CHAMPAIGN-URBANA MASS TRANSIT DISTRICT BOARD MEETING AGENDA

Wednesday, December 6, 2023 – 3:00 p.m.

Illinois Terminal, North Banquet Rm, 4th Floor
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:
Jamie Singson
Vincent Wu

10. Next Meeting
    A. Regular Board of Trustees Meeting – Wednesday, January 31, 2024 – 3:00 p.m. – at Illinois Terminal, 45 East University, Champaign

11. Adjournment

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

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

MINUTES – SUBJECT TO REVIEW AND APPROVAL

DATE: Wednesday, October 25, 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
Maria McMullen	
Vincent Wu	

MTD Staff: Karl Gnadt (Managing Director), Amy Snyder (Chief of Staff), Michelle Wright (Finance Director), Jay Rank (Operations Director), Ashlee McLaughlin (External Affairs Director), Jacinda Crawmer (Human Resources Director), Brendan Sennett (Safety and Training Director), Alyx Parker (Legal Counsel), Beth Brunk (Clerk)

Others Present:

MINUTES

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

2. Roll Call
   Present (6) – Barnes, Chaplan, Diel, Fiscella, Hannon, Nudo
   Absent (1) – Delgado

   The clerk declared that a quorum was present.

3. Approval of Agenda

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

4. Audience Participation
   None

5. Approval of Minutes
   A. Board Meeting (Open Session) – September 27, 2023

MOTION by Mr. Hannon to approve the open session minutes of the September 27, 2023, MTD Board meeting as distributed; seconded by Ms. Chaplan. Upon vote, the MOTION CARRIED.

6. Communications

Vincent Wu, the Illinois Student Council (ISC) Environmental Sustainability Committee Coordinator, will be a part of the MTD Board as a University of Illinois advisory member. He is a first-year graduate student in MFA for Responsible Innovation with an interest in sustainable design.

7. Reports

A. Managing Director

Mr. Gnadt reviewed the statistics for September 2023. MTD reached a milestone this month when ridership increased to over one million rides since the pandemic. The national Lifetime Channel TV show *Military Makeover*, hosted by Montel Williams, filmed a segment at the District highlighting organizations that hire and support veterans in their workforce. Mr. Nudo would like to see additional information in the Budget Analysis Report comparing actual/actual last year's numbers.

The Department of Energy awarded approximately $1 billion in grant money to the Midwest Alliance for Clean Hydrogen Hub (Mach H2) consisting of projects in Illinois, Indiana, and Michigan. Mr. Gnadt is hopeful that this money will spur additional producers of green hydrogen that will bring down the price of hydrogen.

8. Action Items

A. Resolution No. 2023-5 Determining the Amount of Money Necessary to be Raised by the Tax Levy

Annually, MTD complies with taxation laws by Board approval of an estimated tax levy resolution. Mr. Gnadt noted that the proposed amount of money to be raised by the tax levy, $12,465,671, is a 13.08% increase from last year. With this amount, the District will be able to capture newly assessed value from properties coming on the tax rolls including Carle and OSF properties if they become non-tax exempt. This court case for hospital real estate tax exemption status is still pending. If the court case is unresolved, the rate that will be used is the Consumer Price Index (CPI), which was 5.0% last year.

MOTION by Mr. Fiscella to approve an amendment to Resolution No. 2023-5 to cap the tax levy at 6% instead of 13.08%.

The MOTION FAILED for lack of a second.

MOTION by Mr. Hannon to adopt Resolution No. 2023-5 determining $12,465,671 to be the amount of money necessary to be raised by the tax levy for revenue year 2023 payable in 2024; seconded by Ms. Chaplan.

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

The MOTION CARRIED.

Mr. Nudo suggested that if MTD ever receives additional tax revenue from the hospital properties, that some of the money could be used to issue free annual passes to qualified low-income families.

B. Adoption of Ordinance No. 2023-2 Authorizing the Issuance of Capital Facilities Notes, Series 2023, and Line of Credit Notes, Taxable Series 2023, to Finance Capital Costs for the Champaign-Urbana Mass Transit District, in Champaign County, Illinois and Providing the Details of Such Notes, and Related Matters

As discussed at the September 27, 2023 Board meeting, Trustees approved two Prospect Bank lines of credit to finance debt service projects/equipment and supplement general cash flow if needed. MTD's corporate counsel has provided the legal documentation to finalize the lines of credit agreements with this Ordinance. The details of the lines of credit are as follows:

1. $10,000,000 bank-qualified, tax-exempt line of credit with an initial variable interest rate of 5.83%, adjusted every 30 days to the 30 Day Secured Overnight Financing Rate (SOFR) plus 0.53%

2. $6,000,000 revolving taxable line of credit with an initial variable interest rate of 7.65%, adjusted every 30 days to the 30 Day Secured Overnight Financing Rate (SOFR) plus 2.35%

Each line of credit has a 3-year maturity and is collateralized by a UCC filing on all MTD assets.

MOTION by Mr. Barnes to adopt Ordinance No. 2023-2 authorizing the issuance of Capital Facilities Notes, Series 2023, and Line of Credit Notes, Taxable Series 2023, to finance capital costs for the Champaign-Urbana Mass Transit District in Champaign County, Illinois, and providing the details of such notes, and related matters; seconded by Ms. Chaplan.

Roll Call:
Aye (6) – Barnes, Chaplan, Diel, Fiscella, Hannon, Nudo

The MOTION CARRIED.

C. Managing Director Spending Authority

The Managing Director/CEO currently has the authority to approve and execute contracts and expenditures up to $50,000 or authorize an emergency procurement when necessary. If the contract or purchase is $50,000 or greater, prior Board approval is required. By increasing the Managing Director's (or designee's) spending authority up to $100,000, the District can respond quicker to favorable pricing, shorten lead times on the completion of projects, and reduce incidents of retroactive approval for emergency spending.

MOTION by Ms. Chaplan to authorize the Managing Director or designee to approve and execute contracts and expenditures up to $100,000 or when an emergency procurement is required; seconded by Mr. Barnes. Upon vote, the MOTION CARRIED.

9. Next Meeting

A. Public Hearing for MTD's Tax Levy and Regular Board of Trustees Meeting – Wednesday, December 6, 2023 – 3:00 p.m. at Illinois Terminal – 45 East University Avenue, Champaign

10. Adjournment

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

Mr. Diel adjourned the meeting at 3:45 p.m.

Submitted by:

_____
Clerk

Approved:

_____
Board of Trustees Chair

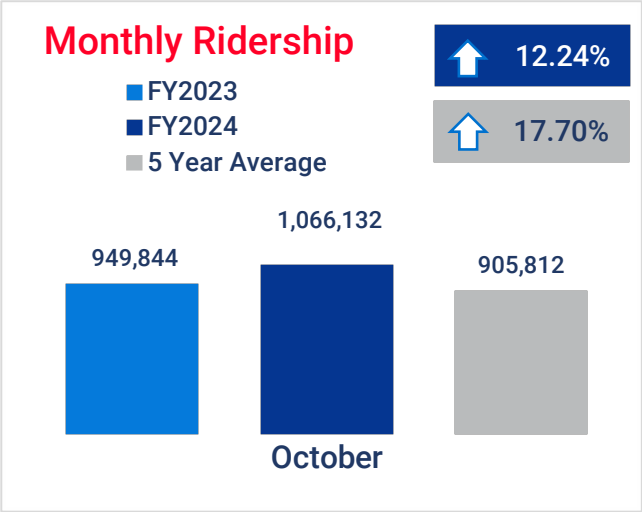
Champaign-Urbana Mass Transit District

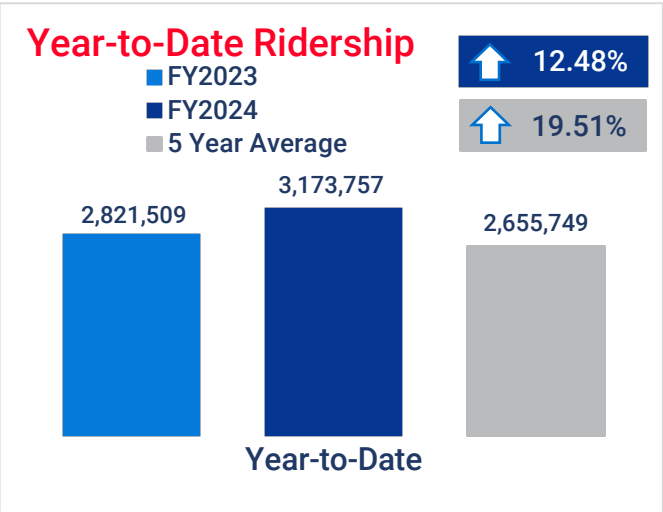
MTD MISSION	Leading the way to greater mobility
MTD VISION	MTD goes beyond traditional boundaries to promote excellence in transportation.

MTD MANAGING DIRECTOR OPERATING NOTES

November 2023

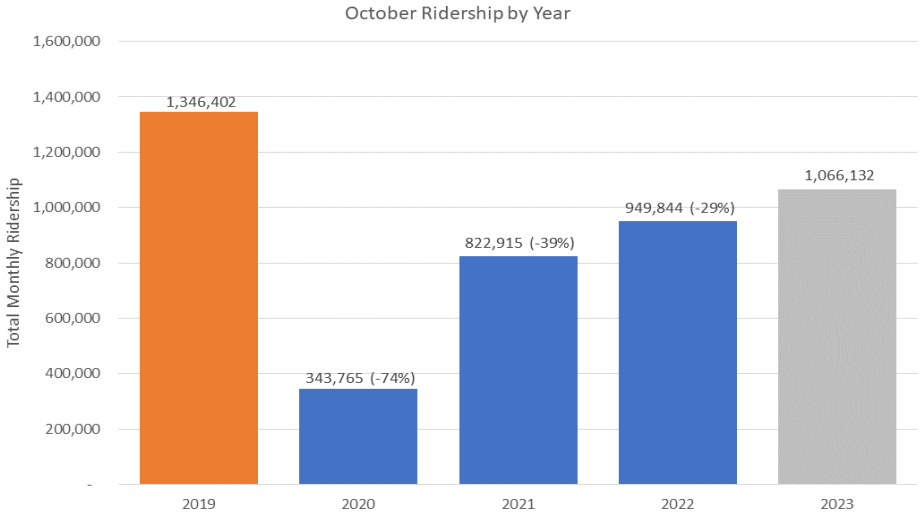
RIDERSHIP



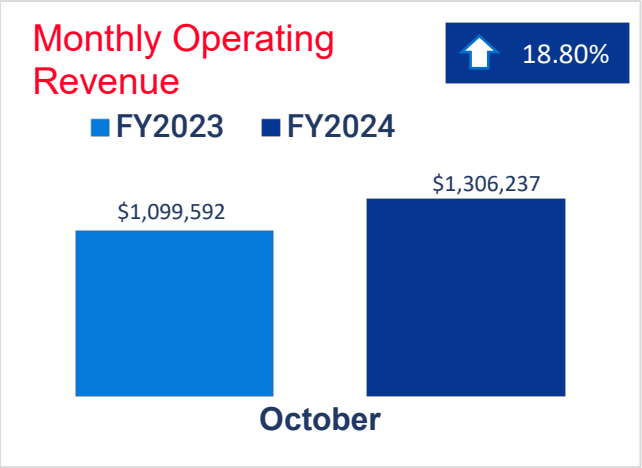


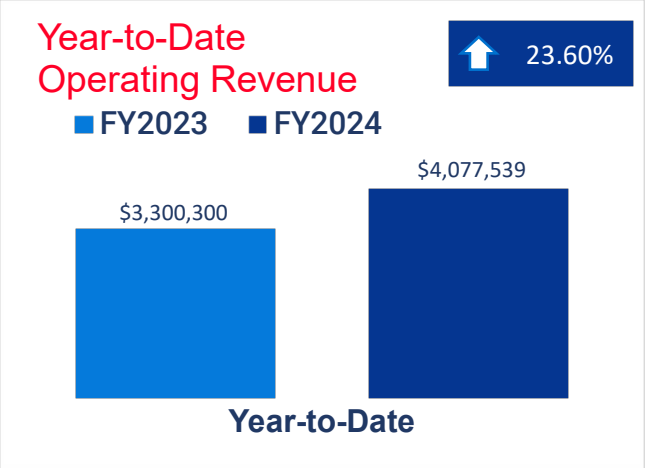
There were 1,066,132 rides in October, which is the second month we have gone over 1 million since February 2020. We were up about 49,000 rides from September.

This is up 12.2% from last October. There was one more UI weekday, but three fewer Champaign school days, and five fewer Urbana school days than in October 2022. There was a Fall break for the first time this year at Urbana School District. There were large improvements in DASH card ridership (10.6%), Monthly pass ridership (35.7%), Saturday/Sunday All Day Passes (40.3%), and ADA ridership (35.5%), which is a trend we also saw in September. Our highest ridership day was Halloween at 48,863 while the highest day last October was 41,174.



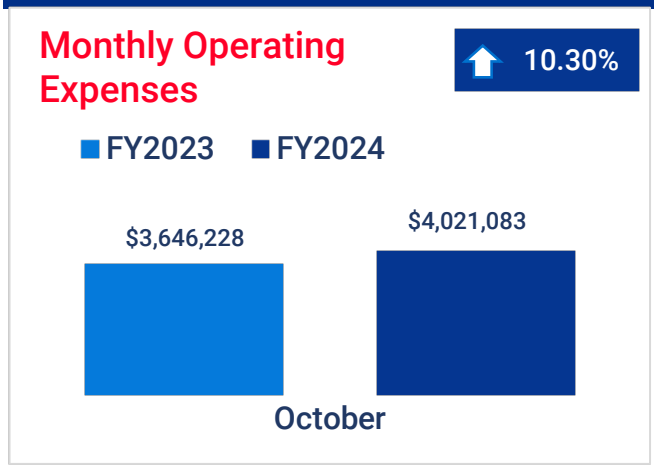
OPERATING REVENUE

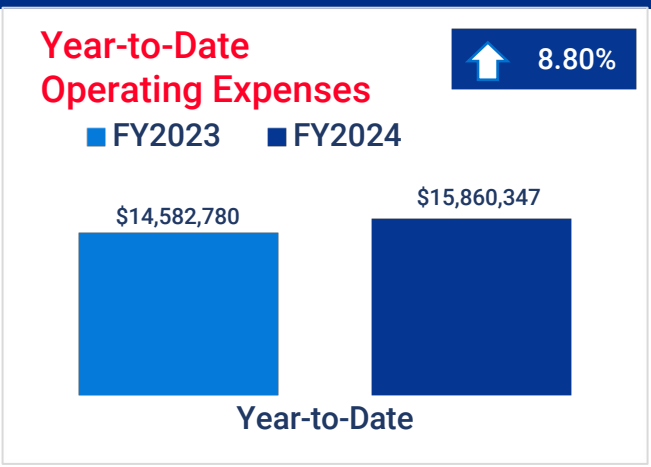




October 2023 operating revenue was 18.80% above October 2022. Year-to-date operating revenue was 23.60% above FY2023.

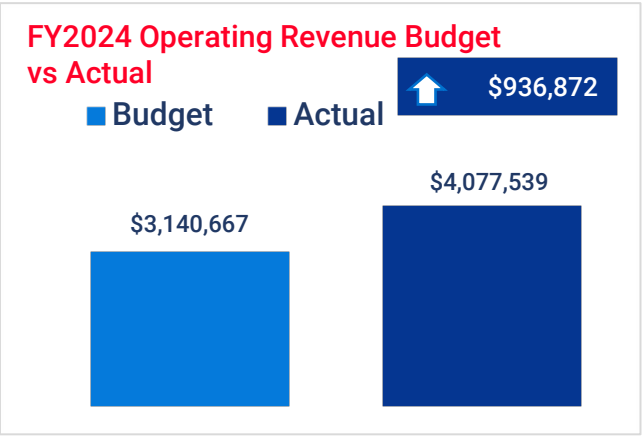
OPERATING EXPENSES

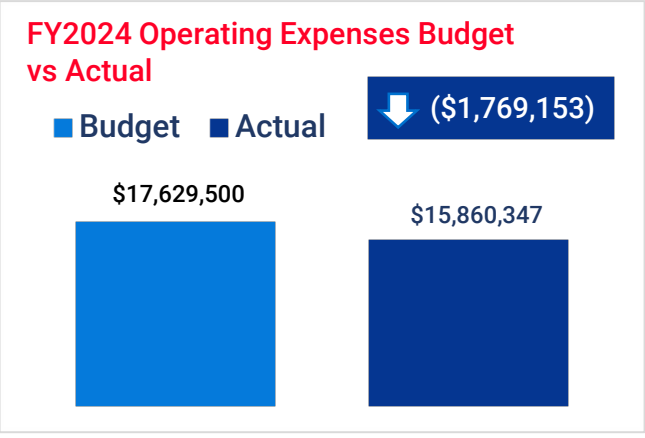




October operating expenses were 10.30% above October 2022. Year-to-date operating expenses were 8.80% above FY2023.

YEAR-TO-DATE REVENUE & EXPENSES





Year-to-date operating revenues were $936,872 above budget while operating expenses were $1,769,153 below budget.

MANAGING DIRECTOR'S NOTES

1) **Qiushi Huang is our new Analyst Planner who started on September 25. She comes to us from the UI Urban Planning program and did an internship at the Regional Planning Commission (RPC). She is getting familiar with the planning and statistics software already and will take over many of the data analysis and reporting responsibilities. Dave Goldenbaum, Service Planner, is working to get her acclimated to everything MTD. One of the things that stood out in her interview is her desire to tell a story with data, which she is already getting a chance to do by looking at evening and weekend bus assignments to see if articulated buses are warranted.**

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2) **Article 3 and Article 4 of the Illinois Pension Code require that the annual municipal employer contribution to a public pension fund includes an amount sufficient to bring the total assets of the pension fund up to 90% of the total actuarial liabilities of the fund by the end of municipal fiscal year (MFY) 2040.**

See the chart below to see how the Illinois Municipal Retirement Fund – the pension fund MTD participates in – fares in comparison to other state pensions:

Pension Fund Name	Target Funding Ratio	Amortization Date	Current Funding Ratio
Downstate Police (P) & Fire (F) Pension Funds	90%	2040	(P) 55.1% (F) 54.4%
Park Employees' Annuity and Benefit Fund of Chicago	90%	2042	32.1%
State Employees' Retirement System (SERS)	90%	2045	36.4%
Judges' Retirement System	90%	2045	37.2%
Teachers' Retirement System (TRS)	90%	2045	40.9%
State Universities Retirement System (SURS)	90%	2045	42.7%
General Assembly Retirement System (GARS)	90%	2045	15.1%
Fireman's Annuity and Benefit Fund of Chicago	90%	2055*	18.4%
Policeman's Annuity and Benefit Fund of Chicago	90%	2055*	23.8%
Laborers' Annuity and Benefit Fund of Chicago	90%	2058	44.7%
Municipal Employees' Annuity & Benefit Fund Chicago	90%	2058	25.0%
Public School Teachers' Pen. and Ret. Fund Chicago	90%	2059	47.9%
Illinois Municipal Retirement Fund (IMRF)	**90%**	**	**91.0%**

* In 2016, Public Act 99-506 moved the amortization date for both the Firemen's Annuity and Benefit Fund of Chicago and the Policemen's Annuity and Benefit Fund of Chicago from 2040 to 2055.

** For most IMRF employers, the unfunded liability is amortized over a 29-year closed period, reducing to 15 years, and then rolling at 15 years. Participating instrumentalities (employers without taxing authority) amortize their unfunded liability over a 10-year open period. IMRF is currently funded at 91%.
(Source: Illinois Municipal League)

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3) **In June, Planning tested a new software component called Multimedia Data Center (MMDC) on INIT's MobilePlan software. It allows audible external announcements at our bus stops as a part of our continuing effort to further comply with the Americans with Disabilities Act (ADA). The announcement plays automatically when the door is opened and states the route and direction of the bus (e.g., "Five East Green") and allows visually impaired riders to identify which route the bus is on.**

As of late November, we designated almost 300 "parent" stops (intersections – there can be multiple stops at that intersection i.e., NE corner and SW corner) for audible external announcements which are being served concurrently by multiple routes. These stops have been programmed into MMDC along with a digital recording announcing the route name, number, and direction. External announcements are tied to route destinations in MobilePlan and then activated under each individual stop using a checkbox. Testing for this phase of the project has been successfully completed and we are planning to export the audible external announcements fleet-wide in a few weeks.

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4) Capital project updates:

- (10) 40' Hydrogen Fuel Cell Electric Buses
  - $12,916,614
  - Currently in production at New Flyer plant in Anniston, AL
  - Anticipated delivery of first bus: December 2023
  - Anticipated in-service date of first bus: February/March 2024
- (26) 40' Hybrid Buses
  - $21,000,000
  - Pre-production meeting: November 2023
  - Anticipated line entry: April 2024
- In-ground Vehicle Lifts
  - $1,240,662
  - Construction started: July 2023
  - Anticipated completion date: January 2024
- Illinois Terminal Elevator Modernization
  - $273,438
  - Awaiting parts delivery – start date still unknown
- Solar Array Expansion
  - $2,109,000 (est.)
  - Determining location (803 roof v. I.T. East parking lot)

Fiscal-Year-to-Date Ridership Comparison

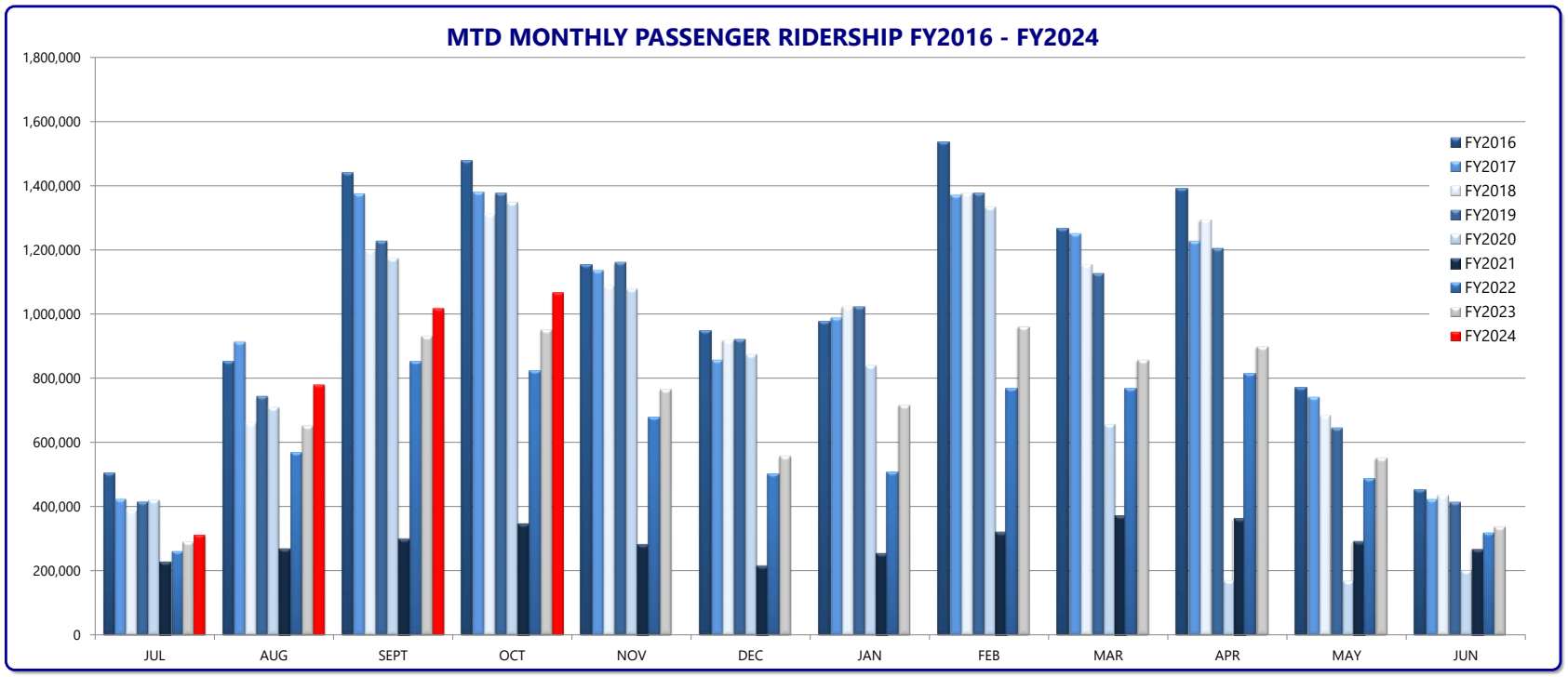
	Oct-23	Oct-22	% Change	FY24 YTD	FY23 YTD	% Change
Adult Rides	20,474	18,932	8.1%	79,624	74,981	6.2%
School Rides	32,785	41,529	-21.1%	100,015	105,447	-5.2%
DASH/Senior - E & D Rides	34,267	30,981	10.6%	138,499	123,970	11.7%
U of I Faculty/Staff Rides	30,009	39,429	-23.9%	101,349	119,626	-15.3%
Annual Pass	41,353	36,479	13.4%	159,837	152,619	4.7%
U of I Student Rides	869,076	751,298	15.7%	2,461,336	2,137,617	15.1%
All Day Passes	303	216	40.3%	1,102	796	38.4%
Transfers	7,022	6,285	11.7%	27,685	25,129	10.2%
Saferides	3,806	3,922	-3.0%	7,486	7,563	-1.0%
West Connect	75	0	-	181	0	-
Monthly Pass	11,097	8,177	35.7%	39,719	27,911	42.3%
Veterans Pass	2,633	2,697	-2.4%	10,387	10,250	1.3%
Total Unlinked Passenger Rides	**1,052,900**	**939,945**	**12.0%**	**3,127,220**	**2,785,909**	**12.3%**
Half-Fare Cab Subsidy Rides	0	132	-100.0%	0	670	-100.0%
ADA Rides	13,232	9,767	35.5%	46,537	34,930	33.2%
TOTAL	**1,066,132**	**949,844**	**12.2%**	**3,173,757**	**2,821,509**	**12.5%**

	Oct-23	Oct-22
Weekdays	**22**	21
UI Weekdays	**22**	21
Saturdays	**4**	5
UI Saturdays	**4**	5
Sundays	**5**	5
UI Sundays	**5**	5
Champaign Schools Days	**15**	18
Urbana School Days	**16**	21
Holidays	**0**	0
Average Temperature	**57.1**	53.6
Total Precipitation	**4.51**	2.33
Average Gas Price	**$3.59**	$4.00

Champaign-Urbana Mass Transit District **November 29, 2023**

MTD Monthly Passenger Ridership FY2016 - FY2024

	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
JUL	503,481	424,915	389,398	415,476	420,729	226,004	260,815	290,301	311,827
AUG	851,098	914,496	661,178	743,728	708,465	266,497	567,618	651,458	779,102
SEPT	1,439,491	1,375,803	1,197,928	1,226,527	1,172,335	297,090	850,842	929,906	1,016,696
OCT	1,478,275	1,380,990	1,310,380	1,375,516	1,346,402	343,765	822,915	949,844	1,066,132
NOV	1,153,897	1,137,573	1,087,343	1,160,184	1,076,993	279,977	678,231	764,340	
DEC	949,030	857,837	917,782	920,718	873,429	214,183	501,741	556,970	
JAN	977,223	989,700	1,022,713	1,022,403	838,969	252,336	506,560	715,390	
FEB	1,537,540	1,371,778	1,375,553	1,375,560	1,331,716	318,071	766,403	959,122	
MAR	1,266,676	1,251,352	1,153,015	1,125,644	656,224	368,540	766,766	855,518	
APR	1,391,286	1,228,127	1,292,424	1,203,603	169,747	360,134	813,280	897,373	
MAY	770,860	742,253	684,678	645,383	168,484	289,030	485,172	550,987	
JUN	451,663	424,219	435,993	414,421	201,092	264,733	317,937	336,835	
TOTAL	**12,770,520**	**12,099,043**	**11,528,385**	**11,629,163**	**8,964,585**	**3,480,360**	**7,338,280**	**8,458,044**	



Champaign-Urbana Mass Transit District November 09, 2023

Route Performance Report

October 2023

Weekdays

	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
Daytime Campus Fixed Route	**402,358**	**3,626.60**	**110.95**		**38,552.16**	**10.44**	
1 Yellow Hopper	19,445	210.85	92.22	0.83	2,027.33	9.59	0.92
10 Gold Hopper	15,167	181.00	83.80	0.76	2,278.80	6.66	0.64
12 Teal	77,005	684.57	112.49	1.01	7,285.19	10.57	1.01
13 Silver	66,860	486.88	137.32	1.24	5,704.23	11.72	1.12
21 Raven	10,966	209.00	52.47	0.47	2,194.39	5.00	0.48
22 Illini	188,028	1,428.70	131.61	1.19	14,069.68	13.36	1.28
24 Link	24,887	425.60	58.48	0.53	4,992.54	4.98	0.48
Daytime Community Fixed Route	**386,629**	**10,777.76**	**35.87**		**147,972.43**	**2.61**	
1 Yellow	52,692	1,127.96	46.71	1.30	14,716.44	3.58	1.37
2 Red	41,154	1,128.27	36.48	1.02	14,862.05	2.77	1.06
3 Lavender	16,601	623.14	26.64	0.74	8,395.93	1.98	0.76
4 Blue	24,410	544.63	44.82	1.25	6,751.07	3.62	1.38
5 Green	56,048	1,244.34	45.04	1.26	16,706.12	3.35	1.28
5 Green Express	12,628	304.72	41.44	1.16	4,595.25	2.75	1.05
5 Green Hopper	31,384	569.77	55.08	1.54	7,540.64	4.16	1.59
6 Orange	15,303	746.71	20.49	0.57	9,582.35	1.60	0.61
6 Orange Hopper	7,183	284.43	25.25	0.70	3,341.89	2.15	0.82
7 Grey	25,329	988.18	25.63	0.71	13,525.00	1.87	0.72
8 Bronze	9,656	320.37	30.14	0.84	4,717.20	2.05	0.78
9 Brown	39,835	1,218.04	32.70	0.91	16,935.99	2.35	0.90
10 Gold	43,207	978.85	44.14	1.23	13,540.73	3.19	1.22
11 Ruby	448	117.32	3.82	0.11	2,233.01	0.20	0.08
14 Navy	4,375	222.43	19.67	0.55	4,260.68	1.03	0.39
16 Pink	6,376	358.61	17.78	0.50	6,268.07	1.02	0.39

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

	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
Evening Campus Fixed Route	**79,854**	**965.58**	**82.70**		**11,480.38**	**6.96**	
120 Teal	20,544	303.60	67.67	0.82	3,545.96	5.79	0.83
130 Silver	5,517	150.32	36.70	0.44	1,798.25	3.07	0.44
220 Illini	53,793	511.67	105.13	1.27	6,136.17	8.77	1.26
Evening Community Fixed Route	**48,975**	**1,607.22**	**30.47**		**22,948.62**	**2.13**	
50 Green	18,844	459.32	41.03	1.35	6,489.24	2.90	1.36
50 Green Hopper	8,136	167.57	48.55	1.59	2,249.79	3.62	1.69
70 Grey	4,126	266.75	15.47	0.51	3,799.94	1.09	0.51
100 Yellow	16,118	549.68	29.32	0.96	7,415.01	2.17	1.02
110 Ruby	1,061	79.57	13.33	0.44	1,301.36	0.82	0.38
180 Lime	690	84.33	8.18	0.27	1,693.27	0.41	0.19
Total	**917,816**	**16,977.16**	**54.06**		**220,953.59**	**4.15**	

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

Champaign-Urbana Mass Transit District November 09, 2023

Route Performance Report

October 2023

Weekends

	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
Saturday Daytime Campus Fixed	**21,654**	**234.60**	**92.30**		**2,650.58**	**8.17**	
120 Teal	8,506	94.53	89.98	0.97	1,029.13	8.27	1.01
130 Silver	4,748	61.73	76.91	0.83	738.11	6.43	0.79
220 Illini	8,400	78.33	107.23	1.16	883.33	9.51	1.16
Saturday Daytime Community	**30,664**	**796.37**	**38.50**		**11,200.16**	**2.74**	
20 Red	3,774	99.20	38.04	0.99	1,298.50	2.91	1.06
30 Lavender	1,950	88.32	22.08	0.57	1,364.14	1.43	0.52
50 Green	9,219	149.82	61.54	1.60	1,942.03	4.75	1.73
70 Grey	4,591	155.73	29.48	0.77	2,094.25	2.19	0.80
100 Yellow	9,595	176.00	54.52	1.42	2,327.90	4.12	1.51
110 Ruby	883	42.20	20.92	0.54	723.36	1.22	0.45
180 Lime	652	85.11	7.66	0.20	1,449.98	0.45	0.16
Saturday Evening Campus Fixed	**26,477**	**248.12**	**106.71**		**2,923.11**	**9.06**	
120 Teal	4,588	58.80	78.03	0.73	644.72	7.12	0.79
130 Silver	2,894	58.38	49.57	0.46	692.65	4.18	0.46
220 Illini	18,995	130.93	145.07	1.36	1,585.74	11.98	1.32
Saturday Evening Community	**14,513**	**352.57**	**41.16**		**4,885.12**	**2.97**	
50 Green	5,421	88.47	61.28	1.49	1,215.66	4.46	1.50
50 Green Hopper	3,519	40.00	87.98	2.14	516.04	6.82	2.30
70 Grey	1,076	53.27	20.20	0.49	727.33	1.48	0.50
100 Yellow	4,208	127.03	33.13	0.80	1,671.41	2.52	0.85
110 Ruby	139	12.53	11.09	0.27	217.59	0.64	0.22
180 Lime	150	31.27	4.80	0.12	537.10	0.28	0.09

* 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.

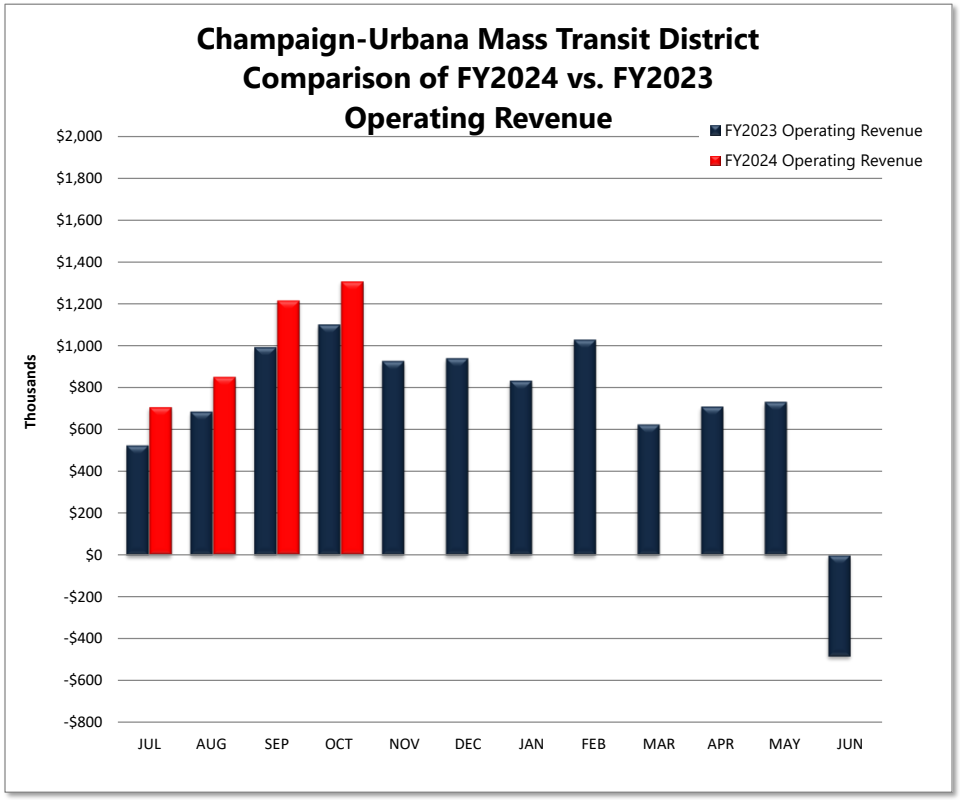
	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
Sunday Daytime Campus Fixed Route	**16,837**	**173.62**	**96.98**		**1,981.28**	**8.50**	
120 Teal	4,876	45.33	107.56	1.11	498.15	9.79	1.15
130 Silver	5,375	44.95	119.58	1.23	539.38	9.97	1.17
220 Illini	6,586	83.33	79.03	0.81	943.75	6.98	0.82
Sunday Daytime Community Fixed Route	**24,362**	**677.08**	**35.98**		**9,508.78**	**2.56**	
30 Lavender	1,723	90.00	19.14	0.53	1,380.27	1.25	0.49
50 Green	9,202	169.25	54.37	1.51	2,191.29	4.20	1.64
70 Grey	3,814	174.08	21.91	0.61	2,352.88	1.62	0.63
100 Yellow	8,725	166.67	52.35	1.45	2,209.38	3.95	1.54
110 Ruby	650	40.08	16.22	0.45	693.55	0.94	0.37
180 Lime	248	37.00	6.70	0.19	681.40	0.36	0.14
Sunday Evening Campus Fixed Route	**18,760**	**282.25**	**66.47**		**3,296.69**	**5.69**	
120 Teal	5,410	87.25	62.01	0.93	946.06	5.72	1.00
130 Silver	2,354	64.75	36.36	0.55	767.69	3.07	0.54
220 Illini	10,996	130.25	84.42	1.27	1,582.94	6.95	1.22
Sunday Evening Community Fixed Route	**4,467**	**71.07**	**62.86**		**957.02**	**4.67**	
50 Green	3,014	35.23	85.54	1.36	459.56	6.56	1.41
100 Yellow	1,453	35.83	40.55	0.65	497.45	2.92	0.63
Total	**157,734**	**2,835.67**	**55.62**		**37,402.73**	**4.22**	

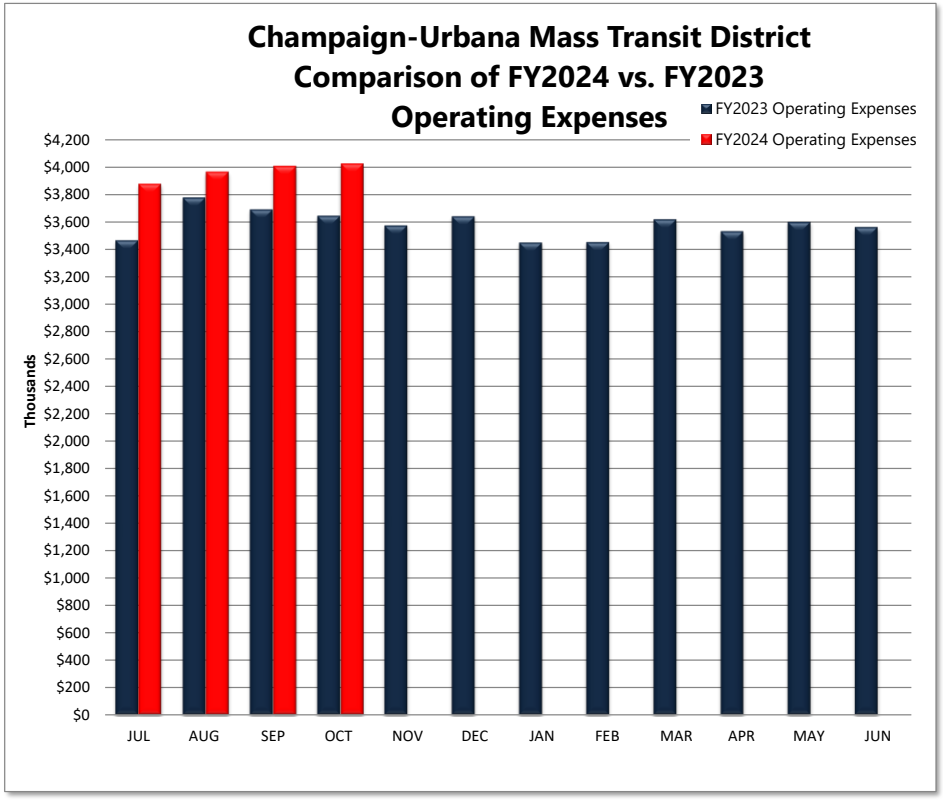
* The Percent of Group Ridership shows how the ridership for the route compares to the group
+ Performance Comparison shows each Route's Passengers Per Revenue Hour or Mile compared to the Route Group's average Routes that are continually above 1.5 or below 0.5 may need to be examined as they are not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

Champaign-Urbana Mass Transit District
Comparison of FY2024 vs FY2023 Revenue and Expenses

December 5, 2023

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY2023 Operating Revenue	$523,740	$685,651	$991,317	$1,099,592	$926,476	$939,010	$831,967	$1,027,710	$623,316	$709,239	$731,296	-$483,734
FY2024 Operating Revenue	$704,814	$850,761	$1,215,727	$1,306,237								
FY2023 Operating Expenses	$3,465,500	$3,778,872	$3,692,179	$3,646,228	$3,575,186	$3,641,176	$3,449,728	$3,452,404	$3,619,747	$3,532,945	$3,600,869	$3,563,641
FY2024 Operating Expenses	$3,873,300	$3,962,048	$4,003,914	$4,021,083								
FY2023 Operating Ratio	15.11%	18.14%	26.85%	30.16%	25.91%	25.79%	24.12%	29.77%	17.22%	20.08%	20.31%	-13.57%
FY2024 Operating Ratio	18.20%	21.47%	30.36%	32.48%								





Champaign-Urbana Mass Transit District
October 2023 Statistical Summary

November 29, 2023

HOURS	Oct 2022	Oct 2023	% Change	FY2023 to Date	FY2024 to Date	% Change
Passenger Revenue	21,867.40	**22,248.90**	1.7%	79,783.40	**80,472.30**	0.9%
Vacation/Holiday/Earned Time	4,656.69	**4,803.89**	3.2%	25,348.45	**35,564.99**	40.3%
Non-Revenue	4,778.07	**7,899.78**	65.3%	20,712.92	**29,231.64**	41.1%
TOTAL	31,302.16	**34,952.57**	**11.66%**	125,844.77	**145,268.93**	**15.44%**

REVENUE/EXPENSES	Oct 2022	Oct 2023	% Change	FY2023 to Date	FY2024 to Date	% Change
Operating Revenue	$1,099,591.83	**$1,306,237.07**	18.8%	$3,300,300.16	**$4,077,539.11**	23.6%
Operating Expenses	$3,646,228.14	**$4,021,083.34**	10.3%	$14,582,779.71	**$15,860,346.54**	8.8%
Operating Ratio	30.16%	32.48%	7.7%	22.63%	**25.71%**	13.6%
Passenger Revenue/Revenue Vehicle Hour	$44.51	**$44.18**	-0.7%	$35.56	**$36.31**	2.1%

RIDERSHIP	Oct 2022	Oct 2023	% Change	FY2023 to Date	FY2024 to Date	% Change
Revenue Passenger	933,660	**1,045,878**	12.0%	2,760,780	**3,099,535**	12.3%
Transfers	6,285	**7,022**	11.7%	25,129	**27,685**	10.2%
Total Unlinked	939,945	**1,052,900**	12.0%	2,785,909	**3,127,220**	12.3%
ADA Riders	9,767	**13,232**	35.5%	34,930	**46,537**	33.2%
Half Fare Cab	132	**0**	-100.0%	670	**0**	-100.0%
TOTAL	949,844	**1,066,132**	12.24%	2,821,509	**3,173,757**	12.48%

PASSENGERS/REVENUE HOUR	Oct 2022	Oct 2023	% Change	FY2023 to Date	FY2024 to Date	% Change
Hour	42.98	**47.32**	10.1%	34.92	**38.86**	11.3%

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2024 From Period 4
Thru Fiscal Year: 2024 Thru Period 4

Division: 00 Champaign Urbana Mass Transit District

As of: 10/31/2023

Oct-2023	Budget This Period	Oct-2022	Act/Bgt Var %		Jul-2023 thru Oct-2023 Actual Ytd	Budget Ytd	Last Ytd	Act/Bgt Var %
				4000000000 * * * * R E V E N U E * * * *				
				4000000099 ** TRANSPORTATION REVENUE				
				4010000000 * PASSENGER FARES				
36,228.81	33,333.33	34,741.94	8.69%	4010100000 FULL ADULT FARES	125,615.09	133,333.32	120,090.99	-5.79%
312.00	833.33	325.00	-62.56%	4010300000 STUDENT FARES	1,924.00	3,333.32	1,957.00	-42.28%
-306.00	0.00	-59.00	-100.00%	4010700000 FARE REFUNDS	-695.00	0.00	-580.00	-100.00%
11,653.00	12,500.00	8,651.00	-6.78%	4010800000 ANNUAL PASS REVENUE	47,029.00	50,000.00	40,191.00	-5.94%
0.00	2,083.33	847.00	-100.00%	4011000000 HALF FARE CAB	0.00	8,333.32	4,932.50	-100.00%
6,354.00	4,166.67	4,216.00	52.50%	4011100000 ADA TICKETS & FARES	20,896.50	16,666.68	16,414.00	25.38%
54,241.81	**52,916.66**	**48,721.94**	**2.50%**	**4019900099 * TOTAL PASSENGER FARES**	**194,769.59**	**211,666.64**	**183,005.49**	**-7.98%**
				4020000000 * SPECIAL TRANSIT & SCHOOL FARE				
815,694.73	541,666.67	796,481.00	50.59%	4020300000 U OF I CAMPUS SERVICE	2,444,469.80	2,166,666.68	2,386,890.00	12.82%
28,301.67	27,500.00	26,882.17	2.92%	4020500000 ADA - U I & DSC CONTRACTS	113,206.68	110,000.00	107,528.68	2.92%
84,679.56	62,083.33	101,906.12	36.40%	4030100000 SCHOOL SERVICE FARES	169,464.12	248,333.32	163,951.12	-31.76%
928,675.96	**631,250.00**	**925,269.29**	**47.12%**	**4039999999 * TOTAL SPECIAL TRANSIT & SCHOO**	**2,727,140.60**	**2,525,000.00**	**2,658,369.80**	**8.01%**
				4060000000 *AUXILIARY TRANSPORTATION REVE				
1,356.51	2,083.33	2,116.32	-34.89%	4060100000 I.T. COMMISSIONS	6,055.15	8,333.32	7,517.66	-27.34%
51,713.72	29,166.67	41,122.50	77.30%	4060300000 ADVERTISING REVENUE	177,947.37	116,666.68	137,533.00	52.53%
53,070.23	**31,250.00**	**43,238.82**	**69.82%**	**4069900098 *TOTAL AUXILIARY TRANSPORTATIO**	**184,002.52**	**125,000.00**	**145,050.66**	**47.20%**
1,035,988.00	**715,416.66**	**1,017,230.05**	**44.81%**	**4069900099 ** TOTAL TRANSPORTATION REVEN**	**3,105,912.71**	**2,861,666.64**	**2,986,425.95**	**8.54%**
				4070000000 ** NON-TRANSPORTATION REVENUE				
2,237.88	1,833.33	1,372.53	22.07%	4070100000 SALE OF MAINTENANCE SERVICES	9,438.94	7,333.32	6,448.32	28.71%
0.00	0.00	0.00	0.00%	4070200000 RENTAL OF REVENUE VEHICLES	0.00	0.00	0.00	0.00%
35,583.42	37,500.00	35,176.89	-5.11%	4070300000 BUILDING RENTAL - IL TERMINAL	155,261.62	150,000.00	155,197.56	3.51%
40,361.57	17,916.67	17,924.38	125.27%	4070300002 BUILDING RENTAL - 803 & 1101	86,315.86	71,666.68	71,722.52	20.44%
0.00	0.00	0.00	0.00%	4070399999 BUILDING RENTAL - GASB 87 CONTR	0.00	0.00	0.00	0.00%
189,534.51	12,500.00	28,944.07	> 999.99%	4070400000 INVESTMENT INCOME	699,404.53	50,000.00	69,521.14	> 999.99%
0.00	0.00	-934.41	0.00%	4070400002 +/ - FAIR VALUE OF INVESTMENT	0.00	0.00	-2,989.41	0.00%
0.00	0.00	0.00	0.00%	4070400003 INTEREST INCOME - LEASES	0.00	0.00	0.00	0.00%

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2024 From Period 4
Thru Fiscal Year: 2024 Thru Period 4

Division: 00 Champaign Urbana Mass Transit District

As of: 10/31/2023

Oct-2023	Budget This Period	Oct-2022	Act/Bgt Var %		Jul-2023 thru Oct-2023 Actual Ytd	Budget Ytd	Last Ytd	Act/Bgt Var %
0.00	0.00	0.00	0.00%	4070400004 AMORTIZATION REVENUE	0.00	0.00	0.00	0.00%
17.00	0.00	111.47	100.00%	4070800000 OVER OR SHORT	27.00	0.00	440.19	100.00%
504.70	0.00	0.00	100.00%	4079800000 GAIN ON FIXED ASSET DISPOSAL	10,720.70	0.00	2,500.00	100.00%
2,009.99	0.00	-233.15	100.00%	4079900001 OTHER NON-TRANSPORTATION REV	10,457.75	0.00	11,033.89	100.00%
270,249.07	**69,750.00**	**82,361.78**	**287.45%**	**4079900099 ** TOTAL NON-TRANSPORTATION RE**	**971,626.40**	**279,000.00**	**313,874.21**	**248.25%**
1,306,237.07	**785,166.66**	**1,099,591.83**	**66.36%**	**4079999999 *** TOTAL TRANS & NON-TRANS REV**	**4,077,539.11**	**3,140,666.64**	**3,300,300.16**	**29.83%**
				4080000000 ** TAX REVENUE				
816,666.00	875,000.00	816,666.00	-6.67%	4080100000 PROPERTY TAX REVENUE	3,266,664.00	3,500,000.00	3,266,664.00	-6.67%
0.00	0.00	0.00	0.00%	4080100001 PROPERTY TAX - UNCOLLECTIBLE R	0.00	0.00	0.00	0.00%
0.00	20,833.33	0.00	-100.00%	4080600000 REPLACEMENT TAX REVENUE	111,684.49	83,333.32	164,083.63	34.02%
0.00	0.00	0.00	0.00%	4089900001 MISCELLANEOUS PROPERTY TAXES	0.00	0.00	6,025.00	0.00%
816,666.00	**895,833.33**	**816,666.00**	**-8.84%**	**4089999999 ** TOTAL TAX REVENUE**	**3,378,348.49**	**3,583,333.32**	**3,436,772.63**	**-5.72%**
				4110000000 ** STATE GRANTS & REIMBURSEME				
2,605,000.00	2,949,022.92	2,340,000.00	-11.67%	4110100000 OPERATING ASSISTANCE - STATE	10,286,000.00	11,796,091.68	9,465,500.00	-12.80%
0.00	0.00	0.00	0.00%	4110100001 OPERATING ASSIST - DEBT SERVICE	0.00	0.00	6,078.80	0.00%
0.00	771,583.33	0.00	-100.00%	4111000000 STATE GRANT REVENUE	0.00	3,086,333.32	0.00	-100.00%
0.00	0.00	0.00	0.00%	4111000001 STATE GRANT REVENUE - PASS TH	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4119900000 STATE REIMBURSEMENTS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4119900001 STATE REIMB - PASS THRU $	0.00	0.00	0.00	0.00%
2,605,000.00	**3,720,606.25**	**2,340,000.00**	**-29.98%**	**4119999999 ** TOTAL STATE GRANTS & REIMB**	**10,286,000.00**	**14,882,425.00**	**9,471,578.80**	**-30.88%**
				4130000000 ** FEDERAL GRANTS & REIMBURSE				
0.00	0.00	0.00	0.00%	4130100000 OPERATING ASSISTANCE - FEDERAL	0.00	0.00	0.00	0.00%
2,720,167.00	7,957,666.67	0.00	-65.82%	4130500000 FEDERAL GRANT REVENUE	7,568,216.72	31,830,666.68	2,146,350.93	-76.22%
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%
2,720,167.00	**7,957,666.67**	**0.00**	**-65.82%**	**4139999999 ** TOTAL FEDERAL GRANTS & REIM**	**7,568,216.72**	**31,830,666.68**	**2,146,350.93**	**-76.22%**
				4150000000 **OTHER AGENCY REVENUES				
0.00	0.00	0.00	0.00%	4150130000 CONTRIBUTED CAPITAL - GOV'T	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4150130010 CONTRIBUTED CAPITAL - NON-GOV'T	0.00	0.00	0.00	0.00%
0.00	**0.00**	**0.00**	**0.00%**	**4159999999 ***TOTAL OTHER AGENCY REVENUE**	**0.00**	**0.00**	**0.00**	**0.00%**

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2024 From Period 4
Thru Fiscal Year: 2024 Thru Period 4

Division: 00 Champaign Urbana Mass Transit District

As of: 10/31/2023

Oct-2023	Budget This Period	Oct-2022	Act/Bgt Var %		Jul-2023 thru Oct-2023 Actual Ytd	Budget Ytd	Last Ytd	Act/Bgt Var %
7,448,070.07	13,359,272.91	4,256,257.83	-44.25%	4999900099 **** TOTAL REVENUE ****	25,310,104.32	53,437,091.64	18,355,002.52	-52.64%

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2024 **From Period** 4
Thru Fiscal Year: 2024 **Thru Period** 4

Division: 00 Champaign Urbana Mass Transit District

As of: 10/31/2023

Oct-2023	Budget This Period	Oct-2022	Act/Bgt Var %		Jul-2023 thru Oct-2023 Actual Ytd	Budget Ytd	Last Ytd	Act/Bgt Var %
				5000000000 * * * * E X P E N S E S * * *				
				5010000000 ** LABOR				
1,198,018.29	1,083,333.33	1,034,345.71	10.59%	5010101000 OPERATORS WAGES	4,065,830.92	4,333,333.32	3,673,504.33	-6.17%
147,934.72	166,666.67	119,487.75	-11.24%	5010204000 MECHANICS WAGES - MAINT	524,256.34	666,666.68	512,656.12	-21.36%
107,926.25	108,333.33	75,330.09	-0.38%	5010304000 MAINTENANCE WAGES - MAINT	421,439.93	433,333.32	329,221.27	-2.74%
102,725.73	125,000.00	114,220.90	-17.82%	5010401000 SUPERVISORS SALARIES - OPS	457,519.21	500,000.00	459,629.70	-8.50%
27,809.49	29,166.67	18,501.64	-4.65%	5010404000 SUPERVISORS SALARIES - MAINT	117,518.93	116,666.68	88,226.89	0.73%
83,242.63	91,666.67	77,456.20	-9.19%	5010501000 OVERHEAD SALARIES - OPS	328,397.87	366,666.68	341,189.54	-10.44%
35,848.47	45,416.67	42,416.18	-21.07%	5010504000 OVERHEAD SALARIES - MAINT	158,522.57	181,666.68	176,509.57	-12.74%
151,743.62	166,666.67	126,548.14	-8.95%	5010516000 OVERHEAD SALARIES - G&A	637,916.26	666,666.68	598,871.04	-4.31%
22,255.54	22,916.67	17,368.67	-2.88%	5010516200 OVERHEAD SALARIES - IT	81,348.64	91,666.68	69,196.63	-11.26%
18,840.67	25,000.00	17,791.59	-24.64%	5010601000 CLERICAL WAGES - OPS	79,695.75	100,000.00	65,951.72	-20.30%
0.00	0.00	0.00	0.00%	5010604000 CLERICAL WAGES - MAINT	0.00	0.00	0.00	0.00%
38,621.51	38,750.00	36,786.12	-0.33%	5010616000 CLERICAL WAGES - G&A	160,408.69	155,000.00	150,104.93	3.49%
10,620.27	12,916.67	12,276.10	-17.78%	5010616200 CLERICAL WAGES - IT	44,043.11	51,666.68	45,307.68	-14.76%
11,312.26	17,500.00	17,967.65	-35.36%	5010716200 SECURITY WAGES - IT	43,209.90	70,000.00	62,876.55	-38.27%
-4,456.14	0.00	-3,339.78	-100.00%	5010801000 LABOR CREDIT - OPS	-10,038.08	0.00	-14,162.70	-100.00%
-4,799.11	0.00	-3,763.26	-100.00%	5010804000 LABOR CREDIT - MAINT	-21,058.12	0.00	-16,616.18	-100.00%
-5,061.15	0.00	-1,299.56	-100.00%	5010806000 LABOR CREDIT - G&A	-18,885.67	0.00	-7,294.01	-100.00%
13,940.05	15,000.00	9,052.08	-7.07%	5010816200 MAINTENANCE WAGES - IT	55,116.21	60,000.00	43,962.23	-8.14%
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	0.00	0.00%
0.00	0.00	0.00	0.00%	5013016000 COVID TESTING WAGES	0.00	0.00	0.00	0.00%
1,956,523.10	**1,948,333.35**	**1,711,146.22**	**0.42%**	**5019999000 ** TOTAL LABOR**	**7,125,242.46**	**7,793,333.40**	**6,579,135.31**	**-8.57%**
				5020000000 ** FRINGE BENEFITS				
106,358.90	112,500.00	97,211.22	-5.46%	5020101000 FICA - OPS	444,913.10	450,000.00	386,813.28	-1.13%
26,277.58	26,250.00	24,047.10	0.11%	5020104000 FICA - MAINT	111,752.75	105,000.00	96,882.61	6.43%
13,128.39	14,166.67	9,841.11	-7.33%	5020116000 FICA - G&A	56,138.07	56,666.68	47,117.26	-0.93%
4,461.75	5,833.33	4,741.64	-23.51%	5020116200 FICA - IT	17,698.12	23,333.32	18,360.29	-24.15%
121,363.13	179,166.67	208,665.72	-32.26%	5020201000 IMRF - OPS	595,865.09	716,666.68	621,594.26	-16.86%
27,892.36	41,666.67	30,935.29	-33.06%	5020204000 IMRF - MAINT	134,332.85	166,666.68	136,881.24	-19.40%

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2024 From Period 4
Thru Fiscal Year: 2024 Thru Period 4

Division: 00 Champaign Urbana Mass Transit District

As of: 10/31/2023

Oct-2023	Budget This Period	Oct-2022	Act/Bgt Var %		Jul-2023 thru Oct-2023 Actual Ytd	Budget Ytd	Last Ytd	Act/Bgt Var %
14,531.30	20,833.33	15,761.30	-30.25%	5020216000 IMRF - G&A	71,022.09	83,333.32	79,391.30	-14.77%
4,644.86	7,500.00	5,924.96	-38.07%	5020216200 IMRF - IT	21,391.65	30,000.00	26,020.48	-28.69%
353,017.48	325,000.00	295,441.11	8.62%	5020301000 MEDICAL INSURANCE - OPS	1,432,753.77	1,300,000.00	1,208,259.63	10.21%
87,847.92	83,333.33	74,049.26	5.42%	5020304000 MEDICAL INSURANCE - MAINT	340,491.56	333,333.32	291,090.68	2.15%
44,189.00	41,666.67	40,456.90	6.05%	5020316000 MEDICAL INSURANCE - G&A	174,304.00	166,666.68	155,438.60	4.58%
27,968.74	19,583.33	18,406.00	42.82%	5020316200 MEDICAL INSURANCE - IT	81,554.92	78,333.32	76,009.00	4.11%
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	-9.80	0.00%
0.00	0.00	0.00	0.00%	5020416000 DENTAL INSURANCE - G&A	0.00	0.00	0.00	0.00%
1,608.18	2,083.33	1,600.34	-22.81%	5020501000 LIFE INSURANCE - OPS	6,723.78	8,333.32	6,232.31	-19.31%
549.29	666.67	506.17	-17.61%	5020504000 LIFE INSURANCE - MAINT	2,126.11	2,666.68	2,044.28	-20.27%
208.74	583.33	202.37	-64.22%	5020516000 LIFE INSURANCE - G&A	832.02	2,333.32	806.05	-64.34%
153.37	166.67	137.20	-7.98%	5020516200 LIFE INSURANCE - IT	558.11	666.68	568.40	-16.29%
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%
1,815.72	4,166.67	1,314.31	-56.42%	5020701000 UNEMPLOYMENT INSURANCE - OPS	7,169.36	16,666.68	2,138.36	-56.98%
193.14	833.33	326.90	-76.82%	5020704000 UNEMPLOYMENT INSURANCE - MAIN	699.64	3,333.32	557.77	-79.01%
73.04	250.00	111.50	-70.78%	5020716000 UNEMPLOYMENT INSURANCE - G&A	495.11	1,000.00	308.00	-50.49%
161.36	250.00	137.14	-35.46%	5020716200 UNEMPLOYMENT INSURANCE - IT	1,021.84	1,000.00	543.89	2.18%
45,897.50	16,250.00	-382.00	182.45%	5020801000 WORKERS COMP INSURANCE - OPS	115,221.00	65,000.00	73,011.58	77.26%
4,713.00	8,333.33	0.00	-43.44%	5020804000 WORKERS COMP INSURANCE - MAIN	18,851.00	33,333.32	14,078.00	-43.45%
2,709.00	1,666.67	0.00	62.54%	5020816000 WORKERS COMP INSURANCE - G&A	10,835.00	6,666.68	6,641.63	62.52%
809.00	1,666.67	0.00	-51.46%	5020816200 WORKERS COMP INSURANCE - IT	3,236.00	6,666.68	2,416.00	-51.46%
3,369.79	17,083.33	5,430.47	-80.27%	5021001000 HOLIDAYS - OPS	90,200.40	68,333.32	39,456.73	32.00%
1,152.66	8,333.33	760.40	-86.17%	5021004000 HOLIDAYS - MAINT	27,200.95	33,333.32	27,575.21	-18.40%
0.00	0.00	493.15	0.00%	5021016000 HOLIDAYS - G&A	0.00	0.00	3,134.09	0.00%
109.31	833.33	88.00	-86.88%	5021016200 HOLIDAYS - IT	5,456.00	3,333.32	5,242.24	63.68%
12,268.33	58,333.33	8,496.60	-78.97%	5021101000 VACATIONS - OPS	290,633.51	233,333.32	197,491.28	24.56%
14,360.92	15,833.33	22,152.19	-9.30%	5021104000 VACATIONS - MAINT	73,426.52	63,333.32	60,954.43	15.94%
0.00	0.00	0.00	0.00%	5021116000 VACATION - G&A	0.00	0.00	0.00	0.00%
665.60	2,083.33	3,236.88	-68.05%	5021116200 VACATIONS - IT	2,290.40	8,333.32	7,918.88	-72.52%
1,542.82	5,833.33	10,273.17	-73.55%	5021201000 OTHER PAID ABSENCES - OPS	6,961.12	23,333.32	16,954.81	-70.17%
826.83	1,666.67	756.32	-50.39%	5021204000 OTHER PAID ABSENCES - MAINT	1,657.87	6,666.68	3,805.38	-75.13%
0.00	83.33	0.00	-100.00%	5021216000 OTHER PAID ABSENCES - G&A	0.00	333.32	0.00	-100.00%
148.52	166.67	0.00	-10.89%	5021216200 OTHER PAID ABSENCES - IT	297.04	666.68	313.92	-55.44%
-292.23	5,416.67	5,703.50	-105.40%	5021301000 UNIFORM ALLOWANCES - OPS	12,045.04	21,666.68	13,230.21	-44.41%

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2024 From Period 4 | **Division: 00 Champaign Urbana Mass Transit District** | **As of: 10/31/2023**

Thru Fiscal Year: 2024 Thru Period 4

Oct-2023	Budget This Period	Oct-2022	Act/Bgt Var %		Jul-2023 thru Oct-2023 Actual Ytd	Budget Ytd	Last Ytd	Act/Bgt Var %
1,487.71	2,500.00	3,070.12	-40.49%	5021304000 UNIFORM ALLOWANCES - MAINT	7,200.65	10,000.00	10,412.22	-27.99%
87.25	500.00	206.77	-82.55%	5021316200 UNIFORM ALLOWANCES - IT	834.31	2,000.00	525.76	-58.28%
0.00	416.67	120.00	-100.00%	5021401000 OTHER FRINGE BENEFITS - OPS	0.00	1,666.68	800.00	-100.00%
0.00	416.67	0.00	-100.00%	5021404000 OTHER FRINGE BENEFITS - MAINT	2,737.94	1,666.68	632.95	64.28%
4,607.25	5,000.00	1,495.00	-7.86%	5021416000 OTHER FRINGE BENEFITS - G&A	11,653.00	20,000.00	7,593.25	-41.74%
0.00	83.33	0.00	-100.00%	5021416200 OTHER FRINGE BENEFITS - IT	0.00	333.32	0.00	-100.00%
55,477.03	145,833.33	34,985.79	-61.96%	5021501000 EARNED TIME - OPS	437,196.88	583,333.32	358,779.96	-25.05%
19,619.29	29,166.67	45,496.84	-32.73%	5021504000 EARNED TIME - MAINT	127,991.61	116,666.68	121,298.24	9.71%
1,009.15	3,333.33	3,859.47	-69.73%	5021516200 EARNED TIME - IT	7,841.50	13,333.32	14,316.72	-41.19%
0.00	1,500.00	0.00	-100.00%	5021604000 TOOL ALLOWANCE - MAINT	-125.00	6,000.00	0.00	-102.08%
4,388.75	3,750.00	7,423.76	17.03%	5021701000 DISABILITY - OPS	22,573.73	15,000.00	10,712.69	50.49%
0.00	416.67	0.00	-100.00%	5021704000 DISABILITY - MAINT	2,844.39	1,666.68	1,669.50	70.66%
0.00	83.33	0.00	-100.00%	5021716200 DISABILITY - IT	0.00	333.32	0.00	-100.00%
0.00	0.00	0.00	0.00%	5021801000 WORKERS COMP - PAYROLL - OPS	0.00	0.00	0.00	0.00%
376.30	0.00	0.00	100.00%	5021804000 WORKERS COMP - PAYROLL - MAINT	376.30	0.00	0.00	100.00%
0.00	0.00	0.00	0.00%	5021816200 WORKERS COMP - PAYROLL - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021901000 ROTATION BOARD PAY - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021904000 ROTATION BOARD PAY - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021916000 ROTATION BOARD PAY - G&A	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021916200 ROTATION BOARD PAY - IT	0.00	0.00	0.00	0.00%
0.00	17,500.00	0.00	-100.00%	5022001000 EARLY RETIREMENT PLAN - OPS	0.00	70,000.00	0.00	-100.00%
0.00	4,500.00	0.00	-100.00%	5022004000 EARLY RETIREMENT PLAN - MAINT	0.00	18,000.00	0.00	-100.00%
0.00	2,083.33	0.00	-100.00%	5022016000 EARLY RETIREMENT PLAN - G&A	0.00	8,333.32	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	0.00	0.00%
0.00	0.00	0.00	0.00%	5023004000 "SICK BANK" EXPENSES - MAINT	0.00	0.00	0.00	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	0.00	0.00%
1,011,778.03	**1,247,166.65**	**983,483.97**	**-18.87%**	**5029999900 ** TOTAL FRINGE BENEFITS**	**4,781,281.10**	**4,988,666.60**	**4,156,013.57**	**-4.16%**
				5030000000 ** SERVICES				
34,140.97	62,500.00	30,840.66	-45.37%	5030316000 PROFESSIONAL SERVICES - G&A	68,575.47	250,000.00	219,652.75	-72.57%
0.00	208.33	1,875.50	-100.00%	5030316200 PROFESSIONAL SERVICES - IT	3,908.81	833.32	3,323.89	369.06%
0.00	833.33	0.00	-100.00%	5030316300 PROFESSIONAL SERVICES - IT - NON	0.00	3,333.32	0.00	-100.00%
6,500.00	12,500.00	16,300.00	-48.00%	5030316400 PROFESSIONAL SERVICES - G&A - N	26,000.00	50,000.00	36,355.00	-48.00%
0.00	0.00	0.00	0.00%	5030404000 TEMPORARY HELP - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5030416000 TEMPORARY HELP - G&A	0.00	0.00	0.00	0.00%
8,847.61	6,666.67	2,170.40	32.71%	5030501000 CONTRACT MAINTENANCE - OPS	29,638.30	26,666.68	8,134.67	11.14%

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2024 From Period 4
Thru Fiscal Year: 2024 Thru Period 4

Division: 00 Champaign Urbana Mass Transit District

As of: 10/31/2023

Oct-2023	Budget This Period	Oct-2022	Act/Bgt Var %		Jul-2023 thru Oct-2023 Actual Ytd	Budget Ytd	Last Ytd	Act/Bgt Var %
25,200.84	14,166.67	10,218.57	77.89%	5030504000 CONTRACT MAINTENANCE - MAINT	109,978.29	56,666.68	47,776.74	94.08%
80,767.58	70,833.33	48,258.02	14.02%	5030516000 CONTRACT MAINTENANCE - G&A	313,793.71	283,333.32	187,015.99	10.75%
1,462.28	3,750.00	1,150.05	-61.01%	5030516200 CONTRACT MAINTENANCE - IT	5,370.36	15,000.00	3,858.82	-64.20%
0.00	0.00	56.46	0.00%	5030516300 CONTRACT MAINTENANCE - IT - NON	156.15	0.00	154.22	100.00%
0.00	0.00	0.00	0.00%	5030599999 CONTRACT MAINT - GASB 96 CONTR	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5030604000 CUSTODIAL SERVICES - MAINT	0.00	0.00	0.00	0.00%
31,173.84	3,750.00	10,000.00	731.30%	5030801000 PRINTING SERVICES - OPS	31,966.59	15,000.00	24,480.42	113.11%
0.00	83.33	0.00	-100.00%	5030804000 PRINTING SERVICES - MAINT	51.40	333.32	0.00	-84.58%
233.53	416.67	338.00	-43.95%	5030816000 PRINTING SERVICES - G&A	479.73	1,666.68	338.00	-71.22%
0.00	83.33	0.00	-100.00%	5030816200 PRINTING SERVICES - IT	1,032.50	333.32	0.00	209.76%
0.00	0.00	0.00	0.00%	5030816300 PRINTING SERVICES - IT - NON-REIM	0.00	0.00	0.00	0.00%
0.00	4,166.67	1,694.00	-100.00%	5031216000 CABS	0.00	16,666.68	9,865.00	-100.00%
6,533.49	5,416.67	7,250.72	20.62%	5039901000 OTHER SERVICES - OPS	29,574.44	21,666.68	24,478.29	36.50%
300.00	1,250.00	755.60	-76.00%	5039904000 OTHER SERVICES - MAINT	2,523.56	5,000.00	2,968.06	-49.53%
1,044.13	6,250.00	843.50	-83.29%	5039916000 OTHER SERVICES - G&A	1,568.26	25,000.00	16,612.05	-93.73%
568.58	333.33	208.15	70.58%	5039916200 OTHER SERVICES - IT	752.71	1,333.32	307.30	-43.55%
0.00	0.00	0.00	0.00%	5039916300 OTHER SERVICES - IT - NON-REIMB	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5039916400 OTHER SERVICES - G&A - NON-REIM	0.00	0.00	0.00	0.00%
196,772.85	**193,208.33**	**131,959.63**	**1.84%**	**5039999900 ** TOTAL SERVICES**	**625,370.28**	**772,833.32**	**585,321.20**	**-19.08%**
				5040000000 ** MATERIALS & SUPPLIES CONSUM				
161,986.20	229,166.67	199,898.32	-29.32%	5040101000 FUEL & LUBRICANTS - OPS	600,792.01	916,666.68	772,958.16	-34.46%
18,394.05	18,750.00	19,565.46	-1.90%	5040104000 FUEL & LUBRICANTS - MAINT	67,720.02	75,000.00	75,416.73	-9.71%
16,380.53	14,166.67	13,869.22	15.63%	5040201000 TIRES & TUBES - OPS - MB DO	55,876.21	56,666.68	47,803.80	-1.39%
350.02	1,250.00	1,362.43	-72.00%	5040204000 TIRES & TUBES - MAINT - DR DO	4,579.56	5,000.00	3,312.49	-8.41%
0.00	0.00	0.00	0.00%	5040206000 TIRES & TUBES - NON-REVENUE VEH	2,029.52	0.00	0.00	100.00%
582.34	4,166.67	2,142.75	-86.02%	5040304000 GARAGE EQUIPMENT REPAIRS - MAI	57,246.65	16,666.68	2,142.75	243.48%
18,632.18	18,750.00	18,304.57	-0.63%	5040404000 BLDG & GROUND REPAIRS - MAINT -	85,905.81	75,000.00	72,965.84	14.54%
13,841.27	4,583.33	334.68	201.99%	5040404001 BLDG & GROUND REPAIRS - MAINT -	29,066.08	18,333.32	782.18	58.54%
558.36	166.67	0.00	235.01%	5040404002 BLDG & GROUND REPAIRS - MAINT -	825.21	666.68	0.00	23.78%
0.00	250.00	0.00	-100.00%	5040404003 BLDG & GROUND REPAIRS - MAINT -	0.00	1,000.00	0.00	-100.00%
0.00	83.33	0.00	-100.00%	5040404004 BLDG & GROUND REPAIRS - MAINT -	0.00	333.32	0.00	-100.00%
20,694.74	10,833.33	8,600.14	91.03%	5040416200 BLDG & GROUND REPAIRS - IT	38,928.67	43,333.32	25,867.97	-10.16%
2,385.00	1,666.67	8,998.18	43.10%	5040416300 BLDG & GROUND REPAIRS - IT - NON	2,385.00	6,666.68	10,155.42	-64.23%
0.00	416.67	0.00	-100.00%	5040416400 BLDG & GROUND REPAIRS - G&A - N	0.00	1,666.68	0.00	-100.00%
0.00	0.00	0.00	0.00%	5040500001 REVENUE VEHICLE REPAIRS - CORE	0.00	0.00	158.96	0.00%
126,071.92	183,333.33	127,601.71	-31.23%	5040504000 REVENUE VEHICLE REPAIRS	524,929.95	733,333.32	541,036.81	-28.42%
433.01	2,500.00	4,322.16	-82.68%	5040604000 NON-REVENUE VEHICLE REPAIRS	9,309.62	10,000.00	43,896.36	-6.90%

Champaign Urbana Mass Transit District

Budget Analysis Report

From Fiscal Year: 2024 From Period 4 | **Division: 00 Champaign Urbana Mass Transit District** | **As of: 10/31/2023**

Thru Fiscal Year: 2024 Thru Period 4

Oct-2023	Budget This Period	Oct-2022	Act/Bgt Var %		Jul-2023 thru Oct-2023 Actual Ytd	Budget Ytd	Last Ytd	Act/Bgt Var %
7,427.26	10,416.67	10,796.88	-28.70%	5040704000 SERVICE SUPPLIES - MAINT	22,650.54	41,666.68	30,389.37	-45.64%
2,627.58	2,500.00	1,941.88	5.10%	5040716200 SERVICE SUPPLIES - IT	9,104.81	10,000.00	9,033.00	-8.95%
1,211.96	3,750.00	4,191.81	-67.68%	5040801000 OFFICE SUPPLIES - OPS	14,757.54	15,000.00	9,119.31	-1.62%
790.84	1,416.67	686.78	-44.18%	5040804000 OFFICE SUPPLIES - MAINT	6,888.40	5,666.68	5,136.04	21.56%
61.88	1,333.33	2,461.94	-95.36%	5040816000 OFFICE SUPPLIES - G&A	11,024.24	5,333.32	3,839.73	106.71%
810.91	416.67	620.56	94.62%	5040816200 OFFICE SUPPLIES - IT	1,153.76	1,666.68	653.81	-30.77%
0.00	1,666.67	193.28	-100.00%	5040901000 COMPUTER & SERVER - MISC EXP'S -	8,901.02	6,666.68	832.01	33.52%
5,560.14	1,666.67	0.00	233.61%	5040904000 COMPUTER & SERVER - MISC EXP'S -	5,560.14	6,666.68	0.00	-16.60%
14,152.22	10,416.67	6,904.34	35.86%	5040916000 COMPUTER & SERVER - MISC EXP'S -	62,311.00	41,666.68	101,389.27	49.55%
0.00	416.67	0.00	-100.00%	5040916200 COMPUTER & SERVER - MISC EXP'S -	0.00	1,666.68	0.00	-100.00%
906.23	833.33	942.48	8.75%	5041001000 SAFETY & TRAINING - OPS	3,172.29	3,333.32	1,362.17	-4.83%
0.00	833.33	515.85	-100.00%	5041004000 SAFETY & TRAINING - MAINT	0.00	3,333.32	1,910.85	-100.00%
9,536.77	8,333.33	7,348.10	14.44%	5041104000 PASSENGER SHELTER REPAIRS	38,934.99	33,333.32	29,416.81	16.81%
0.00	833.33	298.88	-100.00%	5041201000 SMALL TOOLS & EQUIP - OPS	5,760.58	3,333.32	329.13	72.82%
525.11	5,416.67	3,595.74	-90.31%	5041204000 SMALL TOOLS & EQUIP - MAINT	18,608.57	21,666.68	6,771.03	-14.11%
336.06	6,250.00	0.00	-94.62%	5041216000 SMALL TOOLS & EQUIP - G&A	7,487.39	25,000.00	0.00	-70.05%
157.74	833.33	0.00	-81.07%	5041216200 SMALL TOOLS & EQUIP - IT	6,661.33	3,333.32	111.33	99.84%
0.00	0.00	0.00	0.00%	5041216300 SMALL TOOLS & EQUIP - IT - NON-RE	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5041216400 SMALL TOOLS & EQUIP - G&A - NON-	0.00	0.00	0.00	0.00%
0.00	166.67	0.00	-100.00%	5041304000 FAREBOX REPAIRS	0.00	666.68	0.00	-100.00%
7,757.41	6,250.00	4,008.51	24.12%	5041404000 CAD/AVL,CAMERA,RADIO REPAIRS -	35,250.51	25,000.00	30,487.88	41.00%
21,950.28	1,666.67	454.97	> 999.99%	5041504000 ADA VEHICLE REPAIRS - MAINT	31,711.34	6,666.68	17,360.33	375.67%
454,122.01	**555,500.02**	**449,961.62**	**-18.25%**	**5049999900 ** TOTAL MATERIAL & SUPPLIES**	**1,769,532.76**	**2,222,000.08**	**1,844,639.54**	**-20.36%**
				5050000000 **UTILITIES				
52,416.32	108,333.33	52,813.30	-51.62%	5050216000 ** UTILITIES - G&A	177,252.05	433,333.32	298,970.84	-59.10%
9,787.06	14,583.33	9,007.40	-32.89%	5050216200 ** UTILITIES - IT	44,103.79	58,333.32	63,294.57	-24.39%
5,020.47	6,666.67	4,027.39	-24.69%	5050216300 ** UTILITIES - IT - NON-REIMB	22,526.36	26,666.68	31,767.76	-15.53%
7,282.75	6,250.00	7,648.74	16.52%	5050216400 ** UTILITIES - G&A - NON-REIMB	29,270.61	25,000.00	8,387.55	17.08%
74,506.60	**135,833.33**	**73,496.83**	**-45.15%**	**5059999900 **TOTAL UTILITIES**	**273,152.81**	**543,333.32**	**402,420.72**	**-49.73%**
				5060000000 ** CASUALTY & LIABILITY COSTS				
14,449.49	8,750.00	8,307.86	65.14%	5060104000 PHYSICAL DAMAGE PREMIUMS - MAI	57,797.96	35,000.00	32,262.44	65.14%
0.00	0.00	0.00	0.00%	5060116200 PHYSICAL DAMAGE PREMIUMS - IT	0.00	0.00	0.00	0.00%
-392.84	-3,333.33	-13,071.69	-88.21%	5060204000 PHYSICAL DAMAGE RECOVERIES - M	-8,713.20	-13,333.32	-13,855.82	-34.65%
47,333.01	50,000.00	54,925.61	-5.33%	5060316000 PL & PD INSURANCE PREMIUMS - G&	190,426.04	200,000.00	162,557.48	-4.79%
0.00	0.00	0.00	0.00%	5060316200 PL & PD INSURANCE PREMIUMS - IT	0.00	0.00	0.00	0.00%
38,626.89	50,000.00	28,981.08	-22.75%	5060416000 UNINSURED PL & PD PAYOUTS - G&A	157,779.61	200,000.00	117,583.59	-21.11%

Champaign Urbana Mass Transit District
Budget Analysis Report

From Fiscal Year: 2024 From Period 4
Thru Fiscal Year: 2024 Thru Period 4

Division: 00 Champaign Urbana Mass Transit District

As of: 10/31/2023

Oct-2023	Budget This Period	Oct-2022	Act/Bgt Var %		Jul-2023 thru Oct-2023 Actual Ytd	Budget Ytd	Last Ytd	Act/Bgt Var %
4,459.41	4,583.33	3,766.98	-2.70%	5060816000 PREMIUMS-OTHER COPORATE INS.	17,968.64	18,333.32	16,120.92	-1.99%
104,475.96	**110,000.00**	**82,909.84**	**-5.02%**	**5069999900 ** TOTAL CASUALTY & LIABILITY**	**415,259.05**	**440,000.00**	**314,668.61**	**-5.62%**
				5070000000 ** TAXES				
0.00	83.33	0.00	-100.00%	5070316000 PROPERTY TAXES	0.00	333.32	0.00	-100.00%
312.50	83.33	312.50	275.02%	5070316400 PROPERTY TAXES - NON-REIMB	1,250.00	333.32	1,250.00	275.02%
0.00	250.00	0.00	-100.00%	5070401000 VEHICLE LICENSING FEES - OPS	173.00	1,000.00	23.00	-82.70%
0.00	0.00	0.00	0.00%	5070416000 VEHICLE LICENSING FEES - G&A	0.00	0.00	0.00	0.00%
2,784.53	3,333.33	2,646.17	-16.46%	5070501000 FUEL TAX	10,830.32	13,333.32	9,438.97	-18.77%
3,097.03	**3,749.99**	**2,958.67**	**-17.41%**	**5079999900 ** TOTAL TAXES**	**12,253.32**	**14,999.96**	**10,711.97**	**-18.31%**
				5080100000 ** PURCHASED TRANSPORTATION				
0.00	0.00	0.00	0.00%	5080116000 CABS (Closed - See GL 5031216000)	0.00	0.00	0.00	0.00%
80,861.83	78,333.33	76,805.83	3.23%	5080216000 ADA CONTRACTS	323,447.32	313,333.32	307,226.32	3.23%
80,861.83	**78,333.33**	**76,805.83**	**3.23%**	**5089999900 **TOTAL PURCHASED TRANSPORTA**	**323,447.32**	**313,333.32**	**307,226.32**	**3.23%**
				5090000000 ** MISCELLANEOUS EXPENSES				
12,720.17	10,416.67	14,598.64	22.11%	5090116000 DUES & SUBSCRIPTIONS - G&A	52,896.41	41,666.68	45,485.52	26.95%
15,799.46	11,666.67	6,807.79	35.42%	5090216000 TRAVEL & MEETINGS - G&A	30,194.75	46,666.68	35,691.91	-35.30%
0.00	0.00	0.00	0.00%	5090716000 BAD DEBT EXPENSE	0.00	0.00	0.00	0.00%
32,030.21	17,500.00	7,437.92	83.03%	5090816000 ADVERTISING EXPENSES - G&A	103,768.71	70,000.00	54,081.72	48.24%
0.00	0.00	0.00	0.00%	5090816200 ADVERTISING EXPENSES - IT	0.00	0.00	0.00	0.00%
1,300.00	750.00	1,300.00	73.33%	5090916000 TRUSTEE COMPENSATION	1,300.00	3,000.00	3,800.00	-56.67%
4.85	583.33	63.52	-99.17%	5091016000 POSTAGE	806.06	2,333.32	1,803.38	-65.45%
0.00	0.00	0.00	0.00%	5091516000 LOSS/DISPOSAL FIXED ASSETS	0.00	0.00	0.00	0.00%
4,626.00	8,333.33	2,166.00	-44.49%	5091616000 ADVERTISING SERVICES EXPENSE	74,487.50	33,333.32	19,901.00	123.46%
0.00	0.00	0.00	0.00%	5091716000 SUBSTANCE ABUSE PROGRAM	0.00	0.00	0.00	0.00%
533.21	1,666.67	205.00	-68.01%	5099901000 OTHER MISC EXPENSES - OPS	2,100.46	6,666.68	920.35	-68.49%
1,776.16	1,916.67	352.93	-7.33%	5099904000 OTHER MISC EXPENSES - MAINT	7,010.27	7,666.68	5,580.83	-8.56%
5,260.80	8,333.33	6,320.50	-36.87%	5099916000 OTHER MISC EXPENSES - G&A	23,883.52	33,333.32	18,506.42	-28.35%
700.09	1,416.67	1,553.01	-50.58%	5099916200 OTHER MISC EXPENSES - IT	4,249.16	5,666.68	3,973.48	-25.01%
0.00	83.33	0.00	-100.00%	5099916300 OTHER MISC EXPENSES - IT - NON-R	0.00	333.32	0.00	-100.00%
3,753.77	4,166.67	3,200.30	-9.91%	5099916400 OTHER MISC EXPENSES - G&A - NON	4,673.76	16,666.68	10,496.58	-71.96%
0.00	0.00	39,194.02	0.00%	5099926000 UNALLOCATED EXPENSES	0.00	0.00	21,012.68	0.00%

Champaign Urbana Mass Transit District

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From Fiscal Year: 2024 From Period 4
Thru Fiscal Year: 2024 Thru Period 4

Division: 00 Champaign Urbana Mass Transit District

As of: 10/31/2023

Oct-2023	Budget This Period	Oct-2022	Act/Bgt Var %		Jul-2023 thru Oct-2023 Actual Ytd	Budget Ytd	Last Ytd	Act/Bgt Var %
78,504.72	**66,833.34**	**83,199.63**	**17.46%**	**5099999900 ** TOTAL MISCELLANEOUS EXPENS**	**305,370.60**	**267,333.36**	**221,253.87**	**14.23%**
				5110000000 ** INTEREST EXPENSES				
0.00	0.00	0.00	0.00%	5110116000 INTEREST - LONG-TERM DEBTS	0.00	0.00	0.00	0.00%
0.00	4,166.67	109.37	-100.00%	5110216000 INTEREST - SHORT-TERM DEBTS	8,467.40	16,666.68	258.84	-49.20%
0.00	0.00	0.00	0.00%	5110316000 INTEREST EXPENSE - LEASE & SBIT	0.00	0.00	0.00	0.00%
0.00	**4,166.67**	**109.37**	**-100.00%**	**5119999900 ** TOTAL INTEREST**	**8,467.40**	**16,666.68**	**258.84**	**-49.20%**
				5120000000 ** LEASE & RENTALS				
22,710.57	12,500.00	15,565.73	81.68%	5120401000 PASSENGER REVENUE VEHICLES -	80,372.06	50,000.00	28,385.21	60.74%
3,325.38	1,250.00	706.04	166.03%	5120516000 SERVICE VEHICLE LEASES	14,007.56	5,000.00	2,824.16	180.15%
0.00	4,166.67	0.00	-100.00%	5120704000 GARAGE EQUIPMENT LEASES - MAIN	0.00	16,666.68	0.00	-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	12,638.93	1.11%	5121216000 G&A FACILITIES LEASES	50,555.72	50,000.00	53,469.11	1.11%
85.34	14,583.33	83.30	-99.41%	5121301000 MISC LEASES - OPS	341.36	58,333.32	2,212.09	-99.41%
20,247.21	19,583.33	17,812.50	3.39%	5121304000 MISC LEASES - MAINT	78,425.02	78,333.32	66,800.43	0.12%
1,365.50	2,500.00	1,332.77	-45.38%	5121316000 MISC LEASES - G&A	5,462.00	10,000.00	5,331.08	-45.38%
68.28	1,250.00	66.63	-94.54%	5121316200 MISC LEASES - IT	273.12	5,000.00	266.52	-94.54%
0.00	0.00	0.00	0.00%	5121316300 MISC LEASES - IT - NON-REIMB	0.00	0.00	0.00	0.00%
0.00	83.33	2,100.00	-100.00%	5121316400 MISC LEASES - G&A - NON-REIMB	0.00	333.32	2,100.00	-100.00%
0.00	0.00	0.00	0.00%	5121399999 LEASES - GASB 87 CONTRA	0.00	0.00	0.00	0.00%
60,441.21	**68,416.66**	**50,305.90**	**-11.66%**	**5129999900 ** TOTAL LEASE & RENTALS**	**229,436.84**	**273,666.64**	**161,388.60**	**-16.16%**
				5130000000 ** DEPRECIATION				
22,861.78	0.00	23,532.21	100.00%	5130201000 PASSENGER SHELTER DEPRECIATIO	91,447.12	0.00	94,128.84	100.00%
392,790.90	0.00	475,655.87	100.00%	5130401000 REVENUE VEHICLE DEPRECIATION	1,571,163.60	0.00	1,902,623.48	100.00%
6,028.70	0.00	7,039.01	100.00%	5130516000 SERVICE VEHICLE DEPRECIATION	24,114.80	0.00	28,156.04	100.00%
5,904.04	0.00	5,904.04	100.00%	5130704000 GARAGE EQUIP DEPRECIATION	23,616.16	0.00	23,616.16	100.00%
1,469.50	0.00	926.67	100.00%	5130901000 REVENUE VEHICLE RADIO EQUIP DE	5,878.00	0.00	3,706.68	100.00%
6,328.78	0.00	6,328.79	100.00%	5131016000 COMPUTER EQUIP DEPRECIATION	25,315.12	0.00	25,315.16	100.00%
0.00	0.00	0.00	0.00%	5131116000 REVENUE COLLECTION EQUIP DEPR	0.00	0.00	0.00	0.00%
134,115.01	0.00	139,872.23	100.00%	5131216000 G&A FACILITIES DEPRECIATION	536,460.04	0.00	559,488.92	100.00%
3,121.70	0.00	3,121.70	100.00%	5131316000 G&A SYSTEM DEVELOPMENT DEPR	12,486.80	0.00	12,486.80	100.00%
253.57	0.00	253.57	100.00%	5131416000 MISCELLANEOUS EQUIP DEPR	1,014.28	0.00	1,014.28	100.00%
0.00	0.00	0.00	0.00%	5131516000 OFFICE EQUIP DEPRECIATION	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5132016000 AMORTIZATION EXPENSE - LEASES	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5132116000 AMORTIZATION EXPENSE - SUBSCRI	0.00	0.00	0.00	0.00%

Champaign Urbana Mass Transit District
Budget Analysis Report

From Fiscal Year: 2024 From Period 4
Thru Fiscal Year: 2024 Thru Period 4

Division: 00 Champaign Urbana Mass Transit District

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Oct-2023	Budget This Period	Oct-2022	Act/Bgt Var %		Jul-2023 thru Oct-2023 Actual Ytd	Budget Ytd	Last Ytd	Act/Bgt Var %
572,873.98	**0.00**	**662,634.09**	**100.00%**	**5139999900 ** TOTAL DEPRECIATION**	**2,291,495.92**	**0.00**	**2,650,536.36**	**100.00%**
0.00	0.00	0.00	0.00%	5170116000 DEBT SERVICE ON EQUIPMENT & FA	0.00	0.00	0.00	0.00%
4,593,957.32	**4,411,541.67**	**4,308,971.60**	**4.13%**	**5999990000 **** TOTAL EXPENSES ******	**18,160,309.86**	**17,646,166.68**	**17,233,574.91**	**2.91%**
2,854,112.75	**8,947,731.24**	**-52,713.77**	**-68.10%**	**5999999800 NET SURPLUS (DEFICIT)**	**7,149,794.46**	**35,790,924.96**	**1,121,427.61**	**-80.02%**

Champaign Urbana Mass Transit District
Comparative History Report

From Fiscal Year: 2024 Period 4 | **Division: 00 Champaign Urbana Mass Transit District** | **As of: 10/31/2023**
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Oct-2023	Oct-2022	Variance	Var/Last Var %		Jul-2023 Oct-2023	Jul-2022 Oct-2022	Variance	Var/Last Var %
			<					
			<	**4000000000 * * * * R E V E N U E * * * ***				
			<					
			<	**4000000099 ** TRANSPORTATION REVENUE**				
			<					
			<	**4010000000 * PASSENGER FARES**				
36,228.81	34,741.94	1,486.87	4.28%	4010100000 FULL ADULT FARES	125,615.09	120,090.99	5,524.10	4.60%
312.00	325.00	-13.00	-4.00%	4010300000 STUDENT FARES	1,924.00	1,957.00	-33.00	-1.69%
-306.00	-59.00	-247.00	418.64%	4010700000 FARE REFUNDS	-695.00	-580.00	-115.00	19.83%
11,653.00	8,651.00	3,002.00	34.70%	4010800000 ANNUAL PASS REVENUE	47,029.00	40,191.00	6,838.00	17.01%
0.00	847.00	-847.00	-100.00%	4011000000 HALF FARE CAB	0.00	4,932.50	-4,932.50	-100.00%
6,354.00	4,216.00	2,138.00	50.71%	4011100000 ADA TICKETS & FARES	20,896.50	16,414.00	4,482.50	27.31%
54,241.81	**48,721.94**	**5,519.87**	**11.33%**	**4019900099 * TOTAL PASSENGER FARES**	**194,769.59**	**183,005.49**	**11,764.10**	**6.43%**
				4020000000 * SPECIAL TRANSIT & SCHOOL FARE				
815,694.73	796,481.00	19,213.73	2.41%	4020300000 U OF I CAMPUS SERVICE	2,444,469.80	2,386,890.00	57,579.80	2.41%
28,301.67	26,882.17	1,419.50	5.28%	4020500000 ADA - U I & DSC CONTRACTS	113,206.68	107,528.68	5,678.00	5.28%
84,679.56	101,906.12	-17,226.56	-16.90%	4030100000 SCHOOL SERVICE FARES	169,464.12	163,951.12	5,513.00	3.36%
928,675.96	**925,269.29**	**3,406.67**	**0.37%**	**4039999999 * TOTAL SPECIAL TRANSIT & SCHOO**	**2,727,140.60**	**2,658,369.80**	**68,770.80**	**2.59%**
				4060000000 *AUXILIARY TRANSPORTATION REVE				
1,356.51	2,116.32	-759.81	-35.90%	4060100000 I.T. COMMISSIONS	6,055.15	7,517.66	-1,462.51	-19.45%
51,713.72	41,122.50	10,591.22	25.76%	4060300000 ADVERTISING REVENUE	177,947.37	137,533.00	40,414.37	29.39%
53,070.23	**43,238.82**	**9,831.41**	**22.74%**	**4069900098 *TOTAL AUXILIARY TRANSPORTATIO**	**184,002.52**	**145,050.66**	**38,951.86**	**26.85%**
1,035,988.00	**1,017,230.05**	**18,757.95**	**1.84%**	**4069900099 ** TOTAL TRANSPORTATION REVEN**	**3,105,912.71**	**2,986,425.95**	**119,486.76**	**4.00%**
				4070000000 ** NON-TRANSPORTATION REVENUE				
2,237.88	1,372.53	865.35	63.05%	4070100000 SALE OF MAINTENANCE SERVICES	9,438.94	6,448.32	2,990.62	46.38%
0.00	0.00	0.00	0.00%	4070200000 RENTAL OF REVENUE VEHICLES	0.00	0.00	0.00	0.00%
35,583.42	35,176.89	406.53	1.16%	4070300000 BUILDING RENTAL - IL TERMINAL	155,261.62	155,197.56	64.06	0.04%
40,361.57	17,924.38	22,437.19	125.18%	4070300002 BUILDING RENTAL - 803 & 1101	86,315.86	71,722.52	14,593.34	20.35%
0.00	0.00	0.00	0.00%	4070399999 BUILDING RENTAL - GASB 87 CONTR	0.00	0.00	0.00	0.00%
189,534.51	28,944.07	160,590.44	554.83%	4070400000 INVESTMENT INCOME	699,404.53	69,521.14	629,883.39	906.03%
0.00	-934.41	934.41	-100.00%	4070400002 +/ - FAIR VALUE OF INVESTMENT	0.00	-2,989.41	2,989.41	-100.00%
0.00	0.00	0.00	0.00%	4070400003 INTEREST INCOME - LEASES	0.00	0.00	0.00	0.00%

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Oct-2023	Oct-2022	Variance	Var/Last Var %		Jul-2023 Oct-2023	Jul-2022 Oct-2022	Variance	Var/Last Var %
0.00	0.00	0.00	0.00%	4070400004 AMORTIZATION REVENUE	0.00	0.00	0.00	0.00%
17.00	111.47	-94.47	-84.75%	4070800000 OVER OR SHORT	27.00	440.19	-413.19	-93.87%
504.70	0.00	504.70	100.00%	4079800000 GAIN ON FIXED ASSET DISPOSAL	10,720.70	2,500.00	8,220.70	328.83%
2,009.99	-233.15	2,243.14	-962.10%	4079900001 OTHER NON-TRANSPORTATION REV	10,457.75	11,033.89	-576.14	-5.22%
270,249.07	**82,361.78**	**187,887.29**	**228.12%**	**4079900099 ** TOTAL NON-TRANSPORTATION RE**	**971,626.40**	**313,874.21**	**657,752.19**	**209.56%**
1,306,237.07	**1,099,591.83**	**206,645.24**	**18.79%**	**4079999999 *** TOTAL TRANS & NON-TRANS REV**	**4,077,539.11**	**3,300,300.16**	**777,238.95**	**23.55%**
				4080000000 ** TAX REVENUE				
816,666.00	816,666.00	0.00	0.00%	4080100000 PROPERTY TAX REVENUE	3,266,664.00	3,266,664.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4080100001 PROPERTY TAX - UNCOLLECTIBLE R	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4080600000 REPLACEMENT TAX REVENUE	111,684.49	164,083.63	-52,399.14	-31.93%
0.00	0.00	0.00	0.00%	4089900001 MISCELLANEOUS PROPERTY TAXES	0.00	6,025.00	-6,025.00	-100.00%
816,666.00	**816,666.00**	**0.00**	**0.00%**	**4089999999 ** TOTAL TAX REVENUE**	**3,378,348.49**	**3,436,772.63**	**-58,424.14**	**-1.70%**
				4110000000 ** STATE GRANTS & REIMBURSEME				
2,605,000.00	2,340,000.00	265,000.00	11.32%	4110100000 OPERATING ASSISTANCE - STATE	10,286,000.00	9,465,500.00	820,500.00	8.67%
0.00	0.00	0.00	0.00%	4110100001 OPERATING ASSIST - DEBT SERVICE	0.00	6,078.80	-6,078.80	-100.00%
0.00	0.00	0.00	0.00%	4111000000 STATE GRANT REVENUE	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4111000001 STATE GRANT REVENUE - PASS TH	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4119900000 STATE REIMBURSEMENTS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4119900001 STATE REIMB - PASS THRU $	0.00	0.00	0.00	0.00%
2,605,000.00	**2,340,000.00**	**265,000.00**	**11.32%**	**4119999999 ** TOTAL STATE GRANTS & REIMB**	**10,286,000.00**	**9,471,578.80**	**814,421.20**	**8.60%**
				4130000000 ** FEDERAL GRANTS & REIMBURSE				
0.00	0.00	0.00	0.00%	4130100000 OPERATING ASSISTANCE - FEDERAL	0.00	0.00	0.00	0.00%
2,720,167.00	0.00	2,720,167.00	100.00%	4130500000 FEDERAL GRANT REVENUE	7,568,216.72	2,146,350.93	5,421,865.79	252.61%
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%
2,720,167.00	**0.00**	**2,720,167.00**	**100.00%**	**4139999999 ** TOTAL FEDERAL GRANTS & REIM**	**7,568,216.72**	**2,146,350.93**	**5,421,865.79**	**252.61%**
				4150000000 **OTHER AGENCY REVENUES				
0.00	0.00	0.00	0.00%	4150130000 CONTRIBUTED CAPITAL - GOV'T	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4150130010 CONTRIBUTED CAPITAL - NON-GOV'T	0.00	0.00	0.00	0.00%

Champaign Urbana Mass Transit District

Comparative History Report

From Fiscal Year: 2024 Period 4
Thru Fiscal Year: 2024 Period 4

Division: 00 Champaign Urbana Mass Transit District

As of: 10/31/2023

Oct-2023	Oct-2022	Variance	Var/Last Var %		Jul-2023 Oct-2023	Jul-2022 Oct-2022	Variance	Var/Last Var %
0.00	0.00	0.00	0.00%	4159999999 ***TOTAL OTHER AGENCY REVENUE	0.00	0.00	0.00	0.00%
7,448,070.07	4,256,257.83	3,191,812.24	74.99%	4999900099 **** TOTAL REVENUE ****	25,310,104.32	18,355,002.52	6,955,101.80	37.89%

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From Fiscal Year: 2024 Period 4
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Division: 00 Champaign Urbana Mass Transit District

As of: 10/31/2023

Oct-2023	Oct-2022	Variance	Var/Last Var %		Jul-2023 Oct-2023	Jul-2022 Oct-2022	Variance	Var/Last Var %
				5000000000 * * * * E X P E N S E S * * *				
				5010000000 ** LABOR				
1,198,018.29	1,034,345.71	163,672.58	15.82%	5010101000 OPERATORS WAGES	4,065,830.92	3,673,504.33	392,326.59	10.68%
147,934.72	119,487.75	28,446.97	23.81%	5010204000 MECHANICS WAGES - MAINT	524,256.34	512,656.12	11,600.22	2.26%
107,926.25	75,330.09	32,596.16	43.27%	5010304000 MAINTENANCE WAGES - MAINT	421,439.93	329,221.27	92,218.66	28.01%
102,725.73	114,220.90	-11,495.17	-10.06%	5010401000 SUPERVISORS SALARIES - OPS	457,519.21	459,629.70	-2,110.49	-0.46%
27,809.49	18,501.64	9,307.85	50.31%	5010404000 SUPERVISORS SALARIES - MAINT	117,518.93	88,226.89	29,292.04	33.20%
83,242.63	77,456.20	5,786.43	7.47%	5010501000 OVERHEAD SALARIES - OPS	328,397.87	341,189.54	-12,791.67	-3.75%
35,848.47	42,416.18	-6,567.71	-15.48%	5010504000 OVERHEAD SALARIES - MAINT	158,522.57	176,509.57	-17,987.00	-10.19%
151,743.62	126,548.14	25,195.48	19.91%	5010516000 OVERHEAD SALARIES - G&A	637,916.26	598,871.04	39,045.22	6.52%
22,255.54	17,368.67	4,886.87	28.14%	5010516200 OVERHEAD SALARIES - IT	81,348.64	69,196.63	12,152.01	17.56%
18,840.67	17,791.59	1,049.08	5.90%	5010601000 CLERICAL WAGES - OPS	79,695.75	65,951.72	13,744.03	20.84%
0.00	0.00	0.00	0.00%	5010604000 CLERICAL WAGES - MAINT	0.00	0.00	0.00	0.00%
38,621.51	36,786.12	1,835.39	4.99%	5010616000 CLERICAL WAGES - G&A	160,408.69	150,104.93	10,303.76	6.86%
10,620.27	12,276.10	-1,655.83	-13.49%	5010616200 CLERICAL WAGES - IT	44,043.11	45,307.68	-1,264.57	-2.79%
11,312.26	17,967.65	-6,655.39	-37.04%	5010716200 SECURITY WAGES - IT	43,209.90	62,876.55	-19,666.65	-31.28%
-4,456.14	-3,339.78	-1,116.36	33.43%	5010801000 LABOR CREDIT - OPS	-10,038.08	-14,162.70	4,124.62	-29.12%
-4,799.11	-3,763.26	-1,035.85	27.53%	5010804000 LABOR CREDIT - MAINT	-21,058.12	-16,616.18	-4,441.94	26.73%
-5,061.15	-1,299.56	-3,761.59	289.45%	5010806000 LABOR CREDIT - G&A	-18,885.67	-7,294.01	-11,591.66	158.92%
13,940.05	9,052.08	4,887.97	54.00%	5010816200 MAINTENANCE WAGES - IT	55,116.21	43,962.23	11,153.98	25.37%
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	0.00	0.00%
0.00	0.00	0.00	0.00%	5013016000 COVID TESTING WAGES	0.00	0.00	0.00	0.00%
1,956,523.10	**1,711,146.22**	**245,376.88**	**14.34%**	**5019999000 ** TOTAL LABOR**	**7,125,242.46**	**6,579,135.31**	**546,107.15**	**8.30%**
				5020000000 ** FRINGE BENEFITS				
106,358.90	97,211.22	9,147.68	9.41%	5020101000 FICA - OPS	444,913.10	386,813.28	58,099.82	15.02%
26,277.58	24,047.10	2,230.48	9.28%	5020104000 FICA - MAINT	111,752.75	96,882.61	14,870.14	15.35%
13,128.39	9,841.11	3,287.28	33.40%	5020116000 FICA - G&A	56,138.07	47,117.26	9,020.81	19.15%
4,461.75	4,741.64	-279.89	-5.90%	5020116200 FICA - IT	17,698.12	18,360.29	-662.17	-3.61%
121,363.13	208,665.72	-87,302.59	-41.84%	5020201000 IMRF - OPS	595,865.09	621,594.26	-25,729.17	-4.14%

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Division: 00 Champaign Urbana Mass Transit District

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Oct-2023	Oct-2022	Variance	Var/Last Var %		Jul-2023 Oct-2023	Jul-2022 Oct-2022	Variance	Var/Last Var %
27,892.36	30,935.29	-3,042.93	-9.84%	5020204000 IMRF - MAINT	134,332.85	136,881.24	-2,548.39	-1.86%
14,531.30	15,761.30	-1,230.00	-7.80%	5020216000 IMRF - G&A	71,022.09	79,391.30	-8,369.21	-10.54%
4,644.86	5,924.96	-1,280.10	-21.61%	5020216200 IMRF - IT	21,391.65	26,020.48	-4,628.83	-17.79%
353,017.48	295,441.11	57,576.37	19.49%	5020301000 MEDICAL INSURANCE - OPS	1,432,753.77	1,208,259.63	224,494.14	18.58%
87,847.92	74,049.26	13,798.66	18.63%	5020304000 MEDICAL INSURANCE - MAINT	340,491.56	291,090.68	49,400.88	16.97%
44,189.00	40,456.90	3,732.10	9.22%	5020316000 MEDICAL INSURANCE - G&A	174,304.00	155,438.60	18,865.40	12.14%
27,968.74	18,406.00	9,562.74	51.95%	5020316200 MEDICAL INSURANCE - IT	81,554.92	76,009.00	5,545.92	7.30%
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	-9.80	9.80	-100.00%
0.00	0.00	0.00	0.00%	5020416000 DENTAL INSURANCE - G&A	0.00	0.00	0.00	0.00%
1,608.18	1,600.34	7.84	0.49%	5020501000 LIFE INSURANCE - OPS	6,723.78	6,232.31	491.47	7.89%
549.29	506.17	43.12	8.52%	5020504000 LIFE INSURANCE - MAINT	2,126.11	2,044.28	81.83	4.00%
208.74	202.37	6.37	3.15%	5020516000 LIFE INSURANCE - G&A	832.02	806.05	25.97	3.22%
153.37	137.20	16.17	11.79%	5020516200 LIFE INSURANCE - IT	558.11	568.40	-10.29	-1.81%
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%
1,815.72	1,314.31	501.41	38.15%	5020701000 UNEMPLOYMENT INSURANCE - OPS	7,169.36	2,138.36	5,031.00	235.27%
193.14	326.90	-133.76	-40.92%	5020704000 UNEMPLOYMENT INSURANCE - MAIN	699.64	557.77	141.87	25.44%
73.04	111.50	-38.46	-34.49%	5020716000 UNEMPLOYMENT INSURANCE - G&A	495.11	308.00	187.11	60.75%
161.36	137.14	24.22	17.66%	5020716200 UNEMPLOYMENT INSURANCE - IT	1,021.84	543.89	477.95	87.88%
45,897.50	-382.00	46,279.50	< -999.99%	5020801000 WORKERS COMP INSURANCE - OPS	115,221.00	73,011.58	42,209.42	57.81%
4,713.00	0.00	4,713.00	100.00%	5020804000 WORKERS COMP INSURANCE - MAIN	18,851.00	14,078.00	4,773.00	33.90%
2,709.00	0.00	2,709.00	100.00%	5020816000 WORKERS COMP INSURANCE - G&A	10,835.00	6,641.63	4,193.37	63.14%
809.00	0.00	809.00	100.00%	5020816200 WORKERS COMP INSURANCE - IT	3,236.00	2,416.00	820.00	33.94%
3,369.79	5,430.47	-2,060.68	-37.95%	5021001000 HOLIDAYS - OPS	90,200.40	39,456.73	50,743.67	128.61%
1,152.66	760.40	392.26	51.59%	5021004000 HOLIDAYS - MAINT	27,200.95	27,575.21	-374.26	-1.36%
0.00	493.15	-493.15	-100.00%	5021016000 HOLIDAYS - G&A	0.00	3,134.09	-3,134.09	-100.00%
109.31	88.00	21.31	24.22%	5021016200 HOLIDAYS - IT	5,456.00	5,242.24	213.76	4.08%
12,268.33	8,496.60	3,771.73	44.39%	5021101000 VACATIONS - OPS	290,633.51	197,491.28	93,142.23	47.16%
14,360.92	22,152.19	-7,791.27	-35.17%	5021104000 VACATIONS - MAINT	73,426.52	60,954.43	12,472.09	20.46%
0.00	0.00	0.00	0.00%	5021116000 VACATION - G&A	0.00	0.00	0.00	0.00%
665.60	3,236.88	-2,571.28	-79.44%	5021116200 VACATIONS - IT	2,290.40	7,918.88	-5,628.48	-71.08%
1,542.82	10,273.17	-8,730.35	-84.98%	5021201000 OTHER PAID ABSENCES - OPS	6,961.12	16,954.81	-9,993.69	-58.94%
826.83	756.32	70.51	9.32%	5021204000 OTHER PAID ABSENCES - MAINT	1,657.87	3,805.38	-2,147.51	-56.43%
0.00	0.00	0.00	0.00%	5021216000 OTHER PAID ABSENCES - G&A	0.00	0.00	0.00	0.00%
148.52	0.00	148.52	100.00%	5021216200 OTHER PAID ABSENCES - IT	297.04	313.92	-16.88	-5.38%

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From Fiscal Year: 2024 Period 4 **Division: 00 Champaign Urbana Mass Transit District** **As of: 10/31/2023**
Thru Fiscal Year: 2024 Period 4

Oct-2023	Oct-2022	Variance	Var/Last Var %		Jul-2023 Oct-2023	Jul-2022 Oct-2022	Variance	Var/Last Var %
-292.23	5,703.50	-5,995.73	-105.12%	5021301000 UNIFORM ALLOWANCES - OPS	12,045.04	13,230.21	-1,185.17	-8.96%
1,487.71	3,070.12	-1,582.41	-51.54%	5021304000 UNIFORM ALLOWANCES - MAINT	7,200.65	10,412.22	-3,211.57	-30.84%
87.25	206.77	-119.52	-57.80%	5021316200 UNIFORM ALLOWANCES - IT	834.31	525.76	308.55	58.69%
0.00	120.00	-120.00	-100.00%	5021401000 OTHER FRINGE BENEFITS - OPS	0.00	800.00	-800.00	-100.00%
0.00	0.00	0.00	0.00%	5021404000 OTHER FRINGE BENEFITS - MAINT	2,737.94	632.95	2,104.99	332.57%
4,607.25	1,495.00	3,112.25	208.18%	5021416000 OTHER FRINGE BENEFITS - G&A	11,653.00	7,593.25	4,059.75	53.47%
0.00	0.00	0.00	0.00%	5021416200 OTHER FRINGE BENEFITS - IT	0.00	0.00	0.00	0.00%
55,477.03	34,985.79	20,491.24	58.57%	5021501000 EARNED TIME - OPS	437,196.88	358,779.96	78,416.92	21.86%
19,619.29	45,496.84	-25,877.55	-56.88%	5021504000 EARNED TIME - MAINT	127,991.61	121,298.24	6,693.37	5.52%
1,009.15	3,859.47	-2,850.32	-73.85%	5021516200 EARNED TIME - IT	7,841.50	14,316.72	-6,475.22	-45.23%
0.00	0.00	0.00	0.00%	5021604000 TOOL ALLOWANCE - MAINT	-125.00	0.00	-125.00	-100.00%
4,388.75	7,423.76	-3,035.01	-40.88%	5021701000 DISABILITY - OPS	22,573.73	10,712.69	11,861.04	110.72%
0.00	0.00	0.00	0.00%	5021704000 DISABILITY - MAINT	2,844.39	1,669.50	1,174.89	70.37%
0.00	0.00	0.00	0.00%	5021716200 DISABILITY - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021801000 WORKERS COMP - PAYROLL - OPS	0.00	0.00	0.00	0.00%
376.30	0.00	376.30	100.00%	5021804000 WORKERS COMP - PAYROLL - MAINT	376.30	0.00	376.30	100.00%
0.00	0.00	0.00	0.00%	5021816200 WORKERS COMP - PAYROLL - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021901000 ROTATION BOARD PAY - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021904000 ROTATION BOARD PAY - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021916000 ROTATION BOARD PAY - G&A	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021916200 ROTATION BOARD PAY - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5022001000 EARLY RETIREMENT PLAN - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5022004000 EARLY RETIREMENT PLAN - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5022016000 EARLY RETIREMENT PLAN - G&A	0.00	0.00	0.00	0.00%
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	0.00	0.00%
0.00	0.00	0.00	0.00%	5023004000 "SICK BANK" EXPENSES - MAINT	0.00	0.00	0.00	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	0.00	0.00%
1,011,778.03	**983,483.97**	**28,294.06**	**2.88%**	**5029999900 ** TOTAL FRINGE BENEFITS**	**4,781,281.10**	**4,156,013.57**	**625,267.53**	**15.04%**
				5030000000 ** SERVICES				
34,140.97	30,840.66	3,300.31	10.70%	5030316000 PROFESSIONAL SERVICES - G&A	68,575.47	219,652.75	-151,077.28	-68.78%
0.00	1,875.50	-1,875.50	-100.00%	5030316200 PROFESSIONAL SERVICES - IT	3,908.81	3,323.89	584.92	17.60%
0.00	0.00	0.00	0.00%	5030316300 PROFESSIONAL SERVICES - IT - NON	0.00	0.00	0.00	0.00%
6,500.00	16,300.00	-9,800.00	-60.12%	5030316400 PROFESSIONAL SERVICES - G&A - N	26,000.00	36,355.00	-10,355.00	-28.48%
0.00	0.00	0.00	0.00%	5030404000 TEMPORARY HELP - MAINT	0.00	0.00	0.00	0.00%

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From Fiscal Year: 2024 Period 4
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Division: 00 Champaign Urbana Mass Transit District

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Oct-2023	Oct-2022	Variance	Var/Last Var %		Jul-2023 Oct-2023	Jul-2022 Oct-2022	Variance	Var/Last Var %
0.00	0.00	0.00	0.00%	5030416000 TEMPORARY HELP - G&A	0.00	0.00	0.00	0.00%
8,847.61	2,170.40	6,677.21	307.65%	5030501000 CONTRACT MAINTENANCE - OPS	29,638.30	8,134.67	21,503.63	264.35%
25,200.84	10,218.57	14,982.27	146.62%	5030504000 CONTRACT MAINTENANCE - MAINT	109,978.29	47,776.74	62,201.55	130.19%
80,767.58	48,258.02	32,509.56	67.37%	5030516000 CONTRACT MAINTENANCE - G&A	313,793.71	187,015.99	126,777.72	67.79%
1,462.28	1,150.05	312.23	27.15%	5030516200 CONTRACT MAINTENANCE - IT	5,370.36	3,858.82	1,511.54	39.17%
0.00	56.46	-56.46	-100.00%	5030516300 CONTRACT MAINTENANCE - IT - NON	156.15	154.22	1.93	1.25%
0.00	0.00	0.00	0.00%	5030599999 CONTRACT MAINT - GASB 96 CONTR	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5030604000 CUSTODIAL SERVICES - MAINT	0.00	0.00	0.00	0.00%
31,173.84	10,000.00	21,173.84	211.74%	5030801000 PRINTING SERVICES - OPS	31,966.59	24,480.42	7,486.17	30.58%
0.00	0.00	0.00	0.00%	5030804000 PRINTING SERVICES - MAINT	51.40	0.00	51.40	100.00%
233.53	338.00	-104.47	-30.91%	5030816000 PRINTING SERVICES - G&A	479.73	338.00	141.73	41.93%
0.00	0.00	0.00	0.00%	5030816200 PRINTING SERVICES - IT	1,032.50	0.00	1,032.50	100.00%
0.00	0.00	0.00	0.00%	5030816300 PRINTING SERVICES - IT - NON-REIM	0.00	0.00	0.00	0.00%
0.00	1,694.00	-1,694.00	-100.00%	5031216000 CABS	0.00	9,865.00	-9,865.00	-100.00%
6,533.49	7,250.72	-717.23	-9.89%	5039901000 OTHER SERVICES - OPS	29,574.44	24,478.29	5,096.15	20.82%
300.00	755.60	-455.60	-60.30%	5039904000 OTHER SERVICES - MAINT	2,523.56	2,968.06	-444.50	-14.98%
1,044.13	843.50	200.63	23.79%	5039916000 OTHER SERVICES - G&A	1,568.26	16,612.05	-15,043.79	-90.56%
568.58	208.15	360.43	173.16%	5039916200 OTHER SERVICES - IT	752.71	307.30	445.41	144.94%
0.00	0.00	0.00	0.00%	5039916300 OTHER SERVICES - IT - NON-REIMB	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5039916400 OTHER SERVICES - G&A - NON-REIM	0.00	0.00	0.00	0.00%
196,772.85	**131,959.63**	**64,813.22**	**49.12%**	**5039999900 ** TOTAL SERVICES**	**625,370.28**	**585,321.20**	**40,049.08**	**6.84%**
				5040000000 ** MATERIALS & SUPPLIES CONSUM				
161,986.20	199,898.32	-37,912.12	-18.97%	5040101000 FUEL & LUBRICANTS - OPS	600,792.01	772,958.16	-172,166.15	-22.27%
18,394.05	19,565.46	-1,171.41	-5.99%	5040104000 FUEL & LUBRICANTS - MAINT	67,720.02	75,416.73	-7,696.71	-10.21%
16,380.53	13,869.22	2,511.31	18.11%	5040201000 TIRES & TUBES - OPS - MB DO	55,876.21	47,803.80	8,072.41	16.89%
350.02	1,362.43	-1,012.41	-74.31%	5040204000 TIRES & TUBES - MAINT - DR DO	4,579.56	3,312.49	1,267.07	38.25%
0.00	0.00	0.00	0.00%	5040206000 TIRES & TUBES - NON-REVENUE VEH	2,029.52	0.00	2,029.52	100.00%
582.34	2,142.75	-1,560.41	-72.82%	5040304000 GARAGE EQUIPMENT REPAIRS - MAI	57,246.65	2,142.75	55,103.90	> 999.99%
18,632.18	18,304.57	327.61	1.79%	5040404000 BLDG & GROUND REPAIRS - MAINT -	85,905.81	72,965.84	12,939.97	17.73%
13,841.27	334.68	13,506.59	> 999.99%	5040404001 BLDG & GROUND REPAIRS - MAINT -	29,066.08	782.18	28,283.90	> 999.99%
558.36	0.00	558.36	100.00%	5040404002 BLDG & GROUND REPAIRS - MAINT -	825.21	0.00	825.21	100.00%
0.00	0.00	0.00	0.00%	5040404003 BLDG & GROUND REPAIRS - MAINT -	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5040404004 BLDG & GROUND REPAIRS - MAINT -	0.00	0.00	0.00	0.00%
20,694.74	8,600.14	12,094.60	140.63%	5040416200 BLDG & GROUND REPAIRS - IT	38,928.67	25,867.97	13,060.70	50.49%
2,385.00	8,998.18	-6,613.18	-73.49%	5040416300 BLDG & GROUND REPAIRS - IT - NON	2,385.00	10,155.42	-7,770.42	-76.52%
0.00	0.00	0.00	0.00%	5040416400 BLDG & GROUND REPAIRS - G&A - N	0.00	0.00	0.00	0.00%

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Oct-2023	Oct-2022	Variance	Var/Last Var %		Jul-2023 Oct-2023	Jul-2022 Oct-2022	Variance	Var/Last Var %
0.00	0.00	0.00	0.00%	5040500001 REVENUE VEHICLE REPAIRS - CORE	0.00	158.96	-158.96	-100.00%
126,071.92	127,601.71	-1,529.79	-1.20%	5040504000 REVENUE VEHICLE REPAIRS	524,929.95	541,036.81	-16,106.86	-2.98%
433.01	4,322.16	-3,889.15	-89.98%	5040604000 NON-REVENUE VEHICLE REPAIRS	9,309.62	43,896.36	-34,586.74	-78.79%
7,427.26	10,796.88	-3,369.62	-31.21%	5040704000 SERVICE SUPPLIES - MAINT	22,650.54	30,389.37	-7,738.83	-25.47%
2,627.58	1,941.88	685.70	35.31%	5040716200 SERVICE SUPPLIES - IT	9,104.81	9,033.00	71.81	0.79%
1,211.96	4,191.81	-2,979.85	-71.09%	5040801000 OFFICE SUPPLIES - OPS	14,757.54	9,119.31	5,638.23	61.83%
790.84	686.78	104.06	15.15%	5040804000 OFFICE SUPPLIES - MAINT	6,888.40	5,136.04	1,752.36	34.12%
61.88	2,461.94	-2,400.06	-97.49%	5040816000 OFFICE SUPPLIES - G&A	11,024.24	3,839.73	7,184.51	187.11%
810.91	620.56	190.35	30.67%	5040816200 OFFICE SUPPLIES - IT	1,153.76	653.81	499.95	76.47%
0.00	193.28	-193.28	-100.00%	5040901000 COMPUTER & SERVER - MISC EXP'S -	8,901.02	832.01	8,069.01	969.82%
5,560.14	0.00	5,560.14	100.00%	5040904000 COMPUTER & SERVER - MISC EXP'S -	5,560.14	0.00	5,560.14	100.00%
14,152.22	6,904.34	7,247.88	104.98%	5040916000 COMPUTER & SERVER - MISC EXP'S -	62,311.00	101,389.27	-39,078.27	-38.54%
0.00	0.00	0.00	0.00%	5040916200 COMPUTER & SERVER - MISC EXP'S -	0.00	0.00	0.00	0.00%
906.23	942.48	-36.25	-3.85%	5041001000 SAFETY & TRAINING - OPS	3,172.29	1,362.17	1,810.12	132.89%
0.00	515.85	-515.85	-100.00%	5041004000 SAFETY & TRAINING - MAINT	0.00	1,910.85	-1,910.85	-100.00%
9,536.77	7,348.10	2,188.67	29.79%	5041104000 PASSENGER SHELTER REPAIRS	38,934.99	29,416.81	9,518.18	32.36%
0.00	298.88	-298.88	-100.00%	5041201000 SMALL TOOLS & EQUIP - OPS	5,760.58	329.13	5,431.45	> 999.99%
525.11	3,595.74	-3,070.63	-85.40%	5041204000 SMALL TOOLS & EQUIP - MAINT	18,608.57	6,771.03	11,837.54	174.83%
336.06	0.00	336.06	100.00%	5041216000 SMALL TOOLS & EQUIP - G&A	7,487.39	0.00	7,487.39	100.00%
157.74	0.00	157.74	100.00%	5041216200 SMALL TOOLS & EQUIP - IT	6,661.33	111.33	6,550.00	> 999.99%
0.00	0.00	0.00	0.00%	5041216300 SMALL TOOLS & EQUIP - IT - NON-RE	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5041216400 SMALL TOOLS & EQUIP - G&A - NON-	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5041304000 FAREBOX REPAIRS	0.00	0.00	0.00	0.00%
7,757.41	4,008.51	3,748.90	93.52%	5041404000 CAD/AVL,CAMERA,RADIO REPAIRS -	35,250.51	30,487.88	4,762.63	15.62%
21,950.28	454.97	21,495.31	> 999.99%	5041504000 ADA VEHICLE REPAIRS - MAINT	31,711.34	17,360.33	14,351.01	82.67%
454,122.01	**449,961.62**	**4,160.39**	**0.92%**	**5049999900 ** TOTAL MATERIAL & SUPPLIES**	**1,769,532.76**	**1,844,639.54**	**-75,106.78**	**-4.07%**
				5050000000 **UTILITIES				
52,416.32	52,813.30	-396.98	-0.75%	5050216000 ** UTILITIES - G&A	177,252.05	298,970.84	-121,718.79	-40.71%
9,787.06	9,007.40	779.66	8.66%	5050216200 ** UTILITIES - IT	44,103.79	63,294.57	-19,190.78	-30.32%
5,020.47	4,027.39	993.08	24.66%	5050216300 ** UTILITIES - IT - NON-REIMB	22,526.36	31,767.76	-9,241.40	-29.09%
7,282.75	7,648.74	-365.99	-4.78%	5050216400 ** UTILITIES - G&A - NON-REIMB	29,270.61	8,387.55	20,883.06	248.98%
74,506.60	**73,496.83**	**1,009.77**	**1.37%**	**5059999900 **TOTAL UTILITIES**	**273,152.81**	**402,420.72**	**-129,267.91**	**-32.12%**
				5060000000 ** CASUALTY & LIABILITY COSTS				
14,449.49	8,307.86	6,141.63	73.93%	5060104000 PHYSICAL DAMAGE PREMIUMS - MAI	57,797.96	32,262.44	25,535.52	79.15%
0.00	0.00	0.00	0.00%	5060116200 PHYSICAL DAMAGE PREMIUMS - IT	0.00	0.00	0.00	0.00%

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-392.84	-13,071.69	12,678.85	-96.99%	5060204000 PHYSICAL DAMAGE RECOVERIES - M	-8,713.20	-13,855.82	5,142.62	-37.12%
47,333.01	54,925.61	-7,592.60	-13.82%	5060316000 PL & PD INSURANCE PREMIUMS - G&	190,426.04	162,557.48	27,868.56	17.14%
0.00	0.00	0.00	0.00%	5060316200 PL & PD INSURANCE PREMIUMS - IT	0.00	0.00	0.00	0.00%
38,626.89	28,981.08	9,645.81	33.28%	5060416000 UNINSURED PL & PD PAYOUTS - G&A	157,779.61	117,583.59	40,196.02	34.19%
4,459.41	3,766.98	692.43	18.38%	5060816000 PREMIUMS-OTHER COPORATE INS.	17,968.64	16,120.92	1,847.72	11.46%
104,475.96	**82,909.84**	**21,566.12**	**26.01%**	**5069999900 ** TOTAL CASUALTY & LIABILITY**	**415,259.05**	**314,668.61**	**100,590.44**	**31.97%**
				5070000000 ** TAXES				
0.00	0.00	0.00	0.00%	5070316000 PROPERTY TAXES	0.00	0.00	0.00	0.00%
312.50	312.50	0.00	0.00%	5070316400 PROPERTY TAXES - NON-REIMB	1,250.00	1,250.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5070401000 VEHICLE LICENSING FEES - OPS	173.00	23.00	150.00	652.17%
0.00	0.00	0.00	0.00%	5070416000 VEHICLE LICENSING FEES - G&A	0.00	0.00	0.00	0.00%
2,784.53	2,646.17	138.36	5.23%	5070501000 FUEL TAX	10,830.32	9,438.97	1,391.35	14.74%
3,097.03	**2,958.67**	**138.36**	**4.68%**	**5079999900 ** TOTAL TAXES**	**12,253.32**	**10,711.97**	**1,541.35**	**14.39%**
				5080100000 ** PURCHASED TRANSPORTATION				
0.00	0.00	0.00	0.00%	5080116000 CABS (Closed - See GL 5031216000)	0.00	0.00	0.00	0.00%
80,861.83	76,805.83	4,056.00	5.28%	5080216000 ADA CONTRACTS	323,447.32	307,226.32	16,221.00	5.28%
80,861.83	**76,805.83**	**4,056.00**	**5.28%**	**5089999900 **TOTAL PURCHASED TRANSPORTA**	**323,447.32**	**307,226.32**	**16,221.00**	**5.28%**
				5090000000 ** MISCELLANEOUS EXPENSES				
12,720.17	14,598.64	-1,878.47	-12.87%	5090116000 DUES & SUBSCRIPTIONS - G&A	52,896.41	45,485.52	7,410.89	16.29%
15,799.46	6,807.79	8,991.67	132.08%	5090216000 TRAVEL & MEETINGS - G&A	30,194.75	35,691.91	-5,497.16	-15.40%
0.00	0.00	0.00	0.00%	5090716000 BAD DEBT EXPENSE	0.00	0.00	0.00	0.00%
32,030.21	7,437.92	24,592.29	330.63%	5090816000 ADVERTISING EXPENSES - G&A	103,768.71	54,081.72	49,686.99	91.87%
0.00	0.00	0.00	0.00%	5090816200 ADVERTISING EXPENSES - IT	0.00	0.00	0.00	0.00%
1,300.00	1,300.00	0.00	0.00%	5090916000 TRUSTEE COMPENSATION	1,300.00	3,800.00	-2,500.00	-65.79%
4.85	63.52	-58.67	-92.36%	5091016000 POSTAGE	806.06	1,803.38	-997.32	-55.30%
0.00	0.00	0.00	0.00%	5091516000 LOSS/DISPOSAL FIXED ASSETS	0.00	0.00	0.00	0.00%
4,626.00	2,166.00	2,460.00	113.57%	5091616000 ADVERTISING SERVICES EXPENSE	74,487.50	19,901.00	54,586.50	274.29%
0.00	0.00	0.00	0.00%	5091716000 SUBSTANCE ABUSE PROGRAM	0.00	0.00	0.00	0.00%
533.21	205.00	328.21	160.10%	5099901000 OTHER MISC EXPENSES - OPS	2,100.46	920.35	1,180.11	128.22%
1,776.16	352.93	1,423.23	403.26%	5099904000 OTHER MISC EXPENSES - MAINT	7,010.27	5,580.83	1,429.44	25.61%
5,260.80	6,320.50	-1,059.70	-16.77%	5099916000 OTHER MISC EXPENSES - G&A	23,883.52	18,506.42	5,377.10	29.06%

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700.09	1,553.01	-852.92	-54.92%	5099916200 OTHER MISC EXPENSES - IT	4,249.16	3,973.48	275.68	6.94%
0.00	0.00	0.00	0.00%	5099916300 OTHER MISC EXPENSES - IT - NON-R	0.00	0.00	0.00	0.00%
3,753.77	3,200.30	553.47	17.29%	5099916400 OTHER MISC EXPENSES - G&A - NON	4,673.76	10,496.58	-5,822.82	-55.47%
0.00	39,194.02	-39,194.02	-100.00%	5099926000 UNALLOCATED EXPENSES	0.00	21,012.68	-21,012.68	-100.00%
78,504.72	**83,199.63**	**-4,694.91**	**-5.64%**	**5099999900 ** TOTAL MISCELLANEOUS EXPENS**	**305,370.60**	**221,253.87**	**84,116.73**	**38.02%**
				5110000000 ** INTEREST EXPENSES				
0.00	0.00	0.00	0.00%	5110116000 INTEREST - LONG-TERM DEBTS	0.00	0.00	0.00	0.00%
0.00	109.37	-109.37	-100.00%	5110216000 INTEREST - SHORT-TERM DEBTS	8,467.40	258.84	8,208.56	> 999.99%
0.00	0.00	0.00	0.00%	5110316000 INTEREST EXPENSE - LEASE & SBIT	0.00	0.00	0.00	0.00%
0.00	**109.37**	**-109.37**	**-100.00%**	**5119999900 ** TOTAL INTEREST**	**8,467.40**	**258.84**	**8,208.56**	**> 999.99%**
				5120000000 ** LEASE & RENTALS				> >
22,710.57	15,565.73	7,144.84	45.90%	5120401000 PASSENGER REVENUE VEHICLES -	80,372.06	28,385.21	51,986.85	183.15%
3,325.38	706.04	2,619.34	370.99%	5120516000 SERVICE VEHICLE LEASES	14,007.56	2,824.16	11,183.40	395.99%
0.00	0.00	0.00	0.00%	5120704000 GARAGE EQUIPMENT LEASES - MAIN	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5120901000 RADIO EQUIPMENT LEASES - OPS	0.00	0.00	0.00	0.00%
12,638.93	12,638.93	0.00	0.00%	5121216000 G&A FACILITIES LEASES	50,555.72	53,469.11	-2,913.39	-5.45%
85.34	83.30	2.04	2.45%	5121301000 MISC LEASES - OPS	341.36	2,212.09	-1,870.73	-84.57%
20,247.21	17,812.50	2,434.71	13.67%	5121304000 MISC LEASES - MAINT	78,425.02	66,800.43	11,624.59	17.40%
1,365.50	1,332.77	32.73	2.46%	5121316000 MISC LEASES - G&A	5,462.00	5,331.08	130.92	2.46%
68.28	66.63	1.65	2.48%	5121316200 MISC LEASES - IT	273.12	266.52	6.60	2.48%
0.00	0.00	0.00	0.00%	5121316300 MISC LEASES - IT - NON-REIMB	0.00	0.00	0.00	0.00%
0.00	2,100.00	-2,100.00	-100.00%	5121316400 MISC LEASES - G&A - NON-REIMB	0.00	2,100.00	-2,100.00	-100.00%
0.00	0.00	0.00	0.00%	5121399999 LEASES - GASB 87 CONTRA	0.00	0.00	0.00	0.00%
60,441.21	**50,305.90**	**10,135.31**	**20.15%**	**5129999900 ** TOTAL LEASE & RENTALS**	**229,436.84**	**161,388.60**	**68,048.24**	**42.16%**
				5130000000 ** DEPRECIATION				
22,861.78	23,532.21	-670.43	-2.85%	5130201000 PASSENGER SHELTER DEPRECIATIO	91,447.12	94,128.84	-2,681.72	-2.85%
392,790.90	475,655.87	-82,864.97	-17.42%	5130401000 REVENUE VEHICLE DEPRECIATION	1,571,163.60	1,902,623.48	-331,459.88	-17.42%
6,028.70	7,039.01	-1,010.31	-14.35%	5130516000 SERVICE VEHICLE DEPRECIATION	24,114.80	28,156.04	-4,041.24	-14.35%
5,904.04	5,904.04	0.00	0.00%	5130704000 GARAGE EQUIP DEPRECIATION	23,616.16	23,616.16	0.00	0.00%
1,469.50	926.67	542.83	58.58%	5130901000 REVENUE VEHICLE RADIO EQUIP DE	5,878.00	3,706.68	2,171.32	58.58%
6,328.78	6,328.79	-0.01	0.00%	5131016000 COMPUTER EQUIP DEPRECIATION	25,315.12	25,315.16	-0.04	0.00%
0.00	0.00	0.00	0.00%	5131116000 REVENUE COLLECTION EQUIP DEPR	0.00	0.00	0.00	0.00%
134,115.01	139,872.23	-5,757.22	-4.12%	5131216000 G&A FACILITIES DEPRECIATION	536,460.04	559,488.92	-23,028.88	-4.12%
3,121.70	3,121.70	0.00	0.00%	5131316000 G&A SYSTEM DEVELOPMENT DEPR	12,486.80	12,486.80	0.00	0.00%

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253.57	253.57	0.00	0.00%	5131416000 MISCELLANEOUS EQUIP DEPR	1,014.28	1,014.28	0.00	0.00%
0.00	0.00	0.00	0.00%	5131516000 OFFICE EQUIP DEPRECIATION	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5132016000 AMORTIZATION EXPENSE - LEASES	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5132116000 AMORTIZATION EXPENSE - SUBSCRI	0.00	0.00	0.00	0.00%
572,873.98	**662,634.09**	**-89,760.11**	**-13.55%**	**5139999900 ** TOTAL DEPRECIATION**	**2,291,495.92**	**2,650,536.36**	**-359,040.44**	**-13.55%**
0.00	0.00	0.00	0.00%	5170116000 DEBT SERVICE ON EQUIPMENT & FA	0.00	0.00	0.00	0.00%
4,593,957.32	**4,308,971.60**	**284,985.72**	**6.61%**	**5999990000 **** TOTAL EXPENSES ******	**18,160,309.86**	**17,233,574.91**	**926,734.95**	**5.38%**
2,854,112.75	**-52,713.77**	**2,906,826.52**	**< -999.99%**	**5999999800 NET SURPLUS (DEFICIT)**	**7,149,794.46**	**1,121,427.61**	**6,028,366.85**	**537.56%**

Champaign-Urbana Mass Transit District
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CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
160162	05-Oct-23	A1934	ADVANCE AUTO PARTS	$1.23		$1.23	
160163	05-Oct-23	A5085	AMERENIP	$3,823.01		$3,823.01	
160164	05-Oct-23	A7545	ILLINI GLASS SOLUTIONS	$706.16		$706.16	
160165	05-Oct-23	A8006	AT & T MOBILITY LLC	$180.78		$180.78	
160166	05-Oct-23	A8007	AT & T	$1,131.80		$1,131.80	
160167	05-Oct-23	C0365	CARLE PHYSICIAN GROUP	$2,016.00	$150.00	$1,866.00	
160168	05-Oct-23	C6262	COMBINED CHARITABLE CAMPAIGN	$4,180.26		$4,180.26	
160169	05-Oct-23	C6263	COMCAST CABLE	$629.27		$629.27	
160170	05-Oct-23	C8450	CU HARDWARE COMPANY	$31.29		$31.29	
160171	05-Oct-23	D0271	DANVILLE MASS TRANSIT	$1,144.00		$1,144.00	
160172	05-Oct-23	D3575	DIRECT ENERGY BUSINESS	$15,608.02		$15,608.02	
160173	05-Oct-23	D6389	DUTCH DOWERS	$155.39		$155.39	
160174	05-Oct-23	F6367	FORD CITY	$508.31		$508.31	
160175	05-Oct-23	I4790	ILLINOIS-AMERICAN WATER	$379.05		$379.05	
160176	05-Oct-23	I8235	I3 BROADBAND - CU	$654.99		$654.99	
160177	05-Oct-23	J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	$181.76		$181.76	
160178	05-Oct-23	K3515	KIMBALL MIDWEST	$240.80		$240.80	
160179	05-Oct-23	L0247	BRIAN LAMBERT	$42.49		$42.49	
160180	05-Oct-23	M2179	MENARD'S	$329.59		$329.59	
160181	05-Oct-23	M8550	MWM CONSULTING GROUP, INC.	$2,750.00		$2,750.00	
160182	05-Oct-23	N0320	NAPA AUTO PARTS	$1,689.23		$1,689.23	
160183	05-Oct-23	N2193	ANDREY NESBITT	$210.00		$210.00	
160184	05-Oct-23	P0404	PAUL'S MACHINE & WELDING	$320.00		$320.00	
160185	05-Oct-23	P2256	PETTY CASH (CHANGE FUND)	$588.00		$588.00	
160186	05-Oct-23	Q8300	QUADIENT LEASING USA INC	$146.31		$146.31	
160187	05-Oct-23	Q8455	QUILL	$32.99		$32.99	
160188	05-Oct-23	S0060	SAFEWORKS ILLINOIS	$425.00		$425.00	
160189	05-Oct-23	S2020	DONAVYN L. SEAY	$174.39		$174.39	
160190	05-Oct-23	S6235	SOUTHERN BUS & MOBILITY INC	$658.37		$658.37	
160191	05-Oct-23	T2205	CONSOLIDATED ELECTRICAL DISTRIBUTORS, IN	$104.16		$104.16	
160192	05-Oct-23	T2313	TFORCE FREIGHT, INC	$381.69		$381.69	
160193	05-Oct-23	T7420	TRILLIUM TRANSPORTATION FUELS, LLC	$9,750.00		$9,750.00	
160194	05-Oct-23	U5180	UNITED PARCEL SERVICE	$90.91		$90.91	
160195	05-Oct-23	U5996	UNIVERSITY OF ILLINOIS	$433.00		$433.00	
160196	05-Oct-23	U7355	U-C SANITARY DISTRICT	$1,018.24		$1,018.24	
160197	05-Oct-23	U7357	CITY OF URBANA	$10.50		$10.50	
160198	05-Oct-23	U7357	CITY OF URBANA	$2,621.22		$2,621.22	
160199	05-Oct-23	U7653	US BANK VENDOR SERVICES	$1,868.53	$161.65	$1,706.88	
160200	05-Oct-23	Z2000	ZEBRA	$5,500.00		$5,500.00	
160201	12-Oct-23	A5085	AMERENIP	$57.04		$57.04	
160202	12-Oct-23	A7545	ILLINI GLASS SOLUTIONS	$914.94		$914.94	
160203	12-Oct-23	C3052	CHAMPAIGN COUNTY REGIONAL PLANNING	$1,534.86		$1,534.86	
160204	12-Oct-23	C3512	CINTAS FIRST AID & SAFETY	$65.90		$65.90	
160205	12-Oct-23	C8445	RICH BRANTLEY	$200.00		$200.00	
160206	12-Oct-23	D0425	DAVIS ELECTRIC INC.	$4,968.00		$4,968.00	
160207	12-Oct-23	D0426	DAVIS-HOUK MECHANICAL, INC	$2,124.60		$2,124.60	
160208	12-Oct-23	F2014	F.E. MORAN, INC. FIRE PROTECTION	$1,435.06		$1,435.06	
160209	12-Oct-23	F2166	TPF HOLDINGS LLC	$500.00		$500.00	
160210	12-Oct-23	F6367	FORD CITY	$182.88		$182.88	
160211	12-Oct-23	G4290	GLOBAL INDUSTRIAL	$3,013.02		$3,013.02	
160212	12-Oct-23	G7345	GREGORY, INC.	$2,036.34		$2,036.34	
160213	12-Oct-23	I1595	IDENTISYS INCORPORATED	$1,104.00		$1,104.00	
160214	12-Oct-23	I4747	ILLINI FS, INC.	$56.00		$56.00	
160215	12-Oct-23	J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	$91.79		$91.79	
160216	12-Oct-23	J8850	JX ENTERPRISES, INC.	$1,638.44		$1,638.44	
160217	12-Oct-23	N0320	NAPA AUTO PARTS	$86.98		$86.98	
160218	12-Oct-23	S0060	SAFEWORKS ILLINOIS	$97.50		$97.50	

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CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
160219	12-Oct-23	T2064	TEE JAY CENTRAL, INC.	$3,191.50		$3,191.50	
160220	12-Oct-23	U7385	URBANA TRUE TIRES	$329.90		$329.90	
160221	12-Oct-23	V2233	VERIZON WIRELESS	$847.73		$847.73	
160222	19-Oct-23	A8012	AT&T	$172.76		$172.76	
160223	19-Oct-23	A85755	AUTOMOTIVE COLOR & SUPPLY CORP	$955.09		$955.09	
160224	19-Oct-23	B4517	BLAKE SALES TLP LLC	$5,506.20		$5,506.20	
160225	19-Oct-23	B7493	DEONTE BROWN	$73.51		$73.51	
160226	19-Oct-23	C2172	CMS/LGHP	$541,132.00	$4,040.00	$537,092.00	
160227	19-Oct-23	C3074	MARGARET A. CHAPLAN	$300.00		$300.00	
160228	19-Oct-23	C4511	CLARKE POWER SERVICES, INC.	$148.16		$148.16	
160229	19-Oct-23	C6263	COMCAST CABLE	$427.82		$427.82	
160230	19-Oct-23	C7325	DONALD L. GORBET	$443.33		$443.33	
160231	19-Oct-23	C8450	CU HARDWARE COMPANY	$21.22		$21.22	
160232	19-Oct-23	D2850	DEVELOPMENTAL SERVICES	$48,129.00		$48,129.00	
160233	19-Oct-23	D3404	BRADLEY S. DIEL	$300.00		$300.00	
160234	19-Oct-23	F3800	PHILIP FISCELLA	$150.00		$150.00	
160235	19-Oct-23	F6367	FORD CITY	$486.48		$486.48	
160236	19-Oct-23	I4747	ILLINI FS, INC.	$31,568.21		$31,568.21	
160237	19-Oct-23	I4790	ILLINOIS-AMERICAN WATER	$2,280.33		$2,280.33	
160238	19-Oct-23	I4973	ILLINOIS TOLLWAY	$65.55		$65.55	
160239	19-Oct-23	I5904	INTERSTATE BATTERIES	$274.46		$274.46	
160240	19-Oct-23	J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	$57.93		$57.93	
160241	19-Oct-23	J8850	JX ENTERPRISES, INC.	$4,573.19		$4,573.19	
160242	19-Oct-23	L6285	LOOMIS	$252.45		$252.45	
160243	19-Oct-23	M2179	MENARD'S	$1,032.43		$1,032.43	
160244	19-Oct-23	M2310	MEYER CAPEL	$9,090.00		$9,090.00	
160245	19-Oct-23	M3015	MH EQUIPMENT COMPANY	$117.09		$117.09	
160246	19-Oct-23	N0320	NAPA AUTO PARTS	$2,666.50		$2,666.50	
160247	19-Oct-23	P6275	CHRIS POPOVICH	$400.00		$400.00	
160248	19-Oct-23	Q8455	QUILL	$364.77		$364.77	
160248	19-Oct-23	Q8455	QUILL	($364.77)		($364.77)	X
160249	19-Oct-23	S0060	SAFEWORKS ILLINOIS	$292.50		$292.50	
160250	19-Oct-23	S2216	CHAMPAIGN AUTOMOTIVE LLC	$6,835.00		$6,835.00	
160251	19-Oct-23	S3086	SHERWIN-WILLIAMS	$209.29		$209.29	
160252	19-Oct-23	S6235	SOUTHERN BUS & MOBILITY INC	$2,600.64		$2,600.64	
160253	19-Oct-23	T2205	CONSOLIDATED ELECTRICAL DISTRIBUTORS, IN	$532.08		$532.08	
160254	19-Oct-23	T3063	THERMO KING MIDWEST, INC.	$9,269.28		$9,269.28	
160255	19-Oct-23	T7594	TRUCK TRENDS, INC.	$500.00		$500.00	
160256	19-Oct-23	U5180	UNITED PARCEL SERVICE	$591.23		$591.23	
160257	19-Oct-23	U7355	U-C SANITARY DISTRICT	$3,566.87		$3,566.87	
160258	19-Oct-23	U7357	CITY OF URBANA	$41.00		$41.00	
160259	19-Oct-23	U7385	URBANA TRUE TIRES	$1,349.96		$1,349.96	
160260	19-Oct-23	W3461	KEOSHA WILLIAMS	$61.44		$61.44	
160261	24-Oct-23	A5085	AMERENIP	$110.53		$110.53	
160262	24-Oct-23	A8007	AT & T	$248.84		$248.84	
160263	24-Oct-23	B2227	BERG TANKS	$810.00		$810.00	
160264	24-Oct-23	C6263	COMCAST CABLE	$241.14		$241.14	
160265	24-Oct-23	C7484	EARNESTINE CROOK	$44.95		$44.95	
160266	24-Oct-23	F6367	FORD CITY	$676.32		$676.32	
160267	24-Oct-23	I4790	ILLINOIS-AMERICAN WATER	$91.08		$91.08	
160268	24-Oct-23	J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	$247.80		$247.80	
160269	24-Oct-23	M2179	MENARD'S	$352.57		$352.57	
160270	24-Oct-23	P2255	PETTY CASH (GENERAL FUND)	$360.78		$360.78	
160271	24-Oct-23	P2259	PETTY CASH (IL TERMINAL)	$132.50		$132.50	
160272	24-Oct-23	Q8455	QUILL	$57.35		$57.35	
160273	24-Oct-23	S0060	SAFEWORKS ILLINOIS	$97.50	$97.50	$0.00	
160274	24-Oct-23	S3086	SHERWIN-WILLIAMS	$51.94		$51.94	

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160275	24-Oct-23	S3487	SILVER MACHINE SHOP	$2,306.00		$2,306.00	
160276	24-Oct-23	S6235	SOUTHERN BUS & MOBILITY INC	$645.20		$645.20	
160277	24-Oct-23	T2205	CONSOLIDATED ELECTRICAL DISTRIBUTORS, IN	$1,038.48		$1,038.48	
160278	24-Oct-23	U5180	UNITED PARCEL SERVICE	$321.48		$321.48	
160279	24-Oct-23	U7385	URBANA TRUE TIRES	$350.02		$350.02	
160280	24-Oct-23	V2233	VERIZON WIRELESS	$360.10	$360.10	$0.00	
10022023	02-Oct-23	D3100	DIVVY	$8,799.38		$8,799.38	
10062023	01-Oct-23	S8020	STANDARD INSURANCE COMPANY	$2,588.18	$68.60	$2,519.58	
10092023	12-Oct-23	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	$44,017.09		$44,017.09	
10102023	10-Oct-23	I4830	I.M.R.F.	$282,958.66		$282,958.66	
10102310	10-Oct-23	I4830	I.M.R.F.	$4,842.17	$3,212.40	$1,629.77	
10112023	13-Oct-23	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	$16,597.47		$16,597.47	
10122023	13-Oct-23	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	$11,644.44		$11,644.44	
10132023	13-Oct-23	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	$7,680.11		$7,680.11	
10172023	17-Oct-23	C3560	CIRCLE K FLEET	$28,653.31	$10,237.26	$18,416.05	
10182023	18-Oct-23	D3100	DIVVY	$19,991.54		$19,991.54	
10232023	23-Oct-23	I4830	I.M.R.F.	$6,950.59		$6,950.59	
10242023	27-Oct-23	A2487	AFLAC	$6,546.08		$6,546.08	
10262023	26-Oct-23	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	$43,460.45		$43,460.45	
10292023	30-Oct-23	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	$11,747.16		$11,747.16	
10302023	30-Oct-23	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	$7,730.11		$7,730.11	
10312023	30-Oct-23	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	$16,611.90		$16,611.90	
				$1,291,029.44	$18,327.51	$1,272,701.93	

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ACH	02-Oct-23	258645-B0427	BARBECK COMMUNICATION	$472.50		$472.50
ACH	02-Oct-23	258645-B2180	BENEFIT PLANNING CONSULTANTS, INC.	$969.50		$969.50
ACH	02-Oct-23	258645-C2159	CENTRAL STATES BUS SALES, INC.	$137.65		$137.65
ACH	02-Oct-23	258645-C3100	CHELSEA FINANCIAL GROUP, LTD.	$58,734.33		$58,734.33
ACH	02-Oct-23	258645-C3105	CHEMICAL MAINTENANCE, INC.	$1,336.08		$1,336.08
ACH	02-Oct-23	258645-C4588	CLEAN UNIFORM COMPANY	$686.14		$686.14
ACH	02-Oct-23	258645-D2012	DEAN'S GRAPHICS	$2,691.48		$2,691.48
ACH	02-Oct-23	258645-D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	$367.16		$367.16
ACH	02-Oct-23	258645-E5950	LTD TECHNOLOGY SOLUTIONS, INC.	$10,631.95		$10,631.95
ACH	02-Oct-23	258645-G2287	GFL ENVIRONMENTAL HOLDINGS (US), INC	$396.00		$396.00
ACH	02-Oct-23	258645-G7308	GRAINGER	$1,508.90		$1,508.90
ACH	02-Oct-23	258645-H2235	HERITAGE PETROLEUM, LLC	$23,433.17		$23,433.17
ACH	02-Oct-23	258645-H6260	ILLINOIS POWER MARKING CO	$11,391.86		$11,391.86
ACH	02-Oct-23	258645-I4750	ILLINI FIRE EQUIPMENT CO.	$305.00		$305.00
ACH	02-Oct-23	258645-I4840	ILLINOIS OIL MARKETING	$282.48		$282.48
ACH	02-Oct-23	258645-I5758	INIT INC.	$278,775.72		$278,775.72
ACH	02-Oct-23	258645-K2166	KEMPER INDUSTRIAL EQUIP.	$35.00		$35.00
ACH	02-Oct-23	258645-K2190	KEN'S OIL SERVICE, INC.	$2,299.62		$2,299.62
ACH	02-Oct-23	258645-K3575	KIRK'S AUTOMOTIVE	$1,900.00		$1,900.00
ACH	02-Oct-23	258645-M0377	MARTIN ONE SOURCE	$1,625.00		$1,625.00
ACH	02-Oct-23	258645-M1246	MCMASTER-CARR SUPPLY CO.	$568.97		$568.97
ACH	02-Oct-23	258645-M1269	MCS OFFICE TECHNOLOGIES	$360.00		$360.00
ACH	02-Oct-23	258645-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	$34,485.58		$34,485.58
ACH	02-Oct-23	258645-O7370	O'REILLY AUTOMOTIVE, INC.	$542.44		$542.44
ACH	02-Oct-23	258645-O7450	ORKIN EXTERMINATING CO.	$1,013.82		$1,013.82
ACH	02-Oct-23	258645-S3115	DANIEL J. HARTMAN	$11,300.50		$11,300.50
ACH	02-Oct-23	258645-S5023	SMART GROWTH AMERICA	$0.00		$0.00
ACH	02-Oct-23	258645-S5023	SMART GROWTH AMERICA	$1,250.00		$1,250.00
ACH	02-Oct-23	258645-S6814	SPORTWORKS NW, INC.	$8,030.37		$8,030.37
ACH	02-Oct-23	258645-T2225	TERMINAL SUPPLY COMPANY	$106.20		$106.20
ACH	02-Oct-23	258645-T3488	TSI COMMERCIAL FLOOR COVERING	$1,350.00		$1,350.00
ACH	06-Oct-23	258956-A4650	A-L TIER II, LLC	$3,199.45		$3,199.45
ACH	06-Oct-23	258956-A4716	ALLIANT INSURANCE SERVICES, INC.	$131.00		$131.00
ACH	06-Oct-23	258956-B3555	BIRKEY'S FARM STORE, INC.	$3,101.74		$3,101.74
ACH	06-Oct-23	258956-C0275	CCMSI	$35.00		$35.00
ACH	06-Oct-23	258956-C2165	CENTRAL ILLINOIS TRUCKS	$2,526.98		$2,526.98
ACH	06-Oct-23	258956-C3105	CHEMICAL MAINTENANCE, INC.	$602.33		$602.33
ACH	06-Oct-23	258956-C4588	CLEAN UNIFORM COMPANY	$685.81		$685.81
ACH	06-Oct-23	258956-C6258	COLUMBIA STREET ROASTERY	$283.90		$283.90
ACH	06-Oct-23	258956-C8510	CURRENT SOLUTIONS OF THE MIDWEST LLC	$24,500.00		$24,500.00
ACH	06-Oct-23	258956-D2012	DEAN'S GRAPHICS	$13,388.00		$13,388.00
ACH	06-Oct-23	258956-D2250	DELTA SAFETY SERVICES	$935.00		$935.00
ACH	06-Oct-23	258956-D7700	DS SERVICES OF AMERICA, INC.	$34.50		$34.50
ACH	06-Oct-23	258956-D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	$79.30		$79.30
ACH	06-Oct-23	258956-E0368	EAST PENN MANUFACTURING CO.	$5,037.22		$5,037.22
ACH	06-Oct-23	258956-E3390	EIGHT 22, LLC	$4,025.00		$4,025.00
ACH	06-Oct-23	258956-G2287	GFL ENVIRONMENTAL HOLDINGS (US), INC	$1,445.78		$1,445.78

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ACH	06-Oct-23	258956-G4293	GLOBAL TECHNICAL SYSTEMS, INC.	$2,411.20		$2,411.20
ACH	06-Oct-23	258956-G6300	GOODYEAR TIRE & RUBBER CO	$200.00		$200.00
ACH	06-Oct-23	258956-G7308	GRAINGER	$501.19		$501.19
ACH	06-Oct-23	258956-H3564	HIRERIGHT GIS INTERMEDIATE CORP, INC.	$1,317.87		$1,317.87
ACH	06-Oct-23	258956-I4750	ILLINI FIRE EQUIPMENT CO.	$608.50		$608.50
ACH	06-Oct-23	258956-I4840	ILLINOIS OIL MARKETING	$363.00		$363.00
ACH	06-Oct-23	258956-K2166	KEMPER INDUSTRIAL EQUIP.	$621.00		$621.00
ACH	06-Oct-23	258956-K2190	KEN'S OIL SERVICE, INC.	$24,372.91		$24,372.91
ACH	06-Oct-23	258956-K3575	KIRK'S AUTOMOTIVE	$1,900.00		$1,900.00
ACH	06-Oct-23	258956-L2005	DONALD DAVID OWEN	$2,175.00		$2,175.00
ACH	06-Oct-23	258956-L4783	LLOYDS REGISTER QUALITY ASSURANCE INC.	$860.00		$860.00
ACH	06-Oct-23	258956-M1269	MCS OFFICE TECHNOLOGIES	$16,732.00		$16,732.00
ACH	06-Oct-23	258956-M3490	MILITARY MAKEOVER LLC	$14,700.00		$14,700.00
ACH	06-Oct-23	258956-N2290	NEW FLYER INDUSTRIES	$629,109.19		$629,109.19
ACH	06-Oct-23	258956-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	$46,589.71		$46,589.71
ACH	06-Oct-23	258956-O7370	O'REILLY AUTOMOTIVE, INC.	$364.37		$364.37
ACH	06-Oct-23	258956-O7450	ORKIN EXTERMINATING CO.	$215.00		$215.00
ACH	06-Oct-23	258956-P0015	3PLAY MEDIA, INC	$99.46		$99.46
ACH	06-Oct-23	258956-P4521	CYNTHIA HOYLE	$1,885.00		$1,885.00
ACH	06-Oct-23	258956-R6000	ROBBINS, SCHWARTZ, NICHOLAS, LIFTON & TA	$324.00		$324.00
ACH	06-Oct-23	258956-R6120	ROGARDS OFFICE PRODUCTS	$84.02		$84.02
ACH	06-Oct-23	258956-S3115	DANIEL J. HARTMAN	$3,582.50	$120.00	$3,462.50
ACH	06-Oct-23	258956-S5023	SMART GROWTH AMERICA	$1,250.00		$1,250.00
ACH	06-Oct-23	258956-U5998	UNIVERSITY OF ILLINOIS	$32,732.83		$32,732.83
ACH	13-Oct-23	259295-B3555	BIRKEY'S FARM STORE, INC.	$2,227.22		$2,227.22
ACH	13-Oct-23	259295-C2165	CENTRAL ILLINOIS TRUCKS	$9,017.04		$9,017.04
ACH	13-Oct-23	259295-C3105	CHEMICAL MAINTENANCE, INC.	$1,151.34		$1,151.34
ACH	13-Oct-23	259295-C4588	CLEAN UNIFORM COMPANY	$860.09		$860.09
ACH	13-Oct-23	259295-C6258	COLUMBIA STREET ROASTERY	$192.55		$192.55
ACH	13-Oct-23	259295-D0423	DAVE & HARRY LOCKSMITHS	$4,620.00		$4,620.00
ACH	13-Oct-23	259295-D2126	DELL MARKETING LP	$2,057.29		$2,057.29
ACH	13-Oct-23	259295-D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	$378.98		$378.98
ACH	13-Oct-23	259295-H6260	ILLINOIS POWER MARKING CO	$11,455.47		$11,455.47
ACH	13-Oct-23	259295-I5562	INDIANA STANDARDS LABORATORY	$245.00		$245.00
ACH	13-Oct-23	259295-I5758	INIT INC.	$1,078.00		$1,078.00
ACH	13-Oct-23	259295-J6136	JOHNSON CONTROLS FIRE PROTECTION LP	$1,939.48		$1,939.48
ACH	13-Oct-23	259295-M1246	MCMASTER-CARR SUPPLY CO.	$251.37		$251.37
ACH	13-Oct-23	259295-M3408	MIDWEST TRANSIT EQUIPMENT, INC.	$982.74		$982.74
ACH	13-Oct-23	259295-M6334	MORGAN DISTRIBUTING, INC.	$21,932.22		$21,932.22
ACH	13-Oct-23	259295-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	$10,046.69		$10,046.69
ACH	13-Oct-23	259295-O7370	O'REILLY AUTOMOTIVE, INC.	$152.79		$152.79
ACH	13-Oct-23	259295-P4525	NORMA MCFARLAND	$463.82		$463.82
ACH	13-Oct-23	259295-S1156	SCHOONOVER SEWER SERVICE	$540.00		$540.00
ACH	13-Oct-23	259295-S2046	SECURITAS ELECTRONIC SECURITY INC.	$228.39		$228.39
ACH	13-Oct-23	259295-T9069	TWILIO INC	$1,028.78		$1,028.78
ACH	13-Oct-23	259295-V3370	VIA TRANSPORTATION, INC.	$2,174.47		$2,174.47
ACH	17-Oct-23	259489-N2290	NEW FLYER INDUSTRIES	$642,399.46		$642,399.46

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

From Date: 10/1/2023 Thru Date: 10/31/2023

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion
ACH	20-Oct-23	259607-A4804	ALPHA CONTROLS & SERVICES LLC	$1,100.26		$1,100.26
ACH	20-Oct-23	259607-B0427	BARBECK COMMUNICATION	$915.30	$915.30	$0.00
ACH	20-Oct-23	259607-B3555	BIRKEY'S FARM STORE, INC.	$16.68		$16.68
ACH	20-Oct-23	259607-B43301	RICHARD W. BARNES	$150.00		$150.00
ACH	20-Oct-23	259607-B8050	BAKER TILLY US, LLP	$4,850.00		$4,850.00
ACH	20-Oct-23	259607-C2165	CENTRAL ILLINOIS TRUCKS	$565.95		$565.95
ACH	20-Oct-23	259607-C3105	CHEMICAL MAINTENANCE, INC.	$4,171.42		$4,171.42
ACH	20-Oct-23	259607-C3110	CHEMTREAT, INC.	$1,979.00		$1,979.00
ACH	20-Oct-23	259607-C4588	CLEAN UNIFORM COMPANY	$1,396.14		$1,396.14
ACH	20-Oct-23	259607-C6258	COLUMBIA STREET ROASTERY	$100.00		$100.00
ACH	20-Oct-23	259607-C6272	COMMERCIAL COLLISION OF CHAMPAIGN, INC	$202.71		$202.71
ACH	20-Oct-23	259607-D0423	DAVE & HARRY LOCKSMITHS	$6.00		$6.00
ACH	20-Oct-23	259607-D2012	DEAN'S GRAPHICS	$8,510.36		$8,510.36
ACH	20-Oct-23	259607-D2123	TOMAS DELGADO	$50.00		$50.00
ACH	20-Oct-23	259607-D2126	DELL MARKETING LP	$5,560.14		$5,560.14
ACH	20-Oct-23	259607-D3630	DIXON GRAPHICS	$246.00		$246.00
ACH	20-Oct-23	259607-D8520	DUNCAN SUPPLY CO. INC.	$123.96		$123.96
ACH	20-Oct-23	259607-D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	$303.96		$303.96
ACH	20-Oct-23	259607-G6300	GOODYEAR TIRE & RUBBER CO	$507.61		$507.61
ACH	20-Oct-23	259607-G7308	GRAINGER	$2,394.34		$2,394.34
ACH	20-Oct-23	259607-H0300	BRUCE M. HANNON	$200.00		$200.00
ACH	20-Oct-23	259607-I4841	ILLINOIS PUBLIC RISK FUND	$30,640.00	$504.00	$30,136.00
ACH	20-Oct-23	259607-K2190	KEN'S OIL SERVICE, INC.	$4,882.29		$4,882.29
ACH	20-Oct-23	259607-K3575	KIRK'S AUTOMOTIVE	$1,900.00		$1,900.00
ACH	20-Oct-23	259607-M0350	MANSFIELD POWER & GAS LLC	$3,634.15		$3,634.15
ACH	20-Oct-23	259607-M1246	MCMASTER-CARR SUPPLY CO.	$935.27		$935.27
ACH	20-Oct-23	259607-M6334	MORGAN DISTRIBUTING, INC.	$42,131.13		$42,131.13
ACH	20-Oct-23	259607-N2290	NEW FLYER INDUSTRIES	$629,109.19		$629,109.19
ACH	20-Oct-23	259607-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	$28,690.29		$28,690.29
ACH	20-Oct-23	259607-N6450	ALAN NUDO	$150.00		$150.00
ACH	20-Oct-23	259607-O7370	O'REILLY AUTOMOTIVE, INC.	$413.43		$413.43
ACH	20-Oct-23	259607-O7450	ORKIN EXTERMINATING CO.	$8,621.65		$8,621.65
ACH	20-Oct-23	259607-R6120	ROGARDS OFFICE PRODUCTS	$298.74		$298.74
ACH	20-Oct-23	259607-S5192	S.J. SMITH WELDING SUPPLY	$193.31		$193.31
ACH	20-Oct-23	259607-T2225	TERMINAL SUPPLY COMPANY	$185.75		$185.75
ACH	20-Oct-23	259607-U60295	ULINE	$774.98		$774.98
ACH	25-Oct-23	259776-B2180	BENEFIT PLANNING CONSULTANTS, INC.	$630.50		$630.50
ACH	25-Oct-23	259776-B3555	BIRKEY'S FARM STORE, INC.	$824.40		$824.40
ACH	25-Oct-23	259776-C2165	CENTRAL ILLINOIS TRUCKS	$3,438.52		$3,438.52
ACH	25-Oct-23	259776-C3100	CHELSEA FINANCIAL GROUP, LTD.	$58,734.33		$58,734.33
ACH	25-Oct-23	259776-C3105	CHEMICAL MAINTENANCE, INC.	$738.07		$738.07
ACH	25-Oct-23	259776-C4588	CLEAN UNIFORM COMPANY	$108.70		$108.70
ACH	25-Oct-23	259776-C4592	BEVERLY J. WHITE	$2,883.00		$2,883.00
ACH	25-Oct-23	259776-D8520	DUNCAN SUPPLY CO. INC.	$479.40		$479.40
ACH	25-Oct-23	259776-D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	$90.80		$90.80
ACH	25-Oct-23	259776-G6300	GOODYEAR TIRE & RUBBER CO	$14,093.50		$14,093.50
ACH	25-Oct-23	259776-G7375	GRIMCO, INC	$743.44		$743.44

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

From Date: 10/1/2023 Thru Date: 10/31/2023

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion
ACH	25-Oct-23	259776-H2235	HERITAGE PETROLEUM, LLC	$21,954.83		$21,954.83
ACH	25-Oct-23	259776-I5773	INSIGHT PUBLIC SECTOR, INC	$3,199.58		$3,199.58
ACH	25-Oct-23	259776-M1246	MCMASTER-CARR SUPPLY CO.	$289.15		$289.15
ACH	25-Oct-23	259776-M1269	MCS OFFICE TECHNOLOGIES	$543.75		$543.75
ACH	25-Oct-23	259776-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	$13,321.90		$13,321.90
ACH	25-Oct-23	259776-O7370	O'REILLY AUTOMOTIVE, INC.	$16.96		$16.96
ACH	25-Oct-23	259776-O7450	ORKIN EXTERMINATING CO.	$396.99		$396.99
ACH	25-Oct-23	259776-S6814	SPORTWORKS NW, INC.	$686.12		$686.12
ACH	25-Oct-23	259776-V3375	FRANCISCO Y AMBROS	$2,040.00		$2,040.00
ACH	30-Oct-23	260005-N2290	NEW FLYER INDUSTRIES	$642,399.46		$642,399.46
				$3,568,943.78	$1,539.30	$3,567,404.48

Champaign Urbana Mass Transit District

Accounts Payable Check Disbursement List

Checking Account #: 011-8189-0 FLEX CHECKING-BUSEY BANK

From Date: 10/31/2023 **Thru Date:** 10/31/2023

Check #	Check Date	Ref #	Name	Amount	Voided
10312023	10/31/2023	F4640	FLEX-EMPLOYEE REIMB.	$20,545.79	
			Total:	$20,545.79	

MTD - Bank & Investment Balances

Financial Institution	Bank Bal @ 10/31/23	Interest Rate	Maturity
Busey Bank			
Payroll	$5,000.00	-	-
Illinois Terminal - Square POS	$65,178.97	-	-
Operating	$350,000.00	-	-
C-CARTS	$103,560.88	-	-
Sec 125 Flexible Spending Plan	$41,102.26	-	-
ATM	$22,624.82	-	-
Money Market	$26,453,154.58	4.49%	-
First Mid Bank	$13,306,212.97	4.51%	-
Prospect Bank			-
MuniWise	$8,541.91	2.00%	
MuniWise Flex	$9,722,368.92	4.51%	
Total	**$50,077,745.31**		

MTD - Capital Reserve @ 10/31/23 & Operating

Capital Reserve -Budgeted (FY24 Capital Budget)	$21,415,300.00
Capital Reserve -Unbudgeted	$18,714,892.00
Operating	$9,947,553.31
Total	**$50,077,745.31**

ORDINANCE NO. 2023-3
GENERAL TAX LEVY ORDINANCE OF THE
CHAMPAIGN-URBANA MASS TRANSIT DISTRICT
CHAMPAIGN COUNTY, ILLINOIS
FOR THE FISCAL YEAR BEGINNING JULY 1, 2023
AND ENDING JUNE 30, 2024

WHEREAS, the current fiscal year of the Champaign-Urbana Mass Transit District Champaign County, Illinois, begins July 1, 2023 and ends on June 30, 2024, and the said District is required by law to adopt its Budget and Appropriation Ordinance prior to or in the first quarter of such fiscal year, and the Board of Trustees has adopted such Ordinance after due notice and public hearing as required by law on June 28, 2023, and

WHEREAS, said Budget and Appropriation Ordinance appropriated a total amount of money in the amount of Fifty-Five Million Eight Hundred Thirty-Six Thousand Five Hundred and No/100 Dollars ($55,836,500), all as detailed and set forth therein.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE CHAMPAIGN-URBANA MASS TRANSIT DISTRICT, Champaign County, Illinois, that:

Section 1. For the following corporate purposes of the Champaign-Urbana Mass Transit District and in the stated amounts, to wit:

	AMOUNT APPROPRIATED	AMOUNT LEVIED
General Fund	$49,304,500	$8,980,525
Illinois Municipal Retirement Fund	2,990,000	1,600,000
Audit	36,000	25,146
Liability Insurance	1,200,000	700,000
Social Security	1,905,000	1,020,000
Unemployment Insurance	66,000	40,000
Workers Compensation	335,000	100,000
Total	$55,836,500	$12,465,671

There is hereby levied in the aggregate, a general tax upon all taxable property within the Champaign-Urbana Mass Transit District, Champaign County, Illinois, as the same is assessed and equalized for State and County purposes for the year 2023 to be levied and assessed in the year 2024, the aggregate sum of Twelve Million Four Hundred Sixty-Five Thousand Six Hundred Seventy-One and No/100 Dollars ($12,465,671), comprised as follows:

a. For general corporate purposes, the sum of Eight Million Nine Hundred Eighty Thousand Five Hundred Twenty-Five and No/100 Dollars ($8,980,525).

b. There is further levied, in addition to all other taxes and exclusive of and in addition to the amount of taxes levied for general purposes, the amount of One Million Six Hundred Thousand and No/100 Dollars ($1,600,000) for the purpose of providing monies for the Champaign-Urbana Mass Transit District's contributions required for Illinois Municipal Retirement Fund contributions.

c. There is further levied, in addition to all other taxes levied for general purposes, the amount of Twenty-Five Thousand One Hundred Forty-Six and No/100 Dollars ($25,146) for auditing.

d. There is further levied, in addition to all other taxes levied for general purposes, the amount of Seven Hundred Thousand and No/100 Dollars ($700,000) for liability insurance, claims service and claims.

e. There is further levied, in addition to all other taxes levied for general purposes, the amount of One Million Twenty Thousand and No/100 Dollars ($1,020,000) for the purpose of providing monies for the Champaign-Urbana Mass Transit District's contribution required for Social Security System contributions.

f. There is further levied, in addition to all other taxes levied for general purposes, the amount of Forty Thousand and No/100 Dollars ($40,000) for unemployment insurance.

g. There is further levied, in addition to all other taxes levied for general purposes, the amount of One Hundred Thousand and No/100 Dollars ($100,000) for protection of the Champaign- Urbana Mass Transit District under the Worker's Compensation Act.

Section 2. This Ordinance shall be effective upon its passage.

Section 3. The Secretary of the Board of Trustees is directed to file a certified copy of this ordinance with the County Clerk of Champaign County, Illinois.

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 6th day of December, 2023.

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT

BY: _____
Chair, Board of Trustees

APPROVED by the Board of Trustees of the Champaign-Urbana Mass Transit District this 6th day of December, 2023.

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT

BY: _____
Secretary

To:	Karl Gnadt, Managing Director/CEO
From:	Ryan Blackman, Technology Services Director
Date:	December 6, 2023
Subject:	Approval of Phone System Replacement

A. Introduction: The District recommends replacement of MTD's phone system.

B. Recommended Action: Authorize Managing Director to enter into a contract with Technology Innovations Group, LLC (TIG) in the amount of $189,758.69 for a replacement of the District's phone system.

C. Summary: MTD's current phone system is an analog Toshiba system that was installed in 2003 when MTD moved into the 1101 Administration & Operations facility. It was upgraded in 2016 to add automatic call distribution (ACD) functionality.

This antiquated system does not support many of the features expected in a modern phone system. More importantly, the system is no longer supported by Toshiba, which makes both parts and support very difficult to obtain. Our local vendor - while working hard to provide support to the best of their ability - has also indicated that they cannot commit to supporting the system long-term. Since March 2023, we have been unable to report on or gain any insight into call volume or call center agent performance.

The new Mitel phone system proposed by TIG will be a wholesale replacement of MTD's current Toshiba system. It will provide MTD with modern phone system features such as soft phones, presence detection, remote phones, and a corporate directory.

D. Prior Trustee Action: On June 28, 2023, the board voted to adopt the Budget and Appropriations Ordinance (Ordinance No. 2023-1) for FY2024. The phone system replacement project is listed as a capital project funded with a 65/35 Downstate Operating Assistance Debt Service and Locally funded item.

E. Background: The District engaged in a competitive RFP process for a phone system replacement. On September 18, the District released RFP #2023-006: Phone System Replacement. Five proposals were received, and an evaluation committee comprised of the Chief of Staff, Customer Service Director, Technology Services Director, Network & Systems Administrator, and Technology Support Specialist reviewed all proposals. The evaluation committee requested demonstrations from three proposers. Following demonstrations with a wider group of stakeholders, TIG was unanimously selected by the committee for recommendation to the Managing Director.

F. Advantages/disadvantages: Approving the project will ensure that the District's phone system remains functional and protect MTD's ability to provide phone-based customer service and facilitate internal communications.

G. Budget & Staffing Impacts: This project is budgeted for FY24. It will be funded as using Downstate Operating Assistance Program funds (DOAP). The total cost is $189,758.69 ($123,343.15 State, $66,415.54 local). This includes $102,104.50 in operating expenses and $87,654.19 in capital expenses which will utilize DOAP debt service financing.

Attachment A – Proposals Received

The below table includes all proposals received and the aggregate scores from the evaluation committee.

Proposer	Project Implementation Plan (35)	Support & Maintenance (35)	References (20)	Cost (10)	Total Score
Technology Innovations Group	31	32	19	8	90
Marco Technologies	28	28	17	8	81
Consolidated Communications	25	28	11	7	71
ConvergeOne	20	23	0	5	48
Pavlov	12	13	10	7	42

To: Karl Gnadt, Managing Director

From: Victoria Carrington, Finance & Procurement Specialist

Date: November 24, 2023

Subject: Phone System Replacement

On September 12, 2023, MTD published a request for proposals (RFP) for a Phone System Replacement on the District's website, Mass Transit Magazine's digital media, and the local newspaper, the News-Gazette. An Evaluation Committee was formed to review the proposals received in response to RFP 2023-006. The Committee consisted of the following staff: Amy Snyder, Chief of Staff; Don Orr, Lead Technology Support Specialist; Drew Bargmann, Customer Service Director; Luis Cornejo, Network and Systems Administrator; and Ryan Blackman, Technology Services Director. Proposals received were scored independently by evaluators based on the criteria listed in Table 1.

Table 1: Proposal Evaluation Criteria

Criteria	Possible Points
Project Implementation Plan	35
Support & Maintenance	35
References	20
Cost	10
Total	100

On October 27, 2023, MTD received five proposals in response to RFP No. 2023-006 from the following companies: Consolidated Communications, ConvergeOne, Marco Technologies, Pavlov Media, and Telcom Innovations Group. Committee members independently reviewed and scored the proposals. The average of the independent evaluation scores is shown in Table 2. The Committee met on November 10, 2023, to discuss their evaluations.

Table 2: Proposal Evaluation Scores

Criteria (Possible Points)	Telcom	Marco	Consolidated	ConvergeOne	Pavlov
Project Implementation Plan (35)	31	28	25	20	12
Support & Maintenance (35)	32	28	28	23	13
References (20)	19	17	11	0	10
Cost (10)	8	8	7	5	7
Total (100)	90	81	71	48	42

During the November 10th meeting, the Primary Evaluation Committee determined the need for product demonstrations to be performed by proposers. The Committee selected the three highest scoring proposals for invitation to provide demonstrations. These three selected proposals were provided to MTD by Consolidated Communications, Marco Technologies, and Telcom Innovations Group. Also, during this meeting the Primary Evaluation Committee developed a Secondary Evaluation Committee to assist in the evaluation of the product demonstrations. The Secondary Evaluation Committee consisted of the following MTD staff: Allison Haines, Customer Support Specialist; Annie Clay, Customer Service Office Supervisor; Carman Hendricks, Technology Support Specialist; Joshua Dhom, Illinois Terminal Director; and Olivia Hendershot, Illinois Terminal Office Supervisor.

The product demonstrations for the selected proposers were held on the following dates: Marco Technologies, November 14, 2023; Telcom Innovations Group, November 15, 2023; and Consolidated Communications, November 16, 2023. Both the Primary and Secondary Evaluation Committees independently scored the demonstrations using the criteria in Table 3.

Table 3: Demonstration Evaluation Criteria

Criteria	Possible Points
Overall Features & Functionality	5
Front-end User Experience	5
Back-end User Experience	5
Total	15

The Committee members met after each demonstration for internal discussion to debrief and review their independent evaluations. The average of the independent evaluation scores is shown in Table 4.

Table 4: Demonstration Evaluation Scores

Criteria (Possible Points)	Telcom	Marco	Consolidated
Overall Features & Functions (5)	4	4	3
Front-end User Experience (5)	4	4	2
Back-end User Experience (5)	4	3	3
Total (15)	12	11	8

The Primary Evaluation Committee met again on November 17, 2023, to debrief and review both sets of evaluation scores and determine the final recommendation. Notes from the debrief are listed below.

Telcom Innovations Group, LLC

- Proposed solution offered greatest emphasis on redundancy, providing more assurance in the face of a network outage.
- Robust customizable reporting options and ease of use for both front- and back- end users, while also providing desired Microsoft Teams integration capabilities.
- Provided meticulous project implementation, annual support, training, and maintenance plans.
- Was not able to offer solutions for overhead paging, but the system is able to integrate with all modern paging systems.

Marco Technologies, LLC

- Offered user-friendly solution for both front- and back- end, customizable reporting options, and highly detailed training plan for end-users: call center and administration.
- Has multiple local offices in the Downstate area and is the phone system provider for other transit and local governmental agencies.
- Proposed exceptional automatic call distribution features that fit the District's needs.
- Provided limited redundancy using one network controller for three locations and less robust system design.

Consolidated Communications

- Historical knowledge of MTD's overall operation and incumbent phone system.

- Offered robust features such as screen-pops, automatic voicemail transcription, physical and soft facsimile, custom branding features with ability to use MTD's name and logo on software and equipment.
- Proposed multiple solutions: their cloud-based solution minimizes redundancy concerns and offered exceptional viability compared to other cloud solutions proposed.
- Concerns with the limited automatic call distribution functionality, reporting customization, and details regarding project implementation, migration, and training.

Both Telcom Innovations Group, LLC and Marco Technologies, LLC offered the Mitel phone system solution which was determined the best overall fit for the District's needs. Upon further discussion of overall system network, the proposed project plan, and cost, the Committee unanimously identified Telcom Innovations Group, LLC as the recommendation for contract award.

Cost

Table 5 depicts the bid tabulation for this RFP using the Cost Proposal form that was required to be completed and included within proposal submissions.

Table 5: Phone System Replacement Bid Tabulation

Item	ConvergeOne	Consolidated	Marco	Telcom	Pavlov
Telephone System Hardware	$ 26,672.52	$ 147,517.53	$ 37,318.63	$ 17,875.00	$ 42,894.72
Telephone System Solution	$ 56,403.08	$ -	$ 37,318.63	$ 47,944.94	$ 39,600.00
Professional Services	$ 29,585.00	$ 2,870.91	$ 10,583.64	$ 7,400.00	$ 2,950.00
Migration	$ 29,585.00	$ 2,870.91	$ 10,583.64	$ 7,400.00	$ 2,212.50
Testing	$ 29,585.00	$ 2,870.91	$ 10,583.64	$ 7,400.00	$ 2,212.50
Decommission	Not Incl.	$ 2,870.91	$ 10,583.64	$ 7,400.00	$ 2,950.00
Support & Maint - YR1	$ 18,669.48	$ 9,063.67	$ 17,446.08	$ 7,400.00	$ 13,632.00
Support & Maint - YR2	$ 18,669.48	$ 9,063.67	$ 17,446.08	$ 19,958.35	$ 13,632.00
Support & Maint - YR3	$ 18,669.48	$ 9,063.67	$ 17,446.08	$ 19,958.35	$ 13,632.00
Total	$ 227,839.04	$ 186,192.17	$ 169,310.03	$ 142,736.64	$ 133,715.72

Telcom's original cost proposal was one of the most cost-effective solutions proposed. Staff negotiated with Telcom to include the desired hardware that would fit the needs of phone users Districtwide, as well as a total of five (5) years of maintenance, support, and licensing subscriptions rather than the three years listed on the Cost Proposal form. Table 6 reflects the original cost proposed and the final offer received from Telcom.

Table 6: Telcom Innovations Group – Cost Summary

Item	Original	Final
Telephone System Hardware	$ 17,875.00	$ 35,000.60
Telephone System Solution	$ 54,646.94	$ 39,469.99
Professional Services	$ 7,400.00	$ 7,400.00
Migration	$ 7,400.00	$ 7,400.00
Testing	$ 7,400.00	$ 7,400.00
Decommission	$ 7,400.00	$ 7,400.00
Support & Maint – YR1	$ 7,400.00	$ 7,400.00
Support & Maint – YR2	$ 19,958.35	$ 21,538.15
Support & Maint – YR3	$ 19,958.35	$ 21,538.15
Public Sector Discount	$ (6,702.00)	$ (7,864.50)
Total	**$ 142,736.64**	**$ 146,682.39**
Support & Maint – YR4	$ 19,958.35	$ 21,538.15
Support & Maint – YR5	$ 19,958.35	$ 21,538.15
Total	**$ 182,653.34**	**$ 189,758.69**

CONTRACT

PHONE SYSTEM REPLACEMENT

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:

A. Form of Contract
B. Exhibit A – Illinois Department of Transportation Standard Clauses & Provisions
C. Exhibit B – Telcom Innovations Group, LLC. Purchase Agreement & Design Guidelines for the Implementation of VoIP Platforms
D. Exhibit C – Telcom Innovations Group, LLC. Cost Summary
E. Exhibit D – Telcom Innovations Group, LLC. Notice of Exception
F. RFP #2023-006: Phone System Replacement & Addenda 1-4
G. Proposal submitted by Telcom Innovations Group, LLC. on October 27, 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 (MTD) shall pay $189,758.69 and Telcom Innovations Group, LLC (TIG) shall accept the amount as full compensation for all costs and expenses of completing the scope of work as described in the RFP and the Proposal submitted 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, as detailed on Exhibit C. On the Anniversary Date of this Agreement, any additional equipment to be covered will result in an increase of the maintenance service rates or other charges (Annual Charges) which are to be paid on or before the Anniversary Date.

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.

Payment Schedule

TIG shall invoice MTD for all work, costs, and expenses for per the milestones and payments per the schedule below to reflect equipment or services rendered and accepted towards the completion of such effort. The amounts due under such invoice shall be payable within thirty (30) days of acceptance of the services performed and no later than sixty (60) days after receipt of such invoice. Any deviation from the milestone payment schedule shall be duly approved by authorized representatives of MTD and TIG.

Milestone Description	Percent	Cost
Contract Execution	50%	$ 94,879.35
Equipment Delivery	40%	75,903.48
Acceptance	10%	18,975.86

3. Contract Term and Period of Performance

The term and effective date of this Agreement shall commence on the date of which the contract is fully executed and will cover a period of five (5) consecutive years. MTD reserves the right to extend the term of this Agreement for additional years of TIG Industry Standard Support and Mitel Standard Software Assurance upon conclusion of the term. Either party may terminate this Agreement upon thirty (30) days written notice to the other party.

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 Avenue
Urbana, Illinois 61802

Telcom Innovations Group, LLC
125 North Prospect Avenue
Itasca, Illinois 60143

5. Entire Agreement

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

Champaign-Urbana Mass Transit District	**Telcom Innovations Group, LLC**
Signature of Authorized Official	Signature of Authorized Official
Print Name	Print Name
Title	Title
Date	Date
37-0925614 Tax ID Number	36-4156820 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:

a. 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.

b. 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.

c. 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.

d. 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.

e. 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.

f. 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.

g. 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.

TELCOM INNOVATIONS GROUP
125 N. Prospect
Itasca, IL 60143
(630) 350-0700 FAX (630) 350-0711

Purchase Agreement
Data/VoIP Systems

Telcom Innovations Group (referred to as "Seller") and _____ (referred to as "Buyer") hereby agree as follows:

1. Seller hereby agrees to sell and Buyer hereby agrees to purchase the following equipment ("Equipment") subject to the following terms and conditions:

A. EQUIPMENT

QUAN.	DESCRIPTION

Note: For all digital carrier circuits (T-1, PRI & BRI), TIG will guarantee that all of the required DATA/VOIP hardware and software will be installed, programmed and tested by the providers due date. TIG cannot guarantee any services provided from third parties or their performance in delivering those services. Any failure of third party providers may result in additional charges from TIG.
Please note that all terms and conditions apply to all new equipment and cabling furnished by Seller directly. Any and all pre-existing cabling, telephone(s), telephone connection equipment, paging equipment, data devices to be reused by Buyer or otherwise not furnished by Seller, is not warrantied hereunder, or covered by TIG's Maintenance Agreement unless otherwise specified.
All cabling required to provide connectivity from Buyer's "Point of Presence," (also referred to as Net POP) provided by AT&T, Inc., is Buyer's responsibility to arrange for unless otherwise specified as part of the TIG itemization attached herein.
CUSTOMER PROVIDED SERVERS-All customer-provided servers will comply with manufacturer server specifications and minimally meet the specifications provided to you by your TIG Account Executive. All hardware, operating system and application software (SQL, Excel, Internet Explorer, etc.) required will be assembled, preloaded and tested prior to being shipped to TIG. Any labor required to bring any customer-provided equipment up to application specifications will be billed on an hourly basis at TIG's Professional Services labor rate.
The Pricing provided includes manufacturer incentives which require the return on certain components. These components must be returned to TIG within 2 weeks for the proposed pricing to be held. In the event the parts are not returned to TIG within 2 weeks, TIG will invoice the amount of the incentive back to the customer.

B. PURCHASE PRICE: $_____ (plus all applicable taxes).

C. TERMS OF PAYMENT
Buyer shall pay to Seller the total Purchase Price indicated in item B above. Terms of payment shall be one-half (50%) payable as deposit upon execution of this Agreement; 40% upon Equipment delivery; 10% payable upon cutover.

Seller acknowledges receipt of $_____ as deposit against the Purchase Price.

NOTE: Interest at the rate of one and one-half percent (1½%) per month will be charged on amounts not paid by Buyer when due.

IN WITNESS WHEREOF, the parties hereto have caused this, Agreement to be properly executed intending that it should be legally binding upon them and their respective heirs, successors and assigns.

Date: _____ Date: _____

BUYER: SELLER: Telcom Innovations Group

by: _____ by: _____

_____ _____

Title: _____ Title: _____

continued . . . .

Terms and Conditions Continued—

2. Limited Warranty and Limitation of Remedy.

a. Subject to all of the provisions of this Paragraph, Seller warrants for a period of 90 days (unless otherwise specified on the Equipment Description) from the Date of Installation of the Equipment for use by Buyer, that as of the Date of Installation the Equipment will be free from defects in material and workmanship. This warranty does not, however, extend to any item of Equipment which has been repaired, by anyone other than employees or authorized representatives of Seller, abused or improperly handled, stored, altered or used with third party material or equipment that is defected or of poor quality, or to any item of Equipment that has not been installed by Seller. The warranty stated above shall be in lieu of and excludes all other expressed or implied warranties including, but not limited to warranties of merchantability or fitness for a particular purpose or any warranty arising from course of dealing or usage of trade.

b. If Buyer notifies Seller of any defects covered by this warranty within the above stated 90 day period, Seller shall, at Seller's option, repair or replace the Equipment at its expense. Such repair or replacement shall be Buyer's exclusive remedy for breach of warranty, for negligence, or otherwise in connection with the transaction contemplated by this Agreement.

c. Seller shall not be liable for any special or consequential damages or for loss, damage or expense directly or indirectly arising under this agreement, arising from the use of the equipment sold hereunder, from buyer's in ability to use the equipment either separately or in combination with any other equipment or from any other cause.

d. Seller disclaims any express or implied warranty that its equipment is technically immune from or prevents fraudulent intrusions into and/or unauthorized use of the system (including its interconnection to a long distance network). Customer is hereby warned that fraudulent use of the system, including but not limited to DISA, Auto Attendant, Voice Mail, RMATS, 800, 888 and 900 service, is possible. Customer hereby assumes all risk of such fraudulent or unauthorized use or intrusion.

e. In the event of any manufacturer defects in the covered equipment, Telcom Innovations Group will provide the same remedies to the end user as the manufacturer provides to Telcom Innovations Group.

3. Seller's Installation Obligations.

Seller's services shall be limited to the installation of the Equipment on the Buyer's side of the equipment connecting the Equipment to the telephone system operated by the local telephone utility.

4. Buyer's Installation Obligations.

Seller agrees to deliver and install Equipment at Buyer's business premises ("Premises"). Buyer agrees to make the Premises available and ready for installation of Equipment and at its own expense including the furnishing of commercial power, the necessary environment and the access necessary to install and maintain the Equipment.

5. Seller's Security Interest.

Until such time as Buyer has paid Seller the Purchase Price in full, Buyer hereby grants and Seller hereby retains a purchase money security interest in the Equipment. Buyer agrees to execute all instruments (including financing statements) deemed necessary by Seller under applicable law to establish, maintain and continue perfected Seller's security interest in the Equipment or otherwise protect its rights in and to the Equipment. Seller agrees to furnish Buyer all documents necessary to release such security interest upon payment by Buyer of the Purchase Price in full.

6. Damages Upon Default.

a. Failure of the Buyer to perform any of its obligations under this Agreement, or the insolvency of Buyer, or the breach by Buyer of any warranty or representation hereunder of Buyer shall constitute a default by Buyer.

b. Should default by Buyer occur before delivery of the Equipment to Buyer's Premises, Buyer acknowledges that Seller in connection with the performance of this Agreement will have incurred costs and expenses to Seller's damage. Therefore, Buyer agrees that Seller may retain Buyer's deposit against the Purchase Price as liquidated damages upon default occurring before delivery of the Equipment.

c. Should default occur after delivery of the Equipment:

(i) Seller shall have the right to enter any premises, and may without breach of the peace, take possession of the Equipment and take any other remedy available to it and Buyer shall pay all reasonable costs incurred by Seller in repossessing the Equipment, plus the costs of resale and all costs of collection and interest at the rate of one and one-half percent (1½%) per month on the full balance due of the Purchase Price; and

(ii) Seller shall be entitled to receive damages actually incurred by it as a result of such default including loss of profits.

d. The above remedies shall be cumulative and shall not preclude the exercise of any of Seller's rights available to it under law. Failure to enforce a breach shall not preclude later enforcement.

7. Attorney's Fees.

Buyer agrees to pay, upon demand, any and all costs, fees and expenses, including attorney's fees, incurred by Seller in enforcing any of Seller's rights hereunder.

8. Amendment and Construction.

Any changes in the terms of this Agreement or to any of the Schedules attached hereto and made a part hereof, or any waiver or termination hereunder, shall be effective only if in writing, signed by an authorized representative of Buyer and authorized representative of Seller. The parties hereto agree that this Agreement shall be governed and controlled by the laws of the State of Illinois, to the exclusion of the law of any other forum and without regard to the jurisdiction in which any action or proceeding may be instituted. Any part or parts of this Agreement which is or are declared to be invalid, unenforceable, null and void, or unconstitutional shall not affect the validity of the remaining provisions thereof.

9. Risk of Loss.

Buyer's risk of loss for any damage to or destruction of the Equipment commences upon delivery to Buyer's Premises, regardless of any breach by Seller, and shall be borne by Buyer except for damage due to the willful misconduct of Seller.

10. ENTIRE AGREEMENT.

Buyer has carefully read all provisions of this agreement. This agreement constitutes the complete and exclusive statement of the terms and conditions. There are no representations, warranties or stipulations; written or oral, not herein contained.

Until accepted and signed by an officer of seller at its principal office, this agreement shall not become effective and shall not constitute a binding contract.

11. Force Majeure.

The timeliness of performance by Seller of its obligations under this Agreement is in every case subject to delays caused by acts of God, war, riot, fire, explosion, accident, flood, sabotage, inability to obtain fuel or power, governmental laws, regulations or orders, acts or inaction of Buyer, inability of Seller's subcontractors to perform, or any other cause beyond the reasonable control of Seller, or labor trouble, strike, lockout or injunction (whether or not such labor event is within the reasonable control of Seller). In the event of any such delay, the period of time for performance of services affected by such delay will be extended to reflect the effective delay occasioned thereby.

12. Assignment.

Seller may assign, subcontract, transfer or otherwise dispose of, in whole or in part, any of its interests, rights or obligations under this Agreement. Buyer shall not assign or subcontract any part or all of its interests hereunder except upon written consent of Seller, which consent shall not be unreasonably withheld, and any attempted assignment or subcontracting without Seller's prior written consent shall be null and void.

TELCOM INNOVATIONS GROUP
125 N. Prospect
Itasca, IL 60143
(630) 350-0700 FAX (630) 350-0711

Maintenance Agreement
Telecommunications System
TIG Enhanced

Customer:

Term 1 Year

System(s) _____ Anniversary Date _____ Effective Date _____

Software _____ Contract No. _____ Annual Charges _____

TERMS AND CONDITIONS

1. MAINTENANCE SERVICES

Pursuant to the terms and conditions of this agreement (Agreement), Telcom Innovations Group shall provide the Customer during the Term of this Agreement, including any renewal Term, and with respect to the Equipment, the services summarized as follows:

- Ongoing consultation to assure both system and users optimum working conditions.
- Remedial maintenance services upon request by the Customer in order to restore malfunctioning operating component parts of the Equipment to proper working order.
- Guaranteed spare parts availability or a penalty fee of $1,000.00 per day payable to Customer until the repair is completed.
- 30 Minutes of Remote Minor Moves and Changes reprogramming performed same Business Day as requested at no additional fee, if system is so equipped.
- Ongoing user training for individuals and or groups made available upon request.

Telcom Innovations Group' remedial maintenance response objectives are as follows:
With respect to a major malfunction of the Equipment defined in the following parameters: no incoming or outgoing telephone service, or no station to station service within the telephone system, or attendant console is unable to answer and/or transfer calls, or fifty percent or more of the C.O. trunks and/or stations are in an inoperable state, Telcom Innovations Group' policy is to arrive at the Customer's premises within four (4) hours from the time Telcom Innovations Group first receives the Customer's request for remedial maintenance and will complete such repairs as soon as reasonably practicable.

With respect to minor malfunctions (any malfunction other than a major malfunction) of the Equipment, Telcom Innovations Group' policy is to arrive at the Customer's premises during that or the next Business Day Telcom Innovations Group first receives the Customer's request for minor remedial maintenance and will complete such repairs as soon as reasonably practicable. Routine or minor remedial maintenance requested to be performed after normal business hours will be billed to the Customer at Telcom Innovations Group' then current overtime hourly rate with a minimum two (2) hours' service charge. For purposes of this Agreement, "Business Day" shall mean 8 A.M. to 5 P.M., Monday through Friday, excluding holidays.

Telcom Innovations Group' responsibility with respect to maintenance services shall be limited to the Customer's side of the point of connection between the Equipment and the local telephone company.

The Customer shall allow employees and authorized representatives of Telcom Innovations Group free access to the premises and facilities where the Equipment is to be maintained at all hours consistent with the requirements of this Agreement.

Any service related issues that occur on equipment containing manufacturer's discontinued hardware and/or software that may require manufacturer's support will be repaired on a T&M basis. In the event of any manufacturer defects in the covered equipment, Telcom Innovations Group will provide the same remedies to the end user as the manufacturer provides to Telcom Innovations Group.

CUSTOMER ACKNOWLEDGES THAT HE HAS READ ALL OF THE PROVISIONS OF THIS AGREEMENT INCLUDING THOSE ON THE REVERSE SIDE HEREOF. THIS AGREEMENT CONSTITUTES THE COMPLETE AND EXCLUSIVE STATEMENT OF THE TERMS AND CONDITIONS AGREED UPON. THERE ARE NO REPRESENTATIONS, WARRANTIES, OR STIPULATIONS; WRITTEN OR ORAL, NOT HEREIN CONTAINED. NO MODIFICATION OF THIS AGREEMENT MAY BE MADE EXCEPT BY WRITING EXECUTED BY AN OFFICER OF TELCOM INNOVATIONS GROUP. THIS AGREEMENT SHALL NOT BE EFFECTIVE UNTIL SIGNED BY AN OFFICER OF TELCOM INNOVATIONS GROUP, INC.

CUSTOMER: TELCOM INNOVATIONS GROUP

by: _____ by: _____

Title: _____ Title: _____

Date: _____ Date: _____

Should Telcom Innovations Group fail to complete requested remedial maintenance services within twenty-four (24) hours after arrival at Customer's premises due to the unavailability of spare parts, then for each additional 24-hour period that the remedial maintenance services are not substantially completed, Telcom Innovations Group will pay to the Customer a penalty fee of One Thousand Dollars ($1,000.00).

If the Customer's system is equipped for remote reprogramming, Telcom Innovations Group will perform requested remote Minor Moves and Changes Reprogramming during the same Business Day requested without charge. For purposes of this Agreement, "Minor Moves and Changes Reprogramming" shall mean any remote reprogramming which may be completed within a period of thirty (30) minutes. Remote reprogramming requested to be performed during a Business Day which requires in excess of thirty (30) minutes to perform will be billed to the Customer at Telcom Innovations Group' then current hourly rates. Remote reprogramming requested to be performed after normal business hours will be billed to the Customer at Telcom Innovations Group' then current overtime rates.

During the initial Term and each renewal Term Customer may request, without charge, two (2) one-half-day user training sessions for Customer's personnel. Training sessions shall be scheduled during Business Days by arrangement with Telcom Innovations Group' training department. Additional training requested shall be billed to Customer at Telcom Innovations Group' then current hourly rates.

If during the Term hereof any person other than an employee or authorized representative of Telcom Innovations Group performs any maintenance or service work on the Equipment, then the obligations of Telcom Innovations Group hereunder shall immediately terminate.

For purposes of this Agreement, the term "Equipment" shall mean all new telecommunications equipment and cabling furnished directly to Customer by Telcom Innovations Group before the Effective Date or the Anniversary Date, if applicable. Unless otherwise specifically agreed upon by Telcom Innovations Group in writing, the term "Equipment" shall not include any pre-existing cabling, telephone(s), telephone connection equipment, paging equipment, data devices or other telecommunications equipment reused by Customer or otherwise not furnished by Telcom Innovations Group.

Maintenance does not include any services necessitated by, or of the type described in, any of the following:

Labor and material costs of additions, changes, relocations and removals: operating supplies and accessories; specification or engineering changes; Labor and material costs for replacement of those component parts subject to normal wear and tear as a result of use which do not affect the operational condition of the Equipment; Negligent, willful or intentional acts of Customer or any third party; Accident, casualty, neglect, misuse or any cause other than normal use in the manner intended by the parties hereto as described in the Equipment specifications; An act or event occurring external to the Equipment which causes, either directly or indirectly, a failure or malfunction in the Equipment, including without limitation, failures or malfunctions of the trunk or toll lines, cable or other equipment connecting the Equipment to the telecommunications system of the operating telephone utility or abnormal power fluctuations or failures which adversely affect the Equipment; Repair or maintenance or increase in normal service time resulting from Customer's failure to provide a suitable environment as required in the Equipment specifications or any other failure of the Customer to fully perform its responsibilities under this Agreement; Any other acts or events which may adversely affect the performance of the Equipment, occasioned by acts of the Customer or any third party, or the use by the Customer or any other third party of the Equipment in combination with any other apparatus, device of other system not supplied, or approved as to such combined use by Telcom Innovations Group, or the use by the Customer of any item of the Equipment in a manner not intended by the parties hereto or specified by Telcom Innovations Group.

2. TERM AND PAYMENT

The term of this Agreement shall commence as of the Effective Date and will cover a period of one year, unless a period other than one year is expressly stipulated in the space provided on the reverse side hereof. Payments due from the Customer to Telcom Innovations Group hereunder shall be made on or before the Effective Date of this Agreement. In the event payment is not made at said time, Customer will be billed for time and materials at Telcom Innovations Group' then current rates. On the Anniversary Date of this Agreement, any additional equipment to be covered will result in an increase of the maintenance service rates or other charges (Annual Charges) which are to be paid on or before the Anniversary Date.

This Agreement will automatically renew for an additional period of one (1) year on each Anniversary Date unless terminated by the parties. Either party may terminate this Agreement upon thirty (30) days written notice to the other party, except that this Agreement shall immediately terminate upon notice from Telcom Innovations Group to Customer in the event that Customer shall fail to pay the Annual Charges hereunder.

3. TAXES

The Annual Charges incurred by Customer under this Agreement do not include any federal, state or local privilege, use, sales or excise taxes paid or payable by either Telcom Innovations Group or Customer with respect to this Agreement or any of the services performed or materials, equipment or other items provided by Telcom Innovations Group or Customer, except for taxes based on Telcom Innovations Group' net income on capital stock, which shall be borne by Telcom Innovations Group.

4. LIMITATION OF LIABILITY

The Customer agrees that neither Telcom Innovations Group nor its subcontractor shall be liable for any loss or damage to the Equipment or other property or injury, or death to the Customer's agents, employees, or customers arising in connection with the maintenance services provided by Telcom Innovations Group or its subcontractor under this Agreement unless such loss, injury, death or damage results solely from the gross negligence or willful misconduct of Telcom Innovations Group officers, employees, or agents.

IN NO EVENT SHALL TELCOM INNOVATIONS GROUP OR ITS SUBCONTRACTOR BE LIABLE FOR ANY INDIRECT, INCIDENTAL, CONSEQUENTIAL OR SPECIAL DAMAGES (INCLUDING, WITHOUT LIMITATION, ANY LOSS BY CUSTOMER OF BUSINESS, REVENUES OR GOODWILL), ARISING IN CONNECTION WITH THIS AGREEMENT OR EQUIPMENT.

5. FORCE MAJEURE

The timeliness of performance by Telcom Innovations Group of maintenance services hereunder or the performance of any other obligations of Telcom Innovations Group under this Agreement is in every case subject to delays caused by acts of God, war, riot, fire, explosion, accident, flood, sabotage, inability to obtain fuel or power, governmental laws, regulations or orders, acts or inaction of Customer, inability of Telcom Innovations Group subcontractors to perform, or any other cause beyond the reasonable control of Telcom Innovations Group, or labor trouble, strike, lockout or injunction (whether or not such labor event is within the reasonable control of Telcom Innovations Group). In the event of any such delay, the period of time for performance of services affected by such delay will be extended to reflect the effective delay occasioned thereby.

6. ASSIGNMENT

Telcom Innovations Group may assign, subcontract, transfer or otherwise dispose of, in whole or in part, any of its interests, rights or obligations under this Agreement including, without limitation, Telcom Innovations Group' obligation to provide maintenance services, provided that Telcom Innovations Group first gives adequate prior written notice thereof to the Customer. Customer shall not assign or subcontract any part or all of its interests hereunder except upon written consent of Telcom Innovations Group, which consent shall not be unreasonably withheld, and any attempted assignment or subcontracting without Telcom Innovations Group' prior written consent shall be null and void.

7. GOVERNING LAW

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LAN/WAN Design Guidelines for the Implementation of VoIP Platforms

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This Technical Bulletin is intended for Customer Service and Installation personnel involved in the installation of VOIP Platforms.

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1. Network Guidelines for Voice over IP Installations

The following information is to be used in determining the suitability and requirements for a Voice over IP installation.

The VOIP platform includes a number of functions such as gateway between IP and TDM, call control, as well as TDM and PSTN connections. Each part may be described separately or as a part of the overall unit, sometimes also referred to as the controller.

The contents of this document should be used in assessing the capabilities of a particular network with respect to maintaining voice quality and usability of the IP-Phones and associated controllers.

Networks by definition do not always follow specific architectures, so whilst every effort is made to give accurate information, requirements may differ between different installations. As a result the information enclosed is typically generic in nature. Specific information on how the configure the VOIP platform and network equipment should be referred back to manuals and relevant training on those devices.

1.1 Executive Summary

The main requirement in assessing and configuring the network is maintaining the voice quality and functionality to the user. This may require that certain changes take place within an existing network, or that equipment with certain capabilities is installed.

The main issues that affect the voice quality within a network are:

- Network **Delay**
- Network **Jitter**
- Network **Packet Loss**

Care has been taken in the design of the IP-Phones and controllers to cater for delay through the inclusion of echo cancellation devices. The jitter and a certain degree of packet loss are also taken care of by the inclusion of jitter buffers and the mechanism to control these.

In implementing a network to handle Voice over IP the following areas need to be considered. These are recommendations, and there will always be exceptions, but these should be considered:

- **QoS (Quality of Service)** Quality of service is that provided to the user, not network equipment settings. However, certain network equipment configurations can greatly assist in ensuring adequate QoS to a user. These include:
  - **IEEE802.1p/Q**: This may also be known as VLAN Tagging, priority or COS (different from the telecom Class of Service). This operates at layer2 to ensure highest priority for voice traffic.
  - **DiffServe**: This is a fixed field in the Layer3 information that is also used to define different service categories, through TOS, priority and Precedence. DiffServe and Type of Service are similar, with the older Type of Service values being backward compatible into DiffServe.
- **Switched Networks**: Use switched networks, which then allow full bandwidth capability to all end points. Networks with Hubs include shared bandwidth and no priority mechanisms are available, see above.
- **Network Topology**: The networks should be designed in a hierarchical manner where bandwidth between devices is controlled and understood. Simply linking switches in a long chain will work for data, but this also introduces bottlenecks between devices that are unnecessary, as well as introduction of jitter.
- **Network Pre-Installation and post-installation analysis**: The network should be investigated before installation to determine suitability for Voice over IP. The following sections of the document will provide guidelines of areas to investigate. Once an installation is completed, it should also be tested to ensure that the guideline limits are not being exceeded.
- **NAT and Firewall**: Although there are emerging standards to allow Voice over IP through firewalls and NAT devices, these are still in early development. Typically to allow voice through a firewall a number of ports need to be opened up, since one controller may use a range of ports that are dynamically assigned. Opening up all possible ports negates the usefulness of the firewall. NAT needs to change addresses, but may have difficulty in mapping a single controller device to multiple Internet addresses, or translating IP addresses that are buried in control messages. Generally these issues are overcome through the use of VPNs.
- **VPN**: Virtual Private Networks are simply a pipe or tunnel across an ISP network which allows a remote device to react as though it was still connected to the enterprise network. Beware that the VPN may be across an unknown network. It may be required to get certain Service Level Agreements (SLA) to ensure timely delivery of data. Where encryption is used additional delay may also be added to the data.

2. Summary of Guidelines

In brief, the guidelines are exactly that: guidelines. Because LANs are so diverse and equipment changes so quickly the following recommendations are listed below to provide the best operating conditions.

- Use networks with VLANs (IEEE802.1p/Q) with dual port phones
- The network should be fully switched. Hubs do not support priority queuing.

- The ports must allow for the interface speed to be configured either manually or automatically.
- Routers or Layer3 switches must be available to connect between VLANs
- Spanning Tree should be disabled at the controller connection (pre release4.0).
- Only one LAN connection should be made from the ICP controller to the network
- The controller should be located behind a network Layer2 switch
- Ensure that the PPS rate of the routers and switches is adequate for the amount of voice traffic expected
- Wherever possible, provide the most bandwidth. Use Full duplex in preference to Half duplex.
- If the network consists of multivendor units, do they all inter-work correctly?
- Use MTU on routers especially for slower speed links (anything less than T1 rates)
- Ensure that end-to-end delay, jitter and packet loss are within acceptable bounds
- Ensure that there is sufficient bandwidth on a WAN link for the amount of expected traffic. Don't overload, otherwise everyone suffers
- Provide a realistic blocking number for IP Trunking restriction, i.e. consider bandwidth
- Don't share the voice VLAN with data devices
- Don't put servers or printers behind a dual port phone, provide a dedicated port for these devices.
- Ensure Routers support DHCP forwarding, or provide multiple DHCP servers and copy phone specific information between DHCP servers to ensure phones start up correctly.
- Ensure Routers support 'ICMP Redirect'. This reduces bandwidth requirements when the 'default gateway' device is not the correct one to direct traffic to.
- To get the maximum data rate from phone, connect a 100BaseT NIC on the PC to the phone and ensure that it is configured for 'auto-negotiation'. The phone will default to the slowest speed for both ports. The faster, the better!
- Ensure CAT5 or better cabling is installed to get best performance. CAT3 does work, but only up to 10BaseT. CAT6 may be needed for patch cables if a number of patch panels are used in a wiring run.
- The controller uses some internal IP addresses in the range 192.168.10.x/24 to 192.168.13.x/24. Ensure that these addresses cannot be reproduced elsewhere in the network.

3. Guidelines and Explanations

3.1 Introduction

The main issues that affect system installation and user perceptions are:

- Quality of service: **Voice quality during the call**., and
- Availability of the service: **Setting up and Clearing voice connections** (signalling).

The challenge is to engineer the network to ensure that these quality requirements are met. In the TDM world, this is possible by providing dedicated connections to the desk. In the IP world the network has to share connections with other devices, such as PCs. The requirements of the PC and an IP-Phone differ, and this is where the challenge starts. The PC requirement is to send data as quickly as possibly using all available bandwidth. The IP-Phone on the other hand has limited data, but it must be sent and received on a very regular basis with little variation (jitter).

In summary this can be considered as placing connection oriented devices into a connectionless environment and still maintaining expected operation.

3.2 Terminology Explanations

Some areas that affect the installation are described below with a brief explanation of their importance:

3.2.1 Delay

As delay increases in a conversation it becomes increasingly difficult to hold a normal two-way conversation. Such a conversation rapidly changes from an interactive conversation to an 'over to you' radio conversation. This starts to become apparent at about 150ms to 200ms, and is definitely apparent by 400ms delay. The phones and gateway, in the controller, introduce some necessary delay. The guidelines identify the delays that can be tolerated to ensure that conversation voice quality is maintained.

3.2.2 Echo

Echo generally results from poor termination of a PSTN line or acoustic feedback. When delay is short, this is usually not heard due to the level of local side-tone. But, as delay is introduced, this echo becomes noticeable. To counteract this, the gateway device includes echo cancellation up to 64ms looking towards the PSTN. The IP-Phone includes echo-suppression to remove acoustic echo.

3.2.3 Jitter

This is the variation in delay that can occur in networks. The major source is generally due to serialisation delay. This occurs when a packet cannot be sent at the ideal time because another packet is already being sent on the same connection. The result is that the packet must wait. For high-speed links a maximum packet of about 1500 bytes will be sent in microseconds, so jitter is negligible. However for slower WAN connections, such as over a Frame Relay connection, this delay becomes significant.

3.2.4 Packet Loss

Packet loss within the network can occur for a number of reasons. The main ones include congestion of a connection. At some point the buffers overflow and data is lost. Packets may also be lost at the gateway or IP-Phone device because the jitter is so variable that the packet arrives too late to be used for voice. Out of sequence packets can also occur over WAN connections. These look like packets with excessive jitter and hence result in packet loss.

Although some packet loss can be handled on an ongoing basis, if the loss becomes bursty the user will start to notice. Thus a network with 0.1% packet loss over time will sound a lot different to one that encounters a burst loss or 3 or more packets, but still at 0.1% loss

3.2.5 Available Bandwidth

If a connection is rated at a particular bandwidth, this does not necessarily mean that all of this bandwidth is available. Connections between LAN and WAN network devices include a certain amount of overhead for inter-device traffic including inter-device and general broadcast traffic. A collision in a shared network and guard time between packets also reduces the available time in which data can be sent. This is a result of the fact that the data is asynchronous to the connection. In the TDM world this is taken care of through strategies such as framing and clock synchronisation. So, the available bandwidth is always less than the connection bandwidth.

3.2.6 Packet Priority Mechanisms

In a network oriented towards data devices, absolute delay is not too important, but accuracy is. For voice traffic, a certain amount of incorrect, or lost information, can be accepted, *but* information delivered in an untimely manner cannot be accepted. The issue is therefore to ensure that any voice traffic gets 'pushed' to the front of any connection queue. If PC type data is delayed a fraction this is less important. There are two similar mechanisms at work to help with priority. At Layer 2, IEEE802.1p/Q can be invoked; at Layer 3 Diffserve (formerly Type of Service) can be used.

3.2.7 WAN Connections

Best Quality of Service is obtained when the customer has control of the external WAN connections. This can be achieved by using dedicated leased lines between sites, or alternatively by ensuring a guaranteed Service Level Agreement (SLA) from the external network provider.

When specifying a SLA it is important that the guaranteed Committed Information Rate (or similar) is specified and this should also include a guard band. Data sent in excess of the CIR is likely to be discarded during congestion periods in order to maintain guarantees on the SLA. It may therefore also be advantageous to split Voice traffic from normal data traffic with different SLA.

For more dedicated links some additional protocols can be used to improve bandwidth usage. The data in an Ethernet LAN connection includes a data layer for Ethernet and also for the IP layer. In a WAN connection, this Ethernet layer is not needed. However, other layers are needed in order to transport the IP layer (and voice data). As a result of this, certain WAN protocols can give bandwidth advantage, i.e. use less. These include the more dedicated links such as PPP and Compressed PPP.

3.2.8 Transcoding and Compression

Transcoding is seen as the changing of voice information sent with one CODEC type into that from a different CODEC. However, most CODEC devices rely on G.711 as the base entry level. Thus, transcoding could be seen as going from G.729 to G.726, but this is likely to be via G.711. Compression is seen as simply reducing the amount of data, and in the voice world this could be achieved by going from G.711 to G.729, for example. The terms are often used interchangeably.

Any form of voice compression works by removing a certain amount of information which it deems to be non-essential. This may include not sending data during silence periods as well as sending only the main frequency elements of the voice rather than the full bandwidth. The result of this is that some information will always be lost. Compressed voice will therefore never be as good as uncompressed voice, but the main requirement is to carry the intelligibility. Of the compression CODECs seen, G.729 has good bandwidth reduction as well as maintaining a good voice quality and intelligibility.

In the LAN environment where bandwidth is 'plentiful' there is probably little reason to compress voice, and so G.711 will normally be the CODEC of choice. In a WAN environment, where access bandwidth may be limited, use of the G.729 CODEC could increase the amount of voice traffic that can be carried on a particular link. There may be instances where G.711 is still preferred, for voice quality, but this will limit the voice traffic of the link.

3.2.9 Hubs Versus Switched

The best network configuration is to be entirely switched. This allows full network bandwidth to be made available to the end user and greatly reduce collisions with a resulting network utilisation decrease, i.e. making more bandwidth available for another application, such as voice!

A Hub works by sharing bandwidth between a number of devices. They 'fight' each other for access. The devices that fail to get access need to wait for an available slot. Hubs also don't implement any form of QoS control. Where data needs to be sent in a timely manner, there is a high probability of introducing unnecessary jitter with potential packet loss.

In a switched environment, all ports can pass data to a LAN switch. Data is passed to queues and priority can be given to types of data, such as those marked by IEEE8021.p/Q tags. Where two devices share a common LAN switch they can effectively pass data to each other at high speed as though they were the only devices on the network, whilst other devices could equally be doing the same. Use of a switch is almost the same as having multiple networks. Network efficiency is greatly improved, as well as network management.

Since connections in a switched network are typically point to point, there is also the possibility of configuring the connection to be **Full Duplex**. This virtually doubles the bandwidth, since data can be sent and received at the same time. In a half duplex environment data can only be sent or received sequentially. Equipment configured with 'auto-negotiation' will always determine the highest possible data rate and make that available on a connection by connection basis. Simple hubs are generally 'bottom of the shop', fixed at 10BaseT half duplex.

3.2.10 LAN Architecture

Networks usually consist of different layers. The two main parts are the 'core' network and the 'access' network.

The 'core' network will potentially have data on dedicated links at 1Gbits/s or even higher. The switches at this level will probably include some Layer2 and Layer3 switching and will agglomerate a number of sub-nets onto one, or a small number of units. These units will almost certainly have UPS backup and will be cross-connected in redundant configurations, such that failure of one device is unlikely to result in total network failure.

The 'access' network connects to the core units by single or multiple connections. It provides the slower 10/100BaseT type of connections to the user. These may be cross-connected within geographic locations. If a device fails here, then only the locally connected devices will fail. These units may or may not have UPS backup. This should be considered when voice devices are connected to these access devices.

Ideally the VOIP controller should have a connection higher up in the network, located more towards the core than at an access point.

Maintaining Voice Quality of Service

A number of areas affect voice quality of service. In the IP world these are primarily:

- End to End Delay
- Jitter, or delay variation
- Packet Loss
  - Due to link congestion resulting in discarded or out of sequence packets
  - Due to forced loss of packet due to excessive jitter

3.3 Network Measurement Criteria

Assuming that jitter and packet loss are taken care of, the one parameter left that affects the voice and conversation quality is end-to-end delay. From ITU-T recommendations (and practical experience) the end-to-end delay for a voice call should not exceed 150ms. The characteristics of the end devices such as the gateway (Ethernet and TDM bridge in the contoller) and the IP-Phones are known.

So, in assessing a network the following network limits should be considered:

Packet Loss	Jitter	End-to-End Delay	Ping' Delay	
<1%	<30ms	<50ms	<100ms	Green - Go!
<5%	<60ms	<80ms	<160ms	Amber - Caution
>5%	>60ms	>80ms	>160ms	Red - STOP!

'Ping' delay is the value obtained from using a PC 'Ping' utility. Typically in a network, equal delays are seen on the send and receive paths. Jitter can be estimated from using 'Ping' over a short and longer-term period. Packet loss can be estimated by using 'Ping' over a longer period. Longer means a number of hours such as 24 hours plus.

Other tools, such as network analysers can also be used to determine packet loss. Many now look for VoIP and RTP packets, and can identify when a packet is missing as well as average jitter.

3.4 Bandwidth Requirements

An IP-Phone is capable of providing a number of CODEC types. These currently include:

- G.711 : Same as TDM, both A-Law and u-Law
- G.729a

Typically the G.711 CODEC provides the best voice quality and is comparable to TDM type connections. G.729a provides a good reduction in bandwidth with only minor loss in voice quality. Typically G.711 would be used where bandwidth is available, such as in a LAN environment, whereas G.729a would be used in a WAN access environment, where bandwidth is not so readily available.

The table, below, shows typical **wire data rates** for different protocols and LAN/WAN interfaces. Note, for example, that a Half-Duplex link uses twice the bandwidth on the connection than a similar Full Duplex connection for the same voice connections. This is because the Half-Duplex connection is shared with other devices and one transmitter must also send data on the receive path for all other devices to hear.

From the statement some recommendations ensue:

- Use Full Duplex wherever possible. This requires point to point connections
- Use a switched environment, rather than hubs

Data Type	LAN Usage at 10Mbits/s	IP Data Payload	Voice Data Rate (End toEnd)	Voice streaming at physical connection
IP Phone (G.711) Signalling	Burst 0.2%	80kbit		
G.711 IP Phone 20ms (LAN - Half Duplex)	2%	80kbits/s	64kbits/s	193.6kbits/s
G.711 IP Phone 20ms (LAN - Full Duplex)	1%	80kbits/s	64kbits/s	96.8kbits/s
G.729 IP Phone 20ms (LAN - Half Duplex)	0.8%	24Kbits/s	8kbits/s	81.6kbits/s
G.729 IP Phone 20ms (LAN - Full Duplex)	0.4%	24Kbits/s	8kbits/s	40.8kbits/s
G.711 IP Phone 20ms (WAN - IP over FR)	Dependent upon WAN link rate	80kbits/s	64kbits/s	94kbits/s
G.729 IP Phone 20ms (WAN - IP over FR)	Dependent upon WAN link rate	24kbits/s	8kbits/s	38kbits/s
G.711 IP Phone 20ms (WAN - PPP)	Dependent upon WAN link rate	80kbits/s	64kbits/s	84kbits/s
G.729 IP Phone 20ms (WAN - PPP)	Dependent upon WAN link rate	24kbits/s	8kbits/s	28kbits/s
G.711 IP Phone 20ms (WAN - Compressed PPP)	Dependent upon WAN link rate	65.2kbits/s	64kbits/s	68kbits/s
G.729 IP Phone 20ms (WAN - Compressed PPP)	Dependent upon WAN link rate	9.2kbits/s	8kbits/s	12kbits/s

As we can see from the table the physical 'wire' bandwidth required by the IP-Phone is typically:

- **G.711**: about **100kbits/s**
- **G.729**: about **40kbits/s**

- What is wire bandwidth? This is what you pay for.
- How is this different from IP (data payload) bandwidth? IP is a number of layers removed from the real connection. It encapsulates the data with routing and address information. It is the *basis* on which other protocols are then added, such as Frame Relay or Ethernet, to get the data physically moved around, i.e. each of these protocols adds its own overhead on top of the fixed IP bandwidth. See section 3.8 Network Priority for more detail on the frame breakdown for Ethernet. Compare IP bandwidth in the table above with the real wire bandwidth requirements.

3.5 CODEC selection

The selection of the CODEC to use on a particular connection can be dependent upon a number of issues, including:

- Voice Quality expected by the user
- Available bandwidth, especially on a WAN link
- Number of devices on a link, and how many are active based on traffic, see section 4.2 below

The voice quality of the CODECs available is usually expressed in terms of a Mean Opinion Score (MOS). The scores range in value from 0 to 5. Typically, anything above 4 is considered as acceptable speech quality. Some typical MOS scores for the CODECs is shown in the table below:

CODEC Type	MOS	LAN Bandwidth
G.711	4.3	~100kbits/s
G.729	4.0	~40kbits/s

As can be seen the G.711 CODEC gives the better speech quality, but also requires more bandwidth in order to achieve this. For this reason it may be desirable to use the G.711 CODEC in a LAN environment, but switch to G.729 in a WAN access connection. In the VOIP Call Processing Controller the switch of CODEC can be configured through 'Compression Zones' under 'IP-Trunking'.

3.6 Available Bandwidth

When a link is advertised at a particular rate, this is the 'speed' at which the data travels. It is not necessarily the available data rate. In practice, a percentage of this bandwidth is lost due to communication between end devices and because the data is asynchronous and requires certain guard bands. In a synchronous telecom link these issues are taken care of through mechanisms such as framing data into fixed time-slots.

This results in some simple guidelines for LAN and WAN links:

Data Connection Type	Percentage of Bandwidth Available	Example
LAN – 10BaseT Half Duplex	40%	10Mbits/s => 4Mbits/s available
LAN – 10BaseT Full Duplex	80%	10Mbits/s => 8Mbits/s available
LAN – 100BaseT Half Duplex	40%	100Mbits/s => 40Mbits/s available
LAN – 100BaseT Full Duplex	80%	100Mbits/s => 80Mbits/s available
WAN – 1.5Mbits/s Frame Relay without QoS mechanism in Router	40%	1.5Mbits/s => 600kbits/s available
WAN – 1.5Mbits/s Frame Relay with QoS mechanim in Router	70%	1.5Mbits/s => 1.05Mbits/s available

3.6.1 LAN

This also leads to some simple guidelines for LAN connections (assuming that all the available bandwidth is used for voice traffic only):

Cable Capacity	Bandwidth %	Phone Usage at G.711	"Voice Channels" G.711	"Voice Channels" G.729 (x 2.5)
10BaseT Half	40%	2%	20	50
10BaseT Full	80%	1%	80	200
100BaseT Half	40%	0.2%	200	500
100BaseT Full	80%	0.1%	800	2000

This is the maximum capability of a LAN link assuming that the link is used purely for voice traffic. If the link is shared with other devices, such as PCs, then some priority mechanism will be needed to ensure that the voice gets the available bandwidth when needed. Also, in a busy network with multiple broadcasts the available bandwidth will reduce by this percentage. For example, in a network with 10% broadcast traffic (at 10Mbits/s) the 40% available bandwidth will reduce to 30% for a half-duplex link, and the number of 'voice channels' accordingly.

Why is the ratio from half-duplex to full duplex four and not two? Well conversations need both a talk and a listen path. And, for half duplex both paths share the same physical wire, whereas for full duplex both send and receive can occur simultaneously on different wire pairs.

Thus for half-duplex the channel availability is 10M x 40% / (2 x 100k) = 20 channels. Only 40% of the bandwidth is available due to collisions and the collision avoidance mechanisms. For full duplex connections there are no collisions, so utilisation can double to 80%. Also there are separate paths for send and receive data, so only half the connection bandwidth is used. Thus 10M x 80% / (1 x100k) = 80 channels.

3.6.2 WAN

A WAN link is generally point to point between routers and so is always a full duplex link. The link speed for access WAN connections are also slower, so the number of available 'voice channels' is reduced.

So, for example a 1.5Mbits/s link might support the following number of 'voice channels':

Cable Capacity	Bandwidth %	"Voice Channels" G.711	"Voice Channels" G.729 (x 2.5)
1.5Mbits/s without QoS mechanism	40%	6	15

1.5Mbits/s with QoS mechanism	70%	10	26

When a WAN link is shared with other data devices there are other considerations including the introduction of waiting delay. The end device sees this as jitter resulting in potential packet loss and the user experiencing voice quality degradation. All these need to be considered.

3.7 Serialisation Delay

Serialisation delay is due to the fact that data is queued in a particular device, but cannot be sent because another packet is currently being sent. In a fast link, such as in the LAN, this delay is fairly small (orders of a few milliseconds) and is easily taken care of with the end-device jitter buffer.

However, in a WAN access connection, the data rate is potentially not as high as within the LAN. In this case the waiting delay increases as the data rate reduces. If a particularly large packet (1500 bytes) is being sent, then other devices must wait until that has gone before they can get access.

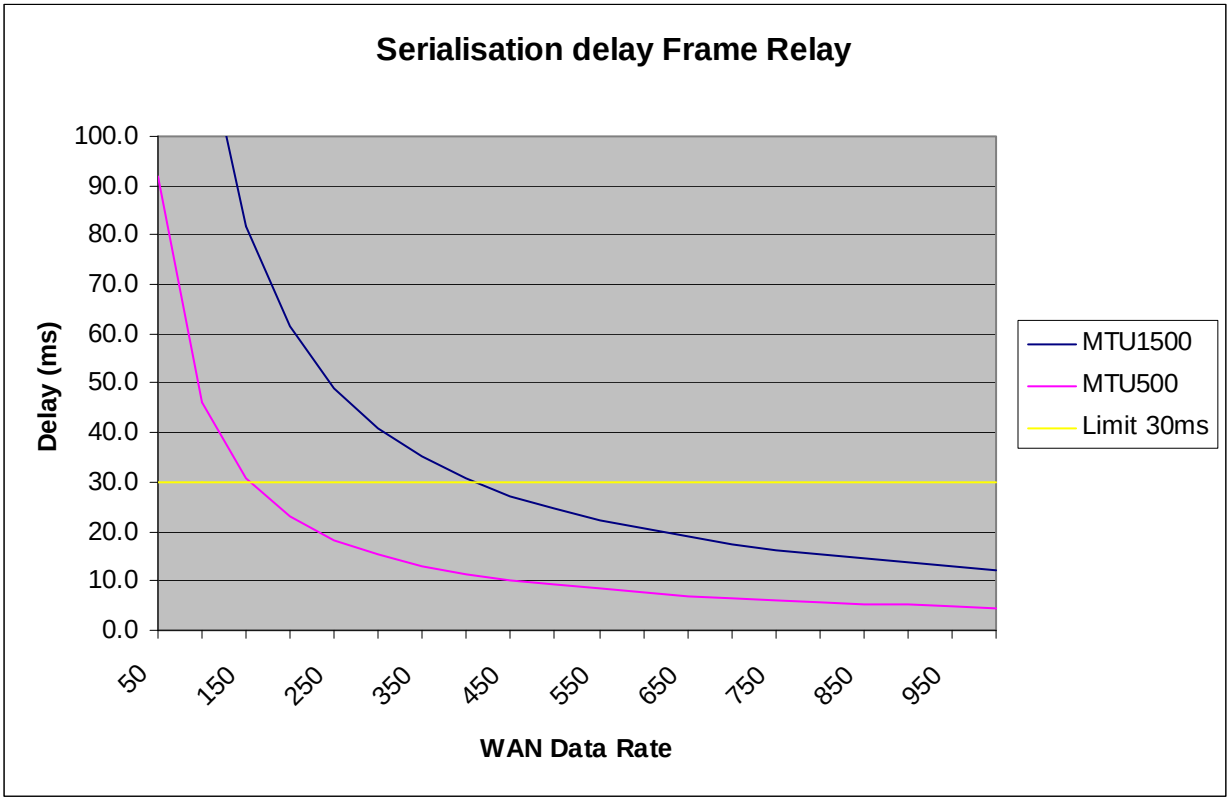
The IP-Phone and gateway devices are capable of handling delay variations up to 30ms, but this is the limit. A more reasonable working limit is 20ms. The following chart shows waiting delay against link speed as well as against MTU.

From the graph, below, it can be seen that when a packet of 1500 bytes is sent, in order to meet the 20ms ideal working position, that a data-rate of about 700kbits/s is needed.

Through modifying the router MTU value to 500, larger packets will be cut down and sent in smaller chunks. The result of this is that there are three times as many opportunities to send the voice data. Thus the data rate link could be reduced to 300kbits/s.

Beware, as some packets may not allow MTU to cut them down. Video may be one of these. In this case the router with the lower MTU could reject these packets, effectively denying access.

Although the data rates above are minimum recommendations, slower speeds have been used. However, these involve links with strict control of priority queuing and may involve physical restrictions such as available for PC ***or*** Phone but not both simultaneously.



For slower speed links then the recommendation is to **reduce the MTU** in the routers/gateways to provide more opportunity for the voice traffic. A value of 500 has been found to work well.

3.8 Network Priority

There are two areas where priority mechanisms operate in the network to ensure that voice traffic maintains high priority. These are:

- Layer 2 in the LAN through use of IEEE802.1p/Q
- Layer 3 in the WAN through use of DiffServe/TOS/Precedence

The picture blow highlights an Ethernet packet format, and the location of the Layer 2 Priority and Layer 3 Priority fields. This view is of a Tagged frame, since it included IEEE802.1p/Q information.

								Bits	Bytes			
MAC Container												
					MAC Preamble				7	IEEE 802.3		
					MAC Start of Frame De-limiter				1			
					Destination MAC				6			
					Source MAC				6			
Quality of Service - Priority Layer2					Qtag Prefix				4			
					Frame Type				2			
	IP Container								20	RFC791		
					Version			4 bits				
					IHL			4 bits				
	QoS - Priority Layer 3				Type of Service			8 bits				
					Total Length			16 bits				
					Identification			16 bits				
					Flags			3 bits				
					Fragment Offset			13 bits				
					Time to Live			8 bits				
					Protocol			8 bits				
					Header Checksum			16 bits				
					Source Address			32 bits				
					Destination Address			32 bits				
		UDP Container							8	RFC768		
					Source Port			16 bits				
					Destination Port			16 bits			IP	Ethernet
					Length			16 bits				
					Checksum			16 bits				
			RTP Container						12	RFC1889		
					V=2			2 bits				
					P			1 bit				
					X			1 bit				
					CC			4 bits				
					M			1 bit				
					PT			7 bits				
					sequence number			16 bits				
					timestamp			32 bits				
					synchronization source (SSRC)			32 bits				
				Voice Payload					160	Voice Payload		
					Frame CRC				4			
					Inter-Packet Gap				12			
							Total Bytes		242	200		

3.8.1 LAN Layer 2 Priority

The priority mechanism used relies on that described in IEEE802.1p. This is a sub-section of IEEE802.1Q also known as VLAN tagging.

One potential issue is the different ways in which these specifications have been interpreted. There are a number of switches appearing on the market that provide VLAN capability, but these may not use all of the sections specified in 802.1Q. The method of configuring the switch ports may also differ.

The main requirements are thus:

- Ports should be configurable to provide VLAN tagging to incoming untagged information and remove this tagging when passing out of the switch. This is used by the controller and associated applications
- Ports should be configurable to pass all active VLANs with tagging from one switch to another; i.e. there is no untagged information present in the connection. This is used between LAN switches and maintains priority information between units.
- Ports should be configurable to accept untagged information, pass this on to a specified VLAN, as well as accepting tagged information. The port should also strip off tagging for data from a specific VLAN, but not strip data from other VLANs. This is used when connecting the dual port phones and PCs to the network.

Some other VLAN guidelines for use with voice include:

- Additional bandwidth is always good!
- Use full duplex wherever possible
- Don't use VLAN 0
- Set Priority to value 6 for voice
- Set Priority for untagged VLAN/native VLAN/default_vlan to 0
- Hubs don't support priority queuing, so use Layer2 switches with 802.1p/Q support

3.8.1.1 Cisco Port Examples

This is data collected from the command line interface (RS232 connection)

3.8.1.1.1 Dual Mode / Trunk

This mode allows untagged information to be placed onto a specific VLAN as well as passing VLAN tagged data for other VLAN. Typically this configuration would be used to connect to a dual port phone with an attached PC (no VLAN).

```
>switchport trunk encapsulation dot1q
>switchport trunk native vlan 193
>switchport mode trunk
>spanning-tree portfast
```

1. This configuration is for the dual port phones. It can be seen that the port will provide VLAN tagging through the first command line, and that the encapsulation type is to IEEE802.1Q (dot1q). Cisco also supports a similar scheme of priority with ISL encapsulation, but this is proprietary so will not inter-work with other vendor equipment.
2. The port is configured such that untagged information will be directed to (native) VLAN193.
3. The port is considered as a trunk due to the fact that it handles multiple VLAN connections.
4. The last command indicates that this port will not be closed down during spanning tree operations. It is left to the network engineer to ensure that there are no network loops behind this connection. (This command would typically be used when connection is to a server or the main controller).

3.8.1.1.2 Access Port / Non-VLAN aware device

This interface will not accept VLAN tagged information, but will add tagging information to data between the access port and VLAN712 (in this case the voice VLAN). This would be used for the VOIP Call Processing Controller, or for an application such as Speak at Ease.

```
>interface FastEthernet0/19
>switchport access vlan 712
>spanning-tree portfast
```

Other commands will allow the individual port priority to be specified. In the case of the access port, the 'encapsulation' method is specified elsewhere.

Whilst, the IEEE specification allows for VLANs from 0 to 4095 not all vendors support this range. As a general rule VLAN 0 is treated in different ways by different vendors. The recommendation is **not** to use VLAN0. Cisco also reserves VLAN 1000 upwards for its own purposes, so these are also not recommended for use.

3.8.1.1.3 Multi-VLAN Port

Cisco devices provide this as another port configuration. However on some of the devices it is not possible to use this and 'Trunk' ports on the same unit. Unfortunately, the multi-VLAN port type is needed in order to work with other vendor products. A 'Trunk' port can be used, but it will also remove tagging from the configured native VLAN, which may not be what is required. There are two possible ways out of this situation:

- Run ISL between the two units, but then they both need to be Cisco
- Create a dummy VLAN that is not used anywhere else in the network. This will ensure compatibility with other vendor units and allow products to be mixed.

3.8.1.2 HP Port Examples

The HP switch uses a similar RS232 connection, but the user interface is more menu-driven. This makes the configuration much more intuitive. A typical screen display is shown:

```
Actions->  Back    Add    Edit    Delete    Help
Port   DEFAULT_VLAN  voice_vlan   data_vlan    test4
----- + ------------ ------------ ------------ ------------
  1   | Untagged     Tagged       No           No
  2   | Untagged     Tagged       No           No
  3   | Untagged     Tagged       No           No
  4   | Untagged     Tagged       No           No
  5   | Tagged       Tagged       Tagged       No
  6   | No           No           No           Untagged
  7   | No           Untagged     No           No
  8   | Untagged     No           No           No
  9   | Untagged     No           No           No
  10  | Untagged     No           No           No
  11  | Untagged     No           No           No
  12  | Untagged     No           No           No
```

The default_vlan is VLAN1. The VLAN numbers have been assigned names to help follow which function is assigned to which VLAN. The 'voice_vlan' is VLAN2, the 'data_vlan' is VLAN3 and 'test4' is VLAN4.

The IP devices that would be connected to the port examples above would be:

- Ports 1 to 4: Dual port phones with PCs.

- Port 5: Interconnect between network switches.
- Port 7: VOIP Call Processing Controller, or similar voice applications such a Speak at Ease.
- Ports 8 to 12: Connect only to PCs.

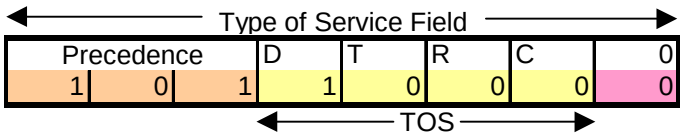
In common with many switch vendors it is *not recommended* to use VLAN0 with HP. However it is possible to extend the VLAN numbering up to the maximum of 4095.

3.8.2 WAN Layer 3 Priority

There are a number of different WAN technologies to provide data routing with different priorities and service level agreements. Most of these deal with the WAN technology, but most rely on information being presented in the Layer 3 Type of Service field.

The Type of Service field has undergone some name changes as well as additional functions. This field is now also covered as DiffServe, or Differentiated Services. The DiffServe uses the precedence and some of the TOS bits (TOS instead of Type of Service field) to provide 64 different services. See the diagram in section 3.8 above to find the location of Type of Service field.

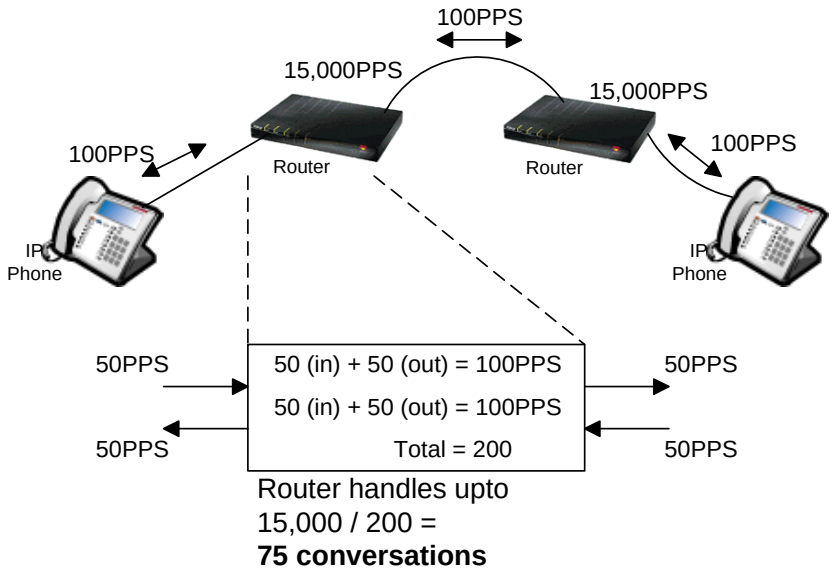
The VOIP Call Processing Controller and IP-Phones use the Type of Service format for priority and TOS. This complies with RFC791, but also by choice of value, RFC1122 and RFC1349.



The precedence field is similar in operation to the IEEE802.1p field, and in fact many routers offer the capability of mapping between the two schemes. Once a TOS and precedence is chosen it never changes. Therefore the voice application sets the appropriate values before data is sent. Voice applications are fixed with a value of 0xB0 for the Type of Service field. This provides a precedence of 5 with minimum delay.

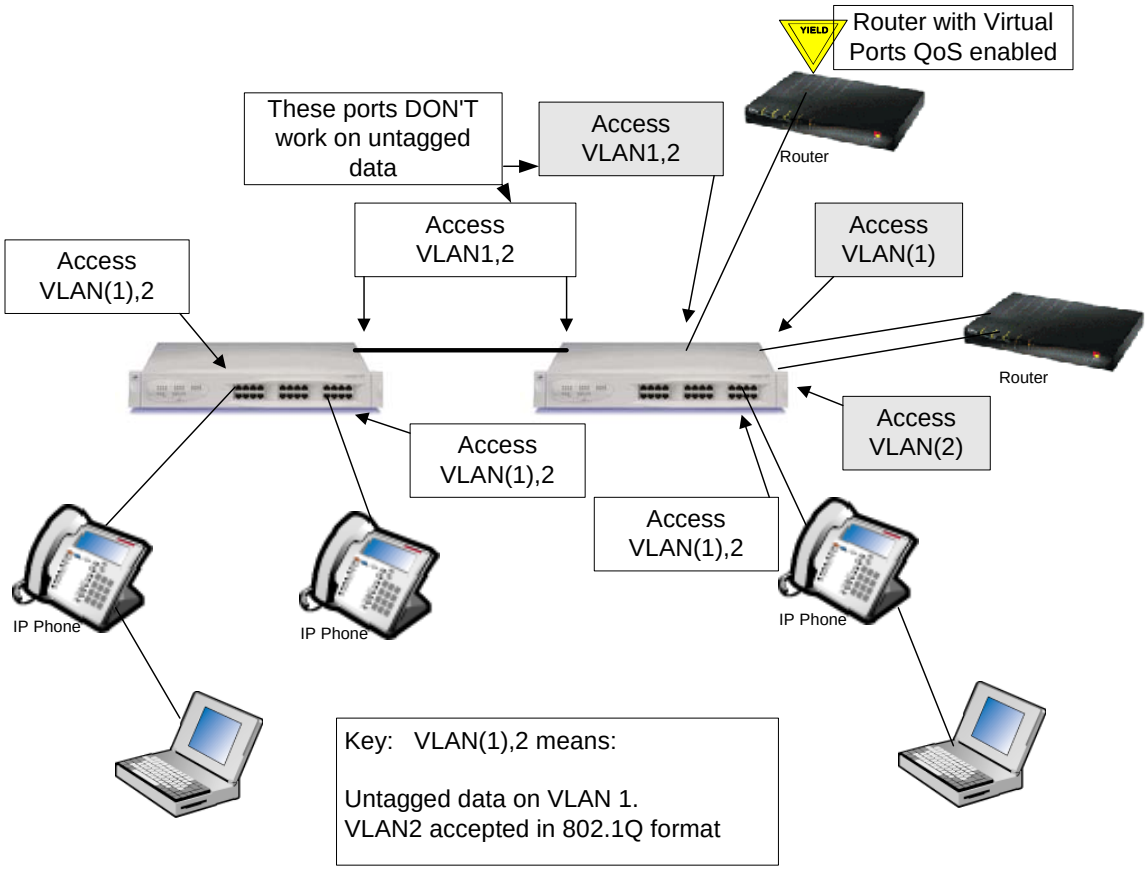
All that is required is that the router device support priority queuing mechanisms, such as Weighted Fair Queuing.

With a Layer 3 device, such as a router, the packet per second (PPS) **throughput** is also important. With an IP-Phone the frame rate is every 20ms. This means that the phone will send 50 packets per second and will also receive 50 packets per second. Beware though how vendors might specify the PPS rating. For example, with two phones connected to a router each port will send and receive 50PPS. That's 100PPS per port, requiring that 200PPS to be *handled*. However, between the phones only 50PPS went one way and 50PPS in the return direction. So, *throughput* was 100PPS.
In this diagram the Router has a handling capacity of 15,000PPS. Throughput would be half this number.



3.8.3 Network Topology with Priority

The following network diagram highlights the use of the Dual Port Phones and the configuration of a network including VLAN priority and also the use of Diffserve/TOS in the WAN connection.



In the diagram, the network switch ports connected to the Dual Port Phones must be able to accept both untagged information *and* tagged information. The untagged data will then be translated to a 'data' VLAN (1), whereas the voice will be destined for a Voice VLAN (2). In the outgoing direction, these ports must also pass information from the Voice VLAN still tagged, *but* traffic from the 'data' VLAN must be sent untagged for the devices that are incapable of handling VLAN information.

The requirement to use VLAN and priority queuing becomes obvious when both 'data' and Voice information must share a link between units within the network. In this case it is important that the deterministic voice information gets priority over the non-deterministic 'data' traffic. This is where the IEEE802.1p comes into play, and IEEE802.1p is a subset within IEEE802.1Q.

Routers, or Layer3 switches, involved in segmenting the network will also need connections into the different VLANs. Each VLAN will be identified by a VLAN number, but also by the unique sub-net address. In this way the routers and Layer3 switches that are unaware of VLAN can still pass data between the VLANs. In this case it is required that a separate physical connection be made to each VLAN, and that the ports on the Layer2 switch only pass information to and from one specific VLAN. At the Layer2 port, the VLAN information is removed on egress and added on ingress according to the port or VLAN configurations.

Some routers are VLAN aware. These can be considered to include a virtual Layer2 switch within the unit, which then directs data according to the VLAN information. These devices are often referred to as including 'Virtual Ports'. The advantage is that only one physical connection is needed to handle multiple VLANs.

3.8.4 Use of Subnets

Generally this is a good thing to do, irrespective of whether a voice over IP installation is being used.

Creating a flat network may appear to speed up transactions due to the high link speed, but Layer3 switches are very much hardware oriented today, and give equally good performance as their Layer2 counterparts.

Remember that in the Layer2 switch environment, data can be addressed directly to a specific port hence reducing loading on links not used. However, where the Layer2 devices are unable to identify an address, or port location to use, additional protocols are needed to get this information. These additional protocols generally broadcast data to every port and device. In this instance, the loading on the network is almost back to that of a shared environment. The Layer 2 devices maintain a list of addresses and port location in internal memory. If the list is small, then the level of broadcasts can also increase since new information is rapidly 'aged' out of the list.

Hence a large flat network can potentially grind to halt, not because of genuine traffic loading, but simply due to the amount of broadcast traffic that will be needed. Using subnets helps by segmenting broadcast domains. The Layer2 devices subsequently need to hold less information, and so broadcast less often.

Therefore including Layer3 devices will improve speed within communities of interest and the overall network, as well as reducing the burden on the system to all the broadcast traffic. It is also a requirement for VLANs to operate correctly and provide the voice priority that is required when using Dual Port Phones.

4. Maintaining Availability of Connections

This area could be considered as the signalling quality of service. It is a measure of how long a user needs to wait before a service becomes available, or whether the user becomes blocked from using a function. Examples of this would be delay in receiving dial tone, or blocking that could occur if there are insufficient PSTN trunks.

4.1 System Capabilities

As the system grows, and more traffic is presented, it has to deal with an ever-increasing number of tasks. The end result of this is that feature interaction becomes slower. The ICP systems are engineered to ensure that with different combinations of devices services are still maintained within normal working parameters. The exact details are not captured here, but are specific to particular releases, since changes in software or hardware have a bearing on the results.

In terms of calculating some of these limitations a good guideline has been to use the PI numbers from SX2000 and add 10% overhead for IP devices.

4.2 Traffic

The largest effect on performance and availability is the level of traffic that the units need to handle. There are a number of areas that are affected by traffic. These include:

- Trunks to PSTN
- E2T (Gateway) channels
- DSP channels
- LAN blocking between devices
- WAN blocking between end points

The traffic guidelines used in calculating the system performance are based on:

- Standard busy office traffic : 6CCS (about 6 calls per hour)
- ACD : 27CCS (about 27 calls per hour)
- 36CCS = 1 erlang = 3600 call seconds during the busy hour.
- Traffic is split roughly 65% to and from trunks, with the remainder internal or intercom traffic.
- Traffic blocking is calculated using **ErlangB** formula
- Traffic blocking probability for **internal/intercom** traffic is **P.001** (1 in 1000 calls blocked)
- Traffic blocking probability for **trunk** traffic is **P.01** (1 in 100 calls blocked)

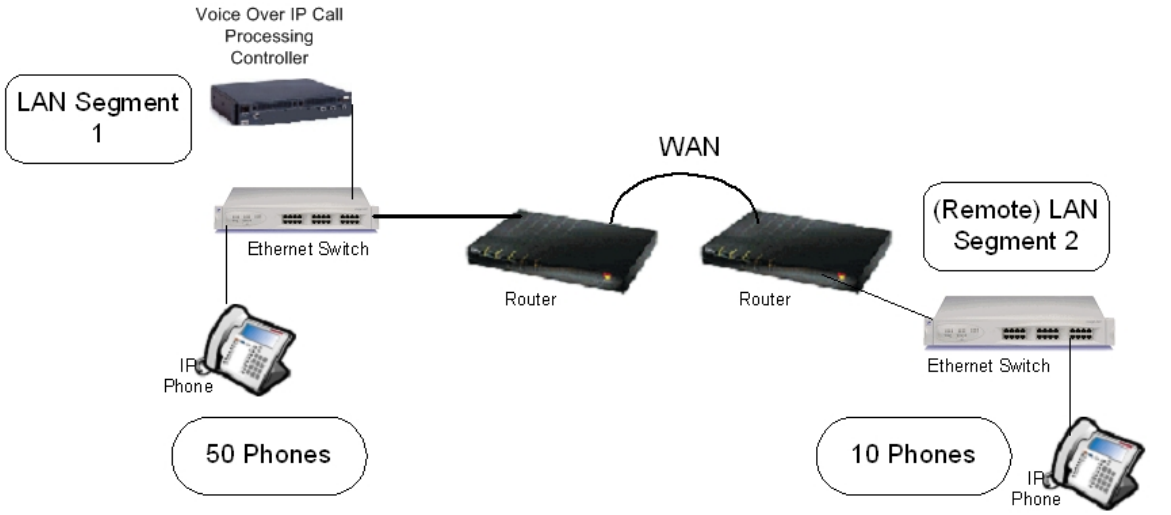
For TDM traffic it is possible to calculate the amount of traffic that needs to be presented in terms of CCS and match this to a number of trunk channels. In the IP world fixed channels do not exist, so this calculation becomes a little trickier.

In calculating the amount of traffic that can be handled over a LAN or WAN link, the bandwidth calculations in section 3.6 Available Bandwidth can be applied. From these it is possible to work out a number of 'voice channels' and hence assign a particular CCS rating.

4.2.1 WAN traffic worked example

In this example we will assume the following configuration:

- There are 50 IP Phones at the corporate centre
- There are 10 IP phones over a T1 link at a remote site
- Trunk traffic is 65% of all traffic
- Traffic between remotely located IP phones stays local to the remote site, i.e. it does does not traverse the WAN link



Calculation	Formula	Result
Remote Phones		10
Total CCS at remote site	Remote phones x 6CCS	60CCS
Percentage trunk traffic	Total CCS x 65%	39CCS
Percentage intercom traffic	Total CCS x (100 – trunk traffic)%	21CCS
Local Intercom Traffic	Intercom traffic x Ratio of local phones / total phones (21 x 10 / 60)	3.5CCS
Total traffic over WAN	Total traffic – local traffic	**56.5CCS**

Thus:

- The total traffic handled is 60CCS.
- 3.5CCS is local traffic
- WAN traffic is therefore: **56.5CCS** = 60 –3.5

From an earlier calculation it was highlighted that a T1 WAN link could handle 6 G.711 'voice channels'. From ErlangB tables with P.001 blocking such a link can handle 41.1CCS. There is therefore a mismatch between presented traffic and carrying capacity.

Solutions that come from this can then be covered by:

- Use compression (G.729) to the remote phones. This increases the 'voice channel' capability. However it also reduces voice quality, which may not be acceptable.
- The WAN link bandwidth could be increased
- The blocking ratio could be changed to P.01, such a link would handle 68.8CCS
- The number of remote phones could be reduced, or the overall number of phones could be reduced.

These are all potential solutions and each may have to be investigated to understand the nature of the installation. Doing this calculation up front ensures that such issues are highlighted ***before*** equipment is bought and installed.

4.3 IP Trunking limits

The IP-Trunking is a form of networking that allows traffic from different controllers to be passed between them. This provides the ability to build larger systems, as well as combining systems in different geographic locations as a single system.

Where LAN/WAN connections exist between nodes, then this medium can be used to pass traffic. A limit on the number of conversations is set on this connection. In the event this limit is exceeded, an alternative path will be tried, be it via a different node connected via IP, or alternatively through the PSTN TDM network.

The issue is what trunk restriction value to set for a particular connection. This relies very much on traffic and also the bandwidth calculations, such as those carried out in earlier sections.

Since the bandwidth is derived from the number of conversations it is important to understand which CODEC will be used across the link. Is it exclusively G.729, or G.711 or a combination of both?

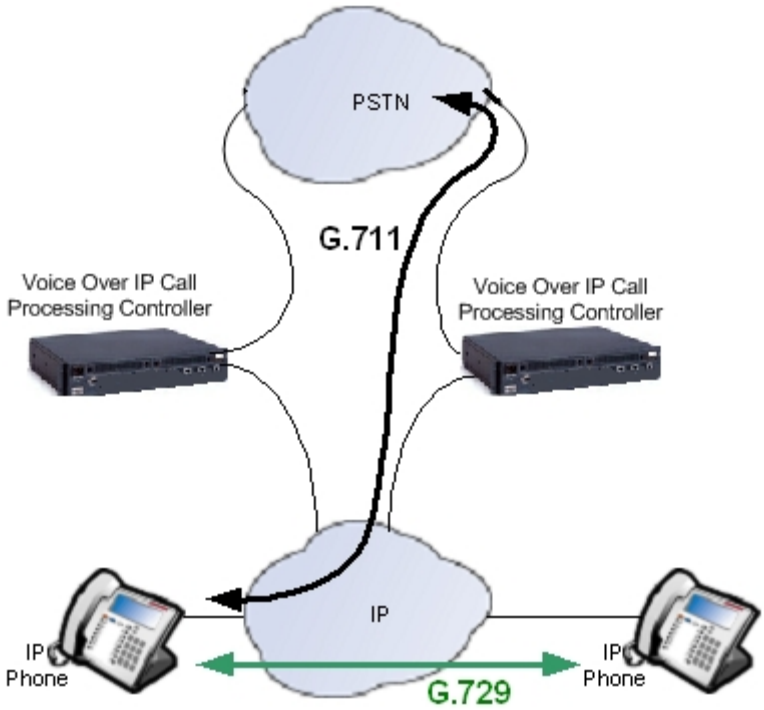
Also, the level of networking between nodes needs to be understood and whether this includes PSTN trunk traffic or only internal intercom traffic.

As a general guideline we can consider that a single node might have a high networking traffic ratio of 15%. For a particular node with a number of devices, the amount of traffic to and from this node will remain essentially constant. What will differ, will be the level of traffic destined for another particular node. For example, 15% of traffic might be destined for the second node in a two-node system, but 7.5% will be destined for each the other two nodes in a three-node system. Obviously in the second scenario less bandwidth will be needed per to and from a particular node, but the total per node will remain about the same.

4.3.1 IP Trunk Limit working example

Consider the following example:

- Two equal sized systems
- Exclusively 250 IP devices/phones
- Calls from TDM, or to TDM devices including trunks, use G.711 CODEC
- Calls between IP devices use the G.729 CODEC
- Traffic is typically 35% (100-65) internal, the remainder to and from PSTN trunks
- Calls internally are typically 50% outgoing and 50% incoming
- Traffic is rated at 6CCS per device
- Traffic between nodes is 15%



IP Trunking

Doing some simple calculations below:

Calculation	Formula	Result
Traffic from IP sets	Number of sets (250) x 6CCS	1500CCS
Percentage networked	Total traffic x 15%	225CCS
Percentage traffic intercom	Networked traffic x 35%	79CCS
Percentage traffic trunk to PSTN	Networked traffic – intercom traffic	146CCS
Total Number of IP Trunk channels needed	ErlangB on total IP trunk traffic (225CCS)	13 Channels (P.01)
Number of channels needed for PSTN Trunks (G.711)	ErlangB on PSTN trunk traffic (146CCS)	10 Channels *1 (P.01)
Number of channels needed for Intercom/Internal traffic (G.729)	ErlangB on Intercom traffic (79CCS)	7 Channels *1 (P.01)
Bandwidth needed (use worse case)	Number of G.711 channels (10) x 100k + [Total number of channels (13) – PSTN trunk channels(10)] x 40k	1120kbits/s
WAN Bandwidth Required	Assume with QoS so / 70%	**1600kbits/s**
Number of channels for IP Trunk	Total number of channels	**13 Channels**

*1 Note: The number of channels needed purely for internal traffic is 7. For external traffic the total number is 10. However, together the total is only 13. How is this so? The reason is that a number of channels will have shared use, in this case it must be 4 (10+7-13). The higher G.711 rate is used to ensure adequate bandwidth at all times.

Thus it can be seen that this data rate is pretty close to a typical T1 rate. The option could be to increase the available link rate by upgrading to an E1 link, or multiple T1 links, or accept a lower quantity of IP Trunk calls, i.e. slight reduction in inter-node traffic

5. Getting Started

The above two sections have dealt with network conditions and call traffic. However, before any of this can occur, the system needs to be installed and the end devices need some code to get them running.

5.1 Start-up sequence for phones:

This is the normal sequence of events for a dual port IP Phone, where VLANs are implemented:

- Power up
- Run 'Boot' code
- Request IP address (untagged) through DHCP
- Receive IP address from default VLAN (data VLAN) and specific phone and system options
- Check VLAN information
- Relinquish IP address (untagged)
- Request IP address on voice VLAN (tagged)
- Receive IP address from voice VLAN and specific phone and system options again
- Check VLAN information matches, if not repeat until it is.
- Locate TFTP server
- Get running code
- Register with call control
- Go!

The phone does a double fetch of information, so it is important to have the same VLAN and priority information in the DHCP server associated with the data VLAN as it is for the DHCP server associated with the voice VLAN, i.e. copy the option data.

The engineering guideline that can be highlighted here is that this sequence works with either multiple DHCP servers on each VLAN, or that the **router/Layer3 switch** connecting the VLANs has **DHCP forwarding capability**.

Some options also exist to improve system start-up time. To improve phone download time, especially when a number (currently more than 400) of IP-Phones are associated with a controller, an external TFTP server, such as an NT server can be used. In the DHCP server, used by the phones, just alter the TFTP IP address to match and copy the download files onto the TFTP server. In this way multiple downloads can occur in parallel reducing system start-up time after a re-boot.

The sequence above assumes that the phones will get information from a DHCP server. There is also the possibility to manually programme up the IP-Phone with the same information as it starts to boot up. In this way the information is fixed, and requires little DHCP intervention. This method can be particularly useful where a phone is used on a remote WAN link and the router cannot forward DHCP requests, or where a local DHCP server does not exist. It can also be useful where VPNs are employed, for much the same reasons, that DHCP forwarding may not be available.

5.2 Start-up Sequence for the Controller

The sequence involves bringing up the RTC where call control lives. In this is included the DHCP and TFTP servers. In parallel the E2T is also 'brought into life' and a couple of the DHCP of options are used to identify the download code for this unit.

It is recommended that the VOIP controller DHCP server be used locally within the controller for devices on the voice VLAN. This can be disabled, but would then require an external DHCP server to service devices on the voice VLAN.

5.3 DHCP Options

The DHCP options to use within the DHCP server may differ from product release to product release, so it is recommended that the associated documentation for the product and release be consulted.

As an overview, the options currently used are shown here (product documentation is master):

DHCP Option	Information
003 – Router Address	IP Address, e.g. 192.167.22.251
066 – FTP IP address (same as option 129), for E2T	IP Address, e.g. 192.167.22.10
067 –Name of file on FTP server	"bootfile"
128 – (Specific) TFTP Server	IP Address, e.g. 192.167.22.10
129 – (Specific) RTC	IP Address, e.g. 192.167.22.10
130 – (Specific) IP Phone Load	"IP PHONE"
132 – (Specific) VLAN ID (32 bit)	0x2
133 – (Specific) Priority (32 bit)	0x6

5.4 DHCP Lease Time

To allow users to move off the local sub-net, or to let new people join a subnet, a method is needed to give up an IP address and also obtain a new address. If a phone is disconnected it obviously cannot talk to the DHCP server, so another method is needed to free up unused addresses. This is the DHCP lease time. This helps provide the Dynamic in DHCP by clearing out unused IP addresses and making them available for new requests.

The timer can be set from a few minutes to weeks. Typically **30 minutes** is a good time. It reduces the amount of checking to see if an IP address is still in use, as well as providing a reasonable recovery time to free up any unused addresses.

☐ **I confirm that my entire data infrastructure is in compliance with the guidelines in this document and understand that any variance from these guidelines will result in additional charges. I understand that the infrastructure must be in place and meet the attached guidelines, 5-business days prior to cut over of the telephone system. Upon notification from the customer that the network requirements have been met, TIG will attempt to hook-up and test the VOIP telephony system to the customers network to verify the integrity of the network to support VOIP. This one-time testing is included in the installation costs. If the network fails the initial VOIP verification testing, additional charges may be incurred.**

Signature_____**Title** _____
Date _____

☐ **I will not be using any IP devices or configurations currently on my existing data network, and therefore it is not necessary for me to conform to these requirements at this time. I do however understand that if in the future I do choose to add IP telephony to my network I will need to be in compliance with the current TIG guidelines.**

Signature_____**Title** _____
Date _____

☐ **I am subcontracting Telcom Innovations Group (or it's agents) on a time and materials basis at TIG's current professional services rate, to ensure that my network meets all the requirements articulated in this document. A separate work order will be issued to cover the scope of this work, which will be in addition to the original installation bid.**

Signature_____**Title** _____
Date _____

Exhibit C

Telcom Innovations Group: Bill of Materials - 5 Year pre-purchase
Reference: Champaign-Urbana MTD RFP No. 2023-006

Part Number	Description	Qty.	Unit sell price [USD]	Discount [%]	Discounted Unit Sell Price [USD]	Discounted Sell Price [USD]
52002931	Contact Center Agentx1	20	840.00	40.00%	504.00	10,080.00
52002935	Contact Center Starter Pack	1	6,825.00	40.00%	4,095.00	4,095.00
54005339	MiVoice Border Gateway Virtual	1	250.00	40.00%	150.00	150.00
54005380	MiCClient Licnse - Peering Adv Server	1	0.00	40.00%	0.00	0.00
54005381	MiCClient Licnse - Federation Adv Server	1	0.00	40.00%	0.00	0.00
54005442	MiCollab Virtual Appliance	1	1,050.00	40.00%	630.00	630.00
54005610	MiCollab NPUM MiVBus Mailbox Licensesx10	2	350.00	40.00%	210.00	420.00
54006542	UCCv4.0 STND User for MiVoice Bus x1	35	340.00	40.00%	204.00	7,140.00
20351208	System Module 2 DSPX	3	414.75	33.00%	277.88	833.64
50008255	SMBC Trunk card 4FXO	3	305.00	33.00%	204.35	613.05
50008381	SMB Controller 8/38G	3	850.00	33.00%	569.50	1,708.50
54005330	Enterprise License Group	1	895.00	33.00%	599.65	599.65
54005748	MiVoice Business Virtual for Enterprise	1	1,350.00	33.00%	904.50	904.50
54011858	MiVB on SMB Controller	3	1,785.00	33.00%	1,195.95	3,587.85
54012136	UCC Standard 30-pack for MiVB SMB	3	4,500.00	33.00%	3,015.00	9,045.00
50008385	6920w IP Phone	9	350.00	35.00%	227.50	2,047.50
50008387	6940w IP Phone	80	595.00	35.00%	386.75	30,940.00
51005172	PWR CRD C7 2.5A 125V-NA PLUG NON POLRIZD	3	12.00	35.00%	7.80	23.40
52003600	6905 Wall Mount Bundle	8	128.00	35.00%	83.20	665.60
51305332	Integrated DECT Headset (NA)	5	330.00	35.00%	214.50	1,072.50
51306580	BT Speakerphone	1	275.00	0.00%	275.00	275.00
51309959	Revolution SLED BNDL - up to 1000 (1 mo)	3000	2.33	40.00%	1.40	4,200.00
51309981	Mitel Revolution Subscrip Term (months)	60	0.00	40.00%	0.00	0.00
51309983	Mitel Revolution for MiVB	1	0.00	40.00%	0.00	0.00
51311105	MIR ALL In ONE Subscription	1	0.00	0.00%	0.00	0.00
51311110	MIR on MiVB Subscription	1	0.00	0.00%	0.00	0.00
52003661	WFO ASC Call Recording SRC License x1	55	0.00	0.00%	0.00	0.00
51310436	MIR Essentials Subscription - 5 Year	55	750.00	35.00%	487.20	26,796.00
	Nexiwave Voicemail Transcription per User - 5Y	125	180.00	47.00%	96.00	12,000.00
54006934	CC Premium 24/7 Software Assurance (5y)	19136	1.00	40.00%	0.60	11,481.60
54007848	SWA Prem 5y MiVBus DLM	1	0.00	40.00%	0.00	0.00
54007853	SWA Prem 5y MiVBus System	1	891.00	40.00%	534.60	534.60
54007965	SWA Prem 5y MiV BG System	1	174.00	40.00%	104.40	104.40
54008226	SWA Prem 5y MiCollab System	1	702.00	40.00%	421.20	421.20
54008229	SWA Prem 5y MiCollab UM Mailbx	20	23.90	40.00%	14.34	286.80
54008346	SWA Prem 5y UCC Std MiVB	125	146.00	40.00%	87.60	10,950.00
54011876	SWA Prem 5y MiVBus on SMB Controller	3	843.00	40.00%	505.80	1,517.40
	TIG Enhanced Maintenance - 5 Year	1				17,500.00
	TIG Implementation	1				37,000.00
	Additional Public Sector Discount	1				-7,864.50
	Total 5 Year BOM					**189,758.69**

Form K

Request for Notice of Exception or Approved Equal

All proposals must include the completed Request for Notice of Exception or Approved Equal.

This form must be completed and returned with the proposal. Failure to return this form may be cause for considering your Proposal non-responsive.

This form is a request and does not modify the scope of RFP #2023-005. RFP modifications will only be made by means of issuing an addendum exclusively. Proposers shall complete this form for each condition, reservation, understanding, or Approved Equal (i.e., deviation) item being requested, in accordance with the Notice of Exceptions or Approved Equals. If there are no requests, please continue to complete the form as such. Any request(s) shall be numbered sequentially and supporting documentation shall be provided as an attachment to each request(s) to uniquely identify each request.

Request Type: [X] Notice of Exception [ ] Approved Equal [ ] None

Request Number:	1	RFP Section/Item Number:	2.11

REQUEST FOR EXCEPTION OR APPROVED EQUAL:

Section 2.11 is specific to installation of Overhead Paging Systems. TIG has opted to NO-BID this specific section of the RFP. We have exceptional expertise and International recognition from MItel for being in the top 1% of partners specializing in the Government sector for successful deployment of contact centers and Unified Communications. Paging Systems are simply not our expertise or within our standard business model. We have integrated with nearly every paging manfuacturer in existence today and will commit to working side-by-side with the Paging Vendor of Champaign-Urbana MTD's choice, or recommending an existing organization for these needs.

Some of our similar customers include:

Pace Bus, Metra Rail, City of Champaign, City of Urbana, Champaign Public Library, DuPage County, Kane County (IL), Boone County (IL), Walworth County (WI) and most recently, the Champaign County Government (IL).

MTD use only:

[X] Approved [ ] Approved Deviation [ ] Approved with Conditions [ ] Denied [ ] See Addendum #___	Provide explanation of rational: MTD will obtain three quotes from adequate, qualified sources in order to replace the overhead paging system as a separate project, concurrently scheduled with the phone system replacement.

To: Karl Gnadt, Managing Director/CEO

From: Amy Snyder, Chief of Staff

Date: 12/06/2023

Subject: University of Illinois Intergovernmental Agreement for Campus Service FY2025-FY2027

A. **Introduction:** The District has maintained a service Agreement with the University of Illinois that has included universal access to all MTD routes for students, faculty, and staff since 1989. In addition to the universal access, the Agreement provides for additional campus-focused routes and frequencies. This Agreement are done through the MTD Service Advisory Committee (SAC). The committee is appointed by, and reports to, the Vice Chancellor for Student Affairs.

B. **Recommended Action:** Staff recommends that the Board of Trustees authorize the Managing Director to execute the Intergovernmental Agreement between MTD and the University of Illinois for the term FY2025 through FY2027 (July 1, 2024 – June 30, 2027).

C. **Prior Trustee Action:** The Board has approved Agreements with the University since 1989.

D. **Summary:** The Campus services that MTD provides under this Agreement are open to the public and published on MTD's website and Maps & Schedules Book. Likewise, all of MTD's Community service is available to the University riders.

   This partnership was formed to combat two overriding issues on Campus. The first was a student-initiated service to provide options for evening mobility, particularly from a safety perspective. The second was the Campus administration's desire to avoid building more and bigger parking garages to thereby avoid, as long as possible, money-losing decks.

   All Campus service changes or increases have been a result of requests from either the University Administration or Illinois students. To facilitate regular evaluations of current service, as well as to research alterations, MTD Staff work with the SAC. This Committee was founded in Fall 2019 and is facilitated by the Associate Vice Chancellor for Auxiliary, Health, & Wellbeing in Student Affairs. It is comprised of representatives from the student body, members of faculty and staff, as well as community partners. MTD's Operations Director, Jay Rank, and Chief of Staff, Amy Snyder, serve as the *ex officio* representatives.

   The Intergovernmental Agreement for FY2022-FY2024 totaled $19,164,192.94. With the maintenance of all current campus service offerings (routes, frequencies, late night, SafeRides), the FY2025-FY2027 Intergovernmental Agreement totals $20,743,692.06. The University requests MTD's initial signatory and then the Agreement will advance to their January 2024 Board of Trustees meeting.

INTERGOVERNMENTAL AGREEMENT BETWEEN
CHAMPAIGN-URBANA MASS TRANSIT DISTRICT AND
THE BOARD OF TRUSTEES OF THE UNIVERSITY OF ILLINOIS

This Intergovernmental Agreement ("Agreement") is between the Board of Trustees of the University of Illinois, a body corporate and politic of the State of Illinois, for its University of Illinois at Urbana-Champaign ("University"), and the Champaign-Urbana Mass Transit District ("MTD"), a local mass transit district and municipal corporation (collectively "the Parties"). The Parties agree as follows:

ARTICLE I – RECITALS

MTD provides public transit service to the Champaign, Urbana, and Savoy communities on a regular basis, along fixed routes, during published hours, and at published frequencies;

Since 1989, the Parties have, by intergovernmental agreement, provided University students with unlimited access to the MTD's regular transit service, along with special campus routes, in part through the assessment of a mandatory Student Transportation Fee;

The Student Transportation Fee, supplemented by other University funds, supports the unlimited use by University Riders of all MTD routes and services;

The Parties' current agreement for transit services, effective on July 1, 2021, will expire on June 30, 2024;

Because public transit provides a comprehensive and efficient means of transporting University Riders to and from their place of residence and to and around the University campus and surrounding community, the Parties wish to continue their longstanding relationship under this Agreement, effective July 1, 2024.

The recitals in this Article I form a part of this Agreement.

ARTICLE II – DEFINITIONS

2.1 **"Campus Routes"** means those MTD routes that are established to serve primarily University Riders in the University District as shown on **Exhibit A.**

2.2 "**i-card**" means the University photo identification (either physical or digital) issued to University Riders.

2.3 "**SafeRides**" means a limited MTD service providing safe transportation primarily for University Riders when no other means of safe transportation is available.

2.4 **"Services"** means the unlimited access to MTD transit services provided to University Riders under this Agreement, including but not limited to SafeRides, Campus Routes, and regular citywide routes.

2.5 **"Student Transportation Fee"** means a fee to support a plan to provide for unlimited student use of special campus bus routes and all existing MTD bus routes, as well as to create service for additional student/commuter and long-term parking.

2.6 **"University District"** means the area described in the Final Report – University District Traffic Circulation Study dated September 2013 and generally the area bounded by University Avenue, Lincoln Avenue, Windsor Road, and First Street.

2.7 **"University Riders"** means those University students and employees of the University and its affiliated agencies who hold a current i-card.

ARTICLE III – RESPONSIBILITIES OF MTD

3.1 **UNIVERSITY RIDERS**. In exchange for the payments to be made by University under this Agreement, MTD shall provide the Services to University Riders at no charge. MTD shall honor the i-card as an MTD bus pass when presented to MTD agents and bus drivers by University Riders.

3.2 **OTHER RIDERS**. MTD will provide its transit services to other riders according to MTD's policies.

3.3 **ROUTES GENERALLY**. As part of the Services, MTD shall generally provide established and regularly publicized public transit service throughout the Champaign-Urbana-Savoy community, as well as transit service through the University District on Campus Routes.

3.4 **SAFERIDES**. MTD shall operate and maintain SafeRides demand-responsive service each evening during those hours determined by MTD. During fall and spring academic semesters, three vans will operate Sunday through Wednesday, and four vans will operate Thursday through Saturday. During fall break, winter break, and spring break, one van will operate daily. MTD control room personnel will be on duty at all times while SafeRides service is available. All of the SafeRides services described in this paragraph are provided to University Riders upon presentation of their i-card.

3.5 **CHANGES**. Prior to any substantial modifications to the MTD transit services set forth in Exhibit A, MTD shall meet and confer with the University.

3.6 **EMERGENCY SERVICES.** Upon University's reasonable request in emergency situations, such as evacuations of students, MTD shall provide warming or cooling buses at no additional charge.

3.7 **REPORTING**. MTD shall provide to University the ridership information on a monthly basis for University Riders by route for all MTD routes. This information shall be sent monthly to Transportation Demand Management, c/o Plan Review Coordinator, Facilities & Services, 1501 S. Oak, Champaign, IL 61820 and to the Associate Vice

Chancellor For Student Affairs and Director of Auxiliaries, 601 E. John Street, Champaign, IL 61820.

3.8 **FINANCIAL STATEMENTS**. MTD shall provide annually to University audited financial statements promptly after the audit is complete. This information shall be sent to Transportation Demand Management, c/o Plan Review Coordinator, Facilities & Services, 1501 S. Oak, Champaign, IL 61820 and to the Associate Vice Chancellor For Student Affairs and Director of Auxiliaries, 601 E. John Street, Champaign, IL 61820.

3.9 **BILLING**. MTD's bill for Services to the University must include invoice number, date, amount, itemized detail, and remittance address. Invoices shall be sent by the following dates each year – September 1, February 1, and June 1 – to the University at the following address: University of Illinois, Invoice Processing Center, P.O. Box 820, Rantoul, IL 61866, with a copy to the University's Office of the Vice Chancellor for Student Affairs, Attn: Director of Auxiliaries, 601 East John Street, Champaign, IL 61820.

3.10 **PAYMENT RECORDS**. MTD will maintain complete and accurate accounting records in sufficient and customary detail such that amounts payable by the University under this Agreement may be verified against the actual costs directly or indirectly associated with the Services provided.

ARTICLE IV – RESPONSIBILITIES OF THE UNIVERSITY

4.1 **IDENTIFICATION OF RIDERS**. University shall identify current faculty, staff and students at the Urbana-Champaign campus of the University through the issuance of i-cards.

4.2 **COMPENSATION**. University shall pay MTD compensation for the Services according to the Payment Schedule attached hereto as **Exhibit B**. Payment will be made within 28 days of receiving the invoice.

4.3. **MASS TRANSIT BOARDING AREAS**. University grants MTD the right to use power and network services to the mass transit boarding areas in the University District at no charge, so long as the University already provides power and network services to the location and MTD's use is limited to its provision of Services.

4.4 **UNIVERSITY RECORDS**. University will maintain complete records in sufficient and customary detail for institutions of higher education regarding the Student Transportation Fees collected pursuant to this Agreement. During the term of this Agreement and for one year thereafter, University will make its Student Transportation Fee records available for inspection and audit by MTD at reasonable times upon reasonable notice at MTD's expense.

ARTICLE V – LIABILITY AND RISK

5.1 INSURANCE. MTD shall provide a Certificate of Insurance naming the Board of Trustees of the University of Illinois as an additional insured under the MTD's general liability and auto liability provided by an insurance company with a current Best's Rating of B+:IV or better, or that is approved by the University of Illinois Office of Risk Management. This Certificate of Insurance must be received and approved by the University before commencement of operations. The Certificate must evidence the following minimum limits of coverage during the term of this Agreement:

5.1.1 Workmen's Compensation (including Occupational Disease) the statutory amount;

5.1.2 Employer's Liability: $1,000,000;

5.1.3 General Liability: $1,000,000 per occurrence, $2,000,000 aggregate; and

5.1.4 Automobile Liability: $5,000,000 per occurrence.

Subcontractors, if approved by University, must comply with the same insurance coverage requirements as MTD. Certificates of Insurance should be sent to: University of Illinois Office of Chancellor, Purchasing Division, 1817 S. Neil Street, Champaign, IL 61820 - MC 602.

5.2 GENERAL LIABILITY. Each party's liability shall be as provided by Illinois law.

5.3 INDEPENDENT CONTRACTOR. In providing the Services, MTD shall be an independent contractor and not an agent of the University. The University shall not have, and shall not exercise any control over MTD operations in connection with providing the Services and shall not have and shall not exercise any control or supervision whatsoever over MTD bus drivers. MTD bus drivers shall be employees of MTD only, shall not constitute agents or employees of the University, and shall be subject solely to MTD's supervision and control.

ARTICLE VI – MARKETING AND INFORMATION

Each party shall, through the various means available to each, publish agreed upon information regarding the services provided pursuant to this Agreement. Each party shall bear its full cost of publishing such information in its own publications. Neither party will use the name of the other in any form of advertising or publicity without the express written permission of the other party. MTD shall seek permission from University by submitting the proposed use, well in advance of any deadline, to the Associate Chancellor for Public Affairs, University of Illinois, 507 East Green Street, Champaign, IL 61820; fax (217) 244-7124. University shall seek permission from MTD by submitting the proposed use, well in advance of any deadline, to the Marketing Manager, Champaign-Urbana Mass Transit District, 1101 East University Avenue, Urbana, IL 61801; fax (217) 384-8215.

ARTICLE VII – ADVISORY COMMITTEE

The Parties agree to establish a MTD Service Advisory Committee ("Committee") to discuss the Services provided by MTD under this Agreement. The Committee may discuss safety, bus routes, services, continuing and additional needs of Services and other transportation issues that may arise during the term of this Agreement. The Committee may include University faculty and employees, representatives from the Illinois Student Government, students, and MTD representatives. The Parties will determine the specifics of the Committee and agree to a written statement of goals, time commitment, coordination, staffing of the Committee, and outcomes.

ARTICLE VIII – PUBLIC SAFETY

8.1 The Parties acknowledge and agree that public safety is of the highest concern and that each Party shall take reasonable precautions to maximize the safety of riders, pedestrians, bicyclists, other vehicles, property and any other related considerations. Subject to any limitations set forth in this Agreement or otherwise by law, such actions may include, but shall not be limited to, driver training, educational programming regarding public safety, consolidation of stops, and pedestrian safety, infrastructure improvements and other initiatives. The Parties will cooperate and collaborate in good faith on public safety initiatives.

8.2 MTD shall maintain driver qualification records in accordance with requirements of state and federal law and shall make such records available to University or its agents for inspection and copying upon reasonable notice and during normal business hours.

ARTICLE IX – TERM

This Agreement shall be in effect from July 1, 2024 through June 30, 2027; provided, however, that if the Parties do not enter into a new agreement before June 30, 2024, they shall continue to perform this Agreement, subject to approval by the University's Board of Trustees of any adjustment of fees, until this Agreement is either amended or replaced.

ARTICLE IX – AMENDMENTS

This Agreement may be changed only by a written instrument signed by both Parties.

ARTICLE X – COOPERATION AND DISPUTES

10.1 **GENERAL COOPERATION**. The Parties recognize the importance of consultation and cooperation in the evaluation of decisions relating to public transit services and agree to meet as they deem necessary to discuss any aspects of the Service, including but not limited to routing, service periods, frequencies, and MTD use of subcontractors. Final decisions relating to public transit services, and in particular Article III, shall rest with MTD. MTD acknowledges that University may request reasonable changes in the

Services, and MTD will discuss the matters in good faith to make changes requested by the University.

10.2 DISPUTE RESOLUTION. In the case of a dispute or alleged breach of this Agreement, the Parties shall use good faith efforts to timely resolve their differences. If a resolution is not reached within 60 days after notice of the dispute or alleged breach, then the matter shall be escalated to the Chair of the MTD Board of Trustees and the University Chancellor for resolution. Failing resolution after a reasonable period, and upon notice from one party to the other, the Parties shall submit the matter to non-binding mediation, with expenses to be shared equally. The Parties may resort to litigation only upon exhaustion of these administrative measures, and during any dispute, the Parties will continue to perform the Agreement as written so as not to disrupt the Services or transit services to the community at large.

10.3 FUTURE STUDY. The Parties may conduct a ridership study during the term of this Agreement to be performed by a mutually acceptable faculty consultant. The Parties shall each contribute up to 50% of the study cost, not to exceed $15,000.

ARTICLE XI – NOTIFICATION

All communications required or permitted under this Agreement, except as otherwise noted, shall be in writing and shall be hand delivered, sent by registered or certified mail, return receipt requested, or by overnight courier service to the party's representative listed below. A notice shall be deemed to have been given when received at the specified notification address.

Notices to the University shall be sent to:
Dedra Williams
Secretary of the Board of Trustees and
Secretary of the University
352 Henry Administration Building
506 S. Wright Street
Urbana, IL 61801

With copies to:
Office of the Chancellor
1817 S. Neil Street, Suite 212
Champaign, IL 61820

Vice Chancellor for Student Affairs Office
121 Swanland Building
601 E. John Street

Notices to MTD shall be sent to:
Karl Gnadt
Managing Director
Champaign-Urbana Mass Transit District
1101 East University Avenue
Urbana, IL 61801

With a copy to:

Champaign-Urbana Mass Transit District
c/o Corporate Counsel
Meyer Capel
306 W. Church St.
Champaign, IL 61820

Champaign, IL 61820

ARTICLE XII – NO CHARTER SERVICES/SUBCONTRACTORS

MTD shall not provide charter services to the University and shall not subcontract any Services. The parties will cooperate to direct all requests by University staff for charter services to the Office of the Vice Chancellor for Student Affairs.

ARTICLE XIII – MISCELLANEOUS

13.1 **PARTY STATUS**. Neither party is agent, employee, legal representative, partner or joint venturer of the other. Neither party has the power or right to bind or commit the other to a contract.

13.2 **NO BENEFICIARIES**. The Parties do not intend for this Agreement to create any rights or rights of enforcement in third parties.

13.3 **SEVERABILITY**. If a court of competent jurisdiction finds any provision of this Agreement legally invalid or unenforceable, such finding will not affect the validity or enforceability of any other provision of this Agreement and the Parties will continue to perform. If the Agreement cannot be performed in the absence of the provision, this Agreement will terminate upon 45 days' written notice by one party to the other party.

13.4 **MERGER**. This Agreement and all attachments embody the entire understanding of the Parties and will supersede all previous or contemporaneous communications, either verbal or written, between the Parties relating to this Agreement.

13.5 **ASSIGNMENT**. Neither party may assign this Agreement or any of its rights or obligations without first obtaining the prior written consent of the other party. Any attempted assignment without consent is void.

13.6 **FORCE MAJEURE**. Each party will be excused from the performance of the Agreement to the extent that performance is prevented by conditions beyond the reasonable control of the affected party. The party claiming excuse for delayed performance will promptly notify the other party and will resume its performance as soon as performance is possible. "Beyond the reasonable control" means that the party claiming such excused performance has used all reasonable efforts to perform, given the circumstances giving rise to the conditions claimed. The party claiming excused performance shall detail such efforts when notifying the other party. Performance shall only be excused for the time period necessary implied by the conditions and only to the extent required under those conditions. Illustrative conditions include war, national conflicts, terrorist acts or priorities arising therefrom, epidemics that affect the work force of the parties, strikes or other labor disruptions extending in duration more than five calendar days; and cataclysmic events including weather events.

13.7 **EFFECT OF WAIVERS**. No waiver of any right, remedy, power or privilege by either party shall be effective unless made in writing. No waiver of any breach of any provision of

this Agreement shall constitute a waiver of any subsequent breach of the same or of any other provision of this Agreement.

13.8 **EQUAL OPPORTUNITY**. This Agreement incorporates the Equal Employment Opportunity Clause at Section 750.10, Appendix A of the Illinois Department of Human Rights Rules.

13.9 **AUDITS**. Each party shall maintain for at least three years after the later of the completion of this Agreement or the date of final payment, all books and records relating to the performance of the Agreement and that support amounts charged and paid. The books and records shall be made available for audit, review, and copying by the other party and its agents, as well as to all federal and state government auditors, inspectors and agents in their official capacities.

13.10 **COUNTERPARTS/FACSIMILE SIGNATURES**. This Agreement may be signed in counterparts. Facsimile signatures constitute original signatures for all purposes.

ARTICLE XIV – REPRESENTATION ON AUTHORITY OF PARTIES/SIGNATORIES

Each person signing this Agreement represents that he or she has the authority to execute and deliver this Agreement. Each party represents to the other that the execution and delivery of the Agreement and the performance of such party's obligations are authorized and that the Agreement is a valid and legal contract binding on such party and enforceable in accordance with its terms.

THE BOARD OF TRUSTEES
OF THE UNIVERSITY OF ILLINOIS

By: _____
Paul N. Elllinger, Comptroller

Date: _____

Approved as to Legal Form

By: _____
Benjamin C. Ford
Assistant Campus Legal Counsel

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT

By: _____
Karl P. Gnadt, Managing Director

Date: _____

Approved as to Legal Form for MTD

By: _____
Alyx Parker, Counsel

EXHIBIT A

Illini UI Weekday Monday - Thursday
Illini Limited Non UI Monday - Friday
Illini UI Weekday Friday
Illini UI Saturday
Illini Limited Saturday
Illini UI Sunday
Illini Limited Sunday
Teal UI Weekday
Teal UI Saturday
Teal UI Sunday
Silver UI Weekday Monday - Thursday
Silver UI Weekday Friday
Silver UI Saturday
Silver UI Sunday
Yellow Hopper UI Weekday
Yellow Weekday
Yellow UI Late Night Monday - Thursday
Yellow UI Late Night Friday
Yellow UI Late Night Saturday
Yellow UI Late Night Sunday
Gold Hopper Weekday
Green Hopper UI Weekday
Green UI Late Night Monday - Thursday
Green UI Late Night Friday
Green Hopper Saturday Evening
Green UI Saturday Late Night
Green UI Sunday Late Night
Raven Weekday
Link Weekday
SafeRides SRNW & SRSW
SafeRides East with Daylight Savings
SafeRides East without Daylight Savings
SafeRides Float
SafeRides Break Non UI
Extras

EXHIBIT B

Fiscal Year	Month-YR	Total Payment
FY2025	July, 2024	
	August, 2024	
	September, 2024	$ 2,895,020.95
	October, 2024	
	November, 2024	
	December, 2024	
	January, 2025	
	February, 2025	$ 2,895,020.95
	March, 2025	
	April, 2025	
	May, 2025	
	June, 2025	$ 845,000.00
Subtotal for Fiscal Year 2025		**6,635,041.90**
FY2026	July, 2025	
	August, 2025	
	September, 2025	$ 3,025,521.62
	October, 2025	
	November, 2025	
	December, 2025	
	January, 2026	
	February, 2026	$ 3,025,521.62
	March, 2026	
	April, 2026	
	May, 2026	
	June, 2026	$ 860,000.00
Subtotal for Fiscal Year 2026		**6,911,043.24**
FY2027	July, 2026	
	August, 2026	
	September, 2026	$ 3,161,303.46
	October, 2026	
	November, 2026	
	December, 2026	
	January, 2027	
	February, 2027	$ 3,161,303.46
	March, 2027	
	April, 2027	
	May, 2027	
	June, 2027	$ 875,000.00
Subtotal for Fiscal Year 2027		**$ 7,197,606.92**
		$ 20,743,692.06