



CHAMPAIGN-URBANA MASS TRANSIT DISTRICT BOARD MEETING AGENDA

Wednesday, October 30, 2024– 3:00 pm

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

Board of Trustees:

Dick Barnes – Chair
Paul Debevec
Tomas Delgado
Phil Fiscella

George Friedman
Alan Nudo – Vice Chair
Sharif Ullah

Advisory Board:

Averhy Sanborn
Jamie Singson
Christopher Walton

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Champaign-Urbana Mass Transit District strives to provide an environment welcoming to all persons regardless of disability, race, gender, or religion. Please call Katie Good at 217.384.8188 to request special accommodations at least 2 business days in advance.

10. Next Meeting

- A. Regular Board of Trustees Meeting – Wednesday, December 4, 2024 –
3:00 pm – at Illinois Terminal, 45 East University Avenue, Champaign

11. Adjournment



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

MINUTES – SUBJECT TO REVIEW AND APPROVAL

DATE: Wednesday, September 25, 2024
TIME: 3:00 pm
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	
	Tomas Delgado
Paul Debevec	
Phil Fiscella	
George Friedman	
Alan Nudo	
Sharif Ullah	

Advisory Board:

Present	Absent
	Averhy Sanborn
Jamie Singson	
Christopher Walton	

MTD Staff: Karl Gnadt (Managing Director), Amy Snyder (Deputy Managing Director), Katie Good (Executive Assistant and Clerk), Michelle Wright (Finance Director), Jay Rank (Operations Director), Jacinda Crawmer (Human Resources Director), Brendan Sennett (Safety and Training Director), Josh Berbaum (Maintenance and Facilities Director), Ashlee McLaughlin (External Affairs Director), and Alyx Parker (MTD Attorney)

Others Present:

MINUTES

1. Call to Order

Chair Barnes called the meeting to order at 3:00 pm.

2. Roll Call

Present (6) – Barnes, Debevec, Fiscella, Friedman, Nudo, Ullah

Absent (1) –Delgado

The Clerk declared that a quorum was present.

3. Approval of Agenda

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

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4. Audience Participation

There was no audience participation.

5. Approval of Minutes

Board Meeting (Open Session)– August 28, 2024

MOTION by Mr. Fiscella to approve the open session minutes of the August 28, 2024, MTD Board meeting as distributed; seconded by Mr. Friedman. Upon vote, the MOTION CARRIED.

6. Communications

None

7. Reports

A. Managing Director

Mr. Gnadt reviewed statistics for August 2024. The August 2024 Ridership was down 3.54% from August 2023. It is noteworthy that there were four fewer weekdays in August 2024 compared to August 2023. Year to date ridership for August 2024 was up 1.8% compared to August 2023. Though MTD ridership levels are at a slight decrease compared to last year, ridership levels are faring well compared to five years ago in August 2019.

August 2024 operating revenue was 3.60% above August 2023. Year to date operating revenue was 4.6% above FY2024. Monthly operating expenses were up 6.9% from FY2024. Year to date operating expenses were up 6.1% from FY2024. August 2024 operating revenue was down \$1,717. August 2024 operating revenue was below budget by \$915,406.

8. Action Items

A. Authorizing Voluntary Annexation Discussions

Mr. Gnadt asked Trustee Fiscella to start the discussion regarding his interest in pursuing voluntary annexations for the properties that are adjacent to the Carle Clinic on Curtis Road. Mr. Fiscella provided a summary of why the Carle on Curtis Clinic is not currently within the District’s boundaries, referencing passenger interest in accessing the property via MTD, and different ways the property may become eligible to be served by the District. Mr. Fiscella mentioned low property tax payments for farmland owners and hopes to reach out to the landowners to inquire about their interest in voluntary annexation to allow MTD service to the Carle on Curtis Clinic.

Trustees discussed how paratransit service is currently offered to the Carle on Curtis Clinic, but no fixed route service is available. Mr. Gnadt, at the Board’s request, provided the Board with a summary of past proposals submitted to Carle regarding providing service to the Carle on Curtis Clinic. Clarification of this action item was provided stating Mr. Fiscella is asking for approval to start a discussion with the landowners and no negotiations will occur.

MOTION by Mr. Friedman to authorize Mr. Fiscella to initiate voluntary annexation discussions; seconded by Mr. Nudo. Upon vote, the MOTION CARRIED.

B. Appointment of District Secretary

MOTION by Mr. Friedman to appoint Katie Good as the Champaign-Urbana Mass Transit District Secretary, seconded by Mr. Ullah. Upon vote, the MOTION CARRIED.

C. Approval of Contract for Demolition and Grading at Chester & Water.

1 Mr. Gnadt was joined by External Affairs Director, Ashlee McLaughlin, and Maintenance Director,
2 Josh Berbaum, to discuss demolition of properties owned by the District on the east side of the
3 railroad tracks near Illinois Terminal. Demolishing the buildings and grading the area will allow the
4 space on Chester & Water streets to be used as a temporary transfer area during the time Illinois
5 Terminal is under construction for the expansion project.
6

7 Ms. McLaughlin noted four bids were received from the IFB sent on August 1, 2024. Mid-Illinois
8 Concrete & Excavation Inc. was determined to be the lowest cost and the most responsible and
9 responsive bidder at \$529,200 and thus recommended to the Board for approval.
10

11 Trustees discussed grant funds that will be used to assist with this portion of the Illinois Terminal
12 Expansion Project and interest in seeing future architectural plans for the project when they are
13 available.
14

15 MOTION by Mr. Ullah to approve the Contract for Demolition and Grading at Chester & Water,
16 seconded by Mr. Friedman. Upon vote, the MOTION CARRIED.
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19 **9. Next Meeting**

- 20
21 A. Regular Board of Trustees Meeting – Wednesday, October 30, 2024– 3:00 pm – at Illinois Terminal, 45
22 East University Ave, Champaign.
23

24 **10. Adjournment**

25
26 MOTION by Mr. Fiscella to adjourn, seconded by Mr. Debevec.

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28 Mr. Barnes adjourned the meeting at 3:51 pm.
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32 _____
33 Clerk
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37 Approved:
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41 _____
42 Board of Trustees, Chair

C-U LONG RANGE TRANSPORTATION PLAN 2050



TRANSPORTING & TRANSFORMING CHAMPAIGN-URBANA

Long Range Transportation Plan
LRTP 2050

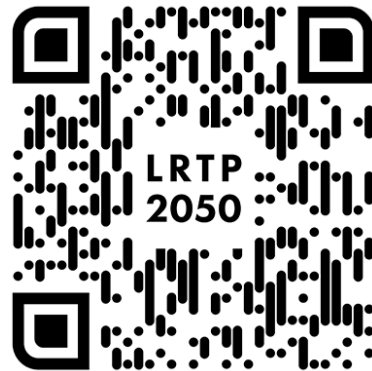
MTD

October 30, 2024




<https://ccrpc.gitlab.io/lrtp-2050/>

- Overview
- Existing Conditions
- Goals
- 2050 Vision
- Public Involvement
- Appendices



ccrpc.gitlab.io/lrtp-2050/

L RTP 2050 OVERVIEW EXISTING CONDITIONS GOALS 2050 VISION PUBLIC INVOLVEMENT APPENDICES



Welcome to the CUUATS Long Range Transportation Plan (LRTP) 2050!

The Champaign-Urbana Urban Area Transportation Study (CUUATS) presents the 5-year LRTP, which covers the Metropolitan Planning Area including Champaign, Urbana, Savoy, Mahomet, Tolono, Bondville, the University of Illinois campus, and the Champaign-Urbana Mass Transit District service area.

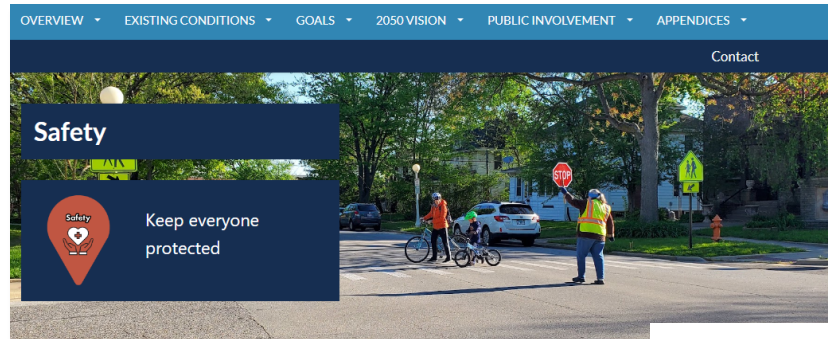
Announcements

Draft LRTP 2050 approved at CUUATS Committee Meetings in September 2024

The Draft LRTP 2050 is nearing completion. This website serves as the documentation of the plan. The draft document will be open for a 30-day public comment period from September 16th to October 15th, 2024. A Google form will be provided on the [LRTP 2050 Updates](#) page beginning September 16th. Also this fall, we will present the plan to CUUATS member agencies and other agencies upon request. All comments will be reviewed, summarized, addressed, and presented to the CUUATS Committees in December 2024.



- 5 LRTP 2050 Goals
 - Safety
 - Reliability
 - Sustainability
 - Equity & Quality of Life
 - Connectivity
- Under each goal:
 - Goal statement
 - Objectives and Performance Measures
 - Strategies



C-U LONG RANGE TRANSPORTATION PLAN 2050



TRANSPORTING & TRANSFORMING CHAMPAIGN-URBANA

Strategies

Strategies	Responsible Parties
Implement the strategies approved in the Champaign-Urbana Urban Area Safety Plan for safety emphasis areas, including intersections, pedestrians, bicyclists, and impaired driving.	CUUATS staff, IDOT, Champaign County, cities, villages and townships, MTD, C-U SRTS Project, University of Illinois, local and state law enforcement agencies, local EMS and hospitals, judiciary system
Continue to facilitate the regional Safety Committee to support collaboration between planners, engineers, law enforcement, and other community partners.	CUUATS staff, IDOT, Champaign County, cities, villages and townships, MTD, C-U SRTS Project, University of Illinois, local and state law enforcement agencies, local EMS and hospitals, judiciary system
Promote safety in the planning, design, construction, and maintenance of all modes in transportation projects and programs (e.g., designing for the incorporation of emerging safety-related technologies).	CUUATS, IDOT, Cities, Villages, MTD, University of Illinois
Prepare applications and provide input to local agencies regarding Highway Safety Improvement Program (HSIP) funds.	CUUATS staff
Evaluate HSIP projects by completing before and after studies.	IDOT
Complete applications for available Federal safety funding.	CUUATS staff
Continue to enforce codes requiring new development to provide sidewalks along roadway frontages and safe crossings at intersections.	CUUATS Staff, Cities and Villages, Developers, University of Illinois
Revise, complete and distribute Safe Walking Route Maps for public elementary and middle schools in Champaign-Urbana every two years and continue the Safe Routes to School program.	CUUATS staff, C-U SRTS Project
Work with cities and villages to develop Safe Routes to Schools plans and apply for Safe Routes to Schools grants.	CUUATS staff
Work with municipalities and transportation study groups to evaluate existing speed limits on the local roadway network.	CUUATS staff
Continue updating the regional Intelligent Transportation System (ITS) architecture and install Vehicle Management Systems (VMS) at major roadways and intersections when appropriate.	CUUATS staff, cities and villages, Champaign County Emergency Management Agency (EMA), developers, Champaign County LEPC, law enforcement, MTD, University of Illinois
Create an evacuation plan for the region that would set the regional transportation system to be ready for efficiently performing evacuation in case of a natural or man-made disaster.	CUUATS staff, Cities and Villages, Champaign County EMA, LEPC, school districts, law enforcement, MTD
Coordinate with IDOT, Department of Homeland Security (DHS), and local agencies to ensure that up to date security features are installed at relevant regional transportation infrastructure.	CUUATS staff, DHS, IDOT, law enforcement, Cities and Villages, MTD, University of Illinois
Ensure robust and meaningful community engagement for communities to identify and develop solutions to the transition to a future with automated vehicles (AVs). This includes community engagement in developing AV regulations.	IDOT, CUUATS, Cities, Villages, University of Illinois, MTD
Incorporate traffic calming features to reduce speeding on area roadways, including natural landscaping to integrate sustainable mitigation measures.	CUUATS, cities and villages, IDOT, University of Illinois
When feasible, construct protected bike lanes when renovating existing bike lanes or reconstructing roadways that will include bike lanes.	IDOT, CUUATS, cities and villages, University of Illinois

Download: [CSV](#)

Safety Goal

The metropolitan planning area transportation system will be maintained, preserved, and people and goods in the short term and to design and implement improvements to achieve goal of zero deaths and disabling injuries in the long term.

Objectives and Performance Measures

Safety Objectives	Data/Tools	Performan
Reduce five-year rolling average of fatalities by 2 percent (from 8 in 2022 to less than 7 by 2030) in the Champaign-Urbana MPA.	IDOT Crash Data	Total fatalit
Reduce five-year rolling average of fatalities rate (per 100 million DVMT) by 5 percent (from 0.75 in 2022 to less than 0.5 by 2030) in the Champaign-Urbana MPA.	IDOT Crash Data	Total fatalit rolling ave
Reduce five-year rolling average of number of A-injuries by 5 percent (from 100 in 2022 to less than 70 by 2030) in the Champaign-Urbana MPA.	IDOT Crash Data	Total A-inj.
Reduce five-year rolling average of serious injury rates (A-injuries per 100 million DVMT) by 5 percent (from 9 in 2022 to less than 6 by 2030) in the Champaign-Urbana MPA.	IDOT Crash Data	Total A-inj. rolling ave
Reduce five-year rolling average of number of pedestrian fatalities by 5 percent (from 2 in 2022 to 1 by 2025) in the Champaign-Urbana MPA.	IDOT Crash Data	Total Peđe average)
Reduce five-year rolling average of number of pedestrian A-injuries by 2 percent (from 12 in 2022 to 10 by 2030) in the Champaign-Urbana MPA.	IDOT Crash Data	Total Peđe average)
Reduce five-year rolling average of number of bicyclist fatalities by 5 percent (from less than 0.5 in 2022 to 0 by 2030).	IDOT Crash Data	Total Bicyc average)
Reduce five-year rolling average of number of bicyclist A-injuries by 5 percent (from 7 in 2022 to less than 5 by 2030) in the Champaign-Urbana MPA.	IDOT Crash Data	Total Bicyc average)
Reduce five-year rolling average of number of reportable injuries involving public transit by 25% by 2030 in the Champaign-Urbana MPA.	MTD transit safety PMS	Number of transit (five
Reduce five-year rolling average of number of fatalities involving public transit by 25% by 2030 in the Champaign-Urbana MPA.	MTD transit safety PMS	Number of transit (five)
Reduce five-year rolling average of number of reportable safety events involving public transit by 30% by 2030 in the Champaign-Urbana MPA.	MTD transit safety PMS	Number of public tran



TRANSPORTING & TRANSFORMING CHAMPAIGN-URBANA

L RTP 2050 VISION

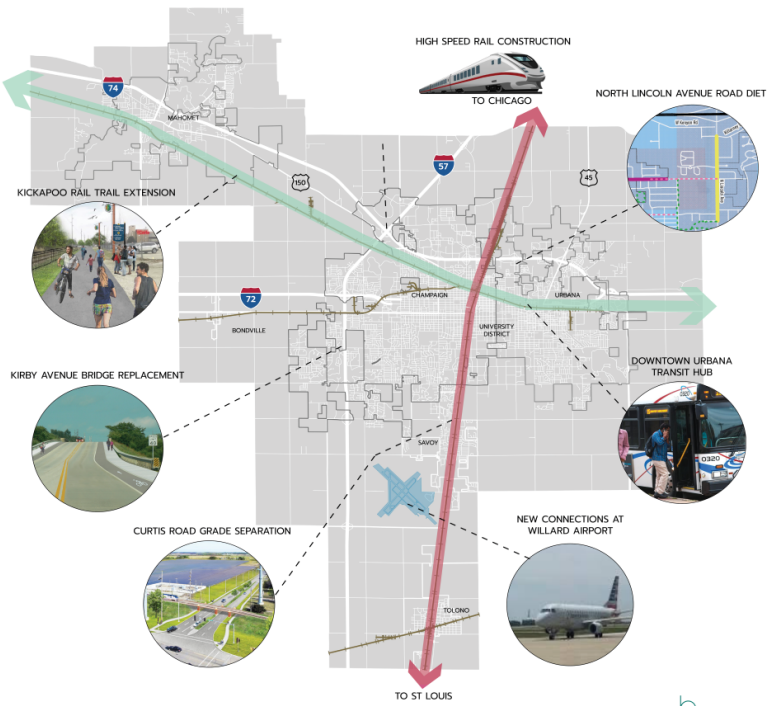
From 2023-2024, we gathered public comment from residents regarding changes to the local transportation system and transportation priorities for 2050. Based on that feedback and other input, this poster illustrates the collectively defined transportation goals that comprise the L RTP 2050 vision.

L RTP 2050 GOALS



Keep Everyone Protected	Make Every Trip Dependable	Make Every Mile Clean	Make the Community Vibrant	Make the System Comprehensive
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Keep Everyone Protected	Make Every Trip Dependable	Make Every Mile Clean	Make the Community Vibrant	Make the System Comprehensive	SAMPLE PROJECTS
♥	★	▲	●	■	Complete Street: Duncan Road from Kirby Ave to Springfield Ave, construction starting 2026
♥	★	▲	●	■	Bridge replacement with bike/ped facilities: Kirby Avenue over I-57, construction starting 2026
♥	★	▲	●	■	Curtis Road grade separation: construction by 2030
♥	★	▲	●	■	Illinois Terminal expansion: construction expected to begin in 2025
♥	★	▲	●	■	Increase regional ADA sidewalk and curb ramp compliance: ongoing
♥	★	▲	●	■	Urbana Equity and Quality of Life projects: sidewalk and street lighting gap construction ongoing
♥	★	▲	●	■	Increased car and bike share options to make driving more affordable: ongoing
♥	★	▲	●	■	Willard Airport new connections: local fundraising continues
♥	★	▲	●	■	High speed rail: competing with other alignments between Chicago and St. Louis; looking for funding
♥	★	▲	●	■	Kickapoo Rail Trail from Urbana to Mahomet: looking for funding
♥	★	▲	●	■	Road Diet: North Lincoln Ave from south of Wascher Dr to north of Killarney St; looking for funding
♥	★	▲	●	■	Transit hub in downtown Urbana: looking for location and funding
♥	★	▲	●	■	Hydrogen fuel cell infrastructure: MTD hydrogen fueling station expansion; looking for funding
♥	★	▲	●	■	Electric vehicle charging infrastructure: looking for funding and location opportunities
♥	★	▲	●	■	Rural transit service: connecting rural residents with jobs, shopping, and healthcare
♥	★	▲	●	■	Autonomous vehicles: increasing trend to reduce greenhouse gases, increase safety, and provide travel options for residents



- L RTP 2045 Status
- Future Projects
- Scenario Modeling
- Funding
- Implementation



- Fiscally Constrained

- Illinois Terminal Expansion Joint Development
- MTD Maintenance Facility at 803 E University Ave, Urbana
- Replace 40-ft hybrid buses with new 40-ft hybrid buses
- Transit Center in Urbana – property acquisition and construction
- Vehicle storage and maintenance facility construction at 1209 E University Avenue
- Hydrogen Fueling Station expansion at 803 E University Avenue

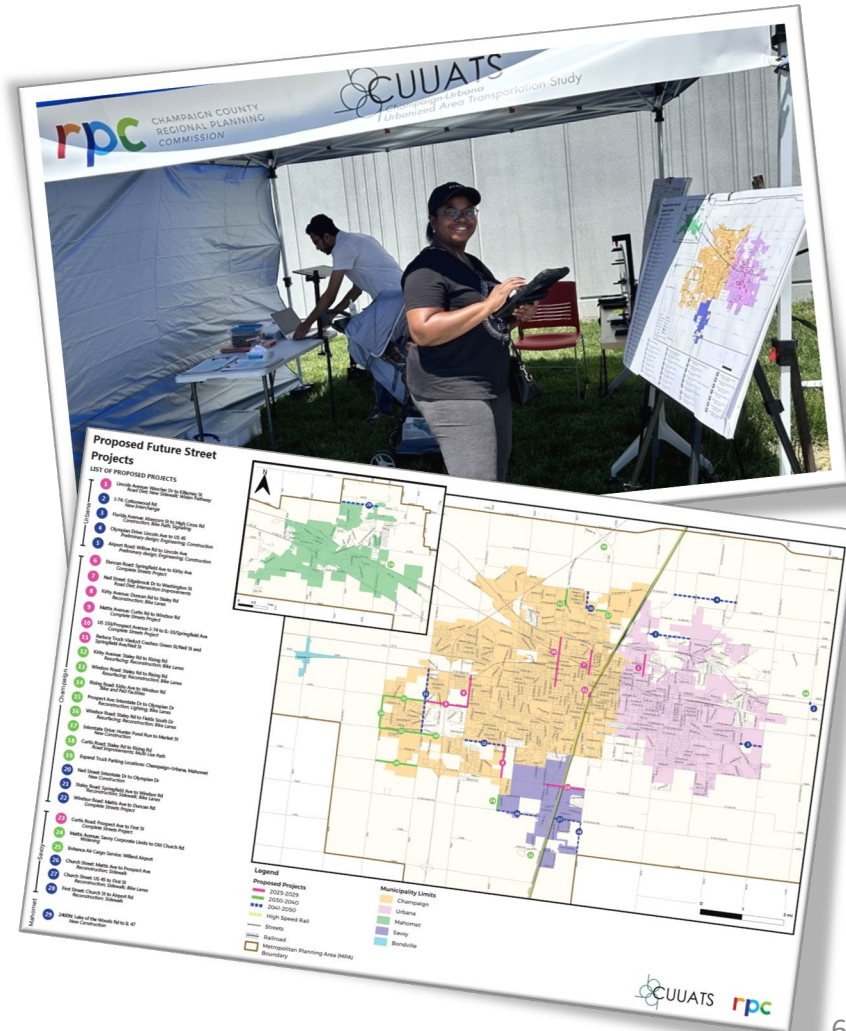
- Unfunded/Illustrative Multi-Agency Project

- Installation of High-Speed Rail Corridor from Champaign to Chicago



TRANSPORTING & TRANSFORMING CHAMPAIGN-URBANA

- Phase 1 – April through October 2023
 - Transportation patterns, travel obstacles, and community demographics
 - Attended 13 community events with surveys and maps
- Phase 2 – April through July 2024
 - Goals, future project priorities
 - Attended 12 community events with surveys and maps
- Phase 3 – September 16 through November 8, 2024
 - Review draft plan, agency presentations, public comment



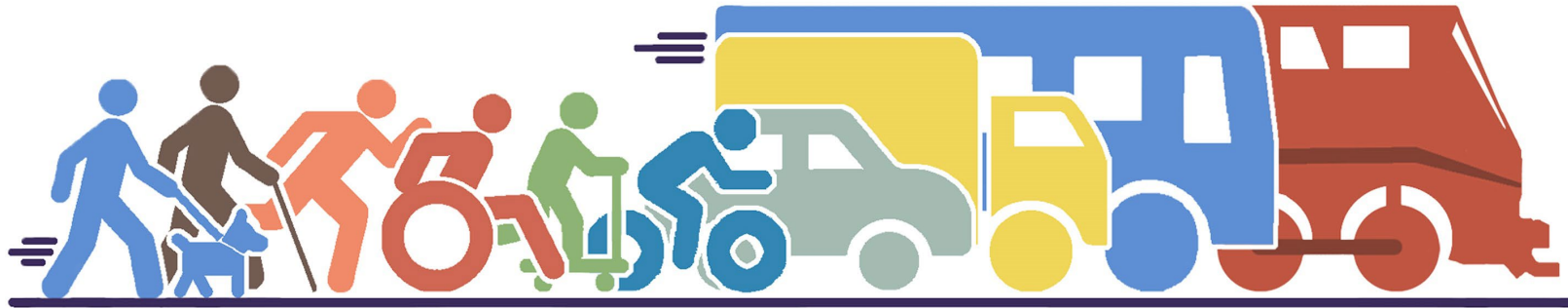
Next Steps



- Public Involvement Round 3
 - 30-day public review period **September 16 – October 15**
 - Present to CUUATS member agency councils/boards and other agencies upon request between **September 16 and November 8**
 - CUUATS staff will organize all comments received since 2023 and distribute to relevant agencies
- Final Steering Committee meeting #8 on November 22
- Approval by CUUATS Technical and Policy Committees in December 2024

Thank you!

C-U LONG RANGE TRANSPORTATION PLAN 2050



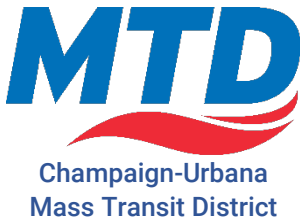
TRANSPORTING & TRANSFORMING CHAMPAIGN-URBANA

MTD

October 30, 2024



CHAMPAIGN COUNTY
REGIONAL PLANNING
COMMISSION



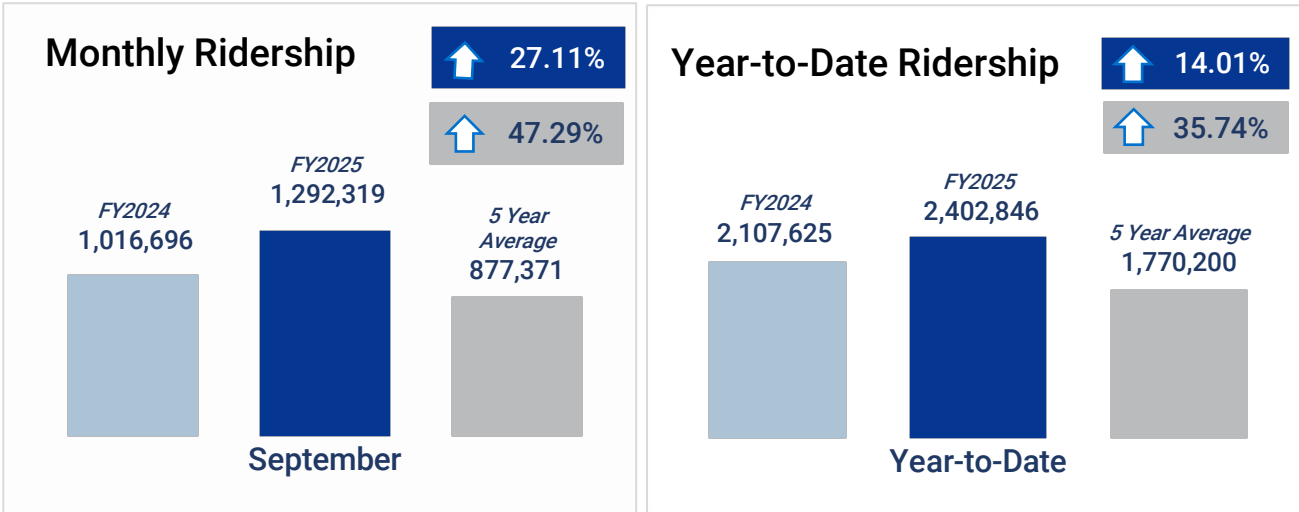
MTD MISSION Leading the way to greater mobility

MTD VISION MTD goes beyond traditional boundaries to promote excellence in transportation.

MTD MANAGING DIRECTOR OPERATING NOTES

October 2024

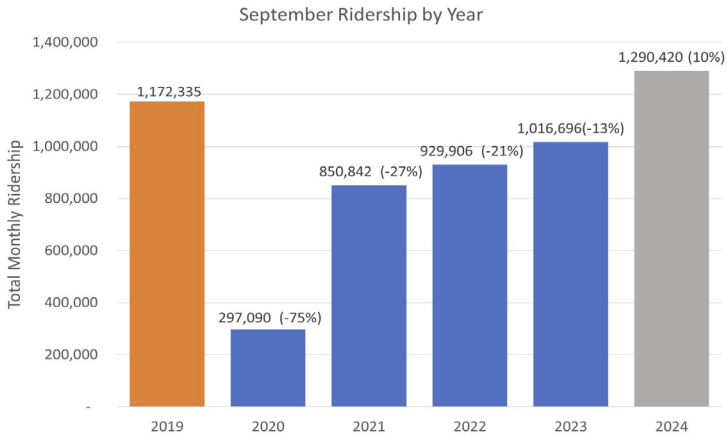
RIDERSHIP



In September, we had a total of 1,292,319 rides, representing a 27.1% increase compared to last September. The number of weekdays and UI weekdays were the same, with one fewer Saturday (and UI Saturday), but one more Sunday along with UI Sunday. Champaign had 20 school days, one more than last year; while Urbana had the same number of days.

U of I student ridership increased the most by 33.4%, surpassing one million rides. Annual Pass users increased by 12.1% (+4,869), Veteran Pass riders increased by 10.2% (+281), and Adult and School rides both increased by 6.6%. West Connect tripled its ridership from 57 to 227. SafeRides increased by 10.3% (+297).

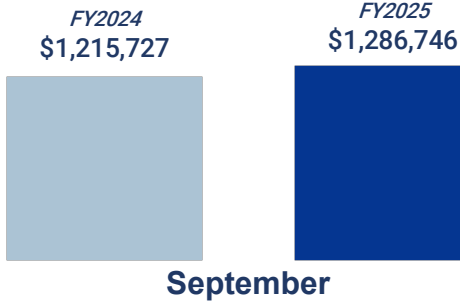
The routes with the largest ridership increases are the Yellow Hopper (increased by 71.1%), Navy (increased by 68.1%), and Green Hopper (increased by 21.5%). With the introduction of the Northeast Connect during the weekday daytime, Ruby ridership decreased by 52%.



OPERATING REVENUE

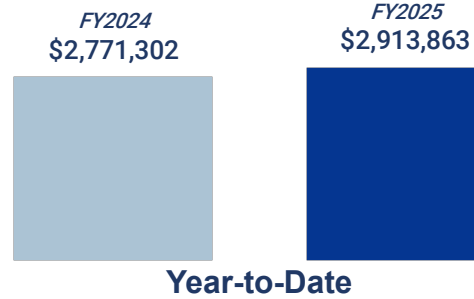
Monthly Operating Revenue

↑ 5.80%



Year-to-Date Operating Revenue

↑ 5.10%

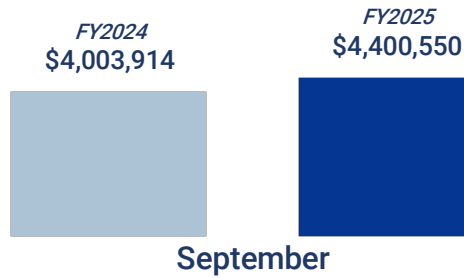


September 2024 operating revenue was 5.80% above September 2023. Year-to-date operating revenue was 5.10% above FY2024.

OPERATING EXPENSES

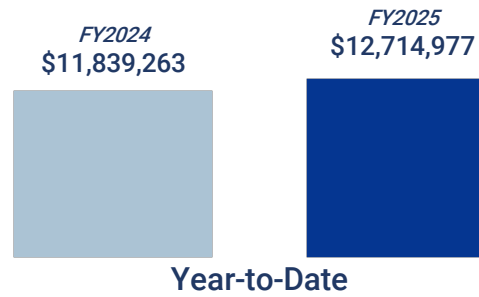
Monthly Operating Expenses

↑ 9.90%



Year-to-Date Operating Expenses

↑ 7.40%

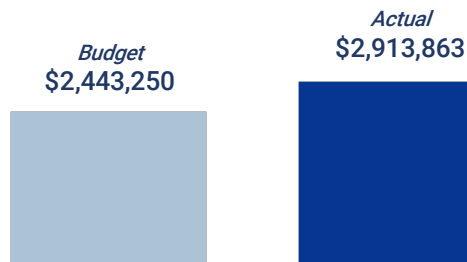


September 2024 operating expenses was 9.90% above September 2023. Year-to-date operating expenses was 7.40% above FY2024.

YEAR-TO-DATE REVENUE & EXPENSES

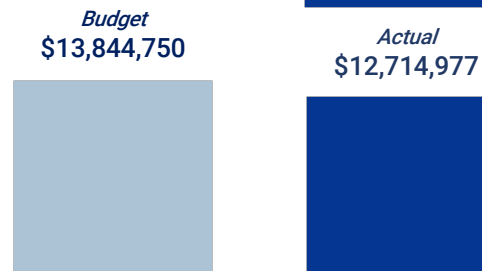
FY2025 Operating Revenue Budget vs Actual

↑ \$470,613



FY2025 Operating Expenses Budget vs Actual

↓ (\$1,129,773)



Year-to-date operating revenues were \$470,613 above budget while operating expenses were \$1,129,773 below budget.

MANAGING DIRECTOR'S NOTES

- 1) On Tuesday 10/15, I testified to the Illinois Senate Transportation Committee. Chairman, Senator Ram Villivalam, has held a series of six hearings (five of which have focused on the Chicago region) to learn more about how public transit works in Illinois and specifically how approaching funding challenges will impact the State. This hearing was the sixth and final one. I, and several other Managing Directors from Downstate Transit agencies, testified to explain how the Downstate fund works and doesn't work. And most importantly, we began to unpack how the fund is being stressed with the budget increases all transit agencies have experienced in an effort to hire more bus operators. The fund could reach a critical state within the next two to three years. The Senators on the committee were very engaged and asked excellent questions during the almost two-hour period. The entire hearing lasted four hours.

One of the things that I mentioned in my testimony was that we are quickly approaching a time where we will be expanding service to Carle at Curtis and Mattis. We haven't calculated the full actual cost yet, but estimating that to be any where between \$600,000 and \$1,000,000 per year – that translates into an instant \$400,000 to \$650,000 hit to the fund (65% of total cost). And many other transit agencies are also looking at expansion models that will add to the fund's stress. We will continue communicating with the Senators and House members on solutions.

- 2) To encourage civic participation, the Champaign-Urbana Mass Transit District (MTD) will help voters get to the polls by once again offering free rides this Election Day on Tuesday, November 5. Free rides will apply from the start of service on Tuesday through 8:00 pm.

All rides on MTD's fixed-route bus service will be free from the start of service until 8:00 pm, one hour after polls close. Voters are encouraged to use MTD's Trip Planner on mtd.org to plan their travel in advance. In addition, MTD Access, the ADA paratransit van service, will be free for eligible persons with disabilities traveling to and from voting locations.

MTD has provided complimentary fares on Election Day since 2016 as an ongoing initiative to remove barriers to civic engagement and increase voter participation. Riders are encouraged to find their voting location through the Champaign County Clerk's Office.

- 3) We launched our Combined Charities campaign last week in order to raise money for local charities through a partnership with United Way. This year's theme, "It's Game Time!," encourages employees to engage with fun games and contests to raise awareness and pledge donations. The campaign was kicked off by a Chili Contest and Dessert Duel with games, pumpkin painting, and music hosted by the Social Committee. Advanced Facility Worker Mike Chubb came in 1st Place for the Chili Contest and Operator Kaitlyn Ellis got 1st Place for the Dessert Duel. We look forward to a fun, exciting, and successful campaign for 2024!
-

- 4) On October 9, the Safety & Training Department hosted an open house showcasing the District's new bus training simulator. Representatives from the manufacturer, FAAC, were on site providing demonstrations to MTD employees and transit partners from across the region. In addition to providing a food truck and light refreshments for the event, FAAC also provided several days of complimentary simulator training to Safety & Training employees. MTD purchased two bus simulators from FAAC in 2012, and they were selected again through a competitive bid process for simulator replacement in December 2022.
-

5) Capital project updates:

- ❖ (26) 40' Hybrid Buses
 - \$21,000,000
 - Full line entry: August 2024
 - Buses delivered: 10 (6 in-service)

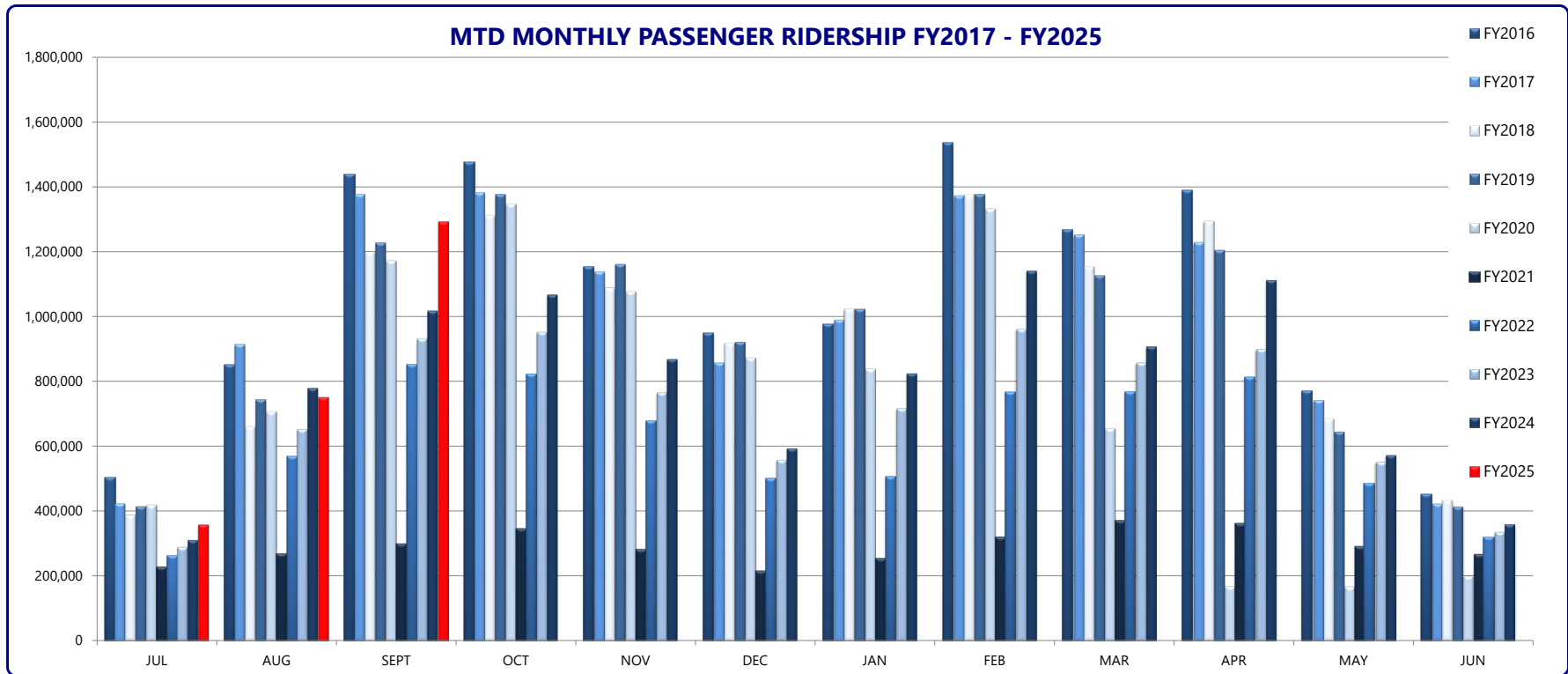
 - ❖ Illinois Terminal Elevator Modernization
 - \$273,438
 - Construction on North elevator started: December 2023
 - Construction on both elevators complete
 - North elevator needed some additional equipment replaced
 - Final inspections scheduled for October 2024

 - ❖ Solar Array Expansion
 - \$5,000,000 (est.)
 - 803 Roof Expansion
 - Bid proposals are high; discussing options with IDOT
-

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

	Sep-24	Sep-23	% Change	FY25 YTD	FY24 YTD	% Change
Adult Rides	20,963	19,658	6.6%	63,752	59,150	7.8%
School Rides	44,623	41,877	6.6%	73,548	67,230	9.4%
DASH/Senior - E & D Rides	34,116	34,669	-1.6%	104,686	104,232	0.4%
U of I Faculty/Staff Rides	26,882	29,168	-7.8%	63,643	71,340	-10.8%
Annual Pass	45,214	40,345	12.1%	135,979	118,484	14.8%
U of I Student Rides	1,088,232	815,843	33.4%	1,876,059	1,592,260	17.8%
All Day Passes	324	299	8.4%	1,255	799	57.1%
Transfers	6,697	6,534	2.5%	20,903	20,663	1.2%
Saferides	3,177	2,880	10.3%	3,863	3,680	5.0%
West Connect	227	57	298.2%	583	106	450.0%
Northeast Connect	641	0	-	875	0	-
Monthly Pass	10,992	10,495	4.7%	29,419	28,622	2.8%
Veterans Pass	3,034	2,753	10.2%	21,461	7,754	176.8%
Total Unlinked Passenger Rides	1,285,122	1,004,578	27.9%	2,396,026	2,074,320	15.5%
ADA Rides	7,197	12,118	-40.6%	19,202	33,305	-42.3%
TOTAL	1,292,319	1,016,696	27.1%	2,402,846	2,107,625	14.0%

	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
JUL	503,481	424,915	389,398	415,476	420,729	226,004	260,815	290,301	311,827	358,985
AUG	851,098	914,496	661,178	743,728	708,465	266,497	567,618	651,458	779,102	751,542
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	1,292,319
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	867,837	
DEC	949,030	857,837	917,782	920,718	873,429	214,183	501,741	556,970	593,359	
JAN	977,223	989,700	1,022,713	1,022,403	838,969	252,336	506,560	715,390	823,733	
FEB	1,537,540	1,371,778	1,375,553	1,375,560	1,331,716	318,071	766,403	959,122	1,139,297	
MAR	1,266,676	1,251,352	1,153,015	1,125,644	656,224	368,540	766,766	855,518	906,789	
APR	1,391,286	1,228,127	1,292,424	1,203,603	169,747	360,134	813,280	897,373	1,110,573	
MAY	770,860	742,253	684,678	645,383	168,484	289,030	485,172	550,987	572,703	
JUN	451,663	424,219	435,993	414,421	201,092	264,733	317,937	336,835	360,245	
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	9,548,293	2,402,846



Route Performance Report

September 2024

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	534,481	4,693.22	113.88		50,727.08	10.54	
1 Yellow Hopper	58,435	546.33	106.96	0.94	5,245.75	11.14	1.06
10 Gold Hopper	21,668	217.40	99.67	0.88	2,736.61	7.92	0.75
12 Teal	86,602	752.70	115.06	1.01	7,995.20	10.83	1.03
13 Silver	81,545	635.75	128.27	1.13	7,455.36	10.94	1.04
21 Raven	8,620	190.77	45.19	0.40	2,002.89	4.30	0.41
22 Illini	241,169	1,770.07	136.25	1.20	18,514.73	13.03	1.24
24 Link	36,442	580.20	62.81	0.55	6,776.54	5.38	0.51
Daytime Community Fixed Route	411,336	10,997.54	37.40		151,251.40	2.72	
1 Yellow	63,325	1,265.29	50.05	1.34	16,550.79	3.83	1.41
2 Red	36,086	1,090.83	33.08	0.88	14,462.40	2.50	0.92
3 Lavender	18,274	594.45	30.74	0.82	8,059.34	2.27	0.83
4 Blue	21,176	496.12	42.68	1.14	6,147.21	3.44	1.27
5 Green	51,976	1,158.56	44.86	1.20	14,833.71	3.50	1.29
5 Green Express	13,530	320.73	42.19	1.13	4,825.76	2.80	1.03
5 Green Hopper	40,994	665.15	61.63	1.65	8,773.79	4.67	1.72
6 Orange	15,404	689.45	22.34	0.60	8,850.72	1.74	0.64
6 Orange Hopper	7,120	258.33	27.56	0.74	3,034.96	2.35	0.86
7 Grey	28,636	1,004.40	28.51	0.76	13,738.71	2.08	0.77
8 Bronze	7,052	292.08	24.14	0.65	4,276.64	1.65	0.61
9 Brown	36,204	1,142.86	31.68	0.85	16,357.02	2.21	0.81
10 Gold	55,475	1,005.94	55.15	1.47	12,746.54	4.35	1.60
14 Navy	8,564	404.57	21.17	0.57	7,748.04	1.11	0.41
16 Pink	7,520	608.77	12.35	0.33	10,845.77	0.69	0.25

* 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	98,997	1,492.23	66.34		17,630.33	5.62	
120 Teal	16,959	276.28	61.38	0.93	3,227.20	5.26	0.94
130 Silver	11,167	254.18	43.93	0.66	3,015.61	3.70	0.66
220 Illini	70,871	961.77	73.69	1.11	11,387.53	6.22	1.11
Evening Community Fixed Route	48,779	1,780.10	27.40		25,577.54	1.91	
50 Green	15,168	417.65	36.32	1.33	5,899.60	2.57	1.35
50 Green Hopper	10,142	222.33	45.62	1.66	2,990.37	3.39	1.78
70 Grey	4,757	321.70	14.79	0.54	4,570.29	1.04	0.55
100 Yellow	16,547	597.38	27.70	1.01	8,016.50	2.06	1.08
110 Ruby	1,310	72.70	18.02	0.66	1,188.56	1.10	0.58
180 Lime	855	148.33	5.76	0.21	2,912.22	0.29	0.15
Total	1,093,593	18,963.09	57.67		245,186.35	4.46	

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Route Performance Report

September 2024

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	25,595	246.20	103.96		2,789.12	9.18	
120 Teal	7,772	94.87	81.93	0.79	1,032.73	7.53	0.82
130 Silver	8,536	73.00	116.93	1.12	872.89	9.78	1.07
220 Illini	9,287	78.33	118.56	1.14	883.50	10.51	1.15
Saturday Daytime Community	36,327	932.07	38.97		12,995.73	2.80	
20 Red	5,154	128.57	40.09	1.03	1,680.45	3.07	1.10
30 Lavender	1,830	88.12	20.77	0.53	1,357.24	1.35	0.48
50 Green	10,920	184.42	59.21	1.52	2,387.80	4.57	1.64
70 Grey	4,960	183.48	27.03	0.69	2,462.28	2.01	0.72
100 Yellow	11,914	221.12	53.88	1.38	2,954.30	4.03	1.44
110 Ruby	840	42.20	19.91	0.51	723.36	1.16	0.42
180 Lime	709	84.17	8.42	0.22	1,430.31	0.50	0.18
Saturday Evening Campus Fixed	28,302	378.72	74.73		4,508.49	6.28	
120 Teal	3,366	59.08	56.97	0.76	648.32	5.19	0.83
130 Silver	3,020	63.40	47.63	0.64	749.94	4.03	0.64
220 Illini	21,916	256.23	85.53	1.14	3,110.23	7.05	1.12
Saturday Evening Community	12,592	372.68	33.79		5,169.40	2.44	
50 Green	4,584	88.72	51.67	1.53	1,218.97	3.76	1.54
50 Green Hopper	2,738	40.00	68.45	2.03	516.04	5.31	2.18
70 Grey	1,026	71.53	14.34	0.42	968.53	1.06	0.43
100 Yellow	3,976	129.57	30.69	0.91	1,728.95	2.30	0.94
110 Ruby	133	12.53	10.61	0.31	217.59	0.61	0.25
180 Lime	135	30.33	4.45	0.13	519.31	0.26	0.11

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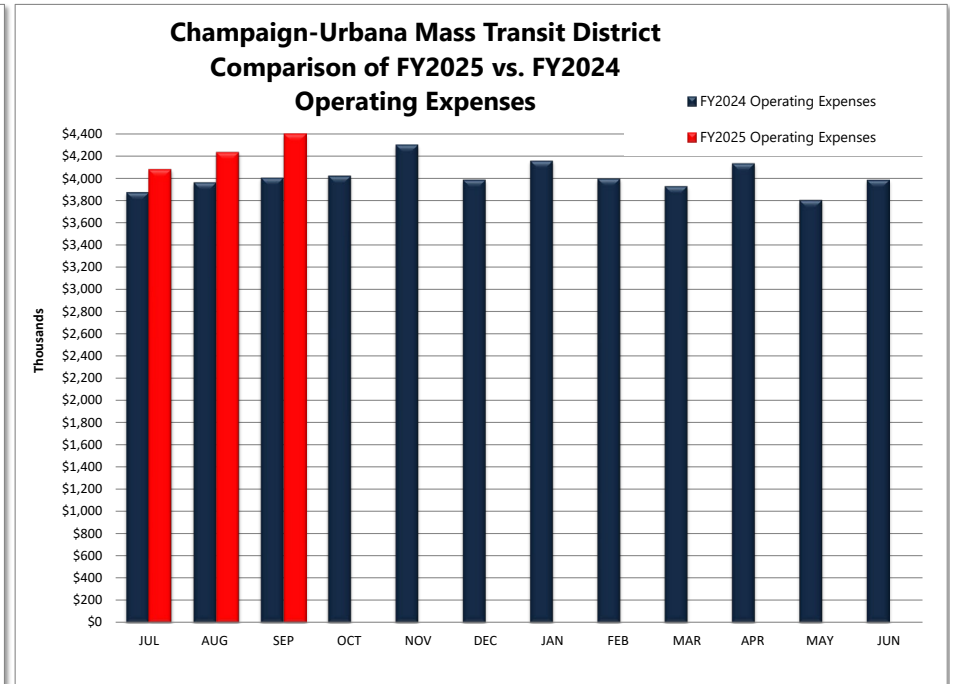
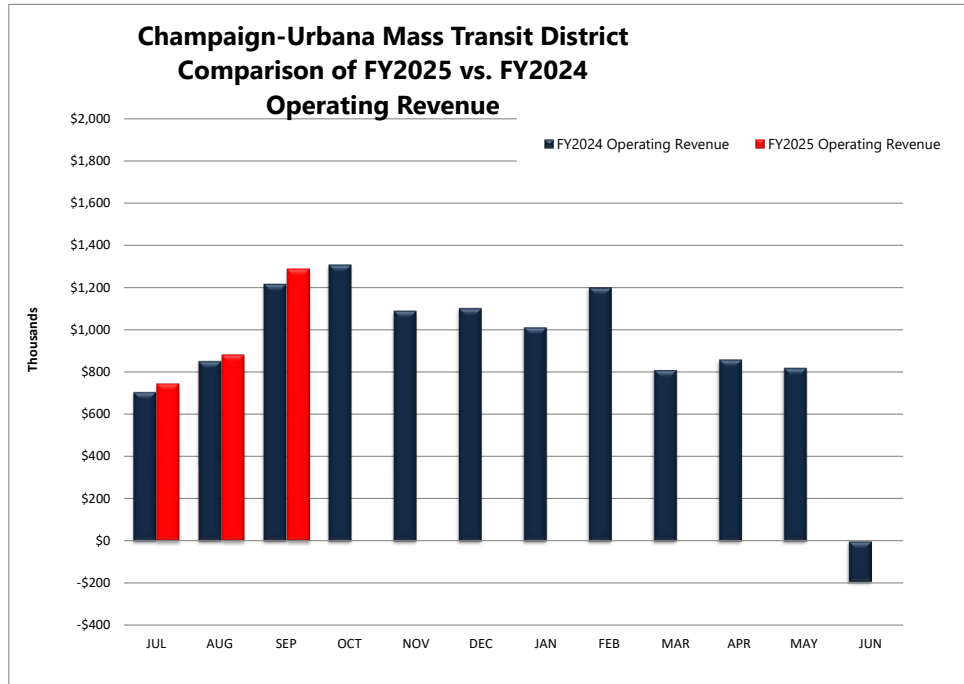
	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
Sunday Daytime Campus Fixed Route	26,643	248.92	107.04		2,835.44	9.40	
120 Teal	7,695	85.92	89.56	0.84	936.02	8.22	0.87
130 Silver	8,814	79.67	110.64	1.03	955.54	9.22	0.98
220 Illini	10,134	83.33	121.61	1.14	943.89	10.74	1.14
Sunday Daytime Community Fixed Route	28,024	757.77	36.98		10,741.30	2.61	
30 Lavender	1,563	91.65	17.05	0.46	1,404.97	1.11	0.43
50 Green	9,818	170.37	57.63	1.56	2,203.45	4.46	1.71
70 Grey	3,987	173.08	23.04	0.62	2,335.68	1.71	0.65
100 Yellow	11,450	207.25	55.25	1.49	2,743.23	4.17	1.60
110 Ruby	734	40.08	18.31	0.50	693.55	1.06	0.41
180 Lime	472	75.33	6.27	0.17	1,360.43	0.35	0.13
Sunday Evening Campus Fixed Route	23,786	411.57	57.79		4,874.07	4.88	
120 Teal	4,578	87.25	52.47	0.91	946.06	4.84	0.99
130 Silver	2,439	65.25	37.38	0.65	773.39	3.15	0.65
220 Illini	16,769	259.07	64.73	1.12	3,154.62	5.32	1.09
Sunday Evening Community Fixed Route	5,167	106.85	48.36		1,448.81	3.57	
50 Green	2,476	35.00	70.74	1.46	456.24	5.43	1.52
100 Yellow	2,691	71.85	37.45	0.77	992.57	2.71	0.76
Total	186,436	3,454.77	53.96		45,362.36	4.11	

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+ Performance Comparison shows each Route's Passengers Per Revenue Hour or Mile compared to the Route Group's average
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Champaign-Urbana Mass Transit District
 Comparison of FY2025 vs FY2024 Revenue and Expenses

October 23, 2024

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY2024 Operating Revenue	\$704,814	\$850,761	\$1,215,727	\$1,306,237	\$1,088,989	\$1,100,784	\$1,010,535	\$1,198,236	\$808,712	\$858,377	\$818,629	-\$190,061
FY2025 Operating Revenue	\$745,360	\$881,756	\$1,286,746									
FY2024 Operating Expenses	\$3,873,300	\$3,962,048	\$4,003,914	\$4,021,083	\$4,300,926	\$3,985,981	\$4,157,400	\$3,996,482	\$3,928,081	\$4,132,968	\$3,803,894	\$3,983,849
FY2025 Operating Expenses	\$4,080,560	\$4,233,866	\$4,400,550									
FY2024 Operating Ratio	18.20%	21.47%	30.36%	32.48%	25.32%	27.62%	24.31%	29.98%	20.59%	20.77%	21.52%	-4.77%
FY2025 Operating Ratio	18.27%	20.83%	29.24%									



HOURS	Sept 2023	Sept 2024	% Change	FY2024 to Date	FY2025 to Date	% Change
Passenger Revenue	21,058.60	26,605.70	26.3%	58,223.40	69,519.73	19.4%
Vacation/Holiday/Earned Time	10,312.90	8,037.88	-22.1%	30,761.10	24,262.28	-21.1%
Non-Revenue	7,198.62	5,456.42	-24.2%	21,331.86	22,693.71	6.4%
TOTAL	38,570.12	40,100.00	3.97%	110,316.36	116,475.72	5.58%

REVENUE/EXPENSES	Sept 2023	Sept 2024	% Change	FY2024 to Date	FY2025 to Date	% Change
Operating Revenue	\$1,215,726.90	\$1,286,746.32	5.8%	\$2,771,302.04	\$2,913,862.53	5.1%
Operating Expenses	\$4,003,914.43	\$4,400,550.29	9.9%	\$11,839,263.20	\$12,714,977.15	7.4%
Operating Ratio	30.36%	29.24%	-3.7%	23.41%	22.92%	-2.1%
Passenger Revenue/Revenue Vehicle Hour	\$40.96	\$35.32	-13.8%	\$32.01	\$28.58	-10.7%

RIDERSHIP	Sept 2023	Sept 2024	% Change	FY2024 to Date	FY2025 to Date	% Change
Revenue Passenger	998,044	1,278,425	28.1%	2,053,657	2,362,741	15.1%
Transfers	6,534	6,697	2.5%	20,663	20,903	1.2%
Total Unlinked	1,004,578	1,285,122	27.9%	2,074,320	2,383,644	14.9%
ADA Riders	12,118	7,197	-40.6%	33,305	19,202	-42.3%
Half Fare Cab	0	0	0.0%	0	0	0.0%
TOTAL	1,016,696	1,292,319	27.11%	2,107,625	2,402,846	14.01%

PASSENGERS/REVENUE HOUR	Sept 2023	Sept 2024	% Change	FY2024 to Date	FY2025 to Date	% Change
Hour	47.70	48.30	1.3%	35.63	34.29	-3.8%



To: Karl Gnadt, Managing Director/CEO
 From: Nate Warman, Assistant Finance Director
 Date: October 30, 2024
 Subject: September 2024 Financial Reports

A. Purpose: The following reports summarize the financial results of MTD for the month ending September 30, 2024:

- Comparative History Report for the months ending September 30, 2024 and September 30, 2023;
- Check and ACH Disbursement Lists for September 2024;
- Bank & Investment Balances and Capital & Operating Balances as of September 30, 2024.

B. Notes on Major Variances

Account Name	09/30/2024	09/30/2023	Variance	Pg. #	Notes
4080100000 Property Tax Revenue	\$933,333.00	\$816,666.00	\$116,667.00	26	The revenue estimate for September 2024 is what we have estimated to collect each month in FY2025 based on property taxes set in 2024. Similarly, the August 2023 revenue estimate was what we anticipated collecting each month in FY2024 based on taxes set in 2023.
4111000000 State Grant Revenue	\$1,716,876.00	\$0.00	\$1,716,876.00	26	The increase in State Grant Revenue for September 2024 is due to earning grant revenue from the State of IL Rebuild Grant for partial payments of six hybrid buses.
4130500000 Federal Grant Revenue	\$5,942,274.23	\$2,568,953.00	\$3,373,321.23	26	The increase in Federal Grant Revenue for September 2024 is due to earning grant revenue from various federal capital grants mainly for making progress payments on ten hybrid buses. In September 2023, various federal grant revenues were earned mainly for making progress payments for five hybrid buses.
5019999000 Total Labor	\$2,090,270.40	\$1,865,827.32	\$224,443.08	28	The increase in total labor costs for September 2024 compared to September 2023 is mainly due to a 3.75% raise to keep up with the cost of living and changes in how we record converted overtime pay. Last year, converted overtime was included in a different category called "Earned Time," but now it's counted directly in our wage expenses.

Champaign Urbana Mass Transit District Comparative History Report

From Fiscal Year: 2025 Period 3
Thru Fiscal Year: 2025 Period 3

Division: 00 Champaign Urbana Mass Transit District

As of: 9/30/2024

Sep-2024	Sep-2023	Variance	Var/Last Var %		Jul-2024 Sep-2024	Jul-2023 Sep-2023	Variance	Var/Last Var %
4000000000 **** R E V E N U E ****								
4000000099 ** TRANSPORTATION REVENUE								
4010000000 * PASSENGER FARES								
33,458.79	28,803.83	4,654.96	16.16%	4010100000 FULL ADULT FARES	98,310.43	89,386.28	8,924.15	9.98%
783.00	311.00	472.00	151.77%	4010300000 STUDENT FARES	1,769.00	1,612.00	157.00	9.74%
-135.00	-144.00	9.00	-6.25%	4010700000 FARE REFUNDS	-256.00	-389.00	133.00	-34.19%
12,001.00	15,263.00	-3,262.00	-21.37%	4010800000 ANNUAL PASS REVENUE	35,230.00	35,376.00	-146.00	-0.41%
0.00	0.00	0.00	0.00%	4011000000 HALF FARE CAB	0.00	0.00	0.00	0.00%
5,502.00	4,729.50	772.50	16.33%	4011100000 ADA TICKETS & FARES	17,898.00	14,542.50	3,355.50	23.07%
51,609.79	48,963.33	2,646.46	5.40%	4019900099 * TOTAL PASSENGER FARES	152,951.43	140,527.78	12,423.65	8.84%
4020000000 * SPECIAL TRANSIT & SCHOOL FARE								
760,375.80	749,027.38	11,348.42	1.52%	4020300000 U OF I CAMPUS SERVICE	1,653,452.44	1,628,775.07	24,677.37	1.52%
26,200.58	28,301.67	-2,101.09	-7.42%	4020500000 ADA - U I & DSC CONTRACTS	78,710.74	84,905.01	-6,194.27	-7.30%
101,605.45	84,640.56	16,964.89	20.04%	4030100000 SCHOOL SERVICE FARES	101,794.45	84,784.56	17,009.89	20.06%
888,181.83	861,969.61	26,212.22	3.04%	4039999999 * TOTAL SPECIAL TRANSIT & SCHOO	1,833,957.63	1,798,464.64	35,492.99	1.97%
4060000000 *AUXILIARY TRANSPORTATION REVE								
2,091.88	1,318.78	773.10	58.62%	4060100000 I.T. COMMISSIONS	5,167.32	4,698.64	468.68	9.97%
87,421.05	66,826.05	20,595.00	30.82%	4060300000 ADVERTISING REVENUE	180,608.15	126,233.65	54,374.50	43.07%
89,512.93	68,144.83	21,368.10	31.36%	4069900098 *TOTAL AUXILIARY TRANSPORTATIO	185,775.47	130,932.29	54,843.18	41.89%
1,029,304.55	979,077.77	50,226.78	5.13%	4069900099 ** TOTAL TRANSPORTATION REVEN	2,172,684.53	2,069,924.71	102,759.82	4.96%
4070000000 ** NON-TRANSPORTATION REVENUE								
2,022.86	2,032.14	-9.28	-0.46%	4070100000 SALE OF MAINTENANCE SERVICES	6,028.96	7,201.06	-1,172.10	-16.28%
0.00	0.00	0.00	0.00%	4070200000 RENTAL OF REVENUE VEHICLES	0.00	0.00	0.00	0.00%
51,542.74	39,001.40	12,541.34	32.16%	4070300000 BUILDING RENTAL - IL TERMINAL	128,028.22	119,678.20	8,350.02	6.98%
37,147.92	12,651.43	24,496.49	193.63%	4070300002 BUILDING RENTAL - 803 & 1101	58,801.27	45,954.29	12,846.98	27.96%
0.00	0.00	0.00	0.00%	4070399999 BUILDING RENTAL - GASB 87 CONTR	0.00	0.00	0.00	0.00%
154,907.77	170,328.11	-15,420.34	-9.05%	4070400000 INVESTMENT INCOME	512,130.36	509,870.02	2,260.34	0.44%
0.00	0.00	0.00	0.00%	4070400002 +/- FAIR VALUE OF INVESTMENT	0.00	0.00	0.00	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 Comparative History Report

From Fiscal Year: 2025 Period 3
Thru Fiscal Year: 2025 Period 3

Division: 00 Champaign Urbana Mass Transit District

As of: 9/30/2024

Sep-2024	Sep-2023	Variance	Var/Last Var %		Jul-2024 Sep-2024	Jul-2023 Sep-2023	Variance	Var/Last Var %
0.00	0.00	0.00	0.00%	4070400004 AMORTIZATION REVENUE	0.00	0.00	0.00	0.00%
13.68	0.00	13.68	100.00%	4070800000 OVER OR SHORT	79.19	10.00	69.19	691.90%
0.00	10,216.00	-10,216.00	-100.00%	4079800000 GAIN ON FIXED ASSET DISPOSAL	316.00	10,216.00	-9,900.00	-96.91%
11,806.80	2,420.05	9,386.75	387.87%	4079900001 OTHER NON-TRANSPORTATION REV	35,794.00	8,447.76	27,346.24	323.71%
257,441.77	236,649.13	20,792.64	8.79%	4079900099 ** TOTAL NON-TRANSPORTATION RE	741,178.00	701,377.33	39,800.67	5.67%
1,286,746.32	1,215,726.90	71,019.42	5.84%	4079999999 *** TOTAL TRANS & NON-TRANS REV	2,913,862.53	2,771,302.04	142,560.49	5.14%
4080000000 ** TAX REVENUE								
933,333.00	816,666.00	116,667.00	14.29%	4080100000 PROPERTY TAX REVENUE	2,799,999.00	2,449,998.00	350,001.00	14.29%
0.00	0.00	0.00	0.00%	4080100001 PROPERTY TAX - UNCOLLECTIBLE R	0.00	0.00	0.00	0.00%
55,675.16	93,497.70	-37,822.54	-40.45%	4080600000 REPLACEMENT TAX REVENUE	69,292.25	111,684.49	-42,392.24	-37.96%
0.00	0.00	0.00	0.00%	4089900001 MISCELLANEOUS PROPERTY TAXES	0.00	0.00	0.00	0.00%
989,008.16	910,163.70	78,844.46	8.66%	4089999999 ** TOTAL TAX REVENUE	2,869,291.25	2,561,682.49	307,608.76	12.01%
4110000000 ** STATE GRANTS & REIMBURSEME								
2,832,216.54	2,600,000.00	232,216.54	8.93%	4110100000 OPERATING ASSISTANCE - STATE	8,214,706.39	7,681,000.00	533,706.39	6.95%
0.00	0.00	0.00	0.00%	4110100001 OPERATING ASSIST - DEBT SERVICE	0.00	0.00	0.00	0.00%
1,716,876.00	0.00	1,716,876.00	100.00%	4111000000 STATE GRANT REVENUE	5,861,248.00	0.00	5,861,248.00	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%
4,549,092.54	2,600,000.00	1,949,092.54	74.97%	4119999999 ** TOTAL STATE GRANTS & REIMB	14,075,954.39	7,681,000.00	6,394,954.39	83.26%
4130000000 ** FEDERAL GRANTS & REIMBURSE								
0.00	0.00	0.00	0.00%	4130100000 OPERATING ASSISTANCE - FEDERAL	0.00	0.00	0.00	0.00%
5,942,274.23	2,568,953.00	3,373,321.23	131.31%	4130500000 FEDERAL GRANT REVENUE	5,942,274.23	4,848,049.72	1,094,224.51	22.57%
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%
5,942,274.23	2,568,953.00	3,373,321.23	131.31%	4139999999 ** TOTAL FEDERAL GRANTS & REIM	5,942,274.23	4,848,049.72	1,094,224.51	22.57%
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%

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0.00	0.00	0.00	0.00%	4159999999 ***TOTAL OTHER AGENCY REVENUE	0.00	0.00	0.00	0.00%
12,767,121.25	7,294,843.60	5,472,277.65	75.02%	4999900099 **** TOTAL REVENUE ****	25,801,382.40	17,862,034.25	7,939,348.15	44.45%

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500000000 **** EXPENSES ***								
501000000 ** LABOR								
1,323,615.01	1,136,562.42	187,052.59	16.46%	5010101000 OPERATORS WAGES	3,435,991.87	2,867,812.63	568,179.24	19.81%
140,675.27	125,684.23	14,991.04	11.93%	5010204000 MECHANICS WAGES - MAINT	432,568.94	376,321.62	56,247.32	14.95%
114,228.93	104,995.91	9,233.02	8.79%	5010304000 MAINTENANCE WAGES - MAINT	343,063.71	313,513.68	29,550.03	9.43%
102,043.89	101,897.96	145.93	0.14%	5010401000 SUPERVISORS SALARIES - OPS	370,860.10	354,793.48	16,066.62	4.53%
29,671.69	27,960.62	1,711.07	6.12%	5010404000 SUPERVISORS SALARIES - MAINT	94,051.99	89,709.44	4,342.55	4.84%
71,471.51	79,167.96	-7,696.45	-9.72%	5010501000 OVERHEAD SALARIES - OPS	227,706.93	245,155.24	-17,448.31	-7.12%
43,589.19	38,549.38	5,039.81	13.07%	5010504000 OVERHEAD SALARIES - MAINT	123,853.83	122,674.10	1,179.73	0.96%
154,001.35	152,431.16	1,570.19	1.03%	5010516000 OVERHEAD SALARIES - G&A	543,589.39	486,172.64	57,416.75	11.81%
23,623.18	23,622.75	0.43	0.00%	5010516200 OVERHEAD SALARIES - IT	69,600.26	59,093.10	10,507.16	17.78%
14,095.10	15,489.00	-1,393.90	-9.00%	5010601000 CLERICAL WAGES - OPS	43,295.41	60,855.08	-17,559.67	-28.85%
0.00	0.00	0.00	0.00%	5010604000 CLERICAL WAGES - MAINT	0.00	0.00	0.00	0.00%
41,910.21	40,176.63	1,733.58	4.31%	5010616000 CLERICAL WAGES - G&A	136,753.77	121,787.18	14,966.59	12.29%
11,732.67	10,408.14	1,324.53	12.73%	5010616200 CLERICAL WAGES - IT	37,336.06	33,422.84	3,913.22	11.71%
14,260.94	9,133.04	5,127.90	56.15%	5010716200 SECURITY WAGES - IT	37,799.73	31,897.64	5,902.09	18.50%
-1,649.14	-4,456.14	2,807.00	-62.99%	5010801000 LABOR CREDIT - OPS	-11,724.50	-5,581.94	-6,142.56	110.04%
-4,751.54	-4,342.38	-409.16	9.42%	5010804000 LABOR CREDIT - MAINT	-15,038.60	-16,259.01	1,220.41	-7.51%
-443.65	-5,061.15	4,617.50	-91.23%	5010806000 LABOR CREDIT - G&A	-1,934.41	-13,824.52	11,890.11	-86.01%
12,195.79	13,607.79	-1,412.00	-10.38%	5010816200 MAINTENANCE WAGES - IT	41,015.78	41,176.16	-160.38	-0.39%
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%
2,090,270.40	1,865,827.32	224,443.08	12.03%	5019999000 ** TOTAL LABOR	5,908,790.26	5,168,719.36	740,070.90	14.32%
502000000 ** FRINGE BENEFITS								
122,515.68	118,724.30	3,791.38	3.19%	5020101000 FICA - OPS	351,427.99	338,554.20	12,873.79	3.80%
29,871.49	28,487.52	1,383.97	4.86%	5020104000 FICA - MAINT	87,561.79	85,475.17	2,086.62	2.44%
13,142.69	13,529.18	-386.49	-2.86%	5020116000 FICA - G&A	48,559.48	43,009.68	5,549.80	12.90%
4,833.34	4,602.13	231.21	5.02%	5020116200 FICA - IT	15,003.75	13,236.37	1,767.38	13.35%
129,593.15	130,590.79	-997.64	-0.76%	5020201000 IMRF - OPS	429,768.08	474,501.96	-44,733.88	-9.43%

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79,346.26	31,935.61	47,410.65	148.46%	5020204000 IMRF - MAINT	157,166.09	106,440.49	50,725.60	47.66%
15,359.60	15,094.05	265.55	1.76%	5020216000 IMRF - G&A	62,277.90	56,490.79	5,787.11	10.24%
5,185.17	5,024.04	161.13	3.21%	5020216200 IMRF - IT	17,885.12	16,746.79	1,138.33	6.80%
386,680.50	369,339.00	17,341.50	4.70%	5020301000 MEDICAL INSURANCE - OPS	1,148,376.50	1,079,736.29	68,640.21	6.36%
100,173.50	83,935.00	16,238.50	19.35%	5020304000 MEDICAL INSURANCE - MAINT	292,946.50	252,643.64	40,302.86	15.95%
44,869.00	44,189.00	680.00	1.54%	5020316000 MEDICAL INSURANCE - G&A	149,186.00	130,115.00	19,071.00	14.66%
28,302.00	17,740.00	10,562.00	59.54%	5020316200 MEDICAL INSURANCE - IT	84,906.00	53,586.18	31,319.82	58.45%
0.00	0.00	0.00	0.00%	5020401000 DENTAL INSURANCE - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5020404000 DENTAL INSURANCE - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5020416000 DENTAL INSURANCE - G&A	0.00	0.00	0.00	0.00%
1,602.79	1,719.41	-116.62	-6.78%	5020501000 LIFE INSURANCE - OPS	4,928.42	5,115.60	-187.18	-3.66%
539.49	512.54	26.95	5.26%	5020504000 LIFE INSURANCE - MAINT	1,625.33	1,576.82	48.51	3.08%
189.14	218.54	-29.40	-13.45%	5020516000 LIFE INSURANCE - G&A	3,280.82	623.28	2,657.54	426.38%
133.77	133.77	0.00	0.00%	5020516200 LIFE INSURANCE - IT	420.91	404.74	16.17	4.00%
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%
1,100.11	1,566.74	-466.63	-29.78%	5020701000 UNEMPLOYMENT INSURANCE - OPS	3,173.15	5,353.64	-2,180.49	-40.73%
98.83	158.21	-59.38	-37.53%	5020704000 UNEMPLOYMENT INSURANCE - MAIN	243.06	506.50	-263.44	-52.01%
22.58	80.94	-58.36	-72.10%	5020716000 UNEMPLOYMENT INSURANCE - G&A	30.82	422.07	-391.25	-92.70%
91.49	266.48	-174.99	-65.67%	5020716200 UNEMPLOYMENT INSURANCE - IT	233.66	860.48	-626.82	-72.85%
26,624.00	22,565.00	4,059.00	17.99%	5020801000 WORKERS COMP INSURANCE - OPS	79,868.00	69,323.50	10,544.50	15.21%
5,562.00	4,713.00	849.00	18.01%	5020804000 WORKERS COMP INSURANCE - MAIN	16,685.00	14,138.00	2,547.00	18.02%
3,709.00	2,709.00	1,000.00	36.91%	5020816000 WORKERS COMP INSURANCE - G&A	9,252.00	8,126.00	1,126.00	13.86%
955.00	809.00	146.00	18.05%	5020816200 WORKERS COMP INSURANCE - IT	2,865.00	2,427.00	438.00	18.05%
21,642.84	38,548.32	-16,905.48	-43.86%	5021001000 HOLIDAYS - OPS	82,104.76	86,830.61	-4,725.85	-5.44%
7,049.46	8,836.12	-1,786.66	-20.22%	5021004000 HOLIDAYS - MAINT	26,141.71	26,048.29	93.42	0.36%
0.00	0.00	0.00	0.00%	5021016000 HOLIDAYS - G&A	0.00	0.00	0.00	0.00%
1,270.62	2,633.89	-1,363.27	-51.76%	5021016200 HOLIDAYS - IT	5,672.12	5,346.69	325.43	6.09%
21,293.61	32,173.74	-10,880.13	-33.82%	5021101000 VACATIONS - OPS	185,274.89	278,365.18	-93,090.29	-33.44%
10,275.40	17,269.60	-6,994.20	-40.50%	5021104000 VACATIONS - MAINT	48,506.25	59,065.60	-10,559.35	-17.88%
0.00	0.00	0.00	0.00%	5021116000 VACATION - G&A	0.00	0.00	0.00	0.00%
431.60	0.00	431.60	100.00%	5021116200 VACATIONS - IT	4,403.64	1,624.80	2,778.84	171.03%
7,446.30	1,349.20	6,097.10	451.90%	5021201000 OTHER PAID ABSENCES - OPS	20,061.05	5,418.30	14,642.75	270.25%
1,886.96	831.04	1,055.92	127.06%	5021204000 OTHER PAID ABSENCES - MAINT	5,168.80	831.04	4,337.76	521.97%
0.00	0.00	0.00	0.00%	5021216000 OTHER PAID ABSENCES - G&A	0.00	0.00	0.00	0.00%
301.00	148.52	152.48	102.67%	5021216200 OTHER PAID ABSENCES - IT	1,380.04	148.52	1,231.52	829.19%

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5,267.49	12,491.70	-7,224.21	-57.83%	5021301000 UNIFORM ALLOWANCES - OPS	14,204.87	12,337.27	1,867.60	15.14%
622.61	2,135.19	-1,512.58	-70.84%	5021304000 UNIFORM ALLOWANCES - MAINT	4,604.09	5,712.94	-1,108.85	-19.41%
538.15	555.25	-17.10	-3.08%	5021316200 UNIFORM ALLOWANCES - IT	982.46	747.06	235.40	31.51%
1,398.60	0.00	1,398.60	100.00%	5021401000 OTHER FRINGE BENEFITS - OPS	1,398.60	0.00	1,398.60	100.00%
324.00	0.00	324.00	100.00%	5021404000 OTHER FRINGE BENEFITS - MAINT	823.00	2,737.94	-1,914.94	-69.94%
1,423.20	4,856.75	-3,433.55	-70.70%	5021416000 OTHER FRINGE BENEFITS - G&A	9,659.65	7,045.75	2,613.90	37.10%
0.00	0.00	0.00	0.00%	5021416200 OTHER FRINGE BENEFITS - IT	0.00	0.00	0.00	0.00%
72,524.91	64,575.78	7,949.13	12.31%	5021501000 EARNED TIME - OPS	224,082.69	381,719.85	-157,637.16	-41.30%
21,210.72	27,793.47	-6,582.75	-23.68%	5021504000 EARNED TIME - MAINT	52,164.68	108,372.32	-56,207.64	-51.87%
1,511.40	1,421.04	90.36	6.36%	5021516200 EARNED TIME - IT	5,718.56	6,832.35	-1,113.79	-16.30%
0.00	0.00	0.00	0.00%	5021604000 TOOL ALLOWANCE - MAINT	11,082.61	-125.00	11,207.61	<-999.99%
5,607.18	4,697.97	909.21	19.35%	5021701000 DISABILITY - OPS	10,231.24	18,184.98	-7,953.74	-43.74%
0.00	819.12	-819.12	-100.00%	5021704000 DISABILITY - MAINT	0.00	2,844.39	-2,844.39	-100.00%
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	882.46	0.00	882.46	100.00%
0.00	0.00	0.00	0.00%	5021804000 WORKERS COMP - PAYROLL - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021816200 WORKERS COMP - PAYROLL - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021901000 ROTATION BOARD PAY - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021904000 ROTATION BOARD PAY - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021916000 ROTATION BOARD PAY - G&A	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021916200 ROTATION BOARD PAY - IT	0.00	0.00	0.00	0.00%
71,371.00	0.00	71,371.00	100.00%	5022001000 EARLY RETIREMENT PLAN - OPS	71,371.00	0.00	71,371.00	100.00%
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%
1,253,897.63	1,119,779.95	134,117.68	11.98%	5029999900 ** TOTAL FRINGE BENEFITS	3,753,590.54	3,769,503.07	-15,912.53	-0.42%
				5030000000 ** SERVICES				
75,353.08	11,159.00	64,194.08	575.27%	5030316000 PROFESSIONAL SERVICES - G&A	102,022.52	34,434.50	67,588.02	196.28%
211.68	1,500.00	-1,288.32	-85.89%	5030316200 PROFESSIONAL SERVICES - IT	1,953.67	3,908.81	-1,955.14	-50.02%
0.00	0.00	0.00	0.00%	5030316300 PROFESSIONAL SERVICES - IT - NON	0.00	0.00	0.00	0.00%
34,300.00	6,500.00	27,800.00	427.69%	5030316400 PROFESSIONAL SERVICES - G&A - N	50,115.00	19,500.00	30,615.00	157.00%
0.00	0.00	0.00	0.00%	5030404000 TEMPORARY HELP - MAINT	0.00	0.00	0.00	0.00%

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0.00	0.00	0.00	0.00%	5030416000 TEMPORARY HELP - G&A	0.00	0.00	0.00	0.00%
9,531.74	6,421.75	3,109.99	48.43%	5030501000 CONTRACT MAINTENANCE - OPS	31,136.59	20,790.69	10,345.90	49.76%
35,533.24	34,385.99	1,147.25	3.34%	5030504000 CONTRACT MAINTENANCE - MAINT	94,914.50	84,777.45	10,137.05	11.96%
79,043.15	77,918.13	1,125.02	1.44%	5030516000 CONTRACT MAINTENANCE - G&A	248,159.16	233,026.13	15,133.03	6.49%
1,984.22	1,031.86	952.36	92.30%	5030516200 CONTRACT MAINTENANCE - IT	7,157.78	3,908.08	3,249.70	83.15%
0.00	52.05	-52.05	-100.00%	5030516300 CONTRACT MAINTENANCE - IT - NON	0.00	156.15	-156.15	-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%
0.00	0.00	0.00	0.00%	5030801000 PRINTING SERVICES - OPS	23,978.19	792.75	23,185.44	> 999.99%
0.00	0.00	0.00	0.00%	5030804000 PRINTING SERVICES - MAINT	0.00	51.40	-51.40	-100.00%
0.00	0.00	0.00	0.00%	5030816000 PRINTING SERVICES - G&A	67.50	246.20	-178.70	-72.58%
0.00	915.00	-915.00	-100.00%	5030816200 PRINTING SERVICES - IT	120.00	1,032.50	-912.50	-88.38%
0.00	0.00	0.00	0.00%	5030816300 PRINTING SERVICES - IT - NON-REIM	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5031216000 CABS	0.00	0.00	0.00	0.00%
6,292.04	6,045.94	246.10	4.07%	5039901000 OTHER SERVICES - OPS	16,690.93	23,040.95	-6,350.02	-27.56%
1,081.25	569.00	512.25	90.03%	5039904000 OTHER SERVICES - MAINT	2,912.07	2,223.56	688.51	30.96%
3,322.12	0.00	3,322.12	100.00%	5039916000 OTHER SERVICES - G&A	3,427.12	524.13	2,902.99	553.87%
114.10	0.00	114.10	100.00%	5039916200 OTHER SERVICES - IT	613.73	184.13	429.60	233.31%
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%
246,766.62	146,498.72	100,267.90	68.44%	5039999900 ** TOTAL SERVICES	583,268.76	428,597.43	154,671.33	36.09%
5040000000 ** MATERIALS & SUPPLIES CONSUM								
142,042.32	169,806.61	-27,764.29	-16.35%	5040101000 FUEL & LUBRICANTS - OPS	405,127.96	438,805.81	-33,677.85	-7.67%
13,814.78	20,311.05	-6,496.27	-31.98%	5040104000 FUEL & LUBRICANTS - MAINT	40,274.39	49,325.97	-9,051.58	-18.35%
13,760.00	13,872.00	-112.00	-0.81%	5040201000 TIRES & TUBES - OPS - MB DO	45,989.98	39,495.68	6,494.30	16.44%
870.90	1,944.52	-1,073.62	-55.21%	5040204000 TIRES & TUBES - MAINT - DR DO	2,568.70	4,229.54	-1,660.84	-39.27%
0.00	2,029.52	-2,029.52	-100.00%	5040206000 TIRES & TUBES - NON-REVENUE VEH	0.00	2,029.52	-2,029.52	-100.00%
103.05	27,578.86	-27,475.81	-99.63%	5040304000 GARAGE EQUIPMENT REPAIRS - MAI	5,421.87	56,664.31	-51,242.44	-90.43%
19,712.84	6,349.42	13,363.42	210.47%	5040404000 BLDG & GROUND REPAIRS - MAINT -	90,868.86	67,273.63	23,595.23	35.07%
16,533.75	6,257.00	10,276.75	164.24%	5040404001 BLDG & GROUND REPAIRS - MAINT -	23,859.66	15,224.81	8,634.85	56.72%
1,427.14	180.86	1,246.28	689.09%	5040404002 BLDG & GROUND REPAIRS - MAINT -	2,119.02	266.85	1,852.17	694.09%
0.00	0.00	0.00	0.00%	5040404003 BLDG & GROUND REPAIRS - MAINT -	20.88	0.00	20.88	100.00%
0.00	0.00	0.00	0.00%	5040404004 BLDG & GROUND REPAIRS - MAINT -	0.00	0.00	0.00	0.00%
10,172.34	9,368.29	804.05	8.58%	5040416200 BLDG & GROUND REPAIRS - IT	18,423.81	18,233.93	189.88	1.04%
899.38	0.00	899.38	100.00%	5040416300 BLDG & GROUND REPAIRS - IT - NON	1,460.89	0.00	1,460.89	100.00%
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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0.00	0.00	0.00	0.00%	5040500001 REVENUE VEHICLE REPAIRS - CORE	0.00	0.00	0.00	0.00%
97,510.45	93,844.32	3,666.13	3.91%	5040504000 REVENUE VEHICLE REPAIRS	447,280.53	398,858.03	48,422.50	12.14%
889.03	4,576.12	-3,687.09	-80.57%	5040604000 NON-REVENUE VEHICLE REPAIRS	9,965.70	8,876.61	1,089.09	12.27%
5,995.64	3,803.61	2,192.03	57.63%	5040704000 SERVICE SUPPLIES - MAINT	26,429.34	15,223.28	11,206.06	73.61%
2,210.97	2,040.81	170.16	8.34%	5040716200 SERVICE SUPPLIES - IT	6,192.54	6,477.23	-284.69	-4.40%
2,720.36	1,708.36	1,012.00	59.24%	5040801000 OFFICE SUPPLIES - OPS	6,092.38	13,545.58	-7,453.20	-55.02%
1,057.06	2,802.57	-1,745.51	-62.28%	5040804000 OFFICE SUPPLIES - MAINT	6,671.61	6,097.56	574.05	9.41%
4,466.54	333.48	4,133.06	> 999.99%	5040816000 OFFICE SUPPLIES - G&A	22,658.99	10,962.36	11,696.63	106.70%
85.11	0.00	85.11	100.00%	5040816200 OFFICE SUPPLIES - IT	1,272.69	342.85	929.84	271.21%
0.00	0.00	0.00	0.00%	5040901000 COMPUTER & SERVER - MISC EXP'S	1,393.79	8,901.02	-7,507.23	-84.34%
0.00	0.00	0.00	0.00%	5040904000 COMPUTER & SERVER - MISC EXP'S	0.00	0.00	0.00	0.00%
9,129.92	28,111.57	-18,981.65	-67.52%	5040916000 COMPUTER & SERVER - MISC EXP'S	40,464.06	48,158.78	-7,694.72	-15.98%
0.00	0.00	0.00	0.00%	5040916200 COMPUTER & SERVER - MISC EXP'S	1,393.79	0.00	1,393.79	100.00%
0.00	1,198.02	-1,198.02	-100.00%	5041001000 SAFETY & TRAINING - OPS	8,494.07	2,266.06	6,228.01	274.84%
0.00	0.00	0.00	0.00%	5041004000 SAFETY & TRAINING - MAINT	0.00	0.00	0.00	0.00%
31,601.38	24,781.41	6,819.97	27.52%	5041104000 PASSENGER SHELTER REPAIRS	41,152.40	29,398.22	11,754.18	39.98%
0.00	0.00	0.00	0.00%	5041201000 SMALL TOOLS & EQUIP - OPS	0.00	5,760.58	-5,760.58	-100.00%
2,594.14	1,585.19	1,008.95	63.65%	5041204000 SMALL TOOLS & EQUIP - MAINT	20,655.96	18,083.46	2,572.50	14.23%
0.00	272.21	-272.21	-100.00%	5041216000 SMALL TOOLS & EQUIP - G&A	319.96	7,151.33	-6,831.37	-95.53%
120.19	707.51	-587.32	-83.01%	5041216200 SMALL TOOLS & EQUIP - IT	1,291.65	6,503.59	-5,211.94	-80.14%
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%
54,598.97	5,579.24	49,019.73	878.61%	5041404000 CAD/AVL,CAMERA,RADIO REPAIRS -	72,695.35	27,493.10	45,202.25	164.41%
832.76	5,294.72	-4,461.96	-84.27%	5041504000 ADA VEHICLE REPAIRS - MAINT	5,643.44	9,761.06	-4,117.62	-42.18%
433,149.02	434,337.27	-1,188.25	-0.27%	5049999900 ** TOTAL MATERIAL & SUPPLIES	1,356,204.27	1,315,410.75	40,793.52	3.10%
				5050000000 **UTILITIES				
32,752.59	42,715.81	-9,963.22	-23.32%	5050216000 ** UTILITIES - G&A	122,201.56	124,835.73	-2,634.17	-2.11%
12,811.66	10,537.81	2,273.85	21.58%	5050216200 ** UTILITIES - IT	36,414.86	34,316.73	2,098.13	6.11%
6,642.72	5,242.14	1,400.58	26.72%	5050216300 ** UTILITIES - IT - NON-REIMB	18,856.78	17,505.89	1,350.89	7.72%
570.04	7,893.08	-7,323.04	-92.78%	5050216400 ** UTILITIES - G&A - NON-REIMB	14,902.93	21,987.86	-7,084.93	-32.22%
52,777.01	66,388.84	-13,611.83	-20.50%	5059999900 **TOTAL UTILITIES	192,376.13	198,646.21	-6,270.08	-3.16%
				5060000000 ** CASUALTY & LIABILITY COSTS				
17,098.17	14,449.49	2,648.68	18.33%	5060104000 PHYSICAL DAMAGE PREMIUMS - MAI	51,294.51	43,348.47	7,946.04	18.33%
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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-1,616.79	0.00	-1,616.79	-100.00%	5060204000 PHYSICAL DAMAGE RECOVERIES - M	-15,206.70	-8,320.36	-6,886.34	82.76%
56,948.35	47,333.01	9,615.34	20.31%	5060316000 PL & PD INSURANCE PREMIUMS - G&	170,845.05	143,093.03	27,752.02	19.39%
0.00	0.00	0.00	0.00%	5060316200 PL & PD INSURANCE PREMIUMS - IT	0.00	0.00	0.00	0.00%
37,666.47	38,424.18	-757.71	-1.97%	5060416000 UNINSURED PL & PD PAYOUTS - G&A	112,999.41	119,152.72	-6,153.31	-5.16%
5,491.55	4,590.41	901.14	19.63%	5060816000 PREMIUMS-OTHER COPORATE INS.	16,474.65	13,509.23	2,965.42	21.95%
115,587.75	104,797.09	10,790.66	10.30%	5069999900 ** TOTAL CASUALTY & LIABILITY	336,406.92	310,783.09	25,623.83	8.24%
5070000000 ** TAXES								
0.00	0.00	0.00	0.00%	5070316000 PROPERTY TAXES	0.00	0.00	0.00	0.00%
0.00	312.50	-312.50	-100.00%	5070316400 PROPERTY TAXES - NON-REIMB	0.00	937.50	-937.50	-100.00%
519.00	0.00	519.00	100.00%	5070401000 VEHICLE LICENSING FEES - OPS	865.00	173.00	692.00	400.00%
0.00	0.00	0.00	0.00%	5070416000 VEHICLE LICENSING FEES - G&A	0.00	0.00	0.00	0.00%
3,339.38	2,621.22	718.16	27.40%	5070501000 FUEL TAX	7,665.96	8,045.79	-379.83	-4.72%
3,858.38	2,933.72	924.66	31.52%	5079999900 ** TOTAL TAXES	8,530.96	9,156.29	-625.33	-6.83%
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%
74,858.83	80,861.83	-6,003.00	-7.42%	5080216000 ADA CONTRACTS	224,575.49	242,585.49	-18,010.00	-7.42%
74,858.83	80,861.83	-6,003.00	-7.42%	5089999900 **TOTAL PURCHASED TRANSPORTA	224,575.49	242,585.49	-18,010.00	-7.42%
5090000000 ** MISCELLANEOUS EXPENSES								
3,269.92	18,171.17	-14,901.25	-82.00%	5090116000 DUES & SUBSCRIPTIONS - G&A	16,523.22	40,176.24	-23,653.02	-58.87%
295.83	0.00	295.83	100.00%	5090116400 DUES & SUBSCRIPTIONS - G&A - NO	1,170.84	0.00	1,170.84	100.00%
13,094.16	3,996.45	9,097.71	227.64%	5090216000 TRAVEL & MEETINGS - G&A	28,028.67	14,395.29	13,633.38	94.71%
0.00	0.00	0.00	0.00%	5090716000 BAD DEBT EXPENSE	0.00	0.00	0.00	0.00%
17,057.48	45,657.76	-28,600.28	-62.64%	5090816000 ADVERTISING EXPENSES - G&A	59,453.56	71,738.50	-12,284.94	-17.12%
0.00	0.00	0.00	0.00%	5090816200 ADVERTISING EXPENSES - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5090916000 TRUSTEE COMPENSATION	0.00	0.00	0.00	0.00%
337.56	146.31	191.25	130.72%	5091016000 POSTAGE	905.16	801.21	103.95	12.97%
0.00	0.00	0.00	0.00%	5091516000 LOSS/DISPOSAL FIXED ASSETS	0.00	0.00	0.00	0.00%
32,618.00	44,632.00	-12,014.00	-26.92%	5091616000 ADVERTISING SERVICES EXPENSE	39,022.00	69,861.50	-30,839.50	-44.14%
0.00	0.00	0.00	0.00%	5091716000 SUBSTANCE ABUSE PROGRAM	0.00	0.00	0.00	0.00%
546.06	420.00	126.06	30.01%	5099901000 OTHER MISC EXPENSES - OPS	2,248.95	1,567.25	681.70	43.50%
383.34	2,102.66	-1,719.32	-81.77%	5099904000 OTHER MISC EXPENSES - MAINT	6,749.57	5,234.11	1,515.46	28.95%

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1,812.58	4,936.07	-3,123.49	-63.28%	5099916000 OTHER MISC EXPENSES - G&A	10,492.24	18,622.72	-8,130.48	-43.66%
1,698.73	1,764.61	-65.88	-3.73%	5099916200 OTHER MISC EXPENSES - IT	3,526.62	3,549.07	-22.45	-0.63%
2,381.58	0.00	2,381.58	100.00%	5099916300 OTHER MISC EXPENSES - IT - NON-R	2,381.58	0.00	2,381.58	100.00%
1,437.50	221.45	1,216.05	549.13%	5099916400 OTHER MISC EXPENSES - G&A - NON	6,979.53	919.99	6,059.54	658.65%
0.00	0.00	0.00	0.00%	5099926000 UNALLOCATED EXPENSES	0.00	0.00	0.00	0.00%
74,932.74	122,048.48	-47,115.74	-38.60%	5099999900 ** TOTAL MISCELLANEOUS EXPENS	177,481.94	226,865.88	-49,383.94	-21.77%
5110000000 ** INTEREST EXPENSES								
0.00	0.00	0.00	0.00%	5110116000 INTEREST - LONG-TERM DEBTS	0.00	0.00	0.00	0.00%
1,616.18	8,023.58	-6,407.40	-79.86%	5110216000 INTEREST - SHORT-TERM DEBTS	3,693.52	8,467.40	-4,773.88	-56.38%
0.00	0.00	0.00	0.00%	5110316000 INTEREST EXPENSE - LEASE & SBIT	0.00	0.00	0.00	0.00%
1,616.18	8,023.58	-6,407.40	-79.86%	5119999900 ** TOTAL INTEREST	3,693.52	8,467.40	-4,773.88	-56.38%
5120000000 ** LEASE & RENTALS								
22,710.57	22,710.57	0.00	0.00%	5120401000 PASSENGER REVENUE VEHICLES -	68,131.71	57,661.49	10,470.22	18.16%
3,325.38	3,325.38	0.00	0.00%	5120516000 SERVICE VEHICLE LEASES	9,976.14	10,682.18	-706.04	-6.61%
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%
7,863.91	12,638.93	-4,775.02	-37.78%	5121216000 G&A FACILITIES LEASES	32,728.59	37,916.79	-5,188.20	-13.68%
87.59	85.34	2.25	2.64%	5121301000 MISC LEASES - OPS	262.77	256.02	6.75	2.64%
18,992.87	20,247.21	-1,254.34	-6.20%	5121304000 MISC LEASES - MAINT	58,237.90	58,177.81	60.09	0.10%
1,401.51	1,365.50	36.01	2.64%	5121316000 MISC LEASES - G&A	4,204.53	4,096.50	108.03	2.64%
70.08	68.28	1.80	2.64%	5121316200 MISC LEASES - IT	210.24	204.84	5.40	2.64%
0.00	0.00	0.00	0.00%	5121316300 MISC LEASES - IT - NON-REIMB	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5121316400 MISC LEASES - G&A - NON-REIMB	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5121399999 LEASES - GASB 87 CONTRA	0.00	0.00	0.00	0.00%
54,451.91	60,441.21	-5,989.30	-9.91%	5129999900 ** TOTAL LEASE & RENTALS	173,751.88	168,995.63	4,756.25	2.81%
5130000000 ** DEPRECIATION								
24,129.50	22,861.78	1,267.72	5.55%	5130201000 PASSENGER SHELTER DEPRECIATI	71,338.46	68,585.34	2,753.12	4.01%
470,816.61	392,790.90	78,025.71	19.86%	5130401000 REVENUE VEHICLE DEPRECIATION	1,434,822.49	1,178,372.70	256,449.79	21.76%
3,133.22	6,028.70	-2,895.48	-48.03%	5130516000 SERVICE VEHICLE DEPRECIATION	9,399.68	18,086.10	-8,686.42	-48.03%
37,304.86	5,904.04	31,400.82	531.85%	5130704000 GARAGE EQUIP DEPRECIATION	48,765.28	17,712.12	31,053.16	175.32%
5,303.50	1,469.50	3,834.00	260.91%	5130901000 REVENUE VEHICLE RADIO EQUIP DE	5,303.50	4,408.50	895.00	20.30%
-11,737.89	6,328.78	-18,066.67	-285.47%	5131016000 COMPUTER EQUIP DEPRECIATION	50,127.97	18,986.34	31,141.63	164.02%
0.00	0.00	0.00	0.00%	5131116000 REVENUE COLLECTION EQUIP DEPR	0.00	0.00	0.00	0.00%
27,335.59	134,115.01	-106,779.42	-79.62%	5131216000 G&A FACILITIES DEPRECIATION	603,147.29	402,345.03	200,802.26	49.91%

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7,361.38	3,121.70	4,239.68	135.81%	5131316000 G&A SYSTEM DEVELOPMENT DEPR	7,361.38	9,365.10	-2,003.72	-21.40%
24,674.56	253.57	24,420.99	> 999.99%	5131416000 MISCELLANEOUS EQUIP DEPR	24,674.56	760.71	23,913.85	> 999.99%
1,095.68	0.00	1,095.68	100.00%	5131516000 OFFICE EQUIP DEPRECIATION	1,095.68	0.00	1,095.68	100.00%
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%
589,417.01	572,873.98	16,543.03	2.89%	5139999900 ** TOTAL DEPRECIATION	2,256,036.29	1,718,621.94	537,414.35	31.27%
0.00	0.00	0.00	0.00%	5170116000 DEBT SERVICE ON EQUIPMENT & FA	0.00	0.00	0.00	0.00%
4,991,583.48	4,584,811.99	406,771.49	8.87%	5999990000 **** TOTAL EXPENSES ****	14,974,706.96	13,566,352.54	1,408,354.42	10.38%
7,775,537.77	2,710,031.61	5,065,506.16	186.92%	5999999800 NET SURPLUS (DEFICIT)	10,826,675.44	4,295,681.71	6,530,993.73	152.04%

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

From Date: 9/1/2024 Thru Date: 9/30/2024

CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
161427-161445	04-Sep-24	SPOILED CHECK	SPOILED CHECK	\$0.00		\$0.00	X
161447	04-Sep-24	A8007	AT & T	\$699.86		\$699.86	
161448	04-Sep-24	A85755	AUTOMOTIVE COLOR & SUPPLY CORP	\$382.11		\$382.11	
161449	04-Sep-24	B2227	BERG TANKS	\$980.00		\$980.00	
161450	04-Sep-24	C0006	CDW GOVERNMENT, INC.	\$5,544.79		\$5,544.79	
161451	04-Sep-24	C3094	CHARD, SNYDER & ASSOCIATES, LLC	\$734.50		\$734.50	
161452	04-Sep-24	D2850	DEVELOPMENTAL SERVICES	\$42,126.00		\$42,126.00	
161453	04-Sep-24	I4790	ILLINOIS-AMERICAN WATER	\$379.03		\$379.03	
161454	04-Sep-24	I4878	ILLINOIS PUBLIC TRANSPORTATION ASSN.	\$2,250.00		\$2,250.00	
161455	04-Sep-24	I8235	I3 BROADBAND - CU	\$654.99		\$654.99	
161456	04-Sep-24	L6446	LOWE'S	\$45.24		\$45.24	
161457	04-Sep-24	M2179	MENARD'S	\$117.18		\$117.18	
161458	04-Sep-24	M3494	RYAN MILLIKAN	\$3,500.00		\$3,500.00	
161459	04-Sep-24	P2255	PETTY CASH (GENERAL FUND)	\$104.00		\$104.00	
161460	04-Sep-24	P2256	PETTY CASH (CHANGE FUND)	\$686.00		\$686.00	
161461	04-Sep-24	S2040	SECRETARY OF STATE	\$173.00		\$173.00	
161462	04-Sep-24	S3086	SHERWIN-WILLIAMS	\$188.20		\$188.20	
161463	04-Sep-24	U5180	UNITED PARCEL SERVICE	\$569.39		\$569.39	
161464	04-Sep-24	U5996	UNIVERSITY OF ILLINOIS	\$433.00		\$433.00	
161465	04-Sep-24	U7355	U-C SANITARY DISTRICT	\$387.31		\$387.31	
161466	04-Sep-24	U7653	US BANK VENDOR SERVICES	\$165.70	\$165.70	\$0.00	
161467	12-Sep-24	A5085	AMERENIP	\$5,089.25		\$5,089.25	
161468	12-Sep-24	C0374	VICTORIA CARRINGTON	\$565.08		\$565.08	
161469	12-Sep-24	C2172	CMS/LGHP	\$579,413.00	\$9,543.00	\$569,870.00	
161470	12-Sep-24	C3512	CINTAS FIRST AID & SAFETY	\$55.28		\$55.28	
161471	12-Sep-24	C6263	COMCAST CABLE	\$649.97		\$649.97	
161472	12-Sep-24	D0271	DANVILLE MASS TRANSIT	\$2,024.50		\$2,024.50	
161473	12-Sep-24	F2166	TPF HOLDINGS LLC	\$600.00		\$600.00	
161474	12-Sep-24	G4290	GLOBAL INDUSTRIAL	\$148.59		\$148.59	
161475	12-Sep-24	G73301	GRAYBAR ELECTRIC COMPANY	\$107.60		\$107.60	
161476	12-Sep-24	K3515	KIMBALL MIDWEST	\$2,219.13		\$2,219.13	
161477	12-Sep-24	M1090	MCCORMICK DISTRIBUTION & SERVICE	\$331.90		\$331.90	
161478	12-Sep-24	M2179	MENARD'S	\$215.37		\$215.37	
161479	12-Sep-24	M9548	MYERS TIRE SUPPLY	\$175.10		\$175.10	
161480	12-Sep-24	N0320	NAPA AUTO PARTS	\$1,139.33		\$1,139.33	
161481	12-Sep-24	N2295	THE NEWS GAZETTE	\$84.80		\$84.80	
161482	12-Sep-24	P2256	PETTY CASH (CHANGE FUND)	\$490.00		\$490.00	
161483	12-Sep-24	S2215	SOUTH PARK AUTOMOTIVE, LLC	\$192.21		\$192.21	
161484	12-Sep-24	S3086	SHERWIN-WILLIAMS	\$1,292.65		\$1,292.65	
161485	12-Sep-24	T2205	CONSOLIDATED ELECTRICAL DISTRIBUTORS, IN	\$543.07		\$543.07	
161486	12-Sep-24	T7585	TRUGREEN CHEMLAWN	\$54.13		\$54.13	
161487	12-Sep-24	U5180	UNITED PARCEL SERVICE	\$68.69		\$68.69	
161488	12-Sep-24	U7357	CITY OF URBANA	\$1,752.53		\$1,752.53	
161489	12-Sep-24	U7653	US BANK VENDOR SERVICES	\$1,751.89		\$1,751.89	
161490	12-Sep-24	V2233	VERIZON WIRELESS	\$853.93		\$853.93	
161491	18-Sep-24	A1934	ADVANCE AUTO PARTS	\$174.06		\$174.06	
161492	18-Sep-24	A85755	AUTOMOTIVE COLOR & SUPPLY CORP	\$209.23		\$209.23	
161493	18-Sep-24	C3052	CHAMPAIGN COUNTY REGIONAL PLANNING	\$1,448.57	\$1,448.57	\$0.00	
161494	18-Sep-24	E2405	EFFINGHAM EQUITY	\$71,514.08		\$71,514.08	
161495	18-Sep-24	I4745	ILLINI CONTRACTORS SUPPLY	\$163.16		\$163.16	
161496	18-Sep-24	K8564	KURLAND STEEL COMPANY	\$276.60		\$276.60	
161497	18-Sep-24	L6285	LOOMIS	\$264.56		\$264.56	
161498	18-Sep-24	M3015	MH EQUIPMENT COMPANY	\$585.30		\$585.30	
161499	18-Sep-24	M8550	MWM CONSULTING GROUP, INC.	\$4,950.00		\$4,950.00	
161500	18-Sep-24	P8690	PYROLYX TIRE RECYCLING, LLC	\$656.00		\$656.00	
161501	18-Sep-24	S0060	SAFEWORKS ILLINOIS	\$50.00		\$50.00	
161502	18-Sep-24	T2205	CONSOLIDATED ELECTRICAL DISTRIBUTORS, IN	\$32.18		\$32.18	
161503	18-Sep-24	U5180	UNITED PARCEL SERVICE	\$263.86		\$263.86	
161504	20-Sep-24	A8012	AT&T	\$204.17		\$204.17	
161505	25-Sep-24	A1934	ADVANCE AUTO PARTS	\$24.44		\$24.44	
161506	25-Sep-24	A5085	AMERENIP	\$189.40		\$189.40	
161507	25-Sep-24	B2230	BERNS, CLANCY & ASSOC. PC	\$1,888.00		\$1,888.00	
161508	25-Sep-24	C0361	CARLE FOUNDATION HOSPITAL	\$92.70		\$92.70	
161509	25-Sep-24	C4511	CLARKE POWER SERVICES, INC.	\$626.02		\$626.02	
161510	25-Sep-24	C6263	COMCAST CABLE	\$720.21		\$720.21	

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

From Date: 9/1/2024 Thru Date: 9/30/2024

CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
161511	25-Sep-24	E2405	EFFINGHAM EQUITY	\$17,030.72		\$17,030.72	
161512	25-Sep-24	E7440	ERICH ROE	\$100.00		\$100.00	
161513	25-Sep-24	G3102	GHR ENGINEERS & ASSOCIATES, INC.	\$7,690.95		\$7,690.95	
161514	25-Sep-24	H1000	HDR ENGINEERING, INC.	\$25,676.18		\$25,676.18	
161515	25-Sep-24	I4745	ILLINI CONTRACTORS SUPPLY	\$408.00		\$408.00	
161516	25-Sep-24	I4790	ILLINOIS-AMERICAN WATER	\$855.72		\$855.72	
161517	25-Sep-24	M1090	MCCORMICK DISTRIBUTION & SERVICE	\$321.00		\$321.00	
161518	25-Sep-24	N0320	NAPA AUTO PARTS	\$211.98		\$211.98	
161519	25-Sep-24	N2295	THE NEWS GAZETTE	\$0.00		\$0.00	X
161520	25-Sep-24	S2040	SECRETARY OF STATE	\$346.00		\$346.00	
161521	25-Sep-24	T7585	TRUGREEN CHEMLAWN	\$178.66		\$178.66	
161522	25-Sep-24	W8564	WURTH USA MIDWEST, INC.	\$254.88		\$254.88	
9012024	01-Sep-24	A2487	AFLAC	\$10,213.10		\$10,213.10	
9022024	01-Sep-24	S8020	STANDARD INSURANCE COMPANY	\$2,520.56	\$55.37	\$2,465.19	
9032024	03-Sep-24	D3100	DIVVY	\$19,963.25		\$19,963.25	
9042024	04-Sep-24	S8020	STANDARD INSURANCE COMPANY	\$5,202.67		\$5,202.67	
9122024	12-Sep-24	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	\$43,150.08		\$43,150.08	
9132024	13-Sep-24	I4830	IMRF	\$406,680.86		\$406,680.86	
9132410	13-Sep-24	I4830	IMRF	\$8,144.31	\$5,405.21	\$2,739.10	
9142024	16-Sep-24	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$16,713.53		\$16,713.53	
9152024	16-Sep-24	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$14,721.00		\$14,721.00	
9162024	16-Sep-24	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$8,436.00		\$8,436.00	
9172024	17-Sep-24	D3100	DIVVY	\$17,438.54		\$17,438.54	
9182024	18-Sep-24	I4830	IMRF	\$46,123.07		\$46,123.07	
9192024	19-Sep-24	C3560	CIRCLE K FLEET	\$10,231.26	\$10,152.20	\$79.06	
9262024	26-Sep-24	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$46,471.85		\$46,471.85	
9272024	26-Sep-24	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$14,006.34		\$14,006.34	
9282024	26-Sep-24	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$14,490.16		\$14,490.16	
9292024	26-Sep-24	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	\$44,082.08		\$44,082.08	
				\$1,525,933.59	\$26,770.05	\$1,499,163.54	

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

From Date: 9/1/2024 Thru Date: 9/30/2024

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion
ACH	06-Sep-24	273290-A9010	AWARDS LTD.	\$18.30		\$18.30
ACH	06-Sep-24	273290-B3555	BIRKEY'S FARM STORE, INC.	\$664.74		\$664.74
ACH	06-Sep-24	273290-B4517	BLAKE SALES TLP LLC	\$22,650.05		\$22,650.05
ACH	06-Sep-24	273290-C2165	CENTRAL ILLINOIS TRUCKS	\$4,461.77		\$4,461.77
ACH	06-Sep-24	273290-C3105	CHEMICAL MAINTENANCE, INC.	\$1,049.80		\$1,049.80
ACH	06-Sep-24	273290-C4588	CLEAN UNIFORM COMPANY	\$2,200.37		\$2,200.37
ACH	06-Sep-24	273290-C6282	CONNOR COMPANY	\$126.66		\$126.66
ACH	06-Sep-24	273290-C6299	CORNERSTONE GOVERNMENT AFFAIRS, INC.	\$4,500.00		\$4,500.00
ACH	06-Sep-24	273290-C8450	CU HARDWARE COMPANY	\$154.21		\$154.21
ACH	06-Sep-24	273290-D0426	DAVIS-HOUK MECHANICAL, INC	\$477.79		\$477.79
ACH	06-Sep-24	273290-D2012	DEAN'S GRAPHICS	\$2,216.00		\$2,216.00
ACH	06-Sep-24	273290-D2064	DEEM LANDSCAPING, INC.	\$3,380.00		\$3,380.00
ACH	06-Sep-24	273290-D7700	DS SERVICES OF AMERICA, INC.	\$34.49		\$34.49
ACH	06-Sep-24	273290-D8520	DUNCAN SUPPLY CO. INC.	\$341.16		\$341.16
ACH	06-Sep-24	273290-E3390	EIGHT 22, LLC	\$4,408.00		\$4,408.00
ACH	06-Sep-24	273290-F6367	FORD CITY	\$523.63		\$523.63
ACH	06-Sep-24	273290-G2287	GFL ENVIRONMENTAL HOLDINGS (US), INC	\$396.00		\$396.00
ACH	06-Sep-24	273290-H6260	ILLINOIS POWER MARKING CO	\$13,758.76		\$13,758.76
ACH	06-Sep-24	273290-I4747	ILLINI FS, INC.	\$6,049.46		\$6,049.46
ACH	06-Sep-24	273290-J6136	JOHNSON CONTROLS FIRE PROTECTION LP	\$10,224.15		\$10,224.15
ACH	06-Sep-24	273290-J8850	JX ENTERPRISES, INC.	\$152.93		\$152.93
ACH	06-Sep-24	273290-K3575	KIRK'S AUTOMOTIVE	\$3,730.00		\$3,730.00
ACH	06-Sep-24	273290-L2005	DONALD DAVID OWEN	\$2,850.00		\$2,850.00
ACH	06-Sep-24	273290-M0350	MANSFIELD POWER & GAS LLC	\$2,511.48		\$2,511.48
ACH	06-Sep-24	273290-M0377	MARTIN ONE SOURCE	\$23,384.50		\$23,384.50
ACH	06-Sep-24	273290-M1246	MCMASTER-CARR SUPPLY CO.	\$227.29		\$227.29
ACH	06-Sep-24	273290-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$14,825.06		\$14,825.06
ACH	06-Sep-24	273290-O7370	O'REILLY AUTOMOTIVE, INC.	\$168.01		\$168.01
ACH	06-Sep-24	273290-O7450	ORKIN EXTERMINATING CO.	\$685.98		\$685.98
ACH	06-Sep-24	273290-P0015	3PLAY MEDIA, INC	\$214.79		\$214.79
ACH	06-Sep-24	273290-P3600	PIVOT ENERGY, INC	\$1,239.33		\$1,239.33
ACH	06-Sep-24	273290-P6385	POTTER ELECTRIC SERVICE INC.	\$2,005.69		\$2,005.69
ACH	06-Sep-24	273290-Q8455	QUILL	\$150.96		\$150.96
ACH	06-Sep-24	273290-S8165	STOCKS, INC.	\$16,481.60		\$16,481.60
ACH	06-Sep-24	273290-T7300	AMERITRAN SERVICE CORP	\$13,988.00		\$13,988.00
ACH	06-Sep-24	273290-U7385	URBANA TRUE TIRES	\$2,410.38		\$2,410.38
ACH	13-Sep-24	273621-B3555	BIRKEY'S FARM STORE, INC.	\$1,891.28		\$1,891.28
ACH	13-Sep-24	273621-C0275	CCMSI	\$35.00		\$35.00
ACH	13-Sep-24	273621-C0340	CARDINAL INFRASTRUCTURE, LLC	\$6,500.00		\$6,500.00
ACH	13-Sep-24	273621-C2165	CENTRAL ILLINOIS TRUCKS	\$10,609.48		\$10,609.48
ACH	13-Sep-24	273621-C2231	CERTIFIED LABORATORIES	\$2,493.30		\$2,493.30
ACH	13-Sep-24	273621-C3105	CHEMICAL MAINTENANCE, INC.	\$4,009.38		\$4,009.38
ACH	13-Sep-24	273621-C4588	CLEAN UNIFORM COMPANY	\$128.36		\$128.36
ACH	13-Sep-24	273621-C6258	COLUMBIA STREET ROASTERY	\$314.80		\$314.80
ACH	13-Sep-24	273621-D0423	DAVE & HARRY LOCKSMITHS	\$6.00		\$6.00
ACH	13-Sep-24	273621-D2012	DEAN'S GRAPHICS	\$2,945.28		\$2,945.28

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

From Date: 9/1/2024 Thru Date: 9/30/2024

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion
ACH	13-Sep-24	273621-D2126	DELL MARKETING LP	\$15,774.01		\$15,774.01
ACH	13-Sep-24	273621-E0368	EAST PENN MANUFACTURING CO.	\$2,116.08		\$2,116.08
ACH	13-Sep-24	273621-F6367	FORD CITY	\$2,845.61		\$2,845.61
ACH	13-Sep-24	273621-G4293	GLOBAL TECHNICAL SYSTEMS, INC.	\$15,758.34		\$15,758.34
ACH	13-Sep-24	273621-G6300	GOODYEAR TIRE & RUBBER CO	\$19,394.54		\$19,394.54
ACH	13-Sep-24	273621-G7308	GRAINGER	\$529.20		\$529.20
ACH	13-Sep-24	273621-H2235	HERITAGE PETROLEUM, LLC	\$16,655.92		\$16,655.92
ACH	13-Sep-24	273621-H6260	ILLINOIS POWER MARKING CO	\$238.58		\$238.58
ACH	13-Sep-24	273621-I1595	IDENTISYS INCORPORATED	\$2,430.56		\$2,430.56
ACH	13-Sep-24	273621-I4747	ILLINI FS, INC.	\$5,105.06		\$5,105.06
ACH	13-Sep-24	273621-J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$377.27		\$377.27
ACH	13-Sep-24	273621-J5550	JM TEST SYSTEMS, LLC	\$540.02		\$540.02
ACH	13-Sep-24	273621-J6136	JOHNSON CONTROLS FIRE PROTECTION LP	\$788.80		\$788.80
ACH	13-Sep-24	273621-K2166	KEMPER INDUSTRIAL EQUIP.	\$460.00		\$460.00
ACH	13-Sep-24	273621-K2190	KEN'S OIL SERVICE, INC.	\$6,850.81		\$6,850.81
ACH	13-Sep-24	273621-K3575	KIRK'S AUTOMOTIVE	\$1,470.00		\$1,470.00
ACH	13-Sep-24	273621-K5705	J L KNELL	\$6,599.95		\$6,599.95
ACH	13-Sep-24	273621-N2290	NEW FLYER INDUSTRIES	\$2,528,954.27		\$2,528,954.27
ACH	13-Sep-24	273621-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$22,489.70		\$22,489.70
ACH	13-Sep-24	273621-O7450	ORKIN EXTERMINATING CO.	\$241.99		\$241.99
ACH	13-Sep-24	273621-P4525	NORMA MCFARLAND	\$476.92		\$476.92
ACH	13-Sep-24	273621-P6385	POTTER ELECTRIC SERVICE INC.	\$784.17		\$784.17
ACH	13-Sep-24	273621-S0085	SLE TECHNOLOGIES, INC.	\$124,486.77		\$124,486.77
ACH	13-Sep-24	273621-S1143	SCHINDLER ELEVATOR CORP.	\$2,175.84		\$2,175.84
ACH	13-Sep-24	273621-S2046	SECURITAS ELECTRONIC SECURITY INC.	\$211.68		\$211.68
ACH	13-Sep-24	273621-S6693	SPIREON, INC.	\$845.40		\$845.40
ACH	13-Sep-24	273621-T9069	TWILIO INC	\$943.22		\$943.22
ACH	13-Sep-24	273621-U7385	URBANA TRUE TIRES	\$34.95		\$34.95
ACH	13-Sep-24	273621-V3370	VIA TRANSPORTATION, INC.	\$7,729.80		\$7,729.80
ACH	20-Sep-24	273907-B0060	BACON & VAN BUSKIRK	\$127.57		\$127.57
ACH	20-Sep-24	273907-B3555	BIRKEY'S FARM STORE, INC.	\$466.31		\$466.31
ACH	20-Sep-24	273907-C2156	CENTER FOR TRANSPORTATION & THE ENVIRONM	\$7,540.12		\$7,540.12
ACH	20-Sep-24	273907-C2159	CENTRAL STATES BUS SALES, INC.	\$2,505.58		\$2,505.58
ACH	20-Sep-24	273907-C2165	CENTRAL ILLINOIS TRUCKS	\$17,457.00		\$17,457.00
ACH	20-Sep-24	273907-C3105	CHEMICAL MAINTENANCE, INC.	\$551.38		\$551.38
ACH	20-Sep-24	273907-C4588	CLEAN UNIFORM COMPANY	\$831.10		\$831.10
ACH	20-Sep-24	273907-D2250	DELTA SAFETY SERVICES	\$720.00		\$720.00
ACH	20-Sep-24	273907-D3225	DH PACE COMPANY, INC.	\$2,317.25		\$2,317.25
ACH	20-Sep-24	273907-D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	\$104.45		\$104.45
ACH	20-Sep-24	273907-H2235	HERITAGE PETROLEUM, LLC	\$15,583.32		\$15,583.32
ACH	20-Sep-24	273907-I5904	INTERSTATE BATTERIES	\$440.49		\$440.49
ACH	20-Sep-24	273907-J6136	JOHNSON CONTROLS FIRE PROTECTION LP	\$3,569.51		\$3,569.51
ACH	20-Sep-24	273907-J8850	JX ENTERPRISES, INC.	\$1,283.12		\$1,283.12
ACH	20-Sep-24	273907-K2166	KEMPER INDUSTRIAL EQUIP.	\$170.00		\$170.00
ACH	20-Sep-24	273907-K2190	KEN'S OIL SERVICE, INC.	\$16,254.33		\$16,254.33
ACH	20-Sep-24	273907-M1246	MCMASTER-CARR SUPPLY CO.	\$1,059.53		\$1,059.53

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

From Date: 9/1/2024 Thru Date: 9/30/2024

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion
ACH	20-Sep-24	273907-M2310	MEYER CAPEL	\$4,775.50		\$4,775.50
ACH	20-Sep-24	273907-M34035	MIDWEST FIBER RECYCLING	\$304.94		\$304.94
ACH	20-Sep-24	273907-M3408	MIDWEST TRANSIT EQUIPMENT, INC.	\$1,267.82		\$1,267.82
ACH	20-Sep-24	273907-N2290	NEW FLYER INDUSTRIES	\$2,214,045.50		\$2,214,045.50
ACH	20-Sep-24	273907-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$17,076.28		\$17,076.28
ACH	20-Sep-24	273907-O7370	O'REILLY AUTOMOTIVE, INC.	\$304.12		\$304.12
ACH	20-Sep-24	273907-R6120	ROGARDS OFFICE PRODUCTS	\$250.99		\$250.99
ACH	20-Sep-24	273907-S0085	SLE TECHNOLOGIES, INC.	\$5,625.07		\$5,625.07
ACH	20-Sep-24	273907-S3115	DANIEL J. HARTMAN	\$3,374.50	\$123.00	\$3,251.50
ACH	20-Sep-24	273907-S5192	S.J. SMITH WELDING SUPPLY	\$92.69		\$92.69
ACH	20-Sep-24	273907-T2225	TERMINAL SUPPLY COMPANY	\$1,464.66		\$1,464.66
ACH	20-Sep-24	273907-T7300	AMERITRAN SERVICE CORP	\$3,990.00		\$3,990.00
ACH	20-Sep-24	273907-U7385	URBANA TRUE TIRES	\$1,519.75		\$1,519.75
ACH	23-Sep-24	273994-D3575	DIRECT ENERGY BUSINESS	\$17,935.90		\$17,935.90
ACH	27-Sep-24	274227-A4650	A-L TIER II, LLC	\$3,266.12		\$3,266.12
ACH	27-Sep-24	274227-B0060	BACON & VAN BUSKIRK	\$525.00		\$525.00
ACH	27-Sep-24	274227-B3555	BIRKEY'S FARM STORE, INC.	\$2,503.71		\$2,503.71
ACH	27-Sep-24	274227-B8050	BAKER TILLY US, LLP	\$1,923.88		\$1,923.88
ACH	27-Sep-24	274227-C2165	CENTRAL ILLINOIS TRUCKS	\$11,102.50		\$11,102.50
ACH	27-Sep-24	274227-C3100	CHELSEA FINANCIAL GROUP, LTD.	\$54,474.12		\$54,474.12
ACH	27-Sep-24	274227-C3105	CHEMICAL MAINTENANCE, INC.	\$877.01		\$877.01
ACH	27-Sep-24	274227-C4588	CLEAN UNIFORM COMPANY	\$70.91		\$70.91
ACH	27-Sep-24	274227-C6258	COLUMBIA STREET ROASTERY	\$48.50		\$48.50
ACH	27-Sep-24	274227-C6291	DG INVESTMENT INTERMEDIATE HOLDINGS 2	\$510.00		\$510.00
ACH	27-Sep-24	274227-C8450	CU HARDWARE COMPANY	\$52.53		\$52.53
ACH	27-Sep-24	274227-D0423	DAVE & HARRY LOCKSMITHS	\$836.00		\$836.00
ACH	27-Sep-24	274227-D0426	DAVIS-HOUK MECHANICAL, INC	\$42,022.20		\$42,022.20
ACH	27-Sep-24	274227-D0460	DAYTON FREIGHT LINES, INC.	\$447.72		\$447.72
ACH	27-Sep-24	274227-D2012	DEAN'S GRAPHICS	\$4,927.00		\$4,927.00
ACH	27-Sep-24	274227-E5950	LTD TECHNOLOGY SOLUTIONS, INC.	\$1,737.00		\$1,737.00
ACH	27-Sep-24	274227-F6367	FORD CITY	\$555.23		\$555.23
ACH	27-Sep-24	274227-G2287	GFL ENVIRONMENTAL HOLDINGS (US), INC	\$664.25		\$664.25
ACH	27-Sep-24	274227-G7308	GRAINGER	\$783.88		\$783.88
ACH	27-Sep-24	274227-G7375	GRIMCO, INC	\$3,732.79		\$3,732.79
ACH	27-Sep-24	274227-H6260	ILLINOIS POWER MARKING CO	\$26,938.08		\$26,938.08
ACH	27-Sep-24	274227-I4747	ILLINI FS, INC.	\$1,483.67		\$1,483.67
ACH	27-Sep-24	274227-I4841	ILLINOIS PUBLIC RISK FUND	\$36,161.00	\$596.00	\$35,565.00
ACH	27-Sep-24	274227-I7667	ISAKSEN GLERUM WACHTER, LLC	\$3,139.50		\$3,139.50
ACH	27-Sep-24	274227-J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$289.95		\$289.95
ACH	27-Sep-24	274227-K2190	KEN'S OIL SERVICE, INC.	\$8,319.00		\$8,319.00
ACH	27-Sep-24	274227-M1269	MCS OFFICE TECHNOLOGIES	\$316.50		\$316.50
ACH	27-Sep-24	274227-N2290	NEW FLYER INDUSTRIES	\$2,687,619.18		\$2,687,619.18
ACH	27-Sep-24	274227-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$10,828.89		\$10,828.89
ACH	27-Sep-24	274227-O7370	O'REILLY AUTOMOTIVE, INC.	\$351.73		\$351.73
ACH	27-Sep-24	274227-Q8455	QUILL	\$116.99		\$116.99
ACH	27-Sep-24	274227-R6120	ROGARDS OFFICE PRODUCTS	\$283.71		\$283.71

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

From Date: 9/1/2024 Thru Date: 9/30/2024

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion
ACH	27-Sep-24	274227-T2225	TERMINAL SUPPLY COMPANY	\$149.88		\$149.88
ACH	27-Sep-24	274227-U7385	URBANA TRUE TIRES	\$577.85		\$577.85
				\$8,229,548.74	\$719.00	\$8,228,829.74

MTD - Bank & Investment Balances

Financial Institution	Bank Bal @ 09/30/24	Interest Rate	Maturity
Busey Bank			
Payroll	\$5,000.00	-	-
Illinois Terminal - Square POS	\$37,240.70	-	-
Operating	\$350,000.00	-	-
C-CARTS	\$137,862.59	-	-
Sec 125 Flexible Spending Plan	\$146,350.74	-	-
ATM	\$28,982.32	-	-
Money Market	\$22,674,966.23	4.30%	-
First Mid Bank	\$13,860,040.08	4.09%	-
Prospect Bank			-
MuniWise	\$998.26	2.00%	
MuniWise Flex	\$9,801,496.14	4.13%	
Total	<u>\$47,042,937.06</u>		

MTD - Capital Reserve, Restricted, & Operating @ 09/30/24

Capital Reserve -Budgeted (FY25 Capital Budget)	\$25,311,500.00
Capital Reserve -Unbudgeted	\$15,305,054.27
Operating	\$6,426,382.79
Total	<u>\$47,042,937.06</u>

AMENDMENTS

TO THE BY-LAWS OF

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT

(Revised July, 1992)

(Including Amendment to IX (4) adopted October, 1997)

(Including Amendment-adopted March, 2012)

AMENDMENTS
TO THE
BY-LAWS
OF
CHAMPAIGN-URBANA MASS TRANSIT DISTRICT

ARTICLE I

Name and Location of Corporation

Section 1: The name of the District shall be the "Champaign-Urbana Mass Transit District." The District was created by referendum under the Local Mass Transit District Act, Chapter 111-2/3, Section 351 et seq. (Ill.Rev.Stat. 1985).

Section 2: The principal office of the District shall be 801 East University Avenue, Urbana, Illinois.

ARTICLE II

Trustees

Section 1: Number and Qualifications. The entire Board of Trustees shall consist of seven (7) persons all of whom shall be residents of the County of Champaign and not more than four (4) of whom shall be affiliated with the same political party.

Section 2: Manner of Appointment. The Trustees shall be appointed by the presiding officer of the Champaign County Board with the advice and consent of the Board.

Section 3: Term of Office. The term of office for each Trustee shall be for a term of five (5) years, but each Trustee shall continue in office until that Trustee's successor has been appointed and qualifies. The certificate of appointment or reappointment filed with the County Clerk of Champaign County shall be conclusive evidence of the due and proper appointment of such Trustee.

Section 4: Duties and Powers. As established by Statute Chapter 111-2/3, Section 354 and 355 of the Ill.Rev.Stat., 1985, as attached hereto. (Not subject

to change by Trustees.) Unless State statutes impose a different requirement, action may be taken by the Board of Trustees at any meeting upon the affirmative vote of a majority of the Trustees then holding office.

Section 5: Meetings. Regular meetings of the Board shall be held on the last Wednesday of each month at 3:00 p.m. in the District office, or if such a regular meeting is rescheduled or if there is a special meeting, at the date, time and place designated by the Trustees in compliance with the Open Meetings Act. If the date of the regular meeting falls on a legal holiday, the meeting shall be held on the following day, or day designated by the Board. All meetings of the Trustees shall be open to the press and the public, except those which the Trustees vote to be in closed session pursuant to Statute. Special meetings of the Board may be called by the Chair at any time, and the Chair must, upon the written request of any three (3) Trustees, call a special meeting to be held not more than five (5) days after the receipt of such request.

Section 6: Notice of Meetings. Except as provided in the Open Meetings Act, no other notice to the Trustees need be given of any regular meeting of the Board. Notice of special meetings shall be served upon each Trustee in person or by mail addressed to that Trustee's last-known post office address, at least twenty-four (24) hours prior to the time such meeting, specifying the date, time and place of the meeting and the business to be transacted thereat. Except as otherwise limited by the provisions of the Open Meetings Act, at any special meeting at which all of the Trustees are present, any business may be transacted which might have been transacted at a regular meeting.

Section 7: Quorum. At any meeting of the Board of Trustees, the presence of a majority of the Board shall be necessary to constitute a quorum for the transaction of business. However, should a quorum not be present, a meeting of

those present could be held as a committee of the whole with no action being taken.

Section 8: Compensation. A trustee shall receive, as compensation for services, the amount set forth in the relevant statute from time to time, which amount on the date of adoption of these Amended By-Laws is \$50.00 for each day devoted to the business of the Board, but not more than \$200.00 per month. A Trustee shall also be entitled to the necessary expenses including travel expense, incurred in the discharge of the Trustee's duties.

Section 9: Vacancies. Any vacancy occurring in the Board of Trustees by death, removal, incapacity, resignation, or nonresidence in the County of Champaign shall be filled by appointment for the balance of the term created by the vacancy.

Section 10: Removal of Trustee. Any Trustee may be removed for inefficiency or neglect of duty or misconduct in office, by the person or body which made the original appointment, but a Trustee shall be removed only after having been given a copy of the charges against the Trustee at least ten (10) days prior to the hearing thereon and having had an opportunity to be heard in person or by counsel. In the event of removal of any Trustee, a record of the proceedings, together with the charges and findings thereon, shall be filed in the office of the Clerk of Champaign County. (Section 354 of Local Mass Transit Act)

Section 11: Resignation. A resignation of office may be tendered by any Trustee at any time. A resignation must be in writing and be addressed to the Chairman of the Champaign County Board. The resignation shall take effect upon the filing of a certificate of appointment of a successor Trustee with the County Clerk.

ARTICLE III

Officers

Section 1: Designation. The principal officers of the District shall be a Chair, a Vice Chair, a Secretary, an Assistant Secretary, and a Treasurer. The Chair and Vice Chair shall be members of the Board of Trustees. The Secretary, Assistant Secretary, and Treasurer shall not be Trustees.

Section 2: Election of Officers. The Chair and Vice Chair shall be elected by the Board of Trustees at the first regular business meeting after January 1st of each year, and shall serve for a term of one (1) year beginning with their election.

Section 3: Appointment of Officers. The Secretary, Assistant Secretary, and Treasurer shall be appointed by the Chair with the approval of a majority of the Trustees, and shall serve at the pleasure of the Trustees.

Section 4: Removal of Officers. Upon an affirmative vote of a majority of the members of the Board of Trustees, any officer can be removed, either with or without cause, and a successor elected at any regular meeting of the Board of Trustees, or at any special meeting called for such purpose.

Section 5: Duties of the Chair. The Chair shall preside at all meetings of the Trustees and all public hearings. The Chair shall, as authorized by resolution of the Board of Trustees, sign all contracts, resolutions, minutes and other official instruments approved by the Board of Trustees. The Chair shall serve as the official representative and spokesman for the Board of Trustees in all matters and shall speak to the aims, policies, and programs of the Board of Trustees, but authority of the Chair is restricted to that as expressly delegated by the Board of Trustees. The Chair shall refer administrative and executive duties to the Managing Director.

Section 6: Duties of the Vice chair. The Vice Chair shall perform the duties of the Chair in the absence or incapacity of the Chair. In case of the resignation or death of the Chair, the Vice Chair shall perform such duties as are imposed on the Chair until the Board elects a new Chair.

Section 7: Duties of the Secretary and Assistant Secretary. The Secretary, or the Assistant Secretary in the absence of the Secretary, shall keep the minutes of all meetings of the Board of Trustees and of all public hearings, and be responsible for all records of the proceedings and transactions of the District, and of the Board of Trustees. Complete records shall be maintained at the District Office with the assistance of the Managing Director. The Secretary or Assistant Secretary shall have custody of the corporate seal and shall affix such seal and attest to all contracts, documents, and instruments authorized to be executed by the Chair.

Section 8: Duties of the Treasurer. The Treasurer shall have the care and custody of and be responsible for all the funds and securities of the District, and shall deposit moneys as the Board of Trustees may designate. The Treasurer shall, as directed by the Board of Trustees, make, sign, and cosign in the name of the District, all checks, drafts, and other orders for the payment of money, and pay out and dispose of such under the direction of the Board of Trustees. The Treasurer shall cause to be kept, at the principal office of the District, accurate books of account of all its business and transactions and the same shall be available for inspection by the Board of Trustees or their designated representative at any reasonable hour. The Treasurer shall render a report of the condition of the finances of the District at each regular meeting of the Board of Trustees and at such other times as shall be required, and shall make a full financial report at the second regular meeting following the close of the

fiscal year. The Treasurer shall provide a security bond in an amount to be determined by the Trustees, and the cost of the bond shall be paid by the District.

Section 9: Counsel. The General Counsel shall advise and represent the District generally in all legal matters and proceedings and shall act as counsel to the Board of Trustees and the Officers.

Section 10: Other Officers. Other officers shall perform such duties and have such powers as may be assigned to them by the Board of trustees.

Section 11: Vacancies. In the event of a vacancy occurring in the office of either the Chair or Vice Chair, the office shall be filled at the first regular meeting or at a special meeting called for that purpose to serve for the remainder of the term. A vacancy in any other office shall be filled at the next regular meeting.

ARTICLE IV

Managing Director

Section 1: Duties and Powers. (a) The Trustees shall appoint a Managing Director, who shall assist the Board of Trustees in the formulation and development of policies and programs and supervise and administer the implementation of such within the limits of the budget and policies established by the Trustees. The Managing Director shall report to the Board of Trustees all major actions that the Managing Director has taken on behalf of the District and shall prepare studies, surveys, reports and recommendations as directed by the Board of trustees. The Managing Director shall attend all meetings of the Board unless excused from attendance by the Board.

(b) The managing Director shall, with the assistance of the Treasurer, prepare and submit the annual budget of the District for approval and adoption by the

Board of Trustees in such form as the Municipal Budget Law of the State of Illinois may prescribe.

(c) The Managing Director shall, with the assistance of the Treasurer, keep the Trustees advised as to the financial condition of the District and those affairs and matters within the jurisdiction of the Trustees.

(d) The Managing Director shall establish and maintain a personnel organization chart or table with position classification and salary and wage ranges, except for wages and salaries for employees covered by a union agreement, if any, all of which shall be subject to approval by the Board of Trustees.

(e) The Managing Director shall keep, with the assistance of the Secretary, the records of the proceedings and transactions of the Board of Trustees. The Managing Director shall provide a clerk at the meetings of the Board of trustees who shall record all motions, resolutions, votes and proceedings. The Managing Director shall send notice of all meetings, prepare an agenda, and mail or deliver same to the Trustees, and shall keep all records of the meetings and proceedings of the District in a journal of proceedings or minute book to be kept for such purpose.

(f) The Managing Director, with the assistance of the Treasurer, shall keep the financial records of the District. The managing Director shall deposit all receipts with a depository or depositories established by resolution of the Board of Trustees

(g) The Managing Director shall maintain separate and regular books of accounts for the fund or funds of the District, showing all receipts and expenditures. There shall be rendered to the Board of Trustees at least once each month, or oftener when requested, an account of the transactions and also of the financial condition of the District.

Section 2: Conduct of Operations. No member of the Board of Trustees shall interfere directly with the conduct or operations of any employee or section of the transit system or District. All instructions or directions to the Managing Director shall come from the Trustees as a body at regular or special meetings and only after the approval of a majority of a proper quorum except for committees appointed by the Board and any Trustee consulting and advising with the Director.

Section 3: Bond Requirement. The Trustees shall require a surety bond of the Managing Director and of such other of its officers and agents as the Trustees may deem necessary. The cost of such bond shall be paid by the District.

ARTICLE V

Seal

Section 1: The seal of the District shall be as follows.

ARTICLE VI

Committees

The new Chair at the regular meeting in February may appoint committees and establish each committee's charges as deemed useful and appropriate by the Board of Trustees. The duties of each committee so created and the composition shall be as determined by the Board of Trustees. The committees shall report to the Board of Trustees at the time and manner specified by the Board of trustees.

ARTICLE VII

Amendments

These By-Laws may be amended by an affirmative vote of at least four (4) Trustees present and voting at any regular or special meeting, provided that a quorum as prescribed in Article II, Section 7, herein, is present at such meeting.

Amendments may be proposed by any Trustee. A statement of any proposed amendment shall accompany the notice of any regular or special meeting at which such proposed amendment shall be voted on.

ARTICLE VIII

Fiscal Year

The fiscal year of the District shall be July 1 to June 30.

ARTICLE IX

Miscellaneous

Section 1: Order of Business. At the regular meetings of the Board of Trustees, the following shall be the order of business:

1. Roll call.
2. Approval of agenda.
3. Audience participation requests.
4. Approval of minutes of previous meetings.
5. Communications.
6. Reports.
 - (a) Managing Director's
7. Unfinished business.
8. New business.
9. Meeting date for next month.
10. Audience participation.
11. Adjournment.

Section 2: Presiding Officer's Conduct. At any meeting of the Board of Trustees, the presiding officer may not make or second motions, but may debate from the chair, subject only to such limitations of debate as by the rules of the District are imposed on all members. The presiding officer shall not be

deprived of any of the rights and privileges of a member of the Board of Trustees by reasons of acting as the presiding officer. The presiding officer shall refrain from preempting the floor and shall recognize other members of the Board in their turn for comment, motion, and debate. The presiding officer shall direct the conduct of the meeting and shall preserve order and decorum in all meetings of the Board. Any member of the Board may appeal a ruling of the presiding officer, providing such appeal is made immediately following the ruling to be appealed. In cases of appeal, the decision of the majority of those Trustees present shall be final.

Section 3: Rules of Procedure. The Board may adopt by appropriate resolution rules of procedure for proceedings before and during meetings of the Board, and such rules of procedure shall be followed by the Board.

Section 4: Matters of Public Record. Motions, resolutions, minutes of all meetings of the Board of Trustees, including documents and records in possession of the Board, shall be public records and open to public inspection in compliance with the Open Meetings Act and the Freedom of Information Act. Minutes of meetings closed to the public shall be available only as provided in the Open Meetings Act. All records relating to personnel matters, including disciplinary records and performance evaluations, shall not be distributed or made known to persons not employed by the Champaign-Urbana Mass Transit District except as permitted herein. The Chair person of the Personnel Committee of the Board may have access to such files and share the information with the Personnel Committee, otherwise such records may be accessed by a Board member only by motion duly adopted by the whole Board. Such records may be revealed as permitted by the Personnel Record Review Act, as amended.

Section 5: Absence of the Chair and Vice Chair. In the absence of both the

Chair and the Vice Chair of the District, the members of the Board of Trustees in attendance at the meeting shall elect an acting Chair. All resolutions shall be signed by the Chair of the District, or in the absence of the Chair by the Vice Chair, or in the absence of both the Chair and the Vice Chair, by the acting Chair elected by those members present at such meeting.

Section 6: Waiver of Notice. Before or at any meeting of the Board of Trustees, any Trustee may, in writing, waive notice of such meeting and such waiver shall be deemed equivalent to the giving of such notice. Attendance by a Trustee at any meeting of the Board shall constitute that Trustee's waiver of notice of the time and place thereof.

Section 7: Ratification. These By-Laws and any amendments shall be effective upon the adoption thereof by the Board of Trustees.

Amendment to
By-Laws

UNFINISHED BUSINESS

MARCH, 2012

**DISCUSSION/CONSIDERATION OF AMENDMENT TO BOARD BY-LAWS
REGARDING CLOSED SESSIONS**

Attached is the memo from Jack Waaler to Ron Peters regarding "Closed Session Requirements". Some discussion took place last month regarding this. It was decided that perhaps the way to solve this issue was to have Waaler draft an amendment to the District's By-Laws. He is suggesting the following:

Page 2 - Article II - new paragraph in Section 5 - to add:

"A majority of Board members present may vote to exclude all non-members of the Board, including the minute clerk/and or staff members, from any closed session or part thereof. If the minute clerk is excluded, the Chair must appoint a Board member to take minutes and supervise the audio/video recording of the closed session."

A copy of the current By-Laws is enclosed in the board packet.

Policies and Procedures No. #1

Board Approval: November 13, 2000

SUBJECT: Policy regarding MTD's regional role and partnerships

PURPOSE:

The purpose of MTD's regional role and partnerships policy is to establish a framework for MTD's actions and responsibilities in regional transportation issues and decisions.

POLICY:

It is the policy of MTD to focus on improving mobility in the region, with a particular emphasis on public transit service provision. As MTD's customer base is highly compatible with pedestrian and bicycle access, and other forms of transportation demand and supply management strategies, MTD will also concentrate efforts in these arenas. MTD will actively seek productive partnerships to improve regional mobility.

PROCEDURES:

MTD has developed several specific procedures to support implementation of the regional role policy:

- As the regional public transit operator, MTD will perform a proactive and lead role in addressing transit related issues throughout the region.
- MTD will serve, as able, as the lead advocate for other than single occupant vehicle transportation improvements in the regional planning area. These include pedestrians, bicycles, high occupancy vehicles, and all transit modes.
- MTD will serve as a general advocate for improved mobility in the region for all modes of travel, and participate actively with groups and organizations promoting regional mobility and supporting land use and development patterns.

- MTD will seek out partners in order to fulfill its role as mobility advocate for the region. Partners will include, but not be limited to, city planning departments, departments of transportation, State and federal agencies, the Champaign County Regional Planning Commission, businesses, the University, developers and community groups.
- MTD will act as a productive and responsive partner, actively participating in matters pertaining to regional mobility.
- MTD will work directly with agencies responsible for zoning, development project approvals and street design to encourage pedestrian and transit oriented development. MTD will present transit as an essential public service and provide information on development components needed to ensure easy pedestrian and transit access to development (e.g., sidewalks, street lighting, bus stop locations, bus stop amenities, bus turnaround locations). MTD will leverage transit industry resources on sustainable development and livable communities to help demonstrate the need for consideration of transit and pedestrian movement early in the development process.
- MTD will seek additional funding for general mobility improvements, and as funds support, take a lead role in implementing improvements in other than single occupancy vehicle improvements. MTD will not divert funds intended for the planning and operation of transit services to other modes, or diminish provision of high quality transit services.
- It is MTD's goal to achieve a 35% market share for journey to work trips made by transit, walking and biking in the urban area within ten years. This statistic was reported as 28% in the 1990 Census. MTD will seek buy-in of this goal from partner agencies and organizations as well.
- MTD will make efforts to preserve abandoned railroad right of way as supported by available revenues for future pedestrian, bicycle and transit uses, even if properties are outside District boundaries if a benefit accrues to citizens within the boundary.

Original Policy Adopted on November 13, 2000
 Policy Revised on N.A.

Policies and Procedures No. #2

Board Approval: November 13, 2000

SUBJECT: Service and Planning Area Policy

PURPOSE:

The purpose of the MTD Service and Planning Area Policy is to establish a logical framework for making decisions regarding annexation and changing of District boundaries.

POLICY:

MTD will engage in sound transit planning, in cooperation with other transportation and mobility stakeholders. As development outside the District boundary often impacts travel requirements and demand within the boundary, MTD will on a routine basis examine an expanded urban boundary for planning purposes. In an effort to maximize coordination among public agencies responsible for transportation, MTD will use a planning area contiguous with other planning boundaries (e.g., CUUATS).

MTD's service area boundary policy strives to extend service areas to become co-terminus with boundaries of local jurisdiction it serves, consistent with local support. MTD will extend District boundaries to be co-terminus with the cities of Champaign, Urbana, and Savoy, and will automatically annex areas consistent with future municipal annexations. MTD will strive over time as resources and conditions permit, to extend service boundaries to match planning boundaries, subject to annexation regulations.

PROCEDURES:

MTD will adhere to specific procedures as detailed herein to assure implementation of the service and planning area policy:

- MTD will use a planning area boundary contiguous with other regional transportation planning boundaries (e.g., CUUATS) and will coordinate transit service plans with other transportation improvement plans. MTD will consider transit needs within the entire planning area, and also will consider impacts of developments in the planning area on service within the District boundaries.

- MTD will change its regional planning boundary consistent with other regional transportation planning boundary modifications.
- MTD will take positive steps to extend the District boundary to become co-terminus with the boundaries of the local jurisdictions that it serves. MTD intends to exercise its authority to annex all areas not taxed as farmland within the cities of Champaign, Urbana, and Savoy. As these municipalities modify their jurisdictional boundaries, MTD will follow suit with subsequent annexations.
- MTD will further extend the District boundaries to be consistent with the regional transportation planning boundaries, subject to annexation regulations and actual development patterns (i.e., as the planning boundary becomes urban in nature). Specific steps will include:
 - MTD will meet with officials of said jurisdictions to discuss service needs, benefits and issues accompanying District annexation, and will seek support for annexations.
 - MTD will communicate the benefits of inclusion in the District to the public residing in those areas. MTD will gauge relative public support for annexation and service in those areas.
- The MTD will support regional priorities for land use, economic development and revitalization in any newly annexed area. Any new services provided to annexed areas shall not deteriorate transit services provided within the pre-existing District.

Original Policy Adopted on November 13, 2000
 Policy Revised on January 31, 2001

Policies and Procedures No. #3

Board Approval: November 13, 2000

SUBJECT: Transit Service Evaluation Policy

PURPOSE:

The purpose of the MTD transit service evaluation program is to monitor and assess the investment of public resources in transit services to ensure viable and productive mobility returns to the region. The process ensures a consistent and routine evaluation of transit service productivity.

POLICY:

It is the policy of MTD to objectively evaluate all transit services provided on a routine and ongoing basis to ensure that public resources are invested wisely. This policy also identifies routes and services where transit service improvements are warranted either because transit demand is too high or too low.

PROCEDURES:

MTD has adopted several specific procedures to ensure effective implementation of the service evaluation program:

- Management will prepare and submit to the Board of Directors, at least quarterly, passengers per hour on a line by line basis for fixed route service and a service area by service area report for direct (i.e., general public demand responsive) services.
- Management will prepare and submit to the Board of Directors on an annual basis, a comprehensive transit service evaluation report as part of the budgeting process. This report will include specific recommendations for service modification and action, where appropriate, to meet service standards.

- The critical performance measure for the service evaluation program is passengers per hour of service. This is a direct measure of service effectiveness and a strong indicator of cost effectiveness (e.g., hours are the primary determinant of cost, and passengers are the primary determinant of fare revenue). Further, passengers per hour of service is directly measurable with a high level of accuracy.
- The service evaluation program will compare transit service performance with like services. Transit service groupings are as follows:
 - Campus fixed route: by weekday day, weekday evening and weekend
 - Non-campus fixed route: by weekday day, weekday evening and weekend
 - Direct services: by campus and non-campus.
- Route by route and service by service performance will be compared to the average for that grouping (e.g., every campus fixed route operating during weekdays will be compared to the average of all campus fixed route weekday routes). Route by route and service by service performance will be reported in terms of both passengers per hour of service and as a percentage of the average performance for that service class. A percentage score of 100% means that the service in question performs exactly at the average for all services in that class or grouping of services.
- MTD may add peer agency data if one or more service classes have insufficient data to calculate a meaningful class average for comparison. In such a case, the peer data would be included in the calculation of the average and the comparison of lines and services.
- Any routes with a percentage score of 150% or more warrants consideration for improvement. As part of the comprehensive annual report, management will analyze and recommend improvements to the service to leverage the high performance. The action plan must detail specific improvements, analyze the financial capacity to support those improvements and project the future impact on ridership.

- Any routes or services with a percentage score of 50% or less of the class average also warrant consideration for improvement. As part of the comprehensive annual report, management will analyze and recommend service and other changes that can improve overall performance. The action plan must detail specific improvements, analyze the financial capacity to support those improvements and project the future impact on ridership. Action plans may include changing the class of service provided (e.g., changing from fixed route to direct for all or part of a route), changing service frequencies, restructuring the route alignment or service area, marketing and/or other improvements.
- Some service changes will require a public hearing prior to action by the Board of Directors, consistent with laws and funding regulations.
- Management will report implementation actions and impact on passenger demand on a quarterly basis for all routes with action improvement plans (i.e., those at or above 150% of average class performance and those at or below 50% of average class performance).

Original Policy Adopted on November 13, 2000
Policy Revised on N.A.

Mass Transit District

Policies and Procedures No. #4

Board Approval: November 13, 2000

SUBJECT: New Service Offerings

PURPOSE:

The purpose of the MTD new services policy is to establish a rational and consistent process for evaluating and assigning priority among new and expanded transit service proposals.

POLICY:

It is the policy of MTD to follow an objective and consistent process, using established criteria, to evaluate and prioritize requests for new service, whether within or outside the existing District boundary. New transit services may be proposed by staff, other agencies, developers and/or the general public. The policy focuses on providing transit services in a fiscally responsible manner, and therefore requires both preliminary analysis and a demonstration period of performance prior to becoming a regular transit service.

PROCEDURES:

Specific procedures are provided to help guide transit service investment decisions. The procedures are illustrated in Exhibit 1, and are discussed below:

- Any party can propose new services to MTD, and MTD staff will perform the transit service analysis.
- New service requests must be separated into those which reside in the District's boundary and those which do not. Any transit service outside MTD's jurisdiction must be provided on a zero net subsidy basis. That is, no local or existing state tax revenues from within MTD's jurisdiction will be used to subsidize service outside the taxing boundary. A third party (e.g., city, county, developer, employer, neighborhood) must makeup the difference between the cost of service and fare revenues received for transit services outside the District boundary.

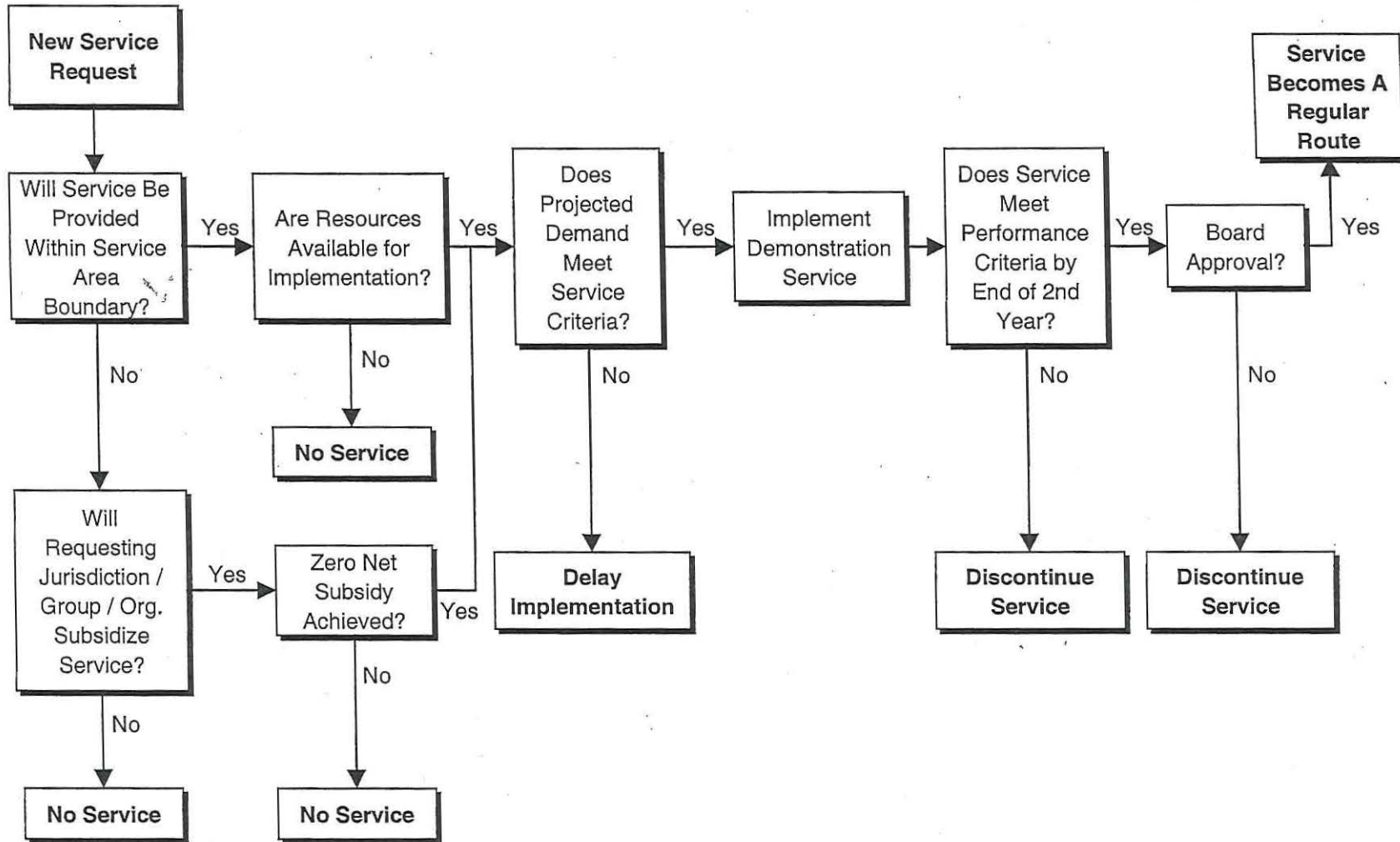
- If the proposed transit service is fully within the District's boundary, resource availability must be examined. If sufficient resources are available to support the proposed service it proceeds to the next step. If not, the service proposal must await sufficient funding before proceeding.
- If a proposed transit service is partially within and partially outside the District boundary, costs and fare revenue must be allocated between the two. The part outside the boundary must be supportable on a zero net subsidy basis, and the part within the District must be implementable within available funding.
- The next step is to compare projected demand for the proposed new service to MTD's transit service criteria. These criteria (the subject of a separate Board policy) establish minimum thresholds of demand for different levels of transit service. If the projected demand meets the criteria, the service is to be implemented as a demonstration service. If it does not meet the service criteria, the service proposal is not to be implemented.
- All new transit services are to be implemented on a demonstration basis. Even the best of projections are subject to error, and the demonstration period allows a prudent examination of actual transit service results. During the demonstration period, MTD may change service levels, schedules, headways, marketing and the like to promote high performance. MTD should make clear to the public that the service is a demonstration service; consistent use of that service will help convert it to regular service.
- No demonstration service shall be in effect longer than two years from service initiation. After not less than one year, and not more than two years, the MTD Board of Directors can discontinue the demonstration service or convert it to regular transit service through direct Board action. The service should not be approved as regular transit service unless it meets the service performance criteria. If no Board action is taken, the service is discontinued automatically at the end of two years.
- During the demonstration period, MTD management will provide the Board of Directors quarterly reports on the service, actions taken to improve performance, actual demand and fiscal impact.

- The Board of Directors may either convert a demonstration service to regular service, or discontinue a demonstration service without a formal public hearing (a public hearing is required to discontinue a regular transit service). Even so, it is prudent to solicit public input on service decisions at a scheduled meeting of the Board of Directors.

Original Policy Adopted on November 13, 2000

Policy Revised on N.A.

**Exhibit 1
NEW SERVICE IMPLEMENTATION PROCEDURE**



Policies and Procedures No. #5

Board Approval: November 13, 2000

SUBJECT: Fare and Contract Fee for Transit Services Policy

PURPOSE:

The purpose of the MTD fare policy is to ensure a fair and reasonable relationship between the cost of service provided and the fare/contract fee charged for such services.

POLICY:

It is the policy of MTD to review the fare and contract fee for transit services policy on a routine basis to ensure that fares and fees assessed reasonably reflect the cost of services provided. It is the intent that fare policy will be reviewed prior to contract negotiations with the University of Illinois to ensure consistency between cash and pass fare prices established by MTD and the contract fees charged for University and other group use of transit services.

PROCEDURES:

At least every two years (and more frequently if circumstances warrant) the MTD Board of Directors will review its comprehensive fare and contract fee for transit services policy. The following actions are required to support the fare policy:

- MTD management will prepare and submit a report to the Board of Directors assessing fare and contract fee for transit service charges relative to inflation, peers, operating cost recovery, financial need and other relevant information.
- MTD management will recommend a change to, or continuance of, the existing fare structure and pricing, based on the analysis. Any price change will consider coin combinations reasonable for fare payment, prepayment strategies, impact of fare changes on operations and the expected impact of the change on ridership.

- The MTD Board of Directors, after reviewing the management report and recommendation(s), will make a determination on how to proceed. If no change is deemed necessary by a simple majority vote of the Board of Directors, no additional action is needed until the next review cycle (maximum of two years).
- If a change is warranted in the contract fee for transit services:
 - The Board of Directors will give management specific direction on how to proceed with negotiations with the University, and other contract groups.
 - Management should proceed with negotiations as directed, and if agreement is reached consistent with Board direction – execute the contract.
 - If management is unable to negotiate a contract consistent with Board direction, management must report to the Board the best solution discussed with a recommendation for action. No contract can be implemented without Board approval.
- If a change is warranted in the fare charged the general public:
 - The Board of Directors will provide management with direction as to the fare policy to present for public comment.
 - Management will advertise a public hearing on fares consistent with laws and regulations.
 - The public hearing will be held on the proposed fare policy change, and public comments recorded.
 - MTD will consider the public comments received, and MTD management will prepare a report recommending appropriate action by the Board of Directors.
 - A simple majority vote is required by the MTD Board of Directors to implement a fare policy change. Failure to achieve a majority results in continuance of the existing fare structure and pricing.
 - If a fare change is adopted, management will prepare and execute an implementation plan for the new fare policy.

- Within two years of Board action to adopt either a fare change or contract fee for transit services change, or make a finding of no change necessary, management will prepare and submit a report reviewing the fare and contract policy as noted in the first bullet above.

Original Policy Adopted on November 13, 2000

Policy Revised on N.A.

Policies and Procedures No. #6

Board Approval: November 13, 2000

SUBJECT: Property Tax Levy Policy

PURPOSE:

The purpose of the MTD property tax levy policy is to authorize revenues required to meet the mobility needs of residents in a fiscally prudent and legally compliant manner.

POLICY:

It is the policy of MTD to implement the property tax authority provided by the State of Illinois in a fiscally prudent manner to support required transit services within the District boundaries. The taxing authority will be used responsibly and MTD will ensure that resources are used to benefit residents within the taxing boundary.

PROCEDURES:

MTD has defined several specific procedures to implement the policy:

- MTD will use tax authorities to support transit services for residents within the District boundary.
- MTD will fully implement the revenue authorities provided before seeking new authority or public approval of new funding approaches.
- The MTD Board of Directors will assess the tax rate consistent with legislation (growth capped by CPI and the increase in new assessed value) and will consider the 5 percent super-notification requirement.
- MTD will consider both immediate and long term (e.g., ten year) revenue impacts of tax rate decisions.
- MTD will also consider inflation trends and the general economic climate when making tax rate assessment decisions.

Original Policy Adopted on November 13, 2000

Policy Revised on N.A.

MTD Policies and Procedures
Mass Transit District

Policies and Procedures No. #7

Board Approval: January 31, 2001

SUBJECT: Capital Reserve Policy

PURPOSE:

The purpose of the MTD capital reserve policy is to ensure sound financial planning and preparation for future needs, and to help maintain the District's financial credibility for bonding.

POLICY:

MTD will fund asset depreciation in an effort to create a capital reserve for meeting the asset investment needs of the future. The policy establishes guidelines for funding the reserve and the use of reserves.

MTD will strive to fully fund depreciation for capital assets on an annual basis.

PROCEDURES:

MTD management will adhere to the procedures as specified herein in implementing the capital reserve policy. Procedures as specified create a capital reserve fund and specify conditions of its use.

- The MTD shall establish and maintain a capital reserve fund intended to satisfy the the local share of any routine asset replacement program, asset expansion or upgrade, and specified extraordinary operating expenses.
- The capital reserve funding shall provide a safeguard against future funding shortfalls or gaps in funding, as well as providing funding for future capital needs. The establishment of the reserve fund shall be intended to establish the District as a sound financial manager, ensuring positive debt and bond ratings when needed.

- MTD management shall, on an annual basis, transfer from operating cash to the capital reserve fund, an amount equal to the annual capital asset depreciation as determined by an external agency audit. Depreciation provides an estimate of local contribution requirements, and is easier to measure than replacement needs. Note that federal and state monies are available for many capital replacement and investment requirements, lowering the burden on local resources.

- MTD management, shall at the end of its fiscal year, transfer any operating cash surplus in excess of the minimum balance specified herein into the capital reserve fund. It is intended that this action will accelerate the reduction of the gap between replacement needs and the capital reserve balance.

- MTD management shall not affect any cash transfer into the capital reserve fund to the detriment of current operations. MTD management shall ensure that a minimum cash position of \$3,500,000 is maintained in the operating fund, and that any transfer into the capital reserve will not reduce this amount. The Board of Trustees shall review the fund periodically and may specify actions to ensure consistency between operating needs and investment requirements.

- Capital reserve funds are hereby authorized for use in any Board approved capital project, provided a budget detailing the use of funds has been submitted to and approved by the Board of Trustees. Such budget may include a contingency line item which shall be not greater than 10% of the total anticipated expenditure. Any use of capital reserve funds for other than Board approved capital projects shall require explicit action and approval of the Board of Trustees.

- MTD management may utilize the capital reserve fund to provide the local share for asset replacement, asset upgrade, technology investment and one time operating costs, including, but not limited to special programs, marketing campaigns, and special studies. The fund may also be used to address unexpected financial pressures, including but not limited to a fuel crisis, funding shortfall or funding receipt delay.

- The capital reserve fund shall not be utilized as an ongoing source of funding for routine operating costs.

- MTD management may borrow monies from the fund to resolve short-term cash shortfalls. MTD management shall replace funds borrowed within 12 months.

Original Policy Adopted on January 31, 2001

Policy Revised on November 27, 2002

Policy Revised on May 30, 2007

Policies and Procedures No. 8

Board Approval: April 26, 2006

SUBJECT: Investment Policy

PURPOSE:

The purpose of the Investment Policy is to provide guidelines for the management of District investments and to provide instructions for portfolio managers acting on behalf of the District.

This policy has been adopted in response to a recommendation by Martin Hood and Friese, & Associates as referenced in the District's 2005 Financial Audit Memorandum.

POLICY:

Investments maintained in the Capital Reserve, or in various Self-Insurance Reserves may from time to time be invested in financial instruments in order to provide for additional interest income above that which may be obtained from demand deposits. In order to preserve the funds held in public trust, portfolio and investment managers shall consider all of the following when selecting investment instruments. These guidelines and procedures shall be delivered to and made a part of any contractual arrangement with a money manager, investment manager, or financial institution in which responsibility for the Districts funds is vested.

Nothing in this Policy shall be deemed to supersede applicable State of Illinois Law (30 ILCS 235/0.01 – *Public Funds Investment Act*) limiting the class and types of investments available to Public Transit Districts.

INVESTMENT OBJECTIVES:

Investments objectives shall be as follows in order of preference.

- A. Liquidity
- B. Preservation of Funds
- C. Income

PROCEDURES:

1. District funds shall be invested only in instruments, bonds, corporate obligations, municipal corporation obligations and government obligations

carrying an "Investment Grade" rating within the upper two tiers of the rating system. Instruments rated by Moody's shall bear a rating of Aa or better. Instruments rated by Standard and Poor's shall bear a rating of AA or better.

2. Investments in certificates of deposit (CDs) shall be restricted to amounts less than or equal to \$100,000 per financial institution, or to the maximum amount insured by the Federal Depository Insurance Corporation (FDIC).
3. Investments shall be preferentially invested in maturities of 180 days so as to provide cash flow options to the District. District funds shall be allocated such that the following limits apply.
 - a. Not more than 10% of the Districts funds shall be in instruments with a maturity of 2 or more years.
 - b. Not more than 20% of the Districts funds shall be in instruments with a 1 year maturity.
 - c. Not more than 15% of the Districts funds shall be in instruments with a maturity of 60 days or fewer.
4. Investments in short term obligations of corporations shall be limited to corporations having assets exceeding \$500 million; shall not exceed 33% of the District's fund; and shall be in obligations with maturities not greater than 180 days.
5. Investment maturities shall be laddered in such a manner that a minimum of 10% of all investments mature in a given quarter.
6. Investment instruments shall be held to face maturity unless a level of risk is established which makes it prudent to liquidate the instrument before maturity. Such level of risk is deemed established by a rating downgrade of two levels by either Moody's or Standard and Poor's. When investments are sold at a loss, the investment agent or portfolio manager shall provide a written statement to the District detailing the transaction, the assessment of the risk, and the reasoning behind the liquidation decision.
7. Investments shall be diversified such that no more than 12% of the District's funds are invested in any one financial institution, corporation, or municipal corporation. No limit is imposed on investment in government backed assets.

Policy Adopted on April 26, 2006

Champaign-Urbana Mass Transit District
Policies and Procedures No. #9:

Board Approval: December 10, 2014

SUBJECT: Policy regarding approval of claims

PURPOSE:

The purpose of this policy is to clarify the role of the Managing Director and General Counsel in the settlement of financial claims against the Champaign-Urbana Mass Transit District.

POLICY:

It is the policy of the CUMTD to authorize the Managing Director, with the concurrence of the General Counsel, to settle the following claims without further action by the CUMTD Board.

- a) Worker's Compensation Claims – The Managing Director, with the concurrence of the General Counsel, is empowered to execute any settlement agreements or authorize the settlement of all worker's compensation claims.
- b) General Liability, Civil Rights, Tort Claims – The Managing Director, with the concurrence of General Counsel is empowered to execute settlement agreements with respect to any and all claims of \$100,000 or below without any further action by the CUMTD Board.
- c) Non-monetary Claims – The Managing Director, with the concurrence of the General Counsel are hereby authorized to settle all such claims, but only after Board approval.

PROCEDURES:

For all claims:

- The Managing Director shall endeavor to keep the Board apprised of settlement discussions and settlement demands prior to the time any settlement agreement is executed by the Managing Director.
- The Managing Director shall provide a written report to the Board after any claim has been settled.

Original Policy Adopted on December 10, 2014
Policy Revised on N.A.

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Champaign-Urbana Mass Transit District

Policies and Procedures No. #10:

Board Approval: December 10, 2014

SUBJECT: Attorney Conflicts of Interest

PURPOSE:

The purpose of this policy concerning conflict of interest is to establish authority for the Managing Director to waive certain conflicts of interest involving attorneys employed by the Champaign-Urbana Mass Transit District.

POLICY:

General Counsel or other attorneys employed by the CUMTD will occasionally be involved in transactions which involve either other governmental jurisdictions to which the attorney has a relationship or involves clients with which the attorney has had a relationship. The Managing Director of the CUMTD is hereby authorized to execute a written waiver of any such conflict if the Managing Director finds that such waiver will:

- a) Not be detrimental to the interests of CUMTD.
- b) Insures that the other party to the conflict, e.g. another governmental entity, or other party has also waived the conflict of interest.

It is recognized, in particular, that statutes provide for representation of the District by attorneys for municipalities within the District. The recognition that waiver of the conflict should be calculated to preserve resources of both the CUMTD and the other party to the transaction where such conflict will not be detrimental to the legal positions of the parties involved.

PROCEDURES:

- The Managing Director will consider execution of a “written conflict waiver” each time a transition occurs which may potentially involve a conflict of interest involving any attorney paid by CUMTD.
- The Managing Director shall file the waiver with the Clerk of the Board.

Original Policy Adopted on December 10, 2014

Policy Revised on N.A.

Champaign-Urbana Mass Transit District (CUMTD)

Policies and Procedures No. #11:

Board Approval: December 7, 2016

SUBJECT: TRAVEL REIMBURSEMENT

PURPOSE:

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

POLICY:

CUMTD Board adopted Ordinance No. 2016-3, "An Ordinance Relating to Travel Expenses" which governs the reimbursement of all travel, meal and lodging expenses of officers and employees of CUMTD.

PROCEDURES:

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

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

Original Policy Adopted on December 7, 2016

Policy Revised on N.A.

Champaign-Urbana Mass Transit District

Policies and Procedures No. #12:

Board Approval: April 26, 2017

SUBJECT: Ethics and Integrity

PURPOSE:

To continue to deserve the trust of the public, it is the goal of the Champaign-Urbana Mass Transit District to be totally free of any fraudulent practices, waste, and abuse (or even the appearances of) that directly or indirectly negatively affect the operation of the District.

POLICY:

To that end, effective as soon as practical:

1. The District shall establish a Fraud Awareness Program. The Program shall be regularly communicated to employees and subrecipients.
2. The District shall establish Ethics and Standards of Conduct training. This training shall be provided in employee orientation and annually thereafter.
 - a. All employees shall receive training regarding the broad nature of the many fraudulent practices that exist and could negatively affect the operation and reputation of the District.
 - b. The training shall include how to report the existence of any such fraudulent practices that they may become aware of. The training shall include information contained in the Illinois Statutes regarding “whistle blowing” protections against retaliation.
3. District management will implement an anonymous process for reporting fraud that includes Whistle Blower protection.
 - a. The District website shall contain a message box advising the public the means by which they can communicate with the District to report activity involving the District that they regard as fraudulent. The website shall also provide how to submit such report by telephone, computer or letter.
 - b. The website message box shall assure the public that such report will remain anonymous, unless permission is given by the person reporting to reveal their identity. Information reported through this process will not be guaranteed to

be kept confidential, as it may be necessary to refer allegations to the appropriate law enforcement authorities or other governmental entities with jurisdiction over the alleged fraud.

- c. The website message box will inform the public that whistleblower protections may be available if a person reporting suffered retaliation as the result of an allegation. Persons reporting will be advised to withhold identifying information if it is believed that referral to another agency may jeopardize the reporting individual in some way.
4. The sections of the State Officials and Employees Ethics Act referred to in Section 1 of the Ordinance relate to prohibited political activities (5 ILCS 430/5-15) and the gift ban provisions (5 ILCS 430/10-10 et seq.).

The prohibited political activity section of the statute goes into considerable detail to allow some political activity, but ban others, but may be summarized as follows:

- a) No political activity during work hours.
- b) No “misappropriation” of government property or services for political purposes
- c) Cannot make political activity a condition of employment, compensation or award.

The gift ban section also goes into considerable detail regarding solicitation or receiving gifts by those persons covered, their spouses and family. The ban does not apply to gifts that are available to the general public, nor lawful political contributions, educational materials, travel expenses for state business, gifts from relatives or personal friends, and food and drink of a value of \$75 or less. There are other minor exceptions.

If a prohibited gift is received, there is no violation if it is returned to its source or given to a 501(c)3 charity.



To: Board of Trustees
From: Karl Gnadt
Date: 10/30/2024
Subject: Termination of former Development Agreement

A. Introduction – On December 21, 2021, MTD entered into a Development Agreement with Core Champaign Hockey, LLC to develop a project associated with the expansion of Illinois Terminal in Downtown Champaign. The onsite of the pandemic and the ensuing hyper-inflation that followed caused the project to become unattainable for the developers. They informed MTD that they were going to step away from the project.

Last year, a new developer completed the purchase of the Christie parking lot and we began discussions with them on a new iteration of the project. The negotiations for a new Development Agreement are underway, so it is time formalize the termination of the previous agreement.

B. Recommended Action: Staff recommends approval of authorizing the Managing Director to finalize the termination of the Development Agreement with Core Champaign Hockey, LLC.

RESOLUTION No. 2024-3
CHAMPAIGN-URBANA MASS TRANSIT DISTRICT

WHEREAS, the Champaign-Urbana Mass Transit District (“MTD”) is an Illinois municipal corporation and special district duly incorporated, authorized to transact, and conducting business in the State of Illinois; and

WHEREAS, CORE Champaign Hockey, LLC (“Developer”) is an Illinois limited liability company duly incorporated, authorized to transact, and conducting business in the State of Illinois; and

WHEREAS, MTD and Developer previously entered into a Development Agreement on or about December 21, 2021 for the purpose of engaging and collaborating in the construction and development of certain project in downtown Champaign, Illinois to improve the Illinois Terminal and nearby properties by constructing a residential and commercial development, parking area, and associated structures for the purposes of public transportation, residential development, and other commercial activities; and

WHEREAS, MTD and Developer have determined that the Development Agreement shall not be implemented and performed; and

WHEREAS, MTD by this resolution confirms that it shall proceed to terminate the Development Agreement and undertake a mutual release of its terms with Developer.

NOW THEREFORE, BE IT HEREBY RESOLVED by the Board of Trustees of the Champaign-Urbana Mass Transit District, an Illinois municipal corporation, that the foregoing recitals are hereby incorporated in substance and form to this resolution and made a part hereof with the same force and effect as if repeated verbatim, and that it hereby agrees, consents, approves, acknowledges, and ratifies in all manner of substance and form or any kind or character whatsoever as follows:

1. That the Development Agreement entered into between the Champaign-Urbana Mass Transit District (“MTD”) and CORE Champaign Hockey, LLC (“Developer”) be terminated;
2. That MTD and Developer execute a termination agreement regarding the Development Agreement entered into between them that was effective December 21, 2021;
3. That any and all actions or decisions of any kind or character whatsoever necessary for such termination agreement be undertaken and that the Director of the MTD and appropriate staff are hereby granted authority to undertake, implement, and effectuate such actions as deemed necessary for the benefit of the MTD.

Dated this ___ day of October, 2024.

Champaign-Urbana Mass Transit District, an Illinois
municipal corporation

By: _____
Dick Barnes, Chairman, Champaign-Urbana Mass
Transit District Board of Trustees

ATTEST:

Katie M. Good, its Secretary



To: Board of Trustees
From: Karl Gnadt
Date: 10/30/2024
Subject: Champaign-Urbana Urbanized Area Transportation (CUUATS) Intergovernmental Agreement

A. Introduction – The Champaign-Urbana Urbanized Area Transportation Study (CUUATS) is the Metropolitan Planning Organization (MPO) responsible for administering the federally mandated transportation planning process for the Champaign-Urbana urbanized area. The MPO is managed by the Champaign County Regional Planning Commission.

The MPO is made up of MTD, the Cities of Champaign and Urbana, the Village of Savoy, Champaign County, and the University of Illinois. The Federal Highway Administration and the Illinois Department of Transportation also participate.

B. Recommended Action: Staff recommends approval of the CUUATS Intergovernmental Agreement.

**COOPERATIVE AGREEMENT BETWEEN THE MEMBER AGENCIES OF
THE CHAMPAIGN-URBANA URBAN AREA TRANSPORTATION STUDY**

**City of Champaign
City of Urbana
Village of Savoy
Champaign County
University of Illinois
Champaign-Urbana Mass Transit District
Champaign County Regional Planning Commission
Illinois Department of Transportation**

This cooperative Agreement, entered into by and between the City of Champaign and City of Urbana (herein referred to as “CITIES”), the Village of Savoy (herein referred to as “VILLAGE”), Champaign County (herein referred to as “COUNTY”), the University of Illinois (herein referred to as “UNIVERSITY”), the Champaign-Urbana Mass Transit District (herein referred to as “MTD”), the Champaign County Regional Planning Commission (herein referred to as “RPC”), and the Illinois Department of Transportation (herein referred to as “IDOT”) is for the purpose of documenting the ongoing framework of a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the Champaign-Urbana urban area.

WHEREAS Article VII, Section 10A, of the Constitution of the State of Illinois and the Intergovernmental Cooperation Act 5 ILCS 220/1 et seq. enable the parties hereto to enter into agreements among themselves and provide authority for intergovernmental cooperation, and;

WHEREAS the federal government, under the authority of Title 23 United States Code (U.S.C.) Section 134 and Title 49 U.S.C. Section 5303, , require that each urban area with a population of 50,000 or more as a condition to the receipt of Federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urban area, and;

WHEREAS the Governor of Illinois has designated the RPC as the Metropolitan Planning Organization (herein referred to as “MPO”) responsible for carrying out the 23 U.S.C. Section 134 planning requirements for the area in cooperation with the state, and;

WHEREAS this agreement updates the previous MPO agreement from 2011 in order to meet revised federal planning regulations; following the passage of the Bipartisan Infrastructure Law (BIL) on November 15, 2021 and a new U.S. Census in 2020, federal planning regulations require that the MPO and the grantees review any existing agreements to ensure they continue to meet the requirements and modify or adopt a new agreement that is consistent with current regulations and changes in designation by the Census Bureau, and;

WHEREAS the RPC has overseen the Champaign-Urbana Urban Area Transportation Study (herein referred to as “CUUATS”) as it performed comprehensive transportation planning for the Champaign-Urbana urban area, in accordance with the above stated Federal laws.

NOW THEREFORE, IT IS AGREED by and between the parties hereto, that:

Article I: Recitals; Definitions

Recitals: Each and all of the foregoing recitals are incorporated herein and acknowledged to be true and correct to the best of the parties’ knowledge. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Agreement.

Definitions: The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

MPO means and refers to the Champaign County Regional Planning Commission originally formed as the Champaign Urbana Urbanized Area pursuant to an intergovernmental agreement dated June 2, 1964, and superseded by amended and restated intergovernmental agreements dated November 8, 1978, April 20, 2001, and April 13, 2011, as described in Title 23 U.S.C. § 134(b)(2), Title 49 U.S.C. § 5305(b)(2).

Metropolitan Planning Area means and refers to the planning area determined by agreement between the MPO and the Governor for the urban area containing at least a population of 50,000 as described in Title 23 U.S.C. § 134(b)(7) and Title 49 U.S.C. § 5303(b)(7) and including the existing urban area and the contiguous area expected to become urban within a 20-year forecast period, which shall be subject to the Metropolitan Planning Organization's planning authority.

Urbanized Area is updated to reflect changes in designation by the Census Bureau, which no longer utilizes “Urbanized Area” but “Urban Area” (UZA), as defined by the Secretary of Commerce.

Metropolitan Transportation Plan (MTP) is the 20-year transportation planning horizon which includes transportation facilities; identifies a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation activities; all as required by Title 23 U.S.C. § 134(c), Title 49 U.S.C. § 5303.

Transportation Improvement Program (TIP) is the staged multi-year program of transportation improvement projects developed by a Metropolitan Planning Organization consistent with the Long Range Transportation Plan, developed pursuant to 23 U.S.C. § 134(j), Title 49 U.S.C. § 5303 (j), Title 23 C.F.R. § 450.324.

Unified Planning Work Program (UPWP) is the annual work program developed in cooperation with IDOT and the local transportation agencies that identify the planning

priorities and activities to be carried out within a metropolitan planning area to be undertaken during a 1-year period, together with a complete description thereof and an estimated budget, all as required by 23 C.F.R. § 450.308.

Article II: Purpose

- A. RPC shall perform and carry out a continuing, cooperative, and comprehensive area-wide transportation planning process for the Champaign-Urbana urban area in accordance with requirements of federal law, policy, and procedure with the cooperation and assistance of its members, IDOT, and the US Department of Transportation.
- B. RPC shall maintain an MPO Policy Committee, a Technical Committee, and other standing or temporary/special purpose committees as needed to carry out the duties and functions of CUUATS. The CUUATS planning process shall be guided by the Policy Committee, which shall have final authority over all matters within the jurisdiction of CUUATS.
- C. RPC shall direct and oversee the planning process to ensure accordance with State and Federal laws concerning the involvement of appropriate public and private transportation providers, including the freight industry and the general public.

Article III: Planning Activities, Responsibilities

- A. RPC shall provide a forum for cooperative transportation planning and programming, and establish a public involvement process that ensures opportunities for early and continuing involvement of local governmental units, transit operators, special interest groups, and the general public in the formulation, review, and evaluation of all transportation plans and programs, in accordance with the CUUATS Public Participation Plan.
- B. RPC is responsible for developing the UPWP, MTP, TIP, Self-Certification, Annual Federally Obligated Projects Report, Public Participation Plan, Title VI, Human Service Transportation Plan (HSTP), and the performance-based approach to metropolitan transportation planning including Highway Safety (PM1), Pavement and Bridge Condition (PM2), System Performance (PM3), Transit Asset Conditions and other federally required performance measures as they become effective.
- C. A **Unified Planning Work Program (UPWP)** shall be adopted annually by the CUUATS Policy Committee following cooperative development of the UPWP by the CUUATS Technical Committee and appropriate Illinois and USDOT representatives. The MPO shall describe the planning priorities facing the MPA and all the transportation planning and administrative activities to be completed in a fiscal year; indicate the tasks to be performed; the schedule for completing the work and the resulting products; provide an estimated cost for all activities within the UPWP and sources of Federal and matching funds; and ensure early coordination with IDOT, FHWA and FTA.

- D. **Metropolitan Transportation Plan (MTP)** for land use, facilities, and services in the CUUATS planning area shall be developed under guidance and recommendation of the CUUATS Technical Committee in cooperation with the State and adopted by the CUUATS Policy Committee. The MPO shall follow the latest federal planning requirements for the development or update of the MTP, as prescribed in 23 CFR §450 and 23 U.S.C. §134. The MPO should consider core elements for the development of key transportation plans and programs, as prescribed in 23 CFR §450. The MTP shall be updated at least once every five years as required by 23 CFR §450 but may be updated more frequently. The MTP shall include a description of the performance measures and performance targets used in assessing the performance of the transportation system. .
- E. The CUUATS Policy Committee shall be solely responsible for the final adoption of the **Transportation Improvement Program (TIP)**, which identifies an annual and multi-year implementation schedule (four years) for projects within the metropolitan planning area boundary. The MPO, in cooperation with the State and public transportation operators, is responsible for developing or updating the TIP. The MPO shall follow the latest federal planning requirements for the TIP, as prescribed in 23 CFR §450 and 23 U.S.C. §134. The TIP shall contain projects consistent with the current Long Range Transportation Plan, reflect the investment priorities established in the current Long Range Transportation Plan, contain a financial plan meeting the requirements of 23 U.S.C. §134 and 23 CFR §450, be fiscally constrained pursuant to 23 CFR §450.324 with project costs inflated to reflect the expected year of expenditure. Once implemented, be designed to make progress toward achieving the performance targets established by the MPO. Include, to the maximum extent practicable, a description of the anticipated effect of the Transportation Improvement Program toward achieving the performance targets established by the MPO.
- F. An **Annual Federally Obligated Projects Report** shall be prepared by RPC staff within 90 days after the close of the fiscal year, in accordance with 23 CFR §450.332. The report shall contain the projects within the MPO metropolitan planning area for which federal highway or transit funds were obligated in the preceding fiscal year. It shall include all federally funded projects, TIP project description, implementing agency, amount of federal funds requested in the TIP, the federal funding that was obligated during the preceding year, and the federal funding remaining and available for subsequent years.
- G. A **Self-Certification** shall be prepared and submitted concurrent with the submittal of the TIP to the State; the MPO shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable Federal requirements outlined in 23 CFR §450.334.
- H. A **Public Participation Plan**. The MPO shall develop and use a documented participation plan, as prescribed in 23 CFR §450.316. The Public Participation Plan shall provide reasonable opportunity for involvement by all interested parties in carrying out the MPO transportation planning and programming process and provide reasonable opportunities for preliminary review and comment prior to key decision points.

- I. **A Title VI Program.** The MPO shall maintain a current Title VI Program as required by the Federal Transit Administration’s Title VI Circular 4702.1B. It should also complete an annual report denoting any Title VI investigations, complaints and lawsuits or reporting if there have been any within the preceding year. The MPO staff shall update the Title VI Program every three years and it shall be adopted by the CUUATS Policy Committee.

- J. **A Coordinated Public Transit - Human Service Transportation Plan (HSTP).** The MPO should prepare and update a Coordinated Public Transit – Human Services Transportation Plan for the MPA in cooperation with the MTD (transit operator) and representatives of other public, private, and non-profit transportation and human services providers. The HSTP shall include, but not be limited to, an assessment of available services and transportation needs, identification of strategies, actions, and projects to address gaps between services and needs and improve service efficiencies, and identification of priorities for implementation.

- K. **Performance Based Planning:** The MPO is required to establish performance targets that address the United States Department of Transportation’s established performance measures in the areas of Highway Safety (PM1), Pavement and Bridge Condition (PM2), System Performance (PM3), Transit Asset Conditions, Transit Safety and other federally required performance measures as they become effective. Selection of performance targets by the MPO shall be coordinated with IDOT and public transportation operators to ensure consistency, to the maximum extent practicable. The MPO is required to integrate into the metropolitan planning process, directly or by reference, the goals, objectives, performance measures, and targets established by the State and the public transportation operator. The MPO shall prepare system performance reports, as required by 23 U.S.C. §134, evaluating the condition and performance of the transportation system with respect to the performance targets.

- L. The RPC, as the designated MPO, shall be the recipient of Federal Highway Administration (FHWA) PL and Federal Transit Administration (FTA) Section 5303 Planning funds. Staff of the RPC shall serve as staff to the CUUATS Policy Committee. Depending upon State and Federal appropriations for Planning (PL) and Section 5303 funds and subject to IDOT’s MPO Distribution Agreement, IDOT shall make funds available to the MPO for the purpose of carrying out these responsibilities.

Article IV: CUUATS Policy Committee Membership, Voting, Quorum

- A. The CUUATS Policy Committee shall be composed of the following representatives, each having one vote:
 - 1. County of Champaign: *County Board Chair*
 - 2. City of Champaign: *Mayor*
 - 3. City of Urbana: *Mayor*
 - 4. Village of Savoy: *Village President*
 - 5. University of Illinois: *Executive Director of Facilities and Services*
 - 6. Champaign-Urbana Mass Transit District: *MTD Board Chair*

7. State of Illinois: *Bureau Chief of Program Development, District 5*

- B. The CUUATS Policy Committee shall rotate the Chair and Vice Chair positions for a two-year term beginning in July of every even-numbered year, or when a vacancy occurs. The Vice-Chair shall assume the Chair position at the end of the two-year term or if a vacancy occurs. The Chair and Vice Chair of the CUUATS Policy Committee shall not be the Bureau Chief of Program Development of IDOT. The Chair or any member presiding over the Committee may vote and make or second motions. The rotation shall be in the following order:
 - 1. Champaign County
 - 2. City of Urbana
 - 3. Champaign-Urbana Mass Transit District
 - 4. City of Champaign
 - 5. Village of Savoy
- C. Any member of the CUUATS Policy Committee may select a designated representative to have proxy voting rights at the meeting in their absence. Proxy voting representatives are designated annually at the beginning of the calendar year by each voting member and kept on file with CUUATS staff. If a Committee member wishes to have another individual represent their vote at a CUUATS Policy Committee meeting that is not on their designated proxy list, a written notice signed by the Committee member or an e-mail from the Committee member must be provided before the beginning of the meeting.
- D. As designated by the CUUATS Policy Committee, technical advisors may be called upon to attend the CUUATS Policy Committee meetings. Advisors will be non-voting members.
- E. A quorum of the CUUATS Policy Committee shall consist of a simple majority.

Article V: Policy Committee Responsibilities

- A. The CUUATS Policy Committee and IDOT shall jointly share the responsibility for developing and maintaining the transportation plans and programs as required by State and Federal law.
- B. The CUUATS Policy Committee shall have the authority to determine membership changes or additions on the Technical Committee, or any sub-committee, in accordance with the terms set forth in this Agreement.
- C. The CUUATS Policy Committee shall have the authority to enact bylaws governing or directing the activities and procedures of CUUATS and expanding the terms of this Agreement, provided such bylaws do not conflict with the terms of this Agreement.
- D. Subject to approval by the RPC Board, the CUUATS Policy Committee is empowered to enter into contracts and agreements with units of Federal, State, and local government,

private corporations, not-for-profit organizations, partners and individuals for purposes within the authority of the MPO.

- E. Subject to approval by the RPC Board, CUUATS is empowered to receive grants, loans, gifts, bequests, and funding from Federal, State, and local units of government, and from public and private sources. All said funding shall be coordinated annually through the MPO Unified Planning Work Program (UPWP) and/or the Transportation Improvement Program (TIP).

Article VI: CUUATS Technical Committee Formation, Voting, Quorum

The CUUATS Policy Committee shall appoint and direct a CUUATS Technical Committee composed of technical staff from the jurisdictions represented by the Policy Committee.

- A. The CUUATS Technical Committee shall be composed of the following representatives, each representative having one vote:
 - 1. County of Champaign (2 voting members):
County Engineer, Assistant County Engineer
 - 2. City of Champaign (2 voting members):
Assistant City Engineer (Transportation), Associate Planner
 - 3. City of Urbana (2 voting members):
City Engineer, Community Development Director
 - 4. Village of Savoy (2 voting members):
Director of Public Works, Village Administrator
 - 5. University of Illinois (2 voting members):
Sustainable Transportation Assistant, Transportation Systems Manager
 - 6. Champaign-Urbana Mass Transit District (2 voting members):
Managing Director, Deputy Managing Director
 - 7. Regional Planning Commission (1 voting member):
Chief Executive Officer
 - 8. State of Illinois (2 voting members):
Planning and Services Chief (District 5), Federal Aid Coordinator (District 5)
 - 9. Technical Advisors (non-voting):
IDOT Metropolitan Planning Manager; FHWA Transportation Planning Specialist; IEPA;; FTA Regional Office Planning Director; Airport, Rail, and Freight Representatives; Township Representatives (Somerset, Hensley, Champaign, Urbana)

- B. The CUUATS Technical Committee shall rotate the Chair and Vice Chair positions for a two-year term beginning in July of every odd-numbered year, or when a vacancy occurs. The Vice-Chair shall assume the Chair position at the end of the two-year term or if a vacancy occurs. The rotation shall be in the following order:
 - 1. City of Urbana
 - 2. City of Champaign
 - 3. University of Illinois

4. Village of Savoy
 5. Champaign County
 6. Champaign-Urbana Mass Transit District
- C. Any member of the CUUATS Technical Committee may select a designated representative to have proxy voting rights at the meeting in their absence. Proxy voting representatives are designated annually at the beginning of the calendar year by each voting member and kept on file with CUUATS' staff. If a Committee member wishes to have another individual represent their vote at a CUUATS Technical Committee meeting that is not on their designated proxy list, a written notice signed by the Committee member or an e-mail from the Committee member must be provided before the beginning of the meeting.
- D. A quorum of the CUUATS Technical Committee shall consist of a simple majority.

Article VII: CUUATS Technical Committee Responsibilities

- A. The CUUATS Technical Committee shall provide technical advice and recommendations to the Policy Committee on all matters pertaining to the technical planning functions of CUUATS and on other related matters referred to them by the CUUATS Policy Committee.
- B. The CUUATS Technical Committee shall provide technical advice concerning special transportation studies to MPO staff.
- C. The RPC staff shall develop the annual Unified Planning Work Program (UPWP) to be approved by the CUUATS Technical and Policy Committees.
- D. The CUUATS Technical Committee shall assign funding and develop a prioritized list of projects for the annual Transportation Improvement Program (TIP), to be approved by the CUUATS Policy Committee.
- E. The RPC staff and CUUATS Technical Committee shall perform other duties as assigned by the CUUATS Policy Committee.

Article VIII. Required Non-Federal Matching Funds

- A. The Federal Highway and Federal Transit Metropolitan Planning funds provided annually to support the Metropolitan Planning Organization require 20% to be funded with non-federal match funds. The non-federal match shall be provided annually to the MPO by each agency chairing the CUUATS Technical Committee based on a CUUATS membership fee formula approved by the CUUATS Policy Committee in September 2018. The CUUATS membership fees consist of a \$5,000 base contribution plus a per capita multiplier to reflect the current population of each CUUATS member agency.

B. Calculation of the Required Non-Federal Matching Funds

When a membership fee increase is deemed necessary to match an increase in the federal funding allocation, all population numbers will be updated, and the per capita multiplier can be adjusted to increase the total non-federal match as necessary. When a new agency requests to become a fee-paying member of CUUATS, the population numbers will be adjusted to redistribute the Urban Area municipal population.

C. In the event the state contributes 100% of CUUATS's required match, a 3.5% contribution will be collected and reserved to offset the cost of future non-federal matching contributions. The reserve fund shall be capped at 20% of CUUATS' annual operating budget.

Article IX: Equal Opportunity Assurance

The parties involved in this Agreement hereby certify that as a condition of receiving Federal financial assistance to conduct transportation planning activities, they will ensure:

- A. That the intent of Title VI of the 1964 Civil Rights Act (42 USC 2000d-1), which states, "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" is met.
- B. That RPC will compile, maintain, and submit in a timely manner Title VI information required by FTA Circular 4702.1 and in compliance with the US Department of Transportation Title VI regulation 49 CFR Part 21.9.
- C. That RPC will make it known to the public that the person or persons alleging discrimination on the basis of age, race, color, or national origin, as it relates to the provision of transportation services and transit-related benefits, may file a complaint with the Federal Transit Administration and/or the US Department of Transportation.
- D. All meetings shall be open to the public and conducted in accordance with the Illinois Open Meetings Act.

Article X: Amendments, Severability

- A. If any one or more of the provisions of this Agreement is declared unconstitutional or contrary to law, the validity of the remainder of the Agreement shall not be affected thereby.
- B. This Agreement is subject to amendment when a majority of representatives of the member agencies adopt the amendment.

Article XI: Ratification, Termination

- A. This cooperative Agreement shall become effective upon approval by all signatory parties.
- B. Approval of this Agreement by the State shall be considered its acceptance of the provisions and objectives contained herein and shall constitute an agreement between the jurisdictions heretofore mentioned to cooperate in the continuing, cooperative, and comprehensive transportation planning process for the Champaign-Urbana urban area.
- C. A jurisdiction which is eligible and wishes to be part of this Agreement may do so by adoption of a resolution; said resolution agreeing to provisions of this Agreement shall be delivered to the RPC. Approval by a majority of member agencies is required.
- D. This Agreement shall remain in force continuously and shall be automatically renewed on each succeeding June 30th following initial ratification.
- E. Any party to this Agreement may withdraw by giving written notice to the RPC. Termination from this agreement shall not relieve the withdrawing party from compliance with Federal requirements for cooperative transportation planning and programming.

Article XII: Use of STP/STBGP-Urban Funds

The parties herein agree that the CUUATS Policy Committee shall establish and maintain a project priority review process, in accordance with Federal guidelines that links the local use of federal Surface Transportation Program-Urban (STPU) funding with federal transportation goals and the region's Metropolitan Transportation Plan (MTP) that establishes priority for the use of STP-Urban funds, now renamed the Surface Transportation Block Grant Program (STBGP) (hereinafter referred to as STPU/STBGP). The evaluation process shall follow the criteria established in the CUUATS Project Priority Review (PPR) Guidelines approved in September 2022 or any succeeding version of those guidelines as approved by the CUUATS Policy Committee.

Mayor, City of Champaign

Date

Mayor, City of Urbana

Date

Village President, Village of Savoy

Date

County Executive, Champaign County Board

Date

Secretary, Board of Trustees, University of Illinois

Date

Comptroller, Board of Trustees, University of Illinois

Date

Chair, Champaign-Urbana Mass Transit District Board

Date

Chair, Champaign County Regional Planning Commission Board

Date

Chair, CUUATS Policy Committee

Date

Secretary, Illinois Department of Transportation

Date



To: Board of Trustees
From: Karl Gnad, Managing Director / CEO
Date: October 30, 2024
Subject: Ordinance and Policy to Establish Reimbursement for Travel Expenses

- A. Introduction – To comply with the Local Government Travel Expense Control Act, MTD maintains a Travel Reimbursement Policy (#11).
- B. Recommended Action: Staff recommends approval of an update to this Policy to document the use of expense management software whenever possible for travel expenses. Certain employees are issued District credit cards tied to the software with purchase limits and approvals as outlined in the District’s purchasing authority policy. Employees are required to use the software to submit documentation and provide details about expenses paid with the District credit cards.
- C. Prior Trustee Action: The MTD Board originally adopted Ordinance No. 2016-4, “An Ordinance Relating to Travel Expenses” on December 7, 2016. Recent updates were approved on March 29, 2023, and May 31, 2023.
- D. Summary: The Local Government Travel Expense Control Act, effective January 1, 2017, required the boards of local governments and special districts to adopt an Ordinance and Policy in compliance with the requirements of the Act to control travel expenses.
- E. Background: (50 ILCS 150/10) *All local public agencies shall, by resolution or ordinance, regulate the reimbursement of travel, meal, and lodging expenses of officers and employees, including, but not limited to: (1) the types of official business for which travel, meal, and lodging expenses are allowed; (2) maximum allowable reimbursement for travel, meal, and lodging expenses; and (3) a standardized form for submission of travel, meal, and lodging expenses supported by the minimum documentation required.*
- F. Alternatives – advantages/disadvantages: Approval and maintenance of this policy keeps the District in compliance with 50 ILCS 150 Local Government Travel Expense Control Act.
- G. Budget & Staffing Impacts: Using expense management software for travel expenses is more efficient for employees and benefits the District by reducing time to process receipts and capturing more complete details and documentation of the expenses.

Champaign-Urbana Mass Transit District (MTD)

Policies and Procedures No. #11:

Board Approval: December 7, 2016

SUBJECT: TRAVEL REIMBURSEMENT

PURPOSE:

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

POLICY:

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

PROCEDURES:

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

1. Travel expenses for travel, meals and lodging for officers and employees when authorized to travel to attend conferences or other official business of the District, which expenses do not exceed the maximum amounts set for Ordinance No. 2016-3, as amended from time to time, may be approved by the Managing Director if he finds them to be reasonable and within the following guidelines:
 - a) Airfare – "business class" only. It is preferred that employees travel to/from Willard Airport in Savoy.
 - b) Auto mileage - Automobile mileage at the rate then allowed for business travel under IRS regulations
 - c) Auto lease – only when less expensive than other means of transportation, or significantly more convenient due to extenuating circumstances.
 - d) Lodging – The conference hotel, or one at comparable price should be used. Reimbursement will be made for single occupancy only.
 - e) Meals – Based on actual receipts except as provided in procedure 8 below.
 - f) Taxicabs or ride share services – Based on actual receipts.
 - g) Miscellaneous – Based on actual receipts.
2. Travel must be accomplished in the most expedient and cost efficient manner. Exceptions to this or unusual transportation must be approved by the Managing Director.
3. Employees are allowed to individually earn travel reward points or miles for their travel; however, all travel is to be booked using the District's credit card.
4. The District may refuse to pay for excessive personal phone calls. Entertainment is not a reimbursable expense.
5. Certain employees will be issued District credit cards tied to expense management software with purchase limits and approvals as outlined in the District's purchasing authority policy.

Documentation and expense details shall be submitted in the software. If an employee is not issued a District credit card, reimbursement for travel expenses shall be made on forms supplied by the District.

6. Travel, meals, and lodging expenses of Trustees of the District must be approved by roll call vote of the Board at an open meeting of the Board.
7. Reimbursement requests must be turned in within 30 days of travel or they may be disallowed.
8. Per diem amounts for meals, as set by the U.S. General Services Administration in effect at the time of travel, will be paid only to employees who are traveling as inspectors to observe the assembly of buses being purchased by the District. When per diem amounts are paid for meals, employees are not required to submit actual receipts. To receive per diem amounts for meals during travel for bus build inspections, employees must submit a copy of the U.S. General Services Administration per diem amounts for Meals and Incidentals (M&IE) for the applicable location and time period from the weblink below:

<https://www.gsa.gov/travel-resources?topnav=>

Original Policy Adopted on December 7, 2016

Policy Revised on March 29, 2023

Policy Revised on May 31, 2023

Policy Revised on October 30, 2024



To: Board of Trustees
From: Karl Gnadt, Managing Director
Date: October 30, 2024
Subject: Property Tax Levy RY2024, payable CY2025

- A. Introduction:** Resolution setting the Levy amount for the District in Revenue Year 2024 to be paid in Calendar Year 2025.
- B. Recommended Action:** Staff recommends approval of the attached Resolution setting the Levy for the above referenced year.
- C. Previous Trustee Action:** The Board passes a Resolution setting the Levy each October and then passes the Levy Ordinance in the following December.
- D. Summary:** Failure to do so means the Levy would revert to \$0 and due to the Property Tax Extension Limitation Law (PTELL, commonly referred to as Tax Caps) the District would be unable to recapture the Levy and it would stay forever at \$0.
- E. Community Input:** No public hearing is needed.

RESOLUTION No. 2024-4

A RESOLUTION DETERMINING THE AMOUNT OF MONEY
NECESSARY TO BE RAISED BY THE TAX LEVY

WHEREAS, an Act to provide procedures for public notice and hearing on tax and levy increases, approved and effective July 29, 1981, and known and cited as "The Truth in Taxation Act" (35 ILCS 200/18- 55 et.seq.) (the "Act") requires taxing districts, including the Champaign--Urbana Mass Transit District, to disclose by publication and hold a public hearing on their intention to adopt an aggregate levy in amounts more than 105% of the property taxes extended or estimated to be extended upon the levy of the preceding year; and

WHEREAS, Section 200/18-60 of the Act requires the corporate authority of each taxing district, not less than twenty (20) days prior to the adoption of its aggregate levy ("Levy"), to determine the amounts of money, exclusive of any portion of that Levy attributable to the cost of conducting any election required by the general election law ("Election Costs"), estimated to be necessary to be raised by taxation for that year upon the taxable property in its district; and

WHEREAS, if the estimate of the corporate authority required to be made as provided in Section 200/18-60 of the Act is more than 105% of the amount extended or estimated to be extended upon the levy of the preceding year, exclusive of the Election Costs, Section 200/18-70 of the Act requires the corporate authority to give public notice of and hold a public hearing on its intent to adopt a levy which is more than 105% of the extensions, exclusive of Election Costs, for the preceding year.

NOW, THEREFORE, BE IT RESOLVED BY THE CHAMPAIGN-URBANA MASS TRANSIT DISTRICT
as follows:

Section 1. That the Board of Trustees of the Champaign-Urbana Mass Transit District hereby finds and determines as follows:

- a) That the amounts of money, exclusive of Election Costs, estimated and proposed to be raised by the Levy for the current year upon the taxable property in the Champaign-Urbana Mass Transit District is \$12,306,840.
- b) That the aggregate amount of property taxes for the Champaign-Urbana Mass Transit District, extended or estimated to be extended upon the levy of the preceding year; exclusive of Election Costs, was \$11,720,800.
- c) That the increase of the amount estimated and proposed for the current year Levy over the amounts extended or estimated to be extended for the preceding year is \$586,040 which is a 5% increase over the amount extended upon the levy of the preceding year (exclusive of election costs).

Section 2. That because the amounts of money, exclusive of any portion of the current year Levy attributable to the costs of conducting an election required by the General Election Law, estimated to be necessary to be raised by taxation for the current year upon the taxable property in this district is

105% or less of the amount extended upon the Levy of the preceding year, exclusive of Election Costs, prior to the adoption of a Levy Ordinance, no public hearing is necessary to comply with the Truth in Taxation Act.

This Resolution 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 30th day of October, 2024.

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT

By: _____
Chair, Board of Trustees

APPROVED by the Board of Trustees of the Champaign-Urbana Mass Transit District this 30th day of October, 2024.

Katie M. Good, Secretary