



CHAMPAIGN-URBANA MASS TRANSIT DISTRICT BOARD MEETING AGENDA

Wednesday, December 4, 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

- 1. Call to Order
- 2. Roll Call
- 3. Approval of Agenda
- 4. Public Hearing on General Tax Levy Ordinance for FY2025
- 5. Audience Participation
- 6. Approval of Minutes 1-4
 - A. Board Meeting (Open Session) – October 30, 2024
- 7. Communications
- 8. FY2024 MTD Audit Presentation by Baker Tilly US, LLP 5-92
- 9. Reports
 - A. Managing Director
 - 1) Operating Notes 93-96
 - 2) Ridership Data 97-98
 - 3) Route Performance 99-102
 - 4) District Operating Revenue/Expenses 103
 - 5) Statistical Summary 104
 - 6) October 2024 Financial Reports Memo 105
 - 7) Comparative History 106-116
 - 8) Accounts Payable/Check Disbursements 117-124
 - 9) Bank & Investment Balances 125
 - B. Architecture & Engineering Services Library 126-128
 - C. Roysse Witte Downtown, LLC Introduction
- 10. Action Items
 - A. Ordinance 2024-2 – General Tax Levy Ordinance for Fiscal Year 129-130
Beginning July 1, 2024, and Ending June 30, 2025 (Revenue Year 2024)
 - B. Appointment of District Assistant Secretary 131
 - C. Bylaws Amendment for Remote Participation 132
 - D. Approval of 803 Roof Reinforcement & Solar Expansion Contract 133-148

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.

11. Next Meeting

- A. Regular Board of Trustees Meeting – Wednesday, January 29, 2025 –
3:00 pm – at Illinois Terminal, 45 East University Avenue, Champaign

12. Adjournment



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

MINUTES – SUBJECT TO REVIEW AND APPROVAL

DATE: Wednesday, October 30, 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	
Caitlin Kelly	

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), Ryan Blackman (Technology Services 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, Delgado, Fiscella, Friedman, Nudo

Absent (1) –Ullah

The Clerk declared that a quorum was present.

3. Approval of Agenda

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

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4. Audience Participation

Mr. Jacobs of Urbana spoke about issues with the Northeast Connect on-demand service users are experiencing.

5. Approval of Minutes

Board Meeting (Open Session)– September 25, 2024

MOTION by Mr. Fiscella to approve the open session minutes of the September 25, 2024, MTD Board meeting as distributed; seconded by Mr. Friedman. Upon vote, the MOTION CARRIED.

6. Communications

None

7. Reports

A. Champaign County Regional Planning Commission (RPC) Long Range Transportation Plan (LRTP) 2050 Presentation

Susan Burgstrom, Planning Manager, Champaign County Regional Planning Commission, reviewed the goals of the LRTP over the next five years and spoke about the community outreach RPC has conducted to ensure the needs of the community are taken into consideration for future projects. Ms. Burgstrom noted federal and state grant funding will not come to the community unless the LRTP is approved and in place, emphasizing the importance of the plan and working with member agencies, such as MTD, to ensure their needs are met. Mr. Gnadt also spoke to the importance of the LRTP stating it is how much of the federal and state funds are received by MTD and is a critical piece of work.

B. Volkert Presentation

Mr. Gnadt invited the primary members of the Volkert team MTD will work with on future real estate projects to introduce themselves. Teresa McClure, Roger Osthoff, Mark Bushnell, Jodi Griffel, and Cindy Largent introduced themselves and spoke about their area of expertise.

C. Managing Director

Mr. Gnadt reviewed statistics for September 2024. The September 2024 Ridership was up 27.1% from September 2023. It was stated that the increase in ridership may not be as dramatic next month due to the mild weather the community is experiencing. Year to date ridership for September 2024 was up 14% compared to September 2023. MTD ridership levels this month surpassed the September 2019 pre-pandemic levels by 10%.

September 2024 operating revenue was 5.8% above September 2023. Year to date operating revenue was 5.1% above FY2024. Monthly operating expenses were up 9.9% from FY2024. Year to date operating expenses were up 7.4% from FY2024. It is important to note that MTD is now back to 100% service levels which is a 20% increase in expenses, not including cost of living increase on wages. September 2024 operating revenue was \$470,613 above budget and operating expenses were \$1,129,773 below budget.

Mr. Gnadt noted MTD is offering free rides on Tuesday, November 5, 2024, for election day to help break down barriers for civic involvement. Discussion regarding funding challenges with the Downstate Operating Fund occurred, and how that is a challenge for new service and upcoming annexations. Northeast Connect was also discussed and how MTD is already working on adjusting trip parameters to allow for a more balanced trip experience.

1 D. 803 Rooftop Solar Array Expansion Update
2

3 Mr. Gnadt was joined by External Affairs Director, Ashlee McLaughlin. Ms. McLaughlin summarized the solar
4 array bid process and explained the steps that have occurred for the procurement process thus far including
5 sending out a rebid for the project with an updated scope. Ms. McLaughlin stated MTD is working with the
6 Illinois Department of Transportation regarding limitations and high bid costs for the project.
7

8 **8. Discussion Items**
9

10 Trustee Friedman's proposed amendment to the bylaws allowing virtual participation for Trustees was
11 presented. Discussion ensued regarding updating the bylaws in the future, including Trustee Friedman's
12 proposed amendment. Trustees are interested in working with staff members and corporate council to
13 review and possibly update MTD's bylaws. A refined version of the proposed amendment to allow virtual
14 participation will be brought to the Board at December's meeting.
15

16 **9. Action Items**
17

18 A. Resolution No. 2024-3, Termination of Former ITE Development Agreement
19

20 Mr. Gnadt was joined by Guy Hall, MTD's counsel for the Illinois Terminal Expansion project. Mr. Hall
21 provided a background of the agreement with Core Champaign Hockey, LLC and explained why the
22 developers have stepped away from the project necessitating the termination.
23

24 MOTION by Mr. Friedman to approve Resolution No. 2024-3; seconded by Mr. Nudo. Upon vote, the
25 MOTION CARRIED.
26

27 B. Champaign-Urbana Urbanized Area Transportation Study (CUUATS) Intergovernmental
28 Agreement
29

30 Mr. Gnadt stated this is an update to the regular intergovernmental agreement that forms the
31 Metropolitan Planning Organization. All participating parties are taking the updated agreement to
32 their respective Boards.
33

34 MOTION by Mr. Fiscella to approve the Champaign-Urbana Urbanized Area Transportation Study
35 (CUUATS) Intergovernmental Agreement, seconded by Mr. Friedman. Upon vote, the MOTION
36 CARRIED.
37

38 C. Update to Travel Policy #11
39

40 Mr. Gnadt was joined by Finance Director, Michelle Wright, to discuss the update to MTD's Travel
41 Policy #11. Ms. Wright explained how the current policy works and what updates are being proposed
42 for efficiency.
43

44 Mr. Nudo recommended the proposed update to the travel policy include the current airfare
45 terminology equivalent of "coach".
46

47 MOTION by Mr. Fiscella to approve the update to Travel Policy #11 with the amended airfare
48 terminology; seconded by Mr. Friedman. Upon vote, the MOTION CARRIED.
49

50 D. Resolution 2024-4, Determining the Amount of Money Necessary to be Raised by the Tax Levy
51

52 Mr. Gnadt noted comments regarding the Tax Levy were made during the Managing Director's report
53 and asked Trustees to keep that in mind. This is the first step in the process for the Board, setting an
54 estimated levy amount. The resolution presented to the Board recommends a 5% increase but that
55 may not accommodate the additional service the Board has advised MTD to undertake both with the
56 areas of proposed annexation and advancing service to Carle Champaign on Curtis.
57

1 MOTION by Mr. Friedman to amend Resolution 2024-4, Determining the Amount of Money Necessary
2 to be Raised by the Tax Levy, from a 5% increase to a 10% increase; seconded by Mr. Nudo.

3
4 Roll Call:

5 Aye (6) – Barnes, Debevec, Delgado, Fiscella, Friedman, Nudo
6 Nay (0)

7
8 The MOTION CARRIED.

9
10 MOTION by Mr. Friedman to approve Resolution 2024-4, Determining the Amount of Money
11 Necessary to be Raised by the Tax Levy, as amended; seconded by Mr. Nudo.

12
13 Roll Call:

14 Aye (6) – Barnes, Debevec, Delgado, Fiscella, Friedman, Nudo
15 Nay (0)

16
17 The MOTION CARRIED.

18
19 **10. Next Meeting**

- 20
21 A. Regular Board of Trustees Meeting – Wednesday, December 4, 2024– 3:00 pm – at Illinois Terminal,
22 45 East University Ave, Champaign.
23

24 **11. Adjournment**

25
26 MOTION by Mr. Friedman to adjourn, seconded by Mr. Nudo.

27
28 Mr. Barnes adjourned the meeting at 4:56 pm.
29
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32 _____
33 Clerk

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37 Approved:

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40 _____
41 Board of Trustees, Chair
42

Champaign-Urbana Mass Transit District

Financial Statements and
Supplementary Information

June 30, 2024 and 2023

Champaign-Urbana Mass Transit District

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June 30, 2024 and 2023

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Champaign-Urbana Mass Transit District

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Independent Auditors' Report

To the Board of Trustees of
Champaign-Urbana Mass Transit District

Report on the Audit of the Financial Statements

Opinion

We have audited the accompanying financial statements of the Champaign-Urbana Mass Transit District (District), as of and for the years ended June 30, 2024 and 2023, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the District as of June 30, 2024 and 2023, and the changes in financial position and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America; and for the design, implementation and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the required supplementary information, as listed in the table of contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The supplementary information as listed in the table of contents is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 15, 2024 on our consideration of the District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control over financial reporting and compliance.

Baker Tilly US, LLP

Madison, Wisconsin
November 15, 2024



Helping our neighbors, friends,
families, and community **thrive.**



Management's Discussion & Analysis

Champaign-Urbana Mass Transit District

*Financial Audit
June 30, 2024*

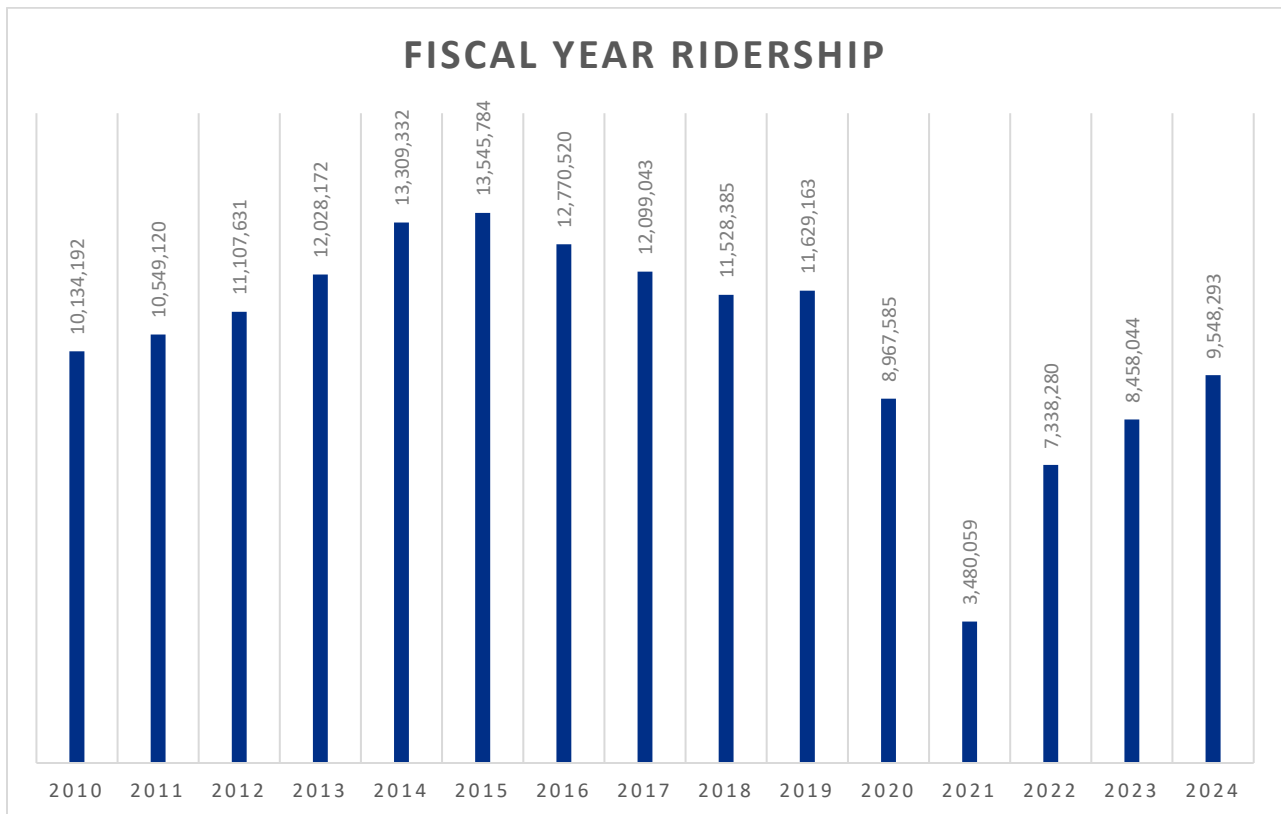


**CHAMPAIGN-URBANA MASS TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION & ANALYSIS
June 30, 2024 and 2023**

Management of the Champaign-Urbana Mass Transit District (District) provides this narrative overview and analysis of the financial activities of the District's fiscal years ended June 30, 2024 and 2023. Please read this narrative in conjunction with the District's financial statements.

Financial Highlights

- The assets and deferred outflows of resources of the District exceeded its liabilities and deferred inflows of resources at the close of the most recent fiscal year by \$152,093,249 (net position), an increase of \$17,425,138. The unrestricted net position, which represents the amounts available to meet the District's ongoing obligations, was a surplus of \$49,765,259 as of June 30, 2024, and was a surplus of \$45,739,232 as of June 30, 2023.
- The District's property tax and replacement tax revenue increased \$388,265 (3.3%) in FY2024 from the previous year.
- Operating revenue increased by \$614,758 (7.6%) in FY2024 from the previous year due in part to increased yearly passes and advertising revenue.
- The District was awarded \$13,051,564 in December 2020 from the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) with \$8,051,564 CRRSAA revenue recorded in FY2024. Previously, \$2,472,497 total CRRSAA revenue was recorded in FY2022.
- The District was awarded \$20,227,511 in March 2021 from the federal American Rescue Plan Act (ARPA). ARPA revenue of \$2,499,271 was recorded in FY2024. Previously, \$12,243,670 total ARPA revenue was recorded in FY2023 and FY2022 combined.
- Non-operating revenues (expenses) increased by \$2,154,005 in FY2024 from the previous year.
- The District was awarded a \$17,275,000 grant from the Federal Transit Administration (FTA) in FY2019. The grant enables the District to move forward with plans to renovate and expand Illinois Terminal, the District's intermodal facility, and partner with private developers to construct a mixed-use structure for retail, residential, and parking accommodations. The National Environmental Policy Act (NEPA) process, a requirement of the federal grant, determined in September 2021 that there are no significant impacts on the environment associated with the development and operation of the proposed project.
- In February 2022, the District was awarded \$2,109,000 from the state Rebuild Illinois capital program. The funds will be used to expand the current solar array on the roof of the Maintenance Facility at 803 E. University Ave. Additionally, the District was awarded \$7,150,000 from the state Rebuild Illinois capital program in January 2023. The funds will be used for the purchase of ten 40-foot replacement hybrid electric buses. Rebuild Illinois revenue of \$571,562 was recorded in FY2024.



Overview of the Financial Statements

The District’s fiscal year ridership was on a steady upward trajectory for fiscal years 2010 through 2015. Fiscal years 2016 through 2018 were challenged by the extensive street closures and extended construction periods caused by the Multimodal Corridor Enhancement (MCORE) Project. Funding for MCORE was provided by federal grant funds as well as the District, the cities of Champaign and Urbana, and the University of Illinois. The MCORE Project was completed in FY2021. As resulting reroutes lifted in FY2019, passengers began enjoying restored access and improved amenities as ridership was again on the rise. Unfortunately, the onset of the COVID-19 pandemic dramatically impacted ridership in the final four months of FY2020 and the entirety of FY2021. Ridership began to recover in FY2022 as vaccines and treatments for COVID-19 allowed the return of normal activities. Ridership increased by 12.9% and 15.3% in FY2024 and FY2023, respectively.

The District budgets for approximately 400 employees and provides several mobility services including fixed-route buses, direct van service, ADA Paratransit service, and a late-night SafeRides service. Fixed routes are those that operate on a set timetable serving specific destinations throughout Champaign, Urbana, Savoy, and the University of Illinois Campus, and are served by 40-foot and 60-foot buses equipped with adjustable wheelchair ramps to aid boarding. The direct van service, called West Connect, transports passengers from a fixed boundary in west Champaign to one of two transfer points so passengers may then access fixed-route service. ADA Paratransit service is a curb-to-curb transportation service available to persons with disabilities who are unable to use fixed-route services. SafeRides is a program that provides safe nighttime transportation to individuals who are generally traveling alone, when no other means of safe transportation are available within designated SafeRides boundaries.



The District manages the Champaign-County Area Rural Transit System (C-CARTS) under an intergovernmental agreement with Champaign County. Similar to the District, C-CARTS provides two types of transportation service, demand response and fixed route. Demand response provides safe, convenient, and reliable curb-to-curb transportation service to the general public in Champaign County within rural areas or between rural and urbanized areas, that lie outside of the Champaign-Urbana Mass Transit District. Fixed route provides services within the Village of Rantoul as well as connecting riders from Rantoul to Champaign. C-CARTS expenses are 100% funded by state and federal operating grants, subsidies from the entities receiving the service, and fare collections resulting in a net zero cost to the District. C-CARTS was awarded \$579,840 in March 2020 from the federal Coronavirus Aid, Relief, and Economic Security Act (CARES) in response to the pandemic. CARES funds were fully used prior to FY2022. C-CARTS was awarded \$466,867 in June 2021 from the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the federal American Rescue Plan Act (ARPA) with \$305,300 and \$0 revenue recorded in FY2024 and FY2023, respectively. Previously, \$161,567 total CRRSAA and ARPA revenue was recorded in FY2022.

The District focuses on improving mobility in the region, with a particular emphasis on public transportation services. Partnering with city and county planners, state and federal agencies, school districts, the University of Illinois, and other organizations, the District serves as a general advocate and participates actively to promote regional mobility improvements and to support land use and developmental patterns for all modes of travel.

The District commits to implementing and continually improving management practices to promote high quality and environmentally sustainable transportation options for the community. The District has dual International Standards Organization (ISO) certifications for its Environmental Sustainability Management System (ISO 14001:2015), which covers three facilities, and Quality Management System (ISO 9001:2015), which guide the District in its commitment to improve customer service and reduce environmental impact. The District has implemented software technology for employee management and payroll and on-demand services including ADA Paratransit, SafeRides, and West Connect scheduling to improve customer service. Recent steps to reduce environmental impact include operating only low and no emission buses and the implementation of zero emission technology consisting of a solar array which produces clean energy that powers the onsite hydrogen fuel production station to turn water into hydrogen, fueling two 60-foot articulated hydrogen fuel cell electric buses. An additional ten, 40-foot hydrogen buses were purchased, and six were put into service in FY2024.

This discussion and analysis provided is intended to serve as an introduction to the District's basic financial statements. The District's basic financial statements consist of the *statement of net position*, *statement of revenues, expenses and changes in net position*, and *statement of cash flows*.

The *statement of net position* presents financial information on the District's assets, liabilities, and deferred inflows/outflows of resources, with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the District is improving or deteriorating.

The *statement of revenues, expenses, and changes in net position* presents information showing how the District's net position changed during the fiscal year, which is the twelve-month period ending June 30. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, *regardless of the timing of related cash flows*. Thus, revenues and expenses are reported for some items that will only result in cash flows in future fiscal periods.



The *statement of cash flows* presents the increase or decrease in cash and cash equivalents during the fiscal year resulting from operating activities, noncapital financing activities, capital and related financing activities, and investing activities of the District.

The *notes to the financial statements* provide additional information that is necessary to acquire a full understanding of the data provided in the financial statements.

In addition to the basic financial statements and accompanying notes, this report also presents *required supplementary information* concerning the District’s progress in funding its obligations to provide pension and other post-employment benefits (OPEB) to its employees.

Financial Analysis

A summary of the District’s Statements of Net Position is presented in Table 1.

Table 1

<u>Net Position (In Millions)</u>	<u>FY2024</u>	<u>FY2023</u>	<u>FY2022</u>
Current and other assets	\$ 66.1	\$ 67.0	\$ 65.7
Capital assets	103.5	90.3	86.8
Deferred outflows of resources	<u>9.2</u>	<u>11.3</u>	<u>3.8</u>
Total assets and deferred outflows	<u>178.8</u>	<u>168.6</u>	<u>156.3</u>
Current and other liabilities	11.4	13.5	11.2
Long-term liabilities	13.7	18.8	2.2
Deferred inflows of resources	<u>1.6</u>	<u>1.6</u>	<u>15.1</u>
Total liabilities and deferred inflows	<u>26.7</u>	<u>33.9</u>	<u>28.5</u>
Net position			
Net investment in capital assets	102.3	88.9	85.9
Restricted net position related to pensions	-	-	5.3
Unrestricted	<u>49.8</u>	<u>45.8</u>	<u>36.6</u>
Total net position	<u>\$ 152.1</u>	<u>\$ 134.7</u>	<u>\$ 127.8</u>



Fiscal Year 2024

Current and other assets decreased by \$0.9 million from the prior year. Cash and cash equivalents increased by \$7.2 million from FY2023 to FY2024 due in part to the \$6.9 million decrease in grant receivables. Overall, receivables decreased by \$8.4 million from the prior year.

Capital assets were \$13.2 million higher from the prior year primarily due to the purchase of ten 40-foot replacement hydrogen fuel cell electric buses, purchase of four 60-foot replacement hybrid diesel buses, and installation of vehicle lifts at the Maintenance Facility at 803 E. University Ave.

Deferred outflows of resources decreased \$2.1 million from FY2023 to FY2024 primarily due to the impact of changes in pension estimates and investment performance as required by GASB Statement 68.

Current liabilities decreased by \$2.2 million from the prior year. Accounts payable decreased by \$2.3 million. The balance of the District's lines of credit was \$0.2 million for both FY2024 and FY2023.

Long-term liabilities decreased by \$5.1 million from the prior year primarily due to the impact of changes in pension estimates and investment performance as required by GASB Statement 68.

Fiscal Year 2023

Current and other assets increased by \$1.3 million from the prior year. Receivables increased \$7.2 million due to a \$5.3 million increase in grant receivables. Net pension asset decreased \$5.3 million from the impact of changes in pension estimates and investment performance as required by GASB Statement 68. A net pension liability of \$16.6 million was recorded in FY2023 compared to a net pension asset of \$5.3 million in the prior year.

Capital assets were \$3.5 million higher in FY2023 due to replacement of underground storage tanks, purchase of four 40-foot hybrid diesel buses, purchase of four 60-foot replacement hybrid diesel buses, and acquisition of land adjacent to the District's CDL (Commercial Driver's License) Training Facility.

Current liabilities increased by \$2.3 million from the prior year. Accounts payable and accrued expenses increased by \$1.7 million. The balance of the District's lines of credit was \$0.2 million and \$0 as of June 30, 2023, and June 30, 2022, respectively.

Long-term liabilities increased by \$16.6 million and deferred inflows of resources decreased by \$13.5 million from the prior year primarily due to the impact of changes in pension estimates and investment performance as required by GASB Statement 68.



Net Position

The District's overall net position in FY2024 increased by \$17.4 million from the prior fiscal year. The reasons for this overall increase are discussed in the following sections. A summary of the District's Statements of Revenues, Expenses, and Changes in Net Position is presented in Table 2.

Table 2

	<u>FY2024</u>	<u>FY2023</u>	<u>FY2022</u>
<u>Operating revenues</u>			
Revenues from transportation			
Services	\$ 7.3	\$ 6.7	\$ 6.7
C-CARTS	0.1	0.2	0.1
Other operating revenues	<u>1.3</u>	<u>1.2</u>	<u>1.1</u>
Total operating revenues	<u>8.7</u>	<u>8.1</u>	<u>7.9</u>
<u>Operating expenses</u>			
Operations	25.8	26.5	20.6
Maintenance	9.7	9.6	7.1
General administration and Illinois Terminal	9.5	8.8	6.9
C-CARTS	1.0	0.9	0.8
Depreciation and amortization	<u>9.2</u>	<u>8.6</u>	<u>8.1</u>
Total operating expenses	<u>55.2</u>	<u>54.4</u>	<u>43.5</u>
<u>Operating loss</u>	<u>(46.5)</u>	<u>(46.3)</u>	<u>(35.6)</u>
<u>Nonoperating revenues</u>			
Taxes	12.1	11.7	10.7
Assistance grants – MTD	29.8	29.6	28.2
Assistance grants – C-CARTS	0.9	0.8	0.7
Other nonoperating revenues	<u>2.1</u>	<u>0.7</u>	<u>0.1</u>
Total nonoperating revenues	<u>44.9</u>	<u>42.8</u>	<u>39.7</u>
Income (loss) before capital Contributions	(1.6)	(3.5)	4.1
<u>Capital contributions</u>			
Capital grants	<u>19.0</u>	<u>10.4</u>	<u>11.3</u>
Change in net position	17.4	6.9	15.4
Net position, beginning of year	<u>134.7</u>	<u>127.8</u>	<u>112.4</u>
Net position, end of year	<u>\$ 152.1</u>	<u>\$ 134.7</u>	<u>\$ 127.8</u>



Fiscal Year 2024

Operating revenues increased \$0.6 million from prior year due in part to increased yearly passes revenue and advertising revenue.

Operating expenses increased \$0.8 million from prior year. Wages expense and depreciation and amortization increased \$2.1 million and \$0.6 million, respectively. Fringe benefits expense decreased \$2.6 million due primarily to changes in pension estimates and investment performance as required by GASB Statement 68.

Non-operating revenues (expenses) increased \$2.1 million from prior year. Investment income increased \$1.4 million.

Fiscal Year 2023

Operating revenues increased \$0.2 million from prior year due in part to increased advertising revenue.

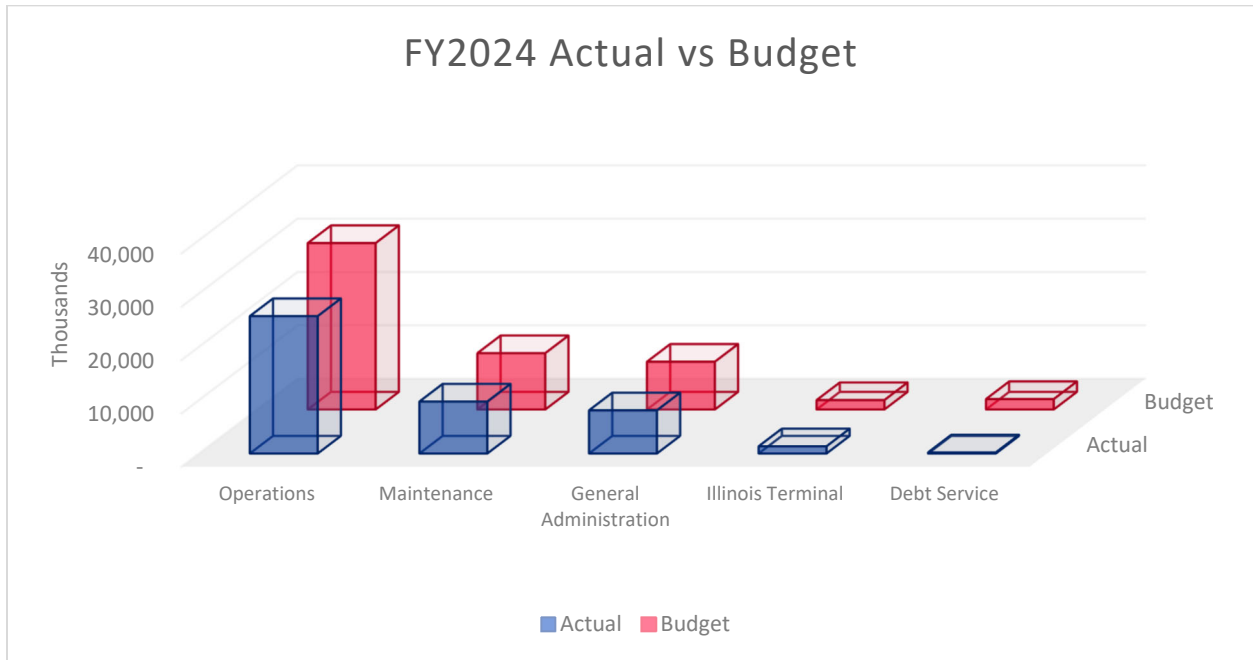
Operating expenses increased \$10.9 million from prior year due to an increase of \$7.1 million in pension expense from changes in pension estimates and investment performance as required by GASB Statement 68 combined with an increase of \$2.8 million in wages expense.

Non-operating revenues (expenses) increased \$3.1 million in FY2023. Operating assistance grant revenue increased by \$1.4 million due to reimbursement for increased operating expenses. Property tax and replacement tax revenue increased \$1.0 million from prior year.

Budgetary Highlights

Fiscal Year 2024

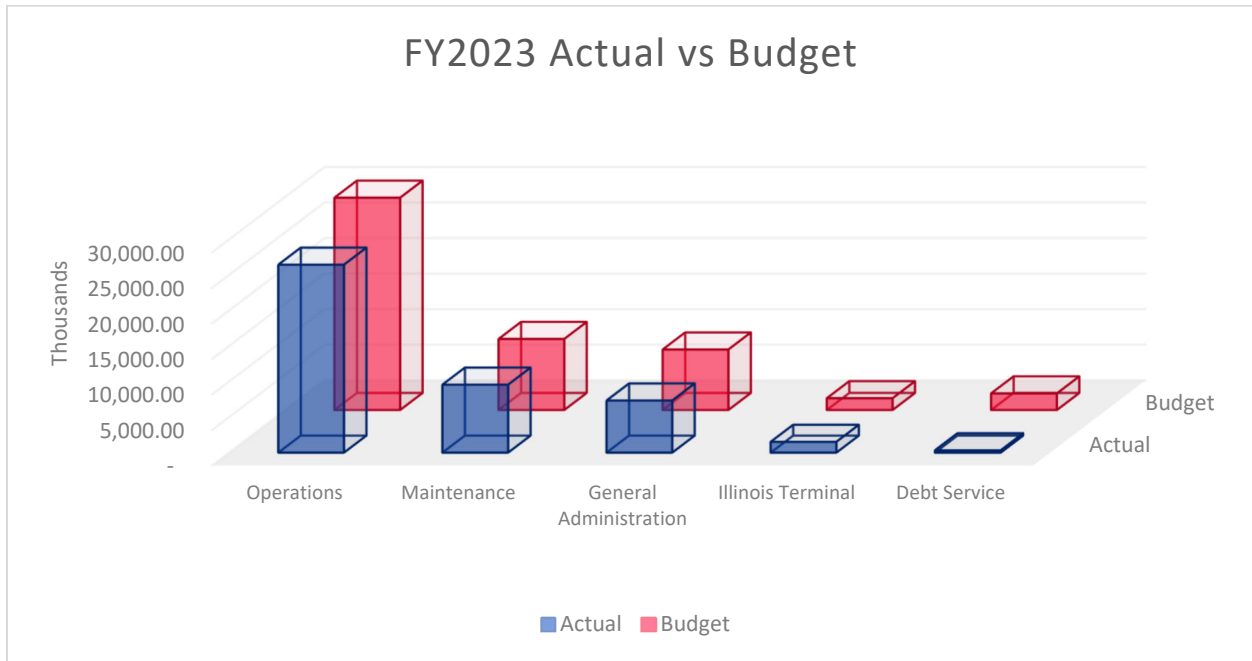
The Board of Trustees approved the District’s budget for FY2024 of \$55.8 million, excluding depreciation and C-CARTS operating expenses, on June 28, 2023. The budget included \$1.9 million of debt service and \$1.0 million for locally funded capital expenditures.



Operating expenses for Operations, Maintenance, General Administration, and Illinois Terminal were all below budget in FY2024. Debt service of \$0.2 million was under the budget of \$1.9 million in FY2024.

Fiscal Year 2023

The Board of Trustees approved the District’s budget for FY2023 of \$53.4 million, excluding depreciation and C-CARTS operating expenses, on June 29, 2022. The budget included \$2.3 million of debt service and \$1.0 million for locally funded capital expenditures.



Operating expenses for Operations, Maintenance, General Administration, and Illinois Terminal were all below budget in FY2023. Debt service of \$0.3 million was under the budget of \$2.3 million in FY2023.



Capital Assets and Debt Administration

Capital Assets:

A summary of the District’s Capital Assets is presented in Table 3.

Table 3

<u>Capital Assets</u>	<u>FY2024</u>	<u>FY2023</u>	<u>FY2022</u>
Land	\$ 4,093,243	\$ 4,093,243	\$ 2,872,236
Construction in Progress	7,334,459	9,801,849	15,993,187
Land Improvements	1,083,172	1,083,172	1,083,172
Office, Garage, and Buildings	65,076,348	63,763,974	54,325,538
Leasehold Improvements	6,216,470	6,216,470	-
Revenue Vehicles	89,161,268	74,295,543	75,916,335
Service Vehicles	634,986	634,986	634,986
Passenger Shelters	5,070,419	4,976,929	4,894,458
Intangibles	191,582	191,582	191,582
Other Equipment	9,008,630	7,018,938	6,571,702
Lease Assets	2,128,548	1,869,804	1,273,118
Subscription-Based Information Technology Arrangement Assets	<u>535,013</u>	<u>364,831</u>	<u>109,701</u>
	190,534,138	174,311,321	163,866,015
Less: Accumulated Depreciation and Amortization	<u>86,992,390</u>	<u>83,988,383</u>	<u>77,079,934</u>
Net Capital Assets	<u>\$ 103,541,748</u>	<u>\$ 90,322,938</u>	<u>\$ 86,786,081</u>

The District’s investment in capital assets is \$103.5 million (net of accumulated depreciation and amortization) as of June 30, 2024, and \$90.3 million (net of accumulated depreciation and amortization) as of June 30, 2023. This investment in capital assets includes land, buildings, construction in progress, vehicles, equipment, leasehold improvements, passenger shelters, intangibles, lease assets, and subscription-based information technology arrangement assets. The total net increase in capital assets for the current fiscal year is 14.6%.

A summary of the District’s Fiscal Year 2024 Major Additions is presented in Table 4.

Table 4

<u>FY2024 Major Additions</u>	
Procurement of 10 Hydrogen Fuel Cell Electric Buses– 40-foot	\$ 12,916,614
Procurement of 4 Hybrid Diesel Buses – 60-foot	5,059,650
Vehicle Lifts	<u>1,253,968</u>
Total	<u>\$ 19,230,232</u>



A summary of the District’s Fiscal Year 2024 budget for Locally Funded Capital Projects is presented in Table 5.

Table 5

Architectural & Engineering Services	\$ 350,000
Passenger Shelters, Kiosks, Bus Stops, and Associated Work	300,000
Miscellaneous Facility Improvements	230,000
Software Systems Upgrades/Procurements	100,000
Maintenance Shop Equipment	20,000
Total	<u>\$ 1,000,000</u>

The District’s FY2024 capital budget called for \$1.0 million in local dollars plus \$1.9 million of State of Illinois debt service funds.

More detailed information about the District’s capital assets is presented in Notes 2 and 6 to the financial statements.

A summary of the District’s Fiscal Year 2023 Major Additions is presented in Table 4.

Table 4

<u>FY2023 Major Additions</u>	
Procurement of 4 Hybrid Diesel Buses – 60-foot	\$ 4,292,357
Procurement of 4 Hybrid Diesel Buses – 40-foot	2,733,418
Underground Storage Tank Replacement Project	1,231,045
1209-1213 E. University Land Purchase	1,150,597
Total	<u>\$ 9,407,417</u>

A summary of the District’s Fiscal Year 2023 budget for Locally Funded Capital Projects is presented in Table 5.

Table 5

Architectural & Engineering Services	\$ 350,000
Passenger Shelters, Kiosks, Bus Stops, and Associated Work	300,000
Miscellaneous Facility Improvements	230,000
Software Systems Upgrades/Procurements	100,000
Air Compressor	35,000
Maintenance Service Truck Bed Replacement	25,000
Total	<u>\$ 1,040,000</u>

The District’s FY2023 capital budget called for \$1.0 million in local dollars plus \$2.3 million of State of Illinois debt service funds.

More detailed information about the District’s capital assets is presented in Notes 2 and 6 to the financial statements.

Short-term Debt: The District had total short-term debt outstanding of \$0.2 million for both FY2024 and FY2023.



The District maintained two lines of credit with a local bank during FY2024. The first is a \$10 million straight line of credit secured by substantially all the District's assets. The second line of credit is a \$6 million revolving line of credit secured by substantially all the District's assets.

Long-term Debt: The District has five long-term debt obligations: an early retirement plan liability, net pension liability (asset), other postemployment benefits (OPEB) liability, lease liabilities, and subscription liabilities.

The early retirement plan liability was \$0.1 million for both FY2024 and FY2023. Future changes in the liability accrual for the early retirement plan cannot be predicted, as participation is at the discretion of eligible employees. More detailed information about the District's early retirement plan liability is presented in Note 8 to the financial statements.

The net pension liability (asset) decreased \$4.9 million from FY2023 to FY2024. Net pension liability (asset) recognition began in FY2015 due to the implementation of GASB 68. No pension liabilities had been recorded in prior fiscal years. More detailed information about the District's pension liability is presented in Note 13 to the financial statements.

The OPEB liability had little change from FY2023 to FY2024. GASB Statement 75 was adopted effective July 1, 2017, and a cumulative OPEB liability of \$1.5 million was recorded as of that date. No OPEB liabilities had been recorded prior to FY2018 under the previous accounting standard. More detailed information about the District's OPEB liability is presented in Note 15.

Lease liabilities are measured at the present value of payments expected to be made during the lease term (less any lease incentives) in compliance with GASB Statement 87 which was adopted on July 1, 2021. More information about the District's lease liabilities is presented in Note 9.

Subscription liabilities are measured at the present value of subscription payments for information technology arrangements expected to be made during the subscription term in compliance with GASB Statement 96 which was adopted on July 1, 2021. More detailed information about the District's subscription liabilities is presented in Note 10.

It is unclear whether the District will take on additional long-term debt in the coming years for the acquisition of property, construction, and equipment.



Economic Factors and Next Year's Budget

- Funding, ridership, and level of service are recovering from the economic and social impact of the COVID-19 pandemic. One aspect of the recovery has been the widespread difficulty in hiring and retaining employees. Due to continuing efforts to hire and retain Bus Operators, the District is back to full service in FY2025, including expanded direct van service to Northeast Urbana with Northeast Connect.
- The District's total appropriations budget for FY2025 is \$57.2 million. This consists of \$1.2 million in locally funded projected capital expenditures as well as \$56.0 million in projected operating expenses, including \$0.6 million in debt service, excluding depreciation.
- The State of Illinois Operating Assistance budget for FY2025 has been approved. The contract was fully executed on August 15, 2024, for eligible operating expense reimbursement up to \$45.9 million, including \$0.6 million of debt service.
- The obligations of the State of Illinois to fund the Illinois Downstate Operating Assistance Program were met in FY2024.
- In November 2021 the Infrastructure Investment and Jobs Act (IIJA) was passed which includes Surface Transportation Reauthorization legislation to fund transit programs for federal FY2022 – FY2026.

Requests for Information

This financial report is designed to provide a general overview of the District's finances for all those with an interest in the District's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Managing Director/CEO or Finance Director, Champaign-Urbana Mass Transit District, 1101 East University Avenue, Urbana, IL 61802.

BASIC FINANCIAL STATEMENTS

Champaign-Urbana Mass Transit District

Statements of Net Position

June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Assets and Deferred Outflows of Resources		
Current Assets		
Cash and cash equivalents	\$ 4,178,403	\$ 3,500,000
Receivables:		
Property tax	5,909,577	6,227,486
State operating assistance grant, MTD, net of grant payables	1,524,243	6,366,001
Other grants	1,950,718	4,042,585
Lease	500,848	295,611
Other	874,855	2,267,009
Inventories	1,931,677	1,774,707
Prepaid expenses	1,905,632	1,493,618
	<u>18,775,953</u>	<u>25,967,017</u>
Total current assets		
Capital Assets		
Land and construction in progress, not being depreciated	11,427,702	13,895,092
Other property and equipment, net of depreciation and amortization	92,114,046	76,427,846
	<u>103,541,748</u>	<u>90,322,938</u>
Total capital assets		
Other Assets		
Lease receivable	213,835	432,276
Capital reserves:		
Cash and cash equivalents	47,094,606	40,616,554
	<u>47,308,441</u>	<u>41,048,830</u>
Total other assets		
Total assets	<u>169,626,142</u>	<u>157,338,785</u>
Deferred Outflows of Resources		
Deferred amount related to net pension liability	9,003,725	11,151,263
Deferred amount related to OPEB liability	157,726	154,462
	<u>9,161,451</u>	<u>11,305,725</u>
Total deferred outflows of resources		
Total assets and deferred outflows of resources	<u>\$ 178,787,593</u>	<u>\$ 168,644,510</u>

See notes to financial statements

Champaign-Urbana Mass Transit District

Statements of Net Position

June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Liabilities, Deferred Inflows of Resources and Net Position		
Current Liabilities		
Accounts payable	\$ 2,280,609	\$ 4,589,516
Accrued expenses	5,623,883	5,376,682
Unredeemed yearly passes and tokens	55,792	61,695
Accrued interest and property tax	7,486	72,326
Workers' compensation liability	307,832	219,152
Obligations under incentive and early retirement plans	195,597	194,703
Notes payable, current portion	185,605	236,089
Lease liabilities	444,119	487,541
Subscription liabilities	122,064	73,188
Other current liabilities	2,159,784	2,239,386
	<u>11,382,771</u>	<u>13,550,278</u>
Total current liabilities		
Long-Term Liabilities		
OPEB liability	1,395,771	1,421,639
Net pension liability	11,693,126	16,636,504
Obligations under incentive and early retirement plans, net of current	156,977	124,777
Lease liabilities, net of current	442,169	519,928
Subscription liabilities, net of current	19,801	77,314
	<u>13,707,844</u>	<u>18,780,162</u>
Total long-term liabilities		
Total liabilities	<u>25,090,615</u>	<u>32,330,440</u>
Deferred Inflows of Resources		
Deferred amount related to net pension asset (liability)	529,087	632,484
Deferred amount related to OPEB liability	390,618	315,258
Deferred amount from leases	684,024	698,217
	<u>1,603,729</u>	<u>1,645,959</u>
Total deferred inflows of resources		
Net Position		
Net investment in capital assets	102,327,990	88,928,879
Unrestricted	49,765,259	45,739,232
	<u>152,093,249</u>	<u>134,668,111</u>
Total net position		
Total liabilities, deferred inflows of resources and net position	<u>\$ 178,787,593</u>	<u>\$ 168,644,510</u>

See notes to financial statements

Champaign-Urbana Mass Transit District

Statements of Revenues, Expenses and Changes in Net Position
Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Operating Revenues		
Yearly passes	\$ 5,746,181	\$ 5,284,405
Student fares and school bus service	766,739	742,198
Lease revenue	552,974	538,106
ADA services	403,412	379,445
Advertising	552,989	407,249
Full adult fares	360,976	328,769
Rental of equipment and buildings	137,441	153,563
C-CARTS	70,062	171,868
Half-fare cab	-	8,964
Miscellaneous	118,209	79,658
	<u>8,708,983</u>	<u>8,094,225</u>
Operating Expenses		
Operations	25,761,457	26,453,022
Maintenance	9,751,971	9,568,892
General administration	7,890,262	7,308,297
Illinois terminal	1,557,749	1,552,412
C-CARTS	1,013,252	930,682
Depreciation and amortization	9,205,811	8,588,095
	<u>55,180,502</u>	<u>54,401,400</u>
Operating loss	<u>(46,471,519)</u>	<u>(46,307,175)</u>
Nonoperating Revenues (Expenses)		
Property taxes	11,707,468	11,034,909
State replacement taxes	431,054	715,348
Government grants and assistance:		
State operating assistance, MTD	29,783,312	29,582,812
State operating assistance, C-CARTS	460,169	604,944
Federal operating assistance, C-CARTS	483,021	153,871
Gain on disposal of property and equipment	25,216	20,203
Interest income	43,939	43,685
Investment income	2,075,353	684,577
Interest expense	(68,068)	(52,890)
	<u>44,941,464</u>	<u>42,787,459</u>
Net income before capital contributions	<u>(1,530,055)</u>	<u>(3,519,716)</u>
Capital Contributions		
Capital grants	<u>18,955,193</u>	<u>10,411,561</u>
Change in net position	17,425,138	6,891,845
Net Position, Beginning	<u>134,668,111</u>	<u>127,776,266</u>
Net Position, Ending	<u>\$ 152,093,249</u>	<u>\$ 134,668,111</u>

See notes to financial statements

Champaign-Urbana Mass Transit District

Statements of Cash Flows

Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Cash Flows From Operating Activities		
Receipts from customers	\$ 10,265,357	\$ 7,331,574
Payments to vendors	(29,219,747)	(23,505,840)
Payments to employees	(22,513,050)	(20,450,935)
Net cash flows from operating activities	<u>(41,467,440)</u>	<u>(36,625,201)</u>
Cash Flows From Noncapital and Related Financing Activities		
State operating assistance grants proceeds received	35,079,155	27,075,885
Federal operating assistance grant proceeds received	483,021	153,871
Tax proceeds received	12,456,431	10,420,984
Net cash flows from noncapital and related financing activities	<u>48,018,607</u>	<u>37,650,740</u>
Cash Flows From Capital and Related Financing Activities		
Proceeds from capital grants	21,047,060	8,208,603
Proceeds from the sale of property and equipment	25,216	20,203
Purchases of property and equipment	(22,286,276)	(11,226,970)
Principal advances on notes payable	1,496,427	236,089
Principal paid on notes payable	(1,546,911)	-
Principal payments on lease liabilities	(121,181)	(105,226)
Interest payments on lease liabilities, subscription liabilities and notes payable	(132,908)	16,132
Principal payments on subscription liabilities	(8,637)	(144,412)
Net cash flows from capital and related financing activities	<u>(1,527,210)</u>	<u>(2,995,581)</u>
Cash Flows From Investing Activities		
Proceeds from sales and maturities of investments	-	502,160
Principal receipts on lease receivables	13,206	514,993
Interest receipts on lease receivables	43,939	43,685
Interest received	2,075,353	684,577
Net cash flows from investing activities	<u>2,132,498</u>	<u>1,745,415</u>
Increase in cash and cash equivalents	7,156,455	(224,627)
Cash and Cash Equivalents, Beginning	<u>44,116,554</u>	<u>44,341,181</u>
Cash and Cash Equivalents, Ending	<u>\$ 51,273,009</u>	<u>\$ 44,116,554</u>
Presented on the Statements of Net Position as Follows		
Cash and cash equivalents	\$ 4,178,403	\$ 3,500,000
Capital reserves, cash and cash equivalents	47,094,606	40,616,554
Total	<u>\$ 51,273,009</u>	<u>\$ 44,116,554</u>
Noncash Capital and Related Financing Activities		
Capital assets acquired through accounts payable	<u>\$ 1,926,002</u>	<u>\$ 1,773,465</u>
Capital assets acquired through lease liabilities	<u>\$ 947,786</u>	<u>\$ 596,686</u>
Previously leased assets relinquished	<u>\$ (689,042)</u>	<u>\$ -</u>
Capital assets acquired through subscription liabilities	<u>\$ 170,182</u>	<u>\$ 255,130</u>

See notes to financial statements

Champaign-Urbana Mass Transit District

Statements of Cash Flows

Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Reconciliation of Operating Loss to Net Cash		
From Operating Activities		
Operating loss	\$ (46,471,519)	\$ (46,307,175)
Adjustments to reconcile operating loss to net cash from operating activities:		
Depreciation and amortization	9,205,811	8,588,095
Changes in assets and liabilities:		
Other receivables	1,398,238	(779,268)
Inventories	(156,970)	(127,753)
Prepaid expenses	(412,014)	(248,487)
Accounts payable and accrued expenses	(2,461,449)	350,816
Unredeemed yearly passes and tokens	(5,903)	14,292
Obligations under incentive and early retirement plans	33,096	(182,541)
Other current liabilities	256,279	588,658
Pension related assets, liabilities and deferrals	(2,886,031)	1,936,968
OPEB related liabilities and deferrals	46,228	54,782
Deferred inflows of resources from leases	(13,206)	(513,588)
Net adjustments	<u>5,004,079</u>	<u>9,681,974</u>
Net cash flows from operating activities	<u>\$ (41,467,440)</u>	<u>\$ (36,625,201)</u>

See notes to financial statements

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

1. Nature of Operations and the Reporting Entity

The Champaign-Urbana Mass Transit District (the District) is a governmental unit that provides public transportation for the people of Champaign-Urbana, Illinois. The District operates as an enterprise fund, which accounts for operations in a manner similar to private business enterprises - where the intent of the governing body (the Board of Trustees) is that the costs (expenses, including depreciation and amortization) of providing services to the general public on a continuing basis be financed or recovered in part through user charges.

The reporting entity of the District was determined based on the oversight responsibility and scope of the public services provided. Oversight responsibility is measured by the extent of financial interdependency, control over the selection of the governing authority and management, ability to significantly influence operations and accountability for fiscal matters. Based on these criteria, there are no agencies or other units that have been or should be combined with the financial statements of the District.

The District also manages the Champaign County Area Rural Transit System (C-CARTS) under an intergovernmental agreement with Champaign County. C-CARTS provides two types of transportation service, demand response and fixed route. Demand response provides safe, convenient and reliable curb-to-curb transportation service to the general public in Champaign County within rural areas or between rural and urbanized areas, that lie outside of the Champaign-Urbana Mass Transit District, and fixed route provides services within the Village of Rantoul. C-CARTS expenses are funded by state and federal operating grants, subsidies from the entities receiving services and fare collections resulting in a net zero cost to the District.

2. Summary of Significant Accounting Policies

The financial statements of the District are prepared in accordance with accounting principles generally accepted in the United States of America (GAAP). The Governmental Accounting Standards Board (GASB) is responsible for establishing GAAP for state and local governments. GAAP includes all relevant GASB pronouncements plus other sources of accounting and financial reporting guidance noted in GASB Statement 76, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*.

For the purposes of preparing the statements of cash flows, the District considers restricted and unrestricted currency, demand deposits and money market accounts as cash and cash equivalents.

State statutes authorize the District to invest in: direct obligations of federally insured banks and savings and loan associations; insured obligations of Illinois credit unions; securities issued or guaranteed by the U.S. Government; money market mutual funds investing only in U.S. Government based securities; commercial paper of U.S. corporations with assets over \$500 million; short-term obligations of the Federal National Mortgage Association; repurchase agreements; and the investment pools managed by the State Treasurer of Illinois.

The District levies property taxes each year, on all taxable real property located within the District, on or before the last Tuesday in December. The 2023 tax levy was passed by the Board of Trustees on December 6, 2023. Property taxes attach as an enforceable lien on property as of January 1 each year and are payable in two installments on June 1, and September 1. The District typically receives significant distributions of tax receipts approximately one month after these due dates. Revenue from property taxes is recognized in the period for which it was levied. Property tax revenue for the years ended June 30, 2024 and 2023 was from the 2023 and 2022 levies, respectively. Property tax receivables have not been reduced for an estimated allowance for uncollectible amounts as the uncollectible amount has historically been insignificant. Property taxes paid by constituents may be contested. The District has recorded unearned revenue of \$601,688 for the years ended June 30, 2024 and 2023, respectively, that represent property taxes collected from two constituents that have contested their property tax payments. The unearned revenue is included in other current liabilities on the statements of net position.

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2024 and 2023

Inventory is stated at the lower of cost or market. Cost is determined on an average cost basis.

Prepaid expenses represents amounts paid for services or insurance coverage applicable to future periods.

Property and equipment are recorded at cost, while contributed capital assets are valued at estimated acquisition value at the time of contribution. Leased assets are valued at the amortized present value of future payments under the lease. Subscription-based information technology arrangement assets are valued at the amortized present value of future subscription payments. Major additions and those expenditures that substantially increase the useful life of an asset are capitalized. The District's capitalization threshold for property and equipment is \$10,000 per unit. Maintenance, repairs and minor additions and expenditures are expensed when incurred. The District provides for depreciation and amortization using the straight-line method with the following useful lives:

	<u>Years</u>
Structure:	
Building	40-50
Remodeling	10-25
Carpet	5
Vans and autos	5-7
Buses	12
Office equipment	5-12
Bus accessories and parts	10-12
Bus shelters	3-15
Radios	5-10
Shop equipment	7-10
Tow truck	5-10
Leased assets	3-30
Subscription-based information technology arrangement assets	2-5

The financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense) until then. The District has two items that qualify for reporting in this category, pension related deferred outflows and other postemployment benefits (OPEB) related deferred outflows. The pension related deferred outflow consists of unrecognized items not yet charged to pension expense and contributions from the District after the measurement date of the net pension liability, December 31, 2023, but before the end of the District's reporting period of June 30, 2024. This item will be included in the net pension liability and pension expense calculation in subsequent fiscal years. The OPEB-related deferred outflow consists of unrecognized items not yet charged to OPEB expense. This item will be included in the OPEB liability and OPEB expense calculations in subsequent fiscal years.

The financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The District has three types of items that qualify for reporting in this category, pension related deferred inflows, other postemployment benefits related deferred inflows and deferred inflows from leases. The pension-related deferred inflow consists of unrecognized items not yet charged to pension expense. This item will be included in the net pension liability and pension expense calculation in subsequent fiscal years. The OPEB-related deferred inflow consists of unrecognized items not yet charged to OPEB expense. This item will be included in the OPEB liability and OPEB expense calculations in subsequent fiscal years. The deferred inflow from leases consists of deferred revenue. This item will be included in operating revenues in subsequent fiscal years.

The District calculates the liability for unused vacation and earned time using the vesting method. The District considers the liability for accrued compensated absences to be a current liability, and it is included with accrued expenses on the statements of net position.

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2024 and 2023

Lease and subscription liabilities and the related lease and subscription assets will be amortized over the terms of the leases and subscriptions. The District has various leases for real property, furniture, equipment and vehicles. The District has subscriptions for various software.

Other current liabilities include unearned revenues for University of Illinois campus services, unearned revenue for contested property taxes and public transportation account (PTA) funds for C-CARTS.

The District's net position is classified as follows:

Net Investment in Capital Assets - This represents the District's capital assets, including restricted capital assets, net of accumulated depreciation and amortization and reduced by the outstanding balances of any debt attributable to the acquisition, construction or improvement of those assets. If there are significant unspent funds related to that debt at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets. Rather, that portion of the debt is included in the same net position component as the unspent proceeds.

Unrestricted Net Position - This includes resources that do not meet the definition of "net investment in capital assets."

When both restricted and unrestricted resources are available for use, it is the District's policy to use restricted resources first then unrestricted resources as they are needed.

Revenue from the corporate personal property replacement tax is recognized in the period when the taxes have been collected by the state of Illinois.

Operating revenues include all revenues from the provision of a service by the District. These services include the provision of public transportation, the rental of facilities and land and the leasing of advertising signage on revenue vehicles. All other revenues are considered nonoperating or other revenues.

Operating grant revenue is recognized as it is earned. Capital grant revenue is recorded as capital grant expenditures are incurred.

The proceeds from the sale of yearly passes are recorded as liabilities (unearned) when received, and the revenue is recorded evenly throughout the period for which the passes apply.

Assets that are not available to finance general obligations of the District are reported as restricted on the statements of net position. The District's policy is to apply restricted resources first when an expense is incurred for a purpose for which restricted and unrestricted net position is available.

Federal and state grants are subject to grantor agency compliance audits. Management believes losses, if any, resulting from those compliance audits are not material to these financial statements.

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates. The significant estimates at June 30, 2024 and 2023 include the allowance for uncollectible receivables, the useful lives of capital assets, the valuation of the liability for pensions, the valuation of the liability for other postemployment benefits and the allowable expenses charged to grants.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

GASB has approved the following:

- Statement No. 101, *Compensated Absences*
- Statement No. 102, *Certain Risk Disclosures*
- Statement No. 103, *Financial Reporting Model Improvements*
- Statement No. 104, *Disclosure of Certain Capital Assets*

When these become effective, application of these standards may restate portions of these financial statements.

Certain amounts presented in the prior year data may have been reclassified in order to be consistent with the current year's presentation.

3. Deposits and Investments

Custodial Credit Risk - Bank Deposits

Custodial credit risk is the risk that in the event of a bank's failure, the District's deposits may not be returned to it. The District's investment policy addresses custodial credit risk by requiring the diversification of the deposits so that losses at any one institution will be minimized.

At June 30, 2024, \$50,228,432 of the District's \$51,528,432 bank balance, which reconciled to a book balance of \$51,273,009 of cash and cash equivalents, was potentially exposed to custodial credit risk. The amount exposed is fully collateralized by securities and an irrevocable letter of credit pledged by the financial institutions. The pledged securities are held by a third party, but not in the name of the District.

At June 30, 2023, \$42,788,142 of the District's \$44,088,142 bank balance, which reconciled to a book balance of \$44,116,554 of cash and cash equivalents, was potentially exposed to custodial credit risk. The amount exposed is fully collateralized by securities and an irrevocable letter of credit pledged by the financial institutions. The pledged securities are held by a third party, but not in the name of the District.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

4. Receivables

State Operating Grants Assistance

During the years ended June 30, 2024 and 2023, the Illinois Department of Transportation (IDOT) reimbursed the District for the deficit of the District's eligible operating expenses over the District's operating revenues. The amount of reimbursements is limited to the maximum amount specified in the grant agreements. The District is required to return to IDOT any unspent grant amounts. The final estimated grant amount for each fiscal year is subject to review and approval of the eligible expenses by IDOT.

As of June 30, 2024 and 2023, the estimated amounts (due to) and due from IDOT, respectively, are as follows:

	<u>2024</u>	<u>2023</u>
Fiscal year 2024 grant agreement	\$ 3,585,981	\$ -
Fiscal year 2023 grant agreement	187,676	8,615,415
Fiscal year 2022 grant agreement	(4,294,507)	(4,294,507)
Fiscal year 2021 grant agreement	570,726	570,726
Fiscal year 2020 grant agreement	374,764	374,764
Fiscal year 2019 grant agreement	28,805	28,805
Fiscal year 2018 grant agreement	(486,652)	(486,652)
Fiscal year 2017 grant agreement	2,578,294	2,578,294
Fiscal year 2016 grant agreement	(340,718)	(340,718)
Fiscal year 2015 grant agreement	(16,229)	(16,229)
Fiscal year 2014 grant agreement	(26,530)	(26,530)
Fiscal year 2013 grant agreement	(65,146)	(65,146)
Fiscal year 2012 grant agreement	(572,221)	(572,221)
	<u>\$ 1,524,243</u>	<u>\$ 6,366,001</u>
Net amount due from IDOT		

Subsequent to June 30, 2024, and prior to the date of the Independent Auditors' Report, the District collected \$3,639,995 from IDOT. The timing of the settlement of the remaining \$2,115,752 due to IDOT is uncertain; however, the District's management believes these funds will be settled or offset against future amounts due from IDOT. The receivable has been presented as current to reflect IDOT's contractual right to offset the receivable with operating grant payments to be made in Fiscal Year 2025.

Other Grants

Other grants receivable include amounts due from IDOT and the U.S. Department of Transportation (USDOT) for capital and operating grants. The District's receivable for capital and operating grants was \$1,950,718 and \$0, respectively, as of June 30, 2024. The District's receivable for capital and operating grants was \$2,894,396 and \$1,148,189, respectively, as of June 30, 2023.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

Lease Receivables

The District is the lessor of office, retail, residential and tower space under leases expiring in various years through June 30, 2026. All of these leases are within nontransportation related sections of facilities that are used for both transportation and nontransportation purposes. The costs and carrying values of these facilities (including the transportation and nontransportation sections) were \$26,442,113 and \$9,471,056, and \$26,408,921 and \$10,150,797 at June 30, 2024 and 2023, respectively. One of the District's leases contains a variable component, which is excluded from lease receivables. The tenant is required to pay a fee of \$44 per hour for additional operation outside normal operating hours. There were no lease revenues recognized during the years ended June 30, 2024 and 2023, respectively, for additional operating hours.

The District recognized \$552,974 and \$538,106 in lease revenues and \$43,939 and \$43,685 in interest revenues during the years ended June 30, 2024 and 2023, respectively, for leases subject to GASB 87. As of June 30, 2024 and 2023, the District's receivable for lease payments were \$714,683 and \$727,887, respectively. The District also has a deferred inflow of resources associated with the leases that will be recognized as revenue over the lease term. As of June 30, 2024 and 2023, the balance of the deferred inflow of resources was \$684,024 and \$698,217, respectively.

Other Receivables

Other receivables consist of the following at June 30, 2024 and 2023:

	<u>2024</u>	<u>2023</u>
Due from other governments	\$ 610,367	\$ 555,160
Trade receivables	194,741	1,020,206
Employees	(16,160)	(17,211)
Replacement tax	73,006	112,803
Interest receivable	5,486	2,638
Insurance proceeds	-	314,241
Miscellaneous	7,415	279,172
Total other receivables	<u>\$ 874,855</u>	<u>\$ 2,267,009</u>

5. Inventories

Inventories consist of the following at June 30, 2024 and 2023:

	<u>2024</u>	<u>2023</u>
Materials and supplies	\$ 1,810,484	\$ 1,750,518
Fuel and lubricant	121,193	24,189
Total inventories	<u>\$ 1,931,677</u>	<u>\$ 1,774,707</u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

6. Capital Assets

Capital asset activity for the years ended June 30, 2024 and 2023 was as follows:

	Balance 6/30/23	Increases	Decreases	Balance 6/30/24
Capital assets, not being depreciated:				
Land	\$ 4,093,243	\$	\$	\$ 4,093,243
Construction in progress	9,801,849	21,709,578	24,176,968	7,334,459
Total capital assets, not being depreciated	13,895,092	21,709,578	24,176,968	11,427,702
Capital assets, being depreciated:				
Land improvements	1,083,172			1,083,172
Office, garage and buildings	63,763,974	1,663,004	350,630	65,076,348
Leasehold improvements	6,216,470			6,216,470
Revenue vehicles	74,295,543	19,835,393	4,969,668	89,161,268
Service vehicles	634,986			634,986
Passenger shelters	4,976,929	122,119	28,629	5,070,419
Intangibles	191,582			191,582
Other equipment	7,018,938	2,556,451	566,759	9,008,630
Total capital assets, being depreciated	158,181,594	24,176,967	5,915,686	176,442,875
Less accumulated depreciation	82,969,932	8,427,258	5,915,686	85,481,504
Total capital assets, being depreciated, net	75,211,662	15,749,709	-	90,961,371
Lease assets, being amortized:				
Leasehold improvements	249,224	-	183	249,041
Revenue vehicles	104,010	691,686	-	795,696
Service vehicles	456,642	56,300	11,919	501,023
Nonrevenue	16,882	112,068	16,882	112,068
Other equipment	1,043,046	87,732	660,058	470,720
Total lease assets, being amortized	1,869,804	947,786	689,042	2,128,548
Less accumulated amortization for:				
Leasehold improvements	17,568	7,724	183	25,109
Revenue vehicles	71,322	306,959	-	378,281
Service vehicles	254,822	163,569	6,520	411,871
Nonrevenue	16,206	66,477	16,882	65,801
Other equipment	510,371	189,523	336,983	362,911
Total accumulated amortization	870,289	734,252	360,568	1,243,973
Total lease assets, being amortized, net	999,515	213,534	328,474	884,575
Subscription-based information:				
Technology arrangement assets	364,831	170,182	-	535,013
Less accumulated amortization	148,162	118,751	-	266,913
Total subscription-based information technology arrangement assets being amortized, net	216,669	51,431	-	268,100
Total capital assets, net	\$ 90,322,938	\$ 37,724,252	\$ 24,505,442	\$ 103,541,748

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

	Balance 6/30/22	Increases	Decreases	Balance 6/30/23
Capital assets, not being depreciated:				
Land	\$ 2,872,236	\$ 1,221,007	\$ -	\$ 4,093,243
Construction in progress	15,993,187	11,214,786	17,406,124	9,801,849
Total capital assets, not being depreciated	18,865,423	12,435,793	17,406,124	13,895,092
Capital assets, being depreciated:				
Land improvements	1,083,172	-	-	1,083,172
Office, garage and buildings	54,325,538	9,438,436	-	63,763,974
Leasehold improvements	-	6,216,470	-	6,216,470
Revenue vehicles	75,916,335	-	1,620,792	74,295,543
Service vehicles	634,986	-	-	634,986
Passenger shelters	4,894,458	102,830	20,359	4,976,929
Intangibles	191,582	-	-	191,582
Other equipment	6,571,702	485,731	38,496	7,018,938
Total capital assets, being depreciated	143,617,773	16,243,467	1,679,647	158,181,594
Less accumulated depreciation	76,682,285	7,967,294	1,679,647	82,969,932
Total capital assets, being depreciated, net	66,935,488	8,276,173	-	75,211,662
Lease assets, being amortized:				
Leasehold improvements	249,224	-	-	249,224
Revenue vehicles	104,010	-	-	104,010
Service vehicles	456,642	-	-	456,642
Nonrevenue	16,882	-	-	16,882
Other equipment	446,360	596,686	-	1,043,046
Total lease assets, being amortized	1,273,118	596,686	-	1,869,804
Less accumulated amortization for:				
Leasehold improvements	8,594	8,972	-	17,568
Revenue vehicles	35,661	35,661	-	71,322
Service vehicles	102,608	152,214	-	254,822
Nonrevenue	8,103	8,103	-	16,206
Other equipment	214,479	295,893	-	510,371
Total accumulated amortization	369,445	500,843	-	870,289
Total lease assets, being amortized, net	903,673	95,843	-	999,515
Subscription-based information:				
Technology arrangement assets	109,701	255,130	-	364,831
Less accumulated amortization	28,204	119,958	-	148,162
Total subscription-based information technology arrangement assets being amortized, net	81,497	135,172	-	216,669
Total capital assets, net	\$ 86,786,081	\$ 20,942,981	\$ 17,406,124	\$ 90,322,938

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

7. Accrued Compensated Absences Liability

The total liability accrued by the District for unpaid compensated absences, included in accrued expenses on the statements of net position, was \$4,132,107 and \$4,089,726 at June 30, 2024 and 2023, respectively.

District employees earn two types of compensated absences: vacation leave and earned time leave. The District adopted a Retirement Health Savings Plan (RHSP). By its adoption, the District amended policies relating to hours of unused vacation and earned time, including personal time per IL Department of Labor's Paid Leave for All Workers Act.

Full-time hourly employees are eligible to be paid for up to one week of unused vacation each calendar year. Any unused vacation earned as of January 1 each year and not used or paid out as of December 31, will be deposited into the employee's personal RHSP account, and is recorded as a benefit expense by the District. Any salaried employee's unused vacation, earned as of January 1 each year, above a 12-week accumulation limit, not used or paid out by December 31, will be deposited in the employee's RHSP account. All full-time hourly and salaried employees are eligible for payout of their remaining unused vacation at separation from the District.

Any salaried employee's earned time hours above 640 hours, earned as of July 1 of each year and not used by September 1 will be deposited into the employee's personal RHSP account and recorded as benefit expense by the District. Salaried employees are eligible for payout of remaining unused earned time at separation from the District. Earned time balances for an hourly full-time employee cannot exceed 340 hours at June 30, 2024 and 2023, and for an hourly part-time employee, 170 hours at June 30, 2024 and 2023. Earned time balances above these levels will be deposited in the employee's personal RHSP account and recorded as benefit expense by the District. Hourly employees are eligible for payout of all their remaining unused earned time at separation from the District.

8. Obligations Under Incentive and Early Retirement Plans

The District maintains an early retirement plan, whereby participating employees receive lump sum or periodic payments in exchange for their early retirement from full-time employment with the District. Eligibility requirements are that employees have at least 10 years of service with the District; are eligible to receive pensions from the Illinois Municipal Retirement Fund (IMRF); are at the top wage rate in their category at retirement; and are between the ages of 60 and 65 at retirement. For the years ended June 30, 2024 and 2023, the District has recorded an expense of \$316,761 and \$22,961, respectively. The District had a liability of \$352,574 and \$319,480 related to this plan at June 30, 2024 and 2023, respectively. The liability amounts are not discounted as discounting the future payments at the District's operating borrowing rate results in an insignificantly different liability amount.

Projected future payments for the early retirement plan liability are as follows at June 30, 2024:

Years Ending
June 30:

2025	\$	195,597
2026		53,311
2027		76,216
2028		27,450
		<hr/>
Total	\$	352,574

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2024 and 2023

9. Lease Liabilities

The District leases real property, furniture, equipment and vehicles, the terms of which expire at various times between July 2023 and January 2052. At June 30, 2024, the principal and interest requirements to maturity for the lease liabilities using a rate of 4.5% are as follows:

<u>Years Ending June 30:</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 444,119	\$ 29,995	\$ 474,114
2026	222,465	14,698	237,163
2027	40,058	8,866	48,924
2028	15,287	8,084	23,371
2029	16,500	8,396	24,896
2030-2034	35,520	28,914	64,434
2035-2039	27,051	22,949	50,000
2040-2044	33,710	16,290	50,000
2045-2049	42,009	7,991	50,000
2050-2051	9,569	431	10,000
Total	<u>\$ 886,288</u>	<u>\$ 146,614</u>	<u>\$ 1,032,902</u>

10. Subscription Liabilities

The District has entered into subscription-based information technology arrangements, the terms of which expire at various times between May 2024 and May 2029. At June 30, 2024, the principal and interest requirements to maturity for the subscription liabilities using a rate of 4.5% are as follows:

<u>Years Ending June 30:</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 122,064	\$ 6,891	\$ 128,955
2026	5,905	1,523	7,428
2027	6,580	1,523	8,103
2028	7,316	563	7,879
Total	<u>\$ 141,865</u>	<u>\$ 10,500</u>	<u>\$ 152,365</u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2024 and 2023

11. Long-Term Obligations Summary

The following is a summary of changes in long-term obligations of the District for the years ended June 30, 2024 and 2023:

	June 30, 2023	Issued	Retired	June 30, 2024	Due Within One Year
Incentive and early retirement plans	\$ 319,480	\$ 316,761	\$ 283,667	\$ 352,574	\$ 195,597
Accrued compensated absences	4,089,726	42,381	-	4,132,107	4,132,107
Net pension liability	16,636,504	-	4,943,378	11,693,126	-
OPEB liability	1,421,639	-	25,868	1,395,771	-
Lease liabilities	1,007,469	517,377	638,558	886,288	444,119
Subscription liabilities	150,502	86,870	95,507	141,865	122,064
	<u>\$ 23,625,320</u>	<u>\$ 963,389</u>	<u>\$ 5,986,978</u>	<u>\$ 18,601,731</u>	<u>\$ 4,893,887</u>
	June 30, 2022	Issued	Retired	June 30, 2023	Due Within One Year
Incentive and early retirement plans	\$ 502,021	\$ 22,961	\$ 205,502	\$ 319,480	\$ 194,703
Accrued compensated absences	3,913,662	176,064	-	4,089,726	4,089,726
Net pension liability	-	16,636,504	-	16,636,504	-
OPEB liability	1,373,998	47,641	-	1,421,639	-
Lease liabilities	902,243	596,687	491,461	1,007,469	487,541
Subscription liabilities	6,090	220,131	75,719	150,502	73,188
	<u>\$ 6,698,014</u>	<u>\$ 17,699,988</u>	<u>\$ 772,682</u>	<u>\$ 23,625,320</u>	<u>\$ 4,845,158</u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

12. Notes Payable

The District maintained two lines of credit with a local bank during Fiscal Years 2024 and 2023. The first was a \$10,000,000 straight line of credit, secured by substantially all the District's assets, bearing interest at a fixed rate of 2.625%, with interest paid monthly. This line of credit matured July 1, 2023, and was renewed through October 1, 2023. This line of credit was replaced with a variable rate straight line of credit in the same amount, maturing on November 1, 2026. The variable rate adjusts every 30 days to the 30 Day Secured Overnight Finance Rate (SOFR) plus 0.53%, secured by a UCC filing on all District assets. The second line of credit was a \$6,000,000 revolving line of credit, secured by substantially all the District's assets, bearing interest at a fixed rate of 3.50%, with interest paid monthly. This line of credit matured July 1, 2023, and was replaced on November 1, 2023 with a variable rate revolving line of credit in the same amount, maturing on November 1, 2026. The variable rate adjusts every 30 days to the 30 Day SOFR plus 2.35%, secured by a UCC filing on all District assets. Each of the following shall constitute an event of default under these agreements: payment default, failure to comply with or to perform any other term contained in the agreement, default in favor of third parties, false statements, defective collateralization, insolvency, creditor or forfeiture proceedings, events affecting guarantor, adverse change and insecurity. If an event of default occurs under this agreement, the lender may exercise any one or more of the following rights and remedies: accelerate indebtedness, assemble collateral, sell the collateral, mortgage in possession, collect revenues and apply accounts, obtain deficiency, other rights and remedies available at law, in equity or otherwise and election of remedies. There are no termination or acceleration clauses. As of June 30, 2024 and 2023, there was an outstanding balance of \$185,605 and \$236,089 on these two lines of credit, respectively.

The activity in the District's short-term debt during the years ended June 30, 2024 and 2023, included:

	<u>June 30, 2023</u>	<u>Issued</u>	<u>Retired</u>	<u>June 30, 2024</u>
Lines of credit	\$ 236,089	\$ 1,496,427	\$ 1,546,911	\$ 185,605
	<u>June 30, 2022</u>	<u>Issued</u>	<u>Retired</u>	<u>June 30, 2023</u>
Lines of credit	\$ -	\$ 236,089	\$ -	\$ 236,089

13. Pension Plan

Plan Description

The District's defined benefit pension plan for regular employees provides retirement and disability benefits, postretirement increases and death benefits to plan members and beneficiaries. The District's plan is managed by IMRF, the administrator of a multi-employer public pension fund. IMRF is an agent multiple-employer plan. A summary of IMRF's pension benefits is provided in the "Benefits Provided" section of this note. Details of all benefits are available from IMRF. Benefit provisions are established by statute and may only be changed by the General Assembly of the State of Illinois. IMRF issues a publicly available Annual Comprehensive Financial Report that includes financial statements, detailed information about the pension plan's fiduciary net position and required supplementary information. The report is available for download at www.imrf.org.

Benefits Provided

IMRF has three benefit plans. The vast majority of IMRF members, including the District, participate in the Regular Plan.

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2024 and 2023

All three IMRF benefit plans have two tiers. Employees hired before January 1, 2011, are eligible for Tier 1 benefits. Tier 1 employees are vested for pension benefits when they have at least eight years of qualifying service credit. Tier 1 employees who retire at age 55 (at reduced benefits) or after age 60 (at full benefits) with eight years of service are entitled to an annual retirement benefit, payable monthly for life, in an amount equal to 1.67% of the final rate of earnings for the first 15 years of service credit, plus 2% for each year of service credit after 15 years to a maximum of 75% of their final rate of earnings. Final rate of earnings is the highest total earnings during any consecutive 48 months within the last 10 years of service, divided by 48. Under Tier 1, the pension is increased by 3% of the original amount on January 1 every year after retirement.

Employees hired on or after January 1, 2011, are eligible for Tier 2 benefits. For Tier 2 employees, pension benefits vest after 10 years of service. Participating employees who retire at age 62 (at reduced benefits) or after age 67 (at full benefits) with 10 years of service are entitled to an annual retirement benefit, payable monthly for life, in an amount equal to 1.67% of the final rate of earnings for the first 15 years of service credit, plus 2% for each year of service credit after 15 years to a maximum of 75% of their final rate of earnings. Final rate of earnings is the highest total earnings during any 96 consecutive months within the last 10 years of service, divided by 96. Under Tier 2, the pension is increased on January 1 every year after retirement, upon reaching age 67, by the lesser of:

- 3% of the original pension amount, or
- 1/2 of the increase in the Consumer Price Index of the original pension amount.

There have been no changes in benefits between measurement dates.

Employees Covered by Benefit Terms

As of December 31, 2024 and 2023 the following employees were covered by the benefit terms:

	<u>2024</u>	<u>2023</u>
Retirees and beneficiaries currently receiving benefits	227	218
Inactive plan members entitled to but not yet receiving benefits	262	212
Active plan members	<u>356</u>	<u>335</u>
Total	<u>845</u>	<u>765</u>

Contributions

As set by statute, the District's Regular Plan Members are required to contribute 4.5% of their annual covered salary. The statute requires employers to contribute the amount necessary, in addition to member contributions, to finance the retirement coverage of its own employees. The District's annual contribution rates for calendar years 2023 and 2022 were 8.87% and 10.48%, respectively. For calendar years 2023 and 2022, the District contributed \$2,301,137 and \$2,641,278 to the plan, respectively. The District also contributes for disability benefits, death benefits and supplemental retirement benefits, all of which are pooled at the IMRF level. Contribution rates for disability and death benefits are set by IMRF's Board of Trustees, while the supplemental retirement benefits rate is set by statute.

Net Pension Liability (Asset)

The District's net pension liability (asset) was measured as of December 31, 2023. The total pension liability used to calculate the net pension liability (asset) was determined by an actuarial valuation as of that date.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

Actuarial Assumptions

The following are the methods and assumptions used to determine total pension liability at December 31, 2023 and 2022:

- The Actuarial Cost Method used was Entry Age Normal.
- The Asset Valuation Method used was Market Value of Assets.
- The Inflation Rate was assumed to be 2.25%.
- Salary Increases were expected to be 2.85% to 13.75%, including inflation.
- The Investment Rate of Return was assumed to be 7.25%.
- Projected Retirement Age was from the Experience-based Table of Rates, specific to the type of eligibility condition, last updated for the 2020 valuation according to an experience study from years 2017 to 2019.
- The IMRF-specific rates for Mortality for nondisabled retirees, the Pub-2010, Amount-Weighted, below-median income, General, Retiree, Male (adjusted 106%) and Female (adjusted 105%) tables and future mortality improvements projected using scale MP-2020.
- For Disabled Retirees, the Pub-2010, Amount-Weighted, below-median income, General, Disabled Retiree, Male and Female (both unadjusted) tables and future mortality improvements projected using scale MP-2020.
- For Active Members, the Pub-2010, Amount-Weighted, below-median income, General, Employee, Male and Female (both unadjusted) tables and future mortality improvements projected using scale MP-2020.
- The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense, and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return to the target asset allocation percent and adding expected inflation. The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table as of December 31, 2023:

Asset Class	Portfolio Target Percentage	Long-Term Expected Real Rate of Return
Domestic equity	34.50 %	5.00 %
International equity	18.00	6.35
Fixed income	24.50	4.75
Real estate	10.50	6.30
Alternative investments	11.50	6.05-8.65
Cash equivalents	1.00	3.80
	100 %	

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2024 and 2023

As of December 31, 2022:

Asset Class	Portfolio Target Percentage	Long-Term Expected Real Rate of Return
Domestic equity	35.50 %	6.50 %
International equity	18.00	7.60
Fixed income	25.50	4.90
Real estate	10.50	6.20
Alternative investments	9.50	6.25-9.90
Cash equivalents	1.00	4.00
	<u>100 %</u>	

The investment rate of return assumption between the December 31, 2022 and December 31, 2023 measurement dates remained at 7.25%.

Single Discount Rate

A single discount rate of 7.25% was used to measure the total pension liability at December 31, 2023 and 2022. The projection of cash flow used to determine this single discount rate assumed that the plan members' contributions will be made at the current contribution rate, and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. The single discount rate reflects:

1. The long-term expected rate of return on pension plan investments (during the period in which the fiduciary net position is projected to be sufficient to pay benefits), and
2. The tax-exempt municipal bond rate based on an index of 20-year general obligation bonds with an average AA credit rating (which is published by the Federal Reserve) as of the measurement date (to the extent that the contributions for use with the long-term expected rate of return are not met).

For the purpose of the most recent valuation, the expected rate of return on plan investments is 7.25%, which resulted in a single discount rate of 7.25%.

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2024 and 2023

Changes in the Net Pension Liability (Asset)

For the fiscal years ended June 30, 2024 and 2023:

	Total Pension Liability (A)	Plan Fiduciary Net Position (B)	Net Pension Liability (Asset) (A) - (B)
Balances at December 31, 2022	\$ 108,517,027	\$ 91,880,523	\$ 16,636,504
Changes for the year:			
Service cost	1,972,213	-	1,972,213
Interest on the total pension liability	7,701,493	-	7,701,493
Changes on benefit terms	-	-	-
Differences between expected and actual experience of the total pension liability	1,438,226	-	1,438,226
Changes of assumptions	(225,255)	-	(225,255)
Contributions, employer	-	2,301,137	(2,301,137)
Contributions, employees	-	1,066,209	(1,066,209)
Net investment income	-	10,214,240	(10,214,240)
Benefit payments, including refunds of employee contributions	(6,551,274)	(6,551,274)	-
Other (net transfer)	-	2,248,469	(2,248,469)
Net changes	4,335,403	9,278,781	(4,943,378)
Balances at December 31, 2023	\$ 112,852,430	\$ 101,159,304	\$ 11,693,126
	Total Pension Liability (A)	Plan Fiduciary Net Position (B)	Net Pension Liability (Asset) (A) - (B)
Balances at December 31, 2021	\$ 104,190,591	\$ 109,456,504	\$ (5,265,913)
Changes for the year:			
Service cost	1,820,391	-	1,820,391
Interest on the total pension liability	7,404,592	-	7,404,592
Changes on benefit terms	-	-	-
Differences between expected and actual experience of the total pension liability	1,038,430	-	1,038,430
Changes of assumptions	-	-	-
Contributions, employer	-	2,641,278	(2,641,278)
Contributions, employees	-	959,851	(959,851)
Net investment income	-	(14,119,159)	14,119,159
Benefit payments, including refunds of employee contributions	(5,936,977)	(5,936,977)	-
Other (net transfer)	-	(1,120,974)	1,120,974
Net changes	4,326,436	(17,575,981)	21,902,417
Balances at December 31, 2022	\$ 108,517,027	\$ 91,880,523	\$ 16,636,504

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

Sensitivity of the Net Pension Liability (Asset) to Changes in the Discount Rate

The following presents the plan's net pension liability (asset), calculated using a Single Discount Rate of 7.25% for 2023 and 2022, respectively, as well as what the plan's net pension liability (asset) would be if it were calculated using a Single Discount Rate that is 1-percentage-point lower or 1-percentage-point higher:

	December 31, 2023		
	1% Decrease to Discount Rate (6.25%)	Current Discount Rate (7.25%)	1% Increase to Discount Rate (8.25%)
Net pension liability (asset)	\$ 24,833,423	\$ 11,693,126	\$ 1,098,104

	December 31, 2022		
	1% Decrease to Discount Rate (6.25%)	Current Discount Rate (7.25%)	1% Increase to Discount Rate (8.25%)
Net pension liability (asset)	\$ 29,653,393	\$ 16,636,504	\$ 6,168,111

Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the years ended June 30, 2024 and 2023, the District recognized pension expense of \$(483,550) and \$3,794,476, respectively. At June 30, 2024 and 2023, the District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Deferred amounts to be recognized in pension expense in future periods:		
Differences between expected and actual experience	\$ 2,355,186	\$ 220,169
Changes of assumptions	-	308,918
Net difference between projected and actual earnings on pension plan investments	<u>5,423,080</u>	
Total deferred amounts to be recognized in pension expense in future periods	7,778,266	529,087
Pension contributions made subsequent to the measurement date	<u>1,225,459</u>	-
Total deferred amounts related to pensions	<u>\$ 9,003,725</u>	<u>\$ 529,087</u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

	2023	
	Deferred Outflows of Resources	Deferred Inflows of Resources
Deferred amounts to be recognized in pension expense in future periods:		
Differences between expected and actual experience	\$ 1,861,786	\$ 397,753
Changes of assumptions	241,055	234,731
Net difference between projected and actual earnings on pension plan investments	<u>7,937,513</u>	<u>-</u>
Total deferred amounts to be recognized in pension expense in future periods	10,040,354	632,484
Pension contributions made subsequent to the measurement date	<u>1,110,909</u>	<u>-</u>
Total deferred amounts related to pensions	<u>\$ 11,151,263</u>	<u>\$ 632,484</u>

The \$1,225,459 reported as deferred outflows of resources related to pensions resulting from District contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability (asset) in the years ended June 30, 2025. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense in future periods as follows:

<u>Plan Year Ending December 31:</u>	<u>Net Deferred Inflows and Outflows of Resources</u>
2024	\$ 1,164,307
2025	2,536,196
2026	4,118,737
2027	<u>(570,061)</u>
Total	<u>\$ 7,249,179</u>

Payables to the Pension Plan

At June 30, 2024 and 2023 the District had \$2,414 and \$1,669, respectively, reported as accrued expenses payable to IMRF for legally required employer contributions or legally required employee contributions. In addition, at June 30, 2024 \$87,689 of accelerated payments were accrued in accrued expenses on the statement of net position.

14. Defined Contribution Plan

The District sponsors a defined contribution Section 457, *Governmental Deferred Compensation Plan*. The plan was authorized by the District's Board of Trustees and may be amended by the District's Board of Trustees. The plan covers all employees and is fully funded by employee contributions. The District has no contribution requirement for this plan. All plan assets are held in trust by the third-party administrator only for the purpose of paying plan benefits.

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2024 and 2023

15. Postemployment Benefits Other Than Pension (OPEB)

Retiree Medical Plan Description

The District sponsors a single-employer health benefit plan for employees and retired former employees. Retired former employees participating in the plan pay the full cost of their premiums; however, under actuarial standards, the District subsidizes the retiree premium through an implied age-related cost differential based upon the expected higher cost of coverage of retired employees versus the average cost for the entire blended group. Assets are not accumulated in a trust to fund this plan.

Life Insurance Policy Plan Description

The District sponsors a single-employer life insurance plan that provides former employees who retired prior to February 1, 2020 a \$10,000 life insurance policy for which the District pays premiums for five years after the employee retired or until the policy is paid in full, whichever comes first. Assets are not accumulated in a trust to fund this plan. This plan is closed to employees as of January 31, 2020.

Plan Membership

All eligible employees of the District that were active employees prior to retirement are eligible to participate in the plans. Survivors of a benefit recipient eligible for coverage are also eligible for coverage under the health plan.

Benefits Provided

Retirees and their dependents may continue coverage under the District's group health insurance program and the District provides a \$10,000 life insurance policy to retirees prior to February 1, 2020, as described above. The District's Board retains the authority to establish or amend the benefit terms and payment requirements of the District and participants.

Employees Covered by Benefit Terms

As of June 30, 2024 and 2023, the following employees were covered by the combined benefit terms:

	<u>2024</u>	<u>2023</u>
Active employees	306	282
Retired employees	<u>16</u>	<u>16</u>
Total participants covered by OPEB plan	<u>322</u>	<u>298</u>

Contribution Requirements

Retirees pay their full premium for the health insurance program, which is the same premium paid by active employees. This results in the District providing an implied subsidy of the retirees normal age adjusted premium. The District fully funds the premiums for the life insurance policy for five years or until the policy is fully funded, whichever is sooner, for employees who retired prior to February 1, 2020.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

Total OPEB Liability

The District's total OPEB liability was measured as of June 30, 2024. The total OPEB liability was determined based on the June 30, 2024, actuarial valuation. The District's total OPEB liability was \$1,395,771 as of June 30, 2024.

As of June 30, 2023 the District's total OPEB liability was \$1,421,639, measured as of June 30, 2023. The total OPEB liability was determined based on the June 30, 2022, actuarial valuation updated to June 30, 2023.

Actuarial Assumptions and Other Inputs

The actuarial assumptions used in valuing the OPEB liability for June 30, 2024 include:

Actuarial cost method	Entry age normal
Discount rate	3.97 %
Salary increases	3.50 %
Monthly health plan premium costs (blended)	

Coverage	LCDHP	AETNA HMO	
Employee only	\$ 1,081	\$ 1,298	
Employee + 1	1,794	2,155	
Employee +2 or more	2,076	2,492	

Coverage	AETNA OAP	Health Alliance OAP	
Employee only	\$ 1,184	\$ 1,407	
Employee + 1	1,965	2,336	
Employee +2 or more	2,273	2,701	

Coverage	Health Alliance HMO	BC/BS OAP	LCHP
Employee only	\$ 1,226	\$ 1,298	\$ 1,350
Employee + 1	2,035	2,155	2,241
Employee +2 or more	2,354	2,492	2,592

Health Care Cost Inflation Rates

Period	Inflation Rate
2024	6.75 %
2025	6.50 %
2026	6.25 %
2027	5.75 %
2028	5.50 %
2029	5.25 %
2030 and after	5.00 %

Probabilities of death for participants were according to the PubG-2010 base rates projected to 2022 using scale MP2021. No additional provision (besides those already embedded) were included for mortality improvements beyond 2022.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

The Discount Rate was based on the 20-year Muni index rate as of June 30, 2024. The Discount rate was 3.97% and 3.86% at June 30, 2024 and 2023, respectively.

The actuarial assumptions used in valuing the OPEB liability for June 30, 2023 include:

Actuarial cost method	Entry age normal
Discount rate	3.86 %
Salary increases	3.50 %
Monthly health plan premium costs (blended)	

Coverage	LCDHP	AETNA HMO	AETNA OAP
Employee only	\$ 943	\$ 1,130	\$ 1,056
Employee + 1	1,811	2,170	2,028
Employee +2 or more	2,339	2,802	2,619

Coverage	Health Alliance HMO	Health Alliance OAP	LCHP
Employee only	\$ 1,097	\$ 1,156	\$ 1,178
Employee + 1	2,105	2,220	2,262
Employee +2 or more	2,721	2,867	2,921

Health Care Cost Inflation Rates

Period	Inflation Rate
2023	6.50 %
2024	6.25 %
2025	5.75 %
2026	5.50 %
2027	5.25 %
2028 and after	5.00 %

Probabilities of death for participants were according to the PubG-2010 base rates projected to 2022 using scale MP2021. No additional provision (besides those already embedded) were included for mortality improvements beyond 2022.

The Discount Rate was based on the 20-year Muni index rate as of June 30, 2024. The Discount rate was 3.86%.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

Changes in the Total OPEB Liability

For fiscal years ended June 30, 2024 and 2023:

	Total OPEB Liability
Balances at July 1, 2023	<u>\$ 1,421,639</u>
Changes for the year:	
Service cost	91,178
Interest on the total OPEB liability	53,271
Changes on benefit terms	-
Differences between expected and actual experience of the total OPEB liability	(113,453)
Changes of assumptions	26,283
Contributions, employer	-
Contributions, employees	-
Net investment income	-
Difference between projected and actual investment	-
Benefit payments, including refunds of employee contributions	(83,147)
Other (net transfer)	-
Net changes	<u>(25,868)</u>
Balances at June 30, 2024	<u>\$ 1,395,771</u>
	Total OPEB Liability
Balances at July 1, 2022	<u>\$ 1,373,998</u>
Changes for the year:	
Service cost	97,184
Interest on the total OPEB liability	49,176
Changes on benefit terms	-
Differences between expected and actual experience of the total OPEB liability	-
Changes of assumptions	(16,100)
Contributions, employer	-
Contributions, employees	-
Net investment income	-
Difference between projected and actual investment	-
Benefit payments, including refunds of employee contributions	(82,619)
Other (net transfer)	-
Net changes	<u>47,641</u>
Balances at June 30, 2023	<u>\$ 1,421,639</u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2024 and 2023

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate

The June 30, 2024 valuation was prepared using a discount rate of 3.97%. If the discount rates were 1-percentage-point lower (2.97%) or 1-percentage-point higher (4.97%) than the current discount rate the Total OPEB Liability would be as follows:

	2024		
	1% Decrease to Discount Rate (2.97%)	Current Discount Rate (3.97%)	1% Increase to Discount Rate (4.97%)
Total OPEB liability	\$ 1,488,640	\$ 1,395,771	\$ 1,308,131

The June 30, 2023 valuation was prepared using a discount rate of 3.86%. If the discount rates were 1-percentage-point lower (2.86%) or 1-percentage-point higher (4.86%) than the current discount rate the Total OPEB Liability would be as follows:

	2023		
	1% Decrease to Discount Rate (2.86%)	Current Discount Rate (3.86%)	1% Increase to Discount Rate (4.86%)
Total OPEB liability	\$ 1,516,264	\$ 1,421,639	\$ 1,331,971

Sensitivity of the Total OPEB Liability to Changes in the Healthcare Cost Trend Rates

The June 30, 2024 valuation was prepared using an initial trend rate of 6.75% decreasing to 5.00%. If the trend rates were 1-percentage-point lower (5.75% decreasing to 4.00) or 1-percentage-point higher (7.75% decreasing to 6.00%) than the current trend rates the Total OPEB Liability would be as follows:

	2024		
	1% Lower 5.75% Decreasing to 4.00%	Current Trend Rates 6.75% Decreasing to 5.00%	1% Higher 7.75% Decreasing to 6.00%
Total OPEB liability	\$ 1,268,268	\$ 1,395,771	\$ 1,544,584

The June 30, 2023 valuation was prepared using an initial trend rate of 6.50% decreasing to 5.00%. If the trend rates were 1-percentage-point lower (5.50% decreasing to 4.00%) or 1-percentage-point higher (7.50% decreasing to 6.00%) than the current trend rates the Total OPEB Liability would be as follows:

	2023		
	1% Lower 5.50% Decreasing to 4.00%	Current Trend Rates 6.50% Decreasing to 5.00%	1% Higher 7.50% Decreasing to 6.00%
Total OPEB liability	\$ 1,286,141	\$ 1,421,639	\$ 1,579,603

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2024 and 2023

OPEB Expense

For the years ended June 30, 2024 and 2023, the District recognized an OPEB expense as follows:

	<u>2024</u>	<u>2023</u>
Service cost	\$ 91,178	\$ 97,184
Interest on the total OPEB liability	53,271	49,176
Current-period benefit changes	-	-
Recognition of outflow (inflow) of resources due to liabilities	<u>(15,074)</u>	<u>(8,959)</u>
Total OPEB expense	<u>\$ 129,375</u>	<u>\$ 137,401</u>

Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

At June 30, 2024 and 2023, the District reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	<u>2024</u>	
	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Deferred amounts to be recognized in OPEB expense in future periods:		
Differences between expected and actual experience	\$ 38,240	\$ 113,241
Changes of assumptions	<u>119,486</u>	<u>277,377</u>
Total deferred amounts to be recognized in OPEB expense in future periods	<u>\$ 157,726</u>	<u>\$ 390,618</u>
	<u>2023</u>	
	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Deferred amounts to be recognized in OPEB expense in future periods:		
Differences between expected and actual experience	\$ 43,997	\$ 8,540
Changes of assumptions	<u>110,465</u>	<u>306,718</u>
Total deferred amounts to be recognized in OPEB expense in future periods	<u>\$ 154,462</u>	<u>\$ 315,258</u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense in future periods as follows:

<u>Years Ending June 30:</u>	<u>Net Deferred Outflows and Inflows of Resources</u>
2025	\$ (15,074)
2026	(15,074)
2027	(15,074)
2028	(15,074)
2029	(17,727)
Thereafter	(154,869)
Total	<u>\$ (232,892)</u>

16. Unrestricted Net Position

Unrestricted net position consists of the following at June 30, 2024 and 2023:

	<u>2024</u>	<u>2023</u>
Board designated for capital reserves	\$ 47,094,606	\$ 40,616,554
Undesignated	2,670,653	5,122,678
Total unrestricted net position	<u>\$ 49,765,259</u>	<u>\$ 45,739,232</u>

17. Risk Management

The District is a member of the Illinois Public Transit Risk Management Association (IPTRMA), an insurance risk pool. Through IPTRMA, the District has pooled its risk for public liability/property damage and vehicle liability claims with other local transit districts in Illinois. IPTRMA covers liability including public official and employment practices liability, but not workers compensation. The District's capital contribution to the IPTRMA loss reserve fund is considered to be a prepayment of future claims in excess of insured amounts and is amortized over the period for which the capital contribution relates. Losses and claims recognized for the years ended June 30, 2024 and 2023 totaled \$532,917 and \$401,572, respectively, including the amortization of the District's capital contribution to IPTRMA. There have been no settlement amounts that have exceeded insurance and IPTRMA loss reserve fund coverage in the past three years. As of the date of the independent auditors' report, the District has not been notified by IPTRMA of a reasonably possible or probable supplemental payment requirement.

The District is partially self-insured for worker's compensation and employer's liability claims. Losses and claims are accrued as incurred. Cannon Cochran Management Services, Inc. (CCMSI) covers workers compensation with a date of loss prior to 8/9/21. At June 30, 2024 and 2023, the District had a claims liability balance of \$307,832 and \$219,152 for expected additional claims payable related to the CCMSI claims, respectively.

Champaign-Urbana Mass Transit District

Notes to Financial Statements
June 30, 2024 and 2023

Illinois Public Risk Fund (IPRF) covers workers compensation for dates of loss after 8/9/21. It is a Guaranteed Cost policy versus a self-insured Excess Workers Compensation program. The policy does not have a deductible and has employee liability limits as follows:

Bodily Injury by Accident	\$3,000,000 each accident
Bodily Injury by Disease	\$3,000,000 policy Limit
Bodily Injury by Disease	\$3,000,000 each employee

The following is a summary of changes in self-insurance claims liability for the years ended June 30, 2024 and 2023:

	<u>June 30, 2023</u>	<u>Provision</u>	<u>Payment</u>	<u>June 30, 2024</u>
Self-insurance claims liability	\$ 219,152	\$ 461,288	\$ 372,608	\$ 307,832
	<u>June 30, 2022</u>	<u>Provision</u>	<u>Payment</u>	<u>June 30, 2023</u>
Self-insurance claims liability	\$ 202,794	\$ 265,680	\$ 249,322	\$ 219,152

18. Concentration of Revenue

The revenue recognized related to operating and capital grants from IDOT for the years ended June 30, 2024 and 2023 was \$30,815,043 and \$30,187,756, which was 42.40% and 49.21% of the District's revenue, respectively. At June 30, 2024 and 2023, amounts due from IDOT were \$2,396,184 and \$6,706,211, respectively.

The revenue recognized related to operating and capital grants from the U.S. Department of Transportation (USDOT) for the years ended June 30, 2024 and 2023 was \$18,866,652 and \$10,411,561, which was 25.96% and 17.56% of the District's revenue, respectively. At June 30, 2024 and 2023, amounts due from USDOT were \$1,389,554 and \$4,044,150, respectively.

19. Commitments

Through the date of the independent auditor's report, the District has entered into the following significant contractual commitments:

Construction and Property and Equipment Acquisitions

<u>Purpose</u>	<u>Contract Amount</u>	<u>Incurred Through June 30, 2024</u>	<u>Remaining Commitment</u>
New Flyer buses	\$ 20,452,172	\$ 632,239	\$ 19,819,933
Downtown Urbana Transit Center	133,404	29,655	103,749
High Speed Rubber Door Replacement	499,190	307,456	191,734
Intelligent Transportation System Software Upgrade	374,265	-	374,265
Total	<u>\$ 21,459,031</u>	<u>\$ 969,350</u>	<u>\$ 20,489,681</u>

Champaign-Urbana Mass Transit District

Notes to Financial Statements

June 30, 2024 and 2023

Other Contractual Commitments

The District is negotiating a public-private development agreement with an unrelated for-profit entity for improvements to the District's Illinois Terminal property in downtown Champaign and new construction on adjacent properties currently owned by the District, the City of Champaign, and the private entity. The District has committed \$32,680,000 of funding to the project. Post pandemic and hyperinflation, it is recognized that additional funds will need to be committed in the future. The District's funding for its financial commitment will come from federal grants and the District's capital reserves. As part of the agreement, the District will receive a "fair share of revenue" from the private portion of the project to meet requirements of federal grants. This "fair share of revenue" amount will be determined when financial commitments are solidified. The progress of the project to the actual construction phase is subject to the for-profit entity and other governmental entities meeting various conditions precedent, which have not been met as of the date of the independent auditor's report. Construction is expected to begin in 2026 and completion is projected for 2028.

20. Contingent Liabilities

Litigation

The District is involved in several worker-compensation claims with current and former employees. As of June 30, 2024 and 2023, the District has recorded a liability of \$307,832 and \$219,152 for anticipated additional claims expense as stated in Note 17, respectively. An estimate of any additional potential loss cannot be made. The District is involved with several other liabilities claims for which any final settlement is expected to be covered by insurance.

Federal and State Grants

The District participates in a number of state and federally assisted programs. Under the terms of the programs, periodic audits may be required and certain costs may be questioned as not being appropriate expenditures under the terms of these programs. Such audits could lead to reimbursements to grantor agencies. Based on prior experience, the District believes examinations would not result in any material disallowed costs for grant revenue recorded in these financial statements or from prior years.

The District manages transportation services provided by C-CARTS on behalf of Champaign County (the County) through an intergovernmental agreement. When C-CARTS earns local funding revenue in excess of that needed to cover the 35% local match required under the County's State Operating Assistance grant, the excess funds are rolled into a Public Transportation Account (PTA) for future use when there are funding shortfalls. A portion of the PTA fund balance is being held on account with the District. If the agreement with the County should terminate, the District would owe the County a portion of the unused PTA fund balance. At June 30, 2024 and 2023, the balance of PTA funds held by the District was \$458,688 and \$365,915, respectively, and is included in other current liabilities.

REQUIRED SUPPLEMENTARY INFORMATION

Champaign-Urbana Mass Transit District

Schedule of Changes in the Net Position Liability (Asset) and Related Ratios (Unaudited)

Illinois Municipal Retirement Fund

Last 10 Calendar Years

	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Total Pension Liability										
Service cost	\$ 1,972,213	\$ 1,820,391	\$ 1,868,665	\$ 1,966,955	\$ 1,908,870	\$ 1,747,032	\$ 1,803,142	\$ 1,924,207	\$ 1,766,692	\$ 1,891,042
Interest on total pension liability	7,701,493	7,404,592	7,061,608	6,891,172	6,566,765	6,327,389	6,210,904	5,986,140	5,432,618	5,035,213
Changes in benefit terms	-	-	-	-	-	-	-	-	-	-
Difference between expected and actual experience of the total pension liability	1,438,226	1,038,430	1,447,595	(892,189)	664,386	(104,374)	526,348	(971,731)	3,506,838	(1,219,049)
Changes of assumptions	(225,255)	-	-	(539,510)	-	2,626,345	(2,752,396)	(415,902)	204,603	2,539,109
Benefit payments, including refunds of employee contributions	(6,551,274)	(5,936,977)	(5,308,868)	(4,744,027)	(4,644,927)	(4,287,929)	(4,125,702)	(3,660,882)	(3,088,953)	(2,473,784)
Net change in total pension liability	4,335,403	4,326,436	5,069,000	2,682,401	4,495,094	6,308,463	1,662,296	2,861,832	7,821,798	5,772,531
Total Pension Liability, Beginning	<u>108,517,027</u>	<u>104,190,591</u>	<u>99,121,591</u>	<u>96,439,190</u>	<u>91,944,096</u>	<u>85,635,633</u>	<u>83,973,337</u>	<u>81,111,505</u>	<u>73,289,707</u>	<u>67,517,176</u>
Total Pension Liability, Ending (A)	<u>\$ 112,852,430</u>	<u>\$ 108,517,027</u>	<u>\$ 104,190,591</u>	<u>\$ 99,121,591</u>	<u>\$ 96,439,190</u>	<u>\$ 91,944,096</u>	<u>\$ 85,635,633</u>	<u>\$ 83,973,337</u>	<u>\$ 81,111,505</u>	<u>\$ 73,289,707</u>
Plan Fiduciary Net Position										
Contributions, employer	\$ 2,301,137	\$ 2,641,278	\$ 2,916,165	\$ 2,639,459	\$ 2,222,053	\$ 1,432,515	\$ 889,323	\$ 4,976,997	\$ 2,650,658	\$ 2,276,611
Contributions, employees	1,066,209	959,851	909,563	893,249	871,363	835,423	824,278	771,895	789,705	731,426
Net investment income	10,214,240	(14,119,159)	15,918,831	12,202,979	13,686,441	(4,397,393)	12,414,921	4,295,706	4,681,834	3,576,698
Benefit payments, including refunds of employee contributions	(6,551,274)	(5,936,977)	(5,308,868)	(4,744,027)	(4,644,927)	(4,287,929)	(4,125,702)	(3,660,882)	(7,458,442)	(2,473,784)
Other (net transfer)	2,248,469	(1,120,974)	346,739	(1,283,715)	346,862	870,237	(1,601,078)	377,999	(88,943)	(184,996)
Net change in plan fiduciary net position	9,278,781	(17,575,981)	14,782,430	9,707,945	12,481,792	(5,547,147)	8,401,742	6,761,715	574,812	3,925,955
Plan Fiduciary Net Position, Beginning	<u>91,880,523</u>	<u>109,456,504</u>	<u>94,674,074</u>	<u>84,966,129</u>	<u>72,484,337</u>	<u>78,031,484</u>	<u>69,629,742</u>	<u>62,868,027</u>	<u>62,293,215</u>	<u>58,367,260</u>
Plan Fiduciary Net Position, Ending (B)	<u>\$ 101,159,304</u>	<u>\$ 91,880,523</u>	<u>\$ 109,456,504</u>	<u>\$ 94,674,074</u>	<u>\$ 84,966,129</u>	<u>\$ 72,484,337</u>	<u>\$ 78,031,484</u>	<u>\$ 69,629,742</u>	<u>\$ 62,868,027</u>	<u>\$ 62,293,215</u>
Net Pension Liability (Asset), Ending (A) - (B)	<u>\$ 11,693,126</u>	<u>\$ 16,636,504</u>	<u>\$ (5,265,913)</u>	<u>\$ 4,447,517</u>	<u>\$ 11,473,061</u>	<u>\$ 19,459,759</u>	<u>\$ 7,604,149</u>	<u>\$ 14,343,595</u>	<u>\$ 18,243,478</u>	<u>\$ 10,996,492</u>
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	89.64%	84.67%	105.05%	95.51%	88.10%	78.84%	91.12%	82.92%	77.51%	85.00%
Covered Payroll	\$ 23,690,916	\$ 21,341,390	\$ 19,943,444	\$ 19,682,111	\$ 19,329,778	\$ 18,300,000	\$ 17,415,622	\$ 17,047,578	\$ 17,549,000	\$ 16,253,911
Net Pension Liability (Asset) as a Percentage of Covered Payroll	49.36%	77.95%	-26.40%	22.60%	59.35%	106.34%	43.66%	84.14%	103.96%	67.65%

See notes to required supplementary information

Champaign-Urbana Mass Transit District

Schedule of Employer Contributions (Unaudited)

Illinois Municipal Retirement Fund

Last 10 Fiscal Years

<u>Fiscal Year (1)</u>	<u>Actuarially Determined Contribution</u>	<u>Actual Contribution</u>	<u>Contribution Deficiency (Excess)</u>	<u>Covered Payroll</u>	<u>Actual Contribution as a Percentage of Covered Payroll</u>
2024	\$ 2,101,384	\$ 2,301,137	\$ (199,753)	\$ 23,690,916	9.71%
2023	2,236,578	2,641,278	(404,700)	21,341,390	12.38%
2022	2,419,140	2,916,165	(497,025)	19,943,444	14.62%
2021	2,458,296	2,639,459	(181,163)	19,682,111	13.41%
2020	2,074,085	2,222,053	(147,968)	19,329,778	11.50%
2019	2,183,190	1,432,515	750,675	18,300,000	7.83%
2018	2,281,446	889,323	1,392,123	17,415,622	5.11%
2017	2,194,023	4,976,997	(2,782,974)	17,047,578	29.19%
2016	2,302,597	2,650,658	(348,061)	17,549,000	15.10%
2015	1,996,889	2,276,611	(279,722)	16,253,911	14.01%

NOTES:

(1) Contribution information reflects contributions recognized by IMRF and included in the fiduciary net position liability at each fiscal year end.

Champaign-Urbana Mass Transit District

Notes to Required Supplementary Information

Schedule of Employer Contributions – Illinois Municipal Retirement Fund (IMRF)

June 30, 2024 and 2023

Summary of Actuarial Methods and Assumptions Used in the Calculation of the 2023 Contribution Rate*

Valuation Date:

Notes: Actuarially determined contribution rates are calculated as of December 31 each year, which is 12 months prior to the beginning of the fiscal year in which contributions are reported.

Methods and Assumptions Used to Determine 2023 Contribution Rates:

Actuarial Cost Method:	Aggregate entry age normal
Amortization Method:	Level percentage of payroll closed
Remaining Amortization Period:	Non-Taxing bodies: 10-year rolling period. Taxing bodies (Regular, SLEP and ECO groups): 20-year closed period. Early Retirement Incentive Plan liabilities: a period up to 10 years selected by the Employer upon adoption of ERI. SLEP supplemental liabilities attributable to Public Act 94-712 were financed over 15 years for most employers (five employers were financed over 16 years; one employer was financed over 17 years; two employers were financed over 18 years; one employer was financed over 21 years; three employers were financed over 24 years; four employers were financed over 25 years and one employer was financed over 26 years).
Asset Valuation Method	5-year smoothed market; 20% corridor
Wage Growth:	2.75%
Price Inflation:	2.25%
Salary Increases:	2.75% to 13.75% including inflation
Investment Rate of Return:	7.25%
Retirement Age:	Experience-based table of rates that are specific to the type of eligibility condition. Last updated for the 2020 valuation pursuant to an experience study of the period 2017 to 2019.
Mortality:	For nondisabled retirees, the Pub-2010, Amount-Weighted, below-median income, General, Retiree, Male (adjusted 106%) and Female (adjusted 105%) tables, and future mortality improvements projected using scale MP-2020. For disabled retirees, the Pub-2010, Amount-weighted, below median income, General Disabled Retiree, Male and Female (both unadjusted) tables, and future mortality improvements projected using scale MP-2020. For active members, the Pub-2010, Amount-Weighted, below-median income, General, Employee, Male and Female (both unadjusted) tables, and future mortality improvements projected using scale MP-2020.

Other Information:

Notes: There were no benefit changes during the year.

*Based on Valuation Assumptions used in the December 31, 2021, actuarial valuation.

Champaign-Urbana Mass Transit District

Schedule of Changes in Total OPEB Liability and Related Ratios
Other Postemployment Benefits (Unaudited)
Last 10 Fiscal Years

	2024	2023	2022	2021	2020	2019	2018
Total OPEB Liability							
Service cost	\$ 91,178	\$ 97,184	\$ 125,382	\$ 123,355	\$ 100,018	\$ 96,546	\$ 96,795
Interest on total OPEB liability	53,271	49,176	31,407	39,083	54,946	58,336	56,915
Changes in benefit terms	-	-	-	-	(147,536)	-	-
Difference between expected and actual experience of the total OPEB liability	(113,453)	-	(10,126)	-	67,025	-	-
Changes of assumptions	26,283	(16,100)	(329,984)	25,954	104,327	43,855	(27,379)
Benefit payments	(83,147)	(82,619)	(156,890)	(151,882)	(141,946)	(120,962)	(112,523)
Net Change in total OPEB liability	(25,868)	47,641	(340,211)	36,510	36,834	77,775	13,808
Total OPEB Liability, Beginning	1,421,639	1,373,998	1,714,209	1,677,699	1,640,865	1,563,090	1,549,282
Total OPEB Liability, Ending	<u>\$ 1,395,771</u>	<u>\$ 1,421,639</u>	<u>\$ 1,373,998</u>	<u>\$ 1,714,209</u>	<u>\$ 1,677,699</u>	<u>\$ 1,640,865</u>	<u>\$ 1,563,090</u>
Covered Employee Payroll	<u>\$ 22,173,749</u>	<u>\$ 19,066,013</u>	<u>\$ 18,421,269</u>	<u>\$ 15,955,541</u>	<u>\$ 15,415,982</u>	<u>\$ 13,587,275</u>	<u>\$ 14,695,096</u>
Total OPEB Liability as a Percentage of Covered Employee Payroll	6.29%	7.46%	7.46%	10.74%	10.88%	12.08%	10.64%

NOTES: GASB Statement No. 75 requires 10 years of information to be presented in this table. However, until a full 10-year trend is compiled, the District will present information for those years for which information is available.

Assumptions Used to Determine Total OPEB Liability:

Valuation Date: June 30, 2024

Measurement Date: June 30, 2024

Actuarial Cost Method: Entry age normal

Interest Rate Used to Discount the Liability: 3.97%

Healthcare Inflation Rates: 6.75% in fiscal year 2024 decreasing to 5.00% by fiscal year 2030 and thereafter

Participation Assumption for the Healthcare Benefit: 40%

Mortality: Probabilities of death for participants were according to the PubG-2010 base rates projected Fully Generating using scale MP2021.

Accumulation of Assets to Fund the Benefits:

No assets are accumulated in a trust to pay benefits related to the OPEB plans.

See notes to required supplementary information

SUPPLEMENTARY INFORMATION

Champaign-Urbana Mass Transit District

Schedules of Operating Expenses
Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Operations		
Wages:		
Operators	\$ 12,772,467	\$ 11,197,104
Street supervisors and dispatchers	1,291,461	1,294,820
Other supervisors	959,172	1,074,399
Clerical	205,725	206,661
Labor credit	(52,064)	(21,024)
	<u>15,176,761</u>	<u>13,751,960</u>
Total wages		
	<u>15,176,761</u>	<u>13,751,960</u>
Fringe benefits:		
Health and dental insurance	4,009,427	3,700,483
Paid absences	2,081,712	1,808,398
Social Security tax	1,287,503	1,158,210
Workers' compensation insurance and claims	345,647	198,409
Early retirement plan	250,481	(6,152)
Uniform allowances	49,174	50,387
Unemployment insurance	50,920	45,893
Other fringe benefits	53,566	58,971
Illinois municipal retirement fund	(343,486)	2,624,751
	<u>7,784,944</u>	<u>9,639,350</u>
Total fringe benefits		
	<u>7,784,944</u>	<u>9,639,350</u>
Services:		
ADA	970,343	921,673
Printing	32,092	39,533
Taxi	-	18,675
Other services	196,791	177,019
	<u>1,199,226</u>	<u>1,156,900</u>
Total services		
	<u>1,199,226</u>	<u>1,156,900</u>
Materials and supplies consumed:		
Fuel and lubrications	1,736,647	2,033,292
Tires and tubes	161,583	187,926
Other materials and supplies consumed	59,756	26,892
Small equipment	14,703	1,640
	<u>1,972,689</u>	<u>2,249,750</u>
Total materials and supplies consumed		
	<u>1,972,689</u>	<u>2,249,750</u>
Miscellaneous:		
Leased equipment	(410,292)	(373,389)
Other	38,129	28,451
	<u>(372,163)</u>	<u>(344,938)</u>
Total miscellaneous		
	<u>(372,163)</u>	<u>(344,938)</u>
Total operations	<u>\$ 25,761,457</u>	<u>\$ 26,453,022</u>

Champaign-Urbana Mass Transit District

Schedules of Operating Expenses
Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Maintenance		
Wages:		
Mechanics	\$ 1,647,118	\$ 1,572,421
Cleaners	1,196,686	1,034,107
Supervisors and clerical	842,103	829,840
	<u>3,685,907</u>	<u>3,436,368</u>
Total wages		
Fringe benefits:		
Health and dental insurance	1,017,508	895,009
Paid absences	589,726	522,064
Social Security tax	322,798	294,871
Early retirement plan	66,280	29,113
Uniform and tools allowance	36,550	38,885
Workers' compensation insurance and claims	52,033	40,783
Unemployment insurance	10,938	11,212
Other fringe benefits	17,767	15,822
Illinois municipal retirement fund	(118,759)	670,701
	<u>1,994,841</u>	<u>2,518,460</u>
Total fringe benefits		
Services:		
Contract maintenance	360,176	173,933
Other services	12,481	12,902
	<u>372,657</u>	<u>186,835</u>
Total services		
Materials and supplies consumed:		
Revenue vehicle repairs	2,339,692	2,167,222
Buildings and grounds repairs	471,054	440,501
Fuel and lubricants	178,857	206,003
Service supplies	77,026	104,830
Passenger shelter repairs	120,230	84,679
Service vehicles repairs	30,808	74,663
Shop tools	59,893	58,045
Garage equipment repairs	94,026	61,404
Other materials and supplies consumed	35,036	32,753
	<u>3,406,622</u>	<u>3,230,100</u>
Total materials and supplies consumed		
Miscellaneous:		
Leased equipment	241,178	180,442
Other	50,766	16,687
	<u>291,944</u>	<u>197,129</u>
Total miscellaneous		
Total maintenance		
	<u>\$ 9,751,971</u>	<u>\$ 9,568,892</u>

Champaign-Urbana Mass Transit District

Schedules of Operating Expenses
Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
General Administration		
Wages:		
Supervisors	\$ 1,922,287	\$ 1,781,997
Clerical	504,715	396,190
Total wages	<u>2,427,002</u>	<u>2,178,187</u>
Fringe benefits:		
Health and dental insurance	554,788	464,338
Social Security tax	179,616	153,409
Workers' compensation insurance and claims	30,507	23,382
Unemployment insurance	5,441	4,902
Other fringe benefits	44,419	13,395
Illinois municipal retirement fund	(41,347)	332,593
Total fringe benefits	<u>773,424</u>	<u>992,019</u>
Services:		
Contract maintenance	783,627	677,637
Professional and technical	575,307	577,446
Printing	3,959	1,026
Advertising	333,372	180,039
Other services	229,481	121,115
Total services	<u>1,925,746</u>	<u>1,557,263</u>
Materials and supplies consumed:		
Office supplies	17,999	13,042
Small equipment	16,078	45,925
Total materials and supplies consumed	<u>34,077</u>	<u>58,967</u>
Casualty and liability costs:		
Public liability and property damage insurance	583,842	507,392
Uninsured public liability	479,350	355,285
Physical damage insurance	173,394	96,141
Insurance and property damage recoveries	(20,375)	(27,946)
Other insurance	53,597	46,287
Total casualty and liability costs	<u>1,269,808</u>	<u>977,159</u>

Champaign-Urbana Mass Transit District

Schedules of Operating Expenses
Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Miscellaneous:		
Utilities	\$ 744,975	\$ 762,960
Travel and meetings	99,877	155,312
Dues and subscriptions	94,873	100,180
Leased equipment	185,650	198,644
Other	334,830	327,605
	<u>1,460,205</u>	<u>1,544,701</u>
Total miscellaneous		
Total general administration	<u>\$ 7,890,262</u>	<u>\$ 7,308,297</u>
Illinois Terminal		
Wages:		
Supervisors	\$ 278,370	\$ 231,969
Security	143,965	149,314
Cleaners	155,107	143,707
Clerical	139,854	122,332
	<u>717,296</u>	<u>647,322</u>
Total wages		
Fringe benefits:		
Health and dental insurance	266,345	209,153
Paid absences	78,079	82,215
Social Security tax	57,477	54,652
Workers' compensation insurance and claims	12,402	9,745
Uniform and tool allowances	5,060	5,132
Other fringe benefits	3,292	3,236
Illinois municipal retirement fund	(18,727)	116,213
	<u>403,928</u>	<u>480,346</u>
Total fringe benefits		
Services:		
Contract maintenance	24,155	10,976
Professional services	8,842	46,142
Printing	1,193	-
Other services	3,286	2,999
	<u>37,476</u>	<u>60,117</u>
Total services		

Champaign-Urbana Mass Transit District

Schedules of Operating Expenses
Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Materials and supplies consumed:		
Buildings and grounds repairs	\$ 130,629	\$ 116,756
Services supplies	26,685	25,418
Shop tools	11,535	2,462
Other materials and supplies consumed	6,084	2,453
	<u>174,933</u>	<u>147,089</u>
Total materials and supplies consumed		
Miscellaneous:		
Utilities	199,001	199,271
Other	25,115	18,267
	<u>224,116</u>	<u>217,538</u>
Total miscellaneous		
Total Illinois terminal	<u>\$ 1,557,749</u>	<u>\$ 1,552,412</u>
C-CARTS		
Wages:		
Operators	\$ 437,552	\$ 397,532
Supervisors	55,920	13,443
Clerical	8,947	14,759
Training	3,665	11,362
	<u>506,084</u>	<u>437,096</u>
Total wages		
Fringe benefits:		
Health and dental insurance	49,706	44,520
Illinois municipal retirement fund	42,401	39,767
Social Security tax	41,190	34,863
Paid absences	47,342	30,293
Unemployment allowance	3,740	1,595
Uniform and tool allowances	1,993	799
Other fringe benefits	683	470
Workers' compensation insurance and claims	6,693	4,409
	<u>193,748</u>	<u>156,716</u>
Total fringe benefits		
Services:		
Professional services	25,205	29,091
Contractual maintenance	23,659	19,297
Printing	-	423
Other services	3,909	3,714
	<u>52,773</u>	<u>52,525</u>
Total services		

Champaign-Urbana Mass Transit District

Schedules of Operating Expenses

Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Materials and supplies consumed:		
Fuel and lubricants	\$ 124,426	\$ 125,815
Repairs and maintenance	87,711	109,938
Tires and tubes	8,783	8,749
Office supplies	545	505
Small tools and equipment	-	1,000
	<u>221,465</u>	<u>246,007</u>
Total materials and supplies consumed		
	<u>221,465</u>	<u>246,007</u>
Miscellaneous:		
Leased equipment	30,783	26,254
Utilities	4,321	4,321
Travel and Meetings	244	-
Other	204	310
	<u>35,552</u>	<u>30,885</u>
Total miscellaneous		
	<u>35,552</u>	<u>30,885</u>
Casualty and liability costs:		
Public liability and property damage insurance	3,630	7,453
	<u>3,630</u>	<u>7,453</u>
Total C-CARTS		
	<u>\$ 1,013,252</u>	<u>\$ 930,682</u>
Depreciation		
Revenue vehicles, fareboxes and radios	\$ 5,317,720	\$ 5,531,582
Office and garage facilities	2,464,447	1,871,958
Office and garage equipment	241,045	169,014
Service vehicles	54,334	74,539
Other equipment	349,712	320,201
	<u>8,427,258</u>	<u>7,967,294</u>
Total depreciation		
	<u>8,427,258</u>	<u>7,967,294</u>
Amortization		
Lease assets		
Leasehold improvements	8,424	8,594
Revenue vehicles	238,906	35,661
Service vehicles	163,569	152,214
Non-revenue	37,688	8,103
Other equipment	189,523	295,892
Subscription-based information technology arrangements	140,443	120,337
	<u>778,553</u>	<u>620,801</u>
Total amortization		
	<u>778,553</u>	<u>620,801</u>
Total depreciation and amortization		
	<u>\$ 9,205,811</u>	<u>\$ 8,588,095</u>

ILLINOIS DEPARTMENT OF TRANSPORTATION

Champaign-Urbana Mass Transit District

Schedule of Revenues and Expenses

Under Downstate Operating Assistance Grant OP-24-45-IL

Year Ended June 30, 2024

Operating Revenues		
4111	Passenger paid fares	\$ 6,175,160
4112	Organization paid fares	1,102,147
4130	Nonpublic transportation revenue	69,648
4141	Advertising revenues	552,989
4142	Concessions	20,639
4150	Other transportation revenues	2,833,795
4190	Total recoveries	20,375
4500	Federal funds	-
4630	Sales and disposal of assets	<u>25,216</u>
	Total operating revenues	<u>10,799,969</u>
Eligible Operating Expenses		
5010	Labor	24,756,486
5015	Fringe benefits	8,207,623
5020	Services	2,131,439
5030	Materials and supplies	5,780,263
5040	Utilities	802,515
5050	Casualty and liability costs	1,290,183
5060	Taxes	33,422
5090	Miscellaneous expenses	925,566
5100	Purchased transportation expenses	970,343
5220	Operating lease expenses	714,798
517	Debt service on equipment/facilities	<u>207,842</u>
	Total eligible operating expenses	<u>45,820,480</u>
Ineligible Operating Expenses		
	Expenses related to the non-transportation areas of Illinois Terminal	83,544
	Other miscellaneous expenses of 1101 East University	95,219
	Professional services not related to transportation services	85,500
	APTA and IPTA dues	<u>5,250</u>
	Total ineligible operating expenses	<u>269,513</u>
	Total operating expenses	<u>\$ 46,089,993</u>
	Total eligible operating expenses	\$ 45,820,480
	Total operating revenues	<u>10,799,969</u>
	Deficit	<u>\$ 35,020,511</u>
	65% of eligible operating expenses	<u>\$ 29,783,312</u>
	Maximum contract amount	<u>\$ 35,414,275</u>
	Eligible downstate operating assistance (deficit or 65% of eligible expense or maximum contract amount, whichever is less)	\$ 29,783,312
	Less fiscal year 2024 downstate operating assistance received through June 30, 2024	26,197,332
	Less fiscal year 2024 downstate operating assistance received subsequent to June 30, 2024	<u>3,639,995</u>
	Fiscal year 2024 downstate operating assistance under (over) paid	<u>\$ (54,015)</u>

Champaign-Urbana Mass Transit District

Schedule of Prior Audit Findings - Downstate Operating Assistance Grant OP-24-45-IL
Year Ended June 30, 2024

No findings in the prior year.

**Report on Compliance
With Laws and Regulations Applicable to the
Financial Assistance Received From the
Illinois Department of Transportation**

Independent Auditors' Report

To the Board of Trustees of
Champaign-Urbana Mass Transit District

Report on Compliance

Opinion on Compliance

We have audited the Champaign-Urbana Mass Transit District's (District) compliance with the applicable provisions of the Downstate Public Transportation Act (as amended) 30 ILCS 740/2, the Civil Administrative Code of Illinois, 20 ILCS 2705/49.19 and the rules and regulations of the Illinois Department of Transportation that are applicable to the financial assistance for the year ended June 30, 2024. The District's state financial assistance is identified in the Schedule of Revenues and Expenses under Downstate Operating Assistance Grant. We also tested the calculation of the State's participation in the District's operating deficit and that State assistance claimed and paid are recorded and reported in accordance with the contract with the State of Illinois.

In our opinion, the District complied, in all material respects, with the types of compliance requirements referred to above that are applicable to state financial assistance received for the year ended June 30, 2024.

Basis for Opinion on Compliance

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); the provisions of the "Downstate Operating Assistance Grant Program Agreement" with the Department of Transportation, State of Illinois (Act). Our responsibilities under those standards and provisions are further described in the Auditors' Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of the District's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation and maintenance of effective internal control over compliance with the laws and regulations applicable to the financial assistance received from the Illinois Department of Transportation.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the District's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Act will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the District's compliance with the requirements of the state program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Act, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the District's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the District's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Purpose of This Report

This report is intended solely for the information and use of the Champaign-Urbana Mass Transit District's Board of Trustees, management and the Illinois Department of Transportation and is not intended to be and should not be used by anyone other than these specified parties.

Baker Tilly US, LLP

Madison, Wisconsin
November 15, 2024

C-CARTS SCHEDULES

Champaign County (Prepared by Champaign-Urbana Mass Transit District)

Section 5311 Annual Financial Report
 Contract Number OP-24-05-FED
 Period From July 1, 2023 to June 30, 2024

Revenue

Line Item	Description	Total
401	Passenger fares/donations	\$ 46,490
402	Special transit fares	-
405	Charter service	-
406	Auxiliary transportation	-
407	Nontransportation revenue	-
411	State cash grants	-
413	Federal cash grants & reimbursement	-
430	Contributed services	-
440	Subsidy from other sources	-
	Total revenue	46,490
	Less non-5311 operating revenues	-
	Section 5311 operating revenue	<u>\$ 46,490</u>

Expenses

Line Item	Eligible Expenses	Actual Administrative Expenses	Actual Operating Expenses	Total
501	Labor	\$ 11,814	\$ -	\$ 11,814
502	Fringe benefits	5,761	-	5,761
503	Services	5,630	-	5,630
504.01	Fuel and oil	-	-	-
504.02	Tires and tubes	-	-	-
504.99	Other materials	-	-	-
505	Utilities	-	-	-
506	Casualty and liability	-	-	-
507	Taxes	-	-	-
508	Purchase of service	-	684,748	684,748
509	Miscellaneous	-	-	-
511	Interest expense	-	-	-
512	Lease and rentals	-	-	-
	Other	-	-	-
	Total expenses	<u>\$ 23,205</u>	<u>\$ 684,748</u>	<u>\$ 707,953</u>

Champaign County (Prepared by Champaign-Urbana Mass Transit District)

Section 5311 Annual Financial Report
 Contract Number OP-24-05-FED
 Period From July 1, 2023 to June 30, 2024

	Administrative Expenses	Operating Expenses	Total		Grant Total
1) Expenses per single audit	\$ 23,205	\$ 684,748	\$ 707,953		
2) Less ineligible expenses per single audit	-	-	-		
3) Net eligible expenses (1-2)	23,205	684,748	707,953		
4) Less section 5311 operating revenues (from page 1)		46,490	46,490		
5) Section 5311 operating deficit (3-4)		638,258			
6) Section 5311 deficit (3-4)					661,463
7) Section 5311 reimbursement %	80%	50%			
					Grant Total
A) Eligible reimbursement per percentages	18,564	319,129		\$	337,693
B) Funding limits per contract					177,721
C) Maximum Section 5311 reimbursement: (lesser of totals for A or B)			177,721		177,721
D) Less IDOT payments, Section 5311 reimbursement to grantee					167,323
E) Amount (over) under Paid (C-D)					10,398
F) Grantee local match requirement (operating deficit - (C))			483,742		
Grantee Match Sources			Amounts		
Downstate Operating Grant			\$ 460,169		
Local contracts			23,573		
In-kind services, subsidies, donations			-		
Total local match (must equal F)			\$ 483,742		
Local Transit Funds Retained (Carry Forward Account)					
Beginning carry forward (C.F.A) balance			\$ 362,317		
FY local transit (local contracts) amounts received			119,944		
Less expended for capital \$0 operating \$23,573			23,573		
Ending carry forward (C.F.A) balance			\$ 458,688		

I certify that the revenues and costs claimed for reimbursement are adequately supported and the approved cost allocation plan (if applicable) has been followed as provided in the project budget.

Prepared By: Nate Warman

Title: Assistant Finance Director

Reviewed By/PCOM: _____

Date: _____

CPA Approval: See Independent Auditors' Report

Date: See Independent Auditors' Report

Champaign County (Prepared by Champaign-Urbana Mass Transit District)

Schedule of Revenues and Expenses Under Downstate Operating Assistance Grant OP-24-05-IL
Year Ended June 30, 2024

Operating Revenues			
401	Passenger fares for transit services	\$	46,490
402	Special transit fares		-
413	Federal cash grants and reimbursement		-
413.99	Sec. 5307 capital funds applied to state eligible op. expenses		177,721
.99	Job Access Reverse Commute and New Freedom		-
430	Contributed services		-
440	Subsidy from other sectors of operations		-
			<hr/>
	Total operating revenues	\$	<u>224,211</u>
Operating Expenses			
501	Labor	\$	11,814
502	Fringe benefits		5,761
503	Professional services		5,630
504	Materials and supplies consumed		-
505	Utilities		-
506	Casualty and liability		-
507	Taxes		-
508	Purchased transportation		684,748
509	Miscellaneous expense		-
511	Interest expense		-
512	Leases, rentals and purchase-lease payments		-
			<hr/>
	Total operating expenses		707,953
	Ineligible operating expenses:		-
	Other		-
	Less total ineligible operating expenses		<hr/>
	Total eligible operating expenses	\$	<u>707,953</u>

Champaign County (Prepared by Champaign-Urbana Mass Transit District)

Schedule of Revenues and Expenses Under Downstate Operating Assistance Grant OP-24-05-IL
Year Ended June 30, 2024

Total eligible operating expenses	\$ 707,953
Total operating revenues	<u>224,211</u>
Deficit	<u>\$ 483,742</u>
65% of eligible operating expenses	<u>\$ 460,169</u>
Maximum contract amount	<u>\$ 784,680</u>
Eligible Downstate Operating Assistance (deficit or 65% of eligible expense or maximum contract amount, whichever is less)	\$ 460,169
Fiscal year 2024 Downstate Operating Assistance received through June 30, 2024	159,789
Fiscal year 2024 Downstate Operating Assistance received subsequent to June 30, 2024	<u>300,380</u>
Fiscal year 2024 Downstate Operating Assistance over paid	<u>\$ -</u>

Prepared by: Nate Warman Title: Assistant Finance Director

Reviewed by PCOM: _____ Date: _____

Reviewed by Grantee: _____ Date: _____
Authorized Representative

CPA Approval: See Independent Auditors' Report Date: See Independent Auditors' Report

Champaign-Urbana Mass Transit District

Schedule of Prior Audit Findings - Downstate Operating Assistance Grant OP-24-05-IL
Year Ended June 30, 2024

No findings noted in the prior year.

**Report on Compliance
With Laws and Regulations Applicable to the
Champaign County Area Rural
Transit System Program**

Independent Auditors' Report

To the Board of Trustees of
Champaign-Urbana Mass Transit District

Report on Compliance

Opinion on Compliance

We have audited the Champaign-Urbana Mass Transit District's (District) compliance with the applicable provisions of the Downstate Public Transportation Act (as amended) 30 ILCS 740/2, the Civil Administrative Code of Illinois, 20 ILCS 2705/49.19 and the rules and regulations of the Illinois Department of Transportation as received for the Champaign County Area Rural Transit System (C-CARTS) program that are applicable to the financial assistance for the year ended June 30, 2024. The C-CARTS's state financial assistance is identified in the Schedule of Revenues and Expenses under Downstate Operating Assistance Grant. We also tested the calculation of the State's participation in the C-CARTS's operating deficit and that State assistance claimed and paid are recorded and reported in accordance with the contract with the State of Illinois.

In our opinion, the District complied, in all material respects, with the types of compliance requirements referred to above that are applicable to state financial assistance received for the year ended June 30, 2024.

Basis for Opinion on Compliance

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); the provisions of the "Downstate Operating Assistance Grant Program Agreement" with the Department of Transportation, State of Illinois (Act). Our responsibilities under those standards and provisions are further described in the Auditors' Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of the District's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation and maintenance of effective internal control over compliance with the laws and regulations applicable to the financial assistance received from the Illinois Department of Transportation.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the District's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Act will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the District's compliance with the requirements of the state program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Act, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the District's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the District's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Purpose of This Report

This report is intended solely for the information and use of the Champaign-Urbana Mass Transit District's Board of Trustees, management and Champaign County and is not intended to be and should not be used by anyone other than these specified parties.

Baker Tilly US, LLP

Madison, Wisconsin
November 15, 2024

SINGLE AUDIT

Champaign-Urbana Mass Transit District

Schedule of Expenditures of Federal Awards

Year Ended June 30, 2024

Federal Grantor / Pass-Through Grantor / Program Title	Assistance Listing Number		Grant Number	Federal Expenditures
Federal Programs				
U.S. Department of Transportation				
<i>Direct awards:</i>				
<i>Federal transit cluster</i>				
Congressionally Directed Spending Grant	20.507	*	IL-2023-028-00	\$ 3,785,080
Urbanized Area Formula Grants	20.507	*	IL-2023-009-00	4,047,716
COVID-19 Urbanized Area Formula Grants	20.507	*	IL-2022-014-00	2,499,271
COVID-19 Urbanized Area Formula Grants	20.507	*	IL-2021-008-01	<u>8,051,564</u>
Total U.S. Department of Transportation / Federal Transit Cluster				<u>18,383,631</u>
<i>Pass-through from the county of Champaign, Illinois</i>				
Formula Grants for Rural Areas	20.509		IL-24-05-FED	177,721
COVID-19 Formula Grants for Rural Areas	20.509		IL-2020-034-00	<u>305,300</u>
Total pass-through from the county of Champaign, Illinois				<u>483,021</u>
Total federal expenditures				<u><u>\$ 18,866,652</u></u>

* Denotes a major program

Notes to Schedule of Expenditures of Federal Awards

Year Ended June 30, 2024

- The accompanying Schedule of Expenditures of Federal Awards is a summary of the activity of the District's federal award programs presented on the accrual basis in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards (Uniform Guidance). Therefore, some amounts presented in this schedule may differ from amounts presented in the basic financial statements, which are presented in conformity with accounting principles generally accepted in the United States of America.
- The District did not use the 10-percent-de-minimus indirect cost rate for the year ended June 30, 2024.
- Property and equipment purchases that are presented as expenditures in the Schedule of Expenditures of Federal Awards may be capitalized by the District for presentation in the basic financial statements.

Champaign-Urbana Mass Transit District

Schedule of Findings and Questioned Costs
Year Ended June 30, 2024

Section I - Summary of Auditors' Results

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP: Unmodified

Internal control over financial reporting:

Material weakness(es) identified?	_____	yes	_____	<u>X</u>	no
Significant deficiency(ies) identified?	_____	yes	_____	<u>X</u>	none reported

Noncompliance material to financial statements noted? _____ yes X no

Federal Awards

Internal control over major programs:

Material weakness(es) identified?	_____	yes	_____	<u>X</u>	no
Significant deficiencies identified that are not considered to be material weakness(es)?	_____	yes	_____	<u>X</u>	none reported

Noncompliance material to financial statements noted? _____ yes X no

Type of auditor's report issued on compliance for major programs: Unmodified

Any audit findings disclosed that are required to be reported in accordance with section 2 CFR 200.516(a) of the Uniform Guidance or the *State Single Audit Guidelines*? _____ yes X no

Auditee qualified as low-risk auditee? X yes _____ no

Dollar threshold used to distinguish between type A and type B programs: \$750,000

Identification of major federal program:

Assistance Listing Number	Name of Federal Program or Cluster
20.507	Federal Transit Cluster

Section II - Financial Statement Findings Required to Be Reported in Accordance With Government Auditing Standards

None noted.

Section III - Federal Awards Findings and Questioned Costs

None noted.

Champaign-Urbana Mass Transit District

Summary Schedule of Prior Audit Findings
Year Ended June 30, 2024

No findings noted in the prior year.

OTHER REPORTS

**Report on Internal Control
Over Financial Reporting and on Compliance
and Other Matters Based on an Audit of
Financial Statements Performed in Accordance
With *Government Auditing Standards***

Independent Auditors' Report

To the Board of Trustees of
Champaign-Urbana Mass Transit District

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of the Champaign-Urbana Mass Transit District (the District), which comprise the District's statement of financial position as of June 30, 2024, and the related statements of activities, and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated November 15, 2024.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we do not express an opinion on the effectiveness of the District's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the District's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Baker Tilly US, LLP

Madison, Wisconsin
November 15, 2024

**Report on Compliance
for the Major Federal Program;
Report on Internal Control Over Compliance; and
Report on the Schedule of Expenditures of
Federal Awards Required by the Uniform Guidance**

Independent Auditors' Report

To the Board of Trustees of
Champaign-Urbana Mass Transit District

Report on Compliance for the Major Federal Program

Opinion on the Major Federal Program

We have audited the Champaign-Urbana Mass Transit District's (the District) compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on the District's major federal program for the year ended June 30, 2024. The District's major federal program is identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

In our opinion, the District complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2024.

Basis for Opinion on the Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditors' Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of the District's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the District's federal programs.

Auditors' Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the District's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the District's compliance with the requirements of the major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the District's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- obtain an understanding of the District's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditors' Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

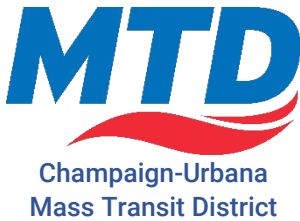
The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the District as of and for the year ended June 30, 2024, and have issued our report thereon dated November 15, 2024, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

Baker Tilly US, LLP

Madison, Wisconsin
November 15, 2024



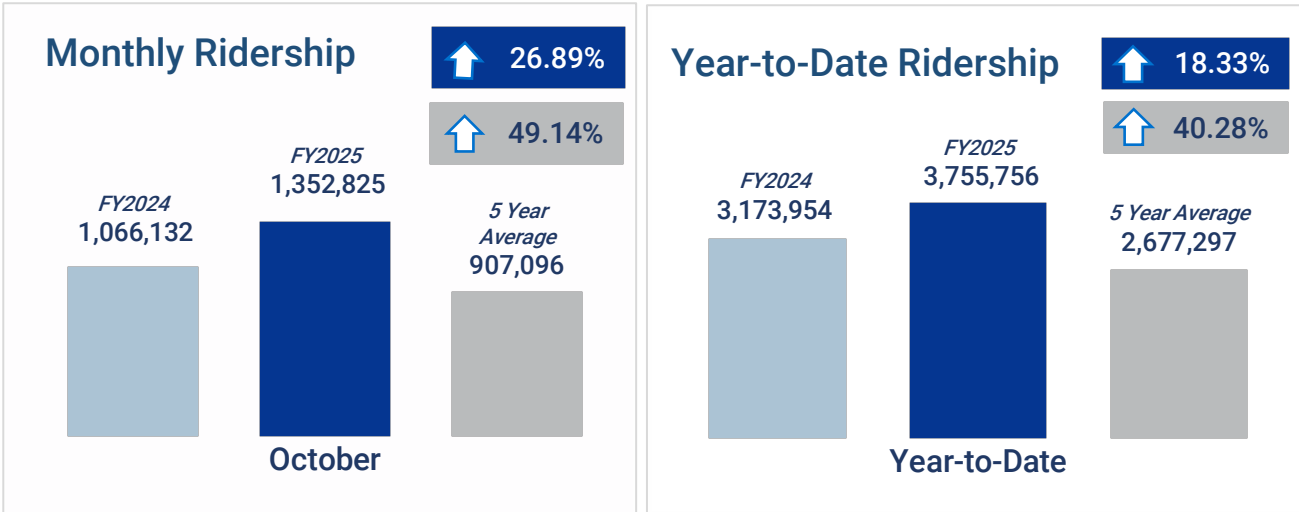
MTD MISSION Leading the way to greater mobility

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

MTD MANAGING DIRECTOR OPERATING NOTES

November 2024

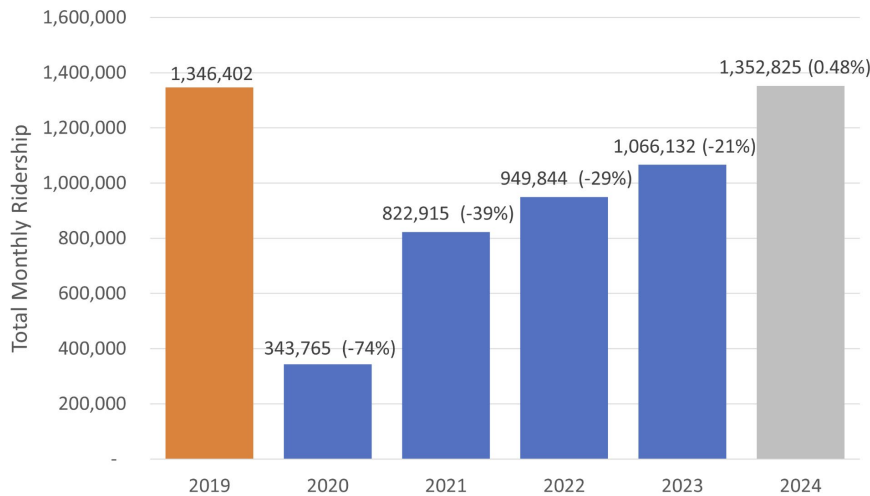
RIDERSHIP



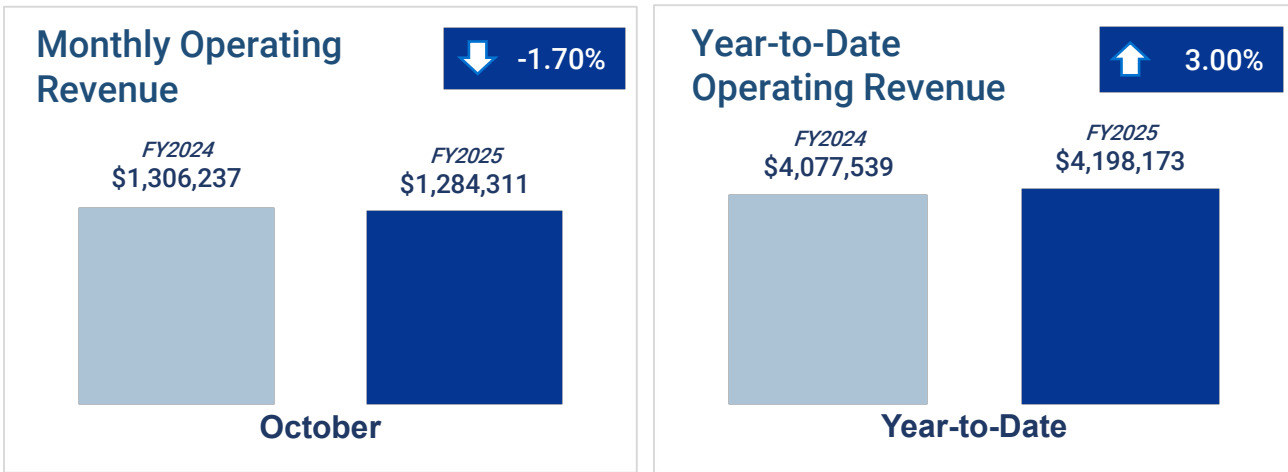
In October, we had 1,352,825 rides in total, which is a 26.9% increase over last year. There was one more UI weekday and one fewer Sunday compared to last October. Both Champaign and Urbana school districts had the same number of school days as last year - 15 and 16 respectively. The Fiscal-Year-to-Date ridership was 3,755,756, an 18.3% increase over last year.

UI student rides increased the most by 31.2%. Annual Pass rides increased by 20.1%, and Veteran Pass rides increased 18.5%. Connect Services also performed well, with Safe Rides increasing 35.3%, West Connect 260%, and Northeast Connect reaching its highest ridership since implementation in August 2024 at 842 rides.

October Ridership by Year

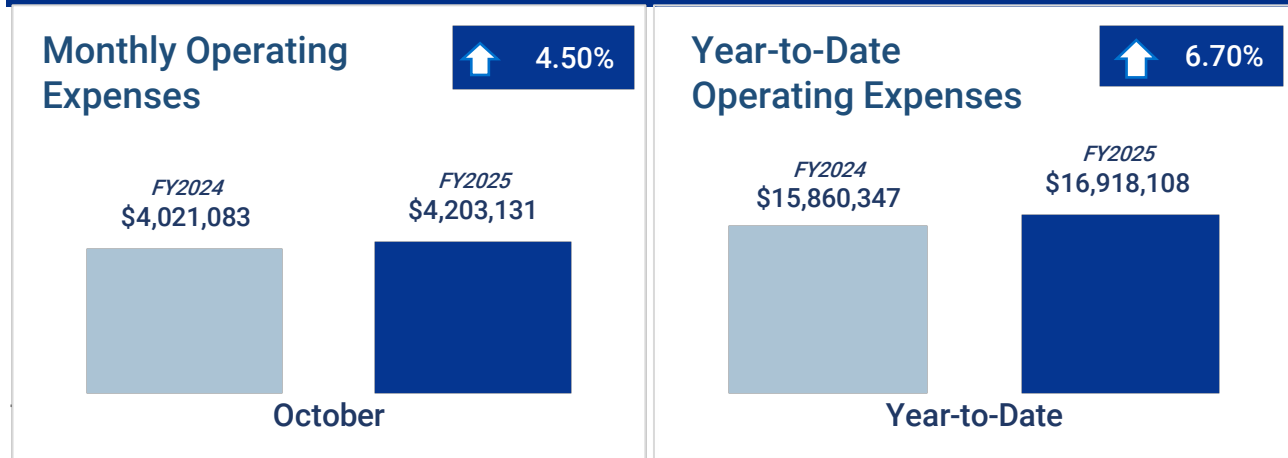


OPERATING REVENUE



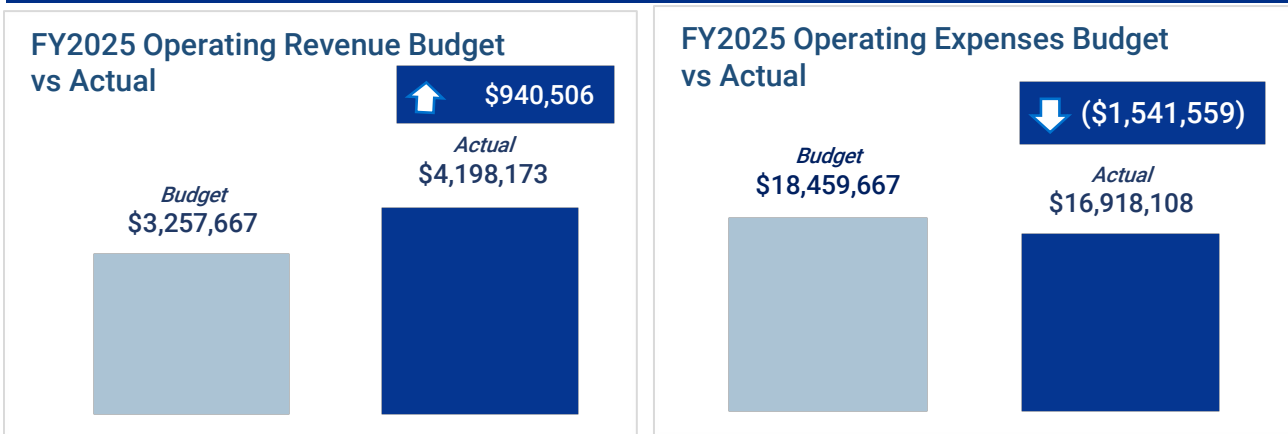
October 2024 operating revenue was 1.70% below October 2023. Year-to-date operating revenue was 3.00% above FY2024. The month over month decrease is due to a reduction in investment income as a result of falling interest rates.

OPERATING EXPENSES



October 2024 operating expenses were 4.50% above October 2023. Year-to-date operating expenses were 6.70% above FY2024.

YEAR-TO-DATE REVENUE & EXPENSES



Year-to-date operating revenues were \$940,506 above budget while operating expenses were \$1,541,559 below budget.

MANAGING DIRECTOR'S NOTES

- 1) We just completed our annual Combined Charities Campaign. We set two goals for 2024: 1) 20 new donors, and 2) \$24,000 in contributions. Human Resources did a fantastic job organizing our Gameapalooza event. Designed to be fun and educational, there were a dizzying amount of games played by employees over the last month. Games included Speed Pool; Chili Cookoff Contest; Hydrogen Bus Hunt; and many, many more.

Once again, MTD employees threw down the gauntlet. We had a total of 79 donors – 32 of whom are new, first-time donors! We raised \$38,777 for 60 different charities!

Thank you to all the generous employees for giving back to the community that supports our mission.

- 2) The demolition of the two buildings at Chester St. and Water St. has begun. Fencing has gone up all around the northeast corner of the east parking lot and at the time of this writing, one of the buildings is already half way torn down.

Pedestrians crossing under the Chester St. viaduct will need to cross on the north side; this includes anyone traveling to and from Illinois Terminal and the east parking lot. Vehicles must enter and exit the lot via Water St.

Construction is estimated to last up to two months.

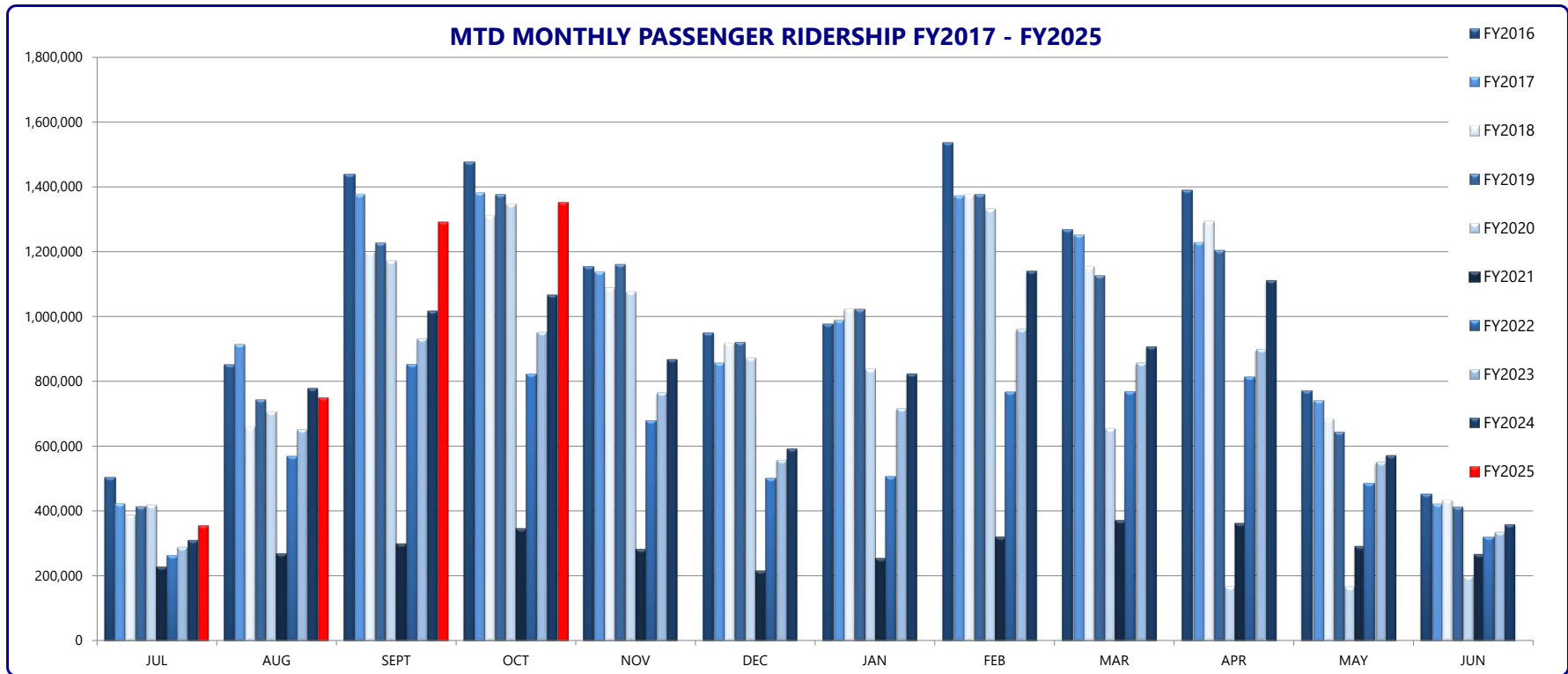


Champaign-Urbana Mass Transit District

Fiscal-Year-to-Date Ridership Comparison

	Oct-24	Oct-23	% Change	FY24 YTD	FY23 YTD	% Change
Adult Rides	22,833	20,474	11.5%	86,585	79,624	8.7%
School Rides	38,442	32,785	17.3%	111,990	100,015	12.0%
DASH/Senior - E & D Rides	36,098	34,267	5.3%	140,784	138,499	1.6%
U of I Faculty/Staff Rides	28,058	30,009	-6.5%	91,701	101,349	-9.5%
Annual Pass	49,670	41,353	20.1%	185,649	159,837	16.1%
U of I Student Rides	1,140,389	869,076	31.2%	3,016,448	2,461,336	22.6%
All Day Passes	340	303	12.2%	1,595	1,102	44.7%
Transfers	7,337	7,022	4.5%	28,240	27,685	2.0%
Saferides	5,149	3,806	35.3%	9,012	7,486	20.4%
West Connect	270	75	260.0%	853	181	371.3%
Northeast Connect	842	0	-	1,802	0	-
Monthly Pass	11,608	11,097	4.6%	41,027	39,719	3.3%
Veterans Pass	3,120	2,633	18.5%	12,199	10,387	17.4%
Total Unlinked Passenger Rides	1,344,156	1,052,900	27.7%	3,727,885	3,127,220	19.2%
ADA Rides	8,669	13,232	-34.5%	27,871	46,734	-40.4%
TOTAL	1,352,825	1,066,132	26.9%	3,755,756	3,173,954	18.3%

	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	312,024	358,985
AUG	851,098	914,496	661,178	743,728	708,465	266,497	567,618	651,458	779,102	751,627
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	1,352,825
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	9,548,490	3,755,756



Champaign-Urbana Mass Transit District

November 05, 2024

Route Performance Report

October 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	5,401.73	98.95		58,377.54	9.16	
1 Yellow Hopper	58,435	628.88	92.92	0.94	6,038.19	9.68	1.06
10 Gold Hopper	21,668	249.17	86.96	0.88	3,136.65	6.91	0.75
12 Teal	86,602	862.83	100.37	1.01	9,158.74	9.46	1.03
13 Silver	81,545	731.75	111.44	1.13	8,580.93	9.50	1.04
21 Raven	8,620	218.88	39.38	0.40	2,298.13	3.75	0.41
22 Illini	241,169	2,042.07	118.10	1.19	21,361.26	11.29	1.23
24 Link	36,442	668.15	54.54	0.55	7,803.63	4.67	0.51
Daytime Community Fixed Route	386,882	12,422.32	31.14		170,954.47	2.26	
1 Yellow	63,325	1,429.13	44.31	1.42	18,625.95	3.40	1.50
2 Red	36,086	1,257.40	28.70	0.92	16,670.19	2.16	0.96
3 Lavender	18,274	650.16	28.11	0.90	8,794.61	2.08	0.92
4 Blue	21,176	570.98	37.09	1.19	7,077.72	2.99	1.32
5 Green	27,522	1,337.64	20.58	0.66	17,334.69	1.59	0.70
5 Green Express	13,530	324.92	41.64	1.34	4,896.58	2.76	1.22
5 Green Hopper	40,994	765.38	53.56	1.72	10,101.00	4.06	1.79
6 Orange	15,404	779.79	19.75	0.63	10,017.23	1.54	0.68
6 Orange Hopper	7,120	297.08	23.97	0.77	3,490.21	2.04	0.90
7 Grey	28,636	1,118.26	25.61	0.82	15,335.19	1.87	0.83
8 Bronze	7,052	332.65	21.20	0.68	4,879.98	1.45	0.64
9 Brown	36,204	1,274.75	28.40	0.91	18,259.93	1.98	0.88
10 Gold	55,475	1,149.19	48.27	1.55	14,544.04	3.81	1.69
14 Navy	8,564	464.30	18.44	0.59	8,886.16	0.96	0.43
16 Pink	7,520	670.69	11.21	0.36	12,040.97	0.62	0.28

* 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	1,704.07	58.09		20,131.34	4.92	
120 Teal	16,959	317.72	53.38	0.92	3,710.55	4.57	0.93
130 Silver	11,167	291.33	38.33	0.66	3,456.86	3.23	0.66
220 Illini	70,871	1,095.02	64.72	1.11	12,963.93	5.47	1.11
Evening Community Fixed Route	48,779	2,052.80	23.76		29,491.51	1.65	
50 Green	15,168	478.87	31.67	1.33	6,764.94	2.24	1.36
50 Green Hopper	10,142	256.78	39.50	1.66	3,453.96	2.94	1.78
70 Grey	4,757	373.85	12.72	0.54	5,306.82	0.90	0.54
100 Yellow	16,547	688.38	24.04	1.01	9,237.75	1.79	1.08
110 Ruby	1,310	84.33	15.53	0.65	1,378.99	0.95	0.57
180 Lime	855	170.58	5.01	0.21	3,349.05	0.26	0.15
Total	1,069,139	21,580.92	49.54		278,954.85	3.83	

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Route Performance Report

October 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	246.43	103.86		2,792.50	9.17	
120 Teal	7,772	94.53	82.21	0.79	1,029.13	7.55	0.82
130 Silver	8,536	73.57	116.03	1.12	879.87	9.70	1.06
220 Illini	9,287	78.33	118.56	1.14	883.50	10.51	1.15
Saturday Daytime Community	36,327	925.62	39.25		12,910.62	2.81	
20 Red	5,154	128.03	40.26	1.03	1,673.70	3.08	1.09
30 Lavender	1,830	87.13	21.00	0.54	1,342.41	1.36	0.48
50 Green	10,920	181.65	60.12	1.53	2,352.01	4.64	1.65
70 Grey	4,960	184.47	26.89	0.69	2,475.13	2.00	0.71
100 Yellow	11,914	217.63	54.74	1.39	2,908.15	4.10	1.46
110 Ruby	840	42.53	19.75	0.50	728.93	1.15	0.41
180 Lime	709	84.17	8.42	0.21	1,430.31	0.50	0.18
Saturday Evening Campus Fixed	28,302	377.75	74.92		4,497.03	6.29	
120 Teal	3,366	58.80	57.24	0.76	644.72	5.22	0.83
130 Silver	3,020	63.68	47.42	0.63	753.43	4.01	0.64
220 Illini	21,916	255.27	85.86	1.15	3,098.88	7.07	1.12
Saturday Evening Community	12,592	374.70	33.61		5,197.55	2.42	
50 Green	4,584	88.67	51.70	1.54	1,218.42	3.76	1.55
50 Green Hopper	2,738	40.00	68.45	2.04	516.04	5.31	2.19
70 Grey	1,026	72.43	14.16	0.42	981.62	1.05	0.43
100 Yellow	3,976	130.73	30.41	0.91	1,744.55	2.28	0.94
110 Ruby	133	12.53	10.61	0.32	217.61	0.61	0.25
180 Lime	135	30.33	4.45	0.13	519.31	0.26	0.11

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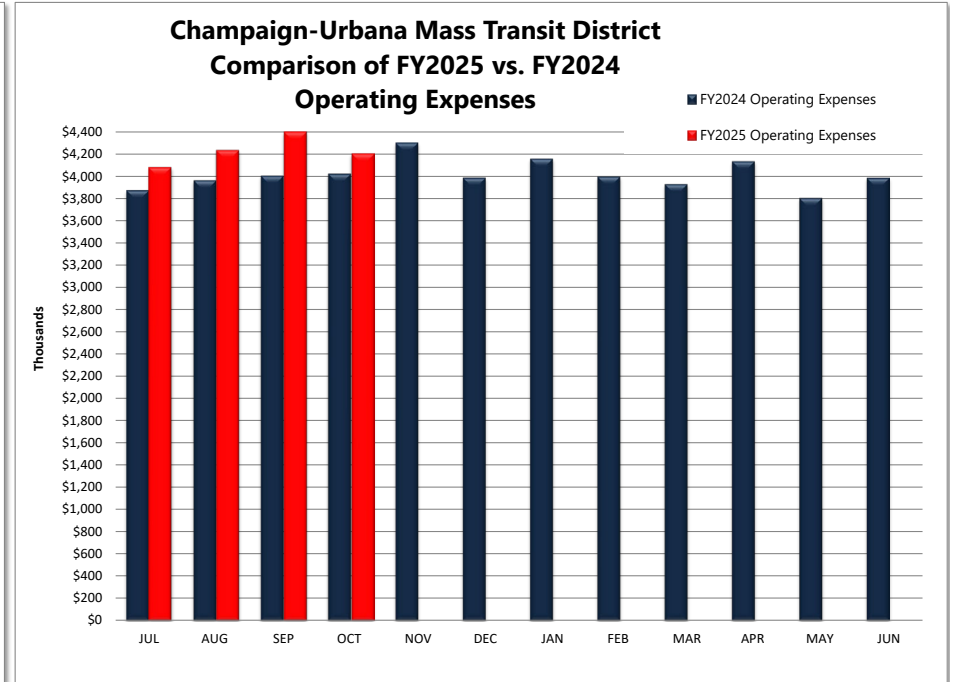
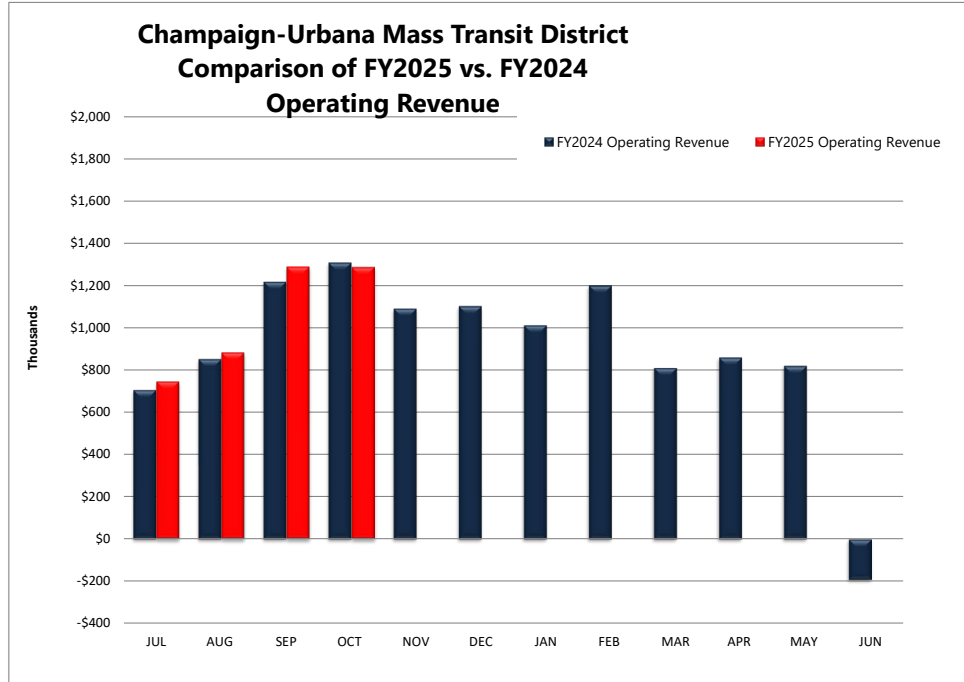
	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
Sunday Daytime Campus Fixed Route	26,643	199.42	133.60		2,271.87	11.73	
120 Teal	7,695	68.73	111.95	0.84	748.82	10.28	0.88
130 Silver	8,814	64.02	137.68	1.03	767.92	11.48	0.98
220 Illini	10,134	66.67	152.01	1.14	755.14	13.42	1.14
Sunday Daytime Community Fixed Route	28,024	604.28	46.38		8,565.30	3.27	
30 Lavender	1,563	72.00	21.71	0.47	1,104.22	1.42	0.43
50 Green	9,818	136.48	71.94	1.55	1,765.20	5.56	1.70
70 Grey	3,987	137.67	28.96	0.62	1,858.07	2.15	0.66
100 Yellow	11,450	165.80	69.06	1.49	2,194.58	5.22	1.59
110 Ruby	734	32.07	22.89	0.49	554.89	1.32	0.40
180 Lime	472	60.27	7.83	0.17	1,088.34	0.43	0.13
Sunday Evening Campus Fixed Route	23,786	328.95	72.31		3,895.83	6.11	
120 Teal	4,578	69.80	65.59	0.91	756.85	6.05	0.99
130 Silver	2,439	51.80	47.08	0.65	614.16	3.97	0.65
220 Illini	16,769	207.35	80.87	1.12	2,524.83	6.64	1.09
Sunday Evening Community Fixed Route	5,167	85.07	60.74		1,153.40	4.48	
50 Green	2,476	28.00	88.43	1.46	364.99	6.78	1.51
100 Yellow	2,691	57.07	47.16	0.78	788.41	3.41	0.76
Total	186,436	3,142.22	59.33		41,284.11	4.52	

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Champaign-Urbana Mass Transit District
 Comparison of FY2025 vs FY2024 Revenue and Expenses

November 25, 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	\$1,284,311								
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	\$4,203,131								
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%	30.56%								



HOURS	Oct 2023	Oct 2024	% Change	FY2024 to Date	FY2025 to Date	% Change
Passenger Revenue	22,248.90	29,216.10	31.3%	80,472.30	98,735.83	22.7%
Vacation/Holiday/Earned Time	4,803.89	4,776.48	-0.6%	35,564.99	29,038.76	-18.4%
Non-Revenue	7,899.78	5,655.37	-28.4%	29,231.64	28,349.08	-3.0%
TOTAL	34,952.57	39,647.95	13.43%	145,268.93	156,123.67	7.47%

REVENUE/EXPENSES	Oct 2023	Oct 2024	% Change	FY2024 to Date	FY2025 to Date	% Change
Operating Revenue	\$1,306,237.07	\$1,284,310.53	-1.7%	\$4,077,539.11	\$4,198,173.06	3.0%
Operating Expenses	\$4,021,083.34	\$4,203,131.00	4.5%	\$15,860,346.54	\$16,918,108.15	6.7%
Operating Ratio	32.48%	30.56%	-5.9%	25.71%	24.81%	-3.5%
Passenger Revenue/Revenue Vehicle Hour	\$43.74	\$34.66	-20.8%	\$35.25	\$29.59	-16.1%

RIDERSHIP	Oct 2023	Oct 2024	% Change	FY2024 to Date	FY2025 to Date	% Change
Revenue Passenger	1,045,878	1,336,819	27.8%	3,099,535	3,699,645	19.4%
Transfers	7,022	7,337	4.5%	27,685	28,240	2.0%
Total Unlinked	1,052,900	1,344,156	27.7%	3,127,220	3,727,885	19.2%
ADA Riders	13,232	8,669	-34.5%	46,734	27,871	-40.4%
Half Fare Cab	0	0	0.0%	0	0	0.0%
TOTAL	1,066,132	1,352,825	26.89%	3,173,954	3,755,756	18.33%

PASSENGERS/REVENUE HOUR	Oct 2023	Oct 2024	% Change	FY2024 to Date	FY2025 to Date	% Change
Hour	47.32	46.01	-2.8%	38.86	37.76	-2.8%



To: Karl Gnadt, Managing Director/CEO
 From: Nate Warman, Assistant Finance Director
 Date: December 4, 2024
 Subject: October 2024 Financial Reports

A. Purpose: The following reports summarize the financial results of MTD for the month ending October 31, 2024:

- Comparative History Report for the months ending October 31, 2024, and October 31, 2023;
- Check and ACH Disbursement Lists for October 2024;
- Bank & Investment Balances and Capital & Operating Balances as of October 31, 2024.

B. Notes on Major Variances

Account Name	10/31/2024	10/31/2023	Variance	Pg. #	Notes
4080100000 Property Tax Revenue	\$933,333.00	\$816,666.00	\$116,667.00	107	The revenue estimate for October 2024 is what we have estimated to collect each month in FY2025 based on property taxes set in 2024. Similarly, the October 2023 revenue estimate was what we anticipated collecting each month in FY2024 based on taxes set in 2023.
4111000000 State Grant Revenue	\$286,876.00	\$0.00	\$286,876.00	107	The increase in State Grant Revenue for October 2024 is due to earning grant revenue from the State of IL Rebuild Grant for partial payments of two hybrid buses.
4130500000 Federal Grant Revenue	\$3,513,913.00	\$2,720,167.00	\$793,746.00	107	The increase in Federal Grant Revenue for October 2024 is due to earning grant revenue from various federal capital grants mainly for making progress payments on eight hybrid buses. In October 2023, various federal grant revenues were earned mainly for making progress payments for five hybrid buses.
5019999000 Total Labor	\$2,166,934.08	\$1,956,523.10	\$210,410.98	109	The increase in total labor costs for October 2024 compared to October 2023 is mainly due to a 3.75% raise to keep up with the cost of living and increased overtime pay with return to full scheduled service.

Champaign Urbana Mass Transit District Comparative History Report

From Fiscal Year: 2025 Period 4
Thru Fiscal Year: 2025 Period 4

Division: 00 Champaign Urbana Mass Transit District

As of: 10/31/2024

Oct-2024	Oct-2023	Variance	Var/Last Var %		Jul-2024 Oct-2024	Jul-2023 Oct-2023	Variance	Var/Last Var %
4000000000 **** R E V E N U E ****								
4000000099 ** TRANSPORTATION REVENUE								
4010000000 * PASSENGER FARES								
35,140.33	36,228.81	-1,088.48	-3.00%	4010100000 FULL ADULT FARES	133,450.76	125,615.09	7,835.67	6.24%
574.00	312.00	262.00	83.97%	4010300000 STUDENT FARES	2,343.00	1,924.00	419.00	21.78%
-92.00	-306.00	214.00	-69.93%	4010700000 FARE REFUNDS	-348.00	-695.00	347.00	-49.93%
12,062.00	11,653.00	409.00	3.51%	4010800000 ANNUAL PASS REVENUE	47,292.00	47,029.00	263.00	0.56%
0.00	0.00	0.00	0.00%	4011000000 HALF FARE CAB	0.00	0.00	0.00	0.00%
6,080.00	6,354.00	-274.00	-4.31%	4011100000 ADA TICKETS & FARES	23,978.00	20,896.50	3,081.50	14.75%
53,764.33	54,241.81	-477.48	-0.88%	4019900099 * TOTAL PASSENGER FARES	206,715.76	194,769.59	11,946.17	6.13%
4020000000 * SPECIAL TRANSIT & SCHOOL FARE								
828,053.23	815,694.73	12,358.50	1.52%	4020300000 U OF I CAMPUS SERVICE	2,481,505.67	2,444,469.80	37,035.87	1.52%
29,200.58	28,301.67	898.91	3.18%	4020500000 ADA - U I & DSC CONTRACTS	107,911.32	113,206.68	-5,295.36	-4.68%
101,575.45	84,679.56	16,895.89	19.95%	4030100000 SCHOOL SERVICE FARES	203,369.90	169,464.12	33,905.78	20.01%
958,829.26	928,675.96	30,153.30	3.25%	4039999999 * TOTAL SPECIAL TRANSIT & SCHOO	2,792,786.89	2,727,140.60	65,646.29	2.41%
4060000000 *AUXILIARY TRANSPORTATION REVE								
2,376.11	1,356.51	1,019.60	75.16%	4060100000 I.T. COMMISSIONS	7,543.43	6,055.15	1,488.28	24.58%
60,276.55	51,713.72	8,562.83	16.56%	4060300000 ADVERTISING REVENUE	240,884.70	177,947.37	62,937.33	35.37%
62,652.66	53,070.23	9,582.43	18.06%	4069900098 *TOTAL AUXILIARY TRANSPORTATIO	248,428.13	184,002.52	64,425.61	35.01%
1,075,246.25	1,035,988.00	39,258.25	3.79%	4069900099 ** TOTAL TRANSPORTATION REVEN	3,247,930.78	3,105,912.71	142,018.07	4.57%
4070000000 ** NON-TRANSPORTATION REVENUE								
1,640.14	2,237.88	-597.74	-26.71%	4070100000 SALE OF MAINTENANCE SERVICES	7,669.10	9,438.94	-1,769.84	-18.75%
0.00	0.00	0.00	0.00%	4070200000 RENTAL OF REVENUE VEHICLES	0.00	0.00	0.00	0.00%
38,252.74	35,583.42	2,669.32	7.50%	4070300000 BUILDING RENTAL - IL TERMINAL	166,280.96	155,261.62	11,019.34	7.10%
18,724.59	40,361.57	-21,636.98	-53.61%	4070300002 BUILDING RENTAL - 803 & 1101	77,525.86	86,315.86	-8,790.00	-10.18%
0.00	0.00	0.00	0.00%	4070399999 BUILDING RENTAL - GASB 87 CONTR	0.00	0.00	0.00	0.00%
146,457.54	189,534.51	-43,076.97	-22.73%	4070400000 INVESTMENT INCOME	658,587.90	699,404.53	-40,816.63	-5.84%
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%

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0.00	0.00	0.00	0.00%	4070400004 AMORTIZATION REVENUE	0.00	0.00	0.00	0.00%
0.00	17.00	-17.00	-100.00%	4070800000 OVER OR SHORT	79.19	27.00	52.19	193.30%
1,000.00	504.70	495.30	98.14%	4079800000 GAIN ON FIXED ASSET DISPOSAL	1,316.00	10,720.70	-9,404.70	-87.72%
2,989.27	2,009.99	979.28	48.72%	4079900001 OTHER NON-TRANSPORTATION REV	38,783.27	10,457.75	28,325.52	270.86%
209,064.28	270,249.07	-61,184.79	-22.64%	4079900099 ** TOTAL NON-TRANSPORTATION RE	950,242.28	971,626.40	-21,384.12	-2.20%
1,284,310.53	1,306,237.07	-21,926.54	-1.68%	4079999999 *** TOTAL TRANS & NON-TRANS REV	4,198,173.06	4,077,539.11	120,633.95	2.96%
4080000000 ** TAX REVENUE								
933,333.00	816,666.00	116,667.00	14.29%	4080100000 PROPERTY TAX REVENUE	3,733,332.00	3,266,664.00	466,668.00	14.29%
0.00	0.00	0.00	0.00%	4080100001 PROPERTY TAX - UNCOLLECTIBLE R	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4080600000 REPLACEMENT TAX REVENUE	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%
933,333.00	816,666.00	116,667.00	14.29%	4089999999 ** TOTAL TAX REVENUE	3,802,624.25	3,378,348.49	424,275.76	12.56%
4110000000 ** STATE GRANTS & REIMBURSEME								
2,712,532.28	2,605,000.00	107,532.28	4.13%	4110100000 OPERATING ASSISTANCE - STATE	10,927,238.67	10,286,000.00	641,238.67	6.23%
0.00	0.00	0.00	0.00%	4110100001 OPERATING ASSIST - DEBT SERVICE	0.00	0.00	0.00	0.00%
286,876.00	0.00	286,876.00	100.00%	4111000000 STATE GRANT REVENUE	6,148,124.00	0.00	6,148,124.00	100.00%
0.00	0.00	0.00	0.00%	4111000001 STATE GRANT REVENUE - PASS TH	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4119900000 STATE REIMBURSEMENTS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4119900001 STATE REIMB - PASS THRU \$	0.00	0.00	0.00	0.00%
2,999,408.28	2,605,000.00	394,408.28	15.14%	4119999999 ** TOTAL STATE GRANTS & REIMB	17,075,362.67	10,286,000.00	6,789,362.67	66.01%
4130000000 ** FEDERAL GRANTS & REIMBURSE								
0.00	0.00	0.00	0.00%	4130100000 OPERATING ASSISTANCE - FEDERAL	0.00	0.00	0.00	0.00%
3,513,913.00	2,720,167.00	793,746.00	29.18%	4130500000 FEDERAL GRANT REVENUE	9,456,187.23	7,568,216.72	1,887,970.51	24.95%
0.00	0.00	0.00	0.00%	4130600000 FEDERAL GRANT PASS THRU \$	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4139900000 FEDERAL REIMBURSEMENTS	0.00	0.00	0.00	0.00%
3,513,913.00	2,720,167.00	793,746.00	29.18%	4139999999 ** TOTAL FEDERAL GRANTS & REIM	9,456,187.23	7,568,216.72	1,887,970.51	24.95%
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%
8,730,964.81	7,448,070.07	1,282,894.74	17.22%	4999900099 **** TOTAL REVENUE ****	34,532,347.21	25,310,104.32	9,222,242.89	36.44%

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5000000000 **** EXPENSES ***								
5010000000 ** LABOR								
1,378,074.41	1,198,018.29	180,056.12	15.03%	5010101000 OPERATORS WAGES	4,814,066.28	4,065,830.92	748,235.36	18.40%
154,907.47	147,934.72	6,972.75	4.71%	5010204000 MECHANICS WAGES - MAINT	587,476.41	524,256.34	63,220.07	12.06%
117,489.92	107,926.25	9,563.67	8.86%	5010304000 MAINTENANCE WAGES - MAINT	460,553.63	421,439.93	39,113.70	9.28%
103,872.90	102,725.73	1,147.17	1.12%	5010401000 SUPERVISORS SALARIES - OPS	474,733.00	457,519.21	17,213.79	3.76%
29,012.88	27,809.49	1,203.39	4.33%	5010404000 SUPERVISORS SALARIES - MAINT	123,064.87	117,518.93	5,545.94	4.72%
67,696.85	83,242.63	-15,545.78	-18.68%	5010501000 OVERHEAD SALARIES - OPS	295,403.78	328,397.87	-32,994.09	-10.05%
37,044.05	35,848.47	1,195.58	3.34%	5010504000 OVERHEAD SALARIES - MAINT	160,897.88	158,522.57	2,375.31	1.50%
148,453.78	151,743.62	-3,289.84	-2.17%	5010516000 OVERHEAD SALARIES - G&A	692,043.17	637,916.26	54,126.91	8.48%
26,790.41	22,255.54	4,534.87	20.38%	5010516200 OVERHEAD SALARIES - IT	96,390.67	81,348.64	15,042.03	18.49%
18,484.61	18,840.67	-356.06	-1.89%	5010601000 CLERICAL WAGES - OPS	61,780.02	79,695.75	-17,915.73	-22.48%
0.00	0.00	0.00	0.00%	5010604000 CLERICAL WAGES - MAINT	0.00	0.00	0.00	0.00%
50,224.15	38,621.51	11,602.64	30.04%	5010616000 CLERICAL WAGES - G&A	186,977.92	160,408.69	26,569.23	16.56%
12,830.55	10,620.27	2,210.28	20.81%	5010616200 CLERICAL WAGES - IT	50,166.61	44,043.11	6,123.50	13.90%
15,096.95	11,312.26	3,784.69	33.46%	5010716200 SECURITY WAGES - IT	52,896.68	43,209.90	9,686.78	22.42%
-3,317.66	-4,456.14	1,138.48	-25.55%	5010801000 LABOR CREDIT - OPS	-15,042.16	-10,038.08	-5,004.08	49.85%
-3,655.94	-4,799.11	1,143.17	-23.82%	5010804000 LABOR CREDIT - MAINT	-18,694.54	-21,058.12	2,363.58	-11.22%
-420.89	-5,061.15	4,640.26	-91.68%	5010806000 LABOR CREDIT - G&A	-2,355.30	-18,885.67	16,530.37	-87.53%
14,349.64	13,940.05	409.59	2.94%	5010816200 MAINTENANCE WAGES - IT	55,365.42	55,116.21	249.21	0.45%
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%
2,166,934.08	1,956,523.10	210,410.98	10.75%	5019999000 ** TOTAL LABOR	8,075,724.34	7,125,242.46	950,481.88	13.34%
5020000000 ** FRINGE BENEFITS								
117,473.69	106,358.90	11,114.79	10.45%	5020101000 FICA - OPS	468,901.68	444,913.10	23,988.58	5.39%
27,680.64	26,277.58	1,403.06	5.34%	5020104000 FICA - MAINT	115,242.43	111,752.75	3,489.68	3.12%
13,487.69	13,128.39	359.30	2.74%	5020116000 FICA - G&A	62,047.17	56,138.07	5,909.10	10.53%
5,281.19	4,461.75	819.44	18.37%	5020116200 FICA - IT	20,284.94	17,698.12	2,586.82	14.62%
120,820.46	121,363.13	-542.67	-0.45%	5020201000 IMRF - OPS	550,588.54	595,865.09	-45,276.55	-7.60%

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29,404.29	27,892.36	1,511.93	5.42%	5020204000 IMRF - MAINT	186,570.38	134,332.85	52,237.53	38.89%
15,726.67	14,531.30	1,195.37	8.23%	5020216000 IMRF - G&A	78,004.57	71,022.09	6,982.48	9.83%
5,671.17	4,644.86	1,026.31	22.10%	5020216200 IMRF - IT	23,556.29	21,391.65	2,164.64	10.12%
296,662.57	353,017.48	-56,354.91	-15.96%	5020301000 MEDICAL INSURANCE - OPS	1,445,039.07	1,432,753.77	12,285.30	0.86%
70,381.14	87,847.92	-17,466.78	-19.88%	5020304000 MEDICAL INSURANCE - MAINT	363,327.64	340,491.56	22,836.08	6.71%
46,845.00	44,189.00	2,656.00	6.01%	5020316000 MEDICAL INSURANCE - G&A	196,031.00	174,304.00	21,727.00	12.47%
22,065.55	27,968.74	-5,903.19	-21.11%	5020316200 MEDICAL INSURANCE - IT	106,971.55	81,554.92	25,416.63	31.17%
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%
1,727.74	1,608.18	119.56	7.43%	5020501000 LIFE INSURANCE - OPS	6,656.16	6,723.78	-67.62	-1.01%
490.49	549.29	-58.80	-10.70%	5020504000 LIFE INSURANCE - MAINT	2,115.82	2,126.11	-10.29	-0.48%
198.94	208.74	-9.80	-4.69%	5020516000 LIFE INSURANCE - G&A	3,479.76	832.02	2,647.74	318.23%
143.57	153.37	-9.80	-6.39%	5020516200 LIFE INSURANCE - IT	564.48	558.11	6.37	1.14%
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%
772.34	1,815.72	-1,043.38	-57.46%	5020701000 UNEMPLOYMENT INSURANCE - OPS	3,945.49	7,169.36	-3,223.87	-44.97%
154.23	193.14	-38.91	-20.15%	5020704000 UNEMPLOYMENT INSURANCE - MAIN	397.29	699.64	-302.35	-43.22%
118.88	73.04	45.84	62.76%	5020716000 UNEMPLOYMENT INSURANCE - G&A	149.70	495.11	-345.41	-69.76%
101.77	161.36	-59.59	-36.93%	5020716200 UNEMPLOYMENT INSURANCE - IT	335.43	1,021.84	-686.41	-67.17%
26,624.00	45,897.50	-19,273.50	-41.99%	5020801000 WORKERS COMP INSURANCE - OPS	106,492.00	115,221.00	-8,729.00	-7.58%
5,562.00	4,713.00	849.00	18.01%	5020804000 WORKERS COMP INSURANCE - MAIN	22,247.00	18,851.00	3,396.00	18.01%
3,084.00	2,709.00	375.00	13.84%	5020816000 WORKERS COMP INSURANCE - G&A	12,336.00	10,835.00	1,501.00	13.85%
955.00	809.00	146.00	18.05%	5020816200 WORKERS COMP INSURANCE - IT	3,820.00	3,236.00	584.00	18.05%
3,737.45	3,369.79	367.66	10.91%	5021001000 HOLIDAYS - OPS	85,842.21	90,200.40	-4,358.19	-4.83%
978.55	1,152.66	-174.11	-15.11%	5021004000 HOLIDAYS - MAINT	27,120.26	27,200.95	-80.69	-0.30%
0.00	0.00	0.00	0.00%	5021016000 HOLIDAYS - G&A	0.00	0.00	0.00	0.00%
0.00	109.31	-109.31	-100.00%	5021016200 HOLIDAYS - IT	5,672.12	5,456.00	216.12	3.96%
20,931.66	12,268.33	8,663.33	70.62%	5021101000 VACATIONS - OPS	206,206.55	290,633.51	-84,426.96	-29.05%
15,337.44	14,360.92	976.52	6.80%	5021104000 VACATIONS - MAINT	63,843.69	73,426.52	-9,582.83	-13.05%
0.00	0.00	0.00	0.00%	5021116000 VACATION - G&A	0.00	0.00	0.00	0.00%
662.54	665.60	-3.06	-0.46%	5021116200 VACATIONS - IT	5,066.18	2,290.40	2,775.78	121.19%
4,192.07	1,542.82	2,649.25	171.71%	5021201000 OTHER PAID ABSENCES - OPS	24,253.12	6,961.12	17,292.00	248.41%
2,236.44	826.83	1,409.61	170.48%	5021204000 OTHER PAID ABSENCES - MAINT	7,405.24	1,657.87	5,747.37	346.67%
0.00	0.00	0.00	0.00%	5021216000 OTHER PAID ABSENCES - G&A	0.00	0.00	0.00	0.00%
167.72	148.52	19.20	12.93%	5021216200 OTHER PAID ABSENCES - IT	1,547.76	297.04	1,250.72	421.06%

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7,296.62	-292.23	7,588.85	< -999.99%	5021301000 UNIFORM ALLOWANCES - OPS	21,501.49	12,045.04	9,456.45	78.51%
6,279.06	1,487.71	4,791.35	322.06%	5021304000 UNIFORM ALLOWANCES - MAINT	10,883.15	7,200.65	3,682.50	51.14%
477.28	87.25	390.03	447.03%	5021316200 UNIFORM ALLOWANCES - IT	1,459.74	834.31	625.43	74.96%
8,965.00	0.00	8,965.00	100.00%	5021401000 OTHER FRINGE BENEFITS - OPS	10,363.60	0.00	10,363.60	100.00%
201.00	0.00	201.00	100.00%	5021404000 OTHER FRINGE BENEFITS - MAINT	1,024.00	2,737.94	-1,713.94	-62.60%
5,944.15	4,607.25	1,336.90	29.02%	5021416000 OTHER FRINGE BENEFITS - G&A	15,603.80	11,653.00	3,950.80	33.90%
0.00	0.00	0.00	0.00%	5021416200 OTHER FRINGE BENEFITS - IT	0.00	0.00	0.00	0.00%
65,710.39	55,477.03	10,233.36	18.45%	5021501000 EARNED TIME - OPS	289,793.08	437,196.88	-147,403.80	-33.72%
12,926.30	19,619.29	-6,692.99	-34.11%	5021504000 EARNED TIME - MAINT	65,090.98	127,991.61	-62,900.63	-49.14%
1,559.01	1,009.15	549.86	54.49%	5021516200 EARNED TIME - IT	7,277.57	7,841.50	-563.93	-7.19%
0.00	0.00	0.00	0.00%	5021604000 TOOL ALLOWANCE - MAINT	11,082.61	-125.00	11,207.61	< -999.99%
4,003.54	4,388.75	-385.21	-8.78%	5021701000 DISABILITY - OPS	14,234.78	22,573.73	-8,338.95	-36.94%
0.00	0.00	0.00	0.00%	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%
877.68	0.00	877.68	100.00%	5021801000 WORKERS COMP - PAYROLL - OPS	1,760.14	0.00	1,760.14	100.00%
0.00	376.30	-376.30	-100.00%	5021804000 WORKERS COMP - PAYROLL - MAINT	0.00	376.30	-376.30	-100.00%
0.00	0.00	0.00	0.00%	5021816200 WORKERS COMP - PAYROLL - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021901000 ROTATION BOARD PAY - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021904000 ROTATION BOARD PAY - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021916000 ROTATION BOARD PAY - G&A	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021916200 ROTATION BOARD PAY - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5022001000 EARLY RETIREMENT PLAN - OPS	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%
973,916.92	1,011,778.03	-37,861.11	-3.74%	5029999900 ** TOTAL FRINGE BENEFITS	4,727,507.46	4,781,281.10	-53,773.64	-1.12%
				5030000000 ** SERVICES				
42,123.83	34,140.97	7,982.86	23.38%	5030316000 PROFESSIONAL SERVICES - G&A	144,146.35	68,575.47	75,570.88	110.20%
1,598.50	0.00	1,598.50	100.00%	5030316200 PROFESSIONAL SERVICES - IT	3,552.17	3,908.81	-356.64	-9.12%
0.00	0.00	0.00	0.00%	5030316300 PROFESSIONAL SERVICES - IT - NON	0.00	0.00	0.00	0.00%
13,000.00	6,500.00	6,500.00	100.00%	5030316400 PROFESSIONAL SERVICES - G&A - N	63,115.00	26,000.00	37,115.00	142.75%
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%
10,537.33	8,847.61	1,689.72	19.10%	5030501000 CONTRACT MAINTENANCE - OPS	41,673.92	29,638.30	12,035.62	40.61%
42,713.85	25,200.84	17,513.01	69.49%	5030504000 CONTRACT MAINTENANCE - MAINT	137,628.35	109,978.29	27,650.06	25.14%
78,846.01	80,767.58	-1,921.57	-2.38%	5030516000 CONTRACT MAINTENANCE - G&A	327,005.17	313,793.71	13,211.46	4.21%
1,121.95	1,462.28	-340.33	-23.27%	5030516200 CONTRACT MAINTENANCE - IT	8,279.73	5,370.36	2,909.37	54.17%
0.00	0.00	0.00	0.00%	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	31,173.84	-31,173.84	-100.00%	5030801000 PRINTING SERVICES - OPS	23,978.19	31,966.59	-7,988.40	-24.99%
0.00	0.00	0.00	0.00%	5030804000 PRINTING SERVICES - MAINT	0.00	51.40	-51.40	-100.00%
0.00	233.53	-233.53	-100.00%	5030816000 PRINTING SERVICES - G&A	67.50	479.73	-412.23	-85.93%
0.00	0.00	0.00	0.00%	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%
5,894.52	6,533.49	-638.97	-9.78%	5039901000 OTHER SERVICES - OPS	22,585.45	29,574.44	-6,988.99	-23.63%
1,360.12	300.00	1,060.12	353.37%	5039904000 OTHER SERVICES - MAINT	4,272.19	2,523.56	1,748.63	69.29%
662.57	1,044.13	-381.56	-36.54%	5039916000 OTHER SERVICES - G&A	4,089.69	1,568.26	2,521.43	160.78%
121.00	568.58	-447.58	-78.72%	5039916200 OTHER SERVICES - IT	734.73	752.71	-17.98	-2.39%
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%
197,979.68	196,772.85	1,206.83	0.61%	5039999900 ** TOTAL SERVICES	781,248.44	625,370.28	155,878.16	24.93%
5040000000 ** MATERIALS & SUPPLIES CONSUM								
149,730.79	161,986.20	-12,255.41	-7.57%	5040101000 FUEL & LUBRICANTS - OPS	554,858.75	600,792.01	-45,933.26	-7.65%
15,871.88	18,394.05	-2,522.17	-13.71%	5040104000 FUEL & LUBRICANTS - MAINT	56,146.27	67,720.02	-11,573.75	-17.09%
20,767.77	16,380.53	4,387.24	26.78%	5040201000 TIRES & TUBES - OPS - MB DO	66,757.75	55,876.21	10,881.54	19.47%
1,956.85	350.02	1,606.83	459.07%	5040204000 TIRES & TUBES - MAINT - DR DO	4,525.55	4,579.56	-54.01	-1.18%
0.00	0.00	0.00	0.00%	5040206000 TIRES & TUBES - NON-REVENUE VEH	0.00	2,029.52	-2,029.52	-100.00%
6,425.68	582.34	5,843.34	> 999.99%	5040304000 GARAGE EQUIPMENT REPAIRS - MAI	11,847.55	57,246.65	-45,399.10	-79.30%
31,512.35	18,632.18	12,880.17	69.13%	5040404000 BLDG & GROUND REPAIRS - MAINT -	122,381.21	85,905.81	36,475.40	42.46%
3,297.53	13,841.27	-10,543.74	-76.18%	5040404001 BLDG & GROUND REPAIRS - MAINT -	27,157.19	29,066.08	-1,908.89	-6.57%
1,511.64	558.36	953.28	170.73%	5040404002 BLDG & GROUND REPAIRS - MAINT -	3,630.66	825.21	2,805.45	339.97%
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%
22,024.80	20,694.74	1,330.06	6.43%	5040416200 BLDG & GROUND REPAIRS - IT	40,448.61	38,928.67	1,519.94	3.90%
131.00	2,385.00	-2,254.00	-94.51%	5040416300 BLDG & GROUND REPAIRS - IT - NON	1,591.89	2,385.00	-793.11	-33.25%
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%
182,645.31	126,071.92	56,573.39	44.87%	5040504000 REVENUE VEHICLE REPAIRS	629,925.84	524,929.95	104,995.89	20.00%
3,346.62	433.01	2,913.61	672.87%	5040604000 NON-REVENUE VEHICLE REPAIRS	13,312.32	9,309.62	4,002.70	43.00%
7,900.57	7,427.26	473.31	6.37%	5040704000 SERVICE SUPPLIES - MAINT	34,329.91	22,650.54	11,679.37	51.56%
1,019.89	2,627.58	-1,607.69	-61.19%	5040716200 SERVICE SUPPLIES - IT	7,212.43	9,104.81	-1,892.38	-20.78%
1,976.06	1,211.96	764.10	63.05%	5040801000 OFFICE SUPPLIES - OPS	8,068.44	14,757.54	-6,689.10	-45.33%
698.67	790.84	-92.17	-11.65%	5040804000 OFFICE SUPPLIES - MAINT	7,370.28	6,888.40	481.88	7.00%
463.74	61.88	401.86	649.42%	5040816000 OFFICE SUPPLIES - G&A	23,122.73	11,024.24	12,098.49	109.74%
445.60	810.91	-365.31	-45.05%	5040816200 OFFICE SUPPLIES - IT	1,718.29	1,153.76	564.53	48.93%
1,042.48	0.00	1,042.48	100.00%	5040901000 COMPUTER & SERVER - MISC EXP'S	2,436.27	8,901.02	-6,464.75	-72.63%
0.00	5,560.14	-5,560.14	-100.00%	5040904000 COMPUTER & SERVER - MISC EXP'S	0.00	5,560.14	-5,560.14	-100.00%
7,239.14	14,152.22	-6,913.08	-48.85%	5040916000 COMPUTER & SERVER - MISC EXP'S	47,703.20	62,311.00	-14,607.80	-23.44%
0.00	0.00	0.00	0.00%	5040916200 COMPUTER & SERVER - MISC EXP'S	1,393.79	0.00	1,393.79	100.00%
69.37	906.23	-836.86	-92.35%	5041001000 SAFETY & TRAINING - OPS	8,563.44	3,172.29	5,391.15	169.95%
0.00	0.00	0.00	0.00%	5041004000 SAFETY & TRAINING - MAINT	0.00	0.00	0.00	0.00%
5,956.50	9,536.77	-3,580.27	-37.54%	5041104000 PASSENGER SHELTER REPAIRS	47,108.90	38,934.99	8,173.91	20.99%
0.00	0.00	0.00	0.00%	5041201000 SMALL TOOLS & EQUIP - OPS	0.00	5,760.58	-5,760.58	-100.00%
2,708.21	525.11	2,183.10	415.74%	5041204000 SMALL TOOLS & EQUIP - MAINT	23,364.17	18,608.57	4,755.60	25.56%
0.00	336.06	-336.06	-100.00%	5041216000 SMALL TOOLS & EQUIP - G&A	319.96	7,487.39	-7,167.43	-95.73%
557.78	157.74	400.04	253.61%	5041216200 SMALL TOOLS & EQUIP - IT	1,849.43	6,661.33	-4,811.90	-72.24%
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%
3,201.29	0.00	3,201.29	100.00%	5041304000 FAREBOX REPAIRS	3,201.29	0.00	3,201.29	100.00%
7,669.62	7,757.41	-87.79	-1.13%	5041404000 CAD/AVL,CAMERA,RADIO REPAIRS -	80,364.97	35,250.51	45,114.46	127.98%
1,490.84	21,950.28	-20,459.44	-93.21%	5041504000 ADA VEHICLE REPAIRS - MAINT	7,134.28	31,711.34	-24,577.06	-77.50%
481,661.98	454,122.01	27,539.97	6.06%	5049999900 ** TOTAL MATERIAL & SUPPLIES	1,837,866.25	1,769,532.76	68,333.49	3.86%
				5050000000 **UTILITIES				
58,358.94	52,416.32	5,942.62	11.34%	5050216000 ** UTILITIES - G&A	180,560.50	177,252.05	3,308.45	1.87%
15,120.01	9,787.06	5,332.95	54.49%	5050216200 ** UTILITIES - IT	51,534.87	44,103.79	7,431.08	16.85%
6,905.94	5,020.47	1,885.47	37.56%	5050216300 ** UTILITIES - IT - NON-REIMB	25,762.72	22,526.36	3,236.36	14.37%
4,565.41	7,282.75	-2,717.34	-37.31%	5050216400 ** UTILITIES - G&A - NON-REIMB	19,468.34	29,270.61	-9,802.27	-33.49%
84,950.30	74,506.60	10,443.70	14.02%	5059999900 **TOTAL UTILITIES	277,326.43	273,152.81	4,173.62	1.53%
				5060000000 ** CASUALTY & LIABILITY COSTS				
17,098.17	14,449.49	2,648.68	18.33%	5060104000 PHYSICAL DAMAGE PREMIUMS - MAI	68,392.68	57,797.96	10,594.72	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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-503.14	-392.84	-110.30	28.08%	5060204000 PHYSICAL DAMAGE RECOVERIES - M	-15,709.84	-8,713.20	-6,996.64	80.30%
56,948.35	47,333.01	9,615.34	20.31%	5060316000 PL & PD INSURANCE PREMIUMS - G&	227,793.40	190,426.04	37,367.36	19.62%
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	38,626.89	-960.42	-2.49%	5060416000 UNINSURED PL & PD PAYOUTS - G&A	150,665.88	157,779.61	-7,113.73	-4.51%
5,491.55	4,459.41	1,032.14	23.15%	5060816000 PREMIUMS-OTHER COPORATE INS.	21,966.20	17,968.64	3,997.56	22.25%
116,701.40	104,475.96	12,225.44	11.70%	5069999900 ** TOTAL CASUALTY & LIABILITY	453,108.32	415,259.05	37,849.27	9.11%
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	1,250.00	-1,250.00	-100.00%
519.00	0.00	519.00	100.00%	5070401000 VEHICLE LICENSING FEES - OPS	1,384.00	173.00	1,211.00	700.00%
0.00	0.00	0.00	0.00%	5070416000 VEHICLE LICENSING FEES - G&A	0.00	0.00	0.00	0.00%
3,332.56	2,784.53	548.03	19.68%	5070501000 FUEL TAX	10,998.52	10,830.32	168.20	1.55%
3,851.56	3,097.03	754.53	24.36%	5079999900 ** TOTAL TAXES	12,382.52	12,253.32	129.20	1.05%
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	299,434.32	323,447.32	-24,013.00	-7.42%
74,858.83	80,861.83	-6,003.00	-7.42%	5089999900 **TOTAL PURCHASED TRANSPORTA	299,434.32	323,447.32	-24,013.00	-7.42%
5090000000 ** MISCELLANEOUS EXPENSES								
11,052.24	12,720.17	-1,667.93	-13.11%	5090116000 DUES & SUBSCRIPTIONS - G&A	27,575.46	52,896.41	-25,320.95	-47.87%
579.17	0.00	579.17	100.00%	5090116400 DUES & SUBSCRIPTIONS - G&A - NO	1,750.01	0.00	1,750.01	100.00%
10,242.54	15,799.46	-5,556.92	-35.17%	5090216000 TRAVEL & MEETINGS - G&A	38,271.21	30,194.75	8,076.46	26.75%
0.00	0.00	0.00	0.00%	5090716000 BAD DEBT EXPENSE	0.00	0.00	0.00	0.00%
14,998.46	32,030.21	-17,031.75	-53.17%	5090816000 ADVERTISING EXPENSES - G&A	74,452.02	103,768.71	-29,316.69	-28.25%
495.00	0.00	495.00	100.00%	5090816200 ADVERTISING EXPENSES - IT	495.00	0.00	495.00	100.00%
0.00	1,300.00	-1,300.00	-100.00%	5090916000 TRUSTEE COMPENSATION	0.00	1,300.00	-1,300.00	-100.00%
637.58	4.85	632.73	> 999.99%	5091016000 POSTAGE	1,542.74	806.06	736.68	91.39%
0.00	0.00	0.00	0.00%	5091516000 LOSS/DISPOSAL FIXED ASSETS	0.00	0.00	0.00	0.00%
9,719.06	4,626.00	5,093.06	110.10%	5091616000 ADVERTISING SERVICES EXPENSE	48,741.06	74,487.50	-25,746.44	-34.56%
0.00	0.00	0.00	0.00%	5091716000 SUBSTANCE ABUSE PROGRAM	0.00	0.00	0.00	0.00%
952.01	533.21	418.80	78.54%	5099901000 OTHER MISC EXPENSES - OPS	3,200.96	2,100.46	1,100.50	52.39%
340.71	1,776.16	-1,435.45	-80.82%	5099904000 OTHER MISC EXPENSES - MAINT	7,090.28	7,010.27	80.01	1.14%

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633.80	5,260.80	-4,627.00	-87.95%	5099916000 OTHER MISC EXPENSES - G&A	11,126.04	23,883.52	-12,757.48	-53.42%
75.78	700.09	-624.31	-89.18%	5099916200 OTHER MISC EXPENSES - IT	3,602.40	4,249.16	-646.76	-15.22%
1,509.08	0.00	1,509.08	100.00%	5099916300 OTHER MISC EXPENSES - IT - NON-R	3,890.66	0.00	3,890.66	100.00%
4,019.82	3,753.77	266.05	7.09%	5099916400 OTHER MISC EXPENSES - G&A - NON	10,999.35	4,673.76	6,325.59	135.34%
0.00	0.00	0.00	0.00%	5099926000 UNALLOCATED EXPENSES	0.00	0.00	0.00	0.00%
55,255.25	78,504.72	-23,249.47	-29.62%	5099999900 ** TOTAL MISCELLANEOUS EXPENS	232,737.19	305,370.60	-72,633.41	-23.79%
5110000000 ** INTEREST EXPENSES								
0.00	0.00	0.00	0.00%	5110116000 INTEREST - LONG-TERM DEBTS	0.00	0.00	0.00	0.00%
202.86	0.00	202.86	100.00%	5110216000 INTEREST - SHORT-TERM DEBTS	3,896.38	8,467.40	-4,571.02	-53.98%
0.00	0.00	0.00	0.00%	5110316000 INTEREST EXPENSE - LEASE & SBIT	0.00	0.00	0.00	0.00%
202.86	0.00	202.86	100.00%	5119999900 ** TOTAL INTEREST	3,896.38	8,467.40	-4,571.02	-53.98%
5120000000 ** LEASE & RENTALS								
22,710.57	22,710.57	0.00	0.00%	5120401000 PASSENGER REVENUE VEHICLES -	90,842.28	80,372.06	10,470.22	13.03%
3,325.38	3,325.38	0.00	0.00%	5120516000 SERVICE VEHICLE LEASES	13,301.52	14,007.56	-706.04	-5.04%
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%
0.00	12,638.93	-12,638.93	-100.00%	5121216000 G&A FACILITIES LEASES	32,728.59	50,555.72	-17,827.13	-35.26%
87.59	85.34	2.25	2.64%	5121301000 MISC LEASES - OPS	350.36	341.36	9.00	2.64%
18,992.87	20,247.21	-1,254.34	-6.20%	5121304000 MISC LEASES - MAINT	77,230.77	78,425.02	-1,194.25	-1.52%
1,834.51	1,365.50	469.01	34.35%	5121316000 MISC LEASES - G&A	6,039.04	5,462.00	577.04	10.56%
70.08	68.28	1.80	2.64%	5121316200 MISC LEASES - IT	280.32	273.12	7.20	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%
47,021.00	60,441.21	-13,420.21	-22.20%	5129999900 ** TOTAL LEASE & RENTALS	220,772.88	229,436.84	-8,663.96	-3.78%
5130000000 ** DEPRECIATION								
23,415.73	22,861.78	553.95	2.42%	5130201000 PASSENGER SHELTER DEPRECIATI	94,754.19	91,447.12	3,307.07	3.62%
478,274.11	392,790.90	85,483.21	21.76%	5130401000 REVENUE VEHICLE DEPRECIATION	1,913,096.60	1,571,163.60	341,933.00	21.76%
3,133.22	6,028.70	-2,895.48	-48.03%	5130516000 SERVICE VEHICLE DEPRECIATION	12,532.90	24,114.80	-11,581.90	-48.03%
16,255.10	5,904.04	10,351.06	175.32%	5130704000 GARAGE EQUIP DEPRECIATION	65,020.38	23,616.16	41,404.22	175.32%
1,977.14	1,469.50	507.64	34.55%	5130901000 REVENUE VEHICLE RADIO EQUIP DE	7,280.64	5,878.00	1,402.64	23.86%
16,709.29	6,328.78	10,380.51	164.02%	5131016000 COMPUTER EQUIP DEPRECIATION	66,837.26	25,315.12	41,522.14	164.02%
0.00	0.00	0.00	0.00%	5131116000 REVENUE COLLECTION EQUIP DEPR	0.00	0.00	0.00	0.00%
197,309.09	134,115.01	63,194.08	47.12%	5131216000 G&A FACILITIES DEPRECIATION	800,456.38	536,460.04	263,996.34	49.21%

Champaign Urbana Mass Transit District Comparative History Report

From Fiscal Year: 2025 Period 4
Thru Fiscal Year: 2025 Period 4

Division: 00 Champaign Urbana Mass Transit District

As of: 10/31/2024

Oct-2024	Oct-2023	Variance	Var/Last Var %		Jul-2024 Oct-2024	Jul-2023 Oct-2023	Variance	Var/Last Var %
2,453.79	3,121.70	-667.91	-21.40%	5131316000 G&A SYSTEM DEVELOPMENT DEPR	9,815.17	12,486.80	-2,671.63	-21.40%
8,224.85	253.57	7,971.28	> 999.99%	5131416000 MISCELLANEOUS EQUIP DEPR	32,899.41	1,014.28	31,885.13	> 999.99%
365.22	0.00	365.22	100.00%	5131516000 OFFICE EQUIP DEPRECIATION	1,460.90	0.00	1,460.90	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%
748,117.54	572,873.98	175,243.56	30.59%	5139999900 ** TOTAL DEPRECIATION	3,004,153.83	2,291,495.92	712,657.91	31.10%
0.00	0.00	0.00	0.00%	5170116000 DEBT SERVICE ON EQUIPMENT & FA	0.00	0.00	0.00	0.00%
4,951,451.40	4,593,957.32	357,494.08	7.78%	5999990000 **** TOTAL EXPENSES ****	19,926,158.36	18,160,309.86	1,765,848.50	9.72%
3,779,513.41	2,854,112.75	925,400.66	32.42%	5999999800 NET SURPLUS (DEFICIT)	14,606,188.85	7,149,794.46	7,456,394.39	104.29%

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

From Date: 10/1/2024 Thru Date: 10/31/2024

CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
161523	02-Oct-24	A1934	ADVANCE AUTO PARTS	\$37.98		\$37.98	
161524	02-Oct-24	A5085	AMERENIP	\$136.72		\$136.72	
161525	02-Oct-24	A8006	AT & T MOBILITY LLC	\$181.78		\$181.78	
161526	02-Oct-24	A8007	AT & T	\$321.11		\$321.11	
161527	02-Oct-24	A8011	AT&T MOBILITY-CC	\$603.65		\$603.65	
161528	02-Oct-24	B0090	BAE SYSTEMS CONTROLS, INC.	\$38,975.64		\$38,975.64	
161529	02-Oct-24	B0240	BALLARD POWER SYSTEMS INC.	\$1,128.00		\$1,128.00	
161530	02-Oct-24	C0365	CARLE PHYSICIAN GROUP	\$3,269.00	\$300.00	\$2,969.00	
161531	02-Oct-24	C4511	CLARKE POWER SERVICES, INC.	\$463.50		\$463.50	
161532	02-Oct-24	E7440	ERICH ROE	\$50.00		\$50.00	
161533	02-Oct-24	F2166	TPF HOLDINGS LLC	\$600.00		\$600.00	
161534	02-Oct-24	F7505	FROSTY FRIGERATION, INC.	\$229.93		\$229.93	
161535	02-Oct-24	G4290	GLOBAL INDUSTRIAL	\$808.28		\$808.28	
161536	02-Oct-24	I4790	ILLINOIS-AMERICAN WATER	\$1,983.44		\$1,983.44	
161537	02-Oct-24	I8235	I3 BROADBAND - CU	\$654.99		\$654.99	
161538	02-Oct-24	L2096	SAM LEMAN CJDR CHAMPAIGN	\$235.20		\$235.20	
161539	02-Oct-24	M2179	MENARD'S	\$1,045.97		\$1,045.97	
161540	02-Oct-24	N0320	NAPA AUTO PARTS	\$818.79		\$818.79	
161541	02-Oct-24	P2256	PETTY CASH (CHANGE FUND)	\$294.00		\$294.00	
161542	02-Oct-24	S0060	SAFEWORKS ILLINOIS	\$204.00		\$204.00	
161543	02-Oct-24	S0078	SAFETY-KLEEN CORP.	\$2,025.12		\$2,025.12	
161544	02-Oct-24	S2215	SOUTH PARK AUTOMOTIVE, LLC	\$173.00		\$173.00	
161545	02-Oct-24	S3086	SHERWIN-WILLIAMS	\$309.68		\$309.68	
161546	02-Oct-24	S9020	SYN-TECH SYSTEMS, INC.	\$121.50		\$121.50	
161547	02-Oct-24	U5180	UNITED PARCEL SERVICE	\$556.13		\$556.13	
161548	02-Oct-24	U5996	UNIVERSITY OF ILLINOIS	\$433.00		\$433.00	
161549	02-Oct-24	U7355	U-C SANITARY DISTRICT	\$443.60		\$443.60	
161550	02-Oct-24	V2233	VERIZON WIRELESS	\$360.10	\$360.10	\$0.00	
161551	02-Oct-24	W8564	WURTH USA MIDWEST, INC.	\$300.72		\$300.72	
161552	09-Oct-24	A1934	ADVANCE AUTO PARTS	\$13.37		\$13.37	
161553	09-Oct-24	A5085	AMERENIP	\$8,285.84		\$8,285.84	
161554	09-Oct-24	B2230	BERNS, CLANCY & ASSOC. PC	\$1,083.00		\$1,083.00	
161555	09-Oct-24	B6360	DEBORAH M. BOSCH-WHITT	\$198.32		\$198.32	
161556	09-Oct-24	C3052	CHAMPAIGN COUNTY REGIONAL PLANNING	\$2,051.98	\$2,051.98	\$0.00	
161557	09-Oct-24	C3094	CHARD, SNYDER & ASSOCIATES, LLC	\$734.50		\$734.50	
161558	09-Oct-24	C3512	CINTAS FIRST AID & SAFETY	\$162.94		\$162.94	
161559	09-Oct-24	C6263	COMCAST CABLE	\$649.97		\$649.97	
161560	09-Oct-24	D2850	DEVELOPMENTAL SERVICES	\$42,126.00		\$42,126.00	
161561	09-Oct-24	E2405	EFFINGHAM EQUITY	\$17,665.41		\$17,665.41	
161562	09-Oct-24	F2166	TPF HOLDINGS LLC	\$250.00		\$250.00	
161563	09-Oct-24	I4790	ILLINOIS-AMERICAN WATER	\$379.03		\$379.03	
161564	09-Oct-24	K8564	KURLAND STEEL COMPANY	\$6.70		\$6.70	
161565	09-Oct-24	L6285	LOOMIS	\$285.05		\$285.05	
161566	09-Oct-24	M1090	MCCORMICK DISTRIBUTION & SERVICE	\$348.45		\$348.45	
161567	09-Oct-24	N0320	NAPA AUTO PARTS	\$49.48		\$49.48	
161568	09-Oct-24	Q8300	QUADIENT LEASING USA INC	\$337.56		\$337.56	
161569	09-Oct-24	R2175	RELIABLE PLUMBING & HEATING COMPANY	\$13,140.00		\$13,140.00	
161570	09-Oct-24	S0060	SAFEWORKS ILLINOIS	\$306.00		\$306.00	
161571	09-Oct-24	S0078	SAFETY-KLEEN CORP.	\$20.00		\$20.00	
161572	09-Oct-24	S2040	SECRETARY OF STATE	\$173.00		\$173.00	
161573	09-Oct-24	S2215	SOUTH PARK AUTOMOTIVE, LLC	\$1,104.52		\$1,104.52	
161574	09-Oct-24	S3086	SHERWIN-WILLIAMS	\$190.36		\$190.36	
161575	09-Oct-24	S9020	SYN-TECH SYSTEMS, INC.	\$2,543.00		\$2,543.00	
161576	09-Oct-24	T2205	CONSOLIDATED ELECTRICAL DISTRIBUTORS, IN	\$410.44		\$410.44	
161577	09-Oct-24	T7585	TRUGREEN CHEMLAWN	\$500.00		\$500.00	
161578	09-Oct-24	U5180	UNITED PARCEL SERVICE	\$1,012.36		\$1,012.36	
161579	09-Oct-24	U7357	CITY OF URBANA	\$5.25		\$5.25	
161580	09-Oct-24	U7653	US BANK VENDOR SERVICES	\$1,917.59	\$165.70	\$1,751.89	
161581	09-Oct-24	V2233	VERIZON WIRELESS	\$1,260.84		\$1,260.84	
161582	09-Oct-24	Z2000	ZEBRA	\$5,500.00		\$5,500.00	
161583	16-Oct-24	A8007	AT & T	\$699.86		\$699.86	
161584	16-Oct-24	C2172	CMS/LGHP	\$590,941.00	\$6,873.00	\$584,068.00	
161585	16-Oct-24	C4511	CLARKE POWER SERVICES, INC.	\$2,032.96		\$2,032.96	
161586	16-Oct-24	C6262	COMBINED CHARITABLE CAMPAIGN	\$5,524.10		\$5,524.10	
161587	16-Oct-24	C6263	COMCAST CABLE	\$312.85		\$312.85	

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

From Date: 10/1/2024 Thru Date: 10/31/2024

CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
161588	16-Oct-24	E1940	PHIL EDWARDS	\$600.00		\$600.00	
161589	16-Oct-24	F2166	TPF HOLDINGS LLC	\$850.00		\$850.00	
161590	16-Oct-24	M2179	MENARD'S	\$1,916.89		\$1,916.89	
161591	16-Oct-24	N0320	NAPA AUTO PARTS	\$88.96		\$88.96	
161592	16-Oct-24	O7677	OSBORNE COINAGE COMPANY	\$3,201.29		\$3,201.29	
161593	16-Oct-24	P2255	PETTY CASH (GENERAL FUND)	\$168.52		\$168.52	
161594	16-Oct-24	S2040	SECRETARY OF STATE	\$173.00		\$173.00	
161595	16-Oct-24	S3086	SHERWIN-WILLIAMS	\$342.58		\$342.58	
161596	16-Oct-24	S6235	SOUTHERN BUS & MOBILITY INC	\$996.40		\$996.40	
161597	16-Oct-24	S8061	STERICYCLE, INC.	\$199.64		\$199.64	
161598	16-Oct-24	U5184	UPS SUPPLY CHAIN SOLUTIONS	\$114.72		\$114.72	
161599	16-Oct-24	U7357	CITY OF URBANA	\$3,339.38		\$3,339.38	
161600	23-Oct-24	A1934	ADVANCE AUTO PARTS	\$37.53		\$37.53	
161601	23-Oct-24	A4885	ALTORFER INC.	\$5,790.00		\$5,790.00	
161602	23-Oct-24	A8007	AT & T	\$0.00		\$0.00	X
161603	23-Oct-24	A8012	AT&T	\$204.17		\$204.17	
161604	23-Oct-24	A85755	AUTOMOTIVE COLOR & SUPPLY CORP	\$127.35		\$127.35	
161605	23-Oct-24	B0090	BAE SYSTEMS CONTROLS, INC.	\$1,431.30		\$1,431.30	
161606	23-Oct-24	C0364	CARLE PHYSICIAN GROUP	\$3,561.25		\$3,561.25	
161607	23-Oct-24	C0365	CARLE PHYSICIAN GROUP	\$51.00	\$51.00	\$0.00	
161608	23-Oct-24	C4511	CLARKE POWER SERVICES, INC.	\$2,524.90		\$2,524.90	
161609	23-Oct-24	C6263	COMCAST CABLE	\$134.80		\$134.80	
161610	23-Oct-24	C8445	RICH BRANTLEY	\$200.00		\$200.00	
161611	23-Oct-24	D2210	DEPKE GASES & WELDING SUPPLIES	\$167.02		\$167.02	
161612	23-Oct-24	E2405	EFFINGHAM EQUITY	\$19,227.88		\$19,227.88	
161613	23-Oct-24	I4790	ILLINOIS-AMERICAN WATER	\$716.56		\$716.56	
161614	23-Oct-24	K3515	KIMBALL MIDWEST	\$918.80		\$918.80	
161615	23-Oct-24	K8564	KURLAND STEEL COMPANY	\$28.00		\$28.00	
161616	23-Oct-24	L0440	LAWSON PRODUCTS, INC.	\$222.15		\$222.15	
161617	23-Oct-24	M2179	MENARD'S	\$126.07		\$126.07	
161618	23-Oct-24	N0320	NAPA AUTO PARTS	\$17.90		\$17.90	
161619	23-Oct-24	P8690	PYROLYX TIRE RECYCLING, LLC	\$600.00		\$600.00	
161620	23-Oct-24	R2175	RELIABLE PLUMBING & HEATING COMPANY	\$1,075.00		\$1,075.00	
161621	23-Oct-24	S0060	SAFeworks ILLINOIS	\$408.00		\$408.00	
161622	23-Oct-24	S2040	SECRETARY OF STATE	\$173.00		\$173.00	
161623	10/23/2024	S3086	SHERWIN-WILLIAMS	\$123.08		\$123.08	
161624	10/23/2024	U5180	UNITED PARCEL SERVICE	\$716.38		\$716.38	
161625	10/23/2024	U7355	U-C SANITARY DISTRICT	\$5,198.73		\$5,198.73	
161626	10/23/2024	A8007	AT & T	\$1,706.55		\$1,706.55	
161627	10/30/2024	A5085	AMERENIP	\$11,951.69		\$11,951.69	
161628	10/30/2024	A7370	ARENDS HOGAN WALKER LLC	\$1,254.41		\$1,254.41	
161629	10/30/2024	A8006	AT & T MOBILITY LLC	\$181.78		\$181.78	
161630	10/30/2024	A8011	AT&T MOBILITY-CC	\$612.46		\$612.46	
161631	10/30/2024	A85755	AUTOMOTIVE COLOR & SUPPLY CORP	\$42.45		\$42.45	
161632	10/30/2024	C0365	CARLE PHYSICIAN GROUP	\$2,185.00		\$2,185.00	
161633	10/30/2024	C3052	CHAMPAIGN COUNTY REGIONAL PLANNING	\$5,000.00		\$5,000.00	
161634	10/30/2024	C4511	CLARKE POWER SERVICES, INC.	\$296.80		\$296.80	
161635	10/30/2024	C6263	COMCAST CABLE	\$272.56		\$272.56	
161636	10/30/2024	D0271	DANVILLE MASS TRANSIT	\$2,016.50		\$2,016.50	
161637	10/30/2024	H1000	HDR ENGINEERING, INC.	\$14,939.28		\$14,939.28	
161638	10/30/2024	I4790	ILLINOIS-AMERICAN WATER	\$1,712.08		\$1,712.08	
161639	10/30/2024	L2096	SAM LEMAN CJDR CHAMPAIGN	\$759.35		\$759.35	
161640	10/30/2024	M2179	MENARD'S	\$307.07		\$307.07	
161641	10/30/2024	M9548	MYERS TIRE SUPPLY	\$519.23		\$519.23	
161642	10/30/2024	N0320	NAPA AUTO PARTS	\$54.92		\$54.92	
161643	10/30/2024	N2295	THE NEWS GAZETTE	\$75.20		\$75.20	
161644	10/30/2024	N6425	MATTHEW NOVELLI	\$755.66		\$755.66	
161645	10/30/2024	S6235	SOUTHERN BUS & MOBILITY INC	\$2,344.93		\$2,344.93	
161646	10/30/2024	T2205	CONSOLIDATED ELECTRICAL DISTRIBUTORS, IN	\$30.28		\$30.28	
161647	10/30/2024	T7296	TRANE U.S. INC.	\$575.16		\$575.16	
161648	10/30/2024	U5180	UNITED PARCEL SERVICE	\$304.36		\$304.36	
161649	10/30/2024	U5996	UNIVERSITY OF ILLINOIS	\$433.00		\$433.00	
161650	10/30/2024	U6560	UPS FREIGHT	\$225.08		\$225.08	
161651	10/30/2024	U7355	U-C SANITARY DISTRICT	\$1,064.89		\$1,064.89	
161652	10/30/2024	V2233	VERIZON WIRELESS	\$360.10		\$360.10	

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

From Date: 10/1/2024 Thru Date: 10/31/2024

CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
10012024	10/1/2024	S8020	STANDARD INSURANCE COMPANY	\$2,616.11		\$2,616.11	
10022024	10/16/2024	S8020	STANDARD INSURANCE COMPANY	\$5,910.88		\$5,910.88	
10032024	10/3/2024	D3100	DIVVY	\$18,180.81		\$18,180.81	
10052024	10/5/2024	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$15,665.52		\$15,665.52	
10062024	10/5/2024	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$14,448.00		\$14,448.00	
10072024	10/5/2024	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$8,265.16		\$8,265.16	
10082024	10/5/2024	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	\$44,134.61		\$44,134.61	
10102024	10/10/2024	I4830	IMRF	\$297,902.84		\$297,902.84	
10102410	10/10/2024	I4830	IMRF	\$5,295.62	\$3,388.44	\$1,907.18	
10142024	10/14/2024	A2487	AFLAC	\$10,624.84		\$10,624.84	
10162024	10/16/2024	D3100	DIVVY	\$20,654.69		\$20,654.69	
10172024	10/16/2024	C3560	CIRCLE K FLEET	\$9,932.26		\$9,932.26	
10242024	10/19/2024	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	\$43,237.89		\$43,237.89	
10262024	10/25/2024	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$8,188.23		\$8,188.23	
10272024	10/25/2024	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$14,503.63		\$14,503.63	
10282024	10/25/2024	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$15,699.68		\$15,699.68	
10312024	10/31/2024	F4640	FLEX-EMPLOYEE REIMB.	\$0.00		\$0.00	X
				\$1,400,000.37	\$13,190.22	\$1,386,810.15	

Champaign Urbana Mass Transit District
Accounts Payable Check Disbursement List

Checking Account #: 011-8189-0

FLEX CHECKING-BUSEY BANK

From Date: 10/31/2024

Thru Date: 10/31/2024

Check #	Check Date	Ref #	Name	Amount	Voided
10312024	10/31/2024	F4640	FLEX-EMPLOYEE REIMB.	\$16,847.66	
				Total:	
				\$16,847.66	

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

From Date: 10/1/2024 Thru Date: 10/31/2024

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion
ACH	04-Oct-24	274480-B0060	BACON & VAN BUSKIRK	\$1,795.00		\$1,795.00
ACH	04-Oct-24	274480-B3555	BIRKEY'S FARM STORE, INC.	\$990.16		\$990.16
ACH	04-Oct-24	274480-C2165	CENTRAL ILLINOIS TRUCKS	\$9,944.59		\$9,944.59
ACH	04-Oct-24	274480-C3105	CHEMICAL MAINTENANCE, INC.	\$2,249.39		\$2,249.39
ACH	04-Oct-24	274480-C6258	COLUMBIA STREET ROASTERY	\$202.00		\$202.00
ACH	04-Oct-24	274480-C6282	CONNOR COMPANY	\$14.13		\$14.13
ACH	04-Oct-24	274480-C6299	CORNERSTONE GOVERNMENT AFFAIRS, INC.	\$4,500.00		\$4,500.00
ACH	04-Oct-24	274480-C8450	CU HARDWARE COMPANY	\$27.82		\$27.82
ACH	04-Oct-24	274480-D0423	DAVE & HARRY LOCKSMITHS	\$4,620.00		\$4,620.00
ACH	04-Oct-24	274480-F0367	FASTENERS ETC., INC.	\$59.98		\$59.98
ACH	04-Oct-24	274480-F6367	FORD CITY	\$587.15		\$587.15
ACH	04-Oct-24	274480-G2287	GFL ENVIRONMENTAL HOLDINGS (US), INC	\$2,504.16		\$2,504.16
ACH	04-Oct-24	274480-G6575	GOVERNMENT FINANCE OFFICERS ASSOCIATION	\$35,000.00		\$35,000.00
ACH	04-Oct-24	274480-G7375	GRIMCO, INC	\$377.28		\$377.28
ACH	04-Oct-24	274480-I4747	ILLINI FS, INC.	\$17,637.66		\$17,637.66
ACH	04-Oct-24	274480-I5904	INTERSTATE BATTERIES	\$584.44		\$584.44
ACH	04-Oct-24	274480-J5550	JM TEST SYSTEMS, LLC	\$594.02		\$594.02
ACH	04-Oct-24	274480-K2166	KEMPER INDUSTRIAL EQUIP.	\$517.50		\$517.50
ACH	04-Oct-24	274480-M1246	MCMaster-CARR SUPPLY CO.	\$1,487.74		\$1,487.74
ACH	04-Oct-24	274480-M3408	MIDWEST TRANSIT EQUIPMENT, INC.	\$979.72		\$979.72
ACH	04-Oct-24	274480-M6334	MORGAN DISTRIBUTING, INC.	\$18,112.97		\$18,112.97
ACH	04-Oct-24	274480-N2290	NEW FLYER INDUSTRIES	\$158,664.82		\$158,664.82
ACH	04-Oct-24	274480-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$32,140.28		\$32,140.28
ACH	04-Oct-24	274480-O7370	O'REILLY AUTOMOTIVE, INC.	\$115.59		\$115.59
ACH	04-Oct-24	274480-P0015	3PLAY MEDIA, INC	\$127.50		\$127.50
ACH	04-Oct-24	274480-Q8455	QUILL	\$44.98		\$44.98
ACH	04-Oct-24	274480-S5192	S.J. SMITH WELDING SUPPLY	\$360.30		\$360.30
ACH	04-Oct-24	274480-S8165	STOCKS, INC.	\$4,238.76		\$4,238.76
ACH	04-Oct-24	274480-T2100	TELCOM INNOVATIONS GROUP LLC	\$145.00		\$145.00
ACH	04-Oct-24	274480-T2225	TERMINAL SUPPLY COMPANY	\$52.74		\$52.74
ACH	04-Oct-24	274480-W1025	KARL CHANG	\$360.00		\$360.00
ACH	11-Oct-24	274837-B0427	BARBECK COMMUNICATION	\$915.30	\$915.30	\$0.00
ACH	11-Oct-24	274837-B8050	BAKER TILLY US, LLP	\$25,015.23	\$1,000.00	\$24,015.23
ACH	11-Oct-24	274837-C0275	CCMSI	\$35.00		\$35.00
ACH	11-Oct-24	274837-C2165	CENTRAL ILLINOIS TRUCKS	\$340.81		\$340.81
ACH	11-Oct-24	274837-C3105	CHEMICAL MAINTENANCE, INC.	\$2,463.33		\$2,463.33
ACH	11-Oct-24	274837-C4588	CLEAN UNIFORM COMPANY	\$170.13		\$170.13
ACH	11-Oct-24	274837-C6291	DG INVESTMENT INTERMEDIATE HOLDINGS 2	\$1,020.00		\$1,020.00
ACH	11-Oct-24	274837-C8450	CU HARDWARE COMPANY	\$64.21		\$64.21
ACH	11-Oct-24	274837-C8510	CURRENT SOLUTIONS OF THE MIDWEST LLC	\$24,500.00		\$24,500.00
ACH	11-Oct-24	274837-D0426	DAVIS-HOUK MECHANICAL, INC	\$2,754.75		\$2,754.75
ACH	11-Oct-24	274837-D2012	DEAN'S GRAPHICS	\$3,054.52		\$3,054.52
ACH	11-Oct-24	274837-D2900	DEWBERRY ENGINEERS INC.	\$18,943.00		\$18,943.00
ACH	11-Oct-24	274837-D7700	DS SERVICES OF AMERICA, INC.	\$10.50		\$10.50
ACH	11-Oct-24	274837-D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	\$64.85		\$64.85
ACH	11-Oct-24	274837-E0368	EAST PENN MANUFACTURING CO.	\$4,056.92		\$4,056.92

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

From Date: 10/1/2024 Thru Date: 10/31/2024

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion
ACH	11-Oct-24	274837-E3390	EIGHT 22, LLC	\$4,408.00		\$4,408.00
ACH	11-Oct-24	274837-E5950	LTD TECHNOLOGY SOLUTIONS, INC.	\$2,023.21		\$2,023.21
ACH	11-Oct-24	274837-F2014	F.E. MORAN, INC. FIRE PROTECTION	\$2,470.00		\$2,470.00
ACH	11-Oct-24	274837-G4293	GLOBAL TECHNICAL SYSTEMS, INC.	\$3,036.83		\$3,036.83
ACH	11-Oct-24	274837-G6300	GOODYEAR TIRE & RUBBER CO	\$260.00		\$260.00
ACH	11-Oct-24	274837-G7308	GRAINGER	\$1,185.18		\$1,185.18
ACH	11-Oct-24	274837-H2235	HERITAGE PETROLEUM, LLC	\$17,158.35		\$17,158.35
ACH	11-Oct-24	274837-H3564	HIRERIGHT GIS INTERMEDIATE CORP, INC.	\$3,910.10		\$3,910.10
ACH	11-Oct-24	274837-H6260	ILLINOIS POWER MARKING CO	\$30,019.80		\$30,019.80
ACH	11-Oct-24	274837-I4747	ILLINI FS, INC.	\$5,729.21		\$5,729.21
ACH	11-Oct-24	274837-J8850	JX ENTERPRISES, INC.	\$207.96		\$207.96
ACH	11-Oct-24	274837-K2166	KEMPER INDUSTRIAL EQUIP.	\$170.00		\$170.00
ACH	11-Oct-24	274837-K2190	KEN'S OIL SERVICE, INC.	\$6,870.29		\$6,870.29
ACH	11-Oct-24	274837-L2005	DONALD DAVID OWEN	\$2,625.00		\$2,625.00
ACH	11-Oct-24	274837-M0350	MANSFIELD POWER & GAS LLC	\$3,144.80		\$3,144.80
ACH	11-Oct-24	274837-M2310	MEYER CAPEL	\$3,514.00		\$3,514.00
ACH	11-Oct-24	274837-M34035	MIDWEST FIBER RECYCLING	\$304.94		\$304.94
ACH	11-Oct-24	274837-N2290	NEW FLYER INDUSTRIES	\$643,038.59		\$643,038.59
ACH	11-Oct-24	274837-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$21,585.58		\$21,585.58
ACH	11-Oct-24	274837-O7370	O'REILLY AUTOMOTIVE, INC.	\$545.47		\$545.47
ACH	11-Oct-24	274837-O7450	ORKIN EXTERMINATING CO.	\$105.00		\$105.00
ACH	11-Oct-24	274837-P4521	CYNTHIA HOYLE	\$2,015.00		\$2,015.00
ACH	11-Oct-24	274837-Q8455	QUILL	\$159.46		\$159.46
ACH	11-Oct-24	274837-S3115	DANIEL J. HARTMAN	\$4,222.50		\$4,222.50
ACH	11-Oct-24	274837-S5023	SMART GROWTH AMERICA	\$1,250.00		\$1,250.00
ACH	11-Oct-24	274837-S6814	SPORTWORKS NW, INC.	\$586.58		\$586.58
ACH	11-Oct-24	274837-T2225	TERMINAL SUPPLY COMPANY	\$204.84		\$204.84
ACH	11-Oct-24	274837-T7300	AMERITRAN SERVICE CORP	\$5,985.00		\$5,985.00
ACH	11-Oct-24	274837-U5998	UNIVERSITY OF ILLINOIS	\$32,732.83		\$32,732.83
ACH	11-Oct-24	274837-U7385	URBANA TRUE TIRES	\$733.85		\$733.85
ACH	11-Oct-24	274837-V3370	VIA TRANSPORTATION, INC.	\$4,145.00		\$4,145.00
ACH	16-Oct-24	275086-N2290	NEW FLYER INDUSTRIES	\$158,664.82		\$158,664.82
ACH	18-Oct-24	275114-B0060	BACON & VAN BUSKIRK	\$631.20		\$631.20
ACH	18-Oct-24	275114-B3555	BIRKEY'S FARM STORE, INC.	\$1,426.50		\$1,426.50
ACH	18-Oct-24	275114-B8050	BAKER TILLY US, LLP	\$12,500.00		\$12,500.00
ACH	18-Oct-24	275114-C0340	CARDINAL INFRASTRUCTURE, LLC	\$6,500.00		\$6,500.00
ACH	18-Oct-24	275114-C1161	CCP INDUSTRIES	\$189.67		\$189.67
ACH	18-Oct-24	275114-C2156	CENTER FOR TRANSPORTATION & THE ENVIRONM	\$14,350.35		\$14,350.35
ACH	18-Oct-24	275114-C2165	CENTRAL ILLINOIS TRUCKS	\$7,607.91		\$7,607.91
ACH	18-Oct-24	275114-C3105	CHEMICAL MAINTENANCE, INC.	\$1,141.74		\$1,141.74
ACH	18-Oct-24	275114-D0426	DAVIS-HOUK MECHANICAL, INC	\$37,231.55		\$37,231.55
ACH	18-Oct-24	275114-D2012	DEAN'S GRAPHICS	\$29,971.91		\$29,971.91
ACH	18-Oct-24	275114-D2250	DELTA SAFETY SERVICES	\$830.00		\$830.00
ACH	18-Oct-24	275114-D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	\$281.84		\$281.84
ACH	18-Oct-24	275114-E0368	EAST PENN MANUFACTURING CO.	\$5,642.88		\$5,642.88
ACH	18-Oct-24	275114-F6367	FORD CITY	\$285.60		\$285.60

**Champaign-Urbana Mass Transit District
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Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion
ACH	18-Oct-24	275114-G4293	GLOBAL TECHNICAL SYSTEMS, INC.	\$7,450.59		\$7,450.59
ACH	18-Oct-24	275114-I4747	ILLINI FS, INC.	\$24,321.32		\$24,321.32
ACH	18-Oct-24	275114-I5904	INTERSTATE BATTERIES	\$440.49		\$440.49
ACH	18-Oct-24	275114-J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$98.57		\$98.57
ACH	18-Oct-24	275114-K2190	KEN'S OIL SERVICE, INC.	\$19,604.52		\$19,604.52
ACH	18-Oct-24	275114-K3575	KIRK'S AUTOMOTIVE	\$4,700.00		\$4,700.00
ACH	18-Oct-24	275114-M1246	MCMASTER-CARR SUPPLY CO.	\$100.09		\$100.09
ACH	18-Oct-24	275114-N2290	NEW FLYER INDUSTRIES	\$1,896,715.77		\$1,896,715.77
ACH	18-Oct-24	275114-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$18,077.60		\$18,077.60
ACH	18-Oct-24	275114-O7370	O'REILLY AUTOMOTIVE, INC.	\$1,006.35		\$1,006.35
ACH	18-Oct-24	275114-O7450	ORKIN EXTERMINATING CO.	\$5,633.57		\$5,633.57
ACH	18-Oct-24	275114-P0270	PANNIER CORPORATION	\$17,490.00		\$17,490.00
ACH	18-Oct-24	275114-Q8455	QUILL	\$173.85		\$173.85
ACH	18-Oct-24	275114-S0085	SLE TECHNOLOGIES, INC.	\$5,625.07		\$5,625.07
ACH	18-Oct-24	275114-S5192	S.J. SMITH WELDING SUPPLY	\$42.40		\$42.40
ACH	18-Oct-24	275114-S6962	SPX CORPORATION	\$303.46		\$303.46
ACH	18-Oct-24	275114-S8165	STOCKS, INC.	\$147.00		\$147.00
ACH	18-Oct-24	275114-T2225	TERMINAL SUPPLY COMPANY	\$410.00		\$410.00
ACH	18-Oct-24	275114-T9069	TWILIO INC	\$1,157.98		\$1,157.98
ACH	25-Oct-24	275447-B0060	BACON & VAN BUSKIRK	\$86.52		\$86.52
ACH	25-Oct-24	275447-B3555	BIRKEY'S FARM STORE, INC.	\$7,134.16		\$7,134.16
ACH	25-Oct-24	275447-C2165	CENTRAL ILLINOIS TRUCKS	\$5,508.96		\$5,508.96
ACH	25-Oct-24	275447-C3105	CHEMICAL MAINTENANCE, INC.	\$2,142.95		\$2,142.95
ACH	25-Oct-24	275447-C4588	CLEAN UNIFORM COMPANY	\$151.48		\$151.48
ACH	25-Oct-24	275447-C4592	BEVERLY J. WHITE	\$2,998.00		\$2,998.00
ACH	25-Oct-24	275447-C6258	COLUMBIA STREET ROASTERY	\$97.00		\$97.00
ACH	25-Oct-24	275447-C8450	CU HARDWARE COMPANY	\$99.84		\$99.84
ACH	25-Oct-24	275447-D0423	DAVE & HARRY LOCKSMITHS	\$310.08		\$310.08
ACH	25-Oct-24	275447-D2064	DEEM LANDSCAPING, INC.	\$3,380.00		\$3,380.00
ACH	25-Oct-24	275447-D8520	DUNCAN SUPPLY CO. INC.	\$129.36		\$129.36
ACH	25-Oct-24	275447-F2014	F.E. MORAN, INC. FIRE PROTECTION	\$1,201.66		\$1,201.66
ACH	25-Oct-24	275447-F6367	FORD CITY	\$58.42		\$58.42
ACH	25-Oct-24	275447-G4293	GLOBAL TECHNICAL SYSTEMS, INC.	\$1,276.54		\$1,276.54
ACH	25-Oct-24	275447-G6300	GOODYEAR TIRE & RUBBER CO	\$16,286.65		\$16,286.65
ACH	25-Oct-24	275447-G6575	GOVERNMENT FINANCE OFFICERS ASSOCIATION	\$40,000.00		\$40,000.00
ACH	25-Oct-24	275447-G7308	GRAINGER	\$1,097.79		\$1,097.79
ACH	25-Oct-24	275447-H6260	ILLINOIS POWER MARKING CO	\$16,080.39		\$16,080.39
ACH	25-Oct-24	275447-I1595	IDENTISYS INCORPORATED	\$1,081.00		\$1,081.00
ACH	25-Oct-24	275447-I4747	ILLINI FS, INC.	\$5,175.01		\$5,175.01
ACH	25-Oct-24	275447-I5758	INIT INC.	\$250.00		\$250.00
ACH	25-Oct-24	275447-J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$290.48		\$290.48
ACH	25-Oct-24	275447-J6136	JOHNSON CONTROLS FIRE PROTECTION LP	\$1,460.76		\$1,460.76
ACH	25-Oct-24	275447-K2190	KEN'S OIL SERVICE, INC.	\$18,160.12		\$18,160.12
ACH	25-Oct-24	275447-M1246	MCMASTER-CARR SUPPLY CO.	\$622.25		\$622.25
ACH	25-Oct-24	275447-M1269	MCS OFFICE TECHNOLOGIES	\$7,255.00		\$7,255.00
ACH	25-Oct-24	275447-M3408	MIDWEST TRANSIT EQUIPMENT, INC.	\$1,731.40		\$1,731.40

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

From Date: 10/1/2024 Thru Date: 10/31/2024

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion
ACH	25-Oct-24	275447-N2290	NEW FLYER INDUSTRIES	\$1,264,477.18		\$1,264,477.18
ACH	25-Oct-24	275447-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$14,002.19		\$14,002.19
ACH	25-Oct-24	275447-O7370	O'REILLY AUTOMOTIVE, INC.	\$464.80		\$464.80
ACH	25-Oct-24	275447-O7450	ORKIN EXTERMINATING CO.	\$2,627.95		\$2,627.95
ACH	25-Oct-24	275447-P3600	PIVOT ENERGY, INC	\$2,312.02		\$2,312.02
ACH	25-Oct-24	275447-P4525	NORMA MCFARLAND	\$476.92		\$476.92
ACH	25-Oct-24	275447-Q8455	QUILL	\$63.48		\$63.48
ACH	25-Oct-24	275447-R6120	ROGARDS OFFICE PRODUCTS	\$597.61		\$597.61
ACH	25-Oct-24	275447-S1143	SCHINDLER ELEVATOR CORP.	\$4,926.09		\$4,926.09
ACH	25-Oct-24	275447-S3115	DANIEL J. HARTMAN	\$3,955.00		\$3,955.00
ACH	25-Oct-24	275447-S5192	S.J. SMITH WELDING SUPPLY	\$133.70		\$133.70
ACH	25-Oct-24	275447-S6865	SPRINGFIELD ELECTRIC	\$662.48		\$662.48
ACH	25-Oct-24	275447-S8010	STANCIL CORPORATION	\$801.00		\$801.00
ACH	25-Oct-24	275447-S8188	STREETMETRICS, INC.	\$1,500.00		\$1,500.00
ACH	25-Oct-24	275447-U7385	URBANA TRUE TIRES	\$739.95		\$739.95
ACH	29-Oct-24	275639-N2290	NEW FLYER INDUSTRIES	\$317,329.64		\$317,329.64
				\$5,216,682.03	\$1,915.30	\$5,214,766.73

MTD - Bank & Investment Balances

Financial Institution	Bank Bal @ 10/31/24	Interest Rate	Maturity
Busey Bank			
Payroll	\$5,000.00	-	-
Illinois Terminal - Square POS	\$62,856.66	-	-
Operating	\$350,000.00	-	-
C-CARTS	\$143,182.73	-	-
Sec 125 Flexible Spending Plan	\$129,503.08	-	-
ATM	\$27,222.32	-	-
Money Market	\$17,376,262.88	4.06%	-
First Mid Bank	\$13,907,361.67	4.09%	-
Prospect Bank			-
MuniWise	\$999.94	2.00%	
MuniWise Flex	\$9,831,942.56	3.72%	
Total	<u>\$41,834,331.84</u>		

MTD - Capital Reserve, Restricted, & Operating @ 10/31/24

Capital Reserve -Budgeted (FY25 Capital Budget)	\$25,311,500.00
Capital Reserve -Unbudgeted	\$15,305,054.27
Operating	\$1,217,777.57
Total	<u>\$41,834,331.84</u>



To: Karl Gnadt, Managing Director
 From: Victoria Carrington, Procurement Specialist
 Date: November 18, 2024
 Subject: Architecture & Engineering Services Library

On September 3, 2024, MTD issued a request for statements of qualifications (RFQ) for Architectural & Engineering (A&E) Services. Many MTD projects require services to be performed by a registered or licensed architect or engineer. MTD has issued this RFQ in accordance with FTA’s enabling legislation at 49 U.S.C. § 5325(b)(1) which requires the use of the qualifications-based procurement procedures contained in the Brooks Act, 40 U.S.C. §§ 1101-1104. MTD’s intent is to award multiple contracts to a variety of firms of A&E professional service disciplines in order to have a quality library of A&E consultants to provide specialized services and expertise on MTD projects from the highest and best evaluated firms needed to provide design, engineering, construction administration and oversight services, develop cost estimates, plans, specifications, project schedules, phasing, and logistic planning for future MTD projects. Firms which are selected for contract award will be compiled into lists of service disciplines.

The contracts resulting from this RFQ will be continuing service contracts and no minimum or maximum amount of professional services or compensation will be assured to the firms which are awarded. The contracts resulting from this RFQ will be on an on-call basis, awarded firms may then receive work orders from MTD for projects which require professional services which the firm is best qualified for, unless a precedent exists which warrants an exception. MTD retains the right to preserve its option to retain other architecture, engineering, and professional service firms or to perform work for any particular project or assignment at its sole discretion.

On October 2, 2024, MTD received eleven statements of qualifications (SOQ) in response to RFQ No. 2024-004 from Architectural Expressions, LLP (AEX); Berns, Clancy & Associates, P.C. (BCA); Civil Design, Inc. (CDI); Dewberry Engineers, Inc. (Dew.); Farnsworth Group, Inc. (Far.); Fehr Graham & Associates, LLC (Feh.); GHR Engineers & Associates, Inc. (GHR); HDR Engineering, Inc. (HDR); IGW Architecture (IGW); Muller & Muller, Ltd. (M2); and Reifsteck Wakefield Fanning & Company (RWF). An Evaluation Committee was formed to review the statements received, which included Ashlee McLaughlin, External Affairs Director; Dave Thornton, Assistant Facilities Director; Josh Berbaum, Maintenance & Facilities Director; Josh Dhom, Illinois Terminal Director; and Ryan Blackman, Technology Services Director. The Evaluation Committee independently reviewed and evaluated the proposals based on the criteria in Table 1.

Table 1: Evaluation Criteria

Criteria	Possible Points
Project Approach	25
Work Experience	20
Specialized Experience	20
References of Past Performance	15
Workload Capacity	10
Geographic Location	5

On October 29, 2024, the Evaluation Committee met to discuss their independent evaluations. The average scoring of the independent evaluations is shown in Table 2.

Table 2: Evaluation Scores

Criteria (possible points)	Far.	GHR	HDR	AEX	CDI	Feh.	BCA	Dew.	IGW	RWF	M2
Project Approach (25)	22	21	22	18	22	20	18	19	18	20	18
Work Experience (20)	17	18	19	18	17	18	17	16	18	14	17
Specialized Experience (20)	19	18	19	15	15	15	17	17	16	13	17
References (15)	13	14	14	13	12	12	13	12	12	13	10
Workload Capacity (10)	9	8	9	9	9	9	5	9	6	8	8
Geographic Location (5)	5	5	1	5	2	5	5	2	5	5	2
Totals	87	84	84	78	78	78	76	76	76	74	72

Notes from the internal discussion are shown below.

- Farnsworth Group, Inc. demonstrated extensive expertise in working with governmental entities and public transit systems, highlighting sustainability, local commitment, and equity as core elements of their project approach, management, and quality control methods.
- GHR Engineers & Associates, Inc.'s proposal expressed a strong record of local experience, including numerous projects with MTD throughout much of its history, though it included limited transit-related projects overall.
- HDR Engineering, Inc. provided comprehensive details on the experience and qualifications of its staff, who specialize in operations and maintenance facility projects for transit providers; however, the firm does not have a local office.
- Architectural Expressions, LLP, together with its subconsultants, presented a fully qualified and highly experienced team, though much of the specialized transit experience heavily resided with the subconsultants.
- Civil Design, Inc. displayed exceptional project approach methods and significant experience with governmental projects, particularly for IDOT, while references did not include transit-specific projects.
- Fehr Graham & Associates, LLC's proposal emphasized environmental sustainability in projects and showcased transportation work for local communities, though it had less transit-related experience compared to other firms.
- Berns, Clancy & Associates, PC exhibited a long-standing, reputable presence in the Champaign-Urbana area and substantial experience with MTD projects, though questions arose regarding workload capacity due to limited staff.
- Dewberry Engineers Inc. demonstrated municipal and commercial experience, offering a broad range of A&E services, especially in current contracts providing on-call A&E services for multiple local governments and agencies. Geographic location presented concerns of availability and responsiveness.
- IGW Architecture explained a strong local presence and history of working with governmental agencies, including MTD. While references were highly positive, concerns were raised regarding responsiveness and the quality of work on past MTD projects.
- Reifsteck, Wakefield, Fanning & Company's highly organized proposal provided a range of local governmental projects. However, there was consideration to RWF's project capacity, limited transit-related experience, and limited areas of technical expertise in comparison to other firms.
- Muller & Muller, Ltd. presented a strong history of transit-related experience, FTA-funded projects, and partnerships with DBE firms. The heavy reliance on subconsultant collaboration and limited local presence posed questions about M2's utility within our larger library of firms.

The Evaluation Committee unanimously recommends contract award to the following firms to be included in MTD’s on-call A&E service library:

Architectural Expressions, LLP
 Berns, Clancy & Associates, PC
 Civil Design, Inc.
 Dewberry Engineers, Inc.
 Farnsworth Group, Inc.

Fehr Graham & Associates, LLC
 GHR Engineers & Associates, Inc.
 HDR Engineering, Inc.
 IGW Architecture

The professional service disciplines MTD will utilize the selected firms for are reflected in Table 3.

Table 3: Professional Service Disciplines

Service Discipline	AEX	BCA	CDI	Dew.	Far.	Feh.	GHR	HDR	IGW
Architectural Engineering	■			■				■	■
Architecture Design	■								
Civil Engineering			■	■		■			
Construction Management					■	■			
Electrical Engineering	■			■			■	■	
Environmental/Sustainability Design			■	■					■
Interior Design			■						■
Land Surveying		■	■			■			
Landscape Architecture								■	
Mechanical Engineering	■			■			■	■	
Plumbing Engineering									
Project Management			■	■		■		■	
Structural Engineering	■			■				■	
Technology Design				■	■				
Topographic & Site Surveying		■	■		■	■			
Transportation Engineering	■		■	■	■	■		■	

ORDINANCE NO. 2024-2
 GENERAL TAX LEVY ORDINANCE OF THE
 CHAMPAIGN-URBANA MASS TRANSIT DISTRICT
 CHAMPAIGN COUNTY, ILLINOIS
 FOR THE FISCAL YEAR BEGINNING JULY 1, 2024
 AND ENDING JUNE 30, 2025

WHEREAS, the current fiscal year of the Champaign-Urbana Mass Transit District Champaign County, Illinois, begins July 1, 2024 and ends on June 30, 2025, and the said District is required by law to adopt its Budget and Appropriation Ordinance prior to or in the first quarter of such fiscal year, and the Board of Trustees has adopted such Ordinance after due notice and public hearing as required by law on June 26, 2024, and

WHEREAS, said Budget and Appropriation Ordinance appropriated a total amount of money in the amount of Fifty-Seven Million Two Hundred Forty-Four Thousand and No/100 Dollars (\$57,244,000), all as detailed and set forth therein.

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

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

	AMOUNT APPROPRIATED	AMOUNT LEVIED
General Fund	\$50,478,000	\$9,165,880
Illinois Municipal Retirement Fund	3,015,000	1,700,000
Audit	36,000	30,000
Liability Insurance	1,225,000	750,000
Social Security	1,985,000	1,090,000
Unemployment Insurance	85,000	45,000
Workers Compensation	420,000	112,000
Total	\$57,244,000	\$12,892,880

There is hereby levied in the aggregate, a general tax upon all taxable property within the Champaign-Urbana Mass Transit District, Champaign County, Illinois, as the same is assessed and equalized for State and County purposes for the year 2024 to be levied and assessed in the year 2025, the aggregate sum of Twelve Million Eight Hundred Ninety-Two Thousand Eight Hundred Eighty and No/100 Dollars (\$12,892,880), comprised as follows:

a. For general corporate purposes, the sum of Nine Million One Hundred Sixty-Five Thousand Eight Hundred Eighty and No/100 Dollars (\$9,165,880).

b. There is further levied, in addition to all other taxes and exclusive of and in addition to the amount of taxes levied for general purposes, the amount of One Million Seven Hundred Thousand and No/100 Dollars (\$1,700,000) for the purpose of providing monies for the Champaign-Urbana Mass Transit District's contributions required for Illinois Municipal Retirement Fund contributions.

c. There is further levied, in addition to all other taxes levied for general purposes, the amount of Thirty Thousand and No/100 Dollars (\$30,000) for auditing.

d. There is further levied, in addition to all other taxes levied for general purposes, the amount of Seven Hundred Fifty Thousand and No/100 Dollars (\$750,000) for liability insurance, claims service and claims.

e. There is further levied, in addition to all other taxes levied for general purposes, the amount of One Million Ninety Thousand and No/100 Dollars (\$1,090,000) for the purpose of providing monies for the Champaign-Urbana Mass Transit District's contribution required for Social Security System contributions.

f. There is further levied, in addition to all other taxes levied for general purposes, the amount of Forty-Five Thousand and No/100 Dollars (\$45,000) for unemployment insurance.

g. There is further levied, in addition to all other taxes levied for general purposes, the amount of One Hundred Twelve Thousand and No/100 Dollars (\$112,000) for protection of the Champaign- Urbana Mass Transit District under the Worker's Compensation Act.

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

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

This Ordinance is hereby passed by the affirmative vote, the "Ayes" and "Nays" being called, of a majority of the members of the Board of Trustees of the Champaign-Urbana Mass Transit District, at a duly called regular meeting of the said Board of Trustees on the 4th day of December, 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 4th day of December, 2024.

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT

BY: _____
Secretary



To: Board of Trustees
From: Karl Gnadt, Managing Director/CEO
Date: December 4, 2024
Subject: District Assistant Secretary Appointment

- A. Introduction:** According to MTD’s By-Laws under Article III 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.” The Assistant Secretary’s position is currently vacant due to lack of previous appointment.
- B. Recommended Action:** Staff recommends approval of Sasha Green, Lead Human Resources Specialist, as Assistant Secretary of the District.
- C. Summary:** MTD’s By-Laws under Article III Section 7, Duties of the Secretary and Assistant Secretary state: “The duties of the Secretary and 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.”

DRAFT

Bylaws of the
Champaign-Urbana Mass Transit District

Proposed Amendment

Article II
New Section 8 following Section 7
[& renumber the subsequent sections]

Section 8: Attendance by means other than physical presence. In compliance with the Illinois Open Meetings Act (5 ILCS 120/7), Trustees may request to participate remotely in a Board of Trustees Meeting by audio or video conference, as follows:

(a) If a quorum of the Trustees is physically present at the location of the Board of Trustees Meeting as required by Section 2.01, a majority of the Trustees may allow a Trustee to attend the meeting by other means if the Trustee is prevented from physically attending because of: (i) personal illness or disability; (ii) employment purposes or the business of the District; (iii) a family or other emergency; (iv) unexpected childcare obligations; or (v) another provision authorized by the Open Meetings Act, as amended. "Other means" is by video or audio conference.

(b) If a Trustee wishes to attend a meeting by other means, the member must notify the Board Secretary, Board Assistant Secretary (if any), Board Chair, or Board Vice-Chair of the District twenty-four (24) hours before the meeting unless advance notice is impractical.

(c) The votes of a Trustee attending by means other than physical presence shall be accepted and counted but must be cast by the Trustee attending by means other than physical presence and not by a proxy.

(d) If any portion of this Section conflicts with the Illinois Open Meetings Act (5 ILCS 120/1 *et seq.*), as amended, then the Illinois Open Meetings Act controls.



To: Karl Gnad, Managing Director/CEO
 From: Ashlee McLaughlin, External Affairs Director
 Date: December 4, 2024
 Subject: Approval of Broeren Russo Contract for 803 Roof Reinforcement & Solar Expansion

- A. Introduction:** The District is in need of solar array expansion installation and related roof reinforcement work on the roof of the Maintenance Facility at 803 E. University Avenue in Urbana.
- B. Recommended Action:** Authorize the Managing Director to execute a contract with Broeren Russo Builders, Inc. (Broeren Russo) in the amount of \$5,425,000 for structural roof reinforcement work and solar array expansion on the roof of the Maintenance Facility.
- C. Previous Action:**
 - 1) On October 26, 2022, The Board approved a contract with Dewberry Engineering to complete the design and engineering necessary for 803 Roof Solar Array Expansion.
 - 2) On February 23, 2022, the Board approved adoption of a resolution authorizing the execution of the Rebuild Illinois Capital Assistance Grant Agreement worth \$2,109,000 to expand the solar array on the roof of MTD’s Maintenance Facility.
- D. Summary:** Dewberry Engineers completed design and engineering for this project in 2023 to prepare the project specifications. In May 2023, an invitation for bid (IFB) was released for this project. One bid was received with a cost that significantly exceeded the project budget. The District decided to reject the bid and re-evaluate the project scope and solicitation approach.

The District released a new invitation for bid (IFB) on August 1, 2024 and a pre-bid meeting was held on August 15, 2024. When the project was re-released in August 2024, the scope had been reconsidered, the budget had been increased, and the distribution list had grown to target more general contractors. The IFB was advertised in the News Gazette as well as on mtd.org. Eighteen companies requested the full IFB during the bidding period.

The IFB included a request for a base bid which excluded the portion of the roof over the Maintenance Facility’s mezzanine and an alternate bid for just the portion of roof over the mezzanine. The roof over the mezzanine requires additional time and materials due to the coordination and extra care required to accommodate the offices and equipment located in the mezzanine. At the bid opening on September 3, 2024, one bid was received from Broeren Russo. The cost is presented in the table below.

	<u>Base Bid</u>		<u>Base + Alternate Bid</u>	
Solar kWh/yr	485,160		599,350	
Rebuild Funding	\$2,109,000	53%	\$2,109,000	39%
Local Capital Reserve	\$1,841,000	47%	\$3,316,000	61%
Total Cost	\$3,950,000	100%	\$5,425,000	100%

MTD staff have contacted the contractors who requested the full IFB but did not submit a bid to inquire why. Eight companies responded: six indicated they did not have time/resources available to perform the work, two indicated that they submitted bids to the general contractor who submitted the bid. The District feels it is justified to move ahead with Broeren Russo's bid based on the re-evaluation of the project scope, the completion of two solicitations, and the results of the bid evaluation. The contract award is also subject to review and approval by IDOT, as the grantor of the project's Rebuild Illinois funds.

- E. Background:** In 2014 the District completed installation of a 297-kilowatt photovoltaic system on the roof of the Maintenance Facility. The existing array produces about 200,000 kilowatt hours of renewable energy annually, offsetting approximately 20 percent of the facility's electricity consumption. In 2017 the District completed an expansion of 67,000 square feet to this facility, providing an opportunity to expand the existing rooftop solar array. In 2022, the District was awarded \$2,109,000 in Rebuild Illinois funds to expand the solar array.
- F. Alternatives – advantages/disadvantages:** Authorizing the Managing Director to enter into a contract with Broeren Russo allows the District to complete an expansion of the solar array and increase solar energy production. The bid includes a base bid and an alternate:
- 1) The base bid is \$3,950,000 and would yield approximately 485,000 kilowatt hours per year. This bid does not include roof reinforcement work or solar panels on the roof over the Maintenance Facility mezzanine.
 - 2) The base bid combined with the alternate bid is \$5,425,000 and would yield approximately 600,000 kilowatt hours per year. The base bid combined with the alternate bid includes roof reinforcement work on the entire roof which maximizes the entire roof for solar installation and production.
- G. Budget & Staffing Impacts:** This project is included in the FY 2025 budget. The District will fund this contract with \$2,109,000 in state grant funds through Rebuild Illinois and \$3,316,000 in local Capital Reserve funding. Upon completion, federal investment tax credits would be pursued to help offset the cost of the solar installation, which is estimated at 25-50 percent of the project costs (with additional analysis required).



AIA® Document A101® – 2017

Standard Form of Agreement Between Owner and Contractor where the basis of payment is a Stipulated Sum

AGREEMENT made as of the Fourth day of December in the year Two Thousand Twenty-three

(In words, indicate day, month and year.)

BETWEEN the Owner:

(Name, legal status, address and other information)

Champaign-Urbana Mass Transit District
1101 E. University Ave.
Urbana, Illinois 61820

and the Contractor:

(Name, legal status, address and other information)

Broeren Russo Builders, Inc.
602 N. County Fair Dr. Suite A
Champaign, Illinois, 61821

for the following Project:

(Name, location and detailed description)

MTD Solar Array Expansion Phase II - 803 Building

The Engineer:

(Name, legal status, address and other information)

Dewberry Engineers Inc.
401 SW Water Street
Suite 701
Peoria, IL 61602

The Owner and Contractor agree as follows.

ADDITIONS AND DELETIONS:

The author of this document has added information needed for its completion. The author may also have revised the text of the original AIA standard form. An *Additions and Deletions Report* that notes added information as well as revisions to the standard form text is available from the author and should be reviewed. A vertical line in the left margin of this document indicates where the author has added necessary information and where the author has added to or deleted from the original AIA text.

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

The parties should complete A101®–2017, Exhibit A, Insurance and Bonds, contemporaneously with this Agreement. AIA Document A201®–2017, General Conditions of the Contract for Construction, is adopted in this document by reference. Do not use with other general conditions unless this document is modified.

Init.

TABLE OF ARTICLES

- 1 THE CONTRACT DOCUMENTS
 - 2 THE WORK OF THIS CONTRACT
 - 3 DATE OF COMMENCEMENT AND SUBSTANTIAL COMPLETION
 - 4 CONTRACT SUM
 - 5 PAYMENTS
 - 6 DISPUTE RESOLUTION
 - 7 TERMINATION OR SUSPENSION
 - 8 MISCELLANEOUS PROVISIONS
 - 9 ENUMERATION OF CONTRACT DOCUMENTS
- EXHIBIT A INSURANCE AND BONDS

ARTICLE 1 THE CONTRACT DOCUMENTS

The Contract Documents consist of this Agreement, Conditions of the Contract (General, Supplementary, and other Conditions), Drawings, Specifications, Addenda issued prior to execution of this Agreement, other documents listed in this Agreement, and Modifications issued after execution of this Agreement, all of which form the Contract, and are as fully a part of the Contract as if attached to this Agreement or repeated herein. The Contract represents the entire and integrated agreement between the parties hereto and supersedes prior negotiations, representations, or agreements, either written or oral. An enumeration of the Contract Documents, other than a Modification, appears in Article 9.

ARTICLE 2 THE WORK OF THIS CONTRACT

The Contractor shall fully execute the Work described in the Contract Documents, except as specifically indicated in the Contract Documents to be the responsibility of others.

ARTICLE 3 DATE OF COMMENCEMENT AND SUBSTANTIAL COMPLETION

§ 3.1 The date of commencement of the Work shall be:
(Check one of the following boxes.)

The date of this Agreement.

A date set forth in a notice to proceed issued by the Owner.

Established as follows:

(Insert a date or a means to determine the date of commencement of the Work.)

If a date of commencement of the Work is not selected, then the date of commencement shall be the date of this Agreement.

§ 3.2 The Contract Time shall be measured from the date of commencement of the Work.

§ 3.3 Substantial Completion

§ 3.3.1 Subject to adjustments of the Contract Time as provided in the Contract Documents, the Contractor shall achieve Substantial Completion of the entire Work:

Init.

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User Notes:

(Check one of the following boxes and complete the necessary information.)

Not later than 365 (three hundred sixty-five) calendar days from the date of commencement of the Work.

By the following date:

§ 3.3.2 Subject to adjustments of the Contract Time as provided in the Contract Documents, if portions of the Work are to be completed prior to Substantial Completion of the entire Work, the Contractor shall achieve Substantial Completion of such portions by the following dates:

Portion of Work	Substantial Completion Date
None	

§ 3.3.3 If the Contractor fails to achieve Substantial Completion as provided in this Section 3.3, liquidated damages, if any, shall be assessed as set forth in Section 4.5.

ARTICLE 4 CONTRACT SUM

§ 4.1 The Owner shall pay the Contractor the Contract Sum in current funds for the Contractor’s performance of the Contract. The Contract Sum shall be Five Million Four Hundred Twenty-five Thousand and 00/100 (\$ 5,425,000), subject to additions and deductions as provided in the Contract Documents.

§ 4.2 Alternates

§ 4.2.1 Alternates, if any, included in the Contract Sum:

Item	Price
Alternate Bid 1	\$1, 475,000.00

§ 4.2.2 Subject to the conditions noted below, the following alternates may be accepted by the Owner following execution of this Agreement. Upon acceptance, the Owner shall issue a Modification to this Agreement. (Insert below each alternate and the conditions that must be met for the Owner to accept the alternate.)

Item	Price	Conditions for Acceptance
None		

§ 4.3 Allowances, if any, included in the Contract Sum: (Identify each allowance.)

Item	Price
None	

§ 4.4 Unit prices, if any: (Identify the item and state the unit price and quantity limitations, if any, to which the unit price will be applicable.)

Item	Units and Limitations	Price per Unit (\$0.00)
None		

§ 4.5 Liquidated damages, if any: (Insert terms and conditions for liquidated damages, if any.)

§ 4.6 Other: (Insert provisions for bonus or other incentives, if any, that might result in a change to the Contract Sum.)

Init.

ARTICLE 5 PAYMENTS

§ 5.1 Progress Payments

§ 5.1.1 Based upon Applications for Payment submitted to the Engineer by the Contractor and Certificates for Payment issued by the Engineer, the Owner shall make progress payments on account of the Contract Sum to the Contractor as provided below and elsewhere in the Contract Documents.

§ 5.1.2 The period covered by each Application for Payment shall be one calendar month ending on the last day of the month.

§ 5.1.3 Provided that an Application for Payment is received by the Engineer not later than the Last Tuesday day of a month, the Owner shall make payment of the amount certified to the Contractor not later than the Third Tuesday day of the next month. If an Application for Payment is received by the Engineer after the application date fixed above, payment of the amount certified shall be made by the Owner the next month.
(Federal, state or local laws may require payment within a certain period of time.)

§ 5.1.4 Each Application for Payment shall be based on the most recent schedule of values submitted by the Contractor in accordance with the Contract Documents. The schedule of values shall allocate the entire Contract Sum among the various portions of the Work. The schedule of values shall be prepared in such form, and supported by such data to substantiate its accuracy, as the Engineer may require. This schedule of values shall be used as a basis for reviewing the Contractor's Applications for Payment.

§ 5.1.5 Applications for Payment shall show the percentage of completion of each portion of the Work as of the end of the period covered by the Application for Payment.

§ 5.1.6 In accordance with AIA Document A201™–2017, General Conditions of the Contract for Construction, and subject to other provisions of the Contract Documents, the amount of each progress payment shall be computed as follows:

§ 5.1.6.1 The amount of each progress payment shall first include:

- .1 That portion of the Contract Sum properly allocable to completed Work;
- .2 That portion of the Contract Sum properly allocable to materials and equipment delivered and suitably stored at the site for subsequent incorporation in the completed construction, or, if approved in advance by the Owner, suitably stored off the site at a location agreed upon in writing; and
- .3 That portion of Construction Change Directives that the Engineer determines, in the Engineer's professional judgment, to be reasonably justified.

§ 5.1.6.2 The amount of each progress payment shall then be reduced by:

- .1 The aggregate of any amounts previously paid by the Owner;
- .2 The amount, if any, for Work that remains uncorrected and for which the Engineer has previously withheld a Certificate for Payment as provided in Article 9 of AIA Document A201–2017;
- .3 Any amount for which the Contractor does not intend to pay a Subcontractor or material supplier, unless the Work has been performed by others the Contractor intends to pay;
- .4 For Work performed or defects discovered since the last payment application, any amount for which the Engineer may withhold payment, or nullify a Certificate of Payment in whole or in part, as provided in Article 9 of AIA Document A201–2017; and
- .5 Retainage withheld pursuant to Section 5.1.7.

§ 5.1.7 Retainage

§ 5.1.7.1 For each progress payment made prior to Substantial Completion of the Work, the Owner may withhold the following amount, as retainage, from the payment otherwise due:

(Insert a percentage or amount to be withheld as retainage from each Application for Payment. The amount of retainage may be limited by governing law.)

10%

Init.

§ 5.1.7.1.1 The following items are not subject to retainage:
(Insert any items not subject to the withholding of retainage, such as general conditions, insurance, etc.)

General Conditions, insurance

§ 5.1.7.2 Reduction or limitation of retainage, if any, shall be as follows:
(If the retainage established in Section 5.1.7.1 is to be modified prior to Substantial Completion of the entire Work, including modifications for Substantial Completion of portions of the Work as provided in Section 3.3.2, insert provisions for such modifications.)

§ 5.1.7.3 Except as set forth in this Section 5.1.7.3, upon Substantial Completion of the Work, the Contractor may submit an Application for Payment that includes the retainage withheld from prior Applications for Payment pursuant to this Section 5.1.7. The Application for Payment submitted at Substantial Completion shall not include retainage as follows:
(Insert any other conditions for release of retainage upon Substantial Completion.)

§ 5.1.8 If final completion of the Work is materially delayed through no fault of the Contractor, the Owner shall pay the Contractor any additional amounts in accordance with Article 9 of AIA Document A201–2017.

§ 5.1.9 Except with the Owner’s prior approval, the Contractor shall not make advance payments to suppliers for materials or equipment which have not been delivered and stored at the site.

§ 5.2 Final Payment

§ 5.2.1 Final payment, constituting the entire unpaid balance of the Contract Sum, shall be made by the Owner to the Contractor when

- .1 the Contractor has fully performed the Contract except for the Contractor’s responsibility to correct Work as provided in Article 12 of AIA Document A201–2017, and to satisfy other requirements, if any, which extend beyond final payment; and
- .2 a final Certificate for Payment has been issued by the Engineer.

§ 5.2.2 The Owner’s final payment to the Contractor shall be made no later than 30 days after the issuance of the Engineer’s final Certificate for Payment.

(Paragraphs Deleted)

ARTICLE 6 DISPUTE RESOLUTION

§ 6.1 Initial Decision Maker

The Engineer will serve as the Initial Decision Maker pursuant to Article 15 of AIA Document A201–2017, unless the parties appoint below another individual, not a party to this Agreement, to serve as the Initial Decision Maker.
(If the parties mutually agree, insert the name, address and other contact information of the Initial Decision Maker, if other than the Engineer.)

§ 6.2 Binding Dispute Resolution

For any Claim subject to, but not resolved by, mediation pursuant to Article 15 of AIA Document A201–2017, the method of binding dispute resolution shall be as follows:

Init.

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User Notes:

(Check the appropriate box.)

Arbitration pursuant to Section 15.4 of AIA Document A201–2017

Litigation in a court of competent jurisdiction

Other (*Specify*)

If the Owner and Contractor do not select a method of binding dispute resolution, or do not subsequently agree in writing to a binding dispute resolution method other than litigation, Claims will be resolved by litigation in a court of competent jurisdiction.

ARTICLE 7 TERMINATION OR SUSPENSION

§ 7.1 The Contract may be terminated by the Owner or the Contractor as provided in Article 14 of AIA Document A201–2017.

(Paragraphs Deleted)

§ 7.2 The Work may be suspended by the Owner as provided in Article 14 of AIA Document A201–2017.

ARTICLE 8 MISCELLANEOUS PROVISIONS

§ 8.1 Where reference is made in this Agreement to a provision of AIA Document A201–2017 or another Contract Document, the reference refers to that provision as amended or supplemented by other provisions of the Contract Documents.

§ 8.2 The Owner’s representative:
(Name, address, email address, and other information)

Dave Thornton
Assistant Facilities Director
1101 East University Avenue
Urbana, Illinois 61802-2009
(217) 417-6028

§ 8.3 The Contractor’s representative:
(Name, address, email address, and other information)

Jim Lopez
Broeren Russo Builders, Inc.
602 N. County Fair Dr. Suite A
Champaign, Illinois 61821
(217) 352-4232

§ 8.4 Neither the Owner’s nor the Contractor’s representative shall be changed without ten days’ prior notice to the other party.

§ 8.5 Insurance and Bonds

§ 8.5.1 The Owner and the Contractor shall purchase and maintain insurance as set forth in AIA Document A101™–2017, Standard Form of Agreement Between Owner and Contractor where the basis of payment is a Stipulated Sum, Exhibit A, Insurance and Bonds, and elsewhere in the Contract Documents.

Init.

§ 8.5.2 The Contractor shall provide bonds as set forth in AIA Document A101™–2017 Exhibit A, and elsewhere in the Contract Documents.

§ 8.6 Notice in electronic format, pursuant to Article 1 of AIA Document A201–2017, may be given in accordance with a building information modeling exhibit, if completed, or as otherwise set forth below:
(If other than in accordance with a building information modeling exhibit, insert requirements for delivering notice in electronic format such as name, title, and email address of the recipient and whether and how the system will be required to generate a read receipt for the transmission.)

§ 8.7 Other provisions:

ARTICLE 9 ENUMERATION OF CONTRACT DOCUMENTS

§ 9.1 This Agreement is comprised of the following documents:

- .1 AIA Document A101™–2017, Standard Form of Agreement Between Owner and Contractor
- .2 AIA Document A101™–2017, Exhibit A, Insurance and Bonds
- .3 AIA Document A201™–2017, General Conditions of the Contract for Construction
- .4 Building information modeling exhibit, dated as indicated below:
(Insert the date of the building information modeling exhibit incorporated into this Agreement.)

.5 Drawings

Number	Title	Date
As shown in Specification 000115	List of Drawing Sheet	06/07/2024

.6 Specifications

Section	Title	Date	Pages
As shown in the Specification Table of Contents	Table of Contents	06/07/2024	2

.7 Addenda, if any:

Number	Date	Pages
1	August 19, 2024	4
2	August 21, 2024	16
3	August 26, 2024	13

Portions of Addenda relating to bidding or proposal requirements are not part of the Contract Documents unless the bidding or proposal requirements are also enumerated in this Article 9.

.8 Other Exhibits:

(Check all boxes that apply and include appropriate information identifying the exhibit where required.)

AIA Document E204™–2017, Sustainable Projects Exhibit, dated as indicated below:
(Insert the date of the E204-2017 incorporated into this Agreement.)

Init.

The Sustainability Plan:

Title	Date	Pages
-------	------	-------

Supplementary and other Conditions of the Contract:

Document	Title	Date	Pages
Specification Section 007000 - Addendum 2	General Requirements	08/21/2024	5

.9 Other documents, if any, listed below:

(List here any additional documents that are intended to form part of the Contract Documents. AIA Document A201™-2017 provides that the advertisement or invitation to bid, Instructions to Bidders, sample forms, the Contractor's bid or proposal, portions of Addenda relating to bidding or proposal requirements, and other information furnished by the Owner in anticipation of receiving bids or proposals, are not part of the Contract Documents unless enumerated in this Agreement. Any such documents should be listed here only if intended to be part of the Contract Documents.)

Attached State of Illinois Clauses

This Agreement entered into as of the day and year first written above.

OWNER *(Signature)*

Karl Gnadt Managing Director/CEO
(Printed name and title)

CONTRACTOR *(Signature)*

Jim Lopez Contractor's Representative
(Printed name and title)

Init.

Additions and Deletions Report for AIA® Document A101® – 2017

This Additions and Deletions Report, as defined on page 1 of the associated document, reproduces below all text the author has added to the standard form AIA document in order to complete it, as well as any text the author may have added to or deleted from the original AIA text. Added text is shown underlined. Deleted text is indicated with a horizontal line through the original AIA text.

Note: This Additions and Deletions Report is provided for information purposes only and is not incorporated into or constitute any part of the associated AIA document. This Additions and Deletions Report and its associated document were generated simultaneously by AIA software at 15:04:36 ET on 11/27/2024.

PAGE 1

AGREEMENT made as of the Fourth day of December in the year Two Thousand Twenty-three

...

Champaign-Urbana Mass Transit District
1101 E. University Ave.
Urbana, Illinois 61820

...

Broeren Russo Builders, Inc.
602 N. County Fair Dr. Suite A
Champaign, Illinois, 61821

...

MTD Solar Array Expansion Phase II - 803 Building

...

The ~~Architect:~~Engineer:

...

Dewberry Engineers Inc.
401 SW Water Street
Suite 701
Peoria, IL 61602

PAGE 2

A date set forth in a notice to proceed issued by the Owner.

PAGE 3

Not later than 365 (three hundred sixty-five) calendar days from the date of commencement of the Work.

...

None

...

§ 4.1 The Owner shall pay the Contractor the Contract Sum in current funds for the Contractor's performance of the Contract. The Contract Sum shall be Five Million Four Hundred Twenty-five Thousand and 00/100 (\$ 5,425,000), subject to additions and deductions as provided in the Contract Documents.

...

Alternate Bid 1

\$1, 475,000.00

...

None

...

None

...

None

PAGE 4

§ 5.1.1 Based upon Applications for Payment submitted to the ~~Architect-Engineer~~ by the Contractor and Certificates for Payment issued by the ~~Architect-Engineer~~, the Owner shall make progress payments on account of the Contract Sum to the Contractor as provided below and elsewhere in the Contract Documents.

...

§ 5.1.2 The period covered by each Application for Payment shall be one calendar month ending on the last day of the ~~month, or as follows:~~month.

...

§ 5.1.3 Provided that an Application for Payment is received by the ~~Architect-Engineer~~ not later than the Last Tuesday day of a month, the Owner shall make payment of the amount certified to the Contractor not later than the Third Tuesday day of the next month. If an Application for Payment is received by the ~~Architect-Engineer~~ after the application date fixed above, payment of the amount certified shall be made by the Owner ~~not later than (—) days after the Architect receives the Application for Payment.~~the next month .

...

§ 5.1.4 Each Application for Payment shall be based on the most recent schedule of values submitted by the Contractor in accordance with the Contract Documents. The schedule of values shall allocate the entire Contract Sum among the various portions of the Work. The schedule of values shall be prepared in such form, and supported by such data to substantiate its accuracy, as the ~~Architect-Engineer~~ may require. This schedule of values shall be used as a basis for reviewing the Contractor's Applications for Payment.

...

3 That portion of Construction Change Directives that the ~~Architect determines, in the Architect's~~ Engineer determines, in the Engineer's professional judgment, to be reasonably justified.

...

.2 The amount, if any, for Work that remains uncorrected and for which the ~~Architect-Engineer~~ has previously withheld a Certificate for Payment as provided in Article 9 of AIA Document A201–2017;

...

.4 For Work performed or defects discovered since the last payment application, any amount for which the ~~Architect-Engineer~~ may withhold payment, or nullify a Certificate of Payment in whole or in part, as provided in Article 9 of AIA Document A201–2017; and

...

10%

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General Conditions, insurance

...

.2 a final Certificate for Payment has been issued by the ~~Architect-Engineer~~.

...

§ 5.2.2 The Owner's final payment to the Contractor shall be made no later than 30 days after the issuance of the ~~Architect's final Certificate for Payment, or as follows:~~Engineer's final Certificate for Payment.

...

§ 5.3 Interest

...

~~Payments due and unpaid under the Contract shall bear interest from the date payment is due at the rate stated below, or in the absence thereof, at the legal rate prevailing from time to time at the place where the Project is located.~~

...

(Insert rate of interest agreed upon, if any.)

...

The ~~Architect-Engineer~~ will serve as the Initial Decision Maker pursuant to Article 15 of AIA Document A201–2017, unless the parties appoint below another individual, not a party to this Agreement, to serve as the Initial Decision Maker.

...

(If the parties mutually agree, insert the name, address and other contact information of the Initial Decision Maker, if other than the ~~Architect-Engineer~~.)

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Litigation in a court of competent jurisdiction

...

§ 7.1.1 If the Contract is terminated for the Owner's convenience in accordance with Article 14 of AIA Document A201 - 2017, then the Owner shall pay the Contractor a termination fee as follows:

...

(Insert the amount of, or method for determining, the fee, if any, payable to the Contractor following a termination for the Owner's convenience.)

...

Dave Thornton
Assistant Facilities Director
1101 East University Avenue
Urbana, Illinois 61802-2009
(217) 417-6028

...

Jim Lopez
Broeren Russo Builders, Inc.
602 N. County Fair Dr. Suite A
Champaign, Illinois 61821
(217) 352-4232

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Number	Title	Date
<u>As shown in Specification 000115</u>	<u>List of Drawing Sheet</u>	<u>06/07/2024</u>

...

<u>As shown in the Specification Table of Contents</u>	<u>Table of Contents</u>	<u>06/07/2024</u>	<u>2</u>
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Supplementary and other Conditions of the Contract:

...

...

Attached State of Illinois Clauses

...

Karl Gnadt Managing Director/CEO

Jim Lopez Contractor's Representative



Certification of Document's Authenticity

AIA® Document D401™ – 2003

I, Douglas A. Pfeiffer, hereby certify, to the best of my knowledge, information and belief, that I created the attached final document simultaneously with its associated Additions and Deletions Report and this certification at 15:04:36 ET on 11/27/2024 under Order No. 3104239940 from AIA Contract Documents software and that in preparing the attached final document I made no changes to the original text of AIA® Document A101™ - 2017, Standard Form of Agreement Between Owner and Contractor where the basis of payment is a Stipulated Sum, other than those additions and deletions shown in the associated Additions and Deletions Report.

(Signed)

(Title)

(Dated)