



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
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 - 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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31

32 _____
33 Clerk

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37 Approved:

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40 _____
41 Board of Trustees, Chair
42

Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25

Champaign-Urbana Mass Transit District

Financial Statements and
Supplementary Information

June 30, 2024 and 2023

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

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Independent Audit Report for
FY2024 due to revision of
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see Board Packet for 1/29/25**

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FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

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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.

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FY2024 due to revision of
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Auditors' Responsibilities for the Audit

Our objectives are to obtain reasonable assurance from material misstatement, whether due to error or fraud, in the financial statements. Reasonable assurance is a high level of assurance, but it is not a guarantee that an audit conducted in accordance with GAAS will detect a material misstatement when it exists. The risk of not detecting a material misstatement due to fraud is higher than for one resulting from error, because fraud may involve collusion, forgery, intentional omissions, misstatements, 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.

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Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

Supplementary Information

Our audit was conducted for the purpose of supplementary information as listed in the table. This information is not a required part of the basic financial statements and was derived from and relates directly to the basic financial statements. The information is presented in the supplementary information of the basic financial statements and certain 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



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see Board Packet for 1/29/25



Management's Discussion & Analysis

Champaign-Urbana Mass Transit District

Financial Audit
June 30, 2024



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FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25

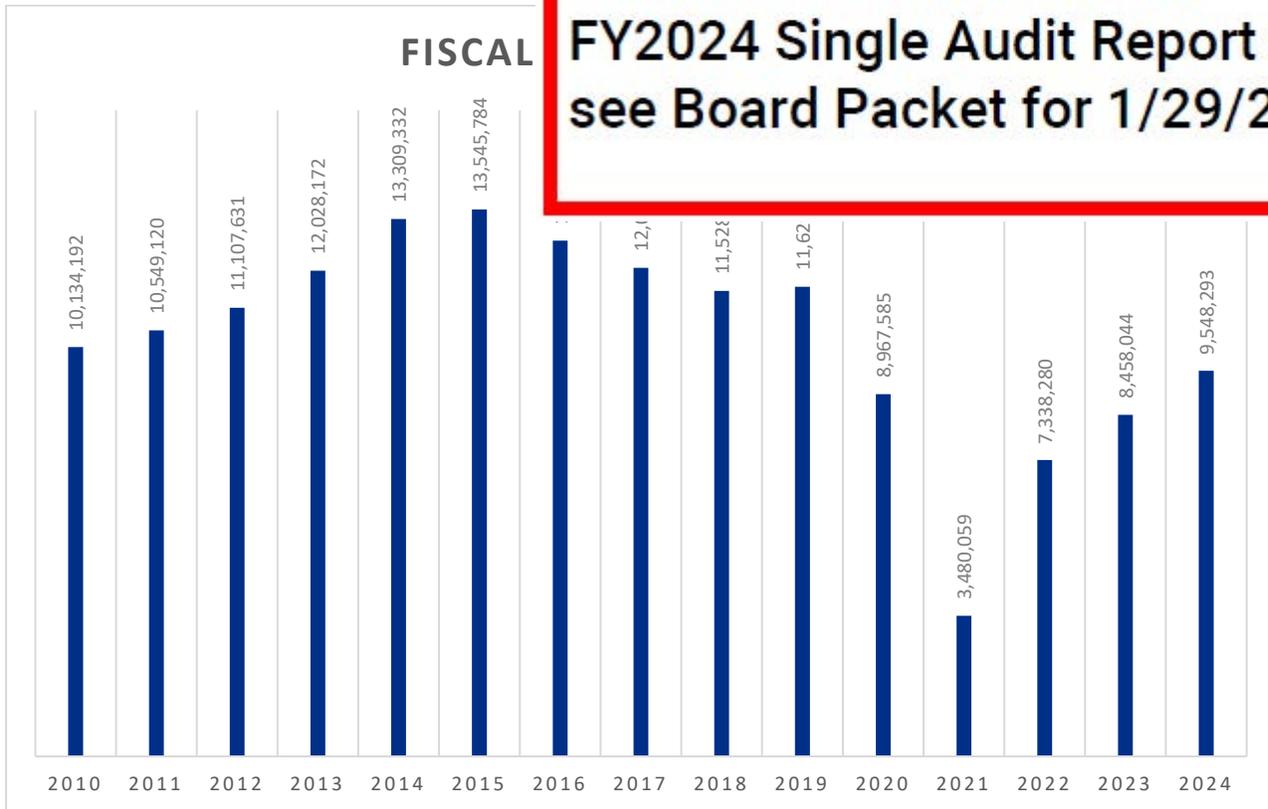
Management of the Champaign-Urbana Mass Transit District (District) provides this narrative overview and analysis of the financial activities of the District's fiscal years ended June 30, 2024 and 2023. Please read this narrative in conjunction with the District's financial statements.

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.



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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.



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Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

The District manages the Champaign-C

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of transportation service, demand response

and reliable curb-to-curb transportation se

areas or between rural and urbanized are

District. Fixed route provides services with

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 fiscal year resulting from operating activities, investing activities, and investing activities of the District.

The *notes to the financial statements* provide an understanding of the data provided in the financial statements.

Replaced with revised Independent Audit Report for FY2024 due to revision of FY2024 Single Audit Report - see Board Packet for 1/29/25

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 million and increased by \$7.2 million from FY2023 to FY2024 due to changes in receivables. Overall, receivables decreased by \$0.2 million.

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.

Replaced with revised Independent Audit Report for FY2024 due to revision of FY2024 Single Audit Report - see Board Packet for 1/29/25



Net Position

The District's overall net position in FY2024 reasons for this overall increase are discussed in the Statements of Revenues, Expenses, and Change in Net Position.

Replaced with revised Independent Audit Report for FY2024 due to revision of FY2024 Single Audit Report - see Board Packet for 1/29/25

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 to increased advertising revenue.

Operating expenses increased \$0.8 million from prior year due to an increase of \$2.1 million in pension expense from changes in pension estimates and investment performance as required by GASB Statement 68. 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.

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Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

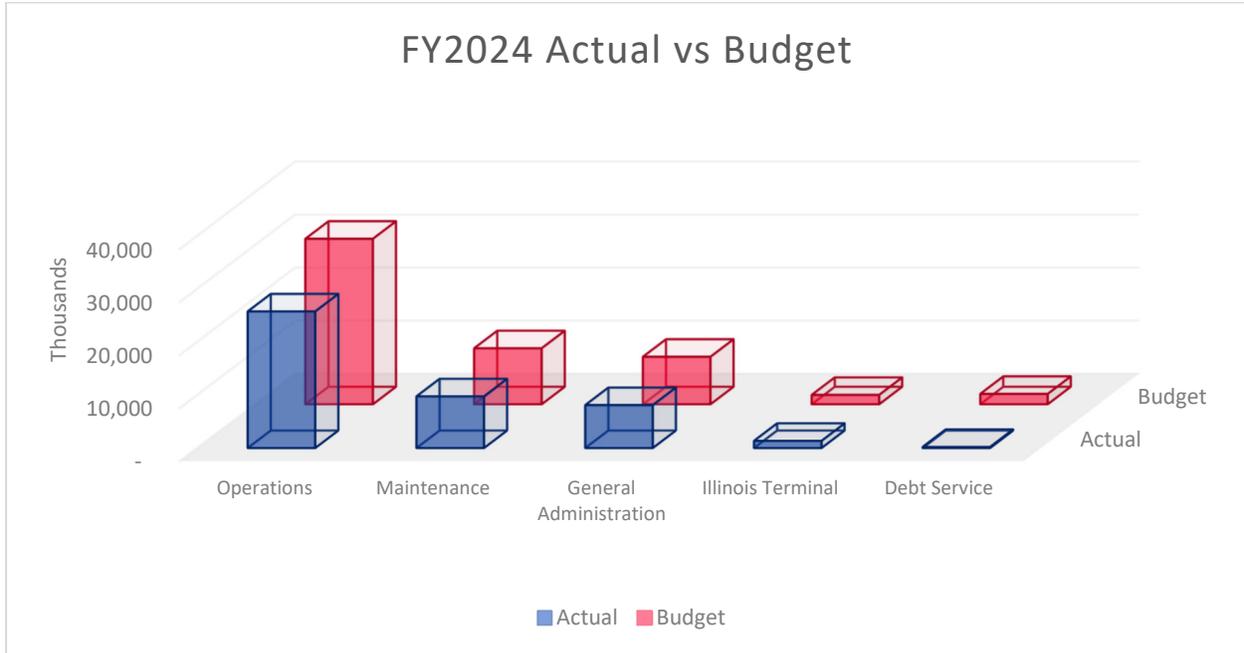


Budgetary Highlights

Fiscal Year 2024

The Board of Trustees approved the District and C-CARTS operating expenses, on June 2 \$1.0 million for locally funded capital expenditures.

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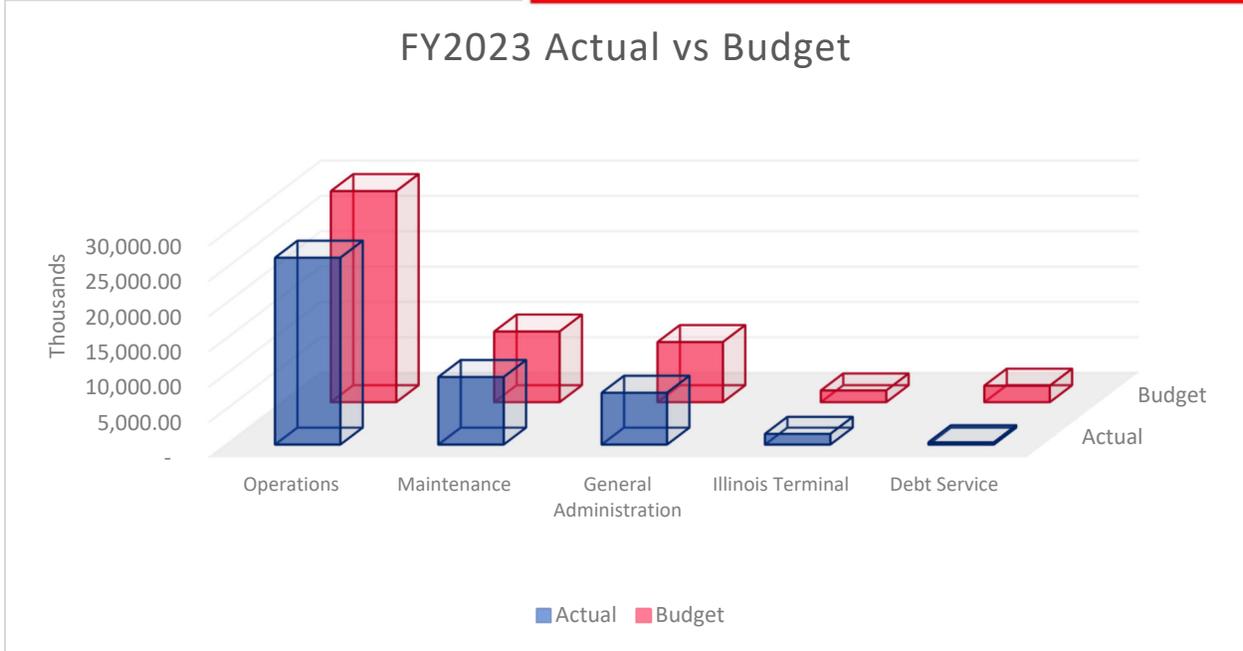
Operating expenses for Operations, Maintenance, General Administration, and Illinois Terminal were all below budget in FY2024. Debt service of \$0.2 million was under the budget of \$1.9 million in FY2024.



Fiscal Year 2023

The Board of Trustees approved the District and C-CARTS operating expenses, on June 2 \$1.0 million for locally funded capital expen

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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

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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 2023 Major Additions is presented in Table 4.

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FY2024 Single Audit Report -
see Board Packet for 1/29/25

Table 5

| | |
|--|----------------------------|
| Architectural & Engineering Services | 230,000 |
| Passenger Shelters, Kiosks, Bus Stops, and Miscellaneous Facility Improvements | 100,000 |
| Software Systems Upgrades/Procurements | 20,000 |
| Maintenance Shop Equipment | <u>20,000</u> |
| 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 | <u>1,150,597</u> |
| 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 | <u>25,000</u> |
| 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 one line of credit secured by substantially all the District's assets and one revolving line of credit secured by substantial assets.

Long-term Debt: The District has five long-term debt obligations, including pension liability (asset), other postemployment liabilities.

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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 COVID-19 pandemic. One aspect of retaining employees. Due to continuing back to full service in FY2025, including 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.

Replaced with revised Independent Audit Report for FY2024 due to revision of FY2024 Single Audit Report - see Board Packet for 1/29/25

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.

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FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

BASIC FINANCIAL STATEMENTS

**Replaced with revised
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 FY2024 due to revision of
 FY2024 Single Audit Report -
 see Board Packet for 1/29/25**

Assets and Deferred Outflows

Current Assets

| | | |
|--|-------------------|-------------------|
| Cash and cash equivalents | | |
| Receivables: | | |
| Property tax | 3,000,077 | 3,221,400 |
| 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 | | |
| | <u>169,626,142</u> | <u>157,338,785</u> |
| Total assets | | |

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 | | |
| | <u>\$ 178,787,593</u> | <u>\$ 168,644,510</u> |
| Total assets and deferred outflows of resources | | |

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

Liabilities, Deferred Inflows of Resources

Current Liabilities

| | | |
|--|-------------------|-------------------|
| Accounts payable | | |
| Accrued expenses | | |
| Unredeemed yearly passes and tokens | 50,792 | 51,050 |
| 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> |

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 | | |
| | <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> |

Champaign-Urbana Mass Transit District
 Statements of Revenues, Expenses and Changes in Net Position
 Years Ended June 30, 2024 and 2023

**Replaced with revised
 Independent Audit Report for
 FY2024 due to revision of
 FY2024 Single Audit Report -
 see Board Packet for 1/29/25**

Operating Revenues

Yearly passes
 Student fares and school bus service
 Lease revenue
 ADA services
 Advertising
 Full adult fares
 Rental of equipment and buildings
 C-CARTS
 Half-fare cab
 Miscellaneous

| | | |
|--|------------------|------------------|
| | 2024 | 2023 |
| | \$ | \$ |
| | 1,000,000 | 1,000,000 |
| | 552,989 | 407,249 |
| | 360,976 | 328,769 |
| | 137,441 | 153,563 |
| | 70,062 | 171,868 |
| | - | 8,964 |
| | 118,209 | 79,658 |
| | <u>8,708,983</u> | <u>8,094,225</u> |

Total operating revenues

Operating Expenses

Operations
 Maintenance
 General administration
 Illinois terminal
 C-CARTS
 Depreciation and amortization

| | | |
|--|-------------------|-------------------|
| | 2024 | 2023 |
| | \$ | \$ |
| | 25,761,457 | 26,453,022 |
| | 9,751,971 | 9,568,892 |
| | 7,890,262 | 7,308,297 |
| | 1,557,749 | 1,552,412 |
| | 1,013,252 | 930,682 |
| | 9,205,811 | 8,588,095 |
| | <u>55,180,502</u> | <u>54,401,400</u> |

Total operating expenses

Operating loss

| | | |
|--|--------------|--------------|
| | 2024 | 2023 |
| | \$ | \$ |
| | (46,471,519) | (46,307,175) |

Nonoperating Revenues (Expenses)

Property taxes
 State replacement taxes
 Government grants and assistance:
 State operating assistance, MTD
 State operating assistance, C-CARTS
 Federal operating assistance, C-CARTS
 Gain on disposal of property and equipment
 Interest income
 Investment income
 Interest expense

| | | |
|--|-------------------|-------------------|
| | 2024 | 2023 |
| | \$ | \$ |
| | 11,707,468 | 11,034,909 |
| | 431,054 | 715,348 |
| | 29,783,312 | 29,582,812 |
| | 460,169 | 604,944 |
| | 483,021 | 153,871 |
| | 25,216 | 20,203 |
| | 43,939 | 43,685 |
| | 2,075,353 | 684,577 |
| | (68,068) | (52,890) |
| | <u>44,941,464</u> | <u>42,787,459</u> |

Total nonoperating revenues

Net income before capital contributions

| | | |
|--|-------------|-------------|
| | 2024 | 2023 |
| | \$ | \$ |
| | (1,530,055) | (3,519,716) |

Capital Contributions

Capital grants

| | | |
|--|------------|------------|
| | 2024 | 2023 |
| | \$ | \$ |
| | 18,955,193 | 10,411,561 |

Change in net position

| | | |
|--|------------|-----------|
| | 2024 | 2023 |
| | \$ | \$ |
| | 17,425,138 | 6,891,845 |

Net Position, Beginning

| | | |
|--|-------------|-------------|
| | 2024 | 2023 |
| | \$ | \$ |
| | 134,668,111 | 127,776,266 |

Net Position, Ending

| | | |
|--|--------------------|--------------------|
| | 2024 | 2023 |
| | \$ | \$ |
| | <u>152,093,249</u> | <u>134,668,111</u> |

Champaign-Urbana Mass Transit Dist
Statements of Cash Flows
Years Ended June 30, 2024 and 2023

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

Cash Flows From Operating Activities

Receipts from customers
Payments to vendors
Payments to employees

Net cash flows from operating activities

Cash Flows From Noncapital and Related Financing Activities

State operating assistance grants proceeds received
Federal operating assistance grant proceeds received
Tax proceeds received

Net cash flows from noncapital and related financing activities

Cash Flows From Capital and Related Financing Activities

Proceeds from capital grants
Proceeds from the sale of property and equipment
Purchases of property and equipment
Principal advances on notes payable
Principal paid on notes payable
Principal payments on lease liabilities
Interest payments on lease liabilities, subscription liabilities and notes payable
Principal payments on subscription liabilities

Net cash flows from capital and related financing activities

Cash Flows From Investing Activities

Proceeds from sales and maturities of investments
Principal receipts on lease receivables
Interest receipts on lease receivables
Interest received

Net cash flows from investing activities

Increase in cash and cash equivalents

Cash and Cash Equivalents, Beginning

Cash and Cash Equivalents, Ending

Presented on the Statements of Net Position as Follows

Cash and cash equivalents
Capital reserves, cash and cash equivalents

Total

Noncash Capital and Related Financing Activities

Capital assets acquired through accounts payable
Capital assets acquired through lease liabilities
Previously leased assets relinquished
Capital assets acquired through subscription liabilities

| | | |
|--|----------------------|----------------------|
| | 35,079,155 | 27,075,885 |
| | 483,021 | 153,871 |
| | 12,456,431 | 10,420,984 |
| | <u>48,018,607</u> | <u>37,650,740</u> |
| | 21,047,060 | 8,208,603 |
| | 25,216 | 20,203 |
| | (22,286,276) | (11,226,970) |
| | 1,496,427 | 236,089 |
| | (1,546,911) | - |
| | (121,181) | (105,226) |
| | (132,908) | 16,132 |
| | (8,637) | (144,412) |
| | <u>(1,527,210)</u> | <u>(2,995,581)</u> |
| | - | 502,160 |
| | 13,206 | 514,993 |
| | 43,939 | 43,685 |
| | 2,075,353 | 684,577 |
| | <u>2,132,498</u> | <u>1,745,415</u> |
| | 7,156,455 | (224,627) |
| | <u>44,116,554</u> | <u>44,341,181</u> |
| | <u>\$ 51,273,009</u> | <u>\$ 44,116,554</u> |
| | \$ 4,178,403 | \$ 3,500,000 |
| | 47,094,606 | 40,616,554 |
| | <u>\$ 51,273,009</u> | <u>\$ 44,116,554</u> |
| | <u>\$ 1,926,002</u> | <u>\$ 1,773,465</u> |
| | <u>\$ 947,786</u> | <u>\$ 596,686</u> |
| | <u>\$ (689,042)</u> | <u>\$ -</u> |
| | <u>\$ 170,182</u> | <u>\$ 255,130</u> |

Champaign-Urbana Mass Transit DStatements of Cash Flows
Years Ended June 30, 2024 and 2023

Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25

**Reconciliation of Operating Loss to Net Cash
From Operating Activities**

| | | |
|--|------------------------|------------------------|
| Operating loss | | |
| Adjustments to reconcile operating loss to | | |
| 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 | <u>(13,206)</u> | <u>(513,588)</u> |
| 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

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1. Nature of Operations and the Reporting Entity

The Champaign-Urbana Mass Transit District provides public transportation for the people of Champaign County, Illinois, which accounts for operations in a manner similar to that of a governmental body (the Board of Trustees) in the amortization) of providing services to the general public and a continuing basis to 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.

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Inventory is stated at the lower of cost or

Prepaid expenses represents amounts paid for periods.

Property and equipment are recorded at cost less accumulated depreciation. Leased assets are valued at the amortized present value of 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.

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Lease and subscription liabilities and the terms of the leases and subscriptions. The equipment and vehicles. The District has

Other current liabilities include unearned revenue for contested property taxes and

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.

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GASB has approved the following:

- Statement No. 101, *Compensate*
- Statement No. 102, *Certain Risk*
- 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.

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4. Receivables

State Operating Grants Assistance

During the years ended June 30, 2024 and 2023, the District reimbursed the District for the deficit 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.

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Lease Receivables

The District is the lessor of office, re years through June 30, 2026. All of facilities that are used for both trans values of these facilities (including t \$26,442,113 and \$9,471,056, and \$20,400,921 and \$10,100,797 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><u>\$ 874,855</u></u> | <u><u>\$ 2,267,009</u></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><u>\$ 1,931,677</u></u> | <u><u>\$ 1,774,707</u></u> |

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6. Capital Assets

Capital asset activity for the years ended

| | Balanc 6/30/23 | | | |
|--|---------------------------|----------------------|----------------------|-----------------------|
| 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 |

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| | Balances 6/30/23 | | | |
|--|----------------------|----------------------|----------------------|----------------------|
| Capital assets, not being depreciated: | | | | |
| Land | \$ 2,151 | | | |
| Construction in progress | 15,123 | | | |
| 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 |

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7. Accrued Compensated Absences Lia

The total liability accrued by the District on the statements of net position, was \$ 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 |
| Total | \$ | <u>352,574</u> |

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9. Lease Liabilities

The District leases real property, furniture and fixtures between July 2023 and January 2025. The District calculates the present value of the maturity for the lease liabilities using a rate of 4.5%.

| <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> |

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11. Long-Term Obligations Summary

The following is a summary of changes in
June 30, 2024 and 2023:

| | <u>June 30, 2023</u> | <u>Issued</u> | <u>Retired</u> | <u>June 30, 2024</u> | <u>One Year</u> |
|--------------------------------------|----------------------|----------------------|---------------------|----------------------|----------------------------|
| 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> |
| | <u>June 30, 2022</u> | <u>Issued</u> | <u>Retired</u> | <u>June 30, 2023</u> | <u>Due Within One Year</u> |
| 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> |

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12. Notes Payable

The District maintained two lines of credit. The first line of credit was a \$10,000,000 straight line of credit at a fixed rate of 2.625%, with interest paid monthly and renewed through October 1, 2023. This credit in the same amount, maturing on November 1, 2026, replaced 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.

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All three IMRF benefit plans have two tiers of benefits. Tier 1 employees are eligible for Tier 1 benefits. Tier 1 employees are eligible for Tier 1 benefits if they have 10 years of qualifying service credit. Tier 1 employees are eligible for Tier 1 benefits if they are age 60 (at full benefits) with eight years of service credit, plus 2% for each year of service credit, plus 2% for each year of service credit, plus 2% for each year of service credit. 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 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.

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Actuarial Assumptions

The following are the methods and December 31, 2023 and 2022:

- The Actuarial Cost Method
- 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 % | |

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As of December 31, 2022:

| <u>Asset C</u> | | |
|-------------------------|--------------|-----------|
| 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 | <u>1.00</u> | 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%.

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Changes in the Net Pension Liability

For the fiscal years ended June 30,

| | (A) | (B) | (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 |

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Sensitivity of the Net Pension Liability

The following presents the plan's liability of 7.25% for 2023 and 2022, respectively if it were calculated using a 1% higher discount rate:

| | 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 | 5,423,080 | |
| 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 | 1,225,459 | - |
| Total deferred amounts related to pensions | \$ 9,003,725 | \$ 529,087 |

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Deferred amounts to be recognized
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 | 7,937,513 | - |

| | | |
|---|------------|---------|
| 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 | 1,110,909 | - |
|--|-----------|---|

| | | |
|--|---------------|------------|
| Total deferred amounts related to pensions | \$ 11,151,263 | \$ 632,484 |
|--|---------------|------------|

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 | (570,061) |
| Total | \$ 7,249,179 |

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.

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15. Postemployment Benefits Other Than

Retiree Medical Plan Description

The District sponsors a single-employer health insurance plan for active employees. Retired former employees are eligible for coverage under this plan; 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><u>322</u></u> | <u><u>298</u></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.

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Total OPEB Liability

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

As of June 30, 2023 the District's 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.

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The Discount Rate was based on the rate that was 3.97% and 3.86% at June 30, 2023 and 2024, respectively.

The actuarial assumptions used in the valuation are as follows:

| | |
|---|--------|
| Actuarial cost method | |
| 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 DNotes to Financial Statements
June 30, 2024 and 2023**Changes in the Total OPEB Liability**

For fiscal years ended June 30, 2024

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| | |
|--|-----------------------------|
| Balances at July 1, 2023 | \$ 1,421,639 |
| 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 | (25,868) |
| Balances at June 30, 2024 | \$ 1,395,771 |
| | Total OPEB Liability |
| Balances at July 1, 2022 | \$ 1,373,998 |
| 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 | 47,641 |
| Balances at June 30, 2023 | \$ 1,421,639 |

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Sensitivity of the Total OPEB Liability

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:

| | <u>1% Decrease to Discount Rate (2.97%)</u> | <u>Current Discount Rate (3.97%)</u> | <u>1% Increase to Discount Rate (4.97%)</u> |
|----------------------|---|--|---|
| 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:

| | <u>2023</u> | | |
|----------------------|---|--|---|
| | <u>1% Decrease to Discount Rate (2.86%)</u> | <u>Current Discount Rate (3.86%)</u> | <u>1% Increase to Discount Rate (4.86%)</u> |
| 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:

| | <u>2024</u> | | |
|----------------------|---|--|--|
| | <u>1% Lower 5.75% Decreasing to 4.00%</u> | <u>Current Trend Rates 6.75% Decreasing to 5.00%</u> | <u>1% Higher 7.75% Decreasing to 6.00%</u> |
| 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:

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

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see Board Packet for 1/29/25**

OPEB Expense

For the years ended June 30, 2024

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

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:

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

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Amounts reported as deferred outflow
OPEB will be recognized in OPEB expense

**Years Ending
June 30:**

| | |
|------------|---------------------|
| 2025 | \$ (15,074) |
| 2026 | (15,074) |
| 2027 | (15,074) |
| 2028 | (15,074) |
| 2029 | (17,727) |
| Thereafter | <u>(154,869)</u> |
| Total | <u>\$ (232,892)</u> |

16. Unrestricted Net Position

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

| | 2024 | 2023 |
|---------------------------------------|----------------------|----------------------|
| Board designated for capital reserves | \$ 47,094,606 | \$ 40,616,554 |
| Undesignated | <u>2,670,653</u> | <u>5,122,678</u> |
| 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

Notes to Financial Statements
June 30, 2024 and 2023

Illinois Public Risk Fund (IPRF) covers
Guaranteed Cost policy versus a self-in
not have a deductible and has employe

Bodily Injury by Acc
Bodily Injury by Dis
Bodily Injury by Dis

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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> |

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Other Contractual Commitments

The District is negotiating a public-private partnership for improvements to the District's III construction on adjacent properties owned by a private entity. The District has committed to the project in the face of hyperinflation, it is recognized that

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.

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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

| | 2023 | 2022 | 2021 | 2020 | 2019 | | | | | |
|---|-----------------------|-----------------------|-----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Total Pension Liability | | | | | | | | | | |
| Service cost | \$ 1,972,213 | \$ 1,820,391 | \$ 1,868,665 | \$ 1,966,955 | \$ 1,90 | | | | | |
| Interest on total pension liability | 7,701,493 | 7,404,592 | 7,061,608 | 6,891,172 | 6,56 | | | | | |
| 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) | 66 | | | | | |
| Changes of assumptions | (225,255) | - | - | (539,510) | | | | | | |
| 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% |

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See notes to required supplementary information

Champaign-Urbana Mass Transit Di
 Schedule of Employer Contributions (Unaudited)
 Illinois Municipal Retirement Fund
 Last 10 Fiscal Years

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| <u>Fiscal Year (1)</u> | <u>Actuarially Determined Contribution</u> | <u>Ac Contr</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 D

Notes to Required Supplementary Information
Schedule of Employer Contributions – Illinois
June 30, 2024 and 2023

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see Board Packet for 1/29/25**

Summary of Actuarial Methods and Assu Rate*

Valuation Date:

Notes:

Act

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

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 see Board Packet for 1/29/25

| | 2024 | 2023 | | | | | |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Total OPEB Liability | | | | | | | |
| Service cost | \$ 91,178 | \$ 97,184 | | | | | |
| Interest on total OPEB liability | 53,271 | 49,176 | | | | | |
| Changes in benefit terms | - | - | | | | | |
| Difference between expected and actual experience of the total OPEB liability | (113,453) | - | | | | | |
| Changes of assumptions | 26,283 | (16,100) | | | | | |
| 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

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SUPPLEMENTARY INFORMATION

Champaign-Urbana Mass Transit ISchedules of Operating Expenses
Years Ended June 30, 2024 and 2023

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Operations

Wages:

Operators
Street supervisors and dispatchers
Other supervisors
Clerical
Labor credit

| | | |
|--|----------|----------|
| | 205,725 | 206,661 |
| | (52,064) | (21,024) |

Total wages

| | | |
|--|------------|------------|
| | 15,176,761 | 13,751,960 |
|--|------------|------------|

Fringe benefits:

Health and dental insurance
Paid absences
Social Security tax
Workers' compensation insurance and claims
Early retirement plan
Uniform allowances
Unemployment insurance
Other fringe benefits
Illinois municipal retirement fund

| | | |
|--|-----------|-----------|
| | 4,009,427 | 3,700,483 |
| | 2,081,712 | 1,808,398 |
| | 1,287,503 | 1,158,210 |
| | 345,647 | 198,409 |
| | 250,481 | (6,152) |
| | 49,174 | 50,387 |
| | 50,920 | 45,893 |
| | 53,566 | 58,971 |
| | (343,486) | 2,624,751 |

Total fringe benefits

| | | |
|--|-----------|-----------|
| | 7,784,944 | 9,639,350 |
|--|-----------|-----------|

Services:

ADA
Printing
Taxi
Other services

| | | |
|--|---------|---------|
| | 970,343 | 921,673 |
| | 32,092 | 39,533 |
| | - | 18,675 |
| | 196,791 | 177,019 |

Total services

| | | |
|--|-----------|-----------|
| | 1,199,226 | 1,156,900 |
|--|-----------|-----------|

Materials and supplies consumed:

Fuel and lubrications
Tires and tubes
Other materials and supplies consumed
Small equipment

| | | |
|--|-----------|-----------|
| | 1,736,647 | 2,033,292 |
| | 161,583 | 187,926 |
| | 59,756 | 26,892 |
| | 14,703 | 1,640 |

Total materials and supplies consumed

| | | |
|--|-----------|-----------|
| | 1,972,689 | 2,249,750 |
|--|-----------|-----------|

Miscellaneous:

Leased equipment
Other

| | | |
|--|-----------|-----------|
| | (410,292) | (373,389) |
| | 38,129 | 28,451 |

Total miscellaneous

| | | |
|--|-----------|-----------|
| | (372,163) | (344,938) |
|--|-----------|-----------|

Total operations

| | | |
|--|---------------|---------------|
| | \$ 25,761,457 | \$ 26,453,022 |
|--|---------------|---------------|

Champaign-Urbana Mass Transit

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

Replaced with revised
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FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25

Maintenance

Wages:

Mechanics

Cleaners

Supervisors and clerical

842,103

829,840

Total wages

3,685,907

3,436,368

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

Total fringe benefits

1,994,841

2,518,460

Services:

Contract maintenance

360,176

173,933

Other services

12,481

12,902

Total services

372,657

186,835

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

Total materials and supplies consumed

3,406,622

3,230,100

Miscellaneous:

Leased equipment

241,178

180,442

Other

50,766

16,687

Total miscellaneous

291,944

197,129

Total maintenance

\$ 9,751,971

\$ 9,568,892

Champaign-Urbana Mass Transit

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

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

General Administration

Wages:

Supervisors

Clerical

Total wages

2,427,002

2,178,187

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

773,424

992,019

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

1,925,746

1,557,263

Materials and supplies consumed:

Office supplies

17,999

13,042

Small equipment

16,078

45,925

Total materials and supplies consumed

34,077

58,967

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

1,269,808

977,159

Champaign-Urbana Mass Transit
 Schedules of Operating Expenses
 Years Ended June 30, 2024 and 2023

**Replaced with revised
 Independent Audit Report for
 FY2024 due to revision of
 FY2024 Single Audit Report -
 see Board Packet for 1/29/25**

Miscellaneous:

| | | |
|------------------------------|--------------|--------------|
| Utilities | 185,650 | 198,644 |
| Travel and meetings | | |
| Dues and subscriptions | | |
| Leased equipment | | |
| Other | 334,830 | 327,605 |
| | 1,460,205 | 1,544,701 |
| Total miscellaneous | 1,460,205 | 1,544,701 |
| Total general administration | \$ 7,890,262 | \$ 7,308,297 |

Illinois Terminal

Wages:

| | | |
|-------------|------------|------------|
| Supervisors | \$ 278,370 | \$ 231,969 |
| Security | 143,965 | 149,314 |
| Cleaners | 155,107 | 143,707 |
| Clerical | 139,854 | 122,332 |
| | 717,296 | 647,322 |
| Total wages | 717,296 | 647,322 |

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 |
| | 403,928 | 480,346 |
| Total fringe benefits | 403,928 | 480,346 |

Services:

| | | |
|-----------------------|--------|--------|
| Contract maintenance | 24,155 | 10,976 |
| Professional services | 8,842 | 46,142 |
| Printing | 1,193 | - |
| Other services | 3,286 | 2,999 |
| | 37,476 | 60,117 |
| Total services | 37,476 | 60,117 |

Champaign-Urbana Mass Transit D
 Schedules of Operating Expenses
 Years Ended June 30, 2024 and 2023

**Replaced with revised
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 FY2024 Single Audit Report -
 see Board Packet for 1/29/25**

Materials and supplies consumed:

| | | |
|---------------------------------------|-------|-------|
| Buildings and grounds repairs | | |
| Services supplies | | |
| Shop tools | | |
| Other materials and supplies consumed | 6,084 | 2,453 |

| | | |
|---------------------------------------|---------|---------|
| Total materials and supplies consumed | 174,933 | 147,089 |
|---------------------------------------|---------|---------|

Miscellaneous:

| | | |
|-----------|---------|---------|
| Utilities | 199,001 | 199,271 |
| Other | 25,115 | 18,267 |

| | | |
|---------------------|---------|---------|
| Total miscellaneous | 224,116 | 217,538 |
|---------------------|---------|---------|

| | | |
|-------------------------|--------------|--------------|
| Total Illinois terminal | \$ 1,557,749 | \$ 1,552,412 |
|-------------------------|--------------|--------------|

C-CARTS

Wages:

| | | |
|-------------|------------|------------|
| Operators | \$ 437,552 | \$ 397,532 |
| Supervisors | 55,920 | 13,443 |
| Clerical | 8,947 | 14,759 |
| Training | 3,665 | 11,362 |

| | | |
|-------------|---------|---------|
| Total wages | 506,084 | 437,096 |
|-------------|---------|---------|

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 |

| | | |
|-----------------------|---------|---------|
| Total fringe benefits | 193,748 | 156,716 |
|-----------------------|---------|---------|

Services:

| | | |
|-------------------------|--------|--------|
| Professional services | 25,205 | 29,091 |
| Contractual maintenance | 23,659 | 19,297 |
| Printing | - | 423 |
| Other services | 3,909 | 3,714 |

| | | |
|----------------|--------|--------|
| Total services | 52,773 | 52,525 |
|----------------|--------|--------|

Champaign-Urbana Mass Transit
Schedules of Operating Expenses
Years Ended June 30, 2024 and 2023

Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25

Materials and supplies consumed:

| | | |
|---------------------------|-----|-------|
| Fuel and lubricants | | |
| Repairs and maintenance | | |
| Tires and tubes | | |
| Office supplies | 545 | 505 |
| Small tools and equipment | - | 1,000 |

| | | |
|---------------------------------------|---------|---------|
| Total materials and supplies consumed | 221,465 | 246,007 |
|---------------------------------------|---------|---------|

Miscellaneous:

| | | |
|---------------------|--------|--------|
| Leased equipment | 30,783 | 26,254 |
| Utilities | 4,321 | 4,321 |
| Travel and Meetings | 244 | - |
| Other | 204 | 310 |

| | | |
|---------------------|--------|--------|
| Total miscellaneous | 35,552 | 30,885 |
|---------------------|--------|--------|

Casualty and liability costs:

| | | |
|--|-------|-------|
| Public liability and property damage insurance | 3,630 | 7,453 |
|--|-------|-------|

| | | |
|---------------|--------------|------------|
| Total C-CARTS | \$ 1,013,252 | \$ 930,682 |
|---------------|--------------|------------|

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 |

| | | |
|--------------------|-----------|-----------|
| Total depreciation | 8,427,258 | 7,967,294 |
|--------------------|-----------|-----------|

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 |

| | | |
|--------------------|---------|---------|
| Total amortization | 778,553 | 620,801 |
|--------------------|---------|---------|

| | | |
|-------------------------------------|--------------|--------------|
| Total depreciation and amortization | \$ 9,205,811 | \$ 8,588,095 |
|-------------------------------------|--------------|--------------|

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

ILLINOIS DEPARTMENT OF TRANSPORTATION

Champaign-Urbana Mass Transit District**Schedule of Revenues and Expenses**Under Downstate Operating Assistance Grant OP-2
Year Ended June 30, 2024

Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25

| | | |
|--------------------------------------|---|----------------------|
| Operating Revenues | | |
| 4111 | Passenger paid fares | 25,318 |
| 4112 | Organization paid fares | - |
| 4130 | Nonpublic transportation revenue | |
| 4141 | Advertising revenues | |
| 4142 | Concessions | |
| 4150 | Other transportation revenues | |
| 4190 | Total recoveries | |
| 4500 | Federal funds | - |
| 4630 | Sales and disposal of assets | 25,216 |
| | | <hr/> |
| | Total operating revenues | 10,799,969 |
| 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 | 207,842 |
| | | <hr/> |
| | Total eligible operating expenses | 45,820,480 |
| 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 | 5,250 |
| | | <hr/> |
| | Total ineligible operating expenses | 269,513 |
| | 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> |

No findings in the prior year.

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25

Re
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.

Baker Tilly Advisory Group, LP and Baker Tilly US, LLP, trading as Baker Tilly, are members of the global network of Baker Tilly International Ltd., the members of which are separate and independent legal entities. Baker Tilly US, LLP is a licensed CPA firm that provides assurance services to its clients. Baker Tilly Advisory Group, LP and its subsidiary entities provide tax and consulting services to their clients and are not licensed CPA firms.

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

Auditor's Responsibilities for the Audit of

Our objectives are to obtain reasonable assurance about compliance requirements referred to above on the District's compliance based on our audit. We do not provide absolute assurance and therefore is not a guarantee. *Government Auditing Standards*, and the Act. Risk of not detecting material noncompliance or 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

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

C-CARTS SCHEDULES

Champaign County (Prepared by C

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

**Replaced with revised
 Independent Audit Report for
 FY2024 due to revision of
 FY2024 Single Audit Report -
 see Board Packet for 1/29/25**

Revenue

Line Item

| | | |
|-----|-------------------------------------|-----------|
| 401 | Passenger fares/donations | |
| 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 | \$ 46,490 |

Expenses

| <u>Line Item</u> | <u>Eligible Expenses</u> | <u>Actual Administrative Expenses</u> | <u>Actual Operating Expenses</u> | <u>Total</u> |
|------------------|--------------------------|---|--|--------------|
| 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 | \$ 23,205 | \$ 684,748 | \$ 707,953 |

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 Independent Audit Report for
 FY2024 due to revision of
 FY2024 Single Audit Report -
 see Board Packet for 1/29/25**

| Operating Revenues | | |
|---------------------------|---|-------------------|
| 401 | Passenger fares for trans | |
| 402 | Special transit fares | |
| 413 | Federal cash grants and | |
| 413.99 | Sec. 5307 capital funds a | |
| .99 | Job Access Reverse Cor | |
| 430 | Contributed services | |
| 440 | Subsidy from other sectors of operations | - |
| | 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 | - |
| | Total operating expenses | 707,953 |
| | Ineligible operating expenses: | - |
| | Other | - |
| | Less total ineligible operating expenses | <u>-</u> |
| | Total eligible operating expenses | <u>\$ 707,953</u> |

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

Total eligible operating expenses
Total operating revenues

Deficit

65% of eligible operating expenses

Maximum contract amount

\$ 784,680

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

300,380

Fiscal year 2024 Downstate Operating Assistance over paid

\$ -

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
Schedule of Prior Audit Findings - Downsta
Year Ended June 30, 2024

No findings noted in the prior year.

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25

Re
With Laws an
**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.

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FY2024 due to revision of
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Auditor's Responsibilities for the Audit

Our objectives are to obtain reasonable assurance about compliance requirements referred to above on the District's compliance based on our audit. We do not provide absolute assurance and therefore is not a guarantee. *Government Auditing Standards*, and the Act. Risk of not detecting material noncompliance fraud may involve collusion, forgery, intentional 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

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FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

SINGLE AUDIT

Champaign-Urbana Mass Transit District

Schedule of Expenditures of Federal Awards
Year Ended June 30, 2024

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

**Federal Grantor / Pass-Through
Grantor / Program Title**

Federal Programs

U.S. Department of Transportation

Direct awards:

Federal transit cluster

| | | | | | |
|---|--------|---|----------------|----|-----------|
| 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 | | 8,051,564 |

Total U.S. Department of Transportation / Federal Transit Cluster 18,383,631

Pass-through from the county of Champaign, Illinois

| | | | | | |
|---|--------|--|----------------|--|---------|
| 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 | | 305,300 |

Total pass-through from the county of Champaign, Illinois 483,021

Total federal expenditures \$ 18,866,652

* Denotes a major program

Notes to Schedule of Expenditures of Federal Awards
Year Ended June 30, 2024

1. 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.
2. The District did not use the 10-percent-de-minimus indirect cost rate for the year ended June 30, 2024.
3. 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.

**Replaced with revised
 Independent Audit Report for
 FY2024 due to revision of
 FY2024 Single Audit Report -
 see Board Packet for 1/29/25**

Section I - Summary of Auditors' Results

Financial Statements

Type of report the auditor issued on financial statements audited were accordance with GAAP:

Unmodified

Internal control over financial reporting:

Material weakness(es) identified? yes no
 Significant deficiency(ies) identified? yes none reported

Noncompliance material to financial statements noted? yes no

Federal Awards

Internal control over major programs:

Material weakness(es) identified? yes no
 Significant deficiencies identified that are not considered to be material weakness(es)? yes none reported
 Noncompliance material to financial statements noted? yes 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 no

Auditee qualified as low-risk auditee? yes no

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

Identification of major federal program:

| <u>Assistance Listing Number</u> | <u>Name of Federal Program or Cluster</u> |
|----------------------------------|---|
| 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

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

No findings noted in the prior year.

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

OTHER REPORTS

Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25

Report
Over Financial
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.

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

Report on Compliance and Other Matters

As part of obtaining reasonable assurance a material misstatement, we performed tests of internal control, contracts, and grant agreements, noncompliance with laws and regulations, and financial statements. However, providing an opinion on the effectiveness of internal control of our audit, and accordingly, we do not expect to identify instances of noncompliance or other matters. *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

Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25

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.

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Replaced with revised Independent Audit Report for FY2024 due to revision of FY2024 Single Audit Report - see Board Packet for 1/29/25

Auditors' Responsibilities for the Audit

Our objectives are to obtain reasonable assurance that the compliance requirements referred to above occurred, and that the District's compliance based on our audit. Reasonable assurance and therefore is not a guarantee. We follow the *Auditing Standards*, and the Uniform Guidance. There is a risk of not detecting material noncompliance if fraud may involve collusion, forgery, intentional

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.

**Replaced with revised
Independent Audit Report for
FY2024 due to revision of
FY2024 Single Audit Report -
see Board Packet for 1/29/25**

The purpose of this report on internal control over financial reporting is to provide an independent opinion on the internal control over compliance and the results of operations. Accordingly, this report is not suitable for use for purposes other than those intended by the issuer.

Report on Schedule of Expenditures of Federal Awards

We have audited the financial statements of the City of Madison, Wisconsin, for the year ended December 31, 2024, and issued our report thereon dated November 15, 2024. 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



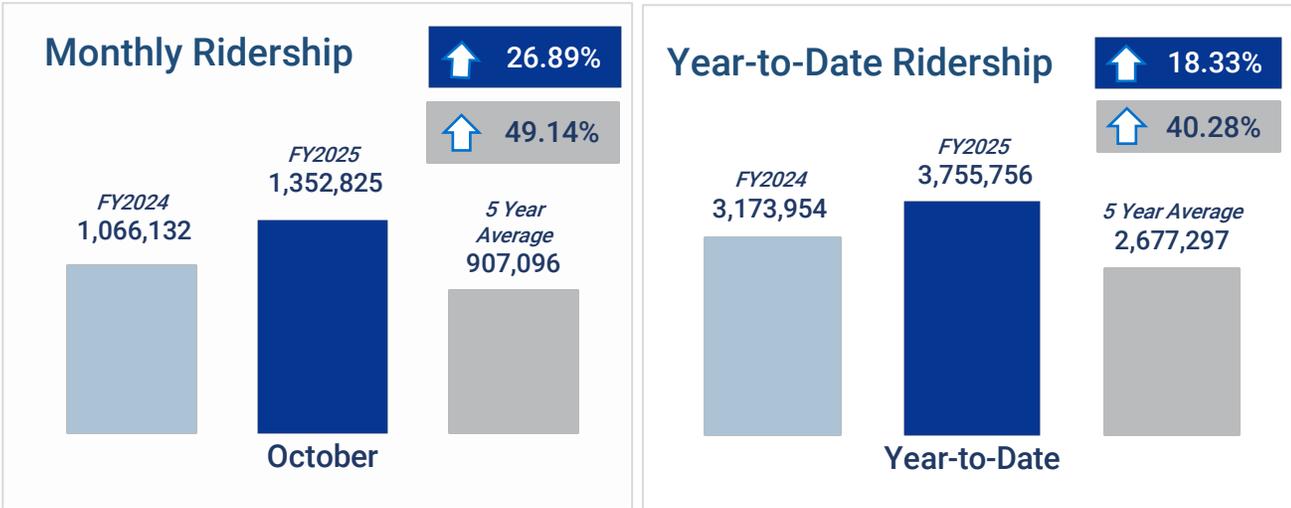
MTD MISSION Leading the way to greater mobility

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

MTD MANAGING DIRECTOR OPERATING NOTES

November 2024

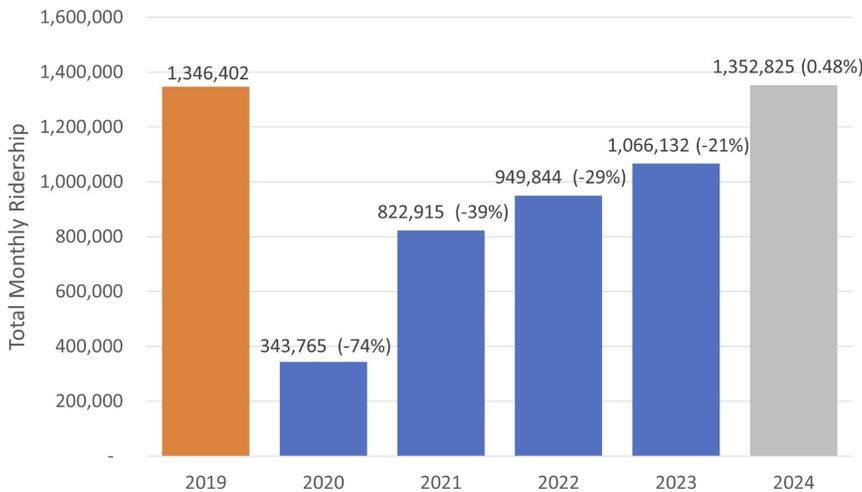
RIDERSHIP



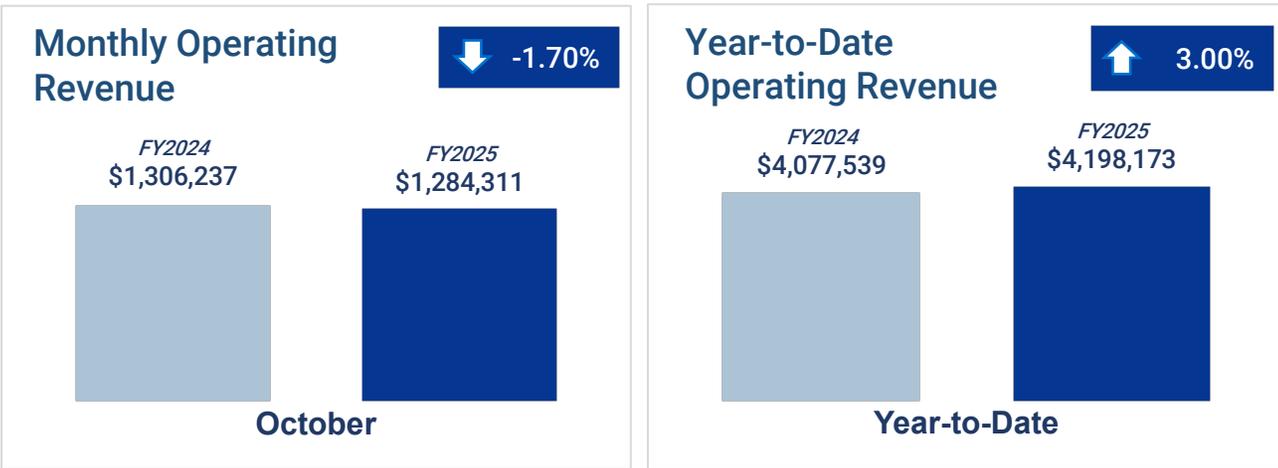
In October, we had 1,352,825 rides in total, which is a 26.9% increase over last year. There was one more UI weekday and one fewer Sunday compared to last October. Both Champaign and Urbana school districts had the same number of school days as last year - 15 and 16 respectively. The Fiscal-Year-to-Date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

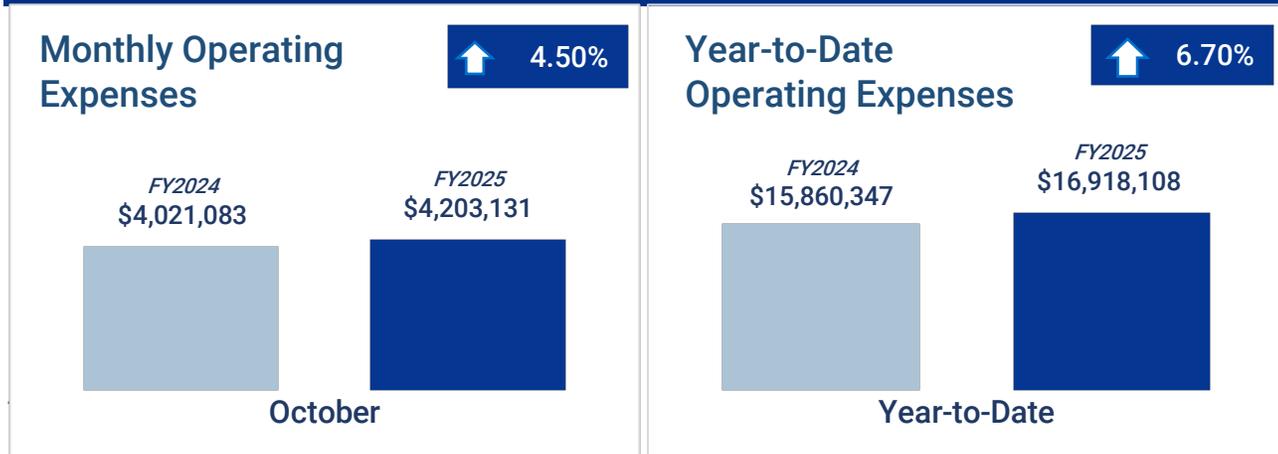


OPERATING REVENUE



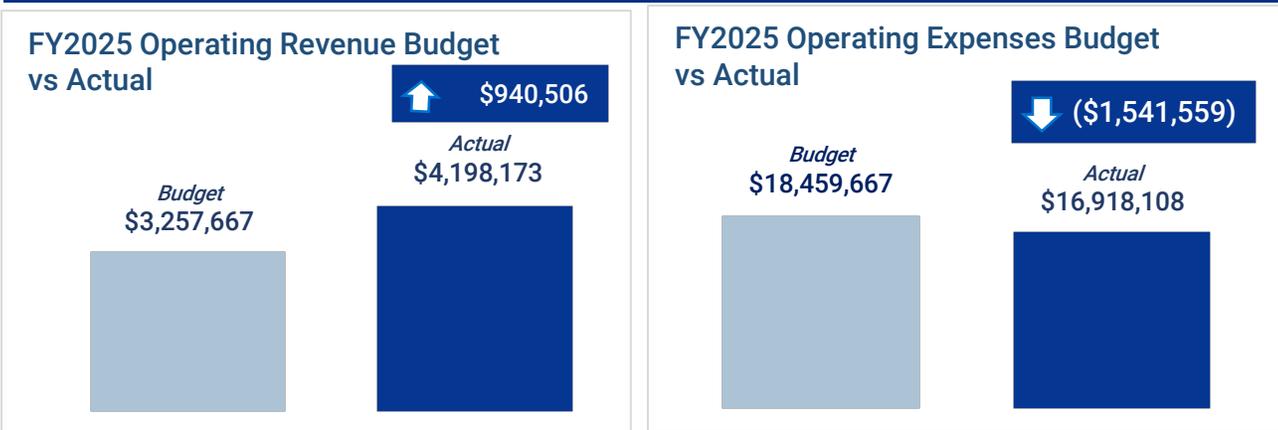
October 2024 operating revenue was 1.70% below October 2023. Year-to-date operating revenue was 3.00% above FY2024. The month over month decrease is due to a reduction in investment income as a result of falling interest rates.

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.

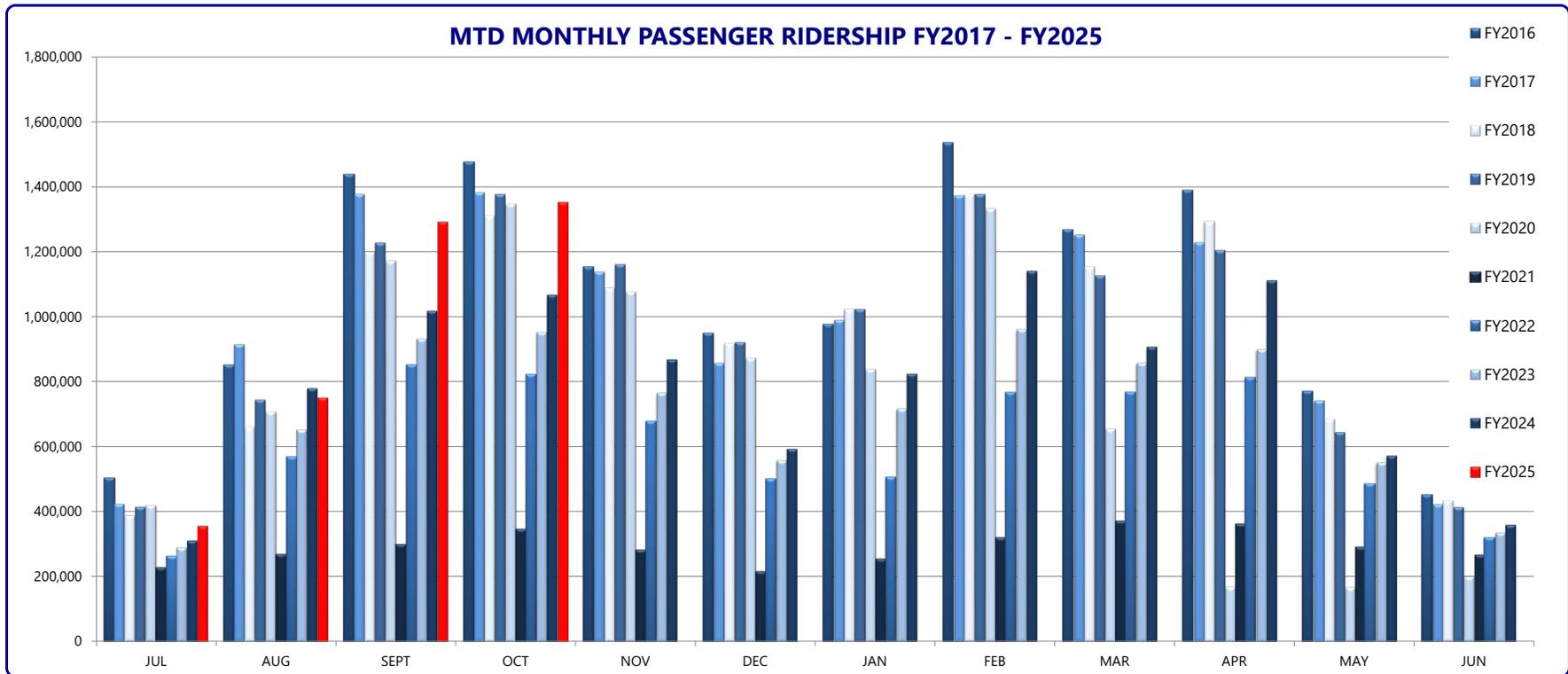


Champaign-Urbana Mass Transit District

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 | |

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

Route Performance Report

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 |

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

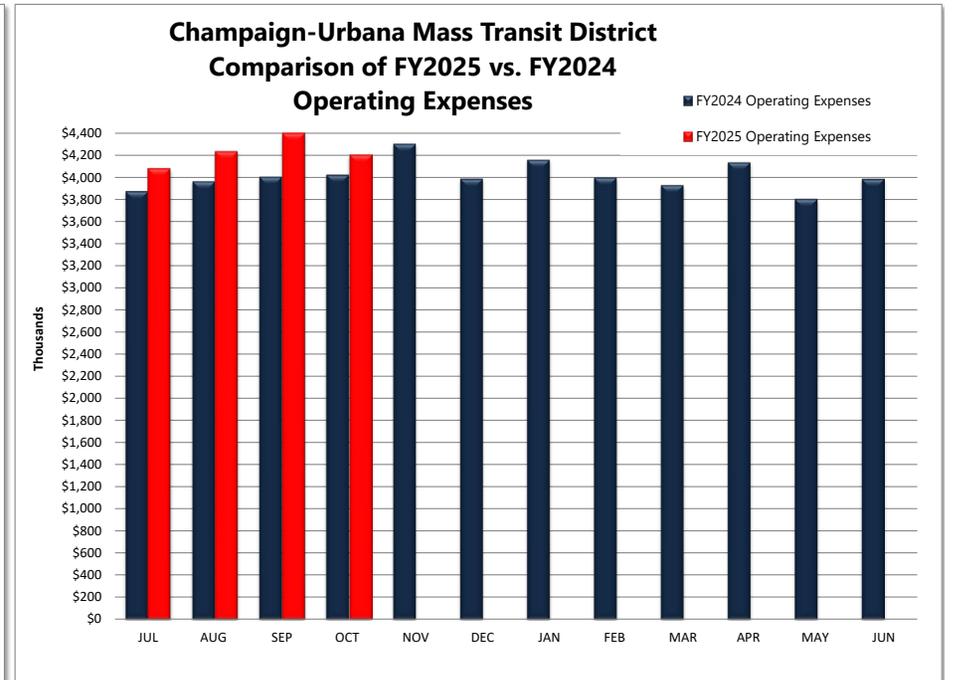
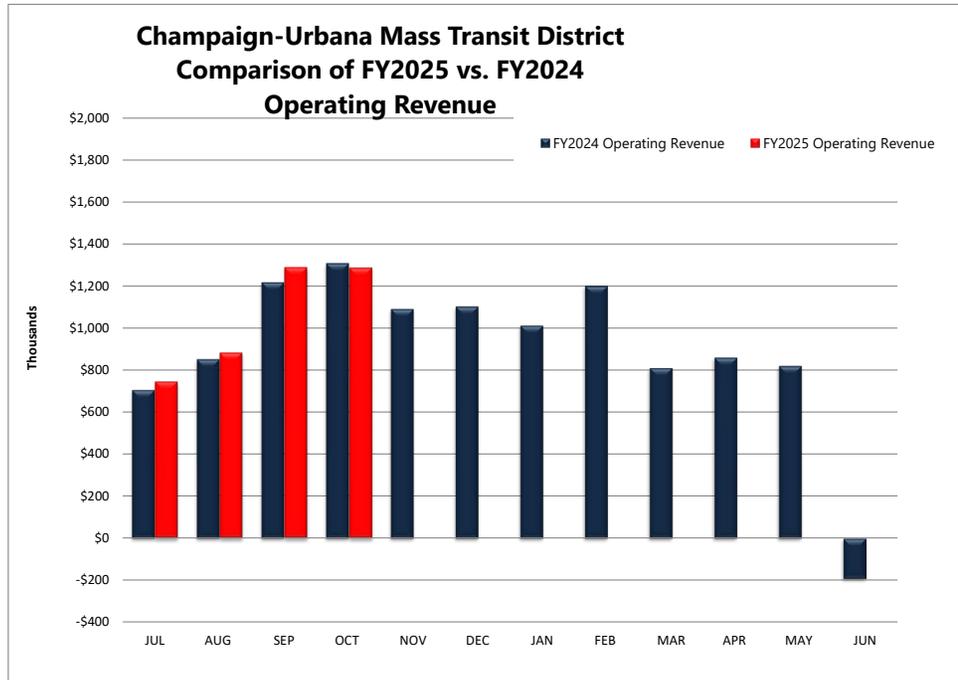
| | Passengers | Revenue Hours | Passengers Per Revenue Hour | Revenue Hour Performance Comparison + | Revenue Miles | Passengers Per Revenue Mile | Revenue Mile Performance Comparison + |
|---|----------------|-----------------|-----------------------------|---------------------------------------|------------------|-----------------------------|---------------------------------------|
| Sunday Daytime Campus Fixed Route | 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 | |

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

Champaign-Urbana Mass Transit District
 Comparison of 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% |

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 % |
|---|---------------------|-------------------|-------------------|---|----------------------|----------------------|---------------------|-------------------|
| 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% |

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 % |
|--------------|--------------|--------------|-------------------|--|----------------------|----------------------|--------------|-------------------|
| 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% |

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 % |
|--------------------------------------|---------------------|-------------------|-------------------|---|----------------------|----------------------|-------------------|-------------------|
| 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% |

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 % |
|------------|------------|------------|-------------------|--|----------------------|----------------------|------------|-------------------|
| 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% |

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 % |
|-------------------|---------------------|-------------------|-------------------|---|----------------------|----------------------|-------------------|-------------------|
| 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% |

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 % |
|--|-------------------|-----------------|-------------------|--|----------------------|----------------------|-------------------|-------------------|
| 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% |

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 % |
|-------------------|-------------------|------------------|-------------------|---|----------------------|----------------------|------------------|-------------------|
| 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% |

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 % |
|---|-------------------|------------------|-------------------|---|----------------------|----------------------|-------------------|-------------------|
| -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% |

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 % |
|--|------------------|-------------------|-------------------|---|----------------------|----------------------|-------------------|-------------------|
| 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
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 | 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
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 | 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
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 | 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%

PAGE 5

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~~.)

PAGE 6

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

PAGE 7

| 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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| | | |
|----------|------------------------|-----------|
| <u>1</u> | <u>August 19, 2024</u> | <u>4</u> |
| <u>2</u> | <u>August 21, 2024</u> | <u>16</u> |
| <u>3</u> | <u>August 26, 2024</u> | <u>13</u> |

PAGE 8

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)