act/Bgt Var %		Jul-2022 thru Feb-2023			Act/Bgt Var %
	This Period	Feb-2022			Actual Ytd	Budget Ytd	Last Ytd	
2,781.51	1,416.67	781.00	96.34%	5040804000 OFFICE SUPPLIES - MAINT	10,941.99	11,333.36	11,320.68	-3.45%
794.02	1,333.33	2,473.89	-40.45%	5040816000 OFFICE SUPPLIES - G&A	4,989.87	10,666.64	11,074.77	-53.22%
407.19	416.67	90.84	-2.28%	5040816200 OFFICE SUPPLIES - IT	1,630.67	3,333.36	709.97	-51.08%
1,526.13	1,666.67	1,498.86	-8.43%	5040901000 COMPUTER & SERVER - MISC EXP'S	2,868.86	13,333.36	1,820.17	-78.48%
0.00	1,666.67	0.00	-100.00%	5040904000 COMPUTER & SERVER - MISC EXP'S	1,001.71	13,333.36	15,617.90	-92.49%
16,135.48	7,500.00	8,743.72	115.14%	5040916000 COMPUTER & SERVER - MISC EXP'S	140,416.79	60,000.00	51,356.60	134.03%
490.64	416.67	2,405.79	17.75%	5040916200 COMPUTER & SERVER - MISC EXP'S	490.64	3,333.36	2,405.79	-85.28%
1,806.14	833.33	283.84	116.74%	5041001000 SAFETY & TRAINING - OPS	3,696.62	6,666.64	1,863.56	-44.55%
0.00	833.33	0.00	-100.00%	5041004000 SAFETY & TRAINING - MAINT	2,191.61	6,666.64	88.34	-67.13%
333.10	7,083.33	13,680.53	-95.30%	5041104000 PASSENGER SHELTER REPAIRS	60,557.00	56,666.64	48,643.01	6.87%
30.25	833.33	-45.38	-96.37%	5041201000 SMALL TOOLS & EQUIP - OPS	359.38	6,666.64	22,573.10	-94.61%
7,429.46	5,416.67	3,984.43	37.16%	5041204000 SMALL TOOLS & EQUIP - MAINT	20,401.05	43,333.36	17,861.93	-52.92%
0.00	6,250.00	0.00	-100.00%	5041216000 SMALL TOOLS & EQUIP - G&A	725.90	50,000.00	0.00	-98.55%
0.00	833.33	20.00	-100.00%	5041216200 SMALL TOOLS & EQUIP - IT	621.85	6,666.64	5,526.21	-90.67%
0.00	0.00	0.00	0.00%	5041216300 SMALL TOOLS & EQUIP - IT - NON-RE	125.94	0.00	29.94	100.00%
0.00	0.00	0.00	0.00%	5041216400 SMALL TOOLS & EQUIP - G&A - NON-	0.00	0.00	0.00	0.00%
0.00	83.33	0.00	-100.00%	5041304000 FAREBOX REPAIRS	961.36	666.64	0.00	44.21%
379.51	5,416.67	3,113.68	-92.99%	5041404000 CAD/AVL,CAMERA,RADIO REPAIRS -	84,270.52	43,333.36	40,115.95	94.47%
685.67	1,250.00	2,904.98	-45.15%	5041504000 ADA VEHICLE REPAIRS - MAINT	24,240.32	10,000.00	9,703.02	142.40%
<b>438,465.23</b>	<b>553,666.66</b>	<b>359,120.98</b>	<b>-20.81%</b>	<b>5049999900 ** TOTAL MATERIAL &amp; SUPPLIES</b>	<b>3,519,681.12</b>	<b>4,429,333.28</b>	<b>2,898,049.57</b>	<b>-20.54%</b>
<b>5050000000 **UTILITIES</b>								
114,640.89	75,000.00	75,331.29	52.85%	5050216000 ** UTILITIES - G&A	632,991.86	600,000.00	452,597.24	5.50%
10,157.21	12,500.00	10,774.63	-18.74%	5050216200 ** UTILITIES - IT	103,568.02	100,000.00	80,731.28	3.57%
4,244.09	5,416.67	3,686.89	-21.65%	5050216300 ** UTILITIES - IT - NON-REIMB	46,316.95	43,333.36	35,300.29	6.89%
5,480.93	416.67	313.63	> 999.99%	5050216400 ** UTILITIES - G&A - NON-REIMB	34,314.46	3,333.36	2,218.40	929.43%
<b>134,523.12</b>	<b>93,333.34</b>	<b>90,106.44</b>	<b>44.13%</b>	<b>5059999900 **TOTAL UTILITIES</b>	<b>817,191.29</b>	<b>746,666.72</b>	<b>570,847.21</b>	<b>9.45%</b>
<b>5060000000 ** CASUALTY &amp; LIABILITY COSTS</b>								
7,984.86	7,916.67	7,429.28	0.86%	5060104000 PHYSICAL DAMAGE PREMIUMS - MAI	64,201.88	63,333.36	59,434.24	1.37%
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	-2,750.17	-100.00%	5060204000 PHYSICAL DAMAGE RECOVERIES - M	-27,199.68	-23,333.36	-20,790.94	16.57%
40,639.37	50,000.00	33,626.26	-18.72%	5060316000 PL & PD INSURANCE PREMIUMS - G&	325,114.96	400,000.00	270,029.08	-18.72%
0.00	0.00	0.00	0.00%	5060316200 PL & PD INSURANCE PREMIUMS - IT	0.00	0.00	0.00	0.00%
30,426.05	50,000.00	28,284.67	-39.15%	5060416000 UNINSURED PL & PD PAYOUTS - G&A	234,952.88	400,000.00	229,358.17	-41.26%
3,766.98	4,166.67	3,710.65	-9.59%	5060816000 PREMIUMS-OTHER COPORATE INS.	31,218.84	33,333.36	29,685.20	-6.34%
<b>82,817.26</b>	<b>109,166.67</b>	<b>70,300.69</b>	<b>-24.14%</b>	<b>5069999900 ** TOTAL CASUALTY &amp; LIABILITY</b>	<b>628,288.88</b>	<b>873,333.36</b>	<b>567,715.75</b>	<b>-28.06%</b>



# Champaign Urbana Mass Transit District Budget Analysis Report

From Fiscal Year: 2023      From Period 8  
Thru Fiscal Year: 2023      Thru Period 8

Division: 00 Champaign Urbana Mass Transit District

As of: 2/28/2023

Feb-2023	Budget This Period	Feb-2022	Act/Bgt Var %		Actual Ytd	Jul-2022 thru Feb-2023 Budget Ytd	Last Ytd	Act/Bgt Var %
<b>5070000000 ** TAXES</b>								
0.00	416.67	0.00	-100.00%	5070316000 PROPERTY TAXES	0.00	3,333.36	10,500.00	-100.00%
312.50	333.33	312.50	-6.25%	5070316400 PROPERTY TAXES - NON-REIMB	2,500.00	2,666.64	2,500.00	-6.25%
0.00	250.00	90.00	-100.00%	5070401000 VEHICLE LICENSING FEES - OPS	23.00	2,000.00	1,354.00	-98.85%
0.00	0.00	0.00	0.00%	5070416000 VEHICLE LICENSING FEES - G&A	0.00	0.00	0.00	0.00%
2,248.19	3,333.33	0.00	-32.55%	5070501000 FUEL TAX	19,938.28	26,666.64	18,062.45	-25.23%
<b>2,560.69</b>	<b>4,333.33</b>	<b>402.50</b>	<b>-40.91%</b>	<b>5079999900 ** TOTAL TAXES</b>	<b>22,461.28</b>	<b>34,666.64</b>	<b>32,416.45</b>	<b>-35.21%</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	614,449.64	620,000.00	583,915.64	-0.90%
<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>614,449.64</b>	<b>620,000.00</b>	<b>583,915.64</b>	<b>-0.90%</b>
<b>5090000000 ** MISCELLANEOUS EXPENSES</b>								
12,306.74	9,166.67	14,314.93	34.26%	5090116000 DUES & SUBSCRIPTIONS - G&A	81,232.53	73,333.36	65,789.10	10.77%
906.04	10,416.67	680.74	-91.30%	5090216000 TRAVEL & MEETINGS - G&A	83,959.71	83,333.36	114,068.76	0.75%
0.00	0.00	0.00	0.00%	5090716000 BAD DEBT EXPENSE	0.00	0.00	0.00	0.00%
8,690.49	16,666.67	4,794.05	-47.86%	5090816000 ADVERTISING EXPENSES - G&A	101,644.14	133,333.36	98,573.73	-23.77%
0.00	0.00	0.00	0.00%	5090816200 ADVERTISING EXPENSES - IT	0.00	0.00	280.00	0.00%
0.00	666.67	0.00	-100.00%	5090916000 TRUSTEE COMPENSATION	4,750.00	5,333.36	2,950.00	-10.94%
1,423.94	583.33	1,642.36	144.11%	5091016000 POSTAGE	4,398.88	4,666.64	4,284.27	-5.74%
0.00	0.00	0.00	0.00%	5091516000 LOSS/DISPOSAL FIXED ASSETS	0.00	0.00	0.00	0.00%
1,861.65	8,333.33	6,151.50	-77.66%	5091616000 ADVERTISING SERVICES EXPENSE	38,519.65	66,666.64	51,276.75	-42.22%
0.00	0.00	0.00	0.00%	5091716000 SUBSTANCE ABUSE PROGRAM	0.00	0.00	0.00	0.00%
825.55	1,666.67	307.00	-50.47%	5099901000 OTHER MISC EXPENSES - OPS	3,544.32	13,333.36	1,058.03	-73.42%
388.37	1,666.67	1,775.18	-76.70%	5099904000 OTHER MISC EXPENSES - MAINT	11,098.71	13,333.36	4,798.88	-16.76%
6,746.84	8,333.33	2,889.57	-19.04%	5099916000 OTHER MISC EXPENSES - G&A	36,283.88	66,666.64	36,878.27	-45.57%
474.56	1,250.00	884.49	-62.04%	5099916200 OTHER MISC EXPENSES - IT	9,335.05	10,000.00	6,565.67	-6.65%
0.00	83.33	0.00	-100.00%	5099916300 OTHER MISC EXPENSES - IT - NON-R	0.00	666.64	2,109.20	-100.00%
551.18	2,083.33	60,389.87	-73.54%	5099916400 OTHER MISC EXPENSES - G&A - NON	33,427.05	16,666.64	81,040.64	100.56%
13,949.24	0.00	-3,612.25	100.00%	5099926000 UNALLOCATED EXPENSES	20,267.39	0.00	26,013.40	100.00%
<b>48,124.60</b>	<b>60,916.67</b>	<b>90,217.44</b>	<b>-21.00%</b>	<b>5099999900 ** TOTAL MISCELLANEOUS EXPENS</b>	<b>428,461.31</b>	<b>487,333.36</b>	<b>495,686.70</b>	<b>-12.08%</b>
<b>5110000000 ** INTEREST EXPENSES</b>								

## Champaign Urbana Mass Transit District Budget Analysis Report

From Fiscal Year: 2023 From Period 8  
Thru Fiscal Year: 2023 Thru Period 8

Division: 00 Champaign Urbana Mass Transit District

As of: 2/28/2023

Feb-2023	Budget This Period	Feb-2022	Act/Bgt Var %		Jul-2022 thru Feb-2023			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%
335.09	4,166.67	3,549.17	-91.96%	5110216000 INTEREST - SHORT-TERM DEBTS	892.89	33,333.36	53,630.33	-97.32%
<b>335.09</b>	<b>4,166.67</b>	<b>3,549.17</b>	<b>-91.96%</b>	<b>5119999900 ** TOTAL INTEREST</b>	<b>892.89</b>	<b>33,333.36</b>	<b>53,630.33</b>	<b>-97.32%</b>
<b>5120000000 ** LEASE &amp; RENTALS</b>								
15,565.73	12,500.00	3,164.70	24.53%	5120401000 PASSENGER REVENUE VEHICLES -	90,648.13	100,000.00	25,317.60	-9.35%
706.04	4,166.67	706.04	-83.06%	5120516000 SERVICE VEHICLE LEASES	5,648.32	33,333.36	5,648.32	-83.06%
0.00	8,333.33	805.99	-100.00%	5120704000 GARAGE EQUIPMENT LEASES - MAIN	0.00	66,666.64	6,447.92	-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	104,024.83	100,000.00	124,418.56	4.02%
1,108.54	18,750.00	-820.11	-94.09%	5121301000 MISC LEASES - OPS	3,753.79	150,000.00	64,511.89	-97.50%
17,678.89	18,750.00	15,237.72	-5.71%	5121304000 MISC LEASES - MAINT	109,149.38	150,000.00	87,863.03	-27.23%
1,332.77	3,333.33	1,303.00	-60.02%	5121316000 MISC LEASES - G&A	10,662.16	26,666.64	9,004.81	-60.02%
66.63	1,250.00	65.16	-94.67%	5121316200 MISC LEASES - IT	533.04	10,000.00	239.93	-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	0.00	-100.00%	5121316400 MISC LEASES - G&A - NON-REIMB	2,100.00	666.64	-612.50	215.01%
<b>49,097.53</b>	<b>79,666.66</b>	<b>36,014.82</b>	<b>-38.37%</b>	<b>5129999900 ** TOTAL LEASE &amp; RENTALS</b>	<b>326,519.65</b>	<b>637,333.28</b>	<b>324,939.56</b>	<b>-48.77%</b>
<b>5130000000 ** DEPRECIATION</b>								
19,820.04	0.00	33,230.91	100.00%	5130201000 PASSENGER SHELTER DEPRECIATI	184,545.51	0.00	188,583.59	100.00%
538,435.93	0.00	495,196.71	100.00%	5130401000 REVENUE VEHICLE DEPRECIATION	3,868,027.02	0.00	3,527,816.44	100.00%
1,151.34	0.00	7,038.94	100.00%	5130516000 SERVICE VEHICLE DEPRECIATION	50,424.41	0.00	56,312.15	100.00%
5,904.20	0.00	5,904.09	100.00%	5130704000 GARAGE EQUIP DEPRECIATION	47,232.48	0.00	47,232.44	100.00%
5,269.31	0.00	926.64	100.00%	5130901000 REVENUE VEHICLE RADIO EQUIP DE	11,756.00	0.00	29,777.35	100.00%
6,328.76	0.00	15,667.82	100.00%	5131016000 COMPUTER EQUIP DEPRECIATION	50,630.29	0.00	66,113.18	100.00%
0.00	0.00	0.00	0.00%	5131116000 REVENUE COLLECTION EQUIP DEPR	0.00	0.00	0.00	0.00%
132,792.37	0.00	222,472.94	100.00%	5131216000 G&A FACILITIES DEPRECIATION	1,111,897.98	0.00	1,125,750.28	100.00%
3,121.70	0.00	5,233.39	100.00%	5131316000 G&A SYSTEM DEVELOPMENT DEPR	24,973.60	0.00	24,973.60	100.00%
253.57	0.00	253.63	100.00%	5131416000 MISCELLANEOUS EQUIP DEPR	2,028.56	0.00	2,028.55	100.00%
0.00	0.00	0.00	0.00%	5131516000 OFFICE EQUIP DEPRECIATION	0.00	0.00	0.00	0.00%
<b>713,077.22</b>	<b>0.00</b>	<b>785,925.07</b>	<b>100.00%</b>	<b>5139999900 ** TOTAL DEPRECIATION</b>	<b>5,351,515.85</b>	<b>0.00</b>	<b>5,068,587.58</b>	<b>100.00%</b>
0.00	0.00	0.00	0.00%	5170116000 DEBT SERVICE ON EQUIPMENT & FA	0.00	0.00	0.00	0.00%
<b>4,165,816.39</b>	<b>4,174,916.66</b>	<b>3,994,535.11</b>	<b>-0.22%</b>	<b>5999990000 **** TOTAL EXPENSES ****</b>	<b>34,053,681.94</b>	<b>33,399,333.28</b>	<b>32,061,077.76</b>	<b>1.96%</b>

## Champaign Urbana Mass Transit District Budget Analysis Report

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Division: 00 Champaign Urbana Mass Transit District

As of: 2/28/2023

Feb-2023	Budget This Period	Feb-2022	Act/Bgt Var %		Actual Ytd	Jul-2022 thru Feb-2023 Budget Ytd	Last Ytd	Act/Bgt Var %
-24,309.99	6,816,170.83	2,637,819.52	-100.36%	5999999800 NET SURPLUS (DEFICIT)	4,431,619.51	54,529,366.64	8,253,019.41	-91.87%

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

From Date: 2/1/2023

Thru Date: 2/28/2023

CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
158872	02-Feb-23	A2488	AFLAC GROUP INSURANCE	\$223.36		\$223.36	
158873	02-Feb-23	A5002	AMAZON	\$0.00		\$0.00	X
158874	02-Feb-23	A5085	AMERENIP	\$28,247.05		\$28,247.05	
158875	02-Feb-23	A7545	ILLINI GLASS SOLUTIONS	\$365.60		\$365.60	
158876	02-Feb-23	A8006	AT & T MOBILITY LLC	\$180.78		\$180.78	
158877	02-Feb-23	A8007	AT & T	\$2,249.13		\$2,249.13	
158878	02-Feb-23	A85755	AUTOMOTIVE COLOR & SUPPLY CORP	\$162.63		\$162.63	
158879	02-Feb-23	A9010	AWARDS LTD.	\$100.65		\$100.65	
158880	02-Feb-23	B0090	BAE SYSTEMS CONTROLS, INC.	\$5,980.13		\$5,980.13	
158881	02-Feb-23	B3555	BIRKEY'S FARM STORE, INC.	\$2,238.32		\$2,238.32	
158882	02-Feb-23	C3042	CHAMPAIGN MOTORS INC	\$221.41		\$221.41	
158883	02-Feb-23	C3105	CHEMICAL MAINTENANCE INC.	\$1,206.25		\$1,206.25	
158884	02-Feb-23	C3512	CINTAS FIRST AID & SAFETY	\$77.86		\$77.86	
158885	02-Feb-23	C6258	COLUMBIA STREET ROASTERY	\$508.00		\$508.00	
158886	02-Feb-23	C6259	COMMERCE BANK CREDIT CARD	\$4,455.05		\$4,455.05	
158887	02-Feb-23	C6284	CONSOLIDATED COMMUNICATIONS ENTERPRISE S	\$376.50		\$376.50	
158888	02-Feb-23	C7301	JACINDA CRAWMER	\$450.84		\$450.84	
158889	02-Feb-23	C8450	CU HARDWARE COMPANY	\$127.20		\$127.20	
158890	02-Feb-23	D0271	DANVILLE MASS TRANSIT	\$794.00		\$794.00	
158891	02-Feb-23	D0423	DAVE & HARRY LOCKSMITHS	\$335.00		\$335.00	
158892	02-Feb-23	D2012	DEAN'S GRAPHICS	\$3,867.64		\$3,867.64	
158893	02-Feb-23	D3575	DIRECT ENERGY BUSINESS	\$13,595.51		\$13,595.51	
158894	02-Feb-23	F0365	FASTENAL COMPANY	\$156.94		\$156.94	
158895	02-Feb-23	F6367	FORD CITY	\$340.54		\$340.54	
158896	02-Feb-23	G2287	GFL ENVIRONMENTAL HOLDINGS (US), INC	\$1,327.16		\$1,327.16	
158897	02-Feb-23	G4293	GLOBAL TECHNICAL SYSTEMS, INC.	\$22,405.76		\$22,405.76	
158898	02-Feb-23	G6300	GOODYEAR TIRE & RUBBER CO	\$13,212.49		\$13,212.49	
158899	02-Feb-23	G7308	GRAINGER	\$784.90		\$784.90	
158900	02-Feb-23	I1595	IDENTISYS INCORPORATED	\$144.60		\$144.60	
158901	02-Feb-23	I4745	ILLINI CONTRACTORS SUPPLY	\$312.47		\$312.47	
158902	02-Feb-23	I4747	ILLINI FS, INC.	\$23,857.35		\$23,857.35	
158903	02-Feb-23	I4790	ILLINOIS-AMERICAN WATER	\$2,685.74		\$2,685.74	
158904	02-Feb-23	I4840	ILLINOIS OIL MARKETING	\$411.36		\$411.36	
158905	02-Feb-23	I5758	INIT INC.	\$23,389.66		\$23,389.66	
158906	02-Feb-23	J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$102.51		\$102.51	
158907	02-Feb-23	J3680	JEFFREY A. WILSEY	\$277.99		\$277.99	
158908	02-Feb-23	K2166	KEMPER INDUSTRIAL EQUIP.	\$508.50		\$508.50	
158909	02-Feb-23	K3515	KIMBALL MIDWEST	\$219.26		\$219.26	
158910	02-Feb-23	K3580	MATHEW KIRKPATRICK	\$83.94		\$83.94	
158911	02-Feb-23	K6269	KONE INC.	\$600.00		\$600.00	
158912	02-Feb-23	L0290	LANZ HEATING & COOLING, INC	\$408.00		\$408.00	
158913	02-Feb-23	L2005	DONALD DAVID OWEN	\$4,975.00		\$4,975.00	
158914	02-Feb-23	M1090	MCCORMICK DISTRIBUTION & SERVICE	\$170.20		\$170.20	
158915	02-Feb-23	M1246	MCMASER-CARR SUPPLY CO.	\$646.67		\$646.67	
158916	02-Feb-23	M1269	MCS OFFICE TECHNOLOGIES	\$1,652.50		\$1,652.50	
158917	02-Feb-23	M2179	MENARD'S	\$1,060.67		\$1,060.67	
158918	02-Feb-23	M34035	MIDWEST FIBER RECYCLING	\$630.00		\$630.00	
158919	02-Feb-23	M3505	MINDFIRE COMMUNICATIONS, INC.	\$710.00		\$710.00	
158920	02-Feb-23	N0320	NAPA AUTO PARTS	\$111.97		\$111.97	
158921	02-Feb-23	N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$28,778.94		\$28,778.94	
158922	02-Feb-23	N2295	THE NEWS GAZETTE	\$626.22		\$626.22	
158923	02-Feb-23	P2256	PETTY CASH (CHANGE FUND)	\$196.00		\$196.00	
158924	02-Feb-23	P4521	CYNTHIA HOYLE	\$1,007.50		\$1,007.50	
158925	02-Feb-23	P8690	PYROLYX TIRE RECYCLING, LLC	\$72.00		\$72.00	
158926	02-Feb-23	R2160	RELIABLE LAWN CARE & SNOW REMOVAL	\$2,100.00		\$2,100.00	
158927	02-Feb-23	R2175	RELIABLE PLUMBING & HEATING COMPANY	\$1,723.00		\$1,723.00	
158928	02-Feb-23	R6120	ROGARDS OFFICE PRODUCTS	\$26.94		\$26.94	
158929	02-Feb-23	S1156	SCHOONOVER SEWER SERVICE	\$410.00		\$410.00	
158930	02-Feb-23	S3003	RUSSELL E SHAFFER III	\$396.00		\$396.00	
158931	02-Feb-23	S3115	DANIEL J. HARTMAN	\$13,135.00		\$13,135.00	
158932	02-Feb-23	S8061	STERICYCLE, INC.	\$186.58		\$186.58	
158933	02-Feb-23	S8560	SURFACE 51	\$15,896.25		\$15,896.25	
158934	02-Feb-23	T2205	CONSOLIDATED ELECTRICAL DISTRIBUTORS, IN	\$1,420.33		\$1,420.33	

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

From Date: 2/1/2023

Thru Date: 2/28/2023

CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
158935	02-Feb-23	U5180	UNITED PARCEL SERVICE	\$83.60		\$83.60	
158936	02-Feb-23	U5996	UNIVERSITY OF ILLINOIS	\$433.00		\$433.00	
158937	02-Feb-23	U5998	UNIVERSITY OF ILLINOIS	\$32,732.83		\$32,732.83	
158938	02-Feb-23	U7385	URBANA TRUE TIRES	\$378.73		\$378.73	
158939	02-Feb-23	U7653	US BANK VENDOR SERVICES	\$1,837.42	\$171.46	\$1,665.96	
158940	02-Feb-23	V2233	VERIZON WIRELESS	\$360.10	\$360.10	\$0.00	
158941	02-Feb-23	Z2000	ZEBRA	\$5,000.00		\$5,000.00	
158942	09-Feb-23	A5085	AMERENIP	\$743.80		\$743.80	
158943	09-Feb-23	A8155	ATLAS CAB	\$1,451.00		\$1,451.00	
158944	09-Feb-23	C6263	COMCAST CABLE	\$524.38		\$524.38	
158945	09-Feb-23	D0370	DATA BUSINESS EQUIPMENT, INC.	\$1,295.00		\$1,295.00	
158946	09-Feb-23	I4750	ILLINI FIRE EQUIPMENT CO.	\$250.25		\$250.25	
158947	09-Feb-23	I4973	ILLINOIS TOLLWAY	\$28.30		\$28.30	
158948	09-Feb-23	I5562	INDIANA STANDARDS LABORATORY	\$384.00		\$384.00	
158949	09-Feb-23	L6446	LOWE'S	\$852.11		\$852.11	
158950	09-Feb-23	N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$1,720.62		\$1,720.62	
158951	09-Feb-23	P2179	ROY PENLAND	\$147.10		\$147.10	
158952	09-Feb-23	P2255	PETTY CASH (GENERAL FUND)	\$304.21		\$304.21	
158953	09-Feb-23	P2259	PETTY CASH (IL TERMINAL)	\$217.68		\$217.68	
158954	09-Feb-23	P4525	NORMA MCFARLAND	\$463.82		\$463.82	
158955	09-Feb-23	S2190	BRENDAN SENNETT	\$91.92		\$91.92	
158956	09-Feb-23	S5181	COREY SMITH	\$81.74		\$81.74	
158957	09-Feb-23	S6235	SOUTHERN BUS & MOBILITY INC	\$2,393.12		\$2,393.12	
158958	09-Feb-23	S823190	STUARD & ASSOCIATES, INC.	\$355.00		\$355.00	
158959	09-Feb-23	U5180	UNITED PARCEL SERVICE	\$229.61		\$229.61	
158960	16-Feb-23	A5085	AMERENIP	\$6,776.33		\$6,776.33	
158961	16-Feb-23	A8012	AT&T	\$157.05		\$157.05	
158962	16-Feb-23	C0340	CARDINAL INFRASTRUCTURE, LLC	\$6,500.00		\$6,500.00	
158963	16-Feb-23	C0350	CARDMEMBER SERVICE	\$9,677.80		\$9,677.80	
158964	16-Feb-23	C0364	CARLE PHYSICIAN GROUP	\$3,088.75		\$3,088.75	
158965	16-Feb-23	C2172	CMS/LGHP	\$486,387.00	\$3,710.00	\$482,677.00	
158966	16-Feb-23	C3042	CHAMPAIGN MOTORS INC	\$284.83		\$284.83	
158967	16-Feb-23	C3105	CHEMICAL MAINTENANCE INC.	\$2,931.24		\$2,931.24	
158968	16-Feb-23	C7301	JACINDA CRAWMER	\$82.90		\$82.90	
158969	16-Feb-23	C8450	CU HARDWARE COMPANY	\$15.94		\$15.94	
158970	16-Feb-23	D2850	DEVELOPMENTAL SERVICES	\$44,073.00		\$44,073.00	
158971	16-Feb-23	D3575	DIRECT ENERGY BUSINESS	\$686.50		\$686.50	
158972	16-Feb-23	D7700	DS SERVICES OF AMERICA, INC.	\$38.50		\$38.50	
158973	16-Feb-23	D8520	DUNCAN SUPPLY CO. INC.	\$614.84		\$614.84	
158974	16-Feb-23	D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	\$835.30		\$835.30	
158975	16-Feb-23	F0367	FASTENERS ETC., INC.	\$67.54		\$67.54	
158976	16-Feb-23	F2055	FEDERAL EXPRESS CORP.	\$34.64		\$34.64	
158977	16-Feb-23	F8480	THOMAS FULLER	\$1,134.00		\$1,134.00	
158978	16-Feb-23	G3355	LEE GIBONEY	\$36.78		\$36.78	
158979	16-Feb-23	G4293	GLOBAL TECHNICAL SYSTEMS, INC.	\$2,340.98		\$2,340.98	
158980	16-Feb-23	G7308	GRAINGER	\$2,233.09		\$2,233.09	
158981	16-Feb-23	I4840	ILLINOIS OIL MARKETING	\$3,593.56		\$3,593.56	
158982	16-Feb-23	I4879	IL PUBLIC TRANSIT RISK MANAGEMENT ASOC	\$20,723.00		\$20,723.00	
158983	16-Feb-23	J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$269.93		\$269.93	
158984	16-Feb-23	K3515	KIMBALL MIDWEST	\$301.00		\$301.00	
158985	16-Feb-23	L0435	SEYMOUR LAWS	\$273.00		\$273.00	
158986	16-Feb-23	L0481	LAZER EDGE OFFICE AUTOMATION, INC.	\$1,378.80		\$1,378.80	
158987	16-Feb-23	L6285	LOOMIS	\$802.99		\$802.99	
158988	16-Feb-23	M0175	QUADIENT FINANCE USA, INC.	\$650.00		\$650.00	
158989	16-Feb-23	M0452	MATTEX SERVICE CO., INC.	\$325.00		\$325.00	
158990	16-Feb-23	M1246	MCMASTER-CARR SUPPLY CO.	\$2,556.08		\$2,556.08	
158991	16-Feb-23	M3399	MIDWEST MAILING & SHIPPING SYSTEMS, INC.	\$197.10		\$197.10	
158992	16-Feb-23	N0320	NAPA AUTO PARTS	\$113.21		\$113.21	
158993	16-Feb-23	O7450	ORKIN EXTERMINATING CO.	\$1,009.63		\$1,009.63	
158994	16-Feb-23	O9048	NANCY E. OWENS	\$51.92		\$51.92	
158995	16-Feb-23	S0060	SAFEWORKS ILLINOIS	\$349.00	\$89.00	\$260.00	
158996	16-Feb-23	S0078	SAFETY-KLEEN CORP.	\$2,254.98		\$2,254.98	
158997	16-Feb-23	S0254	SAM'S CLUB	\$137.19		\$137.19	

**Champaign-Urbana Mass Transit District**  
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From Date: 2/1/2023

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CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
158998	16-Feb-23	S3115	DANIEL J. HARTMAN	\$1,679.00	\$24.00	\$1,655.00	
158999	16-Feb-23	S3635	VALERIE SITTON	\$44.82		\$44.82	
159000	16-Feb-23	S5192	S.J. SMITH WELDING SUPPLY	\$89.28		\$89.28	
159001	16-Feb-23	S6690	SPIRAL BINDING LLC	\$509.56		\$509.56	
159002	16-Feb-23	S9020	SYN-TECH SYSTEMS, INC.	\$107.20		\$107.20	
159003	16-Feb-23	U5180	UNITED PARCEL SERVICE	\$47.72		\$47.72	
159004	16-Feb-23	U60295	ULINE	\$331.79		\$331.79	
159005	16-Feb-23	U6560	UPS FREIGHT	\$279.58		\$279.58	
159006	16-Feb-23	U7355	U-C SANITARY DISTRICT	\$3,951.99		\$3,951.99	
159007	16-Feb-23	U7385	URBANA TRUE TIRES	\$851.99		\$851.99	
159008	16-Feb-23	V2233	VERIZON WIRELESS	\$552.79		\$552.79	
159009	16-Feb-23	W3458	GREGORY B. WILLIAMS	\$32.69		\$32.69	
159010	23-Feb-23	A4804	ALPHA CONTROLS & SERVICES LLC	\$165.00		\$165.00	
159011	23-Feb-23	A5002	AMAZON	\$3,037.71		\$3,037.71	
159012	23-Feb-23	A5085	AMERENIP	\$23,856.26		\$23,856.26	
159013	23-Feb-23	B0240	BALLARD POWER SYSTEMS INC.	\$334.00		\$334.00	
159014	23-Feb-23	B2230	BERNS, CLANCY & ASSOC. PC	\$7,470.00		\$7,470.00	
159015	23-Feb-23	B3555	BIRKEY'S FARM STORE, INC.	\$2,051.08		\$2,051.08	
159016	23-Feb-23	B4788	BLOSSOM BASKET FLORIST	\$137.00		\$137.00	
159017	23-Feb-23	B8551	AMY BURGIN	\$100.56		\$100.56	
159018	23-Feb-23	C0365	CARLE PHYSICIAN GROUP	\$3,620.00	\$105.00	\$3,515.00	
159019	23-Feb-23	C2995	PAUL CHAMBERLAIN	\$89.45		\$89.45	
159020	23-Feb-23	C3100	CHELSEA FINANCIAL GROUP, LTD.	\$46,406.33		\$46,406.33	
159021	23-Feb-23	C3105	CHEMICAL MAINTENANCE INC.	\$916.25		\$916.25	
159022	23-Feb-23	C4511	CLARKE POWER SERVICES, INC.	\$5,153.60		\$5,153.60	
159023	23-Feb-23	C6263	COMCAST CABLE	\$654.77		\$654.77	
159024	23-Feb-23	D0426	DAVIS-HOUK MECHANICAL, INC	\$438.00		\$438.00	
159025	23-Feb-23	D3630	DIXON GRAPHICS	\$162.00		\$162.00	
159026	23-Feb-23	D6275	CRISTANO DOMINGO	\$69.47		\$69.47	
159027	23-Feb-23	D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	\$130.11		\$130.11	
159028	23-Feb-23	F6367	FORD CITY	\$175.94		\$175.94	
159029	23-Feb-23	G7308	GRAINGER	\$251.65		\$251.65	
159030	23-Feb-23	I4790	ILLINOIS-AMERICAN WATER	\$5,020.33		\$5,020.33	
159031	23-Feb-23	I5904	INTERSTATE BATTERIES	\$738.90		\$738.90	
159032	23-Feb-23	I8235	I3 BROADBAND - CU	\$664.81		\$664.81	
159033	23-Feb-23	M0375	MARTIN HOOD	\$5,663.00	\$40.00	\$5,623.00	
159034	23-Feb-23	M1246	MCMASTER-CARR SUPPLY CO.	\$19.61		\$19.61	
159035	23-Feb-23	M1269	MCS OFFICE TECHNOLOGIES	\$490.64		\$490.64	
159036	23-Feb-23	M2130	J ADAMS ENTERPRISES LLC	\$810.30		\$810.30	
159037	23-Feb-23	M2179	MENARD'S	\$650.89		\$650.89	
159038	23-Feb-23	M2310	MEYER CAPEL	\$9,064.50		\$9,064.50	
159039	23-Feb-23	N0320	NAPA AUTO PARTS	\$79.99		\$79.99	
159040	23-Feb-23	N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$86,140.60		\$86,140.60	
159041	23-Feb-23	Q8455	QUILL	\$243.27		\$243.27	
159042	23-Feb-23	R2175	RELIABLE PLUMBING & HEATING COMPANY	\$3,884.41		\$3,884.41	
159043	23-Feb-23	R6120	ROGARDS OFFICE PRODUCTS	\$1,211.31		\$1,211.31	
159044	23-Feb-23	R6375	ROSS & WHITE COMPANY	\$315.42		\$315.42	
159045	23-Feb-23	S2216	CHAMPAIGN AUTOMOTIVE LLC	\$4,257.50		\$4,257.50	
159046	23-Feb-23	S8051	JAVONTE STATEN	\$189.94		\$189.94	
159047	23-Feb-23	S9020	SYN-TECH SYSTEMS, INC.	\$87.00		\$87.00	
159048	23-Feb-23	T2064	TEE JAY CENTRAL, INC.	\$1,585.30		\$1,585.30	
159049	23-Feb-23	T3488	TSI COMMERCIAL FLOOR COVERING	\$3,658.00		\$3,658.00	
159050	23-Feb-23	T7510	TROPHYTIME	\$32.00		\$32.00	
159051	23-Feb-23	U5180	UNITED PARCEL SERVICE	\$208.90		\$208.90	
159052	23-Feb-23	U6560	UPS FREIGHT	\$59.58		\$59.58	
159053	23-Feb-23	U7357	CITY OF URBANA	\$3,383.42		\$3,383.42	
2012023	01-Feb-23	S8020	STANDARD INSURANCE COMPANY	\$2,593.08	\$98.00	\$2,495.08	
2022023	03-Feb-23	C3560	CIRCLE K FLEET	\$21,930.12	\$7,919.21	\$14,010.91	
2032023	02-Feb-23	D3100	DIVVY	\$3,226.09		\$3,226.09	
2042023	01-Feb-23	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	\$41,315.21		\$41,315.21	
2062023	06-Feb-23	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$17,477.28		\$17,477.28	
2072023	06-Feb-23	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$10,432.25		\$10,432.25	
2082023	08-Feb-23	I4830	I.M.R.F.	\$214,301.44		\$214,301.44	

**Champaign-Urbana Mass Transit District**  
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 BUSEY BANK OPERATING ACCOUNT

From Date: 2/1/2023

Thru Date: 2/28/2023

CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
2082310	08-Feb-23	I4830	I.M.R.F.	\$4,351.03	\$2,886.57	\$1,464.46	
2092023	06-Feb-23	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$7,199.21		\$7,199.21	
2162023	16-Feb-23	D3100	DIVVY	\$502.41		\$502.41	
2172023	16-Feb-23	H2235	HERITAGE PETROLEUM, LLC	\$21,909.84		\$21,909.84	
2192023	16-Feb-23	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	\$40,926.73		\$40,926.73	
2202023	17-Feb-23	C3560	CIRCLE K FLEET	\$25,645.14	\$10,042.74	\$15,602.40	
2222023	22-Feb-23	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$32,341.35		\$32,341.35	
2232023	22-Feb-23	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$10,396.66		\$10,396.66	
2242023	24-Feb-23	I4830	I.M.R.F.	\$77,705.37		\$77,705.37	
2252023	22-Feb-23	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$6,968.46		\$6,968.46	
2262023	16-Feb-23	A4718	ASSOCIATED CAPITAL TITLE, LLC	\$1,073,752.51		\$1,073,752.51	
2272023	27-Feb-23	S8020	STANDARD INSURANCE COMPANY	\$5,805.69		\$5,805.69	
				<u>\$2,739,203.67</u>	<u>\$25,446.08</u>	<u>\$2,713,757.59</u>	

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

**From Date: 2/1/2023 Thru Date: 2/28/2023**

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion
ACH	02-Feb-23	249042-C2165	CENTRAL ILLINOIS TRUCKS	\$43,664.65		\$43,664.65
ACH	02-Feb-23	249042-C3110	CHEMTREAT, INC.	\$1,250.00		\$1,250.00
ACH	02-Feb-23	249042-C4588	CLEAN UNIFORM COMPANY	\$931.46		\$931.46
ACH	02-Feb-23	249042-E3390	EIGHT 22, LLC	\$4,217.00		\$4,217.00
ACH	02-Feb-23	249042-G2275	GENERAL TRUCK PARTS	\$750.00		\$750.00
ACH	02-Feb-23	249042-I5614	INFOSEC INSTITUTE, INC.	\$2,326.06		\$2,326.06
ACH	02-Feb-23	249042-K2190	KEN'S OIL SERVICE, INC.	\$76,458.66		\$76,458.66
ACH	02-Feb-23	249042-K3575	KIRK'S AUTOMOTIVE	\$2,100.00		\$2,100.00
ACH	02-Feb-23	249042-O7370	O'REILLY AUTOMOTIVE, INC.	\$2,462.09		\$2,462.09
ACH	02-Feb-23	249042-P0015	3PLAY MEDIA, INC	\$85.00		\$85.00
ACH	02-Feb-23	249042-R2177	REMIX SOFTWARE, INC.	\$17,500.00		\$17,500.00
ACH	02-Feb-23	249042-S2046	SECURITAS ELECTRONIC SECURITY INC.	\$318.87		\$318.87
ACH	09-Feb-23	249164-C0275	CCMSI	\$1,327.50		\$1,327.50
ACH	09-Feb-23	249164-C2165	CENTRAL ILLINOIS TRUCKS	\$112.95		\$112.95
ACH	09-Feb-23	249164-D2250	DELTA SAFETY SERVICES	\$240.00		\$240.00
ACH	09-Feb-23	249164-H3564	HIRERIGHT GIS INTERMEDIATE CORP, INC.	\$1,354.47		\$1,354.47
ACH	09-Feb-23	249164-K2190	KEN'S OIL SERVICE, INC.	\$23,008.23		\$23,008.23
ACH	09-Feb-23	249164-K3575	KIRK'S AUTOMOTIVE	\$1,900.00		\$1,900.00
ACH	16-Feb-23	249653-A5002	AMAZON	\$6,171.46		\$6,171.46
ACH	16-Feb-23	249653-C4588	CLEAN UNIFORM COMPANY	\$1,376.35		\$1,376.35
ACH	16-Feb-23	249653-D2012	DEAN'S GRAPHICS	\$110.00		\$110.00
ACH	16-Feb-23	249653-G7375	GRIMCO, INC	\$1,170.97		\$1,170.97
ACH	16-Feb-23	249653-K2190	KEN'S OIL SERVICE, INC.	\$1,265.00		\$1,265.00
ACH	16-Feb-23	249653-M7377	MSA SAFETY INCORPORATED	\$5,190.00		\$5,190.00
ACH	16-Feb-23	249653-O7370	O'REILLY AUTOMOTIVE, INC.	\$124.92		\$124.92
ACH	16-Feb-23	249653-T2225	TERMINAL SUPPLY COMPANY	\$111.50		\$111.50
ACH	16-Feb-23	249653-T9069	TWILIO INC	\$1,032.64		\$1,032.64
ACH	23-Feb-23	249948-D2900	DEWBERRY ENGINEERS INC.	\$60,652.80		\$60,652.80
ACH	23-Feb-23	249948-E5950	LTD TECHNOLOGY SOLUTIONS, INC.	\$900.00		\$900.00
ACH	23-Feb-23	249948-I4841	ILLINOIS PUBLIC RISK FUND	\$23,218.00	\$382.00	\$22,836.00
ACH	23-Feb-23	249948-K2190	KEN'S OIL SERVICE, INC.	\$6,344.40		\$6,344.40
ACH	23-Feb-23	249948-K3575	KIRK'S AUTOMOTIVE	\$3,800.00		\$3,800.00
ACH	23-Feb-23	249948-K6269	KONE INC.	\$3,868.80		\$3,868.80
ACH	23-Feb-23	249948-M6350	PROSOURCE HOLDINGS, INC.	\$5,223.48		\$5,223.48
ACH	23-Feb-23	249948-O7370	O'REILLY AUTOMOTIVE, INC.	\$982.15		\$982.15



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Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion
ACH	23-Feb-23	249948-S2046	SECURITAS ELECTRONIC SECURITY INC.	\$290.00		\$290.00
ACH	23-Feb-23	249948-S6814	SPORTWORKS NW, INC.	\$6,808.73		\$6,808.73
ACH	23-Feb-23	249948-T2225	TERMINAL SUPPLY COMPANY	\$569.78		\$569.78
ACH	24-Feb-23	249949-B2180	BENEFIT PLANNING CONSULTANTS, INC.	\$663.00		\$663.00
ACH	24-Feb-23	249949-C2165	CENTRAL ILLINOIS TRUCKS	\$35,523.22		\$35,523.22
ACH	24-Feb-23	249949-C3110	CHEMTREAT, INC.	\$729.00		\$729.00
ACH	24-Feb-23	249949-C4588	CLEAN UNIFORM COMPANY	\$753.49		\$753.49
ACH	24-Feb-23	249949-D2012	DEAN'S GRAPHICS	\$1,861.65		\$1,861.65
ACH	24-Feb-23	249949-D2064	DEEM LANDSCAPING, INC.	\$2,150.00		\$2,150.00
				\$350,898.28	\$382.00	\$350,516.28

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

Checking Account #: 011-8189-0

FLEX CHECKING-BUSEY BANK

From Date: 2/28/2023

Thru Date: 2/28/2023

Check #	Check Date	Ref #	Name	Amount	Voided
2282023	2/28/2023	F4640	FLEX-EMPLOYEE REIMB.	\$11,483.50	
				<b>Total:</b>	
				\$11,483.50	

## MTD - Bank & Investment Balances

Financial Institution	Bank Bal @ 2/28/23	Interest Rate	Maturity
<b>Busey Bank</b>			
Payroll	\$5,000.00	-	-
Illinois Terminal - Square POS	\$6,658.90	-	-
Operating	\$350,000.00	-	-
C-CARTS	\$80,614.39	-	-
Sec 125 Flexible Spending Plan	\$64,002.16	-	-
ATM	\$32,684.82	-	-
Money Market	\$20,991,980.69	0.50%	-
<b>First Mid Bank</b>	\$12,979,126.79	1.50%	-
<b>Prospect Bank</b>			-
MuniWise	\$2,455,970.46	1.00%	
MuniWise Flex	\$7,073,847.46	4.42%	
<b>Total</b>	<b>\$44,039,885.67</b>		



To: Board of Trustees  
From: Karl Gnadt, Managing Director/CEO  
Date: March 29, 2023  
Subject: Ordinance and Policy Establish Reimbursement for Travel Expenses

---

- A. Introduction:** To comply with the Local Government Travel Expense Control Act, MTD maintains a Travel Reimbursement Policy (#11).
- B. Recommended Action:** Staff recommends approval of an update to this Policy that codifies:  
(1) MTD employees being allowed to keep and use travel/reward miles/points earned on MTD business; and  
(2) MTD employees booking travel for MTD business must book with an MTD credit card only.  
  
In addition, a few other edits were made that made sense, including correcting the reference to Ordinance 2016-04 instead of 2016-03.
- C. Prior Trustee Action:** The MTD Board originally adopted Ordinance No. 2016-4, “An Ordinance Relating to Travel Expenses” on December 7, 2016.
- D. Summary:** The Local Government Travel Expense Control Act, effective January 1, 2017, required the boards of local governments and special districts to adopt an Ordinance and Policy in compliance with the requirements of the Act to control travel expenses.
- E. Background:** (50 ILCS 150/10) *All local public agencies shall, by resolution or ordinance, regulate the reimbursement of all travel, meal, and lodging expenses of officers and employees, including, but not limited to: (1) the types of official business for which travel, meal, and lodging expenses are allowed; (2) maximum allowable reimbursement for travel, meal, and lodging expenses; and (3) a standardized form for submission of travel, meal, and lodging expenses supported by the minimum documentation required.*
- F. Alternatives – advantages/disadvantages:** Approval and maintenance of this policy keeps the District in compliance with 50 ILCS 150 Local Government Travel Expense Control Act.
- G. Budget & Staffing Impacts**  
None

**Champaign-Urbana Mass Transit District (CUMTD)**

**Policies and Procedures No. #11:**

**Board Approval:** December 7, 2016

SUBJECT: TRAVEL REIMBURSEMENT

PURPOSE:

Effective January 1, 2017, the Local Government Travel Expense Control Act requires units of local government to define acceptable standards and procedures for reimbursement of travel expenses.

POLICY:

CUMTD Board adopted Ordinance No. 2016-4, "An Ordinance Relating to Travel Expenses" which governs the reimbursement of all travel, meal and lodging expenses of officers and employees of CUMTD.

PROCEDURES:

Those travel expenses of officers and employees that do not require approval by the Board shall be allowed only as provided herein:

1. Travel expenses for travel, meals and lodging for officers and employees when authorized to travel to attend conferences or other official business of the District, which expenses do not exceed the maximum amounts set for Ordinance No. 2016-3, as amended from time to time, may be approved by the Managing Director if he finds them to be reasonable and within the following guidelines:
  - a) Airfare – "business class" only.
  - b) Auto mileage - Automobile mileage at the rate then allowed for business travel under IRS regulations.
  - c) Auto lease – only when less expensive than other means of transportation, or significantly more convenient due to extenuating circumstances.
  - d) Lodging – The conference hotel, or one at comparable price should be used. Reimbursement will be made for single occupancy only.
  - e) Meals – Based on actual receipts.
  - f) Taxicabs or ride share services – Based on actual receipts.
  - g) Miscellaneous – Based on actual receipts.
2. Travel must be accomplished in the most expedient and cost efficient manner. Exceptions to this or unusual transportation must be approved by the Managing Director.
3. Employees are allowed to individually earn travel reward points or miles for their travel; however, all travel is to be booked using the District's credit card.
4. The District may refuse to pay for excessive personal phone calls. Entertainment is not a reimbursable expense.
5. Reimbursement for travel expenses shall be made on forms supplied by the District.
6. Travel, meals and lodging expenses of Trustees of the District must be approved by roll call vote of the Board at an open meeting of the Board.

7. Reimbursement requests must be turned in within 30 days of travel or they will be disallowed.

Original Policy Adopted on December 7, 2016

Policy Revised on N.A.

ORDINANCE NO. 2016-4  
AN ORDINANCE RELATING TO TRAVEL EXPENSES

WHEREAS Public Act 99-604 requires that the District pass an Ordinance in compliance with the requirements of that Act to control travel expenses, be it Ordained that the following governs whether the District shall pay or reimburse travel or entertainment expenses.

Section 1. Definitions.

a) "Travel" means any expenditure directly incident to official travel by the Trustees, employees and officers of a local public agency or by wards or charges of a local public agency involving reimbursement to travelers or direct payment to private agencies providing transportation or related services.

b) "Entertainment" includes, but is not limited to shows, amusements, theaters, circuses, sporting events, or any other place of public or private entertainment or amusement.

Section 2. Travel Expenses.

Travel, meals, and lodging expenses of the Trustees, Officers, and employees of the District, shall be allowed as provided herein for such expenses directly relating to business of the District e.g., training, conferences, meeting with professionals, observation of transportation operations, etc.

Section 3. Entertainment Expenses.

Expenses for entertainment that is ancillary to the purpose of the program or event may be approved for direct payment to the vendor by roll call vote of the Board at an open meeting.

Section 4. Trustees Expenses.

Travel, meals, and lodging expenses of Trustees of the District may be allowed only after submission of the form attached hereto and approved by roll call vote of the Board at an open meeting of the Board.

Section 5. Officer and Employee Expenses.

a) Travel, meals, and lodging expenses of Officers and Employees of the District that do not exceed the maximum allowable under this Ordinance may be approved for payment by the Managing Director in accordance with Board Policies and Procedures No. #11.

b) If such expenses exceed the maximum allowable because of emergency or extraordinary circumstances, they may be paid upon approval by roll call vote of the Board at an open meeting of the Board.

Section 6. Maximum Allowable Reimbursement for Travel Expenses.

- (1) Airfare at actual costs of "business class."
- (b) Automobile mileage at the rate then allowed for business travel under IRS regulations.
- (c) Lodging at the single occupancy rate at the conference hotel, or comparable hotel.
- (d) Meals and all other travel related expenses will be reimbursed for actual costs, and records for such costs must be maintained.

Section 7. Documentation.

Before expense allowed under Sections 4 and 5(b) may be approved for payment, the following standard documentation form attached hereto must be submitted to the Board of Trustees.

Section 8. Effective Date.

The restrictions set forth herein shall apply to all expenses for travel, meals and lodging incurred after the 1st day of January, 2017.



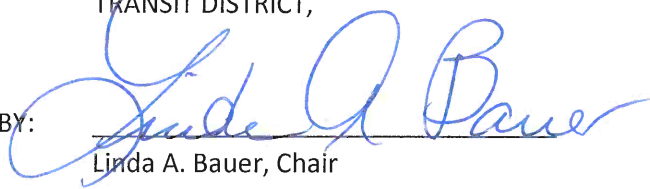
This Ordinance is hereby passed by the affirmative vote, the "Ayes" and "Nays" being called, of a majority of the members of the Board of Trustees of the Champaign-Urbana Mass Transit District at a duly called regular meeting of the said Board of Trustees on the 7th day of December, 2016.

"Ayes" 6 - Bauer, Chaplan, Diel, Hannon, Raymer, Uehmann

"Nays" 0

CHAMPAIGN-URBANA MASS  
TRANSIT DISTRICT,

BY:

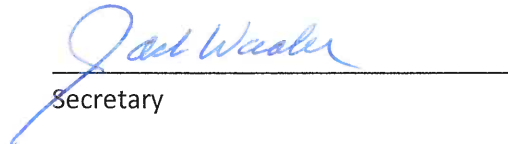
  
Linda A. Bauer, Chair

APPROVED by the Board of Trustees of the Champaign-Urbana Mass Transit District

this 7th day of December, 2016.

CHAMPAIGN-URBANA MASS  
TRANSIT DISTRICT,

BY:

  
Secretary

Champaign-Urbana Mass Transit District  
Travel Authorization & Submittal of Expenses

PART I: COMPLETE THIS SECTION TO RECEIVE TRAVEL APPROVAL AND ADVANCE

NAME: \_\_\_\_\_ DATE: \_\_\_\_\_

DATE & TIME OF DEPARTURE: \_\_\_\_\_

DATE & TIME OF RETURN: \_\_\_\_\_

LOCATION & PURPOSE OF TRAVEL: \_\_\_\_\_

OTHER EMPLOYEES INCLUDED: \_\_\_\_\_

CASH ADVANCE REQUESTED: \_\_\_\_\_

TRAVEL & ADVANCE APPROVED BY: \_\_\_\_\_

PART II: COMPLETE THIS SECTION UPON RETURN. ATTACH ALL RECEIPTS.

A. TRANSPORTATION:		<u>\$0.00</u>
1. AIR FARE:	_____	
2. DISTRICT VEHICLE:	_____	
3. PRIVATE AUTO _____ MILES AT _____ PER MILE:	_____	
4. OTHER COMMON CARRIERS:	_____	
5. OTHER: Uber	_____	
B. HOTELS:	_____	
C. MEALS:	_____	
D. REGISTRATION FEES:	_____	
E. MISCELLANEOUS:		<u>\$0.00</u>
1.	_____	
2.	_____	
3.	_____	
	TOTAL EXPENSES (PAYABLE BY DISTRICT):	<u>\$0.00</u>
	LESS TRAVEL ADVANCE:	<u>\$0.00</u>
	AMOUNT REIMBURSABLE TO EMPLOYEE:	<u><u>\$0.00</u></u>

EMPLOYEE SIGNATURE: \_\_\_\_\_

APPROVED BY: \_\_\_\_\_



To: Karl Gnadt, Managing Director/CEO  
From: Josh Dhom, Illinois Terminal Director  
Date: March 29, 2023  
Subject: Approval Budget Revision for Schindler Elevator Corporation Contract Regarding Elevator Modernization

---

- A. Introduction:** The District is in urgent need of elevator upgrades at Illinois Terminal, 45 East University Avenue.
- B. Recommended Action:** Approve a budget revision so the Managing Director can execute a contract with Schindler Elevator Corporation (Schindler) in the amount of \$273,438 to upgrade both elevators at Illinois Terminal.
- C. Prior Trustee Action:** On March 28, 2017, the Board of Trustees approved a contract with Kone Elevator to replace the cylinder in the south elevator for \$49,560.
- D. Summary:** The elevators at Illinois Terminal are 24 years old and have had several mechanical problems in the past couple years due to their age and frequent use, resulting in poor performance and significant periods of time where one or both elevators have been out of service. Both elevators require extensive modernization to update components and improve performance and reliability.

Although this modernization process was originally scheduled for next fiscal year, recent mechanical problems have increased the urgency of the project despite rigorous maintenance and ongoing care. Due to the urgent nature of the repairs and the existing relationship with Schindler for elevator work at Illinois Terminal, it is in the District’s best interest to award this project as a sole-source contract rather than carrying out a competitive bid for the project which could delay the improvements several months. As described in the attached proposal from Schindler, the elevator modernization will include engineering services, materials, and labor to modernize both elevators.

- E. Background:** The timeline for the elevator modernization process was originally intended for FY2024 but has been prioritized as urgent due to recent repairs required to keep the elevators functional and in service. It is critical that the elevator modernization work begin as soon as possible to ensure that Illinois Terminal remains ADA compliant and can provide adequate access for building occupants to all floors for many years.
- F. Advantages/disadvantages:** Approving the contract with Schindler allows the District to modernize both elevators to maintain and improve ADA accessibility at Illinois Terminal and improve the elevators’ overall performance and reliability.
- G. Budget & Staffing Impacts:** This project will be funded 100% (\$273,438) with Federal funds through the American Rescue Plan Act of 2021 (ARPA) with sole source procurement justification based on the public exigency of the repairs not permitting a delay for a competitive procurement process.

3/15/2023

Champaign Urbana Mass Transit Dist  
1101 E University Ave  
Urbana, IL 61802-2009

RE: Elevator Modernization Proposal  
Illinois Terminal  
Champaign, IL 61820-4076  
Proposal KHIL-CPWJGL

Dear Josh,

Schindler Elevator Corporation is pleased to offer you the following proposal to modernize the **ELEVATOR 1 and 2 at Illinois Terminal at the price of \$273,438.00** which includes engineering services, material, and labor, to modernize the project referenced above.

**INCLUDED IN COST:**

1. 1 year standard parts warranty
2. Schindler Ahead Remote Monitoring Hardware included.

**EXCLUDED FROM COST:**

1. Work by others is excluded from this cost.
2. Cab interior (new wall paneling and ceiling/lights and new stainless front returns)
3. Any fees associated with the VAM related to 2019 code.
4. Subscription cost for Schindler Ahead + Digital Phone line to be billed separately (\$35/mo/elevator)
5. Jack costs in the event a new jack is required.

For more than 125 years Schindler Elevator Corporation has been a recognized leader in the development and maintenance of safe, efficient, cost effective people moving systems. Schindler has a unique combination of expertise, innovative products and field resources to modernize equipment in any type of facility and to suit any modernization requirement.

We sincerely hope you will consider taking advantage of the many benefits of a Schindler modernization. We trust you will find our commitment to quality installation, while minimizing inconvenience, a key component in demonstrating our dedication to being your vertical transportation partner.

Schindler Elevator Corporation can offer financing options for the project at competitive rates which are administered by our third party broker. Please see the enclosed brochure for details on our financing plan.

Should you have any questions or require additional clarification about your elevator modernization, please do not hesitate to call me.

Sincerely,



Alexa Maranhao  
Sales Representative  
Schindler Elevator Corporation



# Schindler Elevator Corporation

A partnership which takes you to the top

## Leadership through service

Schindler's company vision, "leadership through service," serves as our guiding principle throughout each customer relationship. To achieve that vision, employees throughout our organization put these values into practice every day:

- As a premier total service company, we at Schindler live values that provide our customers with outstanding service as well as world class products.
- We are passionate service providers to both our internal and external customers.
- Every business process is designed to best serve our customers.

Throughout our history, Schindler has strived to demonstrate these values on every project. We now look forward to continuing our partnership with our modernization package offer. We are committed to providing you with industry leading products with an option for a payment plan over time\* that builds from our long-term commitment to you as our customer.

The Schindler management and engineering team has developed this project plan to provide you with an overview of our approach to make your property a successful project.

\* Subject to proper credit approval.





# The Challenge of Obsolescence

## ▀ Obsolescence Challenges

All mechanical and electrical components wear with use over time. For this reason, we only see automobiles over 25 years old in the classic car grouping. The computer age brought us great advancements which have accelerated rapidly over the past 10 years pushing many older computer technologies to the side. In similar fashion, elevators over 25 years old face these same challenges. The above noted mechanical and electrical systems over 25 years old pose many of the following issues:

- Reliability Challenges
- Higher maintenance costs
- Limited or rebuilt only parts availability
- Higher potential liability exposure
- Higher operating costs

## ▀ Schindler's Unique Offer

Schindler values our relationships with all our customers and works to provide creative solutions to our customers which benefit both the customer and Schindler. Our hydraulic elevator modernization package offer is one such unique opportunity for Schindler to partner with you, our customer. We understand the cost of an elevator modernization along with the other building cost upgrades required with a modernization can be a serious burden on a property

- 60- or 72-month payment options for those with approved credit.
- Schindler HX package provides an industry leading control and drive system, greatly improved energy efficiency, reliability and ride quality.



# What does this all mean?

## Hydro Package will provide:

### Enhanced performance and reliability

Ensures a higher level of passenger satisfaction with a smoother riding experience

### Greater sustainability and efficiency

Delivers cutting-edge technologies to significantly reduce energy consumption and costs

### Improved safety and code compliance

Employs the latest equipment designs with advanced safety features.

## Improved performance and reliability

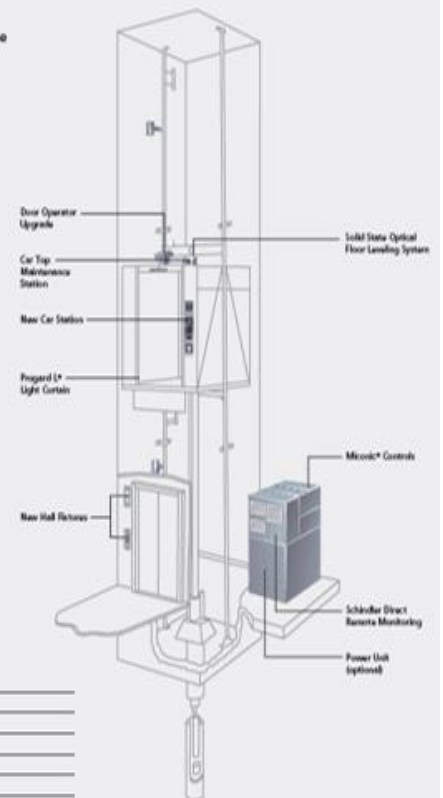
Enhance your elevator's performance, reliability and safety beyond its original specifications with a complete Schindler HXpress hydraulic modernization.

### Schindler HXpress Standard Package

- Schindler Miconic® controller
- Door operator
- Interlocks, closers and assembly
- Hall fixtures and car station
- Hoistway and machine room wiring
- Soft Start line starter
- Progard® L light curtains
- Car top maintenance station
- Floor leveling system
- Battery lowering unit
- Safety components
- Schindler Direct remote monitoring

### Available options

- Submersible power unit with hush kit noise suppressor
- Oil cooler
- Tank heater
- Card reader provisions
- Emergency power



### Application range

Speed	Up to 150 fpm
Capacity	2000 lb. - 5000 lb.
Stops	2 - 6 (8 openings max.)
Power unit	Up to 50 hp
Group size	4 car maximum

## Schindler Advantage

### Safety & Reliability

- Leveling accuracy within 1/8 inch of floor landing.
- Speed and unintended movement detection inhibiting the elevator motion when out of code allowable limits.
- Closed loop door controls ensuring safe and smooth door operation within code limits.

### Control & Drive

- Market leader hydraulic package in North America for over 15 years. Parts support and technical expertise can be assured for many years into the future.
- Soft Start Kit reduces power surge and power consumption. Hush Kit reduces sound level from power unit.

### Fixtures

- Durable vandal resistant, aesthetically pleasing fixtures with LCD displays.

### Door Operation

- Minimal moving parts mean higher reliability and less maintenance.
- No lubrication means less problems due to dust and lint accumulation.
- Less moving parts and closed loop feedback equal smoother and quieter performance.
- Robust motor design means our system will perform to standards under all door conditions.

### Schindler Ahead

- All units equipped with Schindler Ahead advanced diagnostics. Diagnoses problems quicker with predictive maintenance platform. Action Board mobile reporting for the customer.
- Digital Alarm available to replace more expensive 24-hour emergency monitoring services.



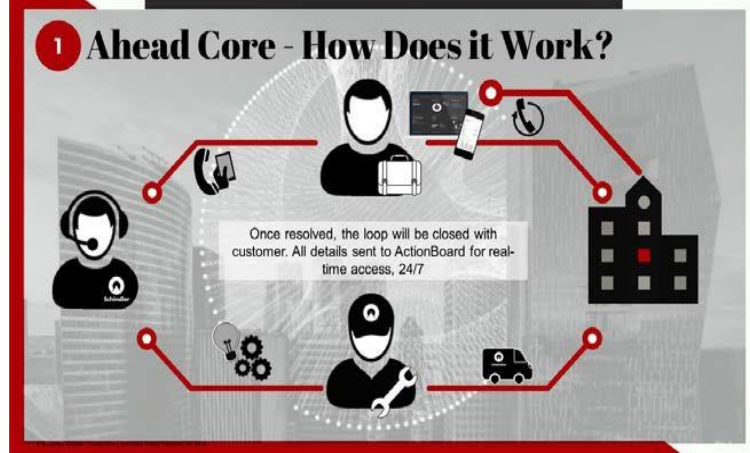
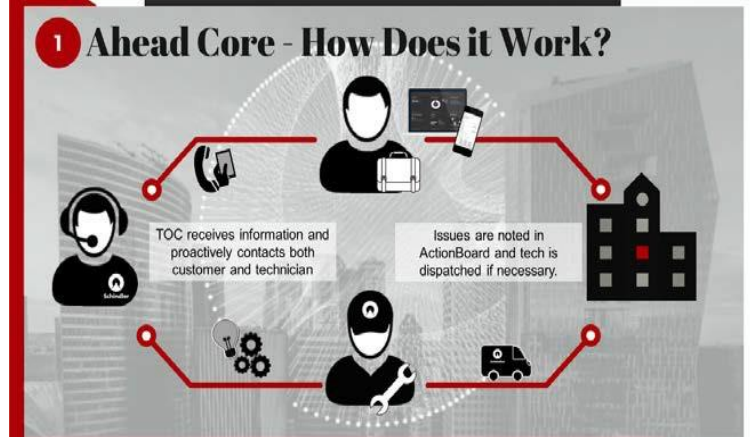
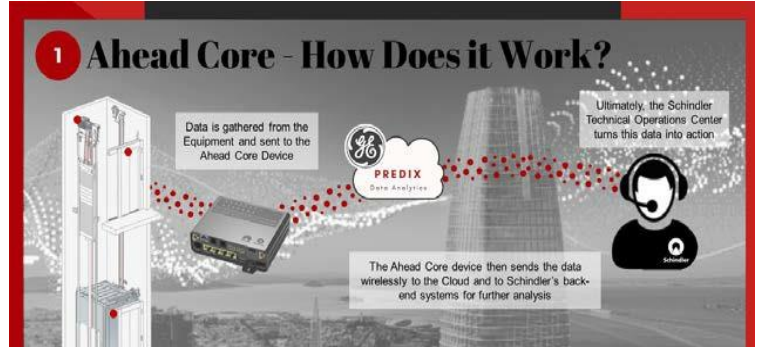


## The Internet of Elevators & Escalators

### CONNECTING THE DOTS.

Imagine a platform where all involved parties are connected and necessary information is shared in real-time. Schindler Ahead connects equipment, customers, passengers with Schindler Contact Centers and technicians via its digital closed-loop platform.

**Schindler Ahead is included as part of your modernization package. See Terms and Conditions within this proposal for details.**





# Schindler

## service and maintenance

Global resources, local service

Your property will be maintained by the most highly trained men and women in the industry, who are armed with leading-edge technology and a culture of service excellence.

### Global support

As a global enterprise, Schindler service technicians are at work in more than 140 countries on five continents. A substantial research and development effort support their continued effectiveness, bringing new safety and performance innovations to market. Employing best practices in manufacturing helps to ensure Schindler technicians are servicing the industry's highest quality systems.

### National support

If an elevator needs unscheduled service, customers across the country simply call the Schindler Customer Service Network. The technician receives a message on FieldLink from the customer service representative, is alerted to the problem and responds with an estimated time of arrival. This information is immediately relayed to the customer. When systems are equipped with Schindler Remote Monitoring™, technicians can be dispatched to the site to address subtle changes in performance, often before a problem ever develops.

At the national level, Schindler also has product line, service and modernization engineers who coordinate their efforts to help ensure that the reliability built into Schindler's equipment is maintained through every stage of an elevator's life cycle. Their knowledge is shared with the technicians at the Center for Service Excellence that provides training, technical expertise and sales support in all areas of maintenance and repair for elevators, escalators and moving walks. As a pioneer in dedicated service for all brands of vertical transportation equipment, Schindler expertise is unmatched. The Center for Service Excellence is the premier service support center in the industry.

### Regional support

Schindler's Region Operation will continue to support the local organization. When unusual or complex situations arise, the Schindler service technicians can reach out to their regional service operations manager, field engineers and subject experts, who are always ready to provide in-depth technical assistance. They can support the technician with decades of maintenance experience covering all types of systems and brands of equipment.

### Local support

Every Schindler service technician is equipped with FieldLink™ a fully functional handheld PC, cell phone, dispatch device, troubleshooting tool, parts database and service manual all rolled into one. This amazing device gives technicians immediate access to the complete service history, special needs and repair routines for every piece of equipment they maintain. With the aid of an advanced interactive software program called OSCAR, technicians can quickly identify the most likely source of the problem and fix it right the first time. If necessary, they can even order parts right from the job site or request advanced technical support from a field superintendent and local adjuster.



# Safety program

Our first priority

## Overview of the Field Safety Program

Schindler's Field Safety Program has been developed to provide our customers with the necessary information regarding our efforts to reduce accidents and maintain compliance with applicable safety regulations.

The goals of Schindler's Field Safety Program are to reduce the incidence of workplace injuries and illnesses and maintain compliance with all applicable safety regulations. These goals are carried out through established company safety procedures and employee training. We continuously monitor the success of the Field Safety Program by tracking accident reduction efforts, workers' compensation accident costs, number of accidents, near miss analysis and employee training.

Schindler maintains safety procedures/programs designed to ensure the success of the Field Safety Program. The following elements are included:

- ✂ Guidelines for safe work practices
- ✂ Accident reporting and investigation procedures
- ✂ OSHA Required Training Programs (i.e.: Fall Protection, Scaffolds, Hazard Communication, Electrical)
- ✂ Schindler Elevator Corporation safety training programs
- ✂ Employee disciplinary procedures
- ✂ Substance abuse testing guidelines
- ✂ Subcontractor safety and insurance requirements
- ✂ Emergency and first aid procedures
- ✂ New employee safety orientation
- ✂ Fire protection measures
- ✂ Personal Protective Equipment (PPE) requirements
- ✂ Proper mechanical and manual materials handling
- ✂ Fleet safety policies and training
- ✂ Guidelines for working in buildings where asbestos may be present
- ✂ Schindler maintains written programs for Hazard Communication, Fall Protection, Confined Space, Lockout/Tagout, Respiratory Protection and Scaffolding and other OSHA-required training programs.

## Safety training

Schindler maintains an on-going safety training program for all field employees to ensure that all have been trained in the safe execution of their work assignments. This training includes the following:

- ✂ Safe work practices
- ✂ Recognition and abatement of unsafe conditions
- ✂ How to prevent common causes of accidents (i.e., back injuries)
- ✂ Hazard Communication/handling of hazardous materials
- ✂ Control of electrical hazards
- ✂ Proper materials storage and handling

In addition to training received directly from Schindler, all field employees are provided training on safe work practices educational program (National Elevator Industry Education program).

With U.S. headquarters in Morristown, New Jersey, and Canadian headquarters in Toronto, Ontario, Schindler Elevator Corporation is the North American operating entity of the Switzerland-based Schindler Group.

Schindler is one of the leading global manufacturers of elevators, escalators and moving walks. Schindler employs over 5,000 people in more than 250 locations in North America.

Founded in 1874 in Lucerne, Switzerland, by precision engineer Robert Schindler, it is a closely held company and is listed on the Swiss stock exchange.

Schindler manufactures, installs, maintains and modernizes mobility solutions for almost every type of building requirement worldwide. The company specializes in latest-technology engineering, as well as mechanical and micro-technology products designed and rigorously tested for comfort, efficiency and reliability.

Schindler products can be found in many well-known buildings throughout North America, including office buildings, airports, shopping centers/retail establishments and specialty buildings

1 Billion



People moved  
every day



1874

Founded



Branch Offices

>59'000



Schindler People

### Project Scope – Bank A

Number of Units	2	Capacity	2500
Type	HX	Speed	125
Unit Numbers	01,02	# of stops	4
Jack Type	Borehole	# of openings	4 Front 0 Rear

	Description of Work	Type	Option
	<b>Machine Room</b>		
1	Control and Power Unit (Control, Power Unit, Valve, Pump, Pump Motor, Muffler, HFI, CFI, Hush Kit)	HX Controller + Power Unit	New
5	Schindler Ahead		New
	<b>Governor</b>		
18	Building Emergency Power Interface		NA
19	Battery Lowering		New
20	Code Blue		NA
21	Oil Cooling Unit		NA
22	Oil Feed Line		Reuse
24	Tank Heater		NA
26	Rupture Valve	Rupture Valve - Blain R10 (3")	New
28	Machine Room Wiring		New
	<b>Door Operator</b>		
31	Door Operator: Front	GAL MOVFE - 1SSO	New
33	Clutch: Front		New
34	Clutch: Rear		NA
35	Door Restrictors		New
36	Door Gibs		New
37	Door Fire Tabs		New
38	Electronic Door Detector: Front	3D Door Detector (2019 Code)	New
39	Electronic Door Detector: Rear		NA
	<b>Hoistway Door Equipment</b>		
41	Door Tracks		Reuse
42	Door Hangers		Reuse
43	Pickup Assemblies	GAL - 1SSO / 2SSO	New
44	Spirators		New
45	Sill Closers		New
46	Door Interlocks	GAL - 1SSO / 2SSO	New
	<b>Car and Hall Fixtures</b>		
61	Code Compliant Main COP	Other - Swing	New
62	Code Compliant Aux COP		NA
63	Car PI	Other - In Transom	New
64	Car Lantern	Other	New
65	Hall Lantern		NA
66	Hall Position Indication	Other - Stand-alone	New
67	Access Switch	Other - Top & Bottom	New
69	Hall Pushbutton Station	Other - Surface	New
71	Fixture Finish	#4 Stainless Steel	New
	<b>Car and Hoistway</b>		

90	Hoistway Wiring	Traveling Cable + Hoistway Wiring	New
92	Car Top Inspection Station and Work Light	HX	New
93	Car top railing	Front Opening	New
94	Cab fan		New
96	Car Door: Front		Reuse
97	Car Door: Rear		NA
103	Car roller guides		Reuse
108	Spring Buffers		Reuse
110	Car Rails		Reuse
114	Car top sheave		NA
118	Cab Interior		Reuse
130	Jack Assembly		Reuse
136	Packing		New

All other systems and components not noted above will be reused and integrated into the new elevator system.

### Cab Interiors Scope – Bank: A

Description of Work	Included in Proposal
Cab Interior	
New Cab Complete (installed by SEC)	NA
Cab Shell	Reuse
Ceiling / Lighting	Reuse
Cab Returns	Reuse
Wall Panels	Reuse
Front Car Door	Reuse
Rear Car Door	NA
Handrails	Reuse
Front Car Sill	Reuse
Rear Car Sill	NA
Fan	New
Emergency Exit Switch	New

## **SCHINDLER AHEAD**

**Your Schindler Modernization package comes enabled with Schindler Ahead.** The **Schindler Ahead Hardware** provides remote connectivity to your equipment and will automatically notify us if any connected component or function is operating outside established parameters. When appropriate, we will communicate with you to schedule service calls.

Monitoring will be performed 24/7 and will automatically communicate with our Customer Service Network using dedicated wireless cellular technology. Schindler will make every reasonable effort to maintain wireless connectivity.

**Schindler Ahead** has three service tiers to fit your individual needs. The tiers are Connect, Enhanced, and Premium. As part of your service agreement, Schindler includes the Enhanced Package upon completion and turnover of the last unit with details as noted herein. This cost is broken out as part of the total monthly maintenance cost of your service agreement.

**Connect** – Schindler’s Connect package provides wireless cellular communication from your equipment’s controller to Schindler’s data network. This allows the Schindler Cube to be connected to your equipment 24/7. Connect also provides access to the basic features of ActionBoard and ActionBoard Mobile, giving you real time information on your equipment.

**Enhanced** – The Enhanced Package includes the features of Connect, plus access to Schindler’s Elevated Support Professional (ESP) Team. This team analyzes information gathered by Schindler Ahead, which improves the reliability of your equipment and improves the response time. The ESP Team can alert you when a shutdown is detected, helps confirm issues remotely, and provides real-time ETAs for technicians en route. With these enhanced diagnostics, we can guarantee that you will not be charged for Running on Arrival calls. Under the "No Running on Arrival Guarantee," Schindler will fully cover the cost of any callback related to the following situations: Elevator or Escalator Running in normal operation, or running under any of the following special services modes: Independent service, Fireman's service (Phase I or Phase II), or Inspection operation. All other callbacks will be billed as outlined in the service agreement.

**Premium** – The premium package is our top tier and was created for customers requiring the most comprehensive level of service. Our premium package offers the highest level of functionality and support. The Premium tier also includes concierge level assistance for all of your service needs.

The Enhanced Package and Premium include access to **Schindler ActionBoard and ActionBoard Mobile**, which are communication technologies that provide access to real-time information about your equipment. Some of the available information includes: performance history, reports, push notifications, service call records, unit profiles and more.

Additionally, Schindler Ahead enables the option to add **Digital Alarm**, a cellular emergency phone monitoring service, to any tier. This service includes a reliable cellular connection that allows incoming and outgoing emergency calls from the elevator cab and eliminates the need for a traditional analog phoneline.

## Work by Others

The owner will provide the following requirements based on ANSI A17.1 Code, the governing code, except when applicable codes conflict with ANSI A17.1 Code. Rules referenced are ANSI A17.1 Rules.

### Hoistway

1. Provide 75-degree bevel guards on all projections, recesses or setbacks over two inches, except for the loading or unloading side. Rule 100.6.
2. Provide pit light and GFI outlet. Light switch to be located adjacent to each pit entrance.
3. Provide a legal hoistway inclusive of ventilation and shaftway bevel guards, as required.
4. Cutting and patching walls and floors.
5. Provide a pit access ladder for each elevator, where required.
6. Provide a lockable, self-closing, fire-rated pit door, where required.
7. Hoistway venting or pressurization to prevent accumulation of smoke and gas, as required by Local Building Code.

### Machine Room

1. Enclose/relocate all non-elevator oriented conduit, ducts and drains from elevator machine room, where required in the machine hoistway and/or pit. Enclosures, when used, need to be two-hour rated.
2. Provide means to regulate control room temperature and humidity between 55° F and 90° F with relative humidity no more than 85% non-condensing. Peak equipment heat release is a minimum of 6,000 BTU/Hour/Unit (maximum = 9,000 BTU/Hour/Unit) for a Hydraulic unit.
3. Provide machine room smoke/heat detector as required by regulation. In the event sprinklers are anticipated within the machine room area, means to remove primary power prior to the application of water must be provided as required by code.
4. Provide new electric wiring from the present disconnect switches to the terminals of the new elevator controllers in the new locations, inclusive of a normal/standby 120 VAC, 15 AMP supply at each controller.
5. Provide connection at the first elevator controller for fire recall operation, where auto-recall is needed to respond to a life safety/fire alarm system.
6. Provide proper lighting in the elevator machine rooms within the vicinity of every controller and mainline disconnect per code requirements.
7. Provide a fused disconnect switch or circuit breaker and a light switch adjacent to the lock jamb-side of the machine room door for each elevator location, per the National Electric Code. Rule 210.5 and NFPA No. 70 Rule 620-51. Provide auxiliary disconnects, as required, based on the elevator contractor's drawings.
8. Provide copper wire feeder and branch wiring circuits to the controller, including a main line switch and convenience outlets.
9. Provide a telephone outlet near an elevator controller in each machine room.
10. Provide a self-closing and locking access machine room door.
11. Provide an "ABC" fire extinguisher.
12. Interfacing to and updating the existing fire life safety systems to meet current code requirements.
13. A separate 20 amp circuit will be provided if tank heater is provided with the elevator.



### General Requirements

1. Provide sufficient space for storage of materials on site throughout the duration of the modernization.
2. Provide clear floor space to be used as a work area.
3. If not presently outfitted, each elevator lobby should be equipped with smoke detectors, which can be used to initiate automatic fire recall. Actuation from water flow sensing or the general building alarm may require special approval.
4. Paint new or modified hoistway equipment to match building aesthetics, as required.
5. Provide building signage and floor designations related to other building systems, as required.
6. Provide building corridor lighting sufficient for illumination of elevator landing sills, as required by code.

### Electrical Requirements

1. The permissible voltage drop for elevator feeders shall not exceed 3% between the service delivered to the building and our supply terminal.
2. All three legs of the three-phase feeder must be hot with respect to ground and balanced to each other with no more than a 5% variation between individual legs.
3. The maximum permissible voltage variation measured in the machine room under all operating conditions shall not exceed plus or minus 10% of the nominal building supply power source voltage.
4. A 20-amp, single phase, 110VAC, dedicated circuit with a duplex receptacle for the oil heater unit.
5. FOR EMERGENCY POWER OPERATION OF ELEVATOR(S): (when required)
  - A. Provide an emergency generator that has the same voltage characteristics as the normal power supply. It should also have the capacity to deliver sufficient power to the main line disconnect switches in the elevator machine room for operating the specified number of elevators used during an emergency at full speed and full load.
  - B. Provide an automatic transfer switch, or switches, for transferring power from normal to emergency power and back again.
6. EMERGENCY POWER OPERATION SIGNAL - The following separate indicating signals will be required from the automatic transfer switch to the machine room communication unit for each group of elevators.
  - A. One dry contact to close on emergency power and open on normal power. Provide two #12 AWG wires.

- B. Provide one normally open dry contact (pre-transfer) to close 30 to 60 seconds prior to transfer to emergency power or back to normal power. This contact should reopen immediately after actual transfer of power. This is to prevent transfer of power while an elevator is moving, which can occur during the return to normal power or on an operating test. Provide two #12 AWG wires.

Note: When operating elevators on emergency power, a means of absorbing the regenerative energy may be necessary and shall be provide by others.

It is required that the car light, the fan circuits, ascending car protection circuit and the intercom circuit (if supplied), be set to operate from the emergency power supply in accordance with the building code.

- 7. The SCCR rating of elevator equipment is 5000 Amps, contractor to ensure that the available fault current of the building supply at the service switch does not exceed this value (Per NEC 110.10). Contractor to include a label (please see figure 2- Available Fault Current Label Example) that identifies the Max Available Fault Current onto Disconnect.

- A. See Note 1 of Figure 2, Available Fault Current Labelling Diagram. In addition, we require a hard copy of the manufacturers Fuse Chart and rating verifying the available fault current meets requirements.

- B. Per NEC 110.24, the service switch should be legibly marked with Apparent RMS Symmetrical fault current supplying the Elevator Equipment. **\*\*See note 3 of AVAILABLE FAULT CURRENT RATING LABELLING DIAGRAM.**

- 8. NETWORK CONNECTION REQUIREMENT FOR TWO-WAY VISUAL COMMUNICATION DEVICE (A17.1-2019 / B44-19 or IBC 2018)

- A. Where the elevator rise is 18m (60 ft) or more, or seismic operation is provided according to A17.1-2016 or later requirements, a single RJ45 wired Ethernet communications circuit shall be provided by the building. This Ethernet connection shall be located in the machine room associated with the Elevator Control Visual Alarm Box for the master elevator group.

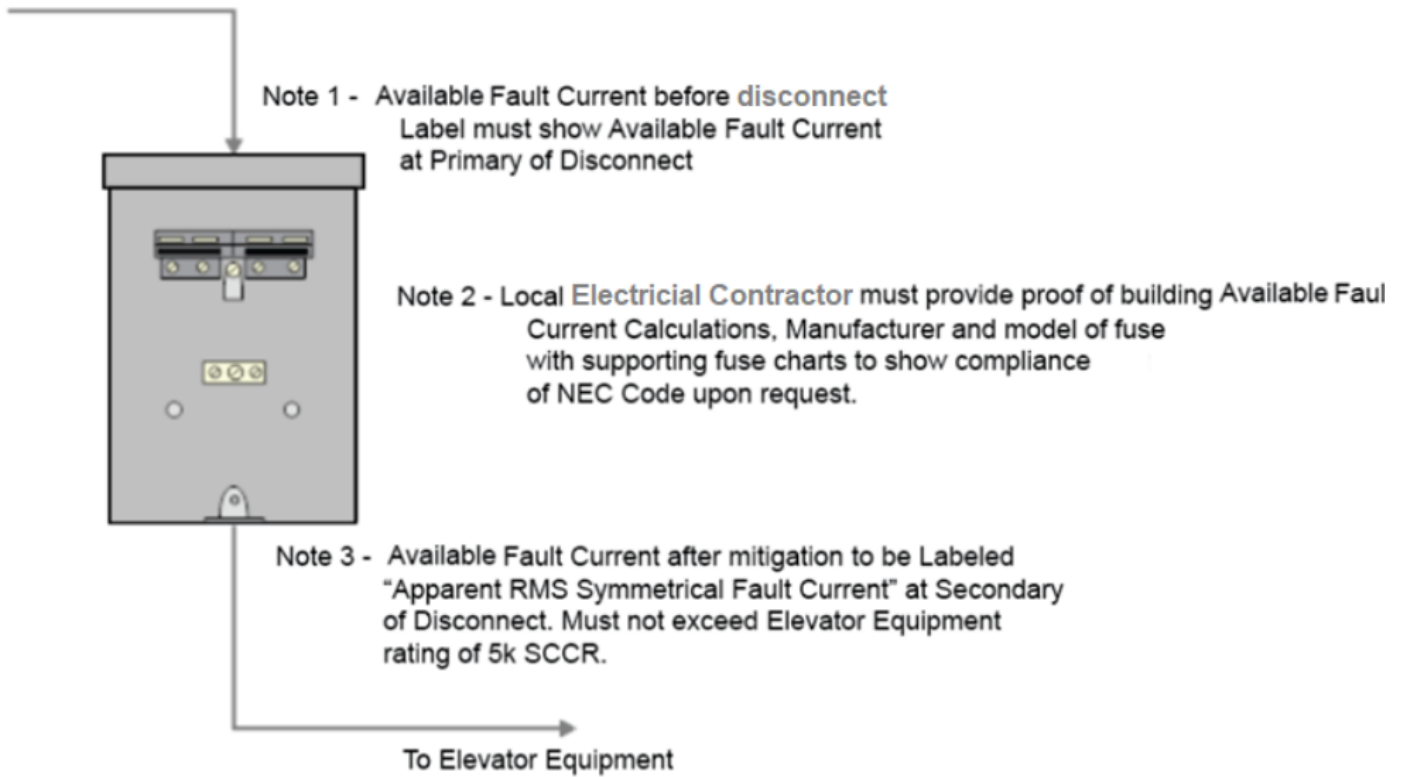
- B. Where the elevator rise is below 18m (60ft), and seismic operation is not provided according to A17.1-2016 or later requirements, separately wired RJ45 Ethernet communications circuits, one per elevator group, shall be provided by the building. This Ethernet connection shall be located in the machine room associated with each Elevator Control Visual Alarm Box.

- C. The network must have enough bandwidth for connecting to multiple elevators and displaying a series of images with adequate resolution to identify the presence and general condition of passengers in the elevator. The recommended minimum upload speed is 0.5Mb/s per elevator connected to the communication system. Note that networks are commonly rated by their download speed with a lower upload speed.

- D. The communications circuit shall originate at the Elevator Control Visual Alarm Box, part of the two-way visual communication device designed by Schindler and terminate at the building WAN internet equipment routed via a 1" conduit.

- E. This internet connection is required to have an un-interruptible power supply for a duration of 4 hours to allow for the Visual Communication Device to function if building power is lost.

From Building Electrical Distribution Panel



**FIGURE 1:** AVAILABLE FAULT CURRENT RATING LABELLING DIAGRAM

## Price and Payment Terms

1. Our price for the work proposed is as noted below including appropriate tax and will be added to the invoice/billings. This price is firm for 45 days, and thereafter subject to change without notice.

**Total Price including applicable taxes: \$273,438.00 or,  
Payment over 60 equal monthly payments: \$5,285.56\***

You agree to the following payment schedule for the lump sum option:

- Initial Invoice: 50% of the price quoted above upon execution of this Contract;
- Progress Invoice: 95% of the remaining balance to be paid in one installment upon fabrication of material;
- Final Invoice: Final payment within 30 days of completion of the work.

All invoices, including final invoice are payable within 30 days of application.

Any late or overdue payments will bear interest at the rate of 1 ½% per month. Attorneys' fees and other costs of collection will be included in the event that we must pursue legal action for payment or in the event that you are otherwise in breach of this contract.

We will not release to manufacture until the above initial invoice is paid. We will not schedule on-site work until the above progress invoice is paid. We will not turn over equipment prior to receipt of 95% of the price for the work inclusive of change notices.

- \*2. Schindler understands the costs for capital improvement can put a strain on a property's budget. Schindler has partnered with leading Finance organizations in an effort to help our clients sort through the best options to fund these capital improvements. We have simplified the process so all private financial information as well as future payments are handled between the Finance organization's representative and our client. Schindler facilitates the transaction and only requires a new 5-year maintenance contract as part of the agreement. Financing option is subject to credit check and approval.

Often times there are other building components which require upgrade due to the upgrade of the elevator system. These costs can be rolled into the total finance package with the lender.

If for some reason our contract is cancelled prior to the 60-month term all remaining balances become due immediately. \*Monthly finance payment is an approximation and will be finalized following the credit check and contract.

Your sales representative, Alexa Maranhao, will be happy to facilitate the process moving forward if you are interested in our financing option. The finance credit approval form can be found attached to this document.

3. Our price for the cab interiors which is included in the above price is \$0 (total for the job).

## General Terms and Conditions

1. The price quoted in Article 1 above is based upon all the work being performed during our regular working hours of regular working days. If overtime is required, the additional price usually charged by us shall be added to the contract price. Your advance approval in writing is required before we will schedule or perform any overtime work.
2. The equipment furnished hereunder remains personal property and we retain title thereto until final payment is made, with the right to retake possession of the same at the cost of the Purchaser if default is made in any of the payments, irrespective of the manner of attachment to the realty, the acceptance of notes, or the sale, mortgage or lease of the premises.
3. The completion of the work as covered by this Agreement or acceptance thereof shall constitute a waiver by you of all claims for loss or damage due to delay. It is also understood and agreed that we shall not be liable for the condition, design, application or compliance with acceptable codes of any equipment not furnished under this Agreement or for the omission of any work or equipment not covered by this Agreement. We reserve the right to remove and retain all equipment that has been replaced or new materials not used in construction.
4. Schindler reserves the right to furnish its most modern of equipment and no statements contained in this contract are to make it obligatory for us to furnish equipment, the design of which has been discontinued or supplanted by new standards or codes.
5. All previous communication between us, whether written or verbal, with reference to the subject matter of this Agreement, is hereby abrogated, and this contract when duly accepted and approved constitutes the agreement between us, and no modification of this agreement shall be binding upon the Purchaser or Schindler, or either of us, unless such modification shall be in writing, duly accepted by the Purchaser and approved by Schindler. The contract date shall be the date of approval by Schindler.
6. The Purchaser is to provide suitable connections from the power mains to the controller, together with any cutouts, line switches, phase reversal or lightning arresters, and any other such components as that may be necessary to meet purchaser and/ or local code requirements.
7. Any changes in the building required to meet any local or state building or electrical codes are to be made by the Purchaser. Any cutting or patching necessary for the installation of equipment furnished under this contract shall be done by the Purchaser. Schindler shall not under any circumstances be liable for any redecorating that may be necessary upon the completion of its work. No work or service other than that specifically mentioned herein is included or intended. Such work by others must be coordinated by Purchase with Schindler in order to avoid delays to Schindler's work.

- 8A. It is expressly understood, in consideration of the performance of the service enumerated herein at the price stated, that nothing in this agreement shall be construed to mean that Schindler assumes any liability on account of injury or damage to persons or property, except to the extent directly and solely due to the negligent acts or omissions of Schindler or its employees; and that the Purchaser's responsibility for injury or damage to persons or property while riding on or being in or about the equipment referred to is in no way affected by this Agreement.

Schindler shall not be responsible or liable for any loss, damage, detention or delay caused by labor trouble, strikes, lockouts, fire, explosion, theft, lightning, windstorm, earthquake, floods, storms, epidemics, pandemics, riot, civil commotion, malicious mischief, embargoes, shortages or materials or workmen, unavailability of material from usual sources, Government priorities or requests or demands of the National Defense Program, civil or military authority, war, insurrection, failure to act on the part of the Purchaser's or Schindler's suppliers, orders or instructions of any federal, state or municipal government or any department or agency thereof, Act of God, or by any cause whatsoever beyond its reasonable control. Dates for the performance or completion of work shall be extended to the extent of such delays.

- 8B. Purchaser agrees to defend, indemnify and hold Schindler harmless from and against any claims, lawsuits, demands, judgments, damages, costs and expenses arising out of this Agreement except to the extent caused by or resulting from the established sole and direct fault of Schindler.
- 8C. We reserve the right to modify price and schedule without penalty due to material or component shortages.
- 8D. We will not be liable for damages of any kind, whether in contract or in tort, or otherwise, in excess of the price of this Agreement. We will not be liable in any event for special, indirect, liquidated or consequential damages, which include but are not limited to loss of rents, revenues, profit, good will, or use of equipment or property, or business interruption.
9. Schindler guarantees that the equipment furnished hereunder will comply with the foregoing specifications and if promptly notified in writing will, at our expense, correct any defects in such equipment occurring within one year from the date of completion or acceptance whichever occurs first, which are not due to ordinary wear and tear or improper use, care or maintenance. The correction of such defects constitutes the limit of our responsibility. THERE ARE NO OTHER WARRANTIES OR GUARANTEES, EXPRESS OR IMPLIED, OTHER THAN OF TITLE. The equipment installed under this agreement requires maintenance service, such as periodic examinations, lubrication and adjustment by competent elevator mechanics. Our guarantee is not intended to supplant this normal servicing of the equipment and it is not to be construed that we will provide free maintenance service of this type, except as may be provided under other provisions of the contract, or that we will correct, without charge, breakage, maladjustment or other troubles occurring as a result of improper or inadequate maintenance.
10. We will defend any suit or proceeding brought against you so far as based on a claim that any equipment, or any part thereof, furnished under this contract constitutes an infringement of any patent of the United States, provided that such equipment or part is not supplied according to your design, and it is used as sold by us, if notified promptly in writing and given authority, information and assistance (at our expense) for the defense of same, and we shall pay all damages and costs awarded therein against you. In case said equipment or any part thereof is in such suit held to constitute infringement and the use of said equipment or part is enjoined, we shall at our own expense either: procure for you the right to continue using said equipment or part; or replace same with non-infringing equipment; or modify it so it becomes non-infringing; or remove said equipment and refund the purchase price and the transportation and installation costs thereof. The foregoing states our entire liability for patent infringement by said equipment or any part thereof.

11. Purchaser will have the hoistways and machine room in safe and proper condition and the proper electrical current available as indicated on our attached schedule. Purchaser will also provide adequate access for delivery and a dry protected place for storage of equipment. Storage requirement of a minimum of 150 sq ft will be required for this project. If storage constraints force double handling of equipment, we will be compensated by you for all additional costs for labor and materials to overcome such obstacles at our standard billing rate. If the locations where the work is to be performed are not ready or are unsafe, we reserve the right not to begin or to discontinue the work. If adequate storage is not available, we will be compensated for all storage costs, as well as costs for demobilization and remobilization if necessary.

If completion of our work is delayed beyond our control and the following date: \_\_\_\_\_, our price will be increased in proportion to any additional costs to complete, including but not limited to labor rate increases, component material price increases, storage costs, demobilization and remobilization expenses and the like.

12. Should latent or concealed conditions be encountered in the performance of the work below the surface of the ground or should concealed or unknown conditions in an existing structure be at variance with the conditions indicated by the Contract Documents, or should unknown physical conditions below the surface of the ground or should concealed or unknown conditions in an existing structure of an unusual nature differing materially from those ordinarily encountered and generally recognized as inherent in the work of the character provided for in this contract be encountered, the contract price and time shall be equitably adjusted by change order upon claim by either party made within 20 days and after the first observance of the conditions.
13. Any proprietary material, information, data or devices contained in the equipment or work provided hereunder, or any component or feature thereof, remains our property. This includes, but is not limited to, any tools, devices, manuals, software (which is subject to a limited license for use in this building/premises/equipment only), modems, source/access/object codes, passwords and the Schindler Remote Monitoring feature ("SRM") (if applicable) which will deactivate and remove if the Agreement is terminated.
14. Our bid is based on reusing existing components as is in regard to seismic conditions except as herein noted. Any required changes to existing components resulting from seismic requirements will need to be bid separately.

15. You agree to pay, as an addition to the price stated herein, the amount of any federal excise tax, state and local sales, use or transaction tax, or increase of any tax, or similar charges based upon the sale, use, ownership or possession of materials and/or equipment imposed by any law enacted after the date of this proposal, or imposed upon you by any existing law. In the event of legislative change to the applicable tax rates, including but not limited sales tax, use tax, excise tax, privilege tax, transaction tax and similar charges, Supplier reserves the right to adjust the contract price accordingly.

In the event the customer claims an exemption from sales and/or use tax the customer shall provide a valid executed exemption certificate

In the event you claim an exemption which Supplier accepts in good faith and it is later determined by a taxing authority that such exemption does not apply, Schindler reserves the right to adjust the contract price to reflect the change.

Customer shall pay any penalty, interest, additional tax, or other charge that may be levied or assessed as a result of the delay or failure, caused by the Customer, to pay any tax or file any return or information required by law, rule or regulation or by this Agreement to be paid or filed by Supplier.

If either Party is audited by a taxing authority or other governmental entity in connection with taxes under this Taxes Section, the other Party shall reasonably cooperate with the Party being audited in order to respond to any audit inquiries in an appropriate and timely manner, so that the audit and any resulting controversy may be resolved expeditiously.

In the event of governmental changes to applicable tariffs, Schindler reserves the rights to adjust the contract price accordingly to account for all additional cost impacts.

We reserve the right to modify price and schedule without penalty due to material or component shortages, increases in inflation and/or material price increases based upon the S&P Material Price Index (MPI).

16. We are not responsible for the removal of any hazardous materials. We will take possession, remove, and dispose any elevator equipment not being reused.
17. Schindler reserves the right to make technical modifications - in conformity with technological progress and/or safety regulations - to the products and/or to replace the components with components of equal or superior quality at any time until delivery and without further notice.
18. In the event of any change to the applicable code, after the date of this proposal that may affect this installation, you agree to pay Schindler any additional costs and provide the necessary extension of time to comply with the code change.



## Schindler Elevator Corporation

By: **Alexa Maranhao**

\_\_\_\_\_  
(Signature)

Accepted: \_\_\_\_\_  
(Full legal name of Purchaser)

By: \_\_\_\_\_  
(Signature) (Title)

Date: \_\_\_\_\_

∇ Principal or Owner

∇ Agent for Principal or Owner: \_\_\_\_\_  
(Name of Principal or Owner)

Approved: **Schindler Elevator Corporation**

By: \_\_\_\_\_  
(Signature)

Date: \_\_\_\_\_



To: Karl Gnadt, Managing Director/CEO  
From: Ashlee McLaughlin, External Affairs Director  
Date: March 29, 2023  
Subject: Approval of Current Solutions Contract for Solar Operations and Maintenance

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- A. Introduction:** The District is in need of operations and maintenance services for its solar arrays at 803 East University Avenue and 1100 East University Avenue.
- B. Recommended Action:** Authorize Managing Director to execute a contract with Current Solutions of the Midwest (Current Solutions) in the amount of \$115,000 per year for the next three years with the option to extend two additional years.
- C. Prior Trustee Action:** On October 26, 2022, the Board of Trustees provided approval to execute a contract with Dewberry Engineering for design and engineering of the 803 solar array expansion.
- D. Summary:** The District opened a Request for Proposals (RFP) for Solar Array Operations & Maintenance January 16, 2023 through February 17, 2023. The RFP was posted on mtd.org and sent to local contractors. In addition to providing a strategy to optimize the performance of the array, the RFP also requested a plan to establish and maintain native grasses and wildflowers at the ground-mounted array. Three bids were received in response to the RFP and an evaluation committee was formed to review the proposals. Committee members independently reviewed and scored the proposals and subsequently met to discuss their evaluations. It was determined that Current Solutions would be the best fit to provide operations and maintenance services on the District's solar arrays due to the relevance of the services described in Current Solutions' proposal and the lower rate of their services compared to the other proposals submitted.
- E. Background:** The District has two solar arrays: a 1,212-panel roof-mounted solar array on the roof of the Maintenance Facility at 803 East University Avenue that provides approximately 20 percent of the power for the Facility and another array at 1100 East University Avenue that has 4,008 ground-mounted and 1,428 roof-mounted solar panels that power the hydrogen production station. A portion of the roof mounted array at 803 was down for several months in 2022 due to electrical issues that could have been identified and resolved sooner if a consistent operations and maintenance plan were in place.
- F. Advantages/disadvantages:** Approving the contract with Current Solutions allows the District to maximize the productivity of the solar arrays that help power the District's operations. This contract will also help ensure the highest possible return on the investments the District has made in renewable energy infrastructure. Not approving the contract risks future maintenance problems going undetected and reducing the productivity and/or longevity of the arrays.
- G. Budget & Staffing Impacts:** This contract will be funded with 65% (\$74,750) state funds through the Illinois Downstate Operating Assistance Program (DOAP) and 35% (\$40,250) local funds.

# CONTRACT

## 1. Contract Documents

The Contract consists of the documents listed below. In case of any conflict among these documents, the order of precedence shall be:

1. Form of Contract
2. RFP #2023-001: Solar Array Operations & Maintenance
3. Proposal submitted by Current Solutions on February 16, 2023, clarifications provided by Current Solutions on March 8, 2023, and March 9, 2023

A modification or change to any Contract document shall take its precedence from the term it amends. All other documents and terms and conditions shall remain unchanged.

## 2. Compensation

The Champaign-Urbana Mass Transit District shall pay \$115,000.00 annually and Current Solutions shall accept the amount as full compensation for all costs and expenses of completing the Work as described in the proposal in accordance with the Contract, including but not limited to all labor and material required, overhead, shipping, risks and obligations, taxes (as applicable), fees and profit, and any unforeseen costs.

### Method of payment

All costs charged to the Project shall be supported by properly executed payrolls, time records, invoices, contracts, or vouchers evidencing in detail the nature and propriety of the charges, in form and content satisfactory to MTD.

## 3. Contract Term and Period of Performance

The effective date of this Contract shall be the date of which the contract is fully executed. The term will remain in effect for three (3) years from the Contract execution date, with two subsequent options to extend for one (1) additional year each.

## 4. Notices

Any Notice legally required to be given by one party to another under the Contract shall be in writing, dated and signed by the party giving such Notice or by a duly authorized representative of such party. Notices shall not be effective unless transmitted by any method that provides confirmation of transmission and delivery, such as email with return receipt, fax, certified mail, or registered mail and addressed to:

Champaign-Urbana Mass Transit District  
1101 East University Ave.  
Urbana, IL 61802  
FAX: 217.384.8215

Current Solutions  
1507 N. County Rd. 1250 E.  
Pesotum, IL 61863

## 5. Entire Agreement

This Contract constitutes the complete and entire agreement between the Champaign-Urbana Mass Transit District and Current Solutions and supersedes any prior representations, understandings, communications, commitments, agreements, or Proposals, oral or written, that are not incorporated as a part of the Contract.

<b>Champaign-Urbana Mass Transit District</b>	<b>Current Solutions</b>
Signature of Authorized Official	Signature of Authorized Official
(Print or type name & title)	(Print or type name & title)
Date	Date
37-0925614 Tax ID Number	87-2921866 Tax ID Number

Exhibit A

ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD CLAUSES AND PROVISIONS

A. Termination

- i. Termination for Convenience: The Champaign-Urbana Mass Transit District (MTD) may terminate this Contract, in whole or in part, at any time by written notice to the Contractor when it is in the Illinois Department of Transportation's best interest. The Contractor shall be paid its costs, including Contract close-out costs, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to MTD to be paid to the Contractor. If the Contractor has any property in its possession belonging to MTD, the Contractor will account for the same, and return it or dispose of it in the manner the MTD directs.
- ii. Termination for Default: If the Contractor does not deliver supplies in accordance with the contract delivery schedule, or, if the Contract is for services, the Contractor fails to perform in the manner called for in the Contract, or if the Contractor fails to comply with any other provisions of the contract, MTD may terminate this contract for default. Termination shall be effected by serving a notice of termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will only be paid the Contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the Contract. If it is later determined by MTD that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Contractor, MTD, after setting up a new delivery of performance schedule, may allow the Contractor to continue work, or treat the termination as a termination for convenience.

B. Financial assistance

This contract is subject to financial assistance contracts between MTD (and the United States Department of Transportation) and the Illinois Department of Transportation.

C. Interest of Members of Congress

No member of or delegate to the Illinois General Assembly (or the Congress of the United States) shall be admitted to any share or part of this contract or to any benefit arising therefrom.

D. Prohibited Interests

No member, or officer, or employee of MTD a local public body with financial interest or control in this contract during his tenure or for one year thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof.

E. Contract Changes

Any proposed change in this contract shall be submitted to the MTD for its prior approval and will only become effective once in writing and signed by both parties.

F. Audit and Inspection of Records

The contractor shall permit the authorized representatives of MTD and the State of Illinois to inspect and audit all data and records of the contractor relating to his performance under the contract.

G. Subcontracts

The contractor shall not enter into any sub-contracts or agreements or start any work by the work forces of the third party or use any materials from the stores, of the third party, with respect to this contract, without the prior concurrence of the Illinois Department of Transportation. All such subcontracts, agreements, and force work and materials shall be handled as prescribed for third-party contracts, agreements, and force-account work by the IDOT manual for Public Transportation Capital Improvement Grants. All requests for concurrence shall be submitted to the Champaign-Urbana Mass Transit District for approval prior to submittal to IDOT.

H. Assignment

Assignment of any portion of the work by subcontract must be approved in advance in writing by MTD.

I. Lobbying

MTD prohibits Contractors and subcontractors from hiring the then-serving Governor's family members to lobby procurement activities of the State, or any other unit of government in Illinois including local governments. This prohibition also applies to hiring for that same purpose any former State employee who had procurement authority at any time during the one-year period preceding the procurement lobbying activity.

The Contractor must sign the provided Lobbying Certification and require a certification from its subcontractors.

J. Retention of Records

The Contractor shall maintain records to show actual time devoted to the project and cost incurred.

K. Equal Employment Opportunity

In the event of the contractor's non-compliance with the provisions of this Equal Employment Opportunity Clause, the Illinois Human Rights Act or the Rules and Regulations of the Illinois Department of Human Rights ("Department"), the contractor may be declared ineligible for future contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and the contract may be cancelled or voided in whole or in part, and such other sanctions or penalties may be imposed or remedies invoked as provided by statute or regulation. During the performance of this contract, the contractor agrees as follows:

(1) That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, marital status, national origin or ancestry, age, physical or mental handicap unrelated to ability, or an unfavorable discharge from military service; and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization.

(2) That, if it hires additional employees in order to perform this contract or any portion thereof, it will determine the availability (in accordance with the Department's Rules and Regulations) of minorities and women in the area(s) from which it may reasonably recruit and it will hire for each job classification for which employees are hired in such a way that minorities and women are not underutilized.

(3) That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, marital status, national origin or ancestry, age, physical or mental handicap unrelated to ability, or an unfavorable discharge from military service.

(4) That it will send to each labor organization or representative of workers with which it has or is bound by a collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the contractor's obligations under the Illinois Human Rights Act and the Department's Rules and Regulations. If any such labor organization or representative fails or refuses to cooperate with the contractor in its efforts to comply with such Act and Rules and Regulations, the contractor will promptly so notify the Department and the contracting agency and will recruit employees from other resources when necessary to fulfill its obligations thereunder.

(5) That it will submit reports as required by the Department's Rules and Regulations, furnish all relevant information as may from time to time be requested by the Department or the contracting agency, and in all respects comply with the Illinois Human Rights act and the Department's Rules and Regulations.

(6) That it will permit access to all relevant books, records, accounts and work sites by personnel of the contracting agency and the Department for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Department's Rules and Regulations.

(7) That it will include verbatim or by reference the provisions of this clause in every subcontract it awards under which any portion of the contract obligations are undertaken or assumed, so that such provisions will be binding upon such subcontractor. In the same manner as with other provisions of this contract, the contractor will be liable for compliance with the applicable provisions of this clause by such subcontractors; and further it will promptly notify the contracting agency and the Department in the event of any subcontractor fails or refuses to comply therewith. In addition, the contractor will not utilize any subcontractor declared by the Illinois Human Rights Commission to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

Request for Proposals: Solar Array Operations & Maintenance Contract

The Champaign-Urbana Mass Transit District seeks proposals from qualified contractors to serve as operations and maintenance (O&M) provider for its solar arrays located in Urbana, Illinois. **Proposals must be submitted electronically to [procurement@mtd.org](mailto:procurement@mtd.org) by 3:00 PM Central Time on February 17, 2023.**

803 East University Avenue: 1,212-panel roof mounted solar array installed in 2013

1100 East University Avenue: 4,008 ground-mounted and 1,428 roof-mounted solar panels installed in 2022

Proposals must include:

- Cost proposal
- Schedule and description of O&M services proposed for each array
  - o For the roof array at 803 East University Avenue, include panel maintenance, inspection of roof membrane, and removal of debris from underneath solar array
- Response time guarantee
- Strategy for optimizing performance
- Relevant experience (both roof and ground mounted solar arrays)
- At least three customer references for previous similar work (include name and contact information)
- Identification of any subcontractors
- Proposal shall include an option for maintenance of meadow native grasses and wildflowers for the ground-mounted solar array as an option. Refer to drawing C-130 PLANTING PLAN for description of required maintenance.
  - o Maintain and establish meadow by watering, weeding, mowing, trimming, replanting, and performing other operations as required to establish a healthy, viable meadow.
  - o Roll, regrade, and replant bare or eroded areas and re-mulch. Provide materials and installation the same as those used in the original installation.
  - o Fill in as necessary soil subsidence that may occur because of settling or other processes.
  - o Replace materials and meadow damaged or lost in areas of subsidence.
  - o Apply treatments as required to keep meadow and soil free of pests and pathogens or disease.
  - o Use integrated pest management practices whenever possible to minimize the use of pesticides and reduce hazards.
  - o Promptly remove soil and debris created by planting and maintenance work from paved areas. Clean wheels of vehicles before leaving site to avoid tracking soil onto roads, walks, or other paved areas. Remove surplus soil and waste material, including excess subsoil, unsuitable soil, trash, and debris, and legally dispose of them off Owner's property.

The O&M contract term will be three years with an option to extend to five years.

Proposals will be evaluated based on the following criteria:

Criteria	Weight
O&M Plan	40%
Experience and References	40%
Cost	20%

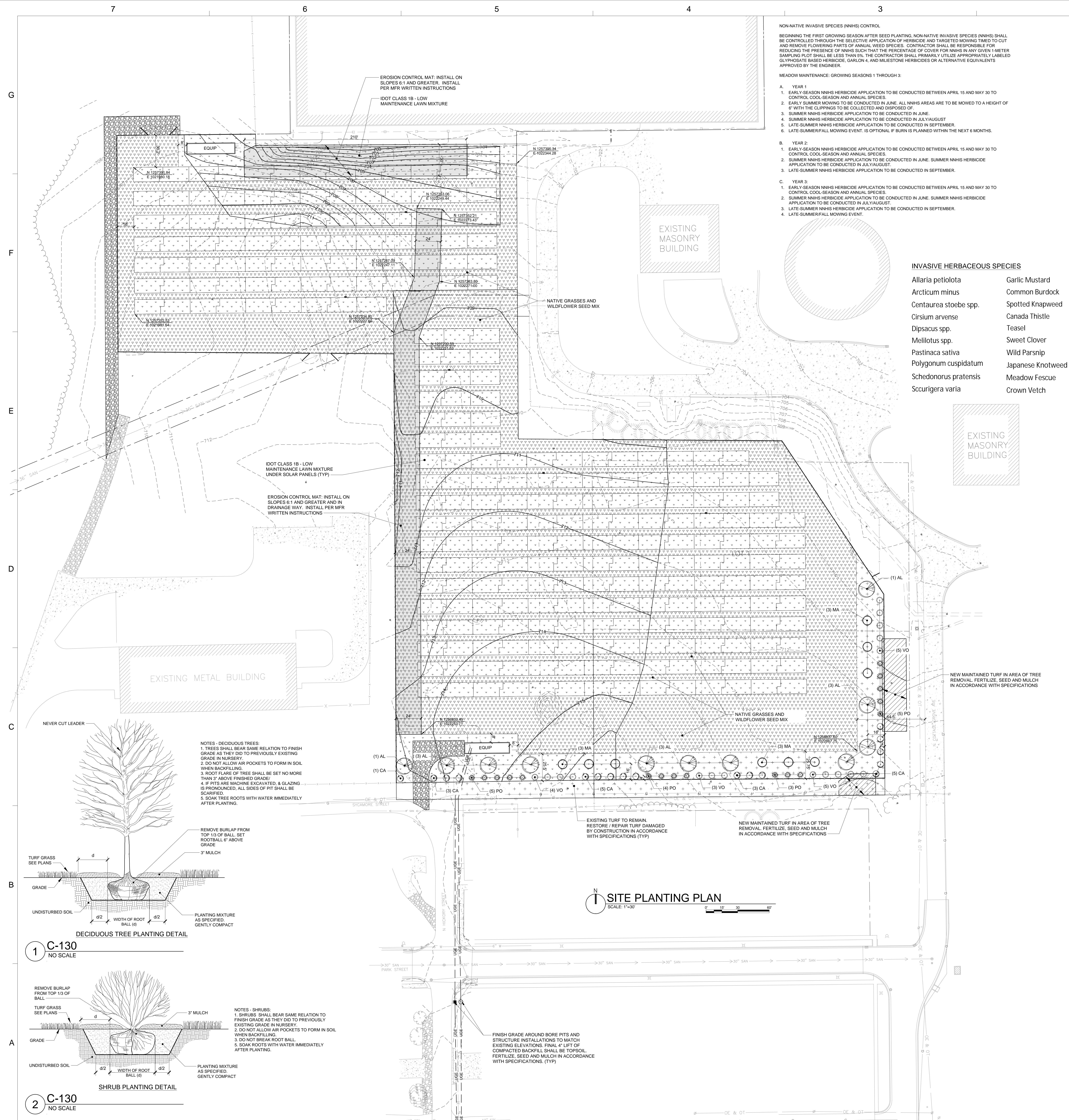
For questions, contact: Ashlee McLaughlin, 217.384.8188, [amclaughlin@mtd.org](mailto:amclaughlin@mtd.org)

To schedule a site visit, contact:

Josh Berbaum, 217.841.8107, [jberbaum@mtd.org](mailto:jberbaum@mtd.org)

Dave Thornton, 217.417.6028, [dthornton@mtd.org](mailto:dthornton@mtd.org)





**NON NATIVE INVASIVE SPECIES (NNIS) CONTROL**

BEGINNING THE FIRST GROWING SEASON AFTER SEED PLANTING, NON-NATIVE INVASIVE SPECIES (NNIS) SHALL BE CONTROLLED THROUGH THE SELECTIVE APPLICATION OF HERBICIDE AND TARGETED MOWING TRIM TO CUT AND REMOVE FLOWERING PARTS OF ANNUAL WEED SPECIES. CONTRACTOR SHALL BE RESPONSIBLE FOR REDUCING THE PRESENCE OF NNIS SUCH THAT THE PERCENTAGE OF COVER FOR NNIS IN ANY GIVEN 1-METER SAMPLING PLOT SHALL BE LESS THAN 5%. THE CONTRACTOR SHALL PRIMARILY UTILIZE APPROPRIATELY LABELED GLYPHOSATE BASED HERBICIDE, GARLON 4, AND MILESTONE HERBICIDES OR ALTERNATIVE EQUIVALENTS APPROVED BY THE ENGINEER.

**MEADOW MAINTENANCE: GROWING SEASONS 1 THROUGH 3:**

**A. YEAR 1**

1. EARLY-SEASON NNIS HERBICIDE APPLICATION TO BE CONDUCTED BETWEEN APRIL 15 AND MAY 30 TO CONTROL COOL-SEASON AND ANNUAL SPECIES.
2. EARLY SUMMER MOWING TO BE CONDUCTED IN JUNE. ALL NNIS AREAS ARE TO BE MOWED TO A HEIGHT OF 4" WITH THE CLIPPINGS TO BE COLLECTED AND DISPOSED OF.
3. SUMMER NNIS HERBICIDE APPLICATION TO BE CONDUCTED IN JUNE.
4. SUMMER NNIS HERBICIDE APPLICATION TO BE CONDUCTED IN JULY/AUGUST.
5. LATE-SUMMER NNIS HERBICIDE APPLICATION TO BE CONDUCTED IN SEPTEMBER.
6. LATE-SUMMER/FALL MOWING EVENT. IS OPTIONAL. IF BURN IS PLANNED WITHIN THE NEXT 6 MONTHS.

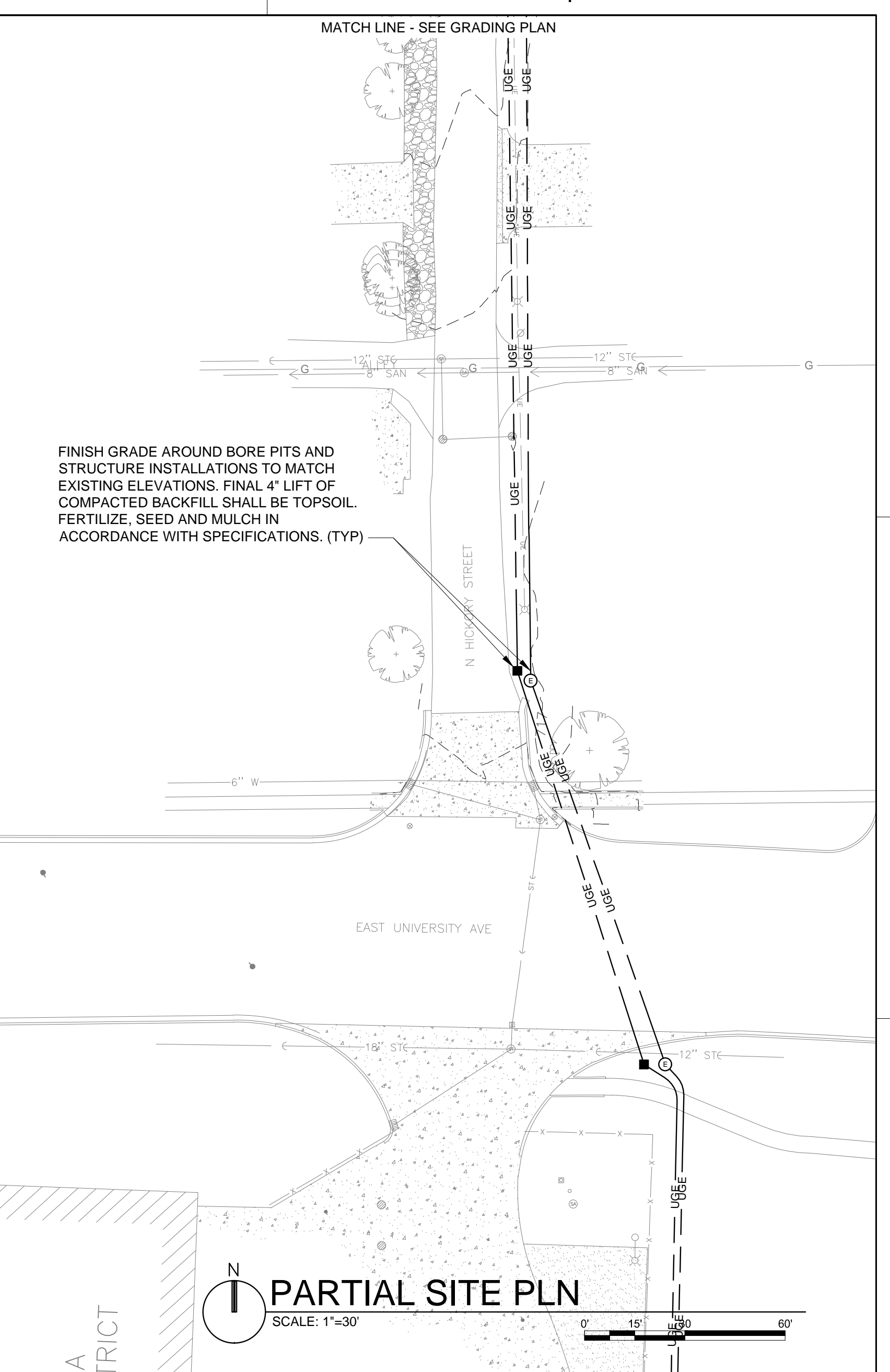
**B. YEAR 2:**

1. EARLY-SEASON NNIS HERBICIDE APPLICATION TO BE CONDUCTED BETWEEN APRIL 15 AND MAY 30 TO CONTROL COOL-SEASON AND ANNUAL SPECIES.
2. SUMMER NNIS HERBICIDE APPLICATION TO BE CONDUCTED IN JUNE. SUMMER NNIS HERBICIDE APPLICATION TO BE CONDUCTED IN JULY/AUGUST.
3. LATE-SUMMER NNIS HERBICIDE APPLICATION TO BE CONDUCTED IN SEPTEMBER.

**C. YEAR 3:**

1. EARLY-SEASON NNIS HERBICIDE APPLICATION TO BE CONDUCTED BETWEEN APRIL 15 AND MAY 30 TO CONTROL COOL-SEASON AND ANNUAL SPECIES.
2. SUMMER NNIS HERBICIDE APPLICATION TO BE CONDUCTED IN JUNE. SUMMER NNIS HERBICIDE APPLICATION TO BE CONDUCTED IN JULY/AUGUST.
3. LATE-SUMMER NNIS HERBICIDE APPLICATION TO BE CONDUCTED IN SEPTEMBER.
4. LATE-SUMMER/FALL MOWING EVENT.

- INVASIVE HERBACEOUS SPECIES**
- |                       |                   |
|-----------------------|-------------------|
| Allaria petiolata     | Garlic Mustard    |
| Arcticum minus        | Common Burdock    |
| Centaurea stoebe spp. | Spotted Knapweed  |
| Cirsium arvense       | Canada Thistle    |
| Dipsacus spp.         | Teasel            |
| Mellilotus spp.       | Sweet Clover      |
| Pastinaca sativa      | Wild Parsnip      |
| Polygonum cuspidatum  | Japanese Knotweed |
| Schedonorus pratensis | Meadow Fescue     |
| Scurigera varia       | Crown Vetch       |



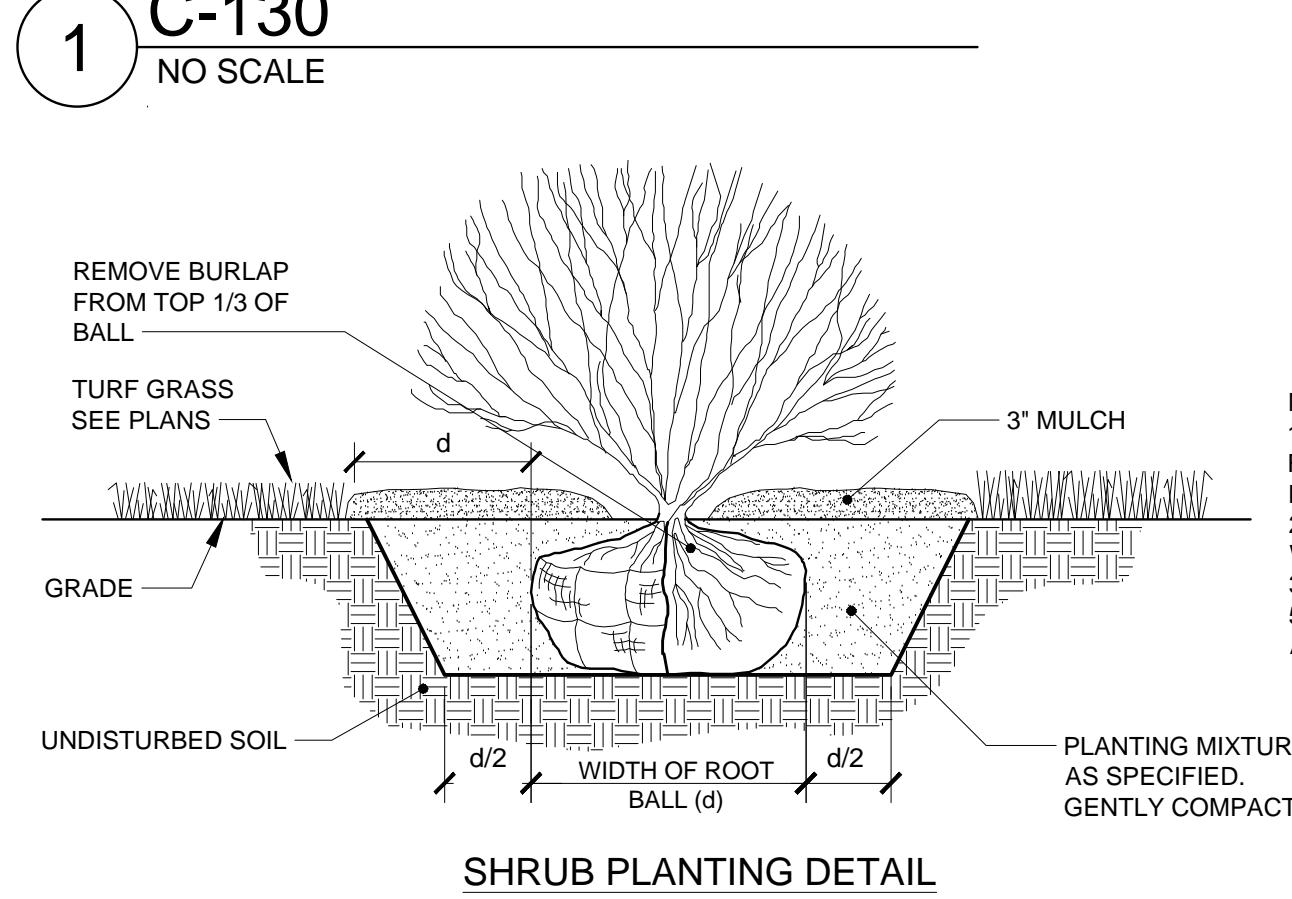
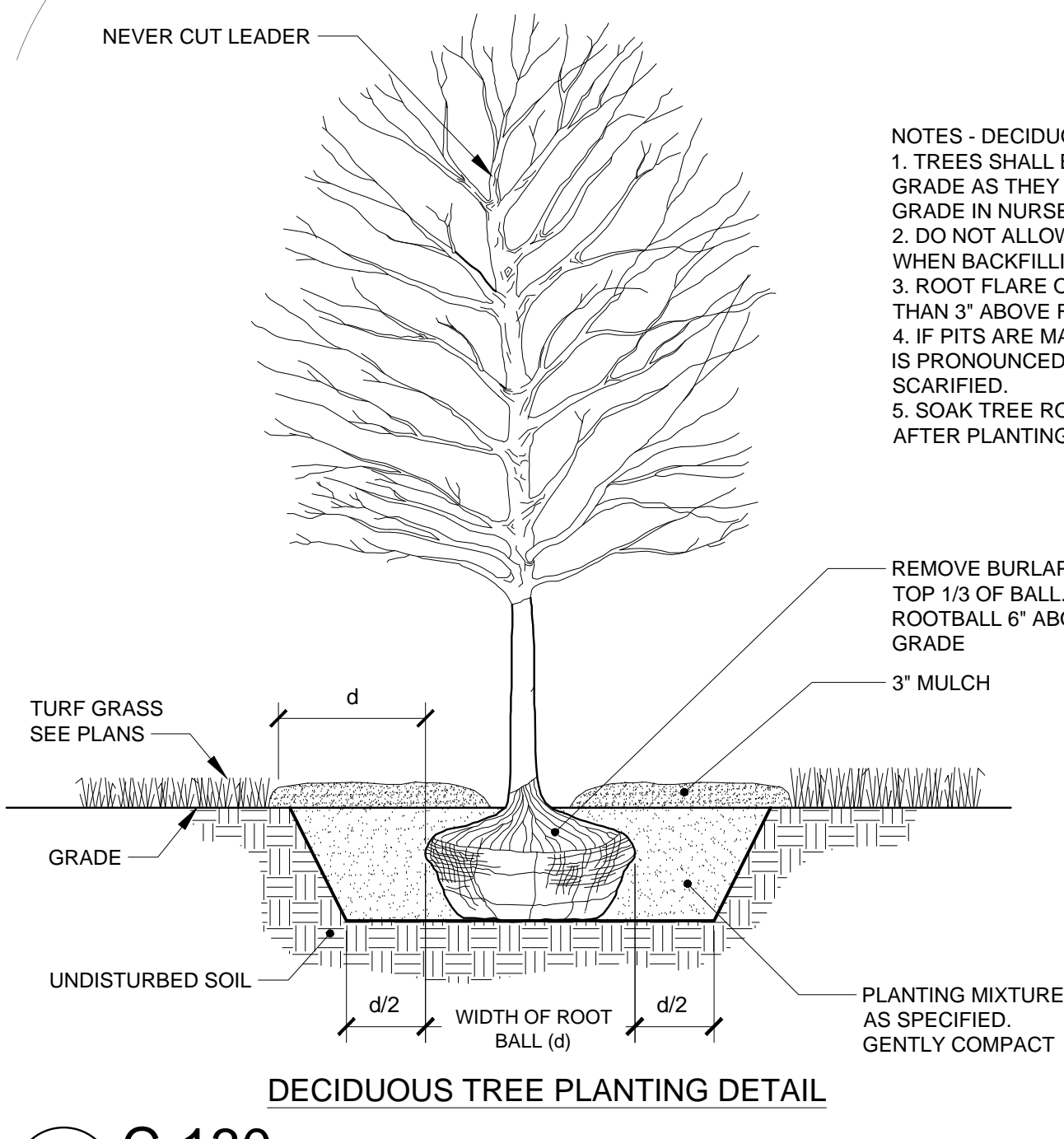
**LEGEND**

- IDOT CLASS 1B LOW MAINTENANCE LAWN MIX
- NATIVE GRASSES AND WILDFLOWER SEED MIX
- EXISTING TURF TO REMAIN
- TREES
- SHRUBS
- AGGREGATE SERVICE DRIVE

- PLANTING NOTES**
1. ALL STOCKPILE AREAS SHALL BE LOCATED WITHIN LIMIT OF WORK LINE AND STABILIZED TO PREVENT EROSION.
  2. ALL DEBRIS GENERATED DURING SITE PREPARATION ACTIVITIES SHALL BE LEGALLY DISPOSED OFF SITE.
  3. PLANTING SEED SHALL BE SOWN IN SEASONAL CONDITIONS AS APPROPRIATE FOR GOOD SEED SURVIVAL OR AT SUCH TIMES AS APPROVED BY THE OWNER.
  4. PROTECT NEWLY TOPSOILED, GRADED AND/OR SEEDED AREAS FROM TRAFFIC AND EROSION. KEEP AREAS FREE OF TRASH AND DEBRIS RESULTING FROM LANDSCAPE CONTRACTOR OPERATIONS.
  5. REPAIR AND RE-ESTABLISH GRADES IN SETTLED, ERODED AND RUTTED AREAS TO THE SPECIFIED GRADE AND TOLERANCES.
  6. ALL PLANT MATERIAL SHALL CONFORM TO THE MINIMUM GUIDELINES ESTABLISHED BY THE 'AMERICAN STANDARD FOR NURSERY STOCK' PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
  7. ANY PROPOSED SUBSTITUTIONS OF PLANT MATERIAL SHALL BE MADE WITH MATERIAL EQUIVALENT TO THE DESIRED MATERIAL IN OVERALL FORM, HEIGHT, BRANCHING HABIT, FLOWER, LEAF, COLOR, FRUIT AND CULTURE. PROPOSED SUBSTITUTIONS WILL ONLY BE CONSIDERED IF SUBMITTED WITH ENUMERATED REASONS WHY SUBSTITUTIONS ARE PROPOSED.
  8. THE LANDSCAPE CONTRACTOR SHALL CLEAN UP AND REMOVE ANY DEBRIS FROM THE SITE CAUSED BY THE LANDSCAPE CONTRACTOR.

**BASIS OF DESIGN NATIVE GRASSES AND WILDFLOWER SEED MIXTURE (AREA = 2.4 ACRES )**

Common Name	Scientific Name	PLS oz/Acre	Seeds/oz	Seeds/SF
<b>Grasses:</b>				
Sideoats Grama	Bouteloua curtipendula	24.0	9375	5.17
Copper Shouldered Oval	Carex ticknelli			
Sedge		3.5	33422	2.69
June Grass	Koeleria macrantha	1.5	150000	5.17
Little Bluestem	Schizachyrium scoparium	64.0	4900	12.93
Prairie Dropseed	Sporobolus heliopsis	3.0	14000	0.93
	<b>TOTAL</b>	<b>96.0</b>		<b>26.91</b>
<b>Nurse Crop:</b>				
Seed Oats	Avena sativa			
	<b>TOTAL</b>	<b>400.0</b>	<b>8125</b>	<b>74.61</b>
		<b>400.0</b>		<b>74.61</b>
<b>Forbes:</b>				
Nodding Onion	Allium oenunum	6.0	7700	1.06
Wild Columbine	Aquilegia canadensis	1.0	25000	0.57
Common Milkweed	Asclepias syriaca	4.0	4000	0.37
Partridge Pea	Chamaecrista fasciculata	16.0	3800	1.40
Sand coreopsis	Coreopsis lanceolata	10.0	12500	2.87
Purple Prairie Clover	Dalea purpurea	6.0	20000	2.76
Rough Blazing Star	Liatris aspera	2.0	13000	0.60
Wild Lupine	Lupinus pernis v. occidentalis	2.0	1000	0.05
Horse Mint	Monarda punctata	1.5	94000	3.24
Hairy Beard Tongue	Penstemon hirsutus	1.5	125000	4.30
Old-Field Goldenrod	Solidago nemoralis	1.0	240000	5.51
Heath Aster	Symphotrichum ericoides	1.0	140000	3.21
Golden Alexanders	Zizia aurea	2.0	12000	0.55
	<b>TOTAL</b>	<b>54.0</b>		<b>26.48</b>
	<b>Total oz/acre</b>	<b>550.00</b>		
	<b>Total lbs/acre</b>	<b>34.375</b>	<b>Total Native Seeds/SF</b>	<b>53.39</b>



**SITE PLANTING PLAN**  
SCALE: 1"=30'

**Dewberry**

Dewberry Engineers, Inc.  
401 SW Water Street  
Suite 701  
Peoria IL 61602  
309.282.8000 Phone  
309.282.8001 Fax  
ILL. DESIGN FROM REG.  
#184005007-0006

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT

CHAMPAIGN-URBANA MTD SOLAR ARRAY EXPANSION PHASE 1:UCSD

1100 E UNIVERSITY AVENUE,  
URBANA, IL

ISSUED FOR BID

SEAL

REGISTERED PROFESSIONAL ENGINEER  
STATE OF ILLINOIS

1/11/2021  
Exp. 11/30/2021

No.	Description	Date

**REVISIONS**

DRAWN BY MKH  
APPROVED BY MPB  
CHECKED BY MPB  
DATE 01/11/2021

TITLE

**SITE PLANTING PLAN AND DETAILS**

PROJECT NO. 50125690

**C-130**

SHEET NO.

**From:** [Cory Gudenrath](#)  
**To:** [Victoria Carrington](#)  
**Subject:** Re: MTD Questions  
**Date:** Thursday, March 9, 2023 9:39:04 AM

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Good Morning Victoria,

Part of our first-year servicing MTD will be gaining all the product knowledge as well. So, I would have to say that depending on the manufacturer's requirements it may vary. This is due to some filters being washable while others you must replace. However, if MTD wants them replaced regardless we can do that as well. As far as the cost I'm sure we could schedule that in with general maintenance.

Thank you,  
*Sarah Dycus*  
*Administrative Coordinator*  
*Current Solutions of the Midwest*  
*217-294-3321*

On Thu, Mar 9, 2023 at 8:26 AM Victoria Carrington <[vcarrington@mtd.org](mailto:vcarrington@mtd.org)> wrote:

Good morning,

There has been an additional question asked by evaluators: Will ventilation filters on inverters be replaced as needed? Is there a minimum cost for this?

Thank you,

**Victoria Carrington**

Finance & Procurement Specialist

Champaign-Urbana Mass Transit District (MTD)

1101 East University Avenue

Urbana, Illinois 61802

217.278.9094

[mtd.org](http://mtd.org)

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**From:** Cory Gudenrath <[currentsolutions5@gmail.com](mailto:currentsolutions5@gmail.com)>  
**Sent:** Wednesday, March 8, 2023 9:49 AM  
**To:** Victoria Carrington <[vcarrington@mtd.org](mailto:vcarrington@mtd.org)>  
**Subject:** MTD Questions

## Mtd

Process of a service call

-no cost for diagnosing a problem

-estimate will be provided for repairs or if repairs need to be made immediately we can proceed on a time and material basis. Our hourly rate is \$110.00 per hour

Cost breakdown

-corrective maintenance. We can provide an estimate for repairs or perform repairs on a time and materials basis at Mtd discretion.

Our hourly rate is \$110.00 per hour

-service calls to diagnose a problem are at no cost.

-No additional fees

-No minimum cost

Cleaning rates

-after initial panel/circuit testing, results will be discussed with Mtd staff. Mtd staff will determine if it is necessary to clean the panels and how often. We can clean the panels at our time and materials rate or provide an estimate and schedule.

2 hour response time

-At the point of receiving a phone call we will respond and have someone in route to Mtd within two hours.

Inverter maintenance

-inverter maintenance will include inspections, dust/debris, removal, temperature readings, circuit readings, checking all terminations.

Urbana license

-yes we are licensed in Urbana

*Sarah Dycus*

*Administrative Coordinator*

*Current Solutions of the Midwest*

*217-294-3321*

**From:** [Victoria Carrington](#)  
**To:** [Cory Gudenrath](#)  
**Subject:** RE: Current Solutions Bid  
**Date:** Monday, March 6, 2023 10:21:00 AM

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Good morning Cory,

Our Evaluation Committee had some questions for Current Solutions regarding the proposal submitted on 2/16/23. See questions below:

1. What is the process of a service call? (i.e., Is there a cost to diagnose an issue and then a cost estimate for resolution of the issue prior to resolving?)
2. Could a full cost breakdown be provided, including:
  - a. Corrective maintenance
  - b. Service calls
    - i. Minimum cost?
  - c. Additional fees
  - d. Cleaning rates
2. Can the two-hour guarantee response time be clarified?
3. Can clarification for inverter maintenance be provided?
4. Is Current Solutions licensed to perform electrical work in the City of Urbana?

We are looking forward to wrapping up evaluations, but will need responses prior to making a recommendation for award to our Managing Director. Please provide responses by end-of-day Tuesday, March 7.

Thank you,

**Victoria Carrington**

Finance & Procurement Specialist  
Champaign-Urbana Mass Transit District (MTD)  
1101 East University Avenue  
Urbana, Illinois 61802  
217.278.9094  
[mtd.org](http://mtd.org)

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**From:** Victoria Carrington  
**Sent:** Friday, February 17, 2023 8:36 AM  
**To:** Cory Gudenrath <[currentsolutions5@gmail.com](mailto:currentsolutions5@gmail.com)>; Procurement <[Procurement@mtd.org](mailto:Procurement@mtd.org)>  
**Subject:** RE: Current Solutions Bid

Good morning,

The proposal submitted by Current Solutions for MTD's Request for Proposals No. 2023-001: Solar

Operations & Maintenance has been received. We look forward to reviewing the proposal and will reach out if any questions arise during evaluations.

Evaluations will occur over the next few weeks. We hope to have a determination after the first of the month and due to the scope of this work, any determination will need to be approved by MTD's Board of Trustees. The Board Meeting is set for March 29, 2023.

Please let us know if you have any questions.

Thank you,

**Victoria Carrington**

Finance & Procurement Specialist  
Champaign-Urbana Mass Transit District (MTD)  
1101 East University Avenue  
Urbana, Illinois 61802  
217.278.9094  
[mtd.org](http://mtd.org)

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**From:** Cory Gudenrath <[currentsolutions5@gmail.com](mailto:currentsolutions5@gmail.com)>  
**Sent:** Thursday, February 16, 2023 3:45 PM  
**To:** Procurement <[Procurement@mtd.org](mailto:Procurement@mtd.org)>  
**Subject:** Current Solutions Bid

## Current Solutions Bid

Reference MTD RFP#2023-001

Cost Proposal

- solar system \$98,000.00 per year
- optional prairie grass maintenance proposal \$17,000.00 per year
- total Bid \$115,000.00 per year

\*Schedule and description

- initial inspection of panels, wires, terminations, inverters, electrical panels and roof membrane. All findings documented.
- we will review current system design and compare to current performance.
- we will do monthly walkthroughs with thermal devices looking for any

irregularities.

- any needed repairs will be reported and be scheduled immediately
- planned maintenance including inspection and temperature readings of all solar equipment will be coordinated and conducted in the fall
- we will research the solar panel manufacturer to find specs on performance thresholds to determine warranty status
- we will label all circuits and equipment
- all documentation will be accessible to Mtd staff

\*Response time guarantee

-2 hours

\* Strategy for optimizing performance

- Irradiance and current readings will be taken on a test circuit of solar panels before and after cleaning. This test will be performed on the same day to determine the effect of output.
- Findings will be documented and discussed with Mtd management for future cleaning schedule.
- our previously mentioned monthly walkthroughs will include a visual check of solar panels.

\*Relevant experience

- our company has done multiple new arrays on roofs and ground mounts. Including a 2Mw solar farm.
- we have also been contracted to do troubleshooting on systems we didn't install. Including MTD's 803 east university location.

\*References

- Tony Grilo Gail Technology  
2178988669
- Bill Boeckmann BTB contracting  
8478758063
- Isaac Toledo Green Homes systems  
7473164181

\*subcontractors

-Stantec

-see attachment for landscape scope of work

Thank you,

Michael Hagemeyer

Current Solutions

217-649-0553





To: Karl Gnadt, Managing Director/CEO  
From: Ashlee McLaughlin, External Affairs Director  
Date: March 29, 2023  
Subject: Zero Emission Transition Plan, 2023 Update

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- A. Introduction:** The District has updated its Zero Emission Transition Plan. This is a long-term fleet and infrastructure management plan that considers cost, availability of resources, policy and legislation, existing and future facilities, partnerships, and workforce impact.
  - B. Recommended Action:** Staff recommends approval of the Zero Emission Transition Plan update.
  - C. Prior Trustee Action:** On April 27, 2022, the Board of Trustees provided approval to the Zero Emission Transition Plan.
  - D. Summary:** Per Federal Transit Administration (FTA) requirements, the Zero Emission Transition Plan includes the following components:
    - Demonstration of long-term fleet management plan including a strategy for how the District intends to use the current request for resources and future acquisitions.
    - Availability of current and future resources to meet costs for the transition and implementation.
    - Consideration of policy and legislation impacting relevant technologies.
    - Evaluation of existing and future facilities and their relationship to the technology transition.
    - Description of partnerships
    - Impacts of the transition on the current workforce
- The plan update reflects recent changes in the industry for zero-emission transit vehicles as well as updated federal guidance encouraging transit agencies to plan for a completely zero-emission fleet.
- E. Background:** The District is applying for funding through the Federal Transit Administration’s (FTA) Low or No Emission Grant Program and Bus and Bus Facilities Grant Program for the purchase of six 40-foot hydrogen fuel cell buses and hydrogen station expansion. The Bipartisan Infrastructure Law amended the statutory provisions for these grant programs to include a requirement that any application for projects related to zero emission vehicles include a Zero Emission Transition Plan.
  - F. Alternatives – advantages/disadvantages:** The grant programs referenced above do not require Board of Trustee approval of the Zero Emission Transition plan. However, Staff seek support on this long-term plan.
  - G. Budget & Staffing Impacts:** Long term costs of implementing the plan are shown on pages 4-6 of the Zero Emission Transition Plan.



# Zero Emission Transition Plan

Champaign-Urbana Mass Transit District

Updated: March 2023

## I. Introduction

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

## II. Fleet Assessment

### Buses

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

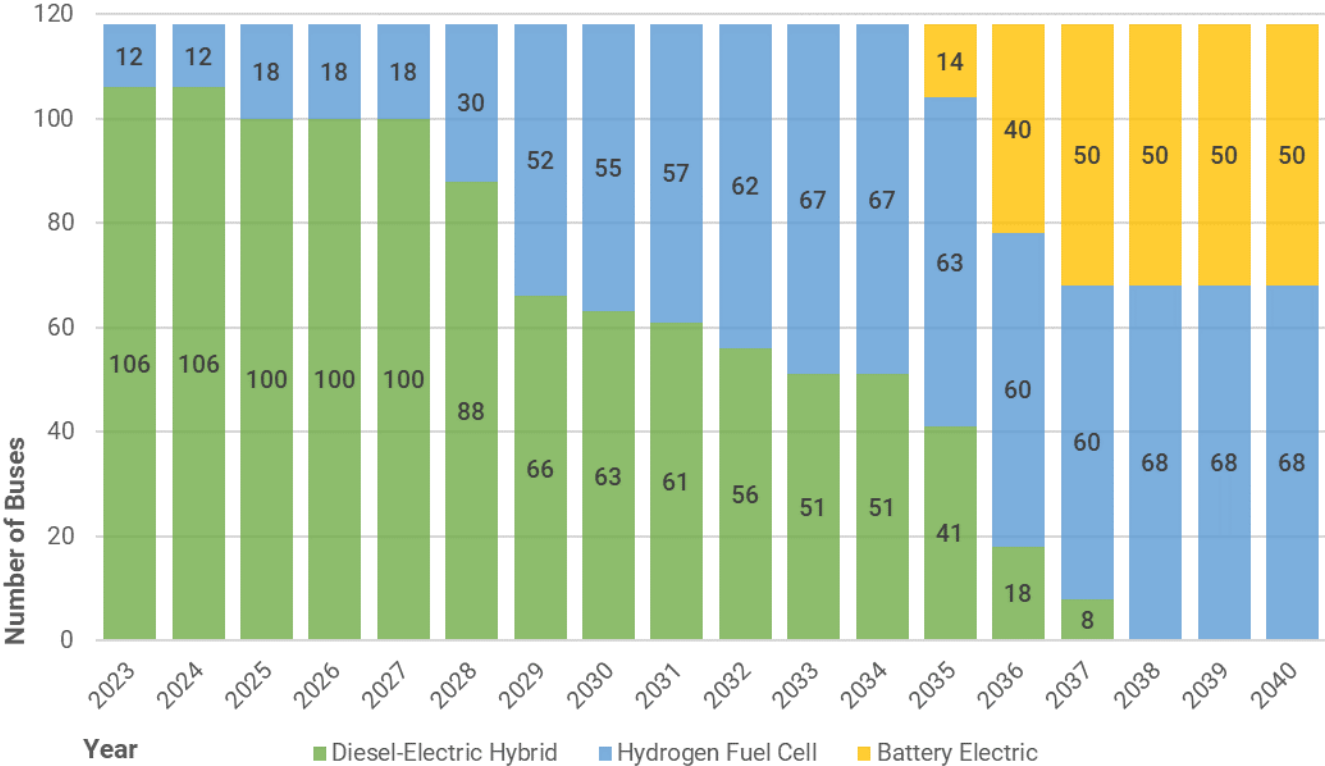
MTD began its pursuit of zero emission buses in 2017. Fuel cell electric buses (FCEB) align with the MTD's commitment to environmental responsibility while maintaining our commitment to providing service to our passengers. MTD was awarded funding through the Federal Transportation Administration (FTA)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

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

As of March 2023, MTD has a total of 118 buses in its fleet, including 40- and 60-foot buses. The fleet is currently 98 percent diesel-electric hybrid and 2 percent FCEBs. By the end of 2023, MTD will have added 10 more FCEBs to the fleet, making it 91 percent diesel-electric hybrid and 9 percent FCEBs. MTD intends to expand the hydrogen fuel production station and continue to expand the FCEB fleet near the capacity of that expansion, approximately 60-80 buses or 50-70 percent of the fleet.

As part of the transition to a fully zero-emission fleet, 2026 will be the last year the District purchases diesel-electric hybrid buses. With this timeline, the district anticipates retiring the last diesel-electric hybrid bus in 2027 and becoming a fully zero-emission bus fleet in 2038. The District intends to delay the introduction of battery electric buses until 2035 to minimize the number of years the maintenance department will need to maintain three different types of fueling technology. Waiting until 2035 will provide more time for the District’s maintenance department to become more proficient with FCEB technology and it will also provide more time for the battery electric technology to be optimized for transit applications. The anticipated future composition of MTD’s fleet by fuel type is shown in Figure 1.

Figure 1: Bus Fleet Composition

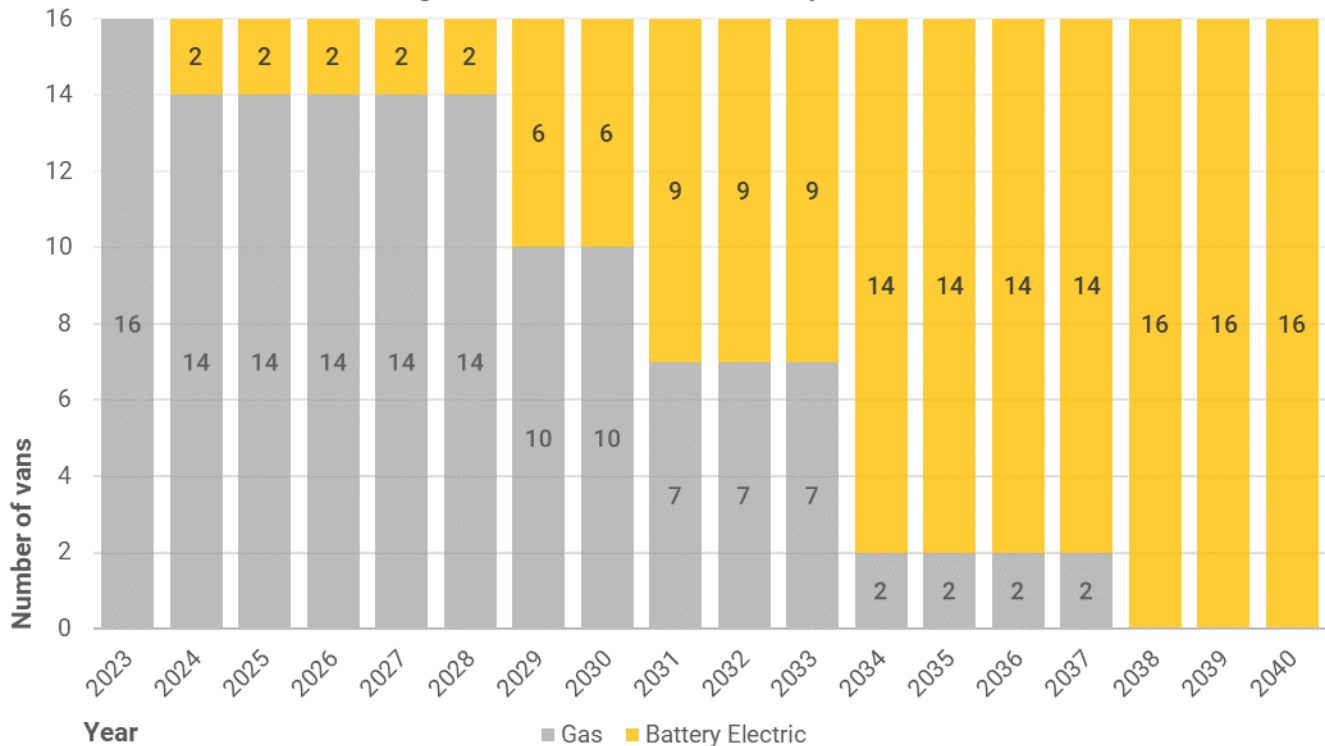


Previously, MTD investigated the possibility of procuring renewable natural gas buses and working with the Urbana Champaign Sanitary District to obtain RNG for fuel. A series of meetings revealed that an RNG partnership wouldn’t be feasible for either party due to infrastructure limitations and the sanitary district’s competing need for RNG.

## Paratransit Vans

MTD also has 14 gasoline fueled vans used for paratransit services. Two more vans, also gasoline fueled, will be added to the fleet by July 2023 for a total of 16 vans. The zero-emission transition plan for MTD’s paratransit vans is to incorporate battery electric vans and related charging infrastructure using a measured approach until the van fleet is made up of 100 percent zero-emission battery electric vehicles in 2038. With this timeline, the district anticipates retiring the last gasoline fueled paratransit van in 2037. MTD has utilized hybrid technology for paratransit vans in the past without success. Given the proliferation of battery electric vehicle technology in the past several years, the District is optimistic about the incorporation of battery electric technology, starting slowly with the van fleet before incorporating battery electric technology into the bus fleet. MTD is part of an Illinois Department of Transportation application for federal funding for a battery-electric van pilot program. If awarded, the District would receive our first two battery electric vans in 2024 as a result of this application. The anticipated future composition of MTD’s van fleet by fuel type is shown in Figure 2.

Figure 2: Van Fleet Composition



## III. Funding and Facilities Assessment

MTD completed a funding needs assessment to understand the availability of current and future resources to meet the costs for the transition to a fully zero-emission fleet. Estimates are shown in 2023 dollars, no rates of inflation were applied. The annual fleet procurement costs for MTD’s desired fleet mix for both buses and vans are shown in Figures 3 and 4.

Figure 3: Annual Bus Purchases

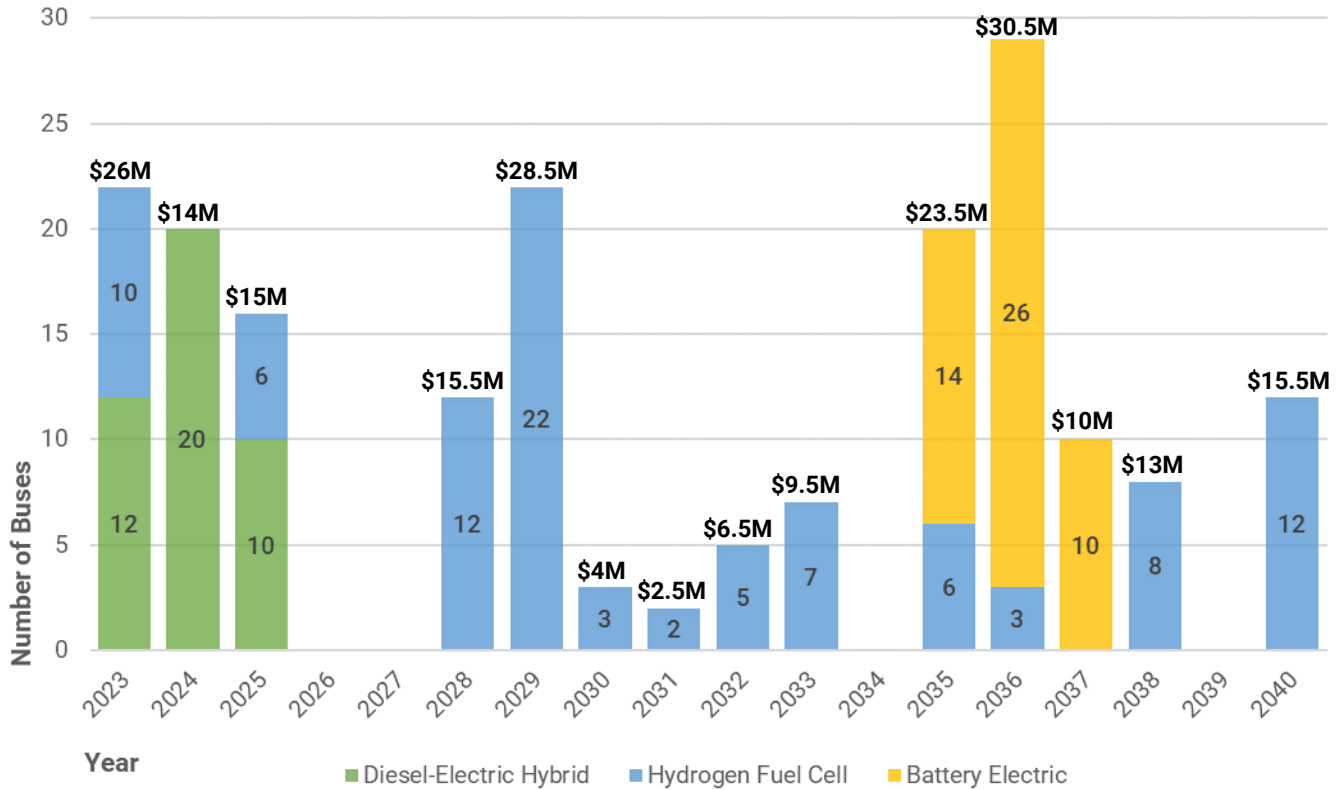
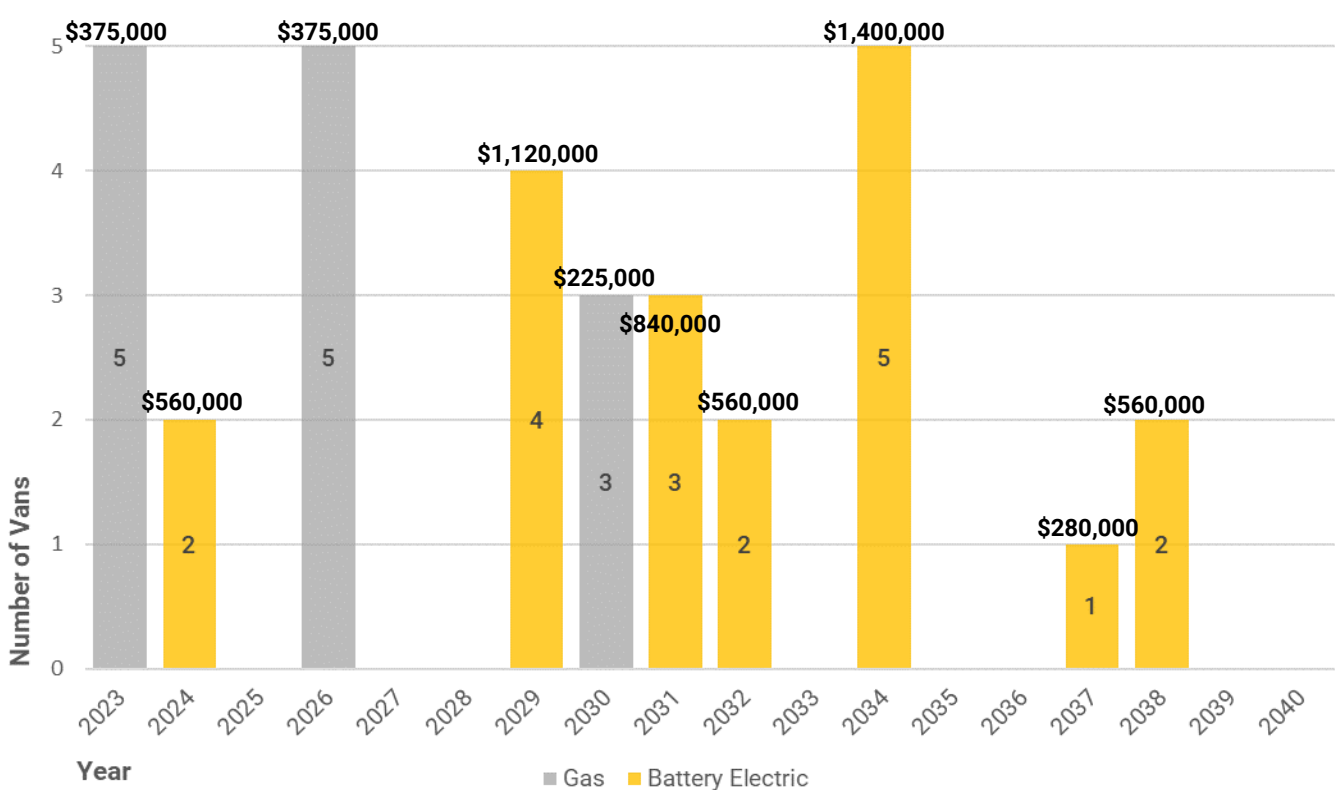


Figure 4: Annual Van Purchases



## Hydrogen Fuel Cell Bus Infrastructure

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

MTD has also made an initial investment in hydrogen fueling infrastructure. An electrolysis hydrogen refueling station has been installed on MTD's property. The system can produce up to 420 kg per day, which may support up to 15 buses. The system is powered by a solar array, enabling MTD to fuel their buses with green hydrogen and ensure zero-emissions from well-to-wheel. The station was built with future expansion in mind and MTD plans to expand the current hydrogen refueling infrastructure to accommodate a liquid delivery system that could accommodate approximately 60 additional buses, for a total fueling capacity of 70-80 buses. MTD is requesting approximately \$8.5 million in FTA funding in 2023 to expand the current station and plans to procure this infrastructure as soon as funding is awarded.

## Battery Electric Bus and Van Infrastructure

Supporting battery-electric buses will require MTD's maintenance facility to accommodate electrified facilities to park, charge, and maintain buses. These electrified facilities would require space in the current bus storage garage at 803 E University Avenue in Urbana as well as at 1209, 1211, and 1213 E University Avenue in Urbana, a set of properties recently acquired by the district to expand the existing maintenance facility, specifically for van storage and a new body shop. Figures 5 and 6 below provide a general overview of the additional investment in electrification and charging infrastructure that would be required before and during the incorporation of battery electric vehicles into the bus and van fleets. In contrast to the higher up-front cost for FCEB infrastructure, battery electric vehicles require ongoing infrastructure investments with each additional vehicle purchase.



Figure 5: Annual Bus Infrastructure

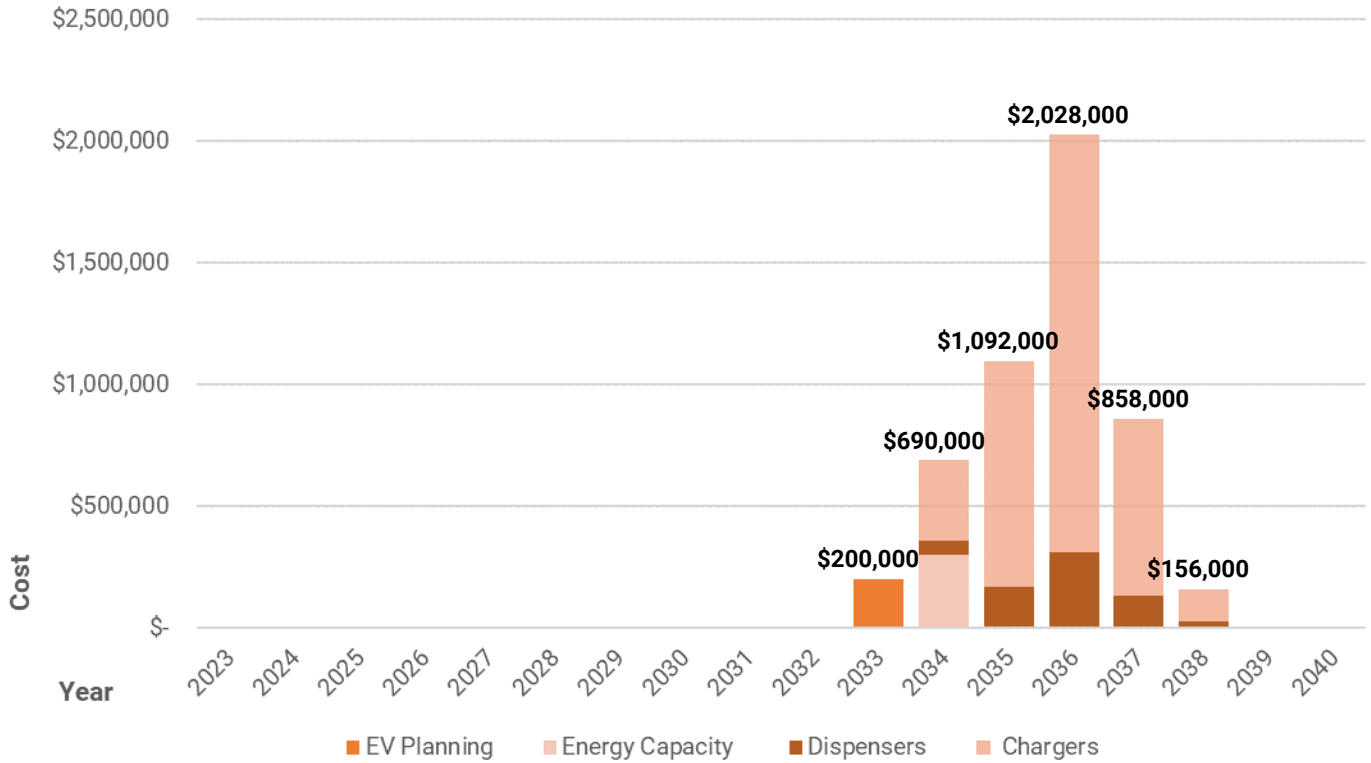
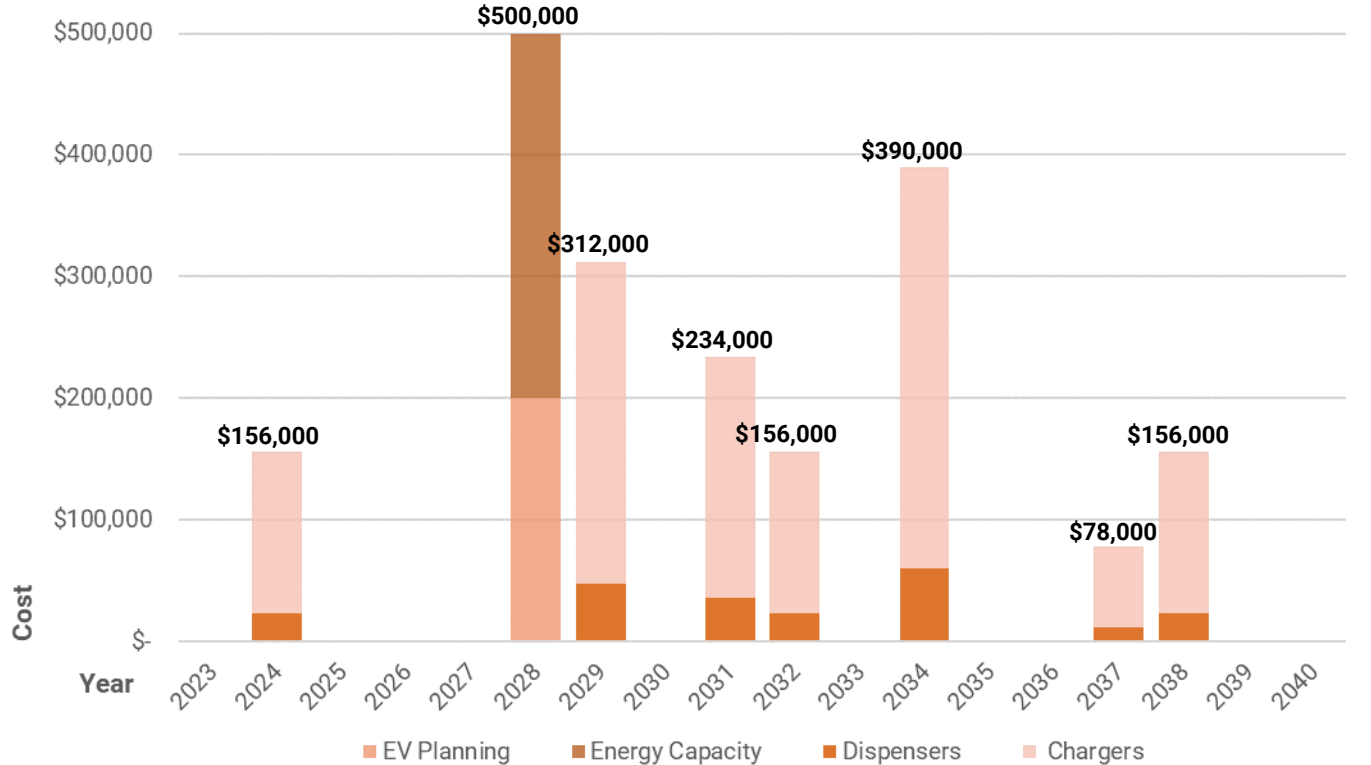


Figure 6: Annual Van Infrastructure



## Funding Sources

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

### Specific Programs:

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

### General Sources:

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

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

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

## IV. Policy Assessment

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

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

### **The Future Energy Jobs Act (2016)**

- Requires a minimum of 3,000 megawatts of new solar power and 1,300 megawatts of new wind power to be built in the state by 2030.



- Enacts the state’s first community solar program
- Requires the state’s largest utilities to achieve a 16% - 21% reduction in energy use by 2030
- Devotes funding to training for new energy jobs

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

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

**The Climate and Equitable Jobs Act (2021)**

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

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

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

## V. Partnership Assessment

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

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

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

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

- Air Liquide
- Air Products
- Cleancor
- Clean Energy
- First Element Fuel
- Linde
- Messer
- Plug Power
- Trillium Energy

## VI. Workforce Analysis

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

### Fuel Cell Training Center

MTD is working to secure funding to partner with Ballard Power Systems to deploy an onsite Fuel Cell Training Center for employees and visitors. The Training Center would provide hands-on access to Ballard’s latest generation fuel cell module, giving trainees access to simulated operation of sensors, actuators, compressors, pumps, valves, and diagnostic communications. New technicians would be provided the opportunity to safely explore the fuel cell module and diagnostic tools outside of the engine bay, away from high voltage and pressurized gas concerns. Experienced technicians will have the ability to work through troubleshooting challenges by reviewing component installations, wiring, and signal measurements with the same diagnostic tools as they use on the bus, but with the freedom to analyze and test without danger of damaging bus components or exposing hazards from electricity and hot surfaces. The Training Center would benefit the industry, serving as a model for transit agencies deploying FCEBs across the country.

### Training Program

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

### Apprenticeship Program

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

## **Employee Consultation and Engagement**

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

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

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



To: Karl Gnadt, Managing Director/CEO  
 From: Ashlee McLaughlin, External Affairs Director  
 Date: March 29, 2023  
 Subject: Resolution 2023-1 Low or No Emission Grant; Bus and Bus Facilities Grant

- A. Introduction:** The District is applying for funding through the Federal Transit Administration’s (FTA) Low or No Emission Grant Program and Bus and Bus Facilities Grant Program for the purchase of six 40-foot hydrogen fuel cell buses and hydrogen station expansion.
- B. Recommended Action:** Staff recommends that the Board pass Resolution No. 2023-1, expressing the District’s commitment of local funds equal to about 15 percent local match for this grant application.
- C. Prior Trustee Action:** On April 27, 2022, the Board of Trustees provided approval to pass Resolution No. 2022-5, expressing the District’s commitment of local funds equal to about 15 percent local match for last year’s version of this grant application.
- D. Summary:** Hydrogen station expansion will expand hydrogen storage capacity to accept delivery of hydrogen to accommodate 60-70 additional hydrogen fuel cell buses. Elements of workforce development include tools to help the District’s workforce gain the training and skills necessary to support the long-term transition to zero-emission technologies. Project elements and costs will continue to be refined over the next couple of weeks. Applications are due April 13, 2023.

Description	Federal Request	Local	Total Cost
Six 40-foot Fuel Cell Buses (15% local)	\$7,195,250	\$1,269,750	\$8,465,000
Hydrogen Station Expansion (10% local)	\$7,704,000	\$856,000	\$8,560,000
Workforce Development (20% local)	\$820,800	\$205,200	\$1,026,000
Project Management & Technical Support (20% local)	\$665,600	\$166,400	\$832,000
Total	\$16,385,650	\$2,497,350	\$18,883,000

- E. Background:** The Grant Program notice of funding opportunity reads:  
*FTA will consider the availability of the local cost share as evidence of local financial commitment to the project. Applicants should submit evidence of the availability of funds for the project; for example, by including a board resolution, letter of support from the State, a budget document highlighting the line item or section committing funds to the proposed project, or other documentation of the source of local funds.*
- F. Alternatives – advantages/disadvantages**
  1. The passing of Resolution No. 2023-1 demonstrates the District’s financial commitment to this project, strengthening the District’s grant application.
  2. Failure to pass Resolution No. 2023-1 gives the District’s grant application a disadvantage as there is no better way to signify commitment of required local funds.
- G. Budget & Staffing Impacts:** Staff estimates a total project cost of approximately \$18,883,000. The anticipated federal funding request is \$16,385,650 and the local match is \$2,497,350.

Resolution 2023-1

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

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

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

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

**WHEREAS**, the District is financially committed to the local share of the District’s 2023 FTA Low or No Emission Grant Program and Bus and Bus Facilities Program grant applications for procurement of six 40-foot hydrogen fuel cell buses and hydrogen station expansion.

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

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

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

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

Section 4. The Board of Trustees hereby authorizes local funds equal to approximately 15 percent of the total project cost to be committed to the District’s 2023 FTA Low or No Emission Grant Program and Bus and Bus Facilities Grant Program applications for procurement of six 40-foot hydrogen fuel cell buses and hydrogen station expansion.

PRESENTED AND ADOPTED ON THIS 29<sup>th</sup> day of March, 2023.

\_\_\_\_\_  
(Signature of Designated Official)

\_\_\_\_\_  
ATTEST:

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title



To: Karl Gnad, Managing Director/CEO  
From: Ashlee McLaughlin, External Affairs Director  
Date: March 29, 2023  
Subject: Resolution 2023-2 Low or No Emission Grant

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- A. Introduction:** The District is applying for funding through the Federal Transit Administration’s (FTA) Low or No Emission Grant Program for the purchase of ten 40-foot hybrid electric buses.
- B. Recommended Action:** Staff recommends that the Board pass Resolution No. 2023-2, expressing the District’s commitment of local funds equal to 15 percent local match for this grant application.
- C. Prior Trustee Action:** On January 27, 2021, the Board of Trustees approved a five-year bus procurement contract with New Flyer of America.
- D. Summary:** The District is seeking federal assistance to purchase ten 40-foot replacement hybrid electric buses. One third of the District’s 118-bus fleet is currently eligible for replacement, so it is vital that we secure a variety of funding sources for this large replacement need. MTD’s current contract with New Flyer gives the District the ability to purchase 40-foot and 60-foot diesel-electric hybrid buses through March 2026. Current estimates for 40-foot hybrid buses are approximately \$700,000 each, making the total project cost approximately \$7,000,000 for ten such buses. New Flyer is in the process of developing a specific bus price for us to include in our grant application. The District’s 15 percent local share would be approximately \$1,050,000, depending on the final estimate. Applications are due April 13, 2023.
- E. Background:** The Grant Program notice of funding opportunity reads:

*FTA will consider the availability of the local cost share as evidence of local financial commitment to the project. Applicants should submit evidence of the availability of funds for the project; for example, by including a board resolution, letter of support from the State, a budget document highlighting the line item or section committing funds to the proposed project, or other documentation of the source of local funds.*
- F. Alternatives – advantages/disadvantages**
  - 1. The passing of Resolution No. 2023-2 demonstrates the District’s financial commitment to this project, strengthening the District’s grant application.
  - 2. Failure to pass Resolution No. 2023-2 gives the District’s grant application a disadvantage as there is no better way to signify commitment of required local funds.
- G. Budget & Staffing Impacts:** Staff estimates a total project cost of approximately \$7,000,000. The anticipated federal funding request is \$5,950,000 and the local match is \$1,050,000.

Resolution 2023-2

RESOLUTION COMMITTING LOCAL COST SHARE TO FTA LOW-NO GRANT PROGRAM

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

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

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

**WHEREAS**, the District is financially committed to the local share of the District’s 2023 FTA Low or No Emission Grant Program grant application for procurement of ten 40-foot hybrid electric buses.

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

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

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

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

Section 4. The Board of Trustees hereby authorizes local funds equal to 15 percent of the total project cost to be committed to the District’s 2023 FTA Low or No Emission Grant Program application for procurement of ten 40-foot hybrid electric buses.

PRESENTED AND ADOPTED ON THIS 29<sup>th</sup> day of **March, 2023**.

\_\_\_\_\_  
(Signature of Designated Official)

\_\_\_\_\_  
ATTEST:

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title



To: Karl Gnadt, Managing Director/CEO  
From: Ashlee McLaughlin, External Affairs Director  
Date: March 29, 2023  
Subject: Resolution 2023-3 Bus and Bus Facilities Grant

---

**A. Introduction:** The District is applying for funding through the Federal Transit Administration’s (FTA) Bus and Bus Facilities Grant Program to construct a Body Shop and Storage Facility at 1209, 1211, and 1213 East University Avenue in Urbana, Illinois.

**B. Recommended Action:** Staff recommends that the Board pass Resolution No. 2023-3, expressing the District’s commitment of local funds equal to 20 percent local match for this grant application.

**Prior Trustee Action:** On January 25, 2023 the Board of Trustees approved a purchase agreement for 1209, 1211, and 1213 East University Avenue in Urbana.

On April 27, 2022, the Board of Trustees provided approval to pass Resolution No. 2022-6, expressing the District’s commitment of local funds equal to about 20 percent local match for last year’s version of this grant application.

**C. Summary:** The District is seeking federal assistance to construct a body shop and indoor vehicle storage facility at 1209, 1211, and 1213 East University Avenue in Urbana, adjacent to the existing CDL Training Center. The facility would replace the existing body shop, which is currently inadequate to fully serve the bus fleet and contracted services. The new facility would also provide indoor storage for the District’s van fleet. An application for the same project was submitted to the same grant program last year, but the application was not awarded funding. Last year’s application is being revised to reflect feedback from FTA application reviewers as well as progress on the project, including the acquisition of the subject properties in February 2023. The total project cost estimate is \$25,775,000. This estimate includes construction, architectural and engineering fees, surveys, cost escalation, and more. A local cost share is required for the grant application equal to 20 percent of the total project cost. MTD’s 20 percent local share would be approximately \$5,155,000, depending on the final estimate. Project elements and costs will continue to be refined over the next couple of weeks. Applications are due April 13, 2023.

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

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

**E. Alternatives – advantages/disadvantages**

1. The passing of Resolution No. 2023-3 demonstrates the District’s financial commitment to this project, strengthening the District’s grant application.
  2. Failure to pass Resolution No. 2023-3 gives the District’s grant application a disadvantage as there is no better way to signify commitment of required local funds.
-



**F. Budget & Staffing Impacts:** The total project cost is currently estimated at \$25,775,000. The anticipated federal funding request is 80 percent of the total project cost, or approximately \$20,620,000, and the local match is 20 percent of the total project cost, or approximately \$5,155,000.

Resolution 2023-3

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

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

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

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

**WHEREAS**, the District is financially committed to the local share of the District’s 2023 FTA Bus and Bus Facilities Program grant application to construct a Body Shop and Storage Facility at 1209, 1211, and 1213 East University Avenue in Urbana, Illinois.

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

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

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

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

Section 4. The Board of Trustees hereby authorizes local funds equal to 20 percent of the total project cost to be committed to the District’s 2023 FTA Bus and Bus Facilities Program grant application to construct a Body Shop and Storage Facility at 1209, 1211, and 1213 East University Avenue in Urbana, Illinois.

PRESENTED AND ADOPTED ON THIS 29<sup>th</sup> day of March, 2023.

\_\_\_\_\_  
(Signature of Designated Official)

\_\_\_\_\_  
ATTEST:

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Title

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Title