



Board of Trustees Meeting Agenda

Champaign-Urbana Mass Transit District (MTD)

Wednesday, April 29, 2026 - 3:00 pm

Illinois Terminal, North Banquet Room, 4th floor - 45 East University Avenue, Champaign

Board Members

Board of Trustees

- Dick Barnes - Chair
- Laura Bleill
- Mark Brown
- Phil Fiscella
- George Friedman
- Alan Nudo - Vice Chair
- Sharif Ullah

Advisory Board

- Grayson Hodson
- Jamie Singson

Agenda

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Audience Participation
5. Approval of Minutes
 - a. Board Meeting (Open Session) - March 25, 2026 1-5
 - b. Board Meeting (Closed Session) - March 25, 2026
6. Communications
7. Reports
 - a. Managing Director
 - i. Operating Notes 6-7
 - ii. Ridership Data 8-9
 - iii. Route Performance 10-13
 - iv. District Operating Revenue/Expenses 14
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 - vii. Comparative History 17-27
 - viii. Accounts Payable/Check Disbursements 28-34
 - ix. C-CARTS Quarterly Report 35
 - x. Bank & Investment Balances 36
8. Action Items
 - a. Ordinance 2026-8 - An Ordinance Repealing Ordinance 2026-5 37
 - b. Ordinance 2026-9 - An Ordinance Repealing Ordinance 2026-6 38
 - c. Ordinance 2026-10 - An Ordinance Repealing Ordinance 2026-7 39
 - d. Resolution 2026-6 - Setting a Public Hearing for an Annexation in Cherry Hills 40-42
 - e. Resolution 2026-7 - Setting a Public Hearing for an Annexation of Illinois Power-Ameren Services Tract 43-44
 - f. Resolution 2026-8 - Setting a Public Hearing for an Annexation of Liberty on the Lake Subdivision 45-52
 - g. Developmental Services Center (DSC) Annual Agreement 53-56



1 **Board of Trustees Meeting Minutes**

2 Champaign-Urbana Mass Transit District (MTD)

3 Wednesday, March 25, 2026 - 3:00 p.m.

4 Illinois Terminal, North Banquet Room, 4th floor - 45 East University Avenue, Champaign

5 **Subject to Review and Approval** | Recording available at youtube.com/@RideMTD

6 **Attendance**

7 **Board of Trustees**

Present

Absent

Dick Barnes - Chair

Laura Bleill

Mark Brown

Phil Fiscella

George Friedman

Alan Nudo - Vice Chair

Sharif Ullah

8 **Advisory Board**

Present

Absent

Jamie Singson

Grayson Hodson

9 **MTD Staff**

10 Karl Gnad (Managing Director), Amy Snyder (Deputy Managing Director), Katie Good (Executive Assistant
11 and Clerk), Ashlee McLaughlin (External Affairs Director), Michelle Wright (Finance Director), Ryan
12 Blackman (Technology Services Director), Jay Rank (Operations Director), Drew Bargmann (Customer
13 Service Director), Josh Berbaum (Maintenance & Facilities Director), Brendan Sennett (Safety & Training
14 Director), Jacinda Crawmer (Human Resources Director) and Alyx Parker (MTD Corporate Counsel)

15 **Others Present**

16 Mark Friedman, Jan Carter Niccum, Al Hagen, Ryan Tiarks

Minutes

1. Call to Order

Chair Barnes called the meeting to order at 3:01 p.m.

2. Roll Call

Present (7) – Barnes, Bleill, Brown, Fiscella, Friedman, Nudo, Ullah

Absent (0)

The Clerk declared that a quorum was present.

3. Approval of Agenda

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

4. Audience Participation

Mark Friedman of Urbana thanked MTD and the Board of Trustees for providing free rides to Veterans with the Veteran Pass. Mr. Friedman shared concerns regarding issues booking returns trips on the Northeast Connect.

Jan Carter Niccum of Savoy opposes the annexation of Liberty on the Lake Subdivision.

Al Hagan of Champaign opposes the annexation of Friendship Lutheran Church of Joy.

5. Approval of Minutes

A. Board Meeting (Open Session) – February 25, 2026

MOTION by Mr. Friedman to approve the open session minutes of the February 25, 2026, MTD Board meeting as distributed; seconded by Mr. Fiscella. Upon vote, the MOTION CARRIED.

B. Board Meeting (Closed Session) – February 25, 2026

MOTION by Mr. Fiscella to approve the closed session minutes of the February 25, 2026, MTD Board meeting as distributed; seconded by Mr. Friedman. Upon vote, the MOTION CARRIED.

C. Annexation Public Hearing – March 17, 2026

MOTION by Mr. Fiscella to approve the annexation public hearing minutes from March 17, 2026, as distributed; seconded by Mr. Brown. Upon vote, the MOTION CARRIED.

6. Communications

None

7. Reports

A. Managing Director

Mr. Gnadt reviewed statistics for February 2026. February 2026 ridership was up 0.06% compared to February 2025. Year to date ridership for FY2026 was up 3.78% compared to FY2025.

1 February 2026 operating revenue was 1.70% above February 2025. Year-to-date operating revenue was
2 0.40% above FY2025. Monthly operating expenses were up 5.8% from FY2025. Year-to-date operating
3 expenses were up 2.90% from FY2025. February 2026 operating revenue was \$1,734,012 above budget
4 and operating expenses were \$3,266,632 below budget.

5 **8. Action Items**

6 **A. Ordinance 2026-5 – Annexing Certain Territory – Cherry Hills**

7 Mr. Gnadt noted no downsides to this annexation for the Friendship Lutheran Church of Joy, reminding
8 Trustees and audience members that churches are exempt from property taxes. Mr. Gnadt noted that
9 should the ordinance pass, the area is immediately eligible for ADA service to qualifying passengers.

10 MOTION by Mr. Fiscella to approve Ordinance 2026 -5; seconded by Mr. Nudo.

- 11 Roll Call:
- 12 Aye (7)– Bleill, Brown, Fiscella, Friedman, Nudo, Ullah, Barnes
- 13 Nay (0)
- 14 Abstain (0)

15 The MOTION CARRIED

16 **B. Ordinance 2026-6 – Annexing Certain Territory – Illinois Power-**
17 **Ameren Services Tract**

18 MOTION by Mr. Friedman to approve Ordinance 2026-6; seconded by Mr. Fiscella.

- 19 Roll Call:
- 20 Aye (7)– Bleill, Brown, Fiscella, Friedman, Nudo, Ullah, Barnes
- 21 Nay (0)
- 22 Abstain (0)

23 The MOTION CARRIED

24 **C. Ordinance 2026-7 – Annexing Certain Territory – Carle-Liberty on the**
25 **Lake**

26 Mr. Nudo summarized the discussion that occurred at the March 17 Annexation Public Hearing. Mr. Gnadt
27 noted several homeowners participated in alternate route discussions. The original proposal and two
28 alternate routing proposals were shared with Trustees. Mr. Gnadt noted work on routing would continue
29 and is not locked in should the ordinance pass. Discussion followed regarding governing bodies and what
30 living within a community involves.

31 MOTION by Mr. Fiscella to approve Ordinance 2026-7; seconded by Mr. Ullah.

- 32 Roll Call:
- 33 Aye (7)– Bleill, Brown, Fiscella, Friedman, Nudo, Ullah, Barnes
- 34 Nay (0)
- 35 Abstain (0)

36 The MOTION CARRIED

1 **D. Resolution 2026-5 – Downstate Operating Assistance Grant – FY2027**

2 Mr. Gnadt noted this is an annual resolution that is a requirement of the Downstate Operating Assistance
3 Program grant application.

4 Mr. Ullah left the meeting at 3:47 p.m.

5 MOTION by Mr. Friedman to approve Resolution 2026-5; seconded by Ms. Bleill.

6 Roll Call:

7 Aye (6)– Bleill, Brown, Fiscella, Friedman, Nudo, Barnes

8 Nay (0)

9 Abstain (0)

10 The MOTION CARRIED

11 **E. Mid Illinois Concrete & Excavation Contract for Shop Grates Phase II**

12 Mr. Gnadt was joined by Josh Berbaum, Maintenance & Facilities Director. Mr. Berbaum provided an
13 overview of the multi-phase shop grate project. Mr. Berbaum noted this project was accounted for in the
14 approved FY2026 budget.

15 MOTION by Ms. Bleill to approve the Mid Illinois Concrete & Excavation Contract for Shop Grates Phase II;
16 seconded by Mr. Fiscella.

17 Roll Call:

18 Aye (6)– Bleill, Brown, Fiscella, Friedman, Nudo, Barnes

19 Nay (0)

20 Abstain (0)

21 The MOTION CARRIED

22 **9. Next Meeting**

23 Regular Board of Trustees Meeting – Wednesday, April 29, 2026 – 3:00 p.m. - at Illinois Terminal, 45 E
24 University Ave, Champaign.

25 **10. Adjournment**

26 MOTION by Mr. Fiscella to adjourn into closed session to consider salary schedules for one or more classes
27 of employees followed by adjournment, seconded by Ms. Bleill.

28 Roll Call:

29 Aye (6)– Bleill, Brown, Fiscella, Friedman, Nudo, Barnes

30 Nay (0)

31 Abstain (0)

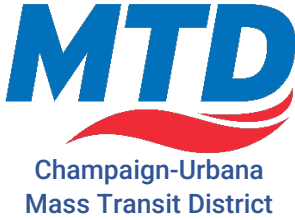
32 The MOTION CARRIED

33 Mr. Barnes adjourned the meeting at 3:57 p.m.

1 _____
Clerk

2 Approved:

3 _____
Board of Trustees, Chair

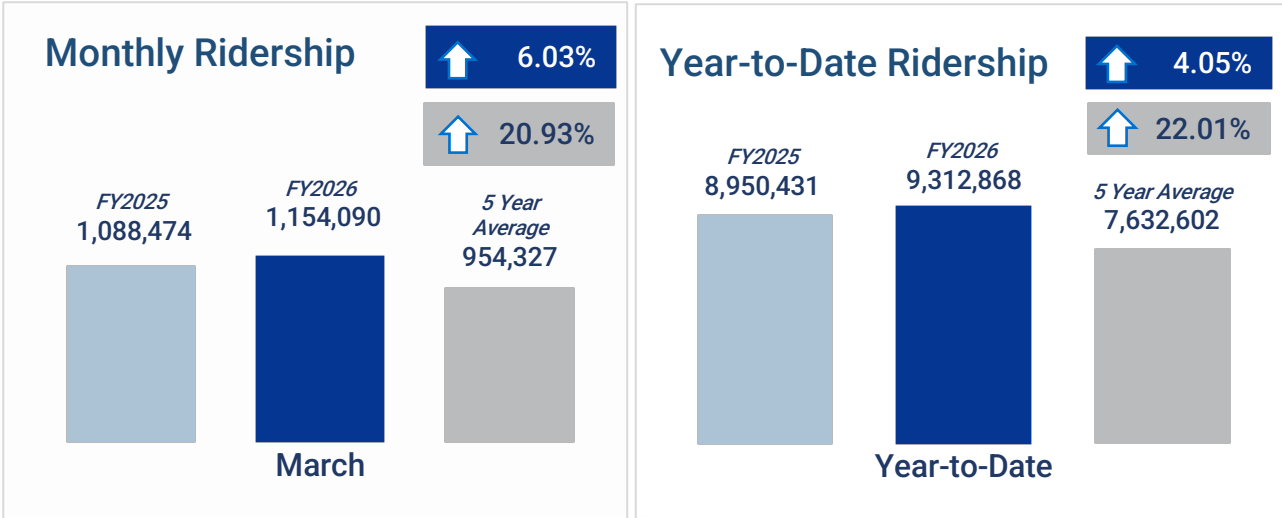


MTD MISSION Leading the way to greater mobility

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

MTD MANAGING DIRECTOR OPERATING NOTES
April 2026

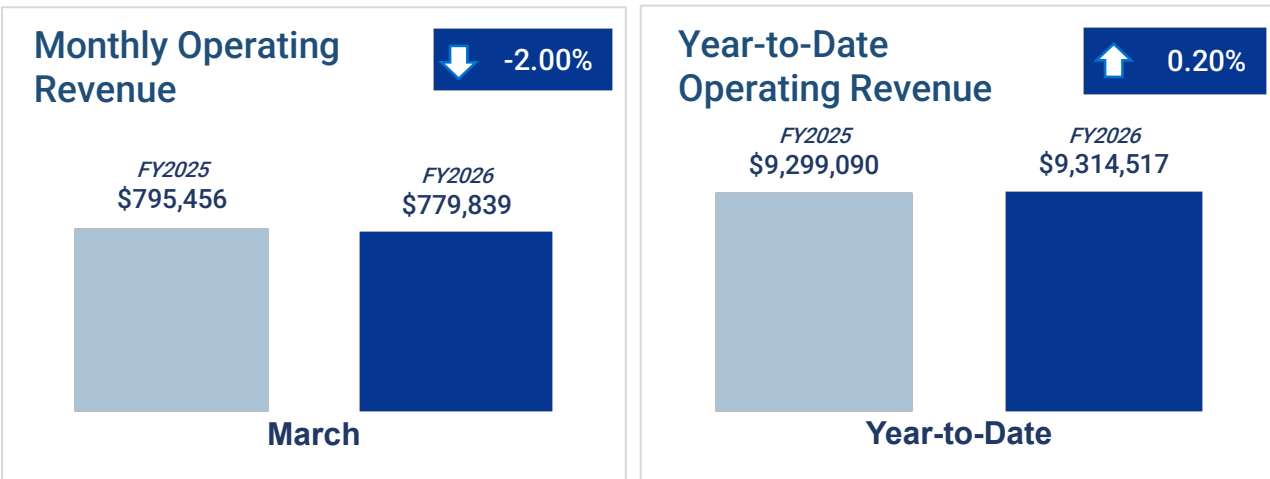
RIDERSHIP



In March 2026, there were in total 1,154,090 rides, a 6% increase compared to last year. The fiscal year-to-date ridership was 9,312,868, a 4% increase compared to the same time last year. This March had one more weekday (UI weekday), one fewer Saturday (UI Saturday), two more Champaign school days, and one more Urbana school day compared to last March. The average temperature was 47.8° F; 0.8° F higher than last year. The total precipitation was 6.70 inches, much higher than last year's 2.91 inches. The average gas price was \$3.69, higher than last year's \$3.19.

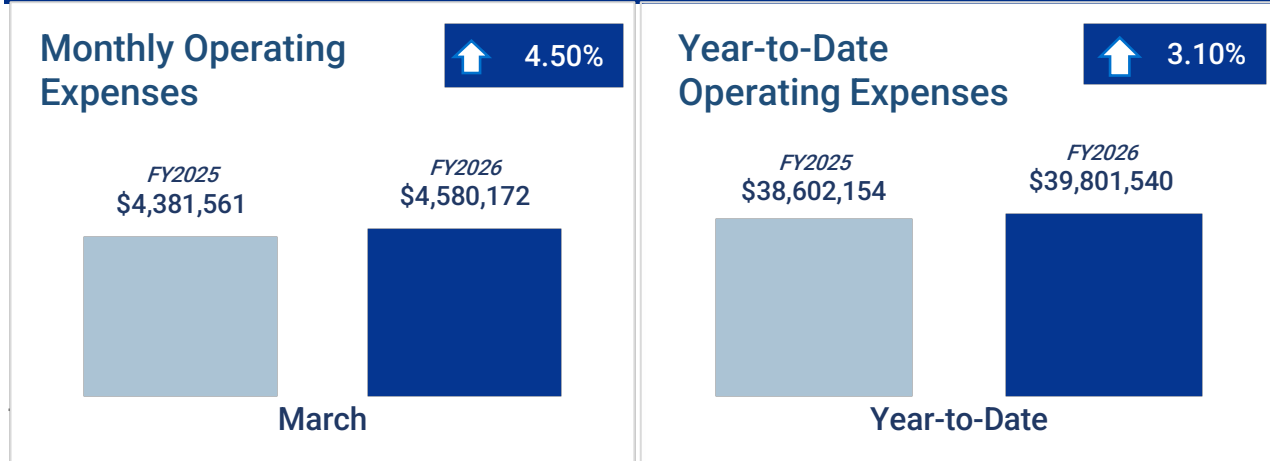
The ridership per fare type showed mixed trends. School Rides, Annual Pass, and U of I Student Rides all went up (+9.5%, +10.1%, and +6.7%, respectively). Adult Rides, DASH/Senior Riders, and U of I Faculty/Staff Rides declined (-4.8%, -4.1%, and -0.8%, respectively). West Connect and Northeast Connect had 1.5% and 3.5% increases.

OPERATING REVENUE



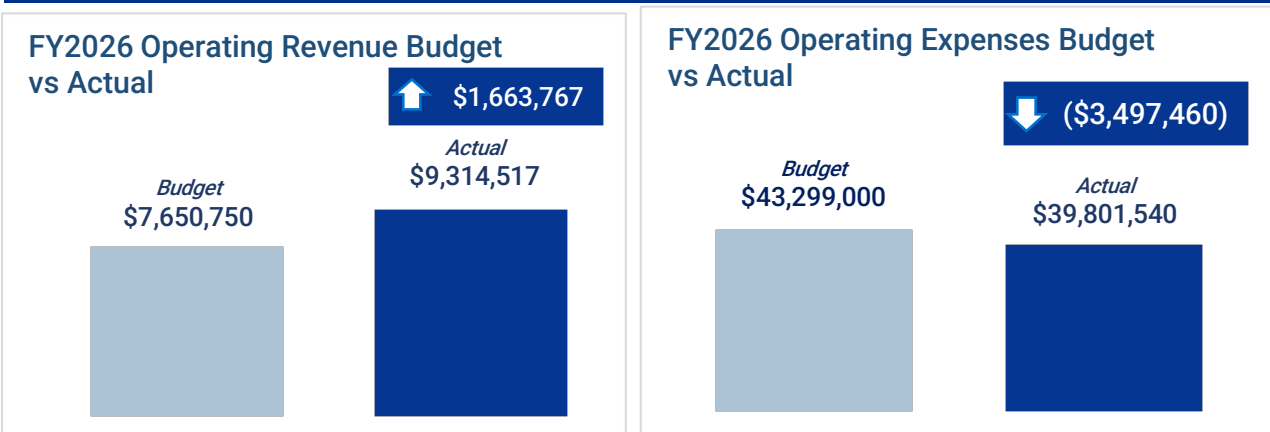
March 2026 operating revenue was 2.00% below March 2025. Year-to-date operating revenue was 0.20% above FY2025.

OPERATING EXPENSES



March 2026 operating expenses were 4.50% above March 2025. Year-to-date operating expenses were 3.10% above FY2025.

YEAR-TO-DATE REVENUE & EXPENSES

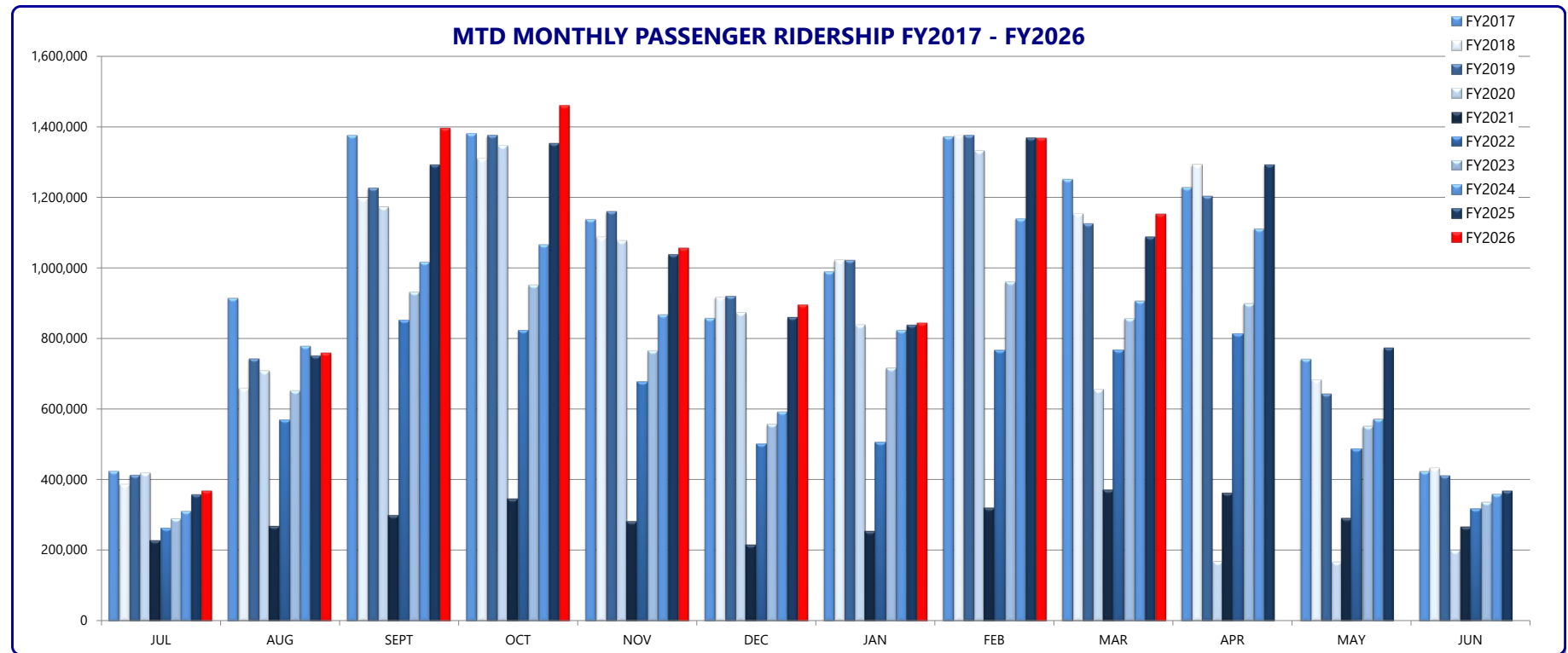


Year-to-date operating revenues were \$1,663,767 above budget while operating expenses were \$3,497,460 below budget.

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

	Mar-26	Mar-25	% Change	FY26 YTD	FY25 YTD	% Change
Adult Rides	18,157	19,064	-4.8%	171,285	178,458	-4.0%
School Rides	32,973	30,111	9.5%	298,955	286,390	4.4%
DASH/Senior - E & D Rides	29,045	30,276	-4.1%	269,832	280,846	-3.9%
U of I Faculty/Staff Rides	21,549	21,715	-0.8%	183,567	194,013	-5.4%
Annual Pass	54,632	49,625	10.1%	472,837	414,415	14.1%
U of I Student Rides	970,397	909,328	6.7%	7,666,714	7,335,584	4.5%
All Day Pass	286	243	17.7%	2,629	2,696	-2.5%
Transfers	5,351	5,785	-7.5%	54,154	57,265	-5.4%
SafeRides Connect	3,472	4,500	-22.8%	25,565	30,210	-15.4%
West Connect	238	148	60.8%	2,166	1,668	29.9%
Northeast Connect	845	737	14.7%	7,745	5,255	47.4%
Monthly Pass	7,127	6,884	3.5%	71,569	77,211	-7.3%
Veterans Pass	2,678	2,705	-1.0%	23,927	24,754	-3.3%
Total Unlinked Passenger Rides	1,146,750	1,081,121	6.1%	9,250,945	8,888,765	4.1%
ADA Rides	7,340	7,353	-0.2%	61,923	61,666	0.4%
TOTAL	1,154,090	1,088,474	6.0%	9,312,868	8,950,431	4.0%

	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
JUL	424,915	389,398	415,476	420,729	226,004	260,815	290,301	312,024	358,985	370,020
AUG	914,496	661,178	743,728	708,465	266,497	567,618	651,458	779,102	751,627	760,820
SEPT	1,375,803	1,197,928	1,226,527	1,172,335	297,090	850,842	929,906	1,016,696	1,292,319	1,397,251
OCT	1,380,990	1,310,380	1,375,516	1,346,402	343,765	822,915	949,844	1,066,132	1,352,825	1,461,447
NOV	1,137,573	1,087,343	1,160,184	1,076,993	279,977	678,231	764,340	867,837	1,038,330	1,057,786
DEC	857,837	917,782	920,718	873,429	214,183	501,741	556,970	593,359	860,758	896,843
JAN	989,700	1,022,713	1,022,403	838,969	252,336	506,560	715,390	823,733	838,845	845,527
FEB	1,371,778	1,375,553	1,375,560	1,331,716	318,071	766,403	959,122	1,139,297	1,368,268	1,369,084
MAR	1,251,352	1,153,015	1,125,644	656,224	368,540	766,766	855,518	906,789	1,088,474	1,154,090
APR	1,228,127	1,292,424	1,203,603	169,747	360,134	813,280	897,373	1,110,573	1,292,308	
MAY	742,253	684,678	645,383	168,484	289,030	485,172	550,987	572,703	774,235	
JUN	424,219	435,993	414,421	201,092	264,733	317,937	336,835	360,245	369,429	
TOTAL	12,099,043	11,528,385	11,629,163	8,964,585	3,480,360	7,338,280	8,458,044	9,548,490	11,386,403	9,312,868



Champaign-Urbana Mass Transit District

April 14, 2026

Route Performance Report

March 2026

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	458,525	4,541.58	100.96		49,521.72	9.26	
1 Yellow Hopper	51,888	464.67	111.67	1.11	4,461.59	11.63	1.26
10 Gold Hopper	20,483	239.05	85.69	0.85	3,009.27	6.81	0.74
12 Teal	85,659	755.97	113.31	1.12	8,049.47	10.64	1.15
13 Silver	66,599	618.30	107.71	1.07	7,249.17	9.19	0.99
21 Raven	9,698	209.38	46.32	0.46	2,202.95	4.40	0.48
22 Illini	194,287	1,615.95	120.23	1.19	17,139.75	11.34	1.22
24 Link	29,911	638.27	46.86	0.46	7,409.53	4.04	0.44
Daytime Community Fixed Route	374,924	11,799.78	31.77		161,370.32	2.32	
1 Yellow	51,572	1,238.43	41.64	1.31	15,678.91	3.29	1.42
2 Red	35,188	1,234.48	28.50	0.90	16,160.01	2.18	0.94
3 Lavender	15,207	615.33	24.71	0.78	8,443.75	1.80	0.78
4 Blue	17,594	546.08	32.22	1.01	6,771.73	2.60	1.12
5 Green	53,478	1,290.49	41.44	1.30	16,743.36	3.19	1.37
5 Green Express	11,154	303.18	36.79	1.16	4,597.24	2.43	1.04
5 Green Hopper	36,526	731.50	49.93	1.57	9,652.07	3.78	1.63
6 Orange	14,481	756.02	19.15	0.60	9,721.94	1.49	0.64
6 Orange Hopper	7,111	286.00	24.86	0.78	3,364.56	2.11	0.91
7 Grey	26,450	1,068.16	24.76	0.78	14,675.15	1.80	0.78
8 Bronze	5,624	318.85	17.64	0.56	4,682.83	1.20	0.52
9 Brown	31,193	1,223.79	25.49	0.80	16,899.98	1.85	0.79
10 Gold	53,444	1,110.74	48.12	1.51	14,028.45	3.81	1.64
14 Navy	8,829	442.93	19.93	0.63	8,466.40	1.04	0.45
16 Pink	7,073	633.78	11.16	0.35	11,483.94	0.62	0.27
Evening Campus Fixed Route	101,200	1,376.52	73.52		16,216.00	6.24	
120 Teal	19,665	280.20	70.18	0.95	3,272.65	6.01	0.96

* 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 +
130 Silver	12,480	215.67	57.87	0.79	2,558.40	4.88	0.78
130 Silver Limited	401	24.00	16.71	0.23	278.62	1.44	0.23
220 Illini	67,846	811.65	83.59	1.14	9,597.50	7.07	1.13
220 Illini Limited	808	45.00	17.96	0.24	508.82	1.59	0.25
Evening Community Fixed Route	52,894	1,875.50	28.20		26,883.73	1.97	
50 Green	16,175	434.28	37.25	1.32	6,141.82	2.63	1.34
50 Green Hopper	11,213	244.57	45.85	1.63	3,289.41	3.41	1.73
70 Grey	5,080	352.57	14.41	0.51	4,993.59	1.02	0.52
100 Yellow	18,345	591.82	31.00	1.10	7,823.24	2.34	1.19
110 Ruby	1,057	79.57	13.28	0.47	1,301.60	0.81	0.41
180 Lime	1,024	172.70	5.93	0.21	3,334.06	0.31	0.16
Total	987,543	19,593.38	50.40		253,991.77	3.89	

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Champaign-Urbana Mass Transit District

April 14, 2026

Route Performance Report

March 2026

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	18,129	229.87	78.87		2,587.69	7.01	
120 Teal	6,780	94.53	71.72	0.91	1,029.13	6.59	0.94
130 Silver	5,000	57.00	87.72	1.11	675.06	7.41	1.06
220 Illini	6,349	78.33	81.05	1.03	883.50	7.19	1.03
Saturday Daytime Community	28,615	892.99	32.04		12,651.95	2.26	
20 Red	4,109	114.67	35.83	1.12	1,577.94	2.60	1.15
30 Lavender	1,584	87.13	18.18	0.57	1,364.44	1.16	0.51
50 Green	8,892	180.62	49.23	1.54	2,338.90	3.80	1.68
70 Grey	4,739	183.53	25.82	0.81	2,458.68	1.93	0.85
100 Yellow	7,850	200.67	39.12	1.22	2,598.73	3.02	1.34
110 Ruby	782	42.20	18.53	0.58	719.74	1.09	0.48
180 Lime	659	84.17	7.83	0.24	1,593.53	0.41	0.18
Saturday Evening Campus Fixed	20,384	238.35	85.52		2,798.89	7.28	
120 Teal	3,159	48.60	65.00	0.76	532.59	5.93	0.81
130 Silver	2,524	41.30	61.11	0.71	486.42	5.19	0.71
220 Illini	14,701	148.45	99.03	1.16	1,779.88	8.26	1.13
Saturday Evening Community	11,400	348.49	32.71		4,855.77	2.35	
50 Green	3,950	76.43	51.68	1.58	1,050.85	3.76	1.60
50 Green Hopper	2,536	40.00	63.40	1.94	516.04	4.91	2.09
70 Grey	1,065	72.55	14.68	0.45	981.67	1.08	0.46
100 Yellow	3,542	116.64	30.37	0.93	1,515.21	2.34	1.00
110 Ruby	154	12.53	12.29	0.38	217.63	0.71	0.30
180 Lime	153	30.33	5.04	0.15	574.37	0.27	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.

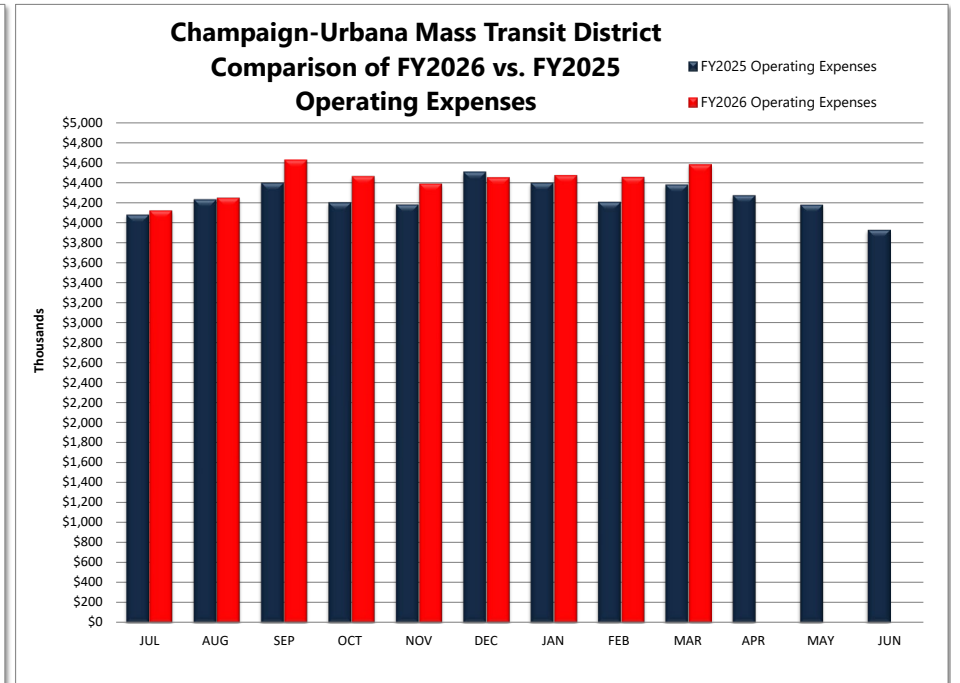
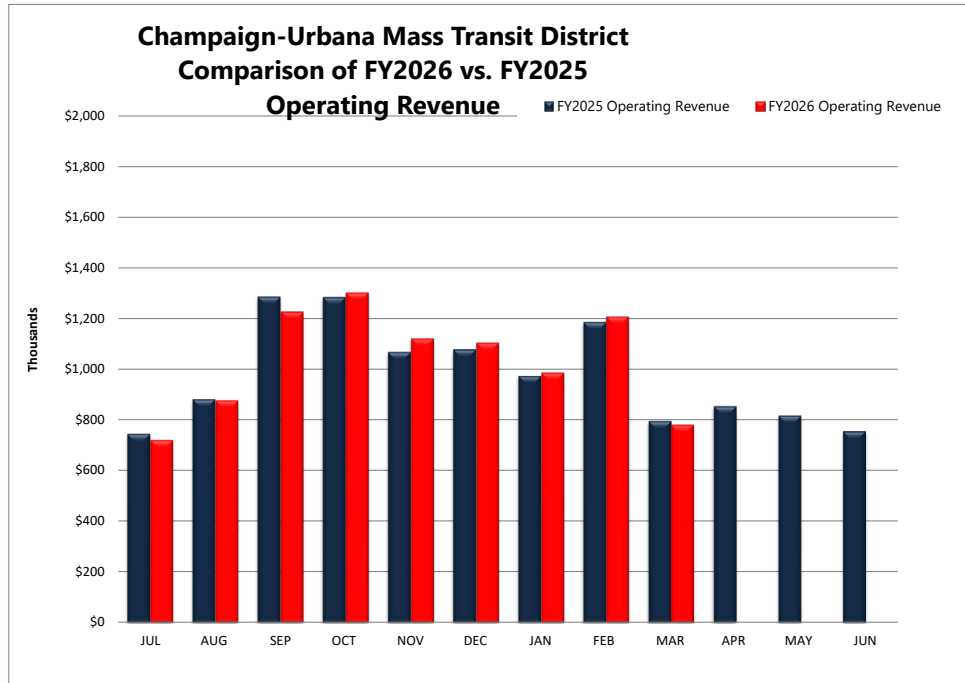
	Passengers	Revenue Hours	Passengers Per Revenue Hour	Revenue Hour Performance Comparison +	Revenue Miles	Passengers Per Revenue Mile	Revenue Mile Performance Comparison +
Sunday Daytime Campus Fixed Route	21,081	240.53	87.64		2,730.86	7.72	
120 Teal	6,727	85.92	78.30	0.89	936.02	7.19	0.93
130 Silver	6,692	71.28	93.88	1.07	852.39	7.85	1.02
220 Illini	7,662	83.33	91.94	1.05	942.44	8.13	1.05
Sunday Daytime Community Fixed Route	22,969	745.30	30.82		10,572.51	2.17	
30 Lavender	1,520	90.00	16.89	0.55	1,400.29	1.09	0.50
50 Green	7,572	170.37	44.45	1.44	2,202.20	3.44	1.58
70 Grey	3,687	172.08	21.43	0.70	2,319.71	1.59	0.73
100 Yellow	9,079	197.43	45.99	1.49	2,531.87	3.59	1.65
110 Ruby	648	40.08	16.17	0.52	693.67	0.93	0.43
180 Lime	463	75.33	6.15	0.20	1,424.77	0.32	0.15
Sunday Evening Campus Fixed Route	22,119	329.45	67.14		3,901.97	5.67	
120 Teal	5,223	69.80	74.83	1.11	756.85	6.90	1.22
130 Silver	2,711	51.80	52.34	0.78	614.16	4.41	0.78
220 Illini	14,185	207.85	68.25	1.02	2,530.97	5.60	0.99
Sunday Evening Community Fixed Route	4,774	85.07	56.12		1,164.12	4.10	
50 Green	1,999	28.00	71.39	1.27	364.99	5.48	1.34
100 Yellow	2,775	57.07	48.63	0.87	799.12	3.47	0.85
Total	149,471	3,110.05	48.06		41,263.77	3.62	

* 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 FY2026 vs FY2025 Revenue and Expenses

April 22, 2026

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY2025 Operating Revenue	\$745,360	\$881,756	\$1,286,746	\$1,284,311	\$1,068,024	\$1,078,075	\$973,588	\$1,185,774	\$795,456	\$854,146	\$817,710	\$755,257
FY2026 Operating Revenue	\$719,575	\$875,797	\$1,224,824	\$1,300,230	\$1,120,080	\$1,103,468	\$984,845	\$1,205,860	\$779,839			
FY2025 Operating Expenses	\$4,080,560	\$4,233,866	\$4,400,550	\$4,203,131	\$4,183,103	\$4,511,926	\$4,399,678	\$4,207,778	\$4,381,561	\$4,276,159	\$4,180,761	\$3,930,334
FY2026 Operating Expenses	\$4,119,623	\$4,246,012	\$4,626,455	\$4,463,441	\$4,388,610	\$4,450,862	\$4,472,483	\$4,453,883	\$4,580,172			
FY2025 Operating Ratio	18.27%	20.83%	29.24%	30.56%	25.53%	23.89%	22.13%	28.18%	18.15%	19.97%	19.56%	19.22%
FY2026 Operating Ratio	17.47%	20.63%	26.47%	29.13%	25.52%	24.79%	22.02%	27.07%	17.03%			



Champaign-Urbana Mass Transit District
 March 2026 Statistical Summary

HOURS	Mar 2025	Mar 2026	% Change	FY2025 to Date	FY2026 to Date	% Change
Passenger Revenue	25,426.10	26,599.10	4.6%	222,488.63	225,870.92	1.5%
Vacation/Holiday/Earned Time	6,016.69	5,790.48	-3.8%	66,440.96	69,458.95	4.5%
Non-Revenue	8,330.87	8,945.67	7.4%	59,800.50	76,538.28	28.0%
TOTAL	39,773.66	41,335.25	3.93%	348,730.09	371,868.15	6.63%

REVENUE/EXPENSES	Mar 2025	Mar 2026	% Change	FY2025 to Date	FY2026 to Date	% Change
Operating Revenue	\$795,456.29	\$779,839.08	-2.0%	\$9,299,090.02	\$9,314,517.36	0.2%
Operating Expenses	\$4,381,560.60	\$4,580,172.45	4.5%	\$38,602,154.16	\$39,801,540.31	3.1%
Operating Ratio Passenger Revenue/Revenue Vehicle Hour	18.15%	17.03%	-6.2%	24.09%	23.40%	-2.9%
	\$20.77	\$20.47	-1.5%	\$30.92	\$31.59	2.1%

RIDERSHIP	Mar 2025	Mar 2026	% Change	FY2025 to Date	FY2026 to Date	% Change
Revenue Passenger	1,075,336	1,141,399	6.1%	8,831,500	9,196,791	4.1%
Transfers	5,785	5,351	-7.5%	57,265	54,154	-5.4%
Total Unlinked	1,081,121	1,146,750	6.1%	8,888,765	9,250,945	4.1%
ADA Riders	7,353	7,340	-0.2%	61,666	61,923	0.4%
Half Fare Cab	0	0	-	0	0	-
TOTAL	1,088,474	1,154,090	6.03%	8,950,431	9,312,868	4.05%

PASSENGERS/REVENUE HOUR	Mar 2025	Mar 2026	% Change	FY2025 to Date	FY2026 to Date	% Change
Hour	42.52	43.11	1.4%	39.95	40.96	2.52%



Memo

Champaign-Urbana Mass Transit District (MTD)

To Karl Gnadt, Managing Director/CEO
 From Kim Sebright, Assistant Finance Director
 Date April 29, 2026
 Subject March 2026 Financial Reports

A. Purpose: The following reports summarize the financial results of MTD for the month ending March 31, 2026:

- Comparative History Report for the months ending March 31, 2026 and March 31, 2025;
- Check and ACH Disbursement Lists for March 31, 2026;
- Bank & Investment Balances and Capital & Operating Balances as of March 31, 2026.

B. Notes on Major Variances

Account Name	3/31/2026	3/31/2025	Variance	Pg. #	Notes
4080100000 Property Tax Revenue	\$ 991,667.00	\$ 933,333.00	\$ 58,334.00	18	March 2026 revenue reflects expected monthly collections in FY2026 based on property taxes set in 2025, consistent with the approach used in FY2025.
4110100000 Operating Assistance - State	\$ 2,950,286.31	\$ 2,825,541.85	\$ 124,744.46	18	Current year operating assistance is higher due to increased eligible operating expenses, primarily from higher labor and fringe benefit costs.
5019999000 Total Labor	\$ 2,234,160.69	\$ 2,179,898.00	\$ 54,262.69	20	Labor costs increased primarily due to a 3.5% cost-of-living adjustment.
5030316000 Professional Services - G&A	\$ 13,176.91	\$ 69,591.92	\$ (56,415.01)	22	Prior year expenses were elevated due to certain items not incurred in the current year, including consulting costs with the procurement of ten 40' hydrogen buses, AmeriTran bus inspection services, and professional fees related to the North Airport Road tract annexation.
5030504000 Contract Maintenance - Maintenance	\$ 75,291.42	\$ 9,250.20	\$ 66,041.22	23	The year-over-year increase is primarily driven by the timing of Hydrogen Equipment Warranty expenses, differences in how uniform expenses were categorized, and certain bus inspection costs in the prior year reported under a different account (Professional Services - G&A).

Champaign Urbana Mass Transit District Comparative History Report

From Fiscal Year: 2026 Period 9
Thru Fiscal Year: 2026 Period 9

Division: 00 Champaign Urbana Mass Transit District

As of: 3/31/2026

Mar-2026	Mar-2025	Variance	Var/Last Var %		Jul-2025 Mar-2026	Jul-2024 Mar-2025	Variance	Var/Last Var %
4000000000 **** R E V E N U E ****								
4000000099 ** TRANSPORTATION REVENUE								
4010000000 * PASSENGER FARES								
30,226.16	31,202.42	-976.26	-3.13%	4010100000 FULL ADULT FARES	269,127.91	277,275.91	-8,148.00	-2.94%
218.00	209.00	9.00	4.31%	4010300000 STUDENT FARES	3,954.00	3,579.00	375.00	10.48%
-195.00	-119.00	-76.00	63.87%	4010700000 FARE REFUNDS	-1,501.05	-1,159.00	-342.05	29.51%
10,814.00	13,506.00	-2,692.00	-19.93%	4010800000 ANNUAL PASS REVENUE	100,234.00	110,816.00	-10,582.00	-9.55%
0.00	0.00	0.00	0.00%	4011000000 HALF FARE CAB	0.00	0.00	0.00	0.00%
6,854.00	6,485.00	369.00	5.69%	4011100000 ADA TICKETS & FARES	61,147.00	54,765.00	6,382.00	11.65%
47,917.16	51,283.42	-3,366.26	-6.56%	4019900099 * TOTAL PASSENGER FARES	432,961.86	445,276.91	-12,315.05	-2.77%
4020000000 * SPECIAL TRANSIT & SCHOOL FARE								
362,829.77	348,339.70	14,490.07	4.16%	4020300000 U OF I CAMPUS SERVICE	5,709,903.94	5,483,198.62	226,705.32	4.13%
27,700.08	26,200.58	1,499.50	5.72%	4020500000 ADA - U I & DSC CONTRACTS	249,300.72	238,914.22	10,386.50	4.35%
105,956.00	102,196.95	3,759.05	3.68%	4030100000 SCHOOL SERVICE FARES	741,530.00	711,856.65	29,673.35	4.17%
496,485.85	476,737.23	19,748.62	4.14%	4039999999 * TOTAL SPECIAL TRANSIT & SCHOO	6,700,734.66	6,433,969.49	266,765.17	4.15%
4060000000 *AUXILIARY TRANSPORTATION REVE								
875.48	580.09	295.39	50.92%	4060100000 I.T. COMMISSIONS	18,477.28	14,233.25	4,244.03	29.82%
39,808.00	44,051.88	-4,243.88	-9.63%	4060300000 ADVERTISING REVENUE	362,694.62	442,260.27	-79,565.65	-17.99%
40,683.48	44,631.97	-3,948.49	-8.85%	4069900098 *TOTAL AUXILIARY TRANSPORTATIO	381,171.90	456,493.52	-75,321.62	-16.50%
585,086.49	572,652.62	12,433.87	2.17%	4069900099 ** TOTAL TRANSPORTATION REVEN	7,514,868.42	7,335,739.92	179,128.50	2.44%
4070000000 ** NON-TRANSPORTATION REVENUE								
1,883.81	2,308.97	-425.16	-18.41%	4070100000 SALE OF MAINTENANCE SERVICES	26,675.09	18,173.68	8,501.41	46.78%
0.00	0.00	0.00	0.00%	4070200000 RENTAL OF REVENUE VEHICLES	0.00	0.00	0.00	0.00%
38,998.99	37,496.57	1,502.42	4.01%	4070300000 BUILDING RENTAL - IL TERMINAL	361,581.81	325,304.91	36,276.90	11.15%
24,574.59	22,142.57	2,432.02	10.98%	4070300002 BUILDING RENTAL - 803 & 1101	219,580.84	209,045.67	10,535.17	5.04%
0.00	0.00	0.00	0.00%	4070399999 BUILDING RENTAL - GASB 87 CONTR	0.00	0.00	0.00	0.00%
127,110.41	158,637.39	-31,526.98	-19.87%	4070400000 INVESTMENT INCOME	1,151,066.84	1,354,671.46	-203,604.62	-15.03%
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: 2026 Period 9
Thru Fiscal Year: 2026 Period 9

Division: 00 Champaign Urbana Mass Transit District

As of: 3/31/2026

Mar-2026	Mar-2025	Variance	Var/Last Var %		Jul-2025 Mar-2026	Jul-2024 Mar-2025	Variance	Var/Last Var %
0.00	0.00	0.00	0.00%	4070400004 AMORTIZATION REVENUE	0.00	0.00	0.00	0.00%
19.53	77.98	-58.45	-74.96%	4070800000 OVER OR SHORT	488.65	299.17	189.48	63.34%
0.00	0.00	0.00	0.00%	4079800000 GAIN ON FIXED ASSET DISPOSAL	0.00	9,316.00	-9,316.00	-100.00%
2,165.26	2,140.19	25.07	1.17%	4079900001 OTHER NON-TRANSPORTATION REV	40,255.71	46,539.21	-6,283.50	-13.50%
194,752.59	222,803.67	-28,051.08	-12.59%	4079900099 ** TOTAL NON-TRANSPORTATION RE	1,799,648.94	1,963,350.10	-163,701.16	-8.34%
779,839.08	795,456.29	-15,617.21	-1.96%	4079999999 *** TOTAL TRANS & NON-TRANS REV	9,314,517.36	9,299,090.02	15,427.34	0.17%
4080000000 ** TAX REVENUE								
991,667.00	933,333.00	58,334.00	6.25%	4080100000 PROPERTY TAX REVENUE	8,925,003.00	8,399,997.00	525,006.00	6.25%
0.00	0.00	0.00	0.00%	4080100001 PROPERTY TAX - UNCOLLECTIBLE R	0.00	0.00	0.00	0.00%
25,823.32	18,076.64	7,746.68	42.85%	4080600000 REPLACEMENT TAX REVENUE	192,016.50	170,068.93	21,947.57	12.91%
0.00	0.00	0.00	0.00%	4089900001 MISCELLANEOUS PROPERTY TAXES	10,917.16	6,025.00	4,892.16	81.20%
1,017,490.32	951,409.64	66,080.68	6.95%	4089999999 ** TOTAL TAX REVENUE	9,127,936.66	8,576,090.93	551,845.73	6.43%
4110000000 ** STATE GRANTS & REIMBURSEME								
2,950,286.31	2,825,541.85	124,744.46	4.41%	4110100000 OPERATING ASSISTANCE - STATE	25,930,764.04	24,943,887.10	986,876.94	3.96%
0.00	0.00	0.00	0.00%	4110100001 OPERATING ASSIST - DEBT SERVICE	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	4111000000 STATE GRANT REVENUE	1,178,669.00	6,435,000.00	-5,256,331.00	-81.68%
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%
2,950,286.31	2,825,541.85	124,744.46	4.41%	4119999999 ** TOTAL STATE GRANTS & REIMB	27,109,433.04	31,378,887.10	-4,269,454.06	-13.61%
4130000000 ** FEDERAL GRANTS & REIMBURSE								
-0.01	0.00	-0.01	-100.00%	4130100000 OPERATING ASSISTANCE - FEDERAL	0.00	0.00	0.00	0.00%
0.00	11,772.00	-11,772.00	-100.00%	4130500000 FEDERAL GRANT REVENUE	0.00	11,720,629.03	-11,720,629.03	-100.00%
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%
-0.01	11,772.00	-11,772.01	-100.00%	4139999999 ** TOTAL FEDERAL GRANTS & REIM	0.00	11,720,629.03	-11,720,629.03	-100.00%
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: 2026 Period 9
Thru Fiscal Year: 2026 Period 9

Division: 00 Champaign Urbana Mass Transit District

As of: 3/31/2026

Mar-2026	Mar-2025	Variance	Var/Last Var %		Jul-2025 Mar-2026	Jul-2024 Mar-2025	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%
4,747,615.70	4,584,179.78	163,435.92	3.57%	4999900099 **** TOTAL REVENUE ****	45,551,887.06	60,974,697.08	-15,422,810.02	-25.29%

Champaign Urbana Mass Transit District Comparative History Report

From Fiscal Year: 2026 Period 9
Thru Fiscal Year: 2026 Period 9

Division: 00 Champaign Urbana Mass Transit District

As of: 3/31/2026

Mar-2026	Mar-2025	Variance	Var/Last Var %		Jul-2025 Mar-2026	Jul-2024 Mar-2025	Variance	Var/Last Var %
5000000000 **** EXPENSES ***								
5010000000 ** LABOR								
1,387,796.43	1,291,926.39	95,870.04	7.42%	5010101000 OPERATORS WAGES	11,760,478.35	10,965,765.08	794,713.27	7.25%
153,861.62	159,831.54	-5,969.92	-3.74%	5010204000 MECHANICS WAGES - MAINT	1,388,446.73	1,339,887.99	48,558.74	3.62%
123,496.01	121,665.27	1,830.74	1.50%	5010304000 MAINTENANCE WAGES - MAINT	1,044,098.60	1,030,566.69	13,531.91	1.31%
129,324.63	123,464.01	5,860.62	4.75%	5010401000 SUPERVISORS SALARIES - OPS	1,150,938.93	1,085,500.43	65,438.50	6.03%
38,580.15	31,427.82	7,152.33	22.76%	5010404000 SUPERVISORS SALARIES - MAINT	303,186.67	269,478.33	33,708.34	12.51%
75,892.71	117,269.59	-41,376.88	-35.28%	5010501000 OVERHEAD SALARIES - OPS	664,361.54	681,786.05	-17,424.51	-2.56%
39,088.93	41,968.88	-2,879.95	-6.86%	5010504000 OVERHEAD SALARIES - MAINT	372,523.62	364,670.93	7,852.69	2.15%
158,667.28	164,128.82	-5,461.54	-3.33%	5010516000 OVERHEAD SALARIES - G&A	1,457,428.01	1,481,062.04	-23,634.03	-1.60%
25,087.99	24,806.19	281.80	1.14%	5010516200 OVERHEAD SALARIES - IT	221,757.41	214,602.51	7,154.90	3.33%
16,676.80	19,365.83	-2,689.03	-13.89%	5010601000 CLERICAL WAGES - OPS	171,515.47	153,797.83	17,717.64	11.52%
0.00	0.00	0.00	0.00%	5010604000 CLERICAL WAGES - MAINT	0.00	0.00	0.00	0.00%
56,136.60	53,629.03	2,507.57	4.68%	5010616000 CLERICAL WAGES - G&A	513,014.45	431,232.76	81,781.69	18.96%
14,115.20	13,247.55	867.65	6.55%	5010616200 CLERICAL WAGES - IT	117,325.02	113,149.98	4,175.04	3.69%
13,441.80	14,350.38	-908.58	-6.33%	5010716200 SECURITY WAGES - IT	126,279.52	124,705.37	1,574.15	1.26%
-4,530.89	-5,248.92	718.03	-13.68%	5010801000 LABOR CREDIT - OPS	-33,696.10	-35,096.68	1,400.58	-3.99%
-4,598.40	-5,347.12	748.72	-14.00%	5010804000 LABOR CREDIT - MAINT	-61,038.79	-43,316.99	-17,721.80	40.91%
-1,639.70	-667.74	-971.96	145.56%	5010806000 LABOR CREDIT - G&A	-7,702.21	-6,373.79	-1,328.42	20.84%
12,763.53	14,080.48	-1,316.95	-9.35%	5010816200 MAINTENANCE WAGES - IT	129,789.90	117,591.47	12,198.43	10.37%
0.00	0.00	0.00	0.00%	5010901000 REDUCED/REASSIGNMNT PAY - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5010904000 REDUCED/REASSIGNMNT PAY - MAI	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5010916000 REDUCED/REASSIGNMNT PAY - G&A	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5010916200 REDUCED/REASSIGNMNT PAY - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5011001000 MEAL DELIVERY WAGES - OPS (NON	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5012001000 U OF I COVID ROUTE WAGES	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5013001000 COVID VACCINE INCENTIVE WAGES	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5013016000 COVID TESTING WAGES	0.00	0.00	0.00	0.00%
2,234,160.69	2,179,898.00	54,262.69	2.49%	5019999000 ** TOTAL LABOR	19,318,707.12	18,289,010.00	1,029,697.12	5.63%
5020000000 ** FRINGE BENEFITS								
125,614.01	123,722.62	1,891.39	1.53%	5020101000 FICA - OPS	1,124,001.23	1,057,306.06	66,695.17	6.31%
28,385.84	28,028.54	357.30	1.27%	5020104000 FICA - MAINT	261,562.07	252,157.55	9,404.52	3.73%
15,864.72	16,162.80	-298.08	-1.84%	5020116000 FICA - G&A	138,981.16	134,350.17	4,630.99	3.45%
5,850.67	5,253.19	597.48	11.37%	5020116200 FICA - IT	48,831.65	45,330.02	3,501.63	7.72%
117,026.46	124,891.67	-7,865.21	-6.30%	5020201000 IMRF - OPS	1,475,390.89	1,286,800.30	188,590.59	14.66%

Champaign Urbana Mass Transit District Comparative History Report

From Fiscal Year: 2026 Period 9
Thru Fiscal Year: 2026 Period 9

Division: 00 Champaign Urbana Mass Transit District

As of: 3/31/2026

Mar-2026	Mar-2025	Variance	Var/Last Var %		Jul-2025 Mar-2026	Jul-2024 Mar-2025	Variance	Var/Last Var %
26,394.20	29,282.88	-2,888.68	-9.86%	5020204000 IMRF - MAINT	296,466.37	352,094.12	-55,627.75	-15.80%
14,363.79	15,741.41	-1,377.62	-8.75%	5020216000 IMRF - G&A	160,962.48	166,268.43	-5,305.95	-3.19%
5,262.88	5,398.93	-136.05	-2.52%	5020216200 IMRF - IT	54,797.36	53,848.89	948.47	1.76%
374,957.61	392,195.56	-17,237.95	-4.40%	5020301000 MEDICAL INSURANCE - OPS	3,285,348.32	3,358,799.01	-73,450.69	-2.19%
99,250.28	88,621.00	10,629.28	11.99%	5020304000 MEDICAL INSURANCE - MAINT	817,958.69	811,828.85	6,129.84	0.76%
57,097.81	56,576.00	521.81	0.92%	5020316000 MEDICAL INSURANCE - G&A	516,428.57	468,350.00	48,078.57	10.27%
25,438.55	25,739.00	-300.45	-1.17%	5020316200 MEDICAL INSURANCE - IT	211,683.81	250,351.55	-38,667.74	-15.45%
0.00	0.00	0.00	0.00%	5020401000 DENTAL INSURANCE - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5020404000 DENTAL INSURANCE - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5020416000 DENTAL INSURANCE - G&A	0.00	0.00	0.00	0.00%
1,626.20	1,655.71	-29.51	-1.78%	5020501000 LIFE INSURANCE - OPS	13,065.83	15,052.31	-1,986.48	-13.20%
545.20	519.89	25.31	4.87%	5020504000 LIFE INSURANCE - MAINT	4,216.51	4,823.07	-606.56	-12.58%
435.79	238.14	197.65	83.00%	5020516000 LIFE INSURANCE - G&A	3,747.46	4,641.06	-893.60	-19.25%
159.80	140.14	19.66	14.03%	5020516200 LIFE INSURANCE - IT	1,206.69	1,298.01	-91.32	-7.04%
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%
3,582.22	3,760.68	-178.46	-4.75%	5020701000 UNEMPLOYMENT INSURANCE - OPS	41,987.70	41,493.06	494.64	1.19%
611.69	546.86	64.83	11.85%	5020704000 UNEMPLOYMENT INSURANCE - MAIN	9,543.11	9,117.02	426.09	4.67%
168.83	237.02	-68.19	-28.77%	5020716000 UNEMPLOYMENT INSURANCE - G&A	4,068.82	4,302.67	-233.85	-5.43%
472.51	501.39	-28.88	-5.76%	5020716200 UNEMPLOYMENT INSURANCE - IT	2,961.30	2,612.78	348.52	13.34%
46,497.42	27,038.00	19,459.42	71.97%	5020801000 WORKERS COMP INSURANCE - OPS	415,622.84	222,633.00	192,989.84	86.69%
9,300.20	5,562.00	3,738.20	67.21%	5020804000 WORKERS COMP INSURANCE - MAIN	84,449.24	46,505.00	37,944.24	81.59%
4,840.54	3,084.00	1,756.54	56.96%	5020816000 WORKERS COMP INSURANCE - G&A	43,833.08	26,185.00	17,648.08	67.40%
1,611.21	955.00	656.21	68.71%	5020816200 WORKERS COMP INSURANCE - IT	14,610.42	7,985.00	6,625.42	82.97%
3,387.44	4,268.71	-881.27	-20.64%	5021001000 HOLIDAYS - OPS	254,210.40	255,352.75	-1,142.35	-0.45%
619.68	595.88	23.80	3.99%	5021004000 HOLIDAYS - MAINT	85,319.41	81,358.48	3,960.93	4.87%
0.00	0.00	0.00	0.00%	5021016000 HOLIDAYS - G&A	0.00	0.00	0.00	0.00%
124.00	203.36	-79.36	-39.02%	5021016200 HOLIDAYS - IT	18,826.15	17,868.85	957.30	5.36%
67,213.92	68,996.42	-1,782.50	-2.58%	5021101000 VACATIONS - OPS	547,597.18	487,762.57	59,834.61	12.27%
14,037.26	11,808.20	2,229.06	18.88%	5021104000 VACATIONS - MAINT	175,500.95	146,861.95	28,639.00	19.50%
0.00	0.00	0.00	0.00%	5021116000 VACATION - G&A	0.00	0.00	0.00	0.00%
5,934.85	2,213.60	3,721.25	168.11%	5021116200 VACATIONS - IT	13,471.83	11,838.80	1,633.03	13.79%
6,074.97	6,904.38	-829.41	-12.01%	5021201000 OTHER PAID ABSENCES - OPS	47,748.49	44,820.10	2,928.39	6.53%
0.00	295.20	-295.20	-100.00%	5021204000 OTHER PAID ABSENCES - MAINT	9,426.08	10,247.72	-821.64	-8.02%
0.00	0.00	0.00	0.00%	5021216000 OTHER PAID ABSENCES - G&A	0.00	0.00	0.00	0.00%
270.00	0.00	270.00	100.00%	5021216200 OTHER PAID ABSENCES - IT	430.88	1,547.76	-1,116.88	-72.16%

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-1,953.33	8,875.17	-10,828.50	-122.01%	5021301000 UNIFORM ALLOWANCES - OPS	36,606.29	50,710.33	-14,104.04	-27.81%
-14,290.59	4,656.03	-18,946.62	-406.93%	5021304000 UNIFORM ALLOWANCES - MAINT	17,050.02	31,969.40	-14,919.38	-46.67%
750.39	52.79	697.60	> 999.99%	5021316200 UNIFORM ALLOWANCES - IT	3,148.01	2,907.95	240.06	8.26%
140.00	699.32	-559.32	-79.98%	5021401000 OTHER FRINGE BENEFITS - OPS	5,455.76	13,921.82	-8,466.06	-60.81%
308.00	635.00	-327.00	-51.50%	5021404000 OTHER FRINGE BENEFITS - MAINT	5,048.32	1,959.00	3,089.32	157.70%
1,178.99	789.00	389.99	49.43%	5021416000 OTHER FRINGE BENEFITS - G&A	29,185.56	26,929.87	2,255.69	8.38%
0.00	0.00	0.00	0.00%	5021416200 OTHER FRINGE BENEFITS - IT	0.00	0.00	0.00	0.00%
74,849.23	56,470.08	18,379.15	32.55%	5021501000 EARNED TIME - OPS	610,088.20	621,779.40	-11,691.20	-1.88%
18,138.52	12,120.04	6,018.48	49.66%	5021504000 EARNED TIME - MAINT	152,989.22	141,538.23	11,450.99	8.09%
4,143.83	1,848.46	2,295.37	124.18%	5021516200 EARNED TIME - IT	27,092.66	16,609.38	10,483.28	63.12%
0.00	0.00	0.00	0.00%	5021604000 TOOL ALLOWANCE - MAINT	0.00	11,082.61	-11,082.61	-100.00%
854.14	3,374.61	-2,520.47	-74.69%	5021701000 DISABILITY - OPS	24,516.59	23,759.36	757.23	3.19%
2,567.54	0.00	2,567.54	100.00%	5021704000 DISABILITY - MAINT	4,479.74	0.00	4,479.74	100.00%
0.00	0.00	0.00	0.00%	5021716200 DISABILITY - IT	0.00	0.00	0.00	0.00%
927.52	140.32	787.20	561.00%	5021801000 WORKERS COMP - PAYROLL - OPS	7,639.88	5,593.66	2,046.22	36.58%
310.00	0.00	310.00	100.00%	5021804000 WORKERS COMP - PAYROLL - MAINT	1,198.75	431.04	767.71	178.11%
0.00	0.00	0.00	0.00%	5021816200 WORKERS COMP - PAYROLL - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021901000 ROTATION BOARD PAY - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021904000 ROTATION BOARD PAY - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021916000 ROTATION BOARD PAY - G&A	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5021916200 ROTATION BOARD PAY - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5022001000 EARLY RETIREMENT PLAN - OPS	0.00	239,441.00	-239,441.00	-100.00%
0.00	0.00	0.00	0.00%	5022004000 EARLY RETIREMENT PLAN - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5022016000 EARLY RETIREMENT PLAN - G&A	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5022016200 EARLY RETIREMENT PLAN - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5023001000 "SICK BANK" EXPENSES - OPS	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5023004000 "SICK BANK" EXPENSES - MAINT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5023016000 "SICK BANK" EXPENSES - G&A	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5023016200 "SICK BANK" EXPENSES - IT	0.00	0.00	0.00	0.00%
1,150,944.79	1,140,799.00	10,145.79	0.89%	5029999900 ** TOTAL FRINGE BENEFITS	11,108,755.97	10,870,424.96	238,331.01	2.19%
				5030000000 ** SERVICES				
13,176.91	69,591.92	-56,415.01	-81.07%	5030316000 PROFESSIONAL SERVICES - G&A	254,932.77	345,874.83	-90,942.06	-26.29%
0.00	-6,730.49	6,730.49	-100.00%	5030316200 PROFESSIONAL SERVICES - IT	2,724.00	2,221.11	502.89	22.64%
0.00	0.00	0.00	0.00%	5030316300 PROFESSIONAL SERVICES - IT - NON	0.00	0.00	0.00	0.00%
12,000.00	19,215.00	-7,215.00	-37.55%	5030316400 PROFESSIONAL SERVICES - G&A - N	112,600.00	132,730.00	-20,130.00	-15.17%
0.00	0.00	0.00	0.00%	5030404000 TEMPORARY HELP - MAINT	0.00	0.00	0.00	0.00%

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0.00	0.00	0.00	0.00%	5030416000 TEMPORARY HELP - G&A	0.00	0.00	0.00	0.00%
47,291.39	32,712.91	14,578.48	44.56%	5030501000 CONTRACT MAINTENANCE - OPS	389,201.60	119,464.26	269,737.34	225.79%
75,291.42	9,250.20	66,041.22	713.94%	5030504000 CONTRACT MAINTENANCE - MAINT	345,839.84	275,639.76	70,200.08	25.47%
71,229.94	72,166.51	-936.57	-1.30%	5030516000 CONTRACT MAINTENANCE - G&A	579,679.43	760,721.58	-181,042.15	-23.80%
5,037.38	852.69	4,184.69	490.76%	5030516200 CONTRACT MAINTENANCE - IT	17,853.86	21,677.40	-3,823.54	-17.64%
0.00	0.00	0.00	0.00%	5030516300 CONTRACT MAINTENANCE - IT - NON	0.00	0.00	0.00	0.00%
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	392.47	-392.47	-100.00%
113.00	0.00	113.00	100.00%	5030801000 PRINTING SERVICES - OPS	31,341.54	45,006.07	-13,664.53	-30.36%
0.00	0.00	0.00	0.00%	5030804000 PRINTING SERVICES - MAINT	2,773.00	0.00	2,773.00	100.00%
1,341.11	0.00	1,341.11	100.00%	5030816000 PRINTING SERVICES - G&A	1,571.86	436.50	1,135.36	260.11%
0.00	1,148.00	-1,148.00	-100.00%	5030816200 PRINTING SERVICES - IT	195.00	2,964.00	-2,769.00	-93.42%
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%
10,012.73	9,746.71	266.02	2.73%	5039901000 OTHER SERVICES - OPS	75,000.45	60,657.13	14,343.32	23.65%
760.60	1,165.60	-405.00	-34.75%	5039904000 OTHER SERVICES - MAINT	8,842.58	8,611.66	230.92	2.68%
946.71	1,787.59	-840.88	-47.04%	5039916000 OTHER SERVICES - G&A	8,021.83	7,833.16	188.67	2.41%
119.55	121.00	-1.45	-1.20%	5039916200 OTHER SERVICES - IT	1,593.40	1,152.73	440.67	38.23%
0.00	0.00	0.00	0.00%	5039916300 OTHER SERVICES - IT - NON-REIMB	573.50	0.00	573.50	100.00%
0.00	0.00	0.00	0.00%	5039916400 OTHER SERVICES - G&A - NON-REIM	0.00	0.00	0.00	0.00%
237,320.74	211,027.64	26,293.10	12.46%	5039999900 ** TOTAL SERVICES	1,832,744.66	1,785,382.66	47,362.00	2.65%
				5040000000 ** MATERIALS & SUPPLIES CONSUM				
161,893.21	121,805.70	40,087.51	32.91%	5040101000 FUEL & LUBRICANTS - OPS	1,186,810.29	1,204,585.98	-17,775.69	-1.48%
18,524.59	13,895.72	4,628.87	33.31%	5040104000 FUEL & LUBRICANTS - MAINT	128,516.48	121,957.26	6,559.22	5.38%
16,000.00	16,399.56	-399.56	-2.44%	5040201000 TIRES & TUBES - OPS - MB DO	151,594.55	144,595.97	6,998.58	4.84%
0.00	1,806.65	-1,806.65	-100.00%	5040204000 TIRES & TUBES - MAINT - DR DO	3,549.29	11,904.84	-8,355.55	-70.19%
0.00	978.72	-978.72	-100.00%	5040206000 TIRES & TUBES - NON-REVENUE VEH	1,086.69	1,296.68	-209.99	-16.19%
23,168.91	3,742.16	19,426.75	519.13%	5040304000 GARAGE EQUIPMENT REPAIRS - MAI	31,080.46	31,060.73	19.73	0.06%
15,285.89	52,695.46	-37,409.57	-70.99%	5040404000 BLDG & GROUND REPAIRS - MAINT -	186,738.99	258,886.89	-72,147.90	-27.87%
5,715.71	7,171.91	-1,456.20	-20.30%	5040404001 BLDG & GROUND REPAIRS - MAINT -	83,445.91	76,843.40	6,602.51	8.59%
0.00	420.00	-420.00	-100.00%	5040404002 BLDG & GROUND REPAIRS - MAINT -	9,061.80	4,825.41	4,236.39	87.79%
0.00	0.00	0.00	0.00%	5040404003 BLDG & GROUND REPAIRS - MAINT -	102.00	20.88	81.12	388.51%
3,238.00	0.00	3,238.00	100.00%	5040404004 BLDG & GROUND REPAIRS - MAINT -	7,979.75	0.00	7,979.75	100.00%
0.00	0.00	0.00	0.00%	5040404005 BLDG & GROUND REPAIRS - MAINT -	0.00	10,350.00	-10,350.00	-100.00%
8,558.61	21,982.46	-13,423.85	-61.07%	5040416200 BLDG & GROUND REPAIRS - IT	81,632.19	97,116.36	-15,484.17	-15.94%
0.00	2,955.59	-2,955.59	-100.00%	5040416300 BLDG & GROUND REPAIRS - IT - NON	16,062.98	10,402.67	5,660.31	54.41%

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0.00	0.00	0.00	0.00%	5040416400 BLDG & GROUND REPAIRS - G&A - N	35.76	0.00	35.76	100.00%
0.00	0.00	0.00	0.00%	5040500001 REVENUE VEHICLE REPAIRS - CORE	-1,123.37	0.00	-1,123.37	-100.00%
193,039.33	173,948.71	19,090.62	10.97%	5040504000 REVENUE VEHICLE REPAIRS	1,368,481.19	1,496,646.73	-128,165.54	-8.56%
3,984.86	1,436.07	2,548.79	177.48%	5040604000 NON-REVENUE VEHICLE REPAIRS	20,810.63	37,711.16	-16,900.53	-44.82%
9,852.42	8,680.27	1,172.15	13.50%	5040704000 SERVICE SUPPLIES - MAINT	92,926.40	78,672.44	14,253.96	18.12%
2,039.08	1,486.07	553.01	37.21%	5040716200 SERVICE SUPPLIES - IT	28,756.11	15,241.67	13,514.44	88.67%
1,339.72	3,768.65	-2,428.93	-64.45%	5040801000 OFFICE SUPPLIES - OPS	16,628.90	15,771.19	857.71	5.44%
6,542.56	538.86	6,003.70	> 999.99%	5040804000 OFFICE SUPPLIES - MAINT	16,511.15	11,601.61	4,909.54	42.32%
1,383.40	2,026.87	-643.47	-31.75%	5040816000 OFFICE SUPPLIES - G&A	8,365.65	31,457.85	-23,092.20	-73.41%
20.13	199.93	-179.80	-89.93%	5040816200 OFFICE SUPPLIES - IT	1,459.44	3,316.15	-1,856.71	-55.99%
3,101.86	320.17	2,781.69	868.82%	5040901000 COMPUTER & SERVER - MISC EXP'S	66,543.69	2,952.49	63,591.20	> 999.99%
714.36	9,700.02	-8,985.66	-92.64%	5040904000 COMPUTER & SERVER - MISC EXP'S	53,551.63	9,700.02	43,851.61	452.08%
10,418.91	31,538.82	-21,119.91	-66.96%	5040916000 COMPUTER & SERVER - MISC EXP'S	84,485.37	150,297.52	-65,812.15	-43.79%
288.26	1,500.00	-1,211.74	-80.78%	5040916200 COMPUTER & SERVER - MISC EXP'S	19,621.30	4,445.64	15,175.66	341.36%
337.36	1,377.09	-1,039.73	-75.50%	5041001000 SAFETY & TRAINING - OPS	7,402.34	14,378.88	-6,976.54	-48.52%
1,100.50	0.00	1,100.50	100.00%	5041004000 SAFETY & TRAINING - MAINT	2,423.27	0.00	2,423.27	100.00%
21,373.95	4,426.40	16,947.55	382.87%	5041104000 PASSENGER SHELTER REPAIRS	67,078.77	54,352.28	12,726.49	23.41%
0.00	80.00	-80.00	-100.00%	5041201000 SMALL TOOLS & EQUIP - OPS	0.00	165.35	-165.35	-100.00%
11,317.52	11,990.09	-672.57	-5.61%	5041204000 SMALL TOOLS & EQUIP - MAINT	91,627.59	63,887.76	27,739.83	43.42%
0.00	0.00	0.00	0.00%	5041216000 SMALL TOOLS & EQUIP - G&A	204.01	550.89	-346.88	-62.97%
201.72	224.87	-23.15	-10.29%	5041216200 SMALL TOOLS & EQUIP - IT	5,099.92	6,933.76	-1,833.84	-26.45%
0.00	0.00	0.00	0.00%	5041216300 SMALL TOOLS & EQUIP - IT - NON-RE	2,440.22	0.00	2,440.22	100.00%
0.00	0.00	0.00	0.00%	5041216400 SMALL TOOLS & EQUIP - G&A - NON-	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5041304000 FAREBOX REPAIRS	-34.54	142,553.51	-142,588.05	-100.02%
7,354.19	7,553.93	-199.74	-2.64%	5041404000 CAD/AVL,CAMERA,RADIO REPAIRS -	64,203.57	136,851.41	-72,647.84	-53.09%
11,107.73	1,947.51	9,160.22	470.36%	5041504000 ADA VEHICLE REPAIRS - MAINT	66,327.57	20,121.94	46,205.63	229.63%
537,902.78	506,598.26	31,304.52	6.18%	5049999900 ** TOTAL MATERIAL & SUPPLIES	3,971,487.95	4,271,457.32	-299,969.37	-7.02%
				5050000000 **UTILITIES				
67,031.87	51,007.90	16,023.97	31.41%	5050216000 ** UTILITIES - G&A	528,471.58	538,838.79	-10,367.21	-1.92%
8,593.23	11,446.02	-2,852.79	-24.92%	5050216200 ** UTILITIES - IT	102,447.21	111,871.59	-9,424.38	-8.42%
3,392.88	5,164.66	-1,771.78	-34.31%	5050216300 ** UTILITIES - IT - NON-REIMB	43,919.03	51,432.89	-7,513.86	-14.61%
2,852.33	3,768.64	-916.31	-24.31%	5050216400 ** UTILITIES - G&A - NON-REIMB	17,326.93	42,850.21	-25,523.28	-59.56%
81,870.31	71,387.22	10,483.09	14.68%	5059999900 **TOTAL UTILITIES	692,164.75	744,993.48	-52,828.73	-7.09%
				5060000000 ** CASUALTY & LIABILITY COSTS				
20,306.98	17,098.17	3,208.81	18.77%	5060104000 PHYSICAL DAMAGE PREMIUMS - MAI	182,762.82	153,883.53	28,879.29	18.77%

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0.00	0.00	0.00	0.00%	5060116200 PHYSICAL DAMAGE PREMIUMS - IT	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5060204000 PHYSICAL DAMAGE RECOVERIES - M	-120,760.32	-41,151.17	-79,609.15	193.46%
69,084.46	58,576.15	10,508.31	17.94%	5060316000 PL & PD INSURANCE PREMIUMS - G&	614,997.08	520,674.10	94,322.98	18.12%
0.00	0.00	0.00	0.00%	5060316200 PL & PD INSURANCE PREMIUMS - IT	0.00	0.00	0.00	0.00%
49,927.84	40,649.14	9,278.70	22.83%	5060416000 UNINSURED PL & PD PAYOUTS - G&A	541,109.29	346,229.07	194,880.22	56.29%
6,753.58	5,491.55	1,262.03	22.98%	5060816000 PREMIUMS-OTHER COPORATE INS.	60,782.22	49,423.95	11,358.27	22.98%
146,072.86	121,815.01	24,257.85	19.91%	5069999900 ** TOTAL CASUALTY & LIABILITY	1,278,891.09	1,029,059.48	249,831.61	24.28%
5070000000 ** TAXES								
0.00	0.00	0.00	0.00%	5070316000 PROPERTY TAXES	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5070316400 PROPERTY TAXES - NON-REIMB	0.00	0.00	0.00	0.00%
31.00	1,442.00	-1,411.00	-97.85%	5070401000 VEHICLE LICENSING FEES - OPS	68.00	5,767.00	-5,699.00	-98.82%
0.00	0.00	0.00	0.00%	5070416000 VEHICLE LICENSING FEES - G&A	0.00	0.00	0.00	0.00%
6,769.85	4,483.95	2,285.90	50.98%	5070501000 FUEL TAX	43,143.62	30,298.80	12,844.82	42.39%
6,800.85	5,925.95	874.90	14.76%	5079999900 ** TOTAL TAXES	43,211.62	36,065.80	7,145.82	19.81%
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%
79,142.83	74,858.83	4,284.00	5.72%	5080216000 ADA CONTRACTS	712,288.47	673,728.47	38,560.00	5.72%
79,142.83	74,858.83	4,284.00	5.72%	5089999900 **TOTAL PURCHASED TRANSPORTA	712,288.47	673,728.47	38,560.00	5.72%
5090000000 ** MISCELLANEOUS EXPENSES								
5,692.09	4,477.24	1,214.85	27.13%	5090116000 DUES & SUBSCRIPTIONS - G&A	57,753.48	60,613.46	-2,859.98	-4.72%
437.51	437.50	0.01	0.00%	5090116400 DUES & SUBSCRIPTIONS - G&A - NO	3,937.51	3,937.51	0.00	0.00%
8,912.81	4,285.47	4,627.34	107.98%	5090216000 TRAVEL & MEETINGS - G&A	43,493.01	55,708.94	-12,215.93	-21.93%
0.00	0.00	0.00	0.00%	5090716000 BAD DEBT EXPENSE	0.00	332.50	-332.50	-100.00%
3,393.78	7,169.04	-3,775.26	-52.66%	5090816000 ADVERTISING EXPENSES - G&A	96,206.70	135,456.45	-39,249.75	-28.98%
0.00	495.00	-495.00	-100.00%	5090816200 ADVERTISING EXPENSES - IT	0.00	990.00	-990.00	-100.00%
1,450.00	1,600.00	-150.00	-9.38%	5090916000 TRUSTEE COMPENSATION	4,050.00	3,450.00	600.00	17.39%
24.62	600.00	-575.38	-95.90%	5091016000 POSTAGE	2,879.25	2,366.35	512.90	21.67%
0.00	0.00	0.00	0.00%	5091516000 LOSS/DISPOSAL FIXED ASSETS	0.00	0.00	0.00	0.00%
10,914.07	4,303.00	6,611.07	153.64%	5091616000 ADVERTISING SERVICES EXPENSE	142,555.13	123,354.06	19,201.07	15.57%
0.00	0.00	0.00	0.00%	5091716000 SUBSTANCE ABUSE PROGRAM	0.00	0.00	0.00	0.00%
7.96	300.00	-292.04	-97.35%	5099901000 OTHER MISC EXPENSES - OPS	1,543.91	4,628.99	-3,085.08	-66.65%

Champaign Urbana Mass Transit District Comparative History Report

From Fiscal Year: 2026 Period 9
Thru Fiscal Year: 2026 Period 9

Division: 00 Champaign Urbana Mass Transit District

As of: 3/31/2026

Mar-2026	Mar-2025	Variance	Var/Last Var %		Jul-2025 Mar-2026	Jul-2024 Mar-2025	Variance	Var/Last Var %
501.60	611.87	-110.27	-18.02%	5099904000 OTHER MISC EXPENSES - MAINT	11,227.20	9,345.26	1,881.94	20.14%
2,892.03	1,185.65	1,706.38	143.92%	5099916000 OTHER MISC EXPENSES - G&A	12,820.16	15,623.29	-2,803.13	-17.94%
54.65	0.00	54.65	100.00%	5099916200 OTHER MISC EXPENSES - IT	2,401.89	3,941.06	-1,539.17	-39.05%
17,652.80	502.98	17,149.82	> 999.99%	5099916300 OTHER MISC EXPENSES - IT - NON-R	19,622.63	5,389.96	14,232.67	264.06%
7,704.09	2,528.77	5,175.32	204.66%	5099916400 OTHER MISC EXPENSES - G&A - NON	34,410.97	23,147.60	11,263.37	48.66%
0.00	0.00	0.00	0.00%	5099926000 UNALLOCATED EXPENSES	0.00	0.00	0.00	0.00%
59,638.01	28,496.52	31,141.49	109.28%	5099999900 ** TOTAL MISCELLANEOUS EXPENS	432,901.84	448,285.43	-15,383.59	-3.43%
5110000000 ** INTEREST EXPENSES								
0.00	0.00	0.00	0.00%	5110116000 INTEREST - LONG-TERM DEBTS	0.00	0.00	0.00	0.00%
1,019.17	0.00	1,019.17	100.00%	5110216000 INTEREST - SHORT-TERM DEBTS	4,494.98	3,896.38	598.60	15.36%
0.00	0.00	0.00	0.00%	5110316000 INTEREST EXPENSE - LEASE & SBIT	0.00	0.00	0.00	0.00%
1,019.17	0.00	1,019.17	100.00%	5119999900 ** TOTAL INTEREST	4,494.98	3,896.38	598.60	15.36%
5120000000 ** LEASE & RENTALS								
30,778.61	23,309.37	7,469.24	32.04%	5120401000 PASSENGER REVENUE VEHICLES -	247,361.57	195,499.83	51,861.74	26.53%
7,197.78	7,197.78	0.00	0.00%	5120516000 SERVICE VEHICLE LEASES	64,780.02	45,418.02	19,362.00	42.63%
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	-9,136.86	9,136.86	-100.00%	5121216000 G&A FACILITIES LEASES	0.00	23,591.73	-23,591.73	-100.00%
1,962.56	1,080.29	882.27	81.67%	5121301000 MISC LEASES - OPS	19,282.73	1,693.42	17,589.31	> 999.99%
4,270.62	17,870.29	-13,599.67	-76.10%	5121304000 MISC LEASES - MAINT	59,981.34	171,072.54	-111,091.20	-64.94%
2,029.21	433.30	1,595.91	368.32%	5121316000 MISC LEASES - G&A	18,262.89	13,810.38	4,452.51	32.24%
79.81	0.00	79.81	100.00%	5121316200 MISC LEASES - IT	718.29	560.64	157.65	28.12%
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	2,100.00	-2,100.00	-100.00%
0.00	0.00	0.00	0.00%	5121399999 LEASES - GASB 87 CONTRA	0.00	0.00	0.00	0.00%
46,318.59	40,754.17	5,564.42	13.65%	5129999900 ** TOTAL LEASE & RENTALS	410,386.84	453,746.56	-43,359.72	-9.56%
5130000000 ** DEPRECIATION								
23,596.24	23,596.20	0.04	0.00%	5130201000 PASSENGER SHELTER DEPRECIATI	212,366.16	213,362.45	-996.29	-0.47%
618,487.59	558,071.30	60,416.29	10.83%	5130401000 REVENUE VEHICLE DEPRECIATION	5,566,388.31	4,875,980.60	690,407.71	14.16%
3,133.23	3,133.22	0.01	0.00%	5130516000 SERVICE VEHICLE DEPRECIATION	28,199.07	28,199.05	0.02	0.00%
16,255.09	16,255.10	-0.01	0.00%	5130704000 GARAGE EQUIP DEPRECIATION	146,295.81	146,295.85	-0.04	0.00%
1,977.14	1,977.14	0.00	0.00%	5130901000 REVENUE VEHICLE RADIO EQUIP DE	17,794.26	17,166.35	627.91	3.66%
15,087.38	15,087.38	0.00	0.00%	5131016000 COMPUTER EQUIP DEPRECIATION	135,786.42	144,479.73	-8,693.31	-6.02%
0.00	0.00	0.00	0.00%	5131116000 REVENUE COLLECTION EQUIP DEPR	0.00	0.00	0.00	0.00%

Champaign Urbana Mass Transit District Comparative History Report

From Fiscal Year: 2026 Period 9
Thru Fiscal Year: 2026 Period 9

Division: 00 Champaign Urbana Mass Transit District

As of: 3/31/2026

Mar-2026	Mar-2025	Variance	Var/Last Var %		Jul-2025 Mar-2026	Jul-2024 Mar-2025	Variance	Var/Last Var %
192,607.90	197,363.21	-4,755.31	-2.41%	5131216000 G&A FACILITIES DEPRECIATION	1,733,471.10	1,787,110.16	-53,639.06	-3.00%
1,415.46	1,415.46	0.00	0.00%	5131316000 G&A SYSTEM DEVELOPMENT DEPR	12,739.14	20,007.47	-7,268.33	-36.33%
8,224.85	8,224.85	0.00	0.00%	5131416000 MISCELLANEOUS EQUIP DEPR	74,023.65	74,023.66	-0.01	0.00%
365.23	365.22	0.01	0.00%	5131516000 OFFICE EQUIP DEPRECIATION	3,287.07	3,287.03	0.04	0.00%
0.00	0.00	0.00	0.00%	5132016000 AMORTIZATION EXPENSE - LEASES	0.00	0.00	0.00	0.00%
0.00	0.00	0.00	0.00%	5132116000 AMORTIZATION EXPENSE - SUBSCRI	0.00	0.00	0.00	0.00%
881,150.11	825,489.08	55,661.03	6.74%	5139999900 ** TOTAL DEPRECIATION	7,930,350.99	7,309,912.35	620,438.64	8.49%
0.00	0.00	0.00	0.00%	5170116000 DEBT SERVICE ON EQUIPMENT & FA	0.00	0.00	0.00	0.00%
5,462,341.73	5,207,049.68	255,292.05	4.90%	5999990000 **** TOTAL EXPENSES ****	47,736,386.28	45,915,962.89	1,820,423.39	3.96%
-714,726.03	-622,869.90	-91,856.13	14.75%	5999999800 NET SURPLUS (DEFICIT)	-2,184,499.22	15,058,734.19	-17,243,233.41	-114.51%

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

From Date: 03/1/2026 Thru Date: 03/31/2026

CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
162794	04-Mar-26	A3569	Air Tech Test & Balance	\$310.00		\$310.00	
162795	04-Mar-26	A5085	AMERENIP	\$41,921.81		\$41,921.81	
162796	04-Mar-26	A7490	ARMSTRONG CASH & CARRY	\$44.52		\$44.52	
162797	04-Mar-26	A8006	AT & T MOBILITY LLC	\$141.75		\$141.75	
162798	04-Mar-26	A8007	AT & T	\$718.67		\$718.67	
162799	04-Mar-26	A8011	AT&T MOBILITY-CC	\$1,138.58		\$1,138.58	
162800	04-Mar-26	A8588	AUTOZONE	\$31.49		\$31.49	
162801	04-Mar-26	B2230	BERNS, CLANCY & ASSOC. PC	\$522.00		\$522.00	
162802	04-Mar-26	E7440	ERICH ROE	\$60.00		\$60.00	
162803	04-Mar-26	I4790	ILLINOIS-AMERICAN WATER	\$431.50		\$431.50	
162804	04-Mar-26	I8235	I3 BROADBAND - CU	\$649.98		\$649.98	
162805	04-Mar-26	U5996	UNIVERSITY OF ILLINOIS	\$433.00		\$433.00	
162806	04-Mar-26	U7355	U-C SANITARY DISTRICT	\$493.28		\$493.28	
162807	04-Mar-26	U7653	US BANK VENDOR SERVICES	\$177.49		\$177.49	
162808	10-Mar-26	SPOILED CHECK	SPOILED CHECK	\$0.00		\$0.00	x
162809	11-Mar-26	A5085	AMERENIP	\$49.05		\$49.05	
162810	11-Mar-26	C3512	CINTAS FIRST AID & SAFETY	\$102.58		\$102.58	
162811	11-Mar-26	C6263	COMCAST CABLE	\$657.99		\$657.99	
162812	11-Mar-26	I5776	INSTITUTE OF BUSINESS	\$265.00		\$265.00	
162813	11-Mar-26	L6446	LOWE'S	\$313.24		\$313.24	
162814	11-Mar-26	P0404	PAUL'S MACHINE & WELDING	\$1,209.00		\$1,209.00	
162815	11-Mar-26	P2255	PETTY CASH (GENERAL FUND)	\$154.00		\$154.00	
162816	11-Mar-26	S8061	STERICYCLE, INC.	\$213.61		\$213.61	
162817	11-Mar-26	S9020	SYN-TECH SYSTEMS, INC.	\$623.00		\$623.00	
162818	11-Mar-26	T3063	THERMO KING MIDWEST, INC.	\$6,537.12		\$6,537.12	
162819	11-Mar-26	U5180	UNITED PARCEL SERVICE	\$223.21		\$223.21	
162820	11-Mar-26	U7357	CITY OF URBANA	\$6,277.30		\$6,277.30	
162821	11-Mar-26	V2233	VERIZON WIRELESS	\$949.63		\$949.63	
162822	18-Mar-26	A8012	AT&T	\$204.17		\$204.17	
162823	18-Mar-26	A8015	AT & T	\$1,828.78		\$1,828.78	
162824	18-Mar-26	C6263	COMCAST CABLE	\$330.37		\$330.37	
162825	18-Mar-26	I4790	ILLINOIS-AMERICAN WATER	\$958.85		\$958.85	
162826	18-Mar-26	N2295	THE NEWS GAZETTE	\$252.00		\$252.00	
162827	18-Mar-26	U5180	UNITED PARCEL SERVICE	\$469.71		\$469.71	
162828	25-Mar-26	A5085	AMERENIP	\$3,478.61		\$3,478.61	
162829	25-Mar-26	A8007	AT & T	\$986.09		\$986.09	
162830	25-Mar-26	B0240	BALLARD POWER SYSTEMS INC.	\$1,370.00		\$1,370.00	
162831	25-Mar-26	C0365	CARLE PHYSICIAN GROUP	\$90.00	\$39.00	\$51.00	
162832	25-Mar-26	C6263	COMCAST CABLE	\$532.00		\$532.00	
162833	25-Mar-26	D0271	DANVILLE MASS TRANSIT	\$1,614.50		\$1,614.50	
162834	25-Mar-26	N2295	THE NEWS GAZETTE	\$47.60		\$47.60	
162835	25-Mar-26	S6235	SOUTHERN BUS & MOBILITY INC	\$99.66		\$99.66	
162836	25-Mar-26	U5180	UNITED PARCEL SERVICE	\$366.38		\$366.38	
162837	25-Mar-26	U7355	U-C SANITARY DISTRICT	\$879.72		\$879.72	
3022026	02-Mar-26	D3100	DIVVY	\$16,415.62		\$16,415.62	
3032026	03-Mar-26	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$14,382.67		\$14,382.67	
3042026	03-Mar-26	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$916.01		\$916.01	
3052026	03-Mar-26	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$15,700.70		\$15,700.70	
3062026	03-Mar-26	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$10,101.27		\$10,101.27	
3072026	04-Mar-26	I4830	IMRF	\$280,320.24		\$280,320.24	
3082026	04-Mar-26	I4830	IMRF	\$5,817.43	\$3,659.28	\$2,158.15	
3092026	06-Mar-26	H2050	HEALTH CARE SERVICE CORPORATION	\$547,650.29		\$547,650.29	
3102026	06-Mar-26	H2050	HEALTH CARE SERVICE CORPORATION	\$10,287.54	\$10,287.54	\$0.00	
3122026	12-Mar-26	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	\$46,839.29		\$46,839.29	
3132026	13-Mar-26	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$14,228.19		\$14,228.19	
3142026	13-Mar-26	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$916.01		\$916.01	

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

From Date: 03/1/2026 Thru Date: 03/31/2026

CheckNo	ReferenceDate	Reference	Payee	CheckAmount	C-CARTS Portion	MTD Portion	Voided
3152026	13-Mar-26	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$15,559.05		\$15,559.05	
3162026	13-Mar-26	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$9,809.04		\$9,809.04	
3172026	16-Mar-26	D3100	DIVVY	\$10,361.65		\$10,361.65	
3182026	16-Mar-26	C3560	CIRCLE K FLEET	\$9,329.90	\$9,300.99	\$28.91	
3232026	27-Mar-26	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$14,141.90		\$14,141.90	
3242026	27-Mar-26	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$916.01		\$916.01	
3252026	27-Mar-26	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$15,055.82		\$15,055.82	
3262026	27-Mar-26	I0025	VANTAGEPOINT TRANSFER AGENTS - 301281	\$10,058.27		\$10,058.27	
3272026	27-Mar-26	U7359	URBANA MUNICIPAL EMPL. CREDIT UNION	\$46,429.59		\$46,429.59	
3302026	31-Mar-26	H2050	HEALTH CARE SERVICE CORPORATION	\$527,519.57		\$527,519.57	
3312026	31-Mar-26	H2050	HEALTH CARE SERVICE CORPORATION	\$9,144.48		\$9,144.48	
				\$1,710,057.78	\$23,286.81	\$1,686,770.97	

Champaign Urbana Mass Transit District
Accounts Payable Check Disbursement List

Checking Account #: 011-8189-0

FLEX CHECKING-BUSEY BANK

From Date: 3/31/2026

Thru Date: 3/31/2026

Check #	Check Date	Ref #	Name	Amount	Voided
3312026	3/31/2026	F4640	FLEX-EMPLOYEE REIMB.	\$10,792.65	
			Total:	\$10,792.65	

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

From Date: 03/1/2026 Thru Date: 03/31/2026

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion	Voided
ACH	06-Mar-26	294454-A85755	AUTOMOTIVE COLOR & SUPPLY CORP	\$732.20		\$732.20	
ACH	06-Mar-26	294454-B0090	BAE SYSTEMS CONTROLS, INC.	\$12,449.43		\$12,449.43	
ACH	06-Mar-26	294454-B3555	BIRKEY'S FARM STORE, INC.	\$2,981.40		\$2,981.40	
ACH	06-Mar-26	294454-C1130	CBRE. INC.	\$14,000.00		\$14,000.00	
ACH	06-Mar-26	294454-C2165	CENTRAL ILLINOIS TRUCKS	\$6,074.55		\$6,074.55	
ACH	06-Mar-26	294454-C3100	CHELSEA FINANCIAL GROUP, LTD.	\$38,321.79		\$38,321.79	
ACH	06-Mar-26	294454-C3106	ADI EAST LLC	\$747.41		\$747.41	
ACH	06-Mar-26	294454-C4588	CLEAN UNIFORM COMPANY	\$788.04		\$788.04	
ACH	06-Mar-26	294454-C6282	CONNOR COMPANY	\$20.09		\$20.09	
ACH	06-Mar-26	294454-C6299	CORNERSTONE GOVERNMENT AFFAIRS, INC.	\$4,500.00		\$4,500.00	
ACH	06-Mar-26	294454-D0365	JOHN A. DASH & ASSOCIATES	\$385.00		\$385.00	
ACH	06-Mar-26	294454-D0423	DAVE & HARRY LOCKSMITHS	\$654.00		\$654.00	
ACH	06-Mar-26	294454-D2012	DEAN'S GRAPHICS	\$175.00		\$175.00	
ACH	06-Mar-26	294454-D2850	DEVELOPMENTAL SERVICES	\$46,410.00		\$46,410.00	
ACH	06-Mar-26	294454-D2900	DEWBERRY ENGINEERS INC.	\$10,902.50		\$10,902.50	
ACH	06-Mar-26	294454-E3390	EIGHT 22, LLC	\$4,125.00		\$4,125.00	
ACH	06-Mar-26	294454-F0365	FASTENAL COMPANY	\$527.93		\$527.93	
ACH	06-Mar-26	294454-F6367	FORD CITY	\$2,959.94		\$2,959.94	
ACH	06-Mar-26	294454-G2287	GFL ENVIRONMENTAL HOLDINGS (US), INC	\$2,110.83		\$2,110.83	
ACH	06-Mar-26	294454-G3102	GHR ENGINEERS & ASSOCIATES, INC.	\$1,187.50		\$1,187.50	
ACH	06-Mar-26	294454-G4293	GLOBAL TECHNICAL SYSTEMS, INC.	\$2,558.02		\$2,558.02	
ACH	06-Mar-26	294454-G7308	GRAINGER	\$737.74		\$737.74	
ACH	06-Mar-26	294454-G7375	GRIMCO, INC	\$2,928.62		\$2,928.62	
ACH	06-Mar-26	294454-H1000	HDR ENGINEERING, INC.	\$6,668.50		\$6,668.50	
ACH	06-Mar-26	294454-H2188	HENSON ROBINSON CO.	\$1,510.00		\$1,510.00	
ACH	06-Mar-26	294454-H2235	HERITAGE PETROLEUM, LLC	\$20,030.93		\$20,030.93	
ACH	06-Mar-26	294454-H6260	ILLINOIS POWER MARKING CO	\$25.91		\$25.91	
ACH	06-Mar-26	294454-I4745	ILLINI CONTRACTORS SUPPLY	\$967.00		\$967.00	
ACH	06-Mar-26	294454-I4770	ILLINI PLASTICS SUPPLY	\$694.89		\$694.89	
ACH	06-Mar-26	294454-I4841	ILLINOIS PUBLIC RISK FUND	\$62,004.00	\$992.13	\$61,011.87	
ACH	06-Mar-26	294454-I5773	INSIGHT PUBLIC SECTOR, INC	\$362.00		\$362.00	
ACH	06-Mar-26	294454-J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$130.25		\$130.25	
ACH	06-Mar-26	294454-J5550	JM TEST SYSTEMS, LLC	\$425.00		\$425.00	
ACH	06-Mar-26	294454-K2166	KEMPER INDUSTRIAL EQUIP.	\$460.00		\$460.00	
ACH	06-Mar-26	294454-K2190	KEN'S OIL SERVICE, INC.	\$5,264.45		\$5,264.45	
ACH	06-Mar-26	294454-M1246	MCMASTER-CARR SUPPLY CO.	\$84.02		\$84.02	
ACH	06-Mar-26	294454-M2179	MENARD-INC.	\$1,565.79		\$1,565.79	
ACH	06-Mar-26	294454-M3408	MIDWEST TRANSIT EQUIPMENT, INC.	\$1,472.56		\$1,472.56	
ACH	06-Mar-26	294454-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$29,231.37		\$29,231.37	
ACH	06-Mar-26	294454-O2420	Office Essentials, Inc.	\$204.71	\$70.51	\$134.20	
ACH	06-Mar-26	294454-O7370	O'REILLY AUTOMOTIVE, INC.	\$195.92		\$195.92	
ACH	06-Mar-26	294454-O7450	ORKIN EXTERMINATING CO.	\$1,433.98		\$1,433.98	
ACH	06-Mar-26	294454-P0015	3PLAY MEDIA, INC	\$136.05		\$136.05	
ACH	06-Mar-26	294454-P6385	POTTER ELECTRIC SERVICE INC.	\$5,549.68		\$5,549.68	
ACH	06-Mar-26	294454-S1143	SCHINDLER ELEVATOR CORP.	\$2,351.96		\$2,351.96	
ACH	06-Mar-26	294454-S3086	SHERWIN-WILLIAMS	\$1,682.51		\$1,682.51	
ACH	06-Mar-26	294454-S6693	SPIREON, INC.	\$810.40		\$810.40	
ACH	06-Mar-26	294454-S6962	GENFARE	\$240.33		\$240.33	
ACH	06-Mar-26	294454-S8059	STER SEATING LLC	\$108.70		\$108.70	
ACH	06-Mar-26	294454-S8188	STREETMETRICS, INC.	\$1,500.00		\$1,500.00	

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

From Date: 03/1/2026 Thru Date: 03/31/2026

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion	Voided
ACH	06-Mar-26	294454-S8530	GROWMARK INC	\$19,326.84		\$19,326.84	
ACH	06-Mar-26	294454-T2205	CONSOLIDATED ELECTRICAL DISTRIBUTORS, IN	\$252.45		\$252.45	
ACH	06-Mar-26	294454-T5010	Turbo Images Corp.	\$1,419.40		\$1,419.40	
ACH	06-Mar-26	294454-T7299	9280-0366 QUEBEC INC.	\$5,480.87		\$5,480.87	
ACH	06-Mar-26	294454-T7510	TROPHYTIME	\$90.00		\$90.00	
ACH	06-Mar-26	294454-U5998	UNIVERSITY OF ILLINOIS	\$32,732.83		\$32,732.83	
ACH	06-Mar-26	294454-U7385	URBANA TRUE TIRES	\$775.92		\$775.92	
ACH	06-Mar-26	294454-Z6240	Zoro Tools, Inc.	\$56.04		\$56.04	
ACH	13-Mar-26	294692-A5115	AMERICAN PUBLIC TRANSPORTATION ASSOC.	\$214.50		\$214.50	
ACH	13-Mar-26	294692-C0275	CCMSI	\$35.00		\$35.00	
ACH	13-Mar-26	294692-C0340	CARDINAL INFRASTRUCTURE, LLC	\$7,500.00		\$7,500.00	
ACH	13-Mar-26	294692-C2165	CENTRAL ILLINOIS TRUCKS	\$5,513.79		\$5,513.79	
ACH	13-Mar-26	294692-C3052	CHAMPAIGN COUNTY REGIONAL PLANNING	\$2,538.81	\$2,538.81	\$0.00	
ACH	13-Mar-26	294692-C3094	CHARD, SNYDER & ASSOCIATES, LLC	\$610.00		\$610.00	
ACH	13-Mar-26	294692-C3106	ADI EAST LLC	\$1,539.70		\$1,539.70	
ACH	13-Mar-26	294692-C4588	CLEAN UNIFORM COMPANY	\$837.60		\$837.60	
ACH	13-Mar-26	294692-C6258	COLUMBIA STREET ROASTERY	\$204.00		\$204.00	
ACH	13-Mar-26	294692-C7400	Crowe LLP	\$19,800.00		\$19,800.00	
ACH	13-Mar-26	294692-C8450	CU HARDWARE COMPANY	\$87.25		\$87.25	
ACH	13-Mar-26	294692-C8510	CURRENT SOLUTIONS OF THE MIDWEST LLC	\$3,238.00		\$3,238.00	
ACH	13-Mar-26	294692-D2012	DEAN'S GRAPHICS	\$12,815.00		\$12,815.00	
ACH	13-Mar-26	294692-D2250	DELTA SAFETY SERVICES	\$940.00		\$940.00	
ACH	13-Mar-26	294692-D3590	DISH PASSIONATE CUISINE	\$1,450.00		\$1,450.00	
ACH	13-Mar-26	294692-D8520	DUNCAN SUPPLY CO. INC.	\$200.00		\$200.00	
ACH	13-Mar-26	294692-E0368	EAST PENN MANUFACTURING CO.	\$4,580.85		\$4,580.85	
ACH	13-Mar-26	294692-E5590	Energage, LLC	\$22,700.00		\$22,700.00	
ACH	13-Mar-26	294692-E5950	LTD TECHNOLOGY SOLUTIONS, INC.	\$2,337.36		\$2,337.36	
ACH	13-Mar-26	294692-G6300	GOODYEAR TIRE & RUBBER CO	\$16,486.98		\$16,486.98	
ACH	13-Mar-26	294692-G6575	GOVERNMENT FINANCE OFFICERS ASSOCIATIC	\$30,000.00		\$30,000.00	
ACH	13-Mar-26	294692-G7308	GRAINGER	\$2,457.71		\$2,457.71	
ACH	13-Mar-26	294692-H3564	HIRERIGHT GIS INTERMEDIATE CORP, INC.	\$2,874.09	\$450.60	\$2,423.49	
ACH	13-Mar-26	294692-H6260	ILLINOIS POWER MARKING CO	\$20,272.71		\$20,272.71	
ACH	13-Mar-26	294692-I1595	IDENTISYS INCORPORATED	\$481.30		\$481.30	
ACH	13-Mar-26	294692-K2166	KEMPER INDUSTRIAL EQUIP.	\$170.00		\$170.00	
ACH	13-Mar-26	294692-K2190	KEN'S OIL SERVICE, INC.	\$35,032.56		\$35,032.56	
ACH	13-Mar-26	294692-M0350	MANSFIELD POWER & GAS LLC	\$14,231.26		\$14,231.26	
ACH	13-Mar-26	294692-M1246	MCMASTER-CARR SUPPLY CO.	\$657.45		\$657.45	
ACH	13-Mar-26	294692-M1269	MCS OFFICE TECHNOLOGIES	\$6,820.00		\$6,820.00	
ACH	13-Mar-26	294692-M2179	MENARD-INC.	\$1.48		\$1.48	
ACH	13-Mar-26	294692-M2310	MEYER CAPEL	\$5,851.50		\$5,851.50	
ACH	13-Mar-26	294692-M6000	Mobile Communications America Inc.	\$731.35	\$731.35	\$0.00	
ACH	13-Mar-26	294692-M8540	MUTUAL OF OMAHA INSURANCE COMPANY	\$22,825.45	\$75.20	\$22,750.25	
ACH	13-Mar-26	294692-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$19,642.27		\$19,642.27	
ACH	13-Mar-26	294692-O7370	O'REILLY AUTOMOTIVE, INC.	\$1,060.49		\$1,060.49	
ACH	13-Mar-26	294692-O7450	ORKIN EXTERMINATING CO.	\$4,705.60		\$4,705.60	
ACH	13-Mar-26	294692-P2150	PELTON1 ENTERTAINMENT LLC	\$1,025.00		\$1,025.00	
ACH	13-Mar-26	294692-P4525	NORMA MCFARLAND	\$476.92		\$476.92	
ACH	13-Mar-26	294692-S0078	SAFETY-KLEEN CORP.	\$3,391.86		\$3,391.86	
ACH	13-Mar-26	294692-S2046	SECURITAS ELECTRONIC SECURITY INC.	\$233.37		\$233.37	
ACH	13-Mar-26	294692-S2215	SOUTH PARK AUTOMOTIVE, LLC	\$481.27		\$481.27	

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

From Date: 03/1/2026 Thru Date: 03/31/2026

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion	Voided
ACH	13-Mar-26	294692-S2216	CHAMPAIGN AUTOMOTIVE LLC	\$2,715.58		\$2,715.58	
ACH	13-Mar-26	294692-S3100	SHI INTERNATIONAL CORP.	\$106.79		\$106.79	
ACH	13-Mar-26	294692-S8525	SUN LIFE ASSURANCE COMPANY OF CANADA	\$18,830.36	\$460.37	\$18,369.99	
ACH	13-Mar-26	294692-S8530	GROWMARK INC	\$41,754.58		\$41,754.58	
ACH	13-Mar-26	294692-T5010	Turbo Images Corp.	\$32,214.81		\$32,214.81	
ACH	13-Mar-26	294692-T7420	TRILLIUM TRANSPORTATION FUELS, LLC	\$10,250.00		\$10,250.00	
ACH	13-Mar-26	294692-T9069	TWILIO INC	\$910.25		\$910.25	
ACH	13-Mar-26	294692-T9072	TWIN CITY INDUSTRIAL RUBBER, INC.	\$63.59		\$63.59	
ACH	13-Mar-26	294692-V3370	VIA TRANSPORTATION, INC.	\$3,640.17		\$3,640.17	
ACH	13-Mar-26	294692-V3590	VITAL EDUCATION & SUPPLY, INC.	\$1,100.50		\$1,100.50	
ACH	13-Mar-26	294692-X8300	XPO LOGISTICS FREIGHT, INC.	\$918.09		\$918.09	
ACH	20-Mar-26	294904-B0090	BAE SYSTEMS CONTROLS, INC.	\$119.04		\$119.04	
ACH	20-Mar-26	294904-B3555	BIRKEY'S FARM STORE, INC.	\$2,133.69		\$2,133.69	
ACH	20-Mar-26	294904-C0275	CCMSI	\$577.50		\$577.50	
ACH	20-Mar-26	294904-C2165	CENTRAL ILLINOIS TRUCKS	\$14,532.35		\$14,532.35	
ACH	20-Mar-26	294904-C4588	CLEAN UNIFORM COMPANY	\$781.41		\$781.41	
ACH	20-Mar-26	294904-C6258	COLUMBIA STREET ROASTERY	\$560.00		\$560.00	
ACH	20-Mar-26	294904-D2012	DEAN'S GRAPHICS	\$120.00		\$120.00	
ACH	20-Mar-26	294904-D3225	DH PACE COMPANY, INC.	\$1,125.00		\$1,125.00	
ACH	20-Mar-26	294904-D3590	DISH PASSIONATE CUISINE	\$3,960.00		\$3,960.00	
ACH	20-Mar-26	294904-D8587	DUST & SON OF CHAMPAIGN COUNTY, INC	\$1,092.67		\$1,092.67	
ACH	20-Mar-26	294904-F0367	FASTENERS ETC., INC.	\$31.42		\$31.42	
ACH	20-Mar-26	294904-F6367	FORD CITY	\$717.78		\$717.78	
ACH	20-Mar-26	294904-G4293	GLOBAL TECHNICAL SYSTEMS, INC.	\$768.68		\$768.68	
ACH	20-Mar-26	294904-G7308	GRAINGER	\$1,284.09		\$1,284.09	
ACH	20-Mar-26	294904-J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$260.06		\$260.06	
ACH	20-Mar-26	294904-K2190	KEN'S OIL SERVICE, INC.	\$460.24		\$460.24	
ACH	20-Mar-26	294904-L6285	LOOMIS ARMoured US, LLC	\$333.14		\$333.14	
ACH	20-Mar-26	294904-M0377	MARTIN ONE SOURCE	\$1,228.11		\$1,228.11	
ACH	20-Mar-26	294904-M2179	MENARD-INC.	\$105.30		\$105.30	
ACH	20-Mar-26	294904-M3408	MIDWEST TRANSIT EQUIPMENT, INC.	\$2,464.44		\$2,464.44	
ACH	20-Mar-26	294904-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$21,291.15		\$21,291.15	
ACH	20-Mar-26	294904-O2420	Office Essentials, Inc.	\$679.61		\$679.61	
ACH	20-Mar-26	294904-O7370	O'REILLY AUTOMOTIVE, INC.	\$1,669.12		\$1,669.12	
ACH	20-Mar-26	294904-O7450	ORKIN EXTERMINATING CO.	\$1,229.98		\$1,229.98	
ACH	20-Mar-26	294904-P0404	PAUL'S MACHINE & WELDING	\$2,940.00		\$2,940.00	
ACH	20-Mar-26	294904-S2215	SOUTH PARK AUTOMOTIVE, LLC	\$47.21		\$47.21	
ACH	20-Mar-26	294904-S5192	S.J. SMITH WELDING SUPPLY	\$78.12		\$78.12	
ACH	20-Mar-26	294904-S6693	SPIREON, INC.	\$250.40		\$250.40	
ACH	20-Mar-26	294904-S6962	GENFARE	\$855.90		\$855.90	
ACH	20-Mar-26	294904-S8165	STOCKS, INC.	\$5,815.58		\$5,815.58	
ACH	20-Mar-26	294904-S8530	GROWMARK INC	\$112.00		\$112.00	
ACH	20-Mar-26	294904-W2170	WELLS FARGO FINANCIAL LEASING, INC.	\$1,995.26		\$1,995.26	
ACH	20-Mar-26	294904-X8300	XPO LOGISTICS FREIGHT, INC.	\$232.19		\$232.19	
ACH	27-Mar-26	295153-A4716	ALLIANT INSURANCE SERVICES, INC.	\$0.00		\$0.00	x
ACH	27-Mar-26	295153-A8590	AUVIK NETWORKS, INC.	\$5,697.00		\$5,697.00	
ACH	27-Mar-26	295153-C3100	CHELSEA FINANCIAL GROUP, LTD.	\$15,809.55		\$15,809.55	
ACH	27-Mar-26	295153-C4588	CLEAN UNIFORM COMPANY	\$145.05		\$145.05	
ACH	27-Mar-26	295153-D2012	DEAN'S GRAPHICS	\$2,565.60		\$2,565.60	
ACH	27-Mar-26	295153-D3630	DIXON GRAPHICS	\$333.00	\$220.00	\$113.00	
ACH	27-Mar-26	295153-D7700	DS SERVICES OF AMERICA, INC.	\$16.50		\$16.50	
ACH	27-Mar-26	295153-F4750	FLIX BUS INC.	\$2,124.25		\$2,124.25	
ACH	27-Mar-26	295153-G4290	GLOBAL INDUSTRIAL	\$287.85		\$287.85	
ACH	27-Mar-26	295153-G4293	GLOBAL TECHNICAL SYSTEMS, INC.	\$92.16		\$92.16	
ACH	27-Mar-26	295153-G7308	GRAINGER	\$241.06		\$241.06	
ACH	27-Mar-26	295153-H2188	HENSON ROBINSON CO.	\$3,046.00		\$3,046.00	

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

From Date: 03/1/2026 Thru Date: 03/31/2026

Pymt Type	Date	Reference	Payee	ACH Amount	C-CARTS Portion	MTD Portion	Voided
ACH	27-Mar-26	295153-I4840	ILLINOIS OIL MARKETING	\$4,722.75		\$4,722.75	
ACH	27-Mar-26	295153-J0320	JANITOR & MAINTENANCE SUPPLIES, INC.	\$94.56		\$94.56	
ACH	27-Mar-26	295153-K2166	KEMPER INDUSTRIAL EQUIP.	\$170.00		\$170.00	
ACH	27-Mar-26	295153-M0045	MAAS RADIATOR INC.	\$1,238.23		\$1,238.23	
ACH	27-Mar-26	295153-M1246	MCMASTER-CARR SUPPLY CO.	\$246.39		\$246.39	
ACH	27-Mar-26	295153-M3408	MIDWEST TRANSIT EQUIPMENT, INC.	\$161.55		\$161.55	
ACH	27-Mar-26	295153-N2292	THE AFTERMARKET PARTS COMPANY, LLC.	\$5,715.07		\$5,715.07	
ACH	27-Mar-26	295153-P3600	PIVOT ENERGY, INC	\$1,728.50		\$1,728.50	
ACH	27-Mar-26	295153-Q8455	QUILL	\$56.08		\$56.08	
ACH	27-Mar-26	295153-S2215	SOUTH PARK AUTOMOTIVE, LLC	\$2,563.95		\$2,563.95	
ACH	27-Mar-26	295153-S3086	SHERWIN-WILLIAMS	\$282.24		\$282.24	
ACH	27-Mar-26	295153-S8188	STREETMETRICS, INC.	\$1,500.00		\$1,500.00	
ACH	27-Mar-26	295153-S8530	GROWMARK INC	\$6,021.40		\$6,021.40	
ACH	27-Mar-26	295153-T2064	TEE JAY CENTRAL, INC.	\$2,062.00		\$2,062.00	
ACH	27-Mar-26	295153-U7385	URBANA TRUE TIRES	\$129.95		\$129.95	
				<u>\$877,981.58</u>	<u>\$5,538.97</u>	<u>\$872,442.61</u>	



Fiscal Year 2026					
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Fiscal Year to Date
Financial Information	Actual	Actual	Actual	Actual	Actual
Total Expenses (-)	\$315,818.41	\$304,033.99	\$306,087.84		\$925,940.24
Passenger Revenue (+)	\$12,379.66	\$9,845.16	\$10,868.02		\$33,092.84
Service Contracts (+)	\$30,797.25	\$30,797.25	\$31,823.81		\$93,418.31
IDOT Reimbursement (DOAP & 5311 Funding) & PTA Funds (+)	\$272,641.50	\$263,391.58	\$263,396.01		\$799,429.09
Balance	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Fiscal Year 2026					
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Fiscal Year to Date
Other Information					
CUMTD G&A Hours	248	277	285		810
CUMTD G&A Cost	\$12,277.05	\$12,656.99	\$14,798.84		\$39,732.88
Ridership	6,712	6,101	5,554		18,367
Revenue Miles	68,008	64,143	62,909		195,060
Revenue Hours	4,229	4,484	4,521		13,234

MTD - Bank & Investment Balances

Financial Institution	Bank Bal @ 03/31/26	Interest Rate	Maturity
Busey Bank			
Payroll	\$5,000.00	-	
Illinois Terminal - Square POS	\$264,776.20	-	
Operating	\$350,000.00	-	
C-CARTS	\$195,032.33	-	
Sec 125 Flexible Spending Plan	\$164,513.23	-	
ATM	\$23,830.82	-	
Money Market	\$22,017,172.99	3.040%	
The Illinois Funds	\$14,683,968.07	3.782%	
Prospect Bank			
MuniWise	\$2,835.27	2.000%	
MuniWise Flex	\$10,046,111.44	2.400%	
Total	<u>\$47,753,240.35</u>		

MTD - Capital Reserve, Restricted, & Operating @ 03/31/26

	3/31/2026	3/31/2025
Capital Reserve -Budgeted (FY26 and FY25 Capital Budget)	\$23,565,750.00	\$25,311,500.00
Capital Reserve -Unbudgeted	\$21,847,719.10	\$21,783,106.10
Operating	\$2,339,771.25	\$3,357,895.22
Total	<u>\$47,753,240.35</u>	<u>\$50,452,501.32</u>

ORDINANCE NO. 2026 - 8

AN ORDINANCE REPEALING ORDINANCE NO. 2026-5

WHEREAS, at the March 25, 2026, Champaign-Urbana Mass Transit District Board of Trustees Meeting the Board of Trustees adopted Ordinance No. 2026-5, annexing certain territory.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE CHAMPAIGN-URBANA MASS TRANSIT DISTRICT OF URBANA, ILLINOIS AS FOLLOWS:

SECTION 1: That the Board of Trustees finds that the facts recited above are true and are herein adopted by the Board as part of this Ordinance as fully as if such were set forth herein.

SECTION 2: That Ordinance No. 2026-5 is hereby repealed in its entirety.

SECTION 3: That the Secretary of the Board of Trustees is directed to record a certified copy of this Ordinance with the County Clerk of Champaign County, Illinois and with the Recorder of Champaign County, Illinois.

ADOPTED this 29th day of April 2026, pursuant to a roll call vote as follows:

AYES: _____

NAYS: _____

ABSTENTION: _____

Dick Barnes, Chair
Champaign-Urbana Mass Transit District
Board of Trustees

ATTEST:

Katie M. Good, Secretary

ORDINANCE NO. 2026 - 9

AN ORDINANCE REPEALING ORDINANCE NO. 2026-6

WHEREAS, at the March 25, 2026, Champaign-Urbana Mass Transit District Board of Trustees Meeting the Board of Trustees adopted Ordinance No. 2026-6, annexing certain territory.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE CHAMPAIGN-URBANA MASS TRANSIT DISTRICT OF URBANA, ILLINOIS AS FOLLOWS:

SECTION 1: That the Board of Trustees finds that the facts recited above are true and are herein adopted by the Board as part of this Ordinance as fully as if such were set forth herein.

SECTION 2: That Ordinance No. 2026-6 is hereby repealed in its entirety.

SECTION 3: That the Secretary of the Board of Trustees is directed to record a certified copy of this Ordinance with the County Clerk of Champaign County, Illinois and with the Recorder of Champaign County, Illinois.

ADOPTED this 29th day of April 2026, pursuant to a roll call vote as follows:

AYES: _____

NAYS: _____

ABSTENTION: _____

Dick Barnes, Chair
Champaign-Urbana Mass Transit District
Board of Trustees

ATTEST:

Katie M. Good, Secretary

ORDINANCE NO. 2026 - 10

AN ORDINANCE REPEALING ORDINANCE NO. 2026-7

WHEREAS, at the March 25, 2026, Champaign-Urbana Mass Transit District Board of Trustees Meeting the Board of Trustees adopted Ordinance No. 2026-7, annexing certain territory.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE CHAMPAIGN-URBANA MASS TRANSIT DISTRICT OF URBANA, ILLINOIS AS FOLLOWS:

SECTION 1: That the Board of Trustees finds that the facts recited above are true and are herein adopted by the Board as part of this Ordinance as fully as if such were set forth herein.

SECTION 2: That Ordinance No. 2026-7 is hereby repealed in its entirety.

SECTION 3: That the Secretary of the Board of Trustees is directed to record a certified copy of this Ordinance with the County Clerk of Champaign County, Illinois and with the Recorder of Champaign County, Illinois.

ADOPTED this 29th day of April 2026, pursuant to a roll call vote as follows:

AYES: _____

NAYS: _____

ABSTENTION: _____

Dick Barnes, Chair
Champaign-Urbana Mass Transit District
Board of Trustees

ATTEST:

Katie M. Good, Secretary

RESOLUTION NO. 2026-6

A RESOLUTION SETTING A PUBLIC HEARING AND DIRECTION GIVING NOTICE THEREOF

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Champaign-Urbana Mass Transit District that:

1. The Board hereby directs the Managing Director to cause to be published three times in the News-Gazette newspaper a Notice of Public Hearing to be held on the 8th day of June 2026, at 5:00 p.m. at Curtis Road Church of God, 2604 Curtis Road, Champaign, to consider testimony relating to the annexation of those tracts described below:

“TRI DUY NGUYEN” TRACT:

THE NORTH 80 FEET OF THE EAST 175 FEET OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, SITUATED IN CHAMPAIGN COUNTY, ILLINOIS.

AND ALSO

“LONGHORN HILLS SUBDIVISION” TRACT:

LOT 102, LOT 103, LOT 104, LOT 105, LOT 106 AND LOT 107 OF THE FINAL PLAT OF LONGHORN HILLS SUBDIVISION BEING A PART OF THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS RECORDED AS DOCUMENT NUMBER 2017R11769 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“REPLAT OF LOT 3 OF CUSD-FPC SUBDIVISION” TRACT:

LOT 101, LOT 102, AND LOT 201 OF A FINAL PLAT OF A REPLAT OF LOT 3 OF CUSD-FPC SUBDIVISION BEING A PART OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, AN ADDITION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS RECORDED AS DOCUMENT NUMBER 2019R10240 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“FRIENDSHIP LUTHERAN CHURCH OF JOY” TRACT:

THE EAST 933.5 FEET OF THE NORTH 466.63 FEET OF SECTION 33, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN CHAMPAIGN COUNTY, ILLINOIS.

AND ALSO

**ALL THAT PART OF THE PUBLIC ROAD RIGHT-OF-WAY KNOWN AS CURTIS ROAD
ADJOINING THE ABOVE DESCRIBED TRACTS**

AND ALSO

**ALL THAT PART OF THE PUBLIC ROAD RIGHT-OF-WAY KNOWN AS DUNCAN ROAD
ADJOINING THE ABOVE DESCRIBED TRACTS**

AND ALSO

**ALL THAT PART OF THE PUBLIC ROAD RIGHT-OF-WAY KNOWN AS WATERVILLE DRIVE
ADJOINING THE ABOVE DESCRIBED TRACTS**

AND ALSO

**ALL THAT PART OF THE PUBLIC ROAD RIGHT-OF-WAY KNOWN AS LEARNING LANE
ADJOINING THE ABOVE DESCRIBED TRACTS**

**SAID TOTAL TERRITORY TO BE ANNEXED TO THE CHAMPAIGN - URBANA MASS TRANSIT
DISTRICT IS LEGALLY CONTIGUOUS TO THE EXISTING BOUNDARY OF THE CHAMPAIGN -
URBANA MASS TRANSIT DISTRICT, CONTAINING 33.0 ACRES MORE OR LESS, ALL
SITUATED IN CHAMPAIGN COUNTY, ILLINOIS.**

2. Further, the Managing Director is directed to cause to be mailed to all owners of parcels of 5 acres or more within such tracts, a written notice containing the same information as is contained in the Notice which is in the newspaper notice.

This Resolution is hereby passed by the affirmative vote, the “Ayes” and “Nays” being called, of a majority of the members of the Board of Trustees of the Champaign-Urbana Mass Transit District at a duly called regular meeting of the said Board of Trustees on the 29th day of April 2026.

Ayes: _____

Nays: _____

Abstention: _____

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT,

BY: _____

Dick Barnes, Chair

APPROVED by the Board of Trustees of the Champaign-Urbana Mass Transit District
this 29th day of April 2026.

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT,

BY: _____

Katie M Good, Secretary

RESOLUTION NO. 2026-7

A RESOLUTION SETTING A PUBLIC HEARING AND DIRECTION GIVING NOTICE THEREOF

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Champaign-Urbana Mass Transit District that:

1. The Board hereby directs the Managing Director to cause to be published three times in the News-Gazette newspaper a Notice of Public Hearing to be held on the 8th day of June 2026, at 5:00 p.m. at Curtis Road Church of God, 2604 Curtis Road, Champaign, to consider testimony relating to the annexation of those tracts described below:

“ILLINOIS POWER COMPANY – AMEREN SERVICES” TRACT:

TRACT "A": THE NORTH 330.00 FEET OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN; AND ALSO THE SOUTH 60.00 FEET OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 26, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT THE NORTH 330.0 FEET OF THE EAST 890 FEET OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, AND ALSO THE SOUTH 60.0 FEET OF THE EAST 890 FEET OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER, ALL IN SECTION 26, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS.

AND ALSO

ALL THAT PART OF THE PUBLIC ROAD RIGHT-OF-WAY KNOWN AS MATTIS AVENUE ADJOINING THE ABOVE DESCRIBED TRACT.

SAID TOTAL TERRITORY TO BE ANNEXED TO THE CHAMPAIGN – URBANA MASS TRANSIT DISTRICT IS LEGALLY CONTIGUOUS TO THE EXISTING BOUNDARY OF THE CHAMPAIGN – URBANA MASS TRANSIT DISTRICT, CONTAINING 4.3 ACRES MORE OR LESS, ALL SITUATED IN CHAMPAIGN COUNTY, ILLINOIS.

2. Further, the Managing Director is directed to cause to be mailed to all owners of parcels of 5 acres or more within such tracts, a written notice containing the same information as is contained in the Notice which is in the newspaper notice.

This Resolution is hereby passed by the affirmative vote, the “Ayes” and “Nays” being called, of a majority of the members of the Board of Trustees of the Champaign-Urbana Mass Transit District at a duly called regular meeting of the said Board of Trustees on the 29th day of April 2026.

Ayes: _____

Nays: _____

Abstention: _____

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT,

BY: _____

Dick Barnes, Chair

APPROVED by the Board of Trustees of the Champaign-Urbana Mass Transit District
this 29th day of April 2026.

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT,

BY: _____

Katie M Good, Secretary

RESOLUTION NO. 2026-8

A RESOLUTION SETTING A PUBLIC HEARING AND DIRECTION GIVING NOTICE THEREOF

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Champaign-Urbana Mass Transit District that:

1. The Board hereby directs the Managing Director to cause to be published three times in the News-Gazette newspaper a Notice of Public Hearing to be held on the 8th day of June 2026, at 5:00 p.m. at Curtis Road Church of God, 2604 Curtis Road, Champaign, to consider testimony relating to the annexation of those tracts described below:

“LIBERTY ON THE LAKE II PHASE 1 SUBDIVISION” TRACT:

FINAL PLAT FOR LIBERTY ON THE LAKE II PHASE 1 SUBDIVISION TO VILLAGE OF SAVOY, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2007R28800 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“LIBERTY ON THE LAKE II PHASE 2 SUBDIVISION” TRACT:

FINAL PLAT FOR LIBERTY ON THE LAKE II PHASE 2 SUBDIVISION TO VILLAGE OF SAVOY, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2018R21184 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“SUBDIVISION OF LOTS 370-376, LIBERTY ON THE LAKE II PHASE 1 SUBDIVISION” TRACT:

FINAL PLAT FOR SUBDIVISION OF LOTS 370-376, LIBERTY ON THE LAKE II PHASE 1 SUBDIVISION TO CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2009R08206 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“REPLAT OF LOTS 373 AND 374, LIBERTY ON THE LAKE II PHASE 1 SUBDIVISION” TRACT:

FINAL PLAT FOR REPLAT OF LOTS 373 AND 374, LIBERTY ON THE LAKE II PHASE 1 SUBDIVISION TO CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2014R00535 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“REPLAT OF LOTS 362-367 AND 375-377, LIBERTY ON THE LAKE II PHASE 1 SUBDIVISION” TRACT:

FINAL PLAT FOR REPLAT OF LOTS 362-367 AND 375-377, LIBERTY ON THE LAKE II PHASE 1 SUBDIVISION” TRACT TO CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE WEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2014R07643 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“REPLAT OF LOT 368, LIBERTY ON THE LAKE II PHASE 1 SUBDIVISION” TRACT:

FINAL PLAT FOR REPLAT OF LOT 368, LIBERTY ON THE LAKE II PHASE 1 SUBDIVISION TO CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2009R30511 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“REPLAT OF LOT 369, LIBERTY ON THE LAKE II PHASE 1 SUBDIVISION” TRACT:

FINAL PLAT FOR REPLAT OF LOT 369, LIBERTY ON THE LAKE II PHASE 1 SUBDIVISION TO CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2016R06648 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“LIBERTY ON THE LAKE I PHASE II SUBDIVISION” TRACT:

FINAL PLAT FOR LIBERTY ON THE LAKE I PHASE II SUBDIVISION TO CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2007R26527 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“REPLAT OF LOTS 281 AND 282 IN LIBERTY ON THE LAKE I PHASE II SUBDIVISION” TRACT:

FINAL PLAT FOR REPLAT OF LOTS 281 AND 282, LIBERTY ON THE LAKE I PHASE II SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2009R30079 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“REPLAT OF LOT 283 IN LIBERTY ON THE LAKE I PHASE II SUBDIVISION” TRACT:

FINAL PLAT FOR REPLAT OF LOT 283 IN LIBERTY ON THE LAKE I PHASE II SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2010R18700 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“MINOR PLAT, REPLAT OF LOT 280 IN LIBERTY ON THE LAKE I PHASE II SUBDIVISION” TRACT:

FINAL PLAT FOR MINOR PLAT, REPLAT OF LOT 280 IN LIBERTY ON THE LAKE I PHASE II SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2015R13876 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“CHAMPAIGN LIBERTY SUBDIVISION, A REPLAT OF LOT 104 OF LIBERTY ON THE LAKE I, PHASE I SUBDIVISION” TRACT:

FINAL PLAT FOR CHAMPAIGN LIBERTY SUBDIVISION, A REPLAT OF LOT 104 OF LIBERTY ON THE LAKE I, PHASE I SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE WEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2013R27812 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR UNITS 1, 2, 3, 4, AND 5 IN LIBERTY PLACE SUBDIVISION” TRACT:

FINAL PLAT FOR EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR UNITS 1, 2, 3, 4, AND 5 IN LIBERTY PLACE SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2016R12368 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“AMENDMENT 1 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION” TRACT:

FINAL PLAT FOR AMENDMENT 1 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2016R15492 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“AMENDMENT 2 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION” TRACT:

FINAL PLAT FOR AMENDMENT 2 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2017R04371 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“AMENDMENT 3 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION” TRACT:

FINAL PLAT FOR AMENDMENT 3 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2017R05250 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“AMENDMENT 4 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION” TRACT:

FINAL PLAT FOR AMENDMENT 4 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2017R23021 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“AMENDMENT 5 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION” TRACT:

FINAL PLAT FOR AMENDMENT 5 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2018R18881 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“AMENDMENT 6 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION” TRACT:

FINAL PLAT FOR AMENDMENT 6 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8

EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2020R05206 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“AMENDMENT 7 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION” TRACT:

FINAL PLAT FOR AMENDMENT 7 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2023R06364 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“AMENDMENT 8 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION” TRACT:

FINAL PLAT FOR AMENDMENT 8 TO EXHIBIT A TO THE DECLARATION OF CONDOMINIUM OWNERSHIP FOR LIBERTY PLACE SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2024R02762 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“REPLAT OF LOTS 277 AND 278, LIBERTY ON THE LAKE I PHASE II SUBDIVISION” TRACT:

FINAL PLAT FOR REPLAT OF LOTS 277 AND 278, LIBERTY ON THE LAKE I PHASE II SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2009R08257 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

“REPLAT OF LOT 276 IN LIBERTY ON THE LAKE I PHASE II SUBDIVISION” TRACT:

FINAL PLAT FOR REPLAT OF LOT 276 IN LIBERTY ON THE LAKE I PHASE II SUBDIVISION TO THE CITY OF CHAMPAIGN, CHAMPAIGN COUNTY, ILLINOIS OF A PART OF THE WEST

HALF OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, CHAMPAIGN COUNTY, ILLINOIS, RECORDED AS DOCUMENT NUMBER 2009R12371 ON FILE IN THE OFFICE OF THE CHAMPAIGN COUNTY RECORDER.

AND ALSO

ALL THAT PART OF THE PUBLIC ROAD RIGHT-OF-WAY KNOWN AS ARLINGTON ROAD, CAPITOL STREET, CONGRESSIONAL WAY, CONSTITUTION COURT, DECLARATION DRIVE, EAGLE ROAD, FELLOWSHIP LANE, FREEDOM BOULEVARD, HARPERS FERRY, INDEPENDENCE DRIVE, KINSHIP COURT, LIBERTY BELL DRIVE, PATRIOT LANE, POTOMAC AVENUE, STANTON DRIVE, SUPREME COURT DRIVE, BAY CIRCLE (PRIVATE DRIVE), LIBERTY CIRCLE (PRIVATE DRIVE), AND YANKEE LANE ADJOINING THE ABOVE-DESCRIBED TRACTS

AND ALSO

ALL THAT PART OF THE PUBLIC ROAD RIGHT-OF-WAY KNOWN AS CURTIS ROAD ADJOINING THE ABOVE-DESCRIBED TRACTS

AND ALSO

ALL THAT PART OF THE PUBLIC ROAD RIGHT-OF-WAY KNOWN AS MATTIS AVENUE ADJOINING THE ABOVE-DESCRIBED TRACTS

SAID TOTAL TERRITORY TO BE ANNEXED TO THE CHAMPAIGN - URBANA MASS TRANSIT DISTRICT IS LEGALLY CONTIGUOUS TO THE EXISTING BOUNDARY OF THE CHAMPAIGN - URBANA MASS TRANSIT DISTRICT, CONTAINING 174.6 ACRES MORE OR LESS, ALL SITUATED IN CHAMPAIGN COUNTY, ILLINOIS.

2. Further, the Managing Director is directed to cause to be mailed to all owners of parcels of 5 acres or more within such tracts, a written notice containing the same information as is contained in the Notice which is in the newspaper notice.

This Resolution is hereby passed by the affirmative vote, the “Ayes” and “Nays” being called, of a majority of the members of the Board of Trustees of the Champaign-Urbana Mass Transit District at a duly called regular meeting of the said Board of Trustees on the 29th day of April 2026.

Ayes: _____

Nays: _____

Abstention: _____

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT,

BY: _____

Dick Barnes, Chair

APPROVED by the Board of Trustees of the Champaign-Urbana Mass Transit District
this 29th day of April 2026.

CHAMPAIGN-URBANA MASS TRANSIT DISTRICT,

BY: _____

Katie M Good, Secretary



Memo

Champaign-Urbana Mass Transit District (MTD)
1101 East University Avenue, Urbana, IL 61802
217.384.8188 | mtd.org

To Board of Trustees
From Karl Gnadt, Managing Director/CEO
Date April 29, 2026
Subject Developmental Services Center (DSC) Annual Agreement

A. Introduction

It is a priority of the District to transport people who have mobility limitations. The provisions of the Americans with Disability Act (ADA) require that MTD ensure service to individuals with mobility limitations and disabilities within the service area. Cooperative efforts between MTD and the Developmental Services Center (DSC) to develop and expand the existing DSC bus service for their clients promotes efficient service, conserves capital investment and energy, and assists both parties in achieving their goals of meeting the transportation needs of these people with mobility limitations and disabilities.

B. Recommended Action

Staff recommend that the Board authorize the Managing Director to execute the agreement between MTD and DSC.

C. Prior Trustee Action

The Board annually considers approval of the contract term from July 1 to June 30.

D. Summary

DSC pays a fixed amount for fares as their share of the hourly cost for their service and the remainder is covered by MTD via the Downstate Operating Assistance Program (DOAP) Grant. The District would be required to provide this service if DSC discontinued it.

**CONTRACT BETWEEN
DEVELOPMENTAL SERVICES CENTER
AND
CHAMPAIGN-URBANA MASS TRANSIT DISTRICT**

This contract, effective this 1st day of July 2026, is made by and between the Developmental Services Center, a not-for-profit corporation of the State of Illinois (“DSC”), and the Champaign-Urbana Mass Transit District (“MTD”).

WHEREAS, MTD is a local mass transit district created under the authority of the Local Mass Transit District Act (70 ILCS 3610/3) to serve the mass transportation needs of its operating District which includes Champaign, Urbana, and Savoy; and

WHEREAS, although it has been a long-term priority of the MTD to serve persons who are mobility-limited, the provisions of the Americans with Disabilities Act (ADA) require that MTD ensure service to mobility-limited disabled persons is available in its entire service area; and

WHEREAS, DSC has in place, a program under which it provides bus services to mobility-limited disabled clients of DSC; and

WHEREAS, both parties believe that additional cooperative efforts between MTD and DSC in further developing and expanding the existing DSC bus service for mobility-limited disabled clients would promote efficient service, conserve capital investment and energy, and assist both parties in achieving their goals of meeting the transportation needs of the mobility-limited disabled persons; and

WHEREAS, it is the purpose of this Agreement to partially discharge the requirements of MTD under the ADA to serve the needs of all mobility-limited disabled persons in its operating District by providing a capacity grant to DSC to partially offset the cost of routes and schedules set forth below;

NOW THEREFORE, the parties hereto, in consideration of the promises and covenants between them hereinafter made and entered into, mutually agree, according to the following terms and conditions set forth, as follows:

1. DSC will provide regular bus service for disabled mobility-limited persons over routes reviewed by MTD. At the time of the execution of this contract, the routes and schedules are set forth, and such routes and schedules are hereby approved by MTD. The routes and schedules, however, are subject to revision by MTD and DSC provided that the proper consultation takes place between both parties.
2. MTD shall pay DSC an annual amount of \$554,527 for the services provided by DSC under the terms of this Agreement upon invoice submitted to MTD, 1101 East University Avenue, Urbana, Illinois, payable in 12 equal installments on the 1st of each month commencing on the 1st day of July 2026.

3. DSC will pay to MTD on the 10th day of the month following the month in which fares collected, if any, the full amount of fares collected from all persons utilizing the services provided by DSC under this Agreement, plus any amount necessary to bring such payment up to 1/12 of the guaranteed of DSC to MTD of fares collected. The DSC guarantees MTD payments under this paragraph annually shall amount to \$110,905. The DSC guaranteed annual payment will be adjusted according to the rate of reimbursement that MTD receives from the State of Illinois.
4. DSC will provide to MTD a monthly ridership/usage report by the 15th of the month following the month reported on. DSC will also supply to MTD, as required for state and federal compliance, any other relevant information requested by MTD regarding ridership and other operating data.
5. DSC shall comply with Drug Free Workplace Act of 1988 as well as 49 CFR Part 40 and Part 655, as amended. All services and personnel assigned to execute the services outlined in this Agreement must comply.
6. DSC shall purchase and maintain the necessary equipment and employ the necessary labor to operate the bus service described in this Agreement. Purchases shall be coordinated as feasible with MTD so as to conform with applicable regulations and to maximize efficiency and savings. MTD shall not have any control or supervision over the drivers of the buses used in said service. The drivers shall be employed by DSC and shall constitute DSC's employees only and shall not constitute agents or employees of MTD and shall be subject solely to DSC's supervision and control.

7. DSC agrees to continue to maintain in-force insurance with the following minimum coverage:

General Liability, \$1,000,000 per occurrence, \$2,000,000 Aggregate; Automobile, Comprehensive and Collision; Automobile Liability, \$1,000,000; Umbrella Liability, \$1,000,000 per occurrence, \$1,000,000 Aggregate; Worker's Compensation, \$100,000 per accident.

DSC agrees to add MTD as an additional insured for DSC provided service only and to provide a Certificate of Insurance indicating the above coverage.

8. This Agreement shall continue each year unless either party serves notification of their intent to terminate this Agreement sixty (60) days prior to the Agreement termination date. Such continuance may be subject to changes in this Agreement as may be mutually agreed upon.
9. The parties each recognize that in the performance of this Agreement they may encounter unforeseen obstacles and difficulties that would make continuation under this Agreement difficult or impossible and it may thus be best to terminate this Agreement if the parties cannot agree on the necessary amendments to accommodate the problem. Thus, if either party finds that the imposition of regulations or requirements of any kind or nature by the federal, state, or local governments make the contractual relationship under this Agreement more expensive or difficult than it is worth, or if a disagreement arises regarding the correct interpretation or application of this Agreement and such dispute is not resolved to the mutual satisfaction of the parties, either party can terminate this Agreement by serving written notice on the other party, to be effective on the last day of the month following the month in which such notice is served. If this Agreement

is terminated pursuant to this paragraph, the financial obligation of the parties to each other will be settled according to equitable principles of accounting.

10. Each party represents to the other that executing this contract has been properly authorized by its governing body.

CHAMPAIGN-URBANA MASS
TRANSIT DISTRICT

DEVELOPMENTAL SERVICES CENTER

BY: _____
MANAGING DIRECTOR

BY: _____
CHIEF EXECUTIVE OFFICER

Attest:

Attest:

BY: _____

BY: _____

DATED: _____

DATED: _____



Memo

Champaign-Urbana Mass Transit District (MTD)
1101 East University Avenue, Urbana, IL 61802
217.384.8188 | mtd.org

To Board of Trustees
From Karl Gnadt, Managing Director
Date April 29, 2026
Subject 2026-2027 Urbana School District #116 Agreement

A. Introduction

This Agreement is for transportation services for students going to and from Middle Schools or High Schools in the Urbana School District #116 for the 2026-2027 school year.

B. Recommended Action

Staff recommends that the Board of Trustees authorize the Managing Director to execute the agreement between the Unit 4 School District in the amount of \$268,659. Based on a nine-month school year payment schedule, each billing will be \$29,851.

C. Prior Trustee Action

MTD has had annual agreements with District #116 since 1987.

D. Summary

MTD is able to use Downstate Operating funds to pay for this transportation service. The local share is paid by District #116. This results in a significant savings to District #116 for their transportation services. All of the service provided by MTD under this contract is open to the public and is published in our Maps & Schedules Book.

E. Alternative - advantages/disadvantages

Having Middle School and High School students use public transportation to get to and from school is the best way to educate them on the use of public transit. This is a critical life skill that these students gain that benefits them, their families, and the communities that they end up living in.

**TRANSPORTATION AGREEMENT
BETWEEN
CHAMPAIGN-URBANA MASS TRANSIT DISTRICT
AND
URBANA SCHOOL DISTRICT #116
2026-2027**

The following shall constitute the Transportation Agreement for the 2026-2027 school year between the Champaign-Urbana Mass Transit District (MTD) and the Urbana School District #116 (District #116).

Champaign-Urbana Mass Transit District

1. Transport to and from the Urbana Middle School, the Urbana High School, and the Sixth Grade Center students living in the following subdivisions or areas of the school district on school days as designated by the calendar adopted by the Board of Education for the 2026-2027 school year:
 - a. Edgewood
 - b. King School Area
 - c. Country Club Apartments
 - d. Ivanhoe Estates
 - e. Dr. Williams School Area
 - f. Yankee Ridge Area
 - g. Savannah Green
2. Provide the loading and unloading of students in the immediate or close proximity to the respective schools.
3. Keep adequate liability insurance in force with limits not less than those currently in effect on the date of execution of this Agreement. District #116 shall be listed as an additional insured on the policy and cause a current certificate evidencing such coverage to be delivered to District #116.
4. Work cooperatively with the Urbana School District #116 to prevent overcrowding of buses and to minimize numbers of student standees when possible.
5. Work cooperatively with the schools to provide documentation and information on disruptive behavior to allow for timely discipline.
6. Work cooperatively with the Urbana School District #116 in collection of statistical data on student ridership and quality of service relating to such student ridership.
7. Provide stickers each semester to identify high school and middle school students who are eligible for MTD transportation.
8. Offer bus evacuation training for all students grade 6-12 once per year.

Urbana School District #116

1. Provide to eligible middle and high school students a photo ID with either the MTD logo or the appropriate semester sticker by the day after Labor Day.
2. All early outs and late starts, or other changes in scheduled trips (e.g. Test day early outs) must be scheduled and given to the MTD in advance of the start of the school year.
3. Responsible for student discipline for misbehavior.
4. In cooperation with MTD, the schools will inform MTD of their response to incidents reported by MTD.
5. Work cooperatively with MTD in providing assistance in the supervision, control, and timely boarding of students, including adult supervision during boarding times.
6. Urbana #116 will provide access for an MTD orientation for all 5th grade students. The orientation will include, but not be limited to, comprehensive safety training, bus rider rules and regulations, expectations for student behavior and how to use the MTD system.

Payment Procedure

The cost for providing access to and from school for 2026-2027 is \$268,659.

MTD will bill the Urbana School District #116 monthly. Based on a total cost of \$268,659 on a nine-month schedule, each monthly billing will be \$29,851.

Managing Director/CEO
Champaign-Urbana Mass Transit District

President, Board of Education
Urbana School District 116

DATE:_____

DATE:_____



Memo

Champaign-Urbana Mass Transit District (MTD)
1101 East University Avenue, Urbana, IL 61802
217.384.8188 | mtd.org

To Board of Trustees
From Karl Gnadt, Managing Director
Date April 29, 2026
Subject 2026-2027 Champaign Unit 4 School District Agreement

A. Introduction

This Agreement is for transportation services for students going to and from Middle Schools or High Schools in the Champaign Unit 4 School District for the 2026-2027 school year.

B. Recommended Action

Staff recommends that the Board of Trustees authorize the Managing Director to execute the agreement between the Unit 4 School District in the amount of \$667,867. Based on a nine-month school year payment schedule, each billing will be \$74,207.

C. Prior Trustee Action

MTD has had annual agreements with Unit 4 since 1977.

D. Summary

MTD is able to use Downstate Operating funds to pay for this transportation service. The local share is paid by Unit 4. This results in a significant savings to Unit 4 for their transportation services. All of the service provided by MTD under this contract is open to the public and is published in our Maps & Schedules Book.

E. Alternatives - advantages/disadvantages

Having Middle School and High School students use public transportation to get to and from school is the best way to educate them on the use of public transit. This is a critical life skill that these students gain that benefits them, their families, and the communities that they end up living in.

**TRANSPORTATION AGREEMENT
BETWEEN
CHAMPAIGN-URBANA MASS TRANSIT DISTRICT
AND
CHAMPAIGN UNIT 4 SCHOOL DISTRICT
2026-2027**

The following shall constitute the Transportation Agreement for the 2026-2027 school year between the Champaign-Urbana Mass Transit District (MTD) and Champaign Unit 4 School District (Unit 4).

Champaign-Urbana Mass Transit District

1. Transport students on school days as designated by the calendar adopted by the Board of Education for the 2026-2027 school year. The schools served include Central High School, Centennial High School, Edison Middle School, Jefferson Middle School, and Franklin STEAM Academy.

- | | |
|-----------------------------|---|
| a. Arbours | s. Market Street Area |
| b. Ashland Park | t. Maynard Lake |
| c. Ayrshire | u. Parkland Ridge |
| d. Boulder Ridge | v. Providence at Thornberry |
| e. Brookshire | w. Robeson West |
| f. Cherry Hills South | x. Rolling Acres |
| g. Colony West | y. Sawgrass |
| h. Copper Ridge | z. State/Randolph Area |
| i. Devonshire | aa. Timberline |
| j. Devonshire South | bb. Town Center |
| k. Dobbins Downs | cc. Trails of Brittany |
| l. Fifth and Bradley Area | dd. Turnberry Ridge |
| m. Garden Hills | ee. Westlake |
| n. Glenshire | ff. Wilbur Heights |
| o. Ironwood | gg. Williamsburg Area |
| p. Lincolnshire | hh. Windsor Park |
| q. Lincolnshire Fields East | ii. Winfield Village and South First Street |
| r. Lincolnshire Fields West | |

2. Provide for loading and unloading of students in the immediate or close proximity to the respective schools.
3. Keep adequate liability insurance in force with limits not less than those currently in effect on the date of execution of this Agreement. Unit 4 shall be listed as an additional insured on the policy and cause a current certificate evidencing such coverage to be delivered to Unit 4.
4. Work cooperatively with Unit 4 to prevent overcrowding of buses and to minimize numbers of student standees when possible.
5. Work cooperatively with the schools to provide documentation and information on disruptive behavior to allow for timely discipline.
6. Work cooperatively with Unit 4 in collection of statistical data on student ridership and quality of service relating to such student ridership.
7. Provide stickers for use on eligible high school and middle school IDs that do not have the MTD logo.
8. Offer bus evacuation training for all students grade 6-12 once per year.

Champaign Unit 4 School District

1. Provide eligible middle and high school students a photo ID with either the MTD logo or the appropriate semester sticker by September 30, 2026.
2. All early outs and late starts, or other changes in scheduled trips (e.g. Test day early outs) must be scheduled and given to the MTD in advance of the start of the school year.
3. Responsible for student discipline for misbehavior.
4. In cooperation with MTD, the schools will inform MTD of their response to incidents reported by MTD.
5. Work cooperatively with MTD in providing assistance in the supervision, control, and timely boarding of students, including adult supervision during boarding times.
6. Unit 4 will provide access for an MTD orientation for all 5th grade students. The orientation will include, but not be limited to, comprehensive safety training, bus rider rules and regulations, expectations for student behavior and how to use the MTD system.

Payment Procedure

The cost for providing access to and from school for 2026-2027 is \$667,867.

During the 2026-2027 school year, MTD will operate 23 morning daily trips. MTD will operate a total of 34 afternoon trips on regular dismissal days and 36 afternoon trips on early out days. Regular route access will be provided through 13 daily regular route trips. Future adjustments in these totals will result in a change to the contract amount.

MTD will bill Unit 4 monthly. Based on a total cost of \$667,867 on a nine-month schedule, each billing will be \$74,207.

Managing Director/CEO
Champaign-Urbana Mass Transit District

President, Board of Education
Champaign Unit 4 School District

DATE:_____

DATE:_____



Memo

Champaign-Urbana Mass Transit District (MTD)
1101 East University Avenue, Urbana, IL 61802
217.384.8188 | mtd.org

To Karl Gnadt, Managing Director / CEO
From Ryan Blackman, Technology Services Director
Date April 29, 2026
Subject Wayside Sign Replacement

A. Introduction

The Champaign-Urbana Mass Transit District (MTD) plans to purchase 11 new e-ink passenger information signs. These signs will be installed at high-traffic and high-visibility stops where full-sized kiosks cannot be accommodated. They will provide real-time passenger information, service disruption messaging, and, in some locations, static maps and schedules.

B. Recommended Action

Authorize the Managing Director to issue a purchase order for \$158,142 for 11 e-ink signs.

C. Background

Around 2005, MTD installed several real-time LED passenger information signs at high demand stops throughout the system. These signs have been in service for more than 20 years and have reached the end of their useful life. Replacement parts are no longer available, and several signs are no longer repairable. In some locations, failed signs have already been removed.

In response, MTD issued a request for proposals (RFP) in September 2025 and conducted a competitive process to identify a replacement vendor. In December 2025, MTD selected Urban Solar and entered into a master supply agreement. The agreement includes fixed pricing for a three-year term, with a two-year extension option, and does not obligate MTD to purchase any minimum quantity. More information about the RFP and selection process can be found in: *Recommendation Memo*, following Attachment A.

The e-ink signs available under this contract provide improved readability compared to traditional LED displays, include ADA-accessible audio annunciation, and support custom content such as route maps alongside real-time departure information. These signs can operate on a five-year battery, which reduces installation and infrastructure costs.

D. Summary

The proposed purchase includes a one-time project management and set up fee of \$6,250.00 and 11 signs to replace the failed or failing units installed in 2005. This includes two of the three Lincoln Square stops, where the removal of signs has resulted in frequent customer complaints and requests for replacement. Details for each sign are summarized in Table 1 below.

Table 1

Stop	Sign Style	Price	Notes
Lincoln Square Garage East	28" 4-button portrait (2x)	2 @ \$12,915	Replaces broken 2-line LED sign
Lincoln Square Garage South	28" 4-button portrait	\$12,915	Replaces broken 1-line LED sign
Gregory at Library	28" 4-button portrait	\$12,915	Replaces broken 3-line LED sign
Fifth & Beardsley	13" landscape with Text-to-speech button	\$ 6,991	Replaces broken 2-line LED sign
Round Barn Road	13" landscape with Text-to-speech button	\$6,991	Replaces 2-line LED pilot installed in 2020
Illinois Terminal	28" Double Sided landscape (5x)	5 @ \$17,250	Replaces five 2-line LED signs on platforms

E. Alternatives – advantages/disadvantages

These passenger information displays provide critical service information that empowers our passengers, increases understanding of the service, and elevates the customer experience for these major transfer points, and highly utilized bus stops.

F. Community Input

As existing signs have failed, requests for replacements and complaints about missing or nonfunctional signs have been among the most frequent sources of customer feedback related to stop amenities.

G. Budget & Staffing Impacts

This purchase is included in the FY2026 budget under the line item Shelters, Kiosks, Stops, & Associated Work and will be funded with Local Capital funds.



Attachment A: Sign Examples



Figure 1: 13" landscape sign

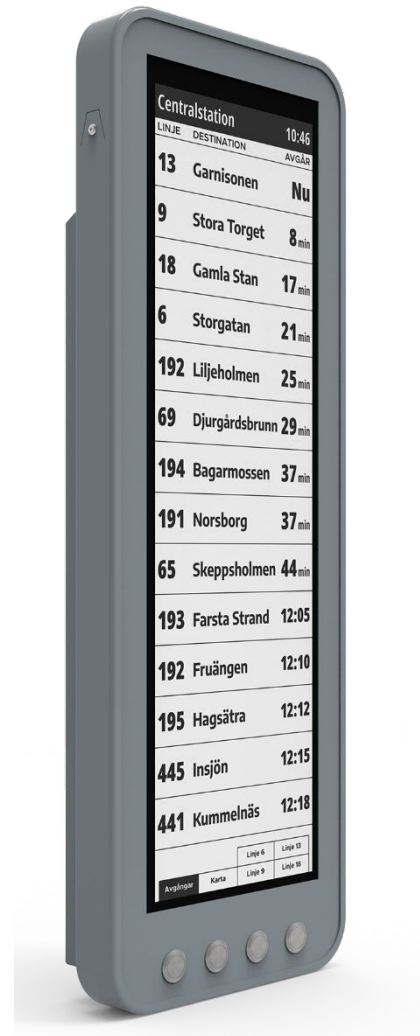


Figure 2: 28" 4-button portrait sign



Figure 3: Annunciator button



To Karl P. Gnadt, Managing Director
From Victoria Carrington, Procurement Specialist
Date December 29, 2025
Subject Wayside Real-Time Passenger Information Signage Master Supply Agreement

On August 25, 2025, MTD issued a Request for Proposals (RFP) for the provision of electronic signage solutions capable of displaying real-time public transit departure information and public service messages at transit stops. The purpose of this RFP was to establish a master supply agreement with a qualified, responsive, and responsible vendor capable of providing a catalog of signage solutions under agreed terms and pricing for a defined period. Sign models and quantities will be determined on a stop-by-stop basis by MTD, allowing MTD to select different sign types for different locations as appropriate. The scope of work includes the supply, integration, installation support, training, maintenance support, and warranties for all components and services outlined in the RFP.

On October 17, MTD received six proposals in response to the RFP #2025-006 from Connectpoint, GMV Innovating Solutions, Message Point Media of Alabama, Pavion, Urban Solar, and Waysine. An Evaluation Committee was developed to review and score the proposals, which included Jay Rank, Operations Director; Matt Novelli, Software Developer; Mike Healea, Vehicle Technology Supervisor; Ryan Blackman, Technology Services Director; and Zack Wingler, Vehicle Technology Advanced Technician. The Evaluation Committee independently reviewed and evaluated the proposals based on the criteria in Table 1.

Table 1: Proposal Evaluation Criteria

Evaluation Criteria	Possible Points
Product Quality & Functional Capabilities	30
Cost	25
Qualifications & Experience	20
Maintenance Support & Warranty	20
Project Understanding & Proposal Presentation	5

On October 31, the Evaluation Committee met to discuss their independent evaluations. The average scoring of independent evaluations is shown in Table 2.

Table 2: Proposal Evaluation Scores

Criteria (Possible Points)	Connect-point	Urban Solar	GMV	Message Point	Waysine	Pavion
Product Quality & Functional Capabilities (30)	27	23	22	23	19	19
Cost (25)	16	21	16	21	20	7
Qualifications & Experience (20)	19	17	16	15	14	14
Maintenance Support & Warranty (20)	18	17	19	14	15	13
Project Understanding & Proposal Presentation (5)	5	4	4	4	4	4
TOTAL (100)	85	82	77	77	72	57

Notes from the internal discussion are provided below:

- Connectpoint provided a vast product catalog of high-quality, flexible signage options; references were excellent and there was a strong history of experience with transit agencies, but the pricing structure described was very complex, which could complicate budgeting.
- Urban Solar proposed battery- and solar-powered signage with fast General Transit Feed Specification Real Time (GTFS-RT) refresh rates, strong ADA features, secure connectivity, and a well-designed, accessible CMS, positive transit references, and reasonable ongoing costs; the range of signage options was limited and offered shorter warranties on displays and audio components.
- GMV proposed a vendor-neutral, cloud-based platform with a wide range of sign technologies, strong integration, and comprehensive maintenance and support; the proposal included higher equipment costs, limited warranties, annual fees, and dated hardware aesthetics, resulting in questions about reliability and long-term value.
- Message Point Media offered an extensive and highly customizable range of signage, kiosk, LCD, and e-paper options; the proposal was complex, warranties and training details were limited, and mixed reference feedback posed concerns about standardization and long-term support reliability.

- WaySine offered durable, transit-proven e-paper and LED signs with a solid GTFS-RT-integrated CMS, positive references, and a strong 5-year warranty; the proposal was narrowly focused, lightly detailed, and lacked automation, push-to-talk options, and clear long-term cost, support, and scalability information.
- Pavion offered a broad mix of signage types with GTFS-RT integration, ADA audio features, and an established vendor background; the proposal was complex and expensive, relied on multiple third-party components, provided only a 1-year equipment warranty, and raised questions about long-term value and fit for MTD’s scale.

Based on assessment of overall fit with MTD’s requirements and needs, the Evaluation Committee elevated Connectpoint, Urban Solar, and GMV to the software demonstration phase of evaluations. Each proposer was invited to virtually demonstrate its central management software (CMS) and related capabilities.

The Demonstration Phase provided the Evaluation Committee with the opportunity to assess each software solution based on the criteria listed in Table 3, focusing on key areas such as functionality, usability, and alignment with MTD’s operational needs.

Table 3: Software Demonstration Evaluation Criteria

Evaluation Criteria	Possible Points
System Functionality	40
Data Integration & System Architecture	20
Security, Reliability, & Availability	20
Compliance & Accessibility	20

On November 17, the Evaluation Committee met to discuss their independent evaluations. The average scoring of independent evaluations is shown in Table 4.

Table 4: Software Demonstration Evaluation Scores

Criteria (Possible Points)	Urban Solar	Connectpoint	GMV
System Functionality (40)	34	32	28
Data Integration & System Architecture (20)	18	17	12
Security, Reliability, & Availability (20)	18	13	16
Compliance & Accessibility (20)	12	13	12
TOTAL (100)	82	75	68

Notes from the internal discussion are provided below:

- Urban Solar demonstrated a well-designed, reliable, and security-focused solution with particular strengths in power efficiency, hardware durability, and operational resilience. Evaluators believed signs were thoughtfully engineered (solar, battery, and AC-powered) with ADA-compliant display features, multilingual text-to-speech buttons, comprehensive audit and event logging, and robust security system architecture. The CMS was described as clean, intuitive, and stable, with useful reporting, alerts, and GTFS-RT integration, intentionally streamlined to support battery optimization. Limitations noted included signage catalog options (e.g., double-sided signs), more constrained CMS customization and content flexibility, as layout and styling changes require vendor involvement, and richer content options are available only in the upgraded CMS. Accessibility within the CMS itself was less clearly demonstrated. Overall, Urban Solar was regarded as highly professional, innovative (particularly in low-power technology) and well-suited for a wide range of stop environments, with some trade-offs in advanced content flexibility.
- Connectpoint demonstrated a highly capable and feature-rich CMS with strong customization options, robust analytics, GTFS-RT integration, compatibility with MTD's CAD/AVL system, attractive user-facing displays, and solid backend architecture. Evaluators discussed strengths in custom messaging, campaigns, scheduling, multilingual support, security certifications, and data resiliency. However, the solution relies on different CMS interfaces and workflows depending on sign type, which increased system complexity beyond MTD's desired level. One of the CMS platforms was described as overly difficult to navigate, with a dated or cluttered user interface and inconsistent performance during the demonstration. Accessibility was a significant concern, as the system is not currently WCAG-compliant and lacked clear commitments beyond a future 2026 target. Security explanations during the demonstration were uneven, multi-factor authentication was not enabled by default and was poorly demonstrated, and single sign-on is not currently available. The demonstration itself was described as disorganized and less professional than anticipated, which reduced overall confidence in the solution despite its strong technical capabilities.
- GMV presented a polished, well-structured, and intuitive browser-based CMS backed with comprehensive APIs, GTFS integration, scheduled messaging, audit tracking, and solid security practices. Evaluators described the ease-of-use of the primary CMS, the ability to manage messages at the stop level, strong documentation, and GMV's effort to tailor the demo using MTD data. However, several limitations affected the overall score, including fragmented tooling across multiple CMS platforms dependent on sign type, limited current support for GTFS-RT service alerts and trip updates, and a reliance on third-party or resold signage that appeared dated and less robust. Accessibility within internal tools was not clearly demonstrated, SSO is still in development, and some hardware features were not



readily available (e.g., vandal protection, multilingual audio quality, kiosk-style displays). Overall, evaluators viewed GMV as a capable and secure integrator, though the solution felt more complex than necessary for MTD’s use case and less aligned with the desired flexibility and display quality.

During this phase of the evaluation, Urban Solar received the highest overall scores and was identified as the best fit for MTD’s needs. However, the Evaluation Committee noted concerns regarding the limited range of products included in Urban Solar’s proposal. Urban Solar is a reseller of Axentia signage, and a subsequent review of Axentia’s broader product catalog identified additional sign configurations, including double-sided displays, that were not explicitly addressed in the proposal. Accordingly, MTD requested additional discussions with Urban Solar to clarify product availability and alignment with MTD’s requirements.

On November 21, the Evaluation Committee met with Urban Solar to review these concerns. Urban Solar explained that several signage options displayed on Axentia’s website are not currently available to North American customers. Urban Solar further confirmed that, utilizing the signage models proposed in its original submission, it could design a customized enclosure to accommodate double-sided display configurations. Urban Solar provided written follow-up documentation related to the November 21 meeting on December 4.

On December 5, the Evaluation Committee reviewed Urban Solar’s follow-up materials and determined that additional clarification was required. As a result, MTD issued a formal Request for Clarification (RFC) to Urban Solar to address outstanding questions related to product capabilities, model identification, pricing, and deployment experience. On December 12, the Evaluation Committee met to review Urban Solar’s response to the RFC and identified limited remaining questions primarily related to model number alignment and confirmation of specific product configurations. To efficiently resolve these items and avoid multiple proposal revisions, the Evaluation Committee requested a brief follow-up discussion with Urban Solar.

Following the final clarification discussions, the Evaluation Committee convened on December 18 and determined that all outstanding questions had been satisfactorily addressed. Based on the evaluation results, clarification responses, and final confirmations, the Evaluation Committee concluded that Urban Solar’s proposed solution represents the best overall value and is the most responsive to MTD’s signage needs.

Based on the evaluation process and subsequent clarifications, the Evaluation Committee recommends awarding the contract to Urban Solar, Inc.

Powering Better Bus Stops

URBAN SOLAR		Created Date	3/9/2026
Address	5226 SE International Way Milwaukie OR USA 97222 1-503-356-5516	Expiration Date	6/9/2026
Salesperson	Eric Bracke	Ship To Name	Champaign-Urbana Mass Transit District (MTD)
Salesperson Email	eric@urbansolarcorp.com	Ship To	1101 East University Avenue Urbana, IL 61802 United States
Name	Ryan Blackman	Bill To Name	Champaign-Urbana Mass Transit District (MTD)
Account Name	Champaign-Urbana MTD, Urbana IL	Bill To	1101 East University Avenue Urbana, IL 61802 United States
Phone	217.384.8188		
Email	rblackman@mtd.org		

NOTES

Pricing/Terms DDP Illinois. Net 30.
 Site Location Champaign, IL
 Description Pricing and terms in alignment with Contract resulting from RFP #2025-006.

Quantity	Product	Sales Price	Total Price
4.00	MTD Item 11a - 28" 4-button E-paper Display w/ Mounting Hardware (1-9 Units) - Axentia IPD28104B	\$11,520.00	\$46,080.00
5.00	MTD Item 13a - Double Sided 28" e-paper Display w/ Ceiling Mounting Hardware (1-9 Units) - Axentia IPD2820-02	\$16,750.00	\$83,750.00
6.00	MTD Item 14 - ADA Compliant Text-to-speech Button w/ Braille	\$895.00	\$5,370.00
2.00	MTD Item 1a - 13" Vandal Resistant E-paper display w/ mounting hardware (1-9 units)	\$5,596.00	\$11,192.00
11.00	MTD Item 30 - Annual operational fee - Enhanced (includes cellular data, back office monitoring portal, Content Management, technical support and updates)	\$500.00	\$5,500.00
1.00	MTD Item 31 - One Time Project Management and Set up fee	\$6,250.00	\$6,250.00

NOTE: Unless otherwise stated AND indicated in writing by Urban Solar, the customer/purchaser is responsible to submit all applicable state sales and/or use taxes. Solar LED lighting systems require adequate sunlight exposure in order to maintain an energy balance for the LEDs to function as specified. In some locations, there can be substantial shading of the solar panels from trees and buildings, particularly during the winter months. Urban Solar cannot guarantee uninterrupted performance, nor warranty batteries, for solar lighting systems installed in locations where the solar panels are shaded for more than half of the available daylight hours at any time of the year. Please contact Urban Solar for more information.

Subtotal	\$158,142.00
Total Price	\$158,142.00
Grand Total	\$158,142.00

Standard lead times for transit solar lighting systems are 10-12 weeks; standard lead times for solar area lighting systems are 12-14 weeks, unless stated otherwise. Third-party products or non-standard components (i.e. poles) may have lead times longer than 10 weeks.

Late payment penalty charged at 8% annual interest. Refer to notes for payment terms.

Accepted By:
Signature

DATE:



Memo

Champaign-Urbana Mass Transit District (MTD)
1101 East University Avenue, Urbana, IL 61802
217.384.8188 | mtd.org

To Karl Gnadt, Managing Director / CEO
From Brendan Sennett, Safety & Training Director
Date April 29, 2026
Subject Annual Update to the Public Transportation Agency Safety Plan (PTASP)

A. Introduction

Originally approved by the Board in June 2020, the District's Public Transportation Agency Safety Plan (PTASP) is reviewed and updated annually. This year's update transitions the plan to a digitally accessible format, revises safety performance measures, and provides additional clarification throughout the document.

B. Recommended Action

Staff recommends approval of the District's revised PTASP (Version 6), fulfilling the requirement set forth with the United States Department of Transportation (USDOT) Final Rule 49 CFR Part 673 Public Transportation Agency Safety Plan.

C. Prior Trustee Action

On June 24, 2020, the Board of Trustees approved the original PTASP, with its fifth and most recent revision being approved on July 30, 2025.

D. Summary

The PTASP is an all-encompassing document of safety management within the organization. To be updated on an annual basis, this document provides guidance on MTD-specific policies and procedures:

- Safety Management Policy
- Safety Performance Targets
- Safety Performance Target Coordination
- Safety Risk Management
- Safety Assurance

- Safety Promotion
- Safety Management Documentation

E. Background

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

F. Alternatives – advantages/disadvantages

Approving this plan affirms the District's compliance with USDOT Final Rule 49 C.F.R. Part 673 Public Transportation Agency Safety Plan and implements the required programs.

G. Budget & Staffing Impacts

No additional budgetary or staffing impacts are anticipated with this revision.

Public Transportation Agency Safety Plan (PTASP)

Champaign-Urbana Mass Transit District (MTD)

Date Adopted: 6/24/2020

Last Revised: 4/29/2026

Adopted by: _____

Karl P. Gnadt
Managing Director/CEO
PTASP Accountable Executive
Champaign-Urbana Mass Transit District

Date: _____

Adopted by: _____

Brendan Sennett
Safety & Training Director
PTASP Chief Safety Officer
Champaign-Urbana Mass Transit District

Date: _____

Adopted by: _____

Dick Barnes
Chair of the Board of Trustees
Champaign-Urbana Mass Transit District

Date: _____

Champaign-Urbana Mass Transit District, hereinafter, shall be referred to as MTD.

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Transit Agency Information

Transit Agency Name	Champaign-Urbana Mass Transit District (MTD)		
Transit Agency Address	1101 E University Ave. Urbana, IL 60802		
Name and Title of Accountable Executive	Karl P. Gnadt, Managing Director/CEO		
Name of Chief Safety Officer or SMS Executive	Brendan Sennett, Safety & Training Director		
Mode(s) of Service Covered by This Plan	Motor Bus, Demand Response	List All FTA Funding Types (e.g., 5307, 5310, 5311)	5307, 5311, 5339, Other
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	Motor Bus – Directly Operated Demand Response – Directly Operated Demand Response – Purchased Transit		
Does the agency provide transit services on behalf of another transit agency or entity?	<u>Yes</u> <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Description of Arrangement(s) Champaign County Area Rural Transit System (C-CARTS)
Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	Champaign County Area Rural Transit System (C-CARTS) 1101 E. University Ave. Urbana, IL 61802		
Small Urbanized Area	<p>Approximately 147,000 (2020 Census)</p> <ul style="list-style-type: none"> • MTD (Urbana, Champaign, Savoy) • C-CARTS (Champaign County) 		

Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	Champaign-Urbana Mass Transit District (MTD)	
Signature by the Accountable Executive	Signature of Accountable Executive	Date of Signature
Approval by the Board of Directors or an Equivalent Authority	Name of Individual/Entity That Approved This Plan	Date of Approval
	MTD Board of Trustees	
	Relevant Documentation (title and location)	
	Board Minutes -	
Certification of Compliance	Name of Individual/Entity That Certified This Plan	Date of Certification
	Karl P. Gnadt, Managing Director/CEO	
	Relevant Documentation (title and location)	
	Fiscal Year 2025 Annual List of Certifications and Assurances for FTA Grants and Cooperative Agreements.	

This plan is submitted in compliance with the United States Department of Transportation Final Rule 49 C.F.R. Part 673 Public Transportation Agency Safety Plan. This Agency Safety Plan (ASP) addresses all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan

MTD is dedicated to providing the safest working environment possible for *all* Employees. This plan has been distributed internally within MTD and with external agencies that may be affected by its implementation.

This is a public document subject to FOIA access. The ideas presented are developmental and are presented for discussion and do not imply a recommendation or course of action. There will likely be modifications to the ideas presented. Limited distribution is requested to those interested parties that will assist in the development of the options presented. Presentation for public response will occur after the ideas are analyzed and expanded or reduced. There may be errors in the data presented or interpretation of the data.

Annual Review and Update of the Public Transportation Safety Plan

Source(s): §673.11

The annual review and update of the Public Transportation Agency Safety Plan (PTASP) is conducted by the Safety & Training Director, starting no later than March 1st of each year. Progress and proposed updates are coordinated with the Managing Director/CEO, Deputy Managing Director, and frontline Employees serving on the Safety Advisory Committee (SAC). Final decision on changes will be made and certified by August of each year. Final updates are communicated District-wide via MTDweb Messages and Bulletins.

Version Number and Updates

Table 1: Revision History and Document Update Record

Version Number	Section/Pages Affected	Reason for Change	Date Issued
1	Original Document	Original Document	6/24/2020
2	Revision	Routine Revision	7/12/2021
3	Revision	Routine Revision	4/27/2022
4	Revision	Routine Revision	6/28/2023
5	Revision	Routine Revision	6/26/2024
6	Revision	Routine Revision	7/30/2025
7	Revision	Routine Revision	4/29/2026

Safety Management Policy

The Champaign-Urbana Mass Transit District's (MTD) Mission is to "Lead the way to greater mobility". To achieve this mission, safety must be prioritized over all competing interests. Therefore, we are committed to establishing and maintaining a robust safety culture at all levels of the organization. To further advance this culture, MTD is committed to developing, implementing, maintaining, and continuously improving processes to ensure that our service delivery achieves the highest level of safety performance.

To reinforce safety as the highest priority for all Departments, Leadership must demonstrate this commitment by fostering an environment of trust, where all employees are competent and confident in their abilities to perform their duties in a safe, efficient, and responsible manner. All MTD employees are responsible to exhibit the "Highest Degree of Care" in the discharge of their duties.

As a means of leading the way to greater mobility, MTD is committed to improving safety across all areas of our service. This objective will be supported by our Safety Management System (SMS), a data-driven approach to managing risk. The SMS is dependent upon data collected through various sources, but primarily our Employee Safety Reporting Program (ESRP) and safety audits performed throughout our service area.

This Safety Management Policy will be distributed to each employee and will also be posted in each facility. Informative sessions will be held to promote safety discussion and to answer employee questions.

Safety is not just an important aspect of what we do. Safety is our CALLING. There is not a single job function, there is not a single employee, and there is not a single day – that safety should not be at the forefront of every employee's mind. The District and the community are counting on each employee to answer this charge, to make this your life's work.

Karl P. Gnadt
Managing Director/CEO
Champaign-Urbana Mass Transit District

4/29/2026

Date

Introduction

Source(s): Illinois Highest Degree of Care, §673.3, § 673.21

An SMS is a formal, top-down, organization-wide, data driven approach to managing safety risk and assuring the effectiveness of safety risk mitigations. MTD's SMS is structured by its Safety Management Policy, Safety Management Processes, such as the safety risk management processes, safety assurance processes, and safety promotion. The purpose of this SMS is to promote a safety culture in which:

- Leadership displays clear commitment to safety
- Open and effective communication can take place
- Employees feel personally responsible for safety
- The organization practices continuous learning
- A Safety-conscious work environment is promoted
- Non-punitive, clearly defined reporting systems are in place
- Safety is demonstrably prioritized
- Mutual trust is exhibited
- Responses to safety concerns are fair and consistent
- Safety training and resources are made available
- Scaled to the size, scope, and complexity of the District

Safety Commitment

MTD is committed to:

- Supporting the management of safety activities through the provision of appropriate resources that result in an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to the results of the other management systems of MTD
- Integrating the management of safety among the primary responsibilities of all managers, supervisors, and employees

- Clearly defining the accountabilities and responsibilities of all managers, supervisors, Employees, and contractors for the delivery of MTD's safety performance and the performance of the SMS
- Establishing and operating the **Hazard Identification – Risk Assessment – Mitigation (HIRAM)** process as a primary tool for safety concerns and analysis
- Ensuring that no action will be taken against any employee who discloses a safety concern (close call, hazard, or other condition) through the Employee Safety Reporting Program (ESRP), unless disclosure indicates, beyond a reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of laws, regulations, or procedures
- Complying with state and federal legislative and regulatory requirements and standards
- Ensuring that sufficient skilled and trained personnel are available to implement safety management processes
- Ensuring that all Employees are provided with adequate and appropriate safety related information and training and that they are competent and confident in their abilities to discharge their assigned duties
- Establishing and measuring our safety performance against realistic and data-driven safety performance indicators and targets
- Continually improving our safety performance through management processes that ensure safety management actions are appropriate and effective

Objectives

MTD has established the following safety objectives:

- Perform annual audits to ensure SMS compliance within the MTD2071 Internal Audit
- Identify, analyze, and resolve, and, when possible, eliminate hazards through an established risk management process.
- Establish and monitor Key Performance Indicators and revise them on an annual basis within MTD2071
- Review safety requirements and usage for design, engineering, facilities, equipment, and physical infrastructure projects
- Evaluate safety implications of system changes to routes, schedules, and operating policies

Upon implementation of the SMS, this Policy shall be communicated through MTDweb to all Employees; through Bulletins; revisions to the Employee Handbook as needed; revisions to new hire training; inclusion in the yearly Summer Review sessions; and through articles placed in the monthly internal newsletter, *BusLines*.

Safety Authorities, Accountabilities, and Responsibilities

ACCOUNTABLE EXECUTIVE

MTD has identified the Managing Director/CEO as the Accountable Executive of the SMS. The Managing Director/CEO is committed to the highest levels of safety and will provide sufficient resources and support necessary to ensure successful implementation of the SMS, ensuring action is taken, as necessary, to address substandard performance within MTD's SMS. The Accountable Executive is ultimately responsible for carrying out the PTASP and the Transit Asset Management Plan (TAM).

CHIEF SAFETY OFFICER

MTD has identified the Safety & Training Director as the Chief Safety Officer. The Safety & Training Director is adequately trained and has the authority and responsibility for day-to-day implementation and operation of the SMS, holding a direct line of reporting to the Accountable Executive. The Safety & Training Director's responsibilities include:

- Developing and maintaining SMS daily implementation and documentation
- Directing hazard identification, risk assessment, and mitigation activities (HIRAM)
 - This work is done with the support and input from frontline Employees serving on the Safety Advisory Committee (SAC)
- Providing updates on safety performance
- Briefing the Accountable Executive on SMS implementation progress
- Identifying substandard performance and developing improvement programs
- Planning safety training activities, which may include:
 - Summer Review Training
 - Professional Development for S&T Department
 - Class & Road Instructor Training
 - Line Instructor Training
 - Check Rides

AGENCY LEADERSHIP AND TOP MANAGEMENT

The following are members of the Top Management Team other than the Accountable Executive and the Chief Safety Officer who have authorities or responsibilities for day-to-day implementation and operation of MTD SMS:

- Deputy Managing Director

KEY STAFF

The following staff members are key to support the development, implementation, and operation of MTD's SMS:

- Operations Director
- Assistant Operations Director
- Special Services Manager
- Dispatch Supervisor
- Schedule Supervisors
- Operations Supervisors
- Assistant Safety & Training Director
- Safety Program Manager
- Illinois Terminal Director
- Illinois Terminal Supervisors
- Maintenance & Facilities Director
- Assistant Maintenance Director
- Assistant Facilities Director
- External Affairs Director
- Inventory Supervisor
- Maintenance Supervisors
- MTD2071 Internal Audit Team

Safety Performance Measures & Targets

Source(s): §673.11

A performance measure is an expression based on a quantifiable indicator of performance condition and used to establish targets and assess progress toward meeting targets. Safety performance measures are calculated as a five-year performance average.

A performance target is a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period. MTD establishes safety performance targets as a 5% improvement from the previous year's safety performance measure.

Safety performance measures and targets are calculated for each mode category:

- Directly operated Motor Bus/Fixed Route (MB-DO)
- Directly operated Demand Response/Paratransit (DR-DO)
- Purchased transit Demand Response/Paratransit (DR-PT)

As of April 2024, the FTA has established 14 performance measures in the National Public Transportation Safety Plan:

1. Major Events: Total number of safety and security events reported to the NTD on S&S-40 forms, by mode
2. Major Events Rate: Total number of safety events divided by total vehicle revenue miles (VRM), by mode
3. Collision Rate: Total number of collisions reported to the NTD by mode, divided by VRM
4. Pedestrian Collision Rate: Total number of collisions "with a person" divided by VRM, by mode
5. Vehicular Collision Rate: Total number of collisions "with a motor vehicle" divided by VRM, by mode
6. Fatalities: Total number of fatalities (deaths confirmed within 30 days), excluding trespassing and suicide-related fatalities, by mode
7. Fatality Rate: Total number of fatalities divided by VRM, by mode
8. Transit Worker Fatality Rate: Total number of transit worker fatalities, including Contractors, Operators, and other transit staff
9. Injuries: Total number of injuries reported to the NTD, excluding injuries resulting from assaults and other crimes (security events).

10. Injury Rate: Total number of injuries divided by VRM, by mode
11. Transit Worker Injury Rate: Total number of injuries involving “Transit Employee/Contractor,” “Transit Vehicle Operator,” and “Other Transit Staff,” divided by VRM
12. Assaults on Transit Workers: Total number of assaults on Transit Workers
13. Rate of Assaults on Transit Workers: Total number of Assaults on Transit Workers, divided by VRM
14. System Reliability
 - a. Mean distance between major mechanical failures by mode. The NTD defines a major mechanical system failure as a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or starting the next scheduled revenue trip because vehicle movement is limited or due to safety concerns.

On an annual basis, MTD updates the Safety Performance Targets in this document based on performance measures from the previous five years. These performance targets are monitored for the quarterly Key Performance Indicator (KPI) Reports. While the FTA has not created a standard method for developing Safety Performance Targets, MTD elected to follow the sample method provided by the FTA PTASP Technical Assistance Center.

The data used for these measures is sourced from the National Transit Database (NTD). For System Reliability, the Maintenance Key Performance Indicators are used to collect information on miles between road calls on vehicles.

Current Safety Performance (Calendar Year 2025)

The rate used for MB-DO is per 1,000,000 vehicle revenue miles. The rate used for DR-DO and DR-PT is per 50,000 vehicle revenue miles.

Table 2: Calendar Year 2025 Current Safety Performance Measures for MB-DO, DR-DO, and DR-PT

Calendar Year 2025 Current Safety Performance			
Safety Performance Measure	MB-DO	DR-DO	DR-PT
Major Events	6.00	2.00	0.00
Major Event Rate	1.83	0.28	0.00
Collision Rate	1.34	0.28	0.00
Pedestrian Collision Rate	0.00	0.00	0.00
Vehicular Collision Rate	1.34	0.28	0.00
Fatalities	0.00	0.00	0.00
Fatality Rate	0.00	0.00	0.00
Transit Worker Fatality Rate	0.00	0.00	0.00
Injuries	19.00	4.00	0.00
Injury Rate	5.80	0.55	0.00
Transit Worker Injury Rate		1.61	
Assaults on Transit Workers*		39.00	
Rate of Assaults on Transit Workers		10.45	
System Reliability	39,444.82	36,105.41	49,175.00

*For more information on how Assaults on Transit Workers are defined, please reference [Assault on a Transit Worker Guide: Full Reporters](#).

2026 Safety Performance Measures

Performance measures are calculated as a five-year average (2021-2025). The rate used for MB-DO is per 1,000,000 vehicle revenue miles. The rate used for DR-DO and DR-PT is per 50,000 vehicle revenue miles.

Table 3: Calendar Year 2026 Safety Performance Measures for MB-DO, DR-DO, and DR-PT

2026 Safety Performance Measures			
<u>Safety Performance Measure</u>	<u>MB-DO</u>	<u>DR-DO</u>	<u>DR-PT</u>
Major Events	9.80	1.40	0.20
Major Event Rate	3.36	0.29	0.05
Collision Rate	2.98	0.46	0.05
Pedestrian Collision Rate	0.40	0.00	0.00
Vehicular Collision Rate	2.52	0.25	0.00
Fatalities	0.00	0.00	0.00
Fatality Rate	0.00	0.00	0.00
Transit Worker Fatality Rate	0.00	0.00	0.00
Injuries	20.00	3.40	0.20
Injury Rate	6.80	0.88	0.05
Transit Worker Injury Rate		1.69	
Assaults on Transit Workers		38.33	
Rate of Assaults on Transit Workers		11.12	
System Reliability	26,857.30	29,027.33	68,099.12

2026 Safety Performance Targets

The below Performance Targets for calendar year 2026 are calculated by applying a 5% improvement of the 2025 Safety Performance Measures.

The rate used for MB-DO is per 1,000,000 vehicle revenue miles. The rate used for DR-DO and DR-PT is per 50,000 vehicle revenue miles.

Table 4: Calendar Year 2026 Adopted Safety Performance Targets for MB-DO, DR-DO, and DR-PT

2026 Safety Performance Targets			
Safety Performance Measure	MB-DO	DR-DO	DR-PT
Major Events	9.31	1.33	0.19
Major Event Rate	3.19	0.28	0.04
Collision Rate	2.84	0.44	0.04
Pedestrian Collision Rate	0.38	0.00	0.00
Vehicular Collision Rate	2.39	0.24	0.00
Fatalities	0.00	0.00	0.00
Fatality Rate	0.00	0.00	0.00
Transit Worker Fatality Rate	0.00	0.00	0.00
Injuries	19.00	3.23	0.19
Injury Rate	6.46	0.84	0.04
Transit Worker Injury Rate		1.61	
Assaults on Transit Workers		36.42	
Rate of Assaults on Transit Workers		10.56	
System Reliability	28,200	30,479	71,504

Safety Target Coordination

Source(s): § 673.15

The Accountable Executive designates the Safety & Training Director to coordinate, to the maximum extent practicable, with the State and Metropolitan Planning Organization (MPO) to aid in the planning process and support the selection of State and MPO transit safety performance targets. Performance targets are shared via email with the agencies below by August 1 of each year.

- State: Illinois Department of Transportation (IDOT), Transit Operating Program
 - David Maziarz David.Maziarz@illinois.gov
- MPO: Champaign Urbana Urban Area Transportation Study (CUUATS)
 - Rita Morocoima-Black (rmorocoima-black@ccrpc.org)

Safety Risk Management

Source(s): §673.25

Introduction

Safety Risk Management is a system of hazard management to control hazards to an acceptable level of risk, and evaluation of the results.

(Reminder: Hazards are defined as a condition, act, process, or operation that has the potential to cause harm, such as danger or damage.)

There are many different approaches to safety risk management planning. MTD has a broad range of methods for identifying and assessing hazards including:

- Formal analysis
- Informal analysis
- Programmatic solutions

Safety does not mean the elimination of all safety risks. Using the Safety Risk Management process, the hazards to persons or equipment can be minimized to an acceptable level by use of various types of engineering controls, physical improvements, or changes in MTD training and operating protocols. Documentation of the analysis process, implementation, and subsequent review will create a reasonable solution to safety hazards.

Risk Management Process (HIRAM)

The Safety Risk Management Process, or HIRAM, consists of formal and informal mechanisms for reporting, analyzing, mitigating, and managing safety risks. The formal process includes:

- **Hazard Identification**- identification of as many credible hazards that may result in harm or damage to the operating system under study
- **Risk Assessment**- probability/likelihood and consequences of various risk scenarios and ranking of the safety risk in terms of acceptability
 - Safety Risk Options - options for mitigating the safety risk are considered, including financial feasibility
- **Mitigation**- plan for placing safety risk control measures into action, including documentation of the process, to reduce the likelihood and severity of potential consequences of hazards
 - Safety Risk Monitoring- evaluation of the effectiveness of the safety risk decision and control measures over time.

The Safety Advisory Committee (SAC) reviews formal input and analyzes issues using the HIRAM process. There are also formal MTD Employee involvement committees that may address safety concerns including, but not limited to, Routes and Schedules Committee, School Outreach Committee, and Wage and Policy Committee. All safety-related items discussed in non-SAC committee meetings must be submitted, in writing via MTDweb message or email, to the Safety & Training Director, Safety Program Manager, and/or Assistant Safety & Training Director.

Procedures and recommendations to mitigate items submitted to the HIRAM process may be sourced from transit industry safety programs; the American Public Transportation Association (APTA); Illinois Public Transit Association (IPTA); Illinois Department of Transportation (IDOT); and the Federal Transit Administration (FTA). Additional information may be provided by the Transportation Cooperative Research Program (TCRP); Transportation Safety Institute (TSI); University Transportation Centers (UTC); other transit agencies, listservs, and private businesses that provide transit safety recommendations, best practices, products, and services.

HAZARD IDENTIFICATION

The Hazard Identification process consists of input from a variety of sources. The formal, internal committee structure (SAC, Wage and Policy, School Outreach, Routes and Schedules, and others) provides additional opportunity for Operators, Maintenance Employees, and Supervisory Staff to identify hazards. Asset condition deterioration will be communicated by the Illinois Terminal Director and Maintenance & Facilities Director to the Safety & Training Director. Input from other governmental sources (FTA, IDOT, MPO, local governments) and the general public will be forwarded to the Safety & Training Director who will enter the information into the appropriate process.

Hazards submitted to the HIRAM process may be sourced from Safety Assurance activities as well as transit industry safety programs; the American Public Transportation Association (APTA); Illinois Public Transit Association (IPTA); Illinois Department of Transportation (IDOT); and the Federal Transit Administration (FTA). Additional information, including procedures and recommendations to mitigate items, may be provided by the Transportation Cooperative Research Program (TCRP); Transportation Safety Institute (TSI); University Transportation Centers (UTC); the Centers for Disease Control and Prevention (CDC); other transit agencies, governmental entities, listservs, and private businesses that provide transit safety recommendations, best practices, mandates, products, and services.

Some input will be sent to the HIRAM process for assessment. Other inputs may be addressed in formal training for appropriate employees as determined by the Safety & Training Director and the associated Department Head. Committees may also be included in information from external sources and some input may be informally addressed by Supervisors and Staff. Consequences of hazards will be considered and evaluated in the Hazard Assessment phase of the HIRAM process.

The Safety & Training Director will be responsible for staying informed on capital improvements which may have a safety component. This will be done through regular communications with the External Affairs Director, Maintenance & Facilities Director, Illinois Terminal Director, and Operations Director. These would include infrastructure improvements; vehicle purchases and vehicle component modifications; and known infrastructure changes by MTD or other agencies. Safety concerns will be communicated during the specification development phase to the Accountable Executive (Managing Director/CEO) and Deputy Managing Director.

EMPLOYEE SAFETY REPORTING PROGRAM

Source(s): § 673.23

Immediate hazards must be reported to a supervisor or member of leadership as soon as possible.

MTD introduced a reporting program that includes formal and informal interaction between frontline Employees and senior management during the 2021 calendar year. The formal SMS process is focused on reducing the risk of accident and/or injury by proactively resolving safety issues that may require resources, discussion, and action steps. The Employee Safety Reporting Program (ESRP), as required in 49 CFR 673, is a tool designed to assist Employees in notifying management of hazards, close-calls, or other unsafe conditions, including assaults on transit workers. Information obtained through the ESRP will be analyzed for the development of potential mitigation strategies.

Employees who participate in the ESRP are ensured that no punitive action will be taken against any employee who discloses a hazard, close-call, or other safety condition unless a thorough investigation of the disclosure indicates, beyond a reasonable doubt, gross negligence, or a deliberate or willful disregard of federal, state, local, or MTD regulation, procedures, or law. The SMS investigation process into close-calls and other safety-related events can be found in Appendix C.

Participation in the ESRP may be achieved through various communication methods. Such methods include but are not limited to:

- E-mail/MTDweb Message
- Radio
- Telephone
- In-Person
- Hazard Identification Report (HIR) Form

HAZARD IDENTIFICATION REPORT (HIR)

Employees are trained and encouraged to submit safety concerns, such as hazards, close-calls, or other unsafe conditions, through the Hazard Identification Report (HIR) form on MTDweb.

- Close-Call: any event that could cause physical harm to an individual or property, but did not occur
- Hazard: a condition, act, process, or operation that has the potential to cause harm, such as danger or damage.

The Employee will select either Close-Call, Safety Concern, or Other from the drop-down menu in the Form. Reports submitted on MTDweb are available to the Safety & Training Director, Safety Program Manager, and Assistant Safety & Training Director. The reporter will have the option to report under the conditions of anonymity; however, Employees will be encouraged to provide contact information to ensure proper follow-up. All submitted reports will be considered valid and recorded in the Risk Register.

Reports will be investigated by the appropriate department with support from Safety & Training. Submitted reports are non-punitive except in cases of it being determined that an event was a result of, beyond a reasonable doubt, gross negligence, or a deliberate or willful disregard of federal, state, local, or MTD regulation, procedure, or law. However, if the investigation determines that there is an opportunity for improvement on behalf of the Employee, the Employee may be subject to non-disciplinary retraining or coaching. The retraining, and the conditions leading up to it, will be documented in the Employee's file.

ESRP DOCUMENTATION

All hazards, close-calls, or other reports of unsafe conditions must be formally documented. All such reports must be directed to the Safety & Training Department to ensure proper documentation. Employees may report their concerns to any Staff. Recipients of such reports must inform the Safety & Training Department of all reports so they may be appropriately documented in the Risk Register.

Report takers shall not redirect Employees to the Safety & Training Department, but rather intake the report and forward the information as if the reporter wishes to remain anonymous. Any follow-up will be communicated by Safety & Training through the recipient unless the reporter waives their anonymity. Instructions on how to notify the Safety & Training Department can be found in 8 ST36 SOP Documenting Safety Concerns.

PUBLIC SAFETY AND EMERGENCY MANAGEMENT

The Continuity of Operations Plan (COOP) defines the integration of MTD with local public safety agencies and emergency management procedures. It describes the coordination with external public and private organizations following a disaster or emergency and the internal processes for a swift return to normal operations. Protocols for MTD Departments during abnormal conditions will also be defined including an off-site emergency operations control center. Staffing levels, work assignments, and other possible changes to service policies during emergencies will be defined.

PUBLIC HEALTH

In the event of a public health crisis, such as an infectious disease outbreak, MTD will follow mandated guidance from recognized public health organizations such as but not limited to, the United States Department of Health & Human Services (HHS), Centers for Disease Control (CDC), and Illinois Department of Public Health (IDPH).

MTD will also incorporate operational measures to reduce the likelihood of exposure to personnel and the public, such as:

- Rear-door boarding
- Providing PPE
- Increased cleaning
- Suspended fare collection
- Promote social distancing

RISK ASSESSMENT

Risk Assessment at MTD is driven by the Risk Assessment Matrix. For all identified risks, the formal process will be followed and documented. For hazards that are presented informally or from other committees, the Safety & Training Director, Assistant Safety & Training Director, or Safety Program Manager will make a risk assessment. For those items that are ranked as yellow or green (low or medium ranking) in the Risk Assessment Matrix below, the Safety & Training Director's decision will be final. For more serious rankings (red), the Safety & Training Director will confer with affected Staff for assistance in the assessment. For non-urgent issues, the serious or high ranked issues will be entered into the HIRAM process.

MITIGATION

Risk Mitigation is a multi-step process. Options are developed in the HIRAM process and analyzed for effectiveness and cost. The SAC, affected Staff, and ad hoc committees may be utilized to generate mitigation options. The best options will be analyzed for cost/benefit and a

recommended option will be chosen. Mitigation options that require investment from other governments (University of Illinois, IDOT, and/or local governments) will be forwarded to those entities.

RISK MONITORING

For identified hazards that cannot be mitigated, the Safety & Training Director will incorporate “hazard recognition” into the appropriate training phase. It may be incorporated into classroom, road, or line instruction, or into the annual summer review trainings.

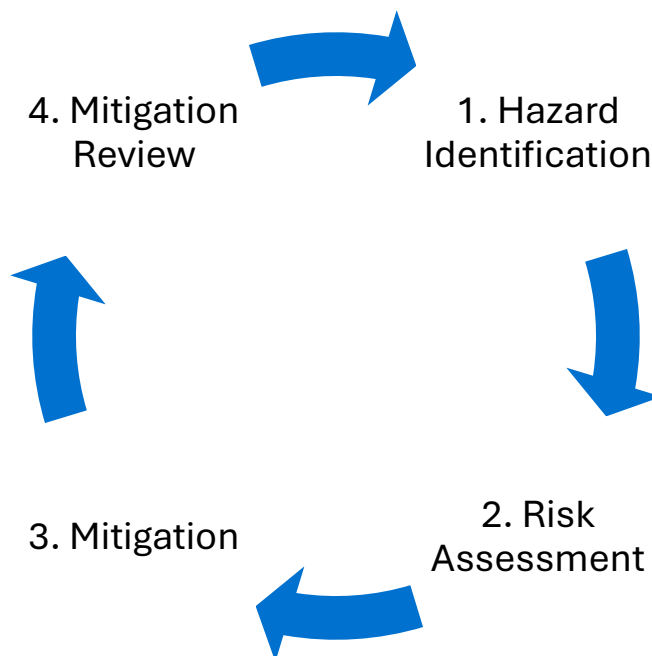
For hazards that are mitigated, the Safety & Training Director will review the mitigation activity six months and twelve months after implementation. The Safety & Training Director will document the complete or partial success of the mitigation activity. Unintended consequences will also be documented. If risk is not reduced as low as reasonably practicable (ALARP), the Safety & Training Director will consider additional mitigation measures.

HIRAM PROCESS, EXPLAINED

Hazard Identification – Risk Assessment – Mitigation

Safety concerns requiring immediate action should be reported to any Supervisor, the Control Center, or Staff and are not a part of this process.

The HIRAM process consists of Hazard Identification, Risk Assessment, and Mitigation alternatives. If mitigation is not possible, efforts to inform Employees of the hazard will be directed to the Safety Promotion part of the SMS.



The **Hazard Identification** step consists of input from MTD Employees to the Safety & Training Director, Assistant Safety & Training Director, or Safety Program Manager. Input can come from many sources; however, the majority of the input will likely result from the SAC and ESRP (i.e., HIR form, radio transmission, in-person communication, etc.). Employees can communicate with Supervisors and Managers for informal communication and discussion, the record of which would then be forwarded to the Safety & Training Director or Assistant Safety & Training Director.

Supervisors and Staff may request identified hazards for analysis and discussion to the Safety & Training Director for inclusion in the next SAC meeting. Hazards are identified and discussed with the SAC to fully understand potential problems. Some hazards may be mitigated quickly and will be resolved without going through the HIRAM process. Hazards that are not quickly resolved will go to HIRAM.

The SAC will review all suggestions and concerns at its meetings. There will be, at a minimum, one meeting per quarter or four meetings per calendar year. Input will be submitted to the Safety & Training Director, or designee, at least seven calendar days before the upcoming SAC meeting. For input that has a physical component, the Safety & Training Department will attempt to have photos and/or maps of the location included in the presentation for the SAC meeting. Anyone submitting a physical hazard will be encouraged to submit photos to Safety and Training prior to the meeting. Safety and Training will submit the meeting agenda to SAC members the day before the meeting.

The SAC will discuss the risk and assign a preliminary **Risk Assessment** rating using the standard Risk Assessment Matrix. The process is generally a consensus process. Where a consensus cannot be attained, the Safety & Training Director, or designee, will choose a Risk Assessment score from those discussed by the SAC.

Some hazards may result in additional study. The Safety & Training Department may communicate with other transit systems to compare their scores for a similar risk. The SAC may ask for a survey to be conducted through MTDweb. Participation in a survey is voluntary. The SAC may revise the score in a subsequent meeting after additional information is collected and presented.

The Risk Assessment Matrix, along with additional context provided by subject matter experts, will assist in determining need and priority for mitigation. All assessments will take into account existing safety risk mitigations.

Table 5: Risk Assessment Matrix illustrating how combinations of severity and likelihood ratings determine overall safety risk levels—categorized as High, Medium, or Low.

Risk Assessment Matrix				
Severity/Likelihood	Catastrophic (1)	Critical (2)	Marginal (3)	Negligible (4)
Frequent (A)	High	High	High	Medium
Probable (B)	High	High	Medium	Medium
Occasional (C)	High	Medium	Medium	Low
Remote (D)	Medium	Medium	Low	Low
Improbable (E)	Low	Low	Low	Low

HAZARD PROBABILITY

Table 6: Safety Risk Index categories defining High, Medium, and Low risk levels, indicating whether a risk is unacceptable and requires mitigation, requires a management decision, or is acceptable with review.

Safety Risk Index	Criteria by Index
High	<u>Unacceptable – Action Required:</u> Safety Risk must be mitigated or eliminated.
Medium	<u>Undesirable – Management Decision:</u> Top Management must decide whether to accept safety risk with monitoring or require additional action.
Low	<u>Acceptable with Review:</u> Safety risk is acceptable pending management review.

HAZARD SEVERITY

Table 7: Severity Categories defining four levels of consequence—from Catastrophic (Category 1) to Negligible (Category 4)—based on potential impacts such as fatalities, injuries, environmental harm, and financial loss.

Severity Categories		
Description	Severity Category	Criteria
Catastrophic	1	Could result in one or more of the following: multiple deaths, permanent total disability, irreversible significant environmental impact, or monetary loss equal to or exceeding \$10M.
Critical	2	Could result in one or more of the following: death, permanent partial disability, injuries, or occupational illness that may result in hospitalization of at least three personnel, reversible significant environmental impact, or monetary loss equal to or exceeding \$1M, but less than \$10M.
Marginal	3	Could result in one or more of the following: injury or occupational illness resulting in one or more lost workday(s), reversible moderate environmental impact, or monetary loss equal to or exceeding \$100K, but less than \$1M.
Negligible	4	Could result in one or more of the following: injury or occupational illness not resulting in a lost workday, minimal environmental impact, or monetary loss less than \$100K.

HAZARD LIKELIHOOD

Table 8: Likelihood Levels used in safety risk assessment, defining five categories—from Frequent (Level A) to Improbable (Level E)—based on how often an event is expected to occur during an item’s life cycle and across a system or vehicle fleet, with corresponding ranges of operating hours for potential consequences.

Likelihood Levels			
Description	Level	Individual Item	System of Vehicle Fleet
Frequent	A	Likely to occur often in the life of an item.	Continuously experienced. Potential consequence may be experienced more than once in 500 operating hours.
Probable	B	Will occur several times in the life of an item.	Will occur frequently. Potential consequence may be experienced once between 500 and 6,000 operating hours.
Occasional	C	Likely to occur sometime in the life of an item.	Will occur several times. Potential consequence may be experienced once between 6,000 and 60,000 operating hours
Remote	D	Unlikely, but possible to occur in the lifetime of an item.	Unlikely but can reasonably be expected to occur. Potential consequence may be experienced once between 60,000 and 180,000 operating hours.
Improbable	E	So unlikely, it can be assumed occurrences may not be experienced in the life of an item.	Unlikely to occur, but possible.

Mitigation options are developed by Staff and the SAC. A recommended option will be chosen by the Safety & Training Department and/or the SAC. Other acceptable options developed will be documented. For options that require action by other agencies (local municipalities, FTA, State, private business, etc.), the recommended action will be forwarded. Response from those agencies will be considered by the Safety & Training Department and the recommended option may be altered.

For mitigation options that are completely within the control of MTD, the Safety & Training Department will thoroughly discuss those options with the affected departments and Top Management for acceptance, modification, or rejection. Some actions may have an impact on another group of Employees, and they will be involved in mitigation options. Budgetary analysis in accordance with the Spending Authority Policy will be developed and a decision on the most prudent course of action will be decided. The final decision will be communicated to the SAC at a subsequent meeting.

When mitigation recommendations cannot be implemented, the hazard will be defined and included in subsequent training with recommended operating procedures. Recommended operating procedures will be established jointly by Safety and Training and the affected Department (e.g. Maintenance, Operations, etc.).

Mitigation Review will occur at intervals no more than six and twelve months after the mitigation has been implemented to analyze the effect of the mitigation process. Successful mitigation will close the HIRAM process on the identified hazard. Partial or unsuccessful mitigation will be analyzed and resubmitted for analysis or closed and included in subsequent hazard training for new and existing Employees.

The Safety & Training Director, or designee, will be responsible for documentation of each step of the HIRAM process.

Safety Assurance

Source(s): § 673.27

Introduction

Safety Assurance refers to processes within a transit agency's Safety Management System (SMS) that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

The subcomponents of Safety Assurance are:

- Safety Performance Monitoring and Measurement

- Measurement of Change
- Continuous Improvement

Safety Assurance includes the following activities:

- Developing performance targets/measures
- Conducting safety assessments

Performance Targets and Measures

Safety assurance includes the establishment of realistic, risk-based performance targets. Performance targets are of two types: leading/key (KPI) and lagging (PI). Leading indicators are input based measures with a relationship to a product or goal. They measure and track performance before a problem occurs. Lagging indicators are outcome-based measures that are directly related to a product or goal. They measure performance against prior goals.

The current Leading Performance Indicators for Safety & Training are:

- Number of Check Rides for new Operators and Operators beyond two (2) years seniority

The current Lagging Performance Indicators for Safety & Training are:

- Safety Performance Targets required by FTA in this document located beginning on pages 17-19 of this document
- Number of Preventable Accidents per 1,000,000 total vehicle miles for fixed route (MB); 50,000 total vehicle miles for demand response (DR)
- Non-Preventable Accidents per 1,000,000 total vehicle miles for fixed route (MB); 50,000 total vehicle miles for demand response (DR)

Safety assurance determines how well the SMS meets MTD's requirements and expectations. It consists of a series of processes and activities that monitor the internal processes as well as our operating environment to detect changes or deviations that can affect safety risk mitigations or cause additional safety risks.

Safety assurance includes auditing, analysis, document reviews, and evaluations to make sure that agency safety performance criteria are met and that safety risk controls are effective.

The Safety Assurance program at MTD consists of:

- Reviews and Audits
- Accident/Incident Investigation
- Accident Prevention Committee

- Employee Safety Reporting Program
- Quality Assurance
- Data Collection and Analysis
- Performance Management
- Equipment and Infrastructure
- Change Management
- Continuous Improvement

Reviews and Audits

MTD has a comprehensive and robust program of reviews and audits. The Internal Audit function at MTD is defined in MTD2071. MTD2071 is a management system that complies with the ISO 9001:2015 and 14001:2015 Standards. A third-party auditor is also brought on site annually to perform a registrar-certified audit. Some of the processes are safety related and the auditor examines the written process and then compares actual performance to the written process. The results are used to improve performance and/or enhance compliance with the ISO Standards. Processes may also be reviewed for effectiveness in accomplishing the overall goals within MTD.

MTD2071 has a dedicated Internal Audit Team that complies with the International Organization for Standardization (ISO) Standard for Auditing, and supporting ISO Auditor Training with the Examiner Provider Certification Scheme (ISO TPECS) auditing process that audits and reports on MTD's management system, MTD2071. Internal audits are conducted three times each year. Findings and nonconformance from external audits, like the FTA's Triennial Review, APTA's Safety Audit, and financial audits, are put into MTD2071 for Top Management reporting, tracking, and follow up.

FTA Triennial Reviews may also address safety components and infrastructure issues.

Yearly Safety Review

Source(s): §673.27

The Yearly Safety Review (YSR) provides a high-level review of safety management performance that occurred within the previous calendar year and goals for the current calendar year. The YSR may use Root Cause Analysis (RCA) and Corrective Action Reports (CARs) to determine if significant changes in policy or procedure are required in the subsequent year. The Safety & Training Director is responsible for initiating and documenting the YSR. The review will be presented to the Managing Director and Deputy Managing Director prior to March 1st.

Accident/Incident Investigations

Accident and incident investigations are conducted by the Operations Support Specialist, Operations Supervisors, Assistant Operations Director, Operations Director, and/or the Safety & Training Director. Accidents and incidents that take place in the Maintenance Department or involve Maintenance Personnel are investigated by the Maintenance & Facilities Director and Assistant Maintenance Director. Operations Supervisors investigate accidents at the scene of the event. A web form on MTDweb is filled out by an Operations Supervisor and/or any Operator involved. The SOP for the Control Center (8 OP26 SOP Control Center Manual) has protocols for Control Center response to accidents and the process for reporting and possible involvement of management in immediate response.

Accident Prevention Committee (APC)

Accidents that meet the NTD reporting threshold for a Major Event (S&S-40) or are otherwise of interest to the District will be investigated by the Safety & Training Department and presented to the APC.

The APC is a safety activity that engages multiple departments within the District. Its purpose is to consider causal factors associated with each accident and determine the need to implement potential corrective actions to prevent the likelihood of recurrence.

Close-Call Reporting

MTD defines a close-call as any event that could cause physical harm to an individual or property but did not occur. All reported close-calls are to be delivered to the Safety & Training Director, Safety Program Manager, and/or Assistant Safety & Training Director. Reporters will have the option to submit anonymously. Names of those who did submit will not be shared with anyone unless the incident is proven to be a result of, beyond a reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of laws, regulations, or procedures.

The reporting system will be facilitated through MTDweb, using the Hazard Identification Report Form. The Safety & Training Director, Safety Program Manager, and/or Assistant Safety & Training Director will submit it to the corresponding Department within MTD and provide feedback to the reporter through either an MTDweb message or through the method requested on the form.

Employees receive training on close-call reporting during new-hire onboarding and again each year as part of SOP review.

Drug Screening and DOT Medical Examination Report

MTD complies with all requirements enacted by the United States Department of Transportation in 49 CFR 40, *Procedures for Transportation Workplace Drug and Alcohol*

Programs, by the FTA in 49 CFR 653, *Prevention of Prohibited Drug Use in Transit Operations*, and in 49 CFR Part 654, *Prevention of Alcohol Misuse in Transit Operations*. In addition, all MTD Employees are expected to comply with the MTD Drug and Alcohol Policy dated February 23, 2022, which defines:

- Covered Employees
- Prohibited behavior
- Consequences for violations
- Circumstances for testing
- Testing procedures
- Test refusals
- Voluntary self-referral
- Prescription drug use
- Contact person
- Non-safety sensitive Employees.

Every MTD employee expected to operate a Commercial Motor Vehicle (CMV) is required to carry a valid United States Department of Transportation/Federal Motor Carrier Safety Administration Medical Examination Report and Certificate. The intent is to ensure that all Employees are medically fit to operate a CMV and do not pose any threat to the health and safety of the Champaign-Urbana Community. All Employees who are designated as conducting or will be conducting safety-sensitive functions under 49 CFR Part 655 are required to have a valid Medical Examination Report. Safety-sensitive functions are defined in the Special Terms and Definitions found beginning on page 47 of this document.

Quality Assurance

The Quality Assurance process at MTD consists of several activities that influence the delivery of safe transit service including:

- Check Rides
- On-time Performance
- Corrective Action Plans
- Safety Monitoring
- Data Collection and Analysis

- Customer Feedback and Investigation Process

CHECK RIDES

Check Rides are to evaluate and document Operator performance and to correct any driving characteristics that may not be consistent with original training or current operating procedures. A secondary purpose is to provide an opportunity for two-way communication and often Operators use the check ride process to express concerns, share suggestions, and ask questions.

Operators with less than two (2) years of experience operating for MTD will be checked once quarterly. Operators with more than two (2) years of experience operating for MTD will be checked bi-annually, once every six (6) months.

ON-TIME PERFORMANCE

On-time Performance is a critical element in creating pressure on Operators to maintain schedule adherence while deciding on what risk level they are willing to take to maintain the schedule. For schedules that have poor adherence, the data will be analyzed by Planning and adjustments are considered to provide adequate time to maintain the schedule.

CORRECTIVE ACTION PLANS

Corrective Action Plans (CAPs) are an essential element of Quality Assurance. A Corrective Action Plan is created to respond to an identified hazard that carries an unacceptable level of risk. The difference between a CAP and a CAR is that a CAP is managed through the HIRAM process rather than process that utilizes 10 MS1 F Corrective Action Request Template. CAPs are specific to safety risk mitigation. A CAP consists of issue identification; containment; root cause description; short term corrective action; long-term preventive action; and verification of effectiveness.

SAFETY MONITORING

The Safety & Training Director presents current safety performance data to Department Heads and Executive Leadership during quarterly key performance indicator (KPI) meetings. This data is reviewed against established safety performance targets to evaluate how current results align with MTD's desired safety outcomes.

CUSTOMER FEEDBACK PROCESS

The customer feedback process provides direct, real-time insight into hazards and safety concerns that customers report. By capturing, investigating, and tracking this input, MTD can identify trends, validate whether safety mitigations are working, and address issues that may not be detected through internal monitoring alone. Incorporating customer feedback into the

Safety Management System ensures continuous improvement and strengthens the overall safety culture.

Data Collection and Analysis

MTD has an extensive range of data sets used throughout the organization for safety-related activity as well as general management data. MTD2071 monitors Key Performance Indicators and Performance Indicators. The Performance Targets and Measures section found previously in this document explains some of the indicators used to assess safety performance.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) STATISTICAL SUMMARY

NTD data is used to develop Performance Targets as shown starting on Page 17 of this document. This are updated each year with data from the previous five (5) years. Goals are based on the previous five-year average and are initially set as an improvement compared to the worst year in the last five years. The calculations used are the same as those used to configure the Performance Targets. Only NTD-reportable events that meet the criteria for a “Major Event” are considered in Safety Events; however, Injury and Assault calculations include S&S-50 Non-major Event Data in addition to Major Event data.

“Major Events” are measured as the total number each month. A Safety & Security form 40 (S&S-40) is a Major Event Report to the NTD that captures detailed information on severe events that occur within a transit environment. Agencies must complete one S&S-40 per reportable event, regardless of how many thresholds an event meets.

PTASP Safety Targets will be included in the monthly Key Performance Indicator report and include a year-to-date total. Comparisons will be made to how close the number of safety incidents come to meeting the targets and how they compare to the previous year beginning in calendar year 2023.

Equipment and Infrastructure

Properly maintained equipment and infrastructure is a key element in providing a safe foundation for operations. MTD has processes for equipment maintenance and for daily maintenance. MTD is committed to timely replacement of equipment in its Transit Asset Maintenance (TAM) plan which provides efficient and effective replacement of buses, support equipment, and infrastructure. Operations and Safety & Training are included in the development of equipment specifications that affect Operators through internal meetings, surveys, and email communications.

Rolling stock performance is measured and focuses on:

- Mean distance between failures

- Vehicle inspection results
- Compliance with vehicle maintenance and inspection schedules

Infrastructure/Facilities are measured by:

- Asset conditions of MTD facilities in the TAM process.

Safety Lane Inspections occur every six months in accordance with the Illinois Department of Transportation regulations.

Change Management

Sources: §673.27

New hazards may be introduced by MTD-controlled events and decisions or by events caused by the private sector, or federal, state, or local government regulations and activities. MTD has a robust process for analyzing changes caused by these associated actions.

The Change Management safety process at MTD consists of several activities. There are process-driven procedures and interactive discussions with Employees. The purpose of change management is to have a thorough and thoughtful approach to change within MTD and change caused by external factors.

The primary cause of change management is solving a defined problem. The Root Cause Analysis (RCA) process is the primary method used at MTD to solve defined problems. The RCA process is defined in 10 MS3 Root Cause Analysis Procedure.

A Corrective Action Plan (CAP) may be generated after the RCA is completed if the analysis in the RCA indicates that a CAP is needed. The RCA is the primary element in any Change Management activities. The RCA/CAP Process may also be used for some events that are not reportable to NTD thresholds. The Accountable Executive, Deputy Managing Director, Operations Director, the Safety & Training Director, or any Department Head may initiate the RCA process.

The RCA process may also be used for some events that do not reach the level of an NTD S&S-40 requirement.

Employee involvement in the process of change at MTD consists of several activities. An internal committee structure is typically used to gather employee input to address various aspects of employment and service at MTD. Committees that have a direct or indirect impact on safety include:

- Safety Advisory Committee
- School Outreach Committee

- Routes and Schedules Committee
- Wage and Policy Committee
- Accident Review Board (SAC Members) *(Only triggered if an employee refutes a preventable ruling)*

The SAC is directly involved in the Risk Management portion of the SMS and is the most influential committee that has an impact on safety. Proposed changes in routes, schedules, standard operating procedures, or other policies affecting safety may be reviewed by the SAC. The SAC will forward their analysis of the elements of change to the Safety & Training Director and the Accountable Executive. SAC has review authority, but the final decision rests with Top Management consisting of the Managing Director and Deputy Managing Director.

Any of the committees above may identify safety issues. These issues will be referred to the Safety & Training Director, Safety Program Manager, and/or Assistant Safety & Training Director who will determine if they should be taken to the SAC for risk analysis.

The Routes and Schedules Committee (RSC) generally identifies route and schedule problems. The SAC may also identify route and schedule issues, and these will be referred to the Planning Department or the Committee Leader of the RSC. Similarly, the RSC may forward proposed changes to the SAC for comment or analysis.

The three primary factors that cause safety risk change at MTD are:

- New or revised routes and schedules
- New or modified equipment
- Changes in operating procedures and policies

Service analysis and development is generally performed by the Operations Director, Planning Department, and Customer Service Department with input from Operators, Staff, Supervisors, Employees, general public, and other interested groups. Significant proposed changes are published in accordance with FTA regulations to allow public input before implementation. Minor changes in schedules are implemented administratively. Recommended route and schedule changes are reviewed by, but not limited to, the Executive Team, Operations Department, Customer Service Department, Safety & Training Department, Marketing, and/or other groups affected by the changes. Internal communication of changes takes place primarily through MTDweb, posters, and printed materials.

MTD operates on an annual service year with a new service year beginning in mid-August. This enables MTD to collect feedback and analysis throughout the year to prepare for the service turnover.

The Routes and Schedules Committee (RSC) reviews planned changes and offers advisory input to the Planning Department. The RSC reviews planned changes and discusses ideas for what could be changed. In addition, the Committee discusses challenges with the current service, as well as provides frontline knowledge to predict challenges with proposed service changes. The Committee's input is both proactive and reactive depending on the issue and its timing, however nothing is implemented without their feedback and planned changes can be altered based on their feedback. RSC and Staff-level meetings are conducted to discuss changes, ideas, and progress on developing the changes and one does not specifically have to occur before the other.

At least two public hearings are conducted annually to get feedback on proposed changes and current service offerings. Notes from public hearings are kept as records by the Executive Assistant.

Equipment specifications for new equipment or modifications to existing equipment are developed by the Department that is asking for or purchasing the equipment or modification. The associated project manager and Department Head who are requesting the new or modified equipment will review proposed specifications, communicate with affected Employees, and evaluate their operational efficiency. The scope of impact will dictate the need for formal or informal feedback.

MTD's Procurement Manual (8 GP11 Procurement Manual) defines the application of safety principles, requirements, and representatives in Appendices 2.1 and 3.3.

- Appendix 2.1
 - Department Directors, which includes, but is not limited to, the Safety & Training Director, are included in the
 - Identification of need
 - Evaluation of offers
 - Contract/Project Administration
- Appendix 3.3
 - All bus procurements must include proof the vehicle has complied with the Altoona or other bus testing requirements. Invitation for Bid packages for buses and other support or fleet vehicles must include all the necessary FTA certification forms. The District must possess a copy of the Altoona Testing Report before final acceptance of the first vehicle.

Bulletins and standard operating procedures regarding operating policies and procedures are generally initiated and developed by the Operations Department. Top Management reviews

significant operating policy changes that have a cost, service, or safety component. Minor changes are implemented by the Operations Department. These changes are typically presented to the Wage and Policy Committee depending on how far reaching the policy is. Safety issues found with policy changes can be brought up in the SAC reactively by members and attendees invited to SAC Meetings.

Review of mitigation efforts is also a part of the change management process. Efforts will be reviewed as part of the HIRAM process at six- and twelve-month intervals and the change will be evaluated to determine if the hazard has been completely or partially resolved.

Hazards created by the private sector are difficult to reduce or eliminate. The Hazard Identification Risk Assessment and Mitigation (HIRAM) process will analyze hazards caused by private sector entities and communicate desired changes to the private sector. MTD's efforts include ensuring third-party contractors and vendors conform to requirements as modeled in section 8.4 of the ISO 9001:2015 Standard.

Hazards caused by federal, state, and local government will be analyzed through the HIRAM process or in the Yearly Safety Review. Top Management and the Safety & Training Director will also analyze changes caused by government or local organization action as well as changes to service agreements. Mitigation responses will be developed and presented to the agency involved through an appropriate process depending on the activity that caused the hazard and the level of government.

Continuous Improvement

Source(s): §673.27

The Continuous Improvement process at MTD is data driven as well as interactive. The data identified in the Data Collection and Analysis section is analyzed yearly in a timely manner by the affected departments. Changes in safety performance may be analyzed through the Root Cause Analysis (RCA) process defined in MTD2071 10 AD4. A change may be generated after the completion of the RCA process. A Corrective Action Report (CAR) may result and MTD2071 10AD1 F documents that CAR process.

The interactive part of the Continuous Improvement Process consists of several committees which report their recommendations to the associated Department Head. Focus groups may also be convened by the Safety & Training Department, Operations, or Maintenance to discuss a specific safety issue or developing deficiency. Recommendations from the focus groups are also reported to Top Management and recorded by the Safety & Training Department.

The currently established safety performance measures, along with safety performance indicators, will serve as the primary means for evaluating the system's overall safety performance.

The Accountable Executive, Safety & Training Director, Top Management, and/or MTD2071 Team will implement cost-effective solutions to the safety issues that have been identified and analyzed.

Safety Promotion

Source(s): §673.29

Introduction

Safety promotion, as the term is used in a Safety Management System (SMS), does not refer to awards, incentives, or slogans. Safety promotion has the wider meaning of how the safety concepts, philosophy and culture of the organization are integrated into the way business is conducted in a visible, purposeful, and proactive manner. Implementation of safety goals and objectives through programmatic controls with identified performance targets can be shown to promote a positive safety culture.

Competencies and Training

MTD has a strong program of initial training, periodic performance reviews, and re-training for Operators (Bus and Paratransit), Staff who hold a Commercial Driver's License (CDL), and Maintenance Employees.

The program consists of:

- Initial Training
- Summer Review
- De-Escalation Training
- Instructor Recertification
- Individual Re-training
- Safety & Training Department Training
- Individual Training Plans
- Maintenance Training

INITIAL TRAINING

Initial training for all Operators is the commercially-available Transit and Paratransit Company (TAPTCO) Transit Operator Development Course or Paratransit Operator Development Course. The current version is updated periodically when TAPTCO provides course upgrades to

accommodate new requirements set forth by the FTA and FMCSA. Entry-level driver training (ELDT) is provided for trainees certifying for a CDL. Former employees returning to MTD may have the opportunity to participate in a modified training program where their demonstrated proficiency warrants accelerated progression through the program.

- **Classroom:** Classroom training is a minimum of **five (5)** days of hybrid instruction, consisting of TAPTCO videos and instructor-led lecture and discussion. For CDL trainees, ELDT Theory is covered during this section.
- **Road Training:** Road training is, at minimum, **twenty-one (21)** days for Bus Operators, **eleven (11)** days for Maintenance Employees, and **four (4)** days for Special Services Operators (including ADA Paratransit and C-CARTS). For CDL trainees, ELDT Range and ELDT Public Road is covered in this section. Bus Operators and Maintenance Employees also test for their CDL during this section.
- **Line Training:** Line Training consists of the Trainee providing revenue service under the supervision of a Line Training Instructor. Line Training Instructors submit Ride Reports detailing the Trainees' performance following each day to provide feedback to the Safety & Training Department. These evaluations help determine the Trainees' readiness for graduation. The minimum number of days in Line Instruction are:
 - **Bus Operators:** Twenty (20) days
 - **Special Services Operators:** Five (5) days
 - **Maintenance Employees:** N/A

Initial training is to a “competent and confident” level and may be modified based on the decision of the Safety & Training Director or Assistant Safety & Training Director. The initial training program is documented in the individual’s training record.

SUMMER REVIEW

Summer Review is a yearly program developed by the Safety & Training Department with a curriculum determined by the previous year’s performance and/or immediate needs of the District. Input is considered from other departments including, but not limited to, Customer Service, Human Resources, Operations, and Maintenance. Summer refresher training is conducted in one-day sessions during the summer months, and may be postponed if unable to provide scheduled service.

DE-ESCALATION TRAINING

De-escalation training, in addition to the Conflict and Aggression Management section of TAPTCO, is provided during graduation to reduce the risk of transit worker assaults.

INSTRUCTOR RECERTIFICATION

Instructor Recertification is conducted on a biannual basis for both Road and Line Instructors. Upon completion, the Instructors' training records are updated.

INDIVIDUAL RETRAINING

Individual Retraining is conducted for employees who are having performance problems in areas such as preventable accidents, unsafe operations, and customer service. The session is designed by S&T and is conducted by either the Assistant Safety & Training Director or Class & Road Instructors. Session lengths vary depending on the issue involved and the ability of the Operator to demonstrate successful performance of the tasks. Retraining is not considered discipline.

Safety & Training Department Employees receive training appropriate to their individual employee development plan. Line and Class & Road Instructors receive the "Train the Trainer" program developed by TAPTCO and taught by the Assistant Safety & Training Director or the Safety & Training Director. The Safety & Training Director and Assistant Safety & Training Director may also attend classes conducted by the Transportation Safety Institute (TSI) as necessary. Certifications from TSI are required for each person completing TSI training. The Assistant Safety & Training Director and Safety & Training Director must have valid Third-Party Certification Program Safety Officer Licenses.

INDIVIDUAL TRAINING PLAN

At least one member of Safety & Training Management (Director or Assistant Director) should have the following certificates within five (5) years of the implementation of this document.

- Transit Safety and Security Program Certificate

Optional Courses:

- Advanced Bus Collision Investigation Certificate

MAINTENANCE TRAINING

Maintenance Training is an individualized training program depending on the position within the Department. Routine vehicle servicing training is similar in structure to driver training with less driving time, but more time on maintenance tasks. Technicians receive training proportional to their role at MTD. Hazard training that is unique to vehicle maintenance or building maintenance activities is included as needed. Training for Maintenance Employees is currently being provided by Maintenance Supervisors or vendors.

Safety Communication

Source(s): §673.29

MTD has a strong and effective safety communication platform for general distribution and individual response. Formal communication through MTDweb is used to issue general safety notices and employees are required to log into MTDweb on days of which they work, at least once during their shift, preferably at the beginning. Other forms of communicating safety information include:

- Bulletins
- Posters
- Internal newsletter *BusLines*

Summer Review is provided to all Operators and is a formal method for safety communication. Mentor Rides and Check Rides also allow two-way communication between Operators and Instructors. Articles in *BusLines* are also used to communicate safety issues, along with summaries of activities and mitigations accomplished during SAC meetings.

Informal communication methods include two-way communication with Supervisors and the Control Center. Immediate emergencies are broadcast from the Operations Control Center via radio.

Individual Employees who express a concern via MTDweb or through a committee will be answered by the Safety and Training Director or Operations Director via MTDweb or through individual conversation.

Some activities from the **HIRAM** process may result in partial mitigation, no mitigation, or unintended consequences. If the mitigation process does not completely resolve the issue, the hazard will be incorporated into training, either in initial Operator training or in the summer retraining process.

Effective, proactive identification and management of safety risks depends on communicating organization wide commitment, beginning with training from senior leadership to the frontline worker, to identify safety risks. All Employees must then be alerted to act against those risks, then to circle back through multiple communication channels to initiate review and update the plan and controls.

Safety Training

The purpose of safety training is:

- To ensure that all employees, contractors, and suppliers of MTD understand their roles and responsibilities as they relate to safety.

- Adopt the norms, practices, and attitudes associated with a SMS's approach and safety culture.
- Reduce the exposure of employees, customers, and the public to safety risks.

Training goals are linked to MTD's safety goals as described in the agency Safety Plan. A needs assessment is done regularly to assess the needs of the agency as well as different target audiences. Training evaluation should include an evaluation of the training program implementation as well as the effectiveness of training strategies (outcomes).

Safety Vigilance

Crucial to the success of MTD's SMS is the establishment of a positive safety culture. The environment must be conducive to achievement of the agency's safety objectives and the ability of MTD to retain a healthy respect for, and be wary of, hazards that could develop into safety risks. It is especially important for employees to be knowledgeable about risks that are considered accident precursors and be empowered to report or act on these hazards. Being watchful and maintaining a vigilant attitude are characteristics of a positive safety culture and affect the values, attitudes, and behaviors of all Employees. These activities support the higher reliability of the safety effort to become sustainable over the long term.

Safety Culture

A strong and robust safety culture is a system that defines protocols and processes and is a systematic approach to safety. MTD is committed to enhancing its current Safety Culture with continuous education and development of safety protocols that improve safety performance. The MTD safety culture has significant involvement of Operators, Supervisors, Security, Maintenance and Facility Employees, and support personnel. The Continuous Improvement Process (CIP) is a key component in employee involvement. The MTD2071 processes and the CIP enhance the Safety Culture within MTD.

Collisions, claims, and safety events are analyzed for root cause using standard safety analysis techniques with the goal of reducing repeat events of a similar nature. The safety systems are not a function of individual personalities but are the collective performance of each individual person that creates the overall system performance. A high level of trust between employees and Department Heads creates a robust safety culture. The safety program is ingrained in MTD and transitions in personnel or employment positions do not change the commitment to safety.

Employees are encouraged to report safety concerns through both formal and informal methodologies without fear of blame or retribution. Unacceptable behaviors that are reckless or endanger other Employees or passengers are not tolerated and are defined in the MTD Employee Handbook.

Safety Management System Documentation

Source(s): §673.29, §673.31

The Safety & Training Director is responsible for document storage. Minutes from the SAC are maintained. Internal Audits are scheduled three times a year through the MTD2071 Management System. Requests to add Safety & Training Department documentation to an upcoming internal audit can be made by any member of the MTD2071 Core Team.

SMS documentation used to develop and implement this document is to be made available upon request by the FTA or other Federal entity, or a State Safety Oversight Agency having jurisdiction.

The SMS process for documentation of safety activities includes:

- HIRAM process as shown in the Risk Management section of this document
- Documentation of informal suggestions and interactions kept in a spreadsheet with activity from the SAC
- Data collection and analysis as defined in the Safety Assurance section
- Key Performance Indicators and General Performance Indicators are collected on a monthly, quarterly, or annual basis appropriate to the indicator
- Review and analysis of new safety requirements from federal or state sources
- Triannual review of safety performance by the Accountable Executive, Top Management, and the MTD2071 Core Team during Management Reviews
- All safety data is available in the Safety & Training SharePoint for review at any time by the Accountable Executive and agency leadership.

All documentation of the SMS is in custody of the Safety & Training Director. Modifications to the document are approved by the Managing Director, who is the Accountable Executive. Documents are stored in their original and modified form for a minimum of three years, and are available upon request by FTA or other Federal entity and the State.

Appendices

Appendix A: Special Terms and Definitions

Term	Definition
Accident	An Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
BusLines	The monthly employee newsletter of the Champaign-Urbana Mass Transit District.
Close-Call	Any event that could cause physical harm to an individual or property, but did not occur
Fatalities	Death confirmed within 30 days, excluding suicide, trespassers, illness, or natural causes
Incident	An event that involves any of the following: A personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operation of a transit agency
Injuries	Harm to person(s) that requires immediate medical attention away from the scene
Mode	The National Public Transportation Safety Plan defines the word “mode” as one of three categories: Rail Modes, Fixed Route Bus Modes, and Non-Fixed Route Bus Modes
MTD2071	MTD’s integrated ISO 9001:2015 and 14001:2015 Management System. MTD2071 is a District-wide effort to continually improve customer satisfaction and reduce environmental impact.
S&S-40	Safety and Security (S&S) Major Event Report to the NTD that captures detailed information on severe S&S events that occur within a transit environment. Agencies must complete one S&S-40 (40 is the major report designation) per reportable event, regardless of how many thresholds an event meets.
Safety Assurance	Processes within a transit agency’s SMS that function to ensure the implementation and effectiveness of safety risk mitigation, and to

	ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
Safety Events	Collision, derailment, fire, hazardous material spill, or evacuation
Safety-Sensitive Function	Defined by 49 CFR Part 655, means any of the following duties, when performed by Employees of recipients, subrecipients, operators, or contractors: (1) Operating a revenue service vehicle, including when not in revenue service; (2) Operating a nonrevenue service vehicle, when required to be operated by a holder of a Commercial Driver's License; (3) Controlling dispatch or movement of a revenue service vehicle; (4) Maintaining (including repairs, overhaul and rebuilding) a revenue service vehicle or equipment used in revenue service. This section does not apply to the following: an employer who receives funding under 49 U.S.C. 5307 or 5309, is in an area less than 200,000 in population, and contracts out such services; or an employer who receives funding under 49 U.S.C. 5311 and contracts out such services; (5) Carrying a firearm for security purposes.
System Reliability	Major mechanical failure preventing a vehicle from completing or starting scheduled trip
Top Management	Managing Director, Deputy Managing Director, and Chief Operating Officer
Vehicle Revenue Miles	The miles transit vehicles are scheduled to or actually travel in revenue service. Excludes deadhead, operator training, vehicle maintenance testing, school bus, and charter services

Appendix B: List of Acronyms Used

Acronym	Definition
ASP	Agency Safety Plan
CAR	Corrective Action Report
CAP	Corrective Action Plan
CDL	Commercial Driver's License
CIP	Continuous Improvement Process
CMV	Commercial Motor Vehicle
COOP	Continuity of Operations Plan
DMD	Deputy Managing Director
DO	Directly Operated
DR	Demand Response
FMCSA	Federal Motor Carrier Safety Administration
ESRP	Employee Safety Reporting Program
FTA	Federal Transit Administration
HIRAM	Hazard Identification - Risk Assessment - Mitigation
ISO TPEC	International Organization for Standardization Training and Examiner Provider Certification Scheme
KPI	Key Performance Indicator
LLLC	Look Ahead, Leave Room, Look Around, Communicate
MB	Motor Bus
MD	Managing Director
MTD	Champaign - Urbana Mass Transit District
NTD	National Transit Database

OD	Operations Director
PI	Performance Indicator
PT	Purchased Transit
PTASP	Public Transit Agency Safety Plan
RCA	Root Cause Analysis
RSC	Routes and Schedules Committee
S&TD	Safety and Training Director
SAC	Safety Advisory Committee
SGR	State of Good Repair
SMS	Safety Management System
TSI	Transportation Safety Institute
YSR	Yearly Safety Review

Appendix C: Safety Management System (SMS) Investigation Process

Looking beyond the assignment of blame to an individual employee, SMS investigations allow MTD to examine how both internal and external factors may contribute to close-calls and accidents. Upon notification of a reported close-call, the Safety & Training Department and Operations Department will coordinate to review immediately-available evidence, such as video footage from vehicle and/or facility cameras.

If initial review of video footage from a close-call reveals that the employee's performance and/or behavior was appropriate, then the event and the associated data will be logged into the SMS Investigation Spreadsheet. The reporting employee will be notified that their close-call was reviewed and will receive positive feedback.

However, if the video footage reveals that the close-call may have been caused by the employee's performance, a SMS investigation will be initiated. All accidents resulting in serious injury and/or a fatality will automatically be subject to a SMS investigation.

The purpose of SMS investigations is to uncover causal factors that, if mitigated, could reduce the risk of experiencing future accidents or injuries. All SMS Investigations will be performed by, or under the oversight of, the Safety & Training Director. The investigation is a four-step process:

- Collect and Analyze Evidence/Data
- Conduct Interviews
- Develop Corrective Action Plans to Prevent Recurrence
- Investigation Conclusion & Report Distribution

COLLECT AND ANALYZE EVIDENCE/DATA

SMS is a data-driven approach to managing safety risks; therefore, data and evidence must be collected from the event for analysis. Sources of event data and evidence may include, but not limited to, accident/incident reports, video footage, photographs, radio transmissions, employee records, historical safety statistics, employee records, training records, vehicle maintenance records, etc. Information from the event will be compared to system data to identify conformity to operational trends. Analysis of this information provides a better insight for the investigator and assists in the preparation of interview questions.

CONDUCT INTERVIEWS

Video footage and photographs are great at documenting events that already took place; however, they cannot provide perspective on internal factors that may have contributed to the event. That perspective can only be obtained through interviews. The investigator will interview

each employee involved in the event. Interviews will take place in a private office, and the investigator may invite an additional staff member to take notes. The interview will be recorded to ensure accuracy.

The investigator(s) will use interviews and evidence to identify causal factors.

DEVELOP CORRECTIVE ACTION PLANS TO PREVENT RECURRENCE

Corrective Action Plans (CAPs) will be developed based on the causal factors identified after reviewing evidence and considering interview statements. CAPs are designed to manage the causal factors to reduce, or even eliminate, the risk of similar accidents from occurring in the future. CAPs can be geared towards the individual employee, the Agency, or other stakeholders involved in the transit operation. Several CAPs can be associated with an event, and their progress will be updated and tracked within 8 ST35 Corrective Action Plan Tracker.

CONCLUDING INVESTIGATION & REPORT DISTRIBUTION

At the conclusion of an investigation, a formal, confidential report will be generated by the investigator. The report will be provided to the Employee's Supervisor as well as other immediate stakeholders. A recommendation for discipline will never be included in the report. However, if the investigation reveals that, beyond a reasonable doubt, the employee's behavior was inappropriate to the degree of gross negligence, or a deliberate or willful disregard of federal, state, local, or MTD regulation, procedure, or law, discipline may be considered by the Supervisor.

Appendix D: Detailed Document Change Log of Current Revision

Table 9: Key Modifications and Page References for the 2026 Revision Cycle

2026 Revision	
Item	Page Number(s)
Converted document to digitally-accessible format	Entire Document
Added small urbanized area to agency information	7
Updated list of Key Staff positions	14
Updated Safety Performance Measures and Targets	17-19
Added reference material for Assaults on Transit Worker data	17
Introduction of Accident Prevention Committee (APC)	31, 33
Clarified the Reviews & Audits section of Safety Assurance	32
Included training covering hazard and close-call reporting procedures	33
Clarified the Quality Assurance section	34
Clarified process for Safety Monitoring	35
Added the Customer Feedback Process to Quality Assurance	35
Clarified Change Management processes	37
Revised schedule for Initial Training	42