



# AGENDA

**Public Hearing of the Connect Transit Board of Trustees**

**July 25, 2017**

**4:30 P.M.**

**Uptown Station, 4<sup>th</sup> Floor, Council Chambers**

**Normal, IL 61761**

- A. Call to Order
- B. Opening Comments from Staff/Board
- C. Public Comments
- D. Closing Comments from Staff/Board
- E. Adjournment



# AGENDA

## Meeting of the Connect Transit Board of Trustees

July 25, 2017

4:30 P.M.

**Uptown Station  
11 Uptown Circle, 4<sup>th</sup> Floor  
Normal, IL 61761**

- A. Call to Order
- B. Roll Call
- C. Consent Agenda
  - 1. Approval of Minutes of Previous Meeting of June 27, 2017, Work Session Meeting of June 8, 2017, Budget Work Session of May 2, 2017, Executive Session of May 30, 2017 and Executive Session of March 21, 2017
  - 2. Disbursements for Month of June, 2017
  - 3. Financial Report for Month of June 2017
  - 4. Capital and Self Insurance Reserve Fund Balances for month of June 2017
  - 5. Monthly Statistical Report for month of June 2017
  - 6. Federal Report for Connect Transit – Prepared by Cardinal Infrastructure
- D. Old Business
- E. New Business
  - 1. FY2018 Route Proposal Recommendation
  - 2. Connect Mobility Premium Service
- F. General Manager's Report
- G. Trustee's Comments
- H. Executive Session - 5 ILCS 120/2(c)(2) – Collective Bargaining
- I. Ratification of the Amalgamated Transit Union, Local 752 Collective Bargaining Agreement
- J. Adjournment



June 2017

## Financial and Statistical Reports



**Connect Transit  
Cash Disbursement Report  
June 2017**

<b>Name</b>	<b>Check Number</b>	<b>Date</b>	<b>Amount</b>	<b>Description</b>
A.T.U. - C.O.P.E.	00038171	09-Jun-17	\$153.90	Payroll Deduction
Advance Auto Parts	00038154	02-Jun-17	\$486.74	Maintenance Supplies
Advocate Occupational Health	00038248	30-Jun-17	\$33.00	Drug Testing
Airgas USA, LLC	00038214	23-Jun-17	\$159.79	Welding Supplies
Airgas USA, LLC	00038249	30-Jun-17	\$70.00	Welding Supplies
Ally Financial	00038172	09-Jun-17	\$196.08	Lease
Amalgamated Transit Union Local 752	00038173	09-Jun-17	\$6,241.20	Payroll Deduction
Ancel, Glink, Diamond, Bush, DiCianni &	00038215	23-Jun-17	\$400.00	Legal Service
Anthony Hayes	00038250	30-Jun-17	\$96.00	Unifrom Reimbursement
Barker Motor Co.	00038155	02-Jun-17	\$47.76	Bus Parts
Barker Motor Co.	00038251	30-Jun-17	\$58.96	Bur Parts
Bill's Key and Lock	00038174	09-Jun-17	\$62.56	Locks & Keys
Blue Cross and Blue Shield of Illinois	00038213	19-Jun-17	\$102,530.52	Insurance
Brink's Incorporated	00038216	23-Jun-17	\$121.82	Consulting
Brink's Incorporated	00038252	30-Jun-17	\$458.76	Consulting
Central Illinois Trucks Inc.	00038156	02-Jun-17	\$412.24	Bus Parts
Central Illinois Trucks Inc.	00038175	09-Jun-17	\$1,559.26	Bus Parts
Central Illinois Trucks Inc.	00038217	23-Jun-17	\$64.82	Bus Parts
Central Illinois Trucks Inc.	00038253	30-Jun-17	\$31.15	Bus Parts
ChemStation of Indiana	00038218	23-Jun-17	\$951.40	Garage Supplies
City of Bloomington	00038176	09-Jun-17	\$552.56	Utilites
City of Bloomington	00038219	23-Jun-17	\$91.35	Utilites
City of Bloomington	00038254	30-Jun-17	\$485.96	Utilites
Clark Baird Smith, LLP	00038220	23-Jun-17	\$12,383.75	Legal Service
Clarke Power Services, Inc	00038255	30-Jun-17	\$2,014.91	Fleet Service Traning - Maintenance
CliftonLarsonAllen LLP	00038177	09-Jun-17	\$3,300.00	Audit Services
Comcast	00038157	02-Jun-17	\$419.35	Internet
Commerce Bank HSA	00038221	23-Jun-17	\$85,518.00	Health Savings Account
Corn Belt Energy Corp.	00038178	09-Jun-17	\$3,771.61	Utilites
Corn Belt Energy Corp.	00038222	23-Jun-17	\$3,851.09	Utilites
Cummins Crosspoint	00038179	09-Jun-17	\$15.01	Bus Parts
Cummins Crosspoint	00038223	23-Jun-17	\$1,648.30	Bus Parts
D. Abbott, LLC	00038180	09-Jun-17	\$750.00	Building Maintenance
Dish Network	00038256	30-Jun-17	\$92.02	Television Service
Don Owen Tire Service, Inc.	00038158	02-Jun-17	\$1,031.06	Bus Parts
Eagle Automotive	00038181	09-Jun-17	\$506.86	Bus Parts
Evergreen FS	00038159	02-Jun-17	\$13,353.28	Fuel
Evergreen FS	00038182	09-Jun-17	\$57,161.87	Fuel
Evergreen FS	00038257	30-Jun-17	\$15,493.02	Fuel
Fastenal Company	00038224	23-Jun-17	\$121.63	Bus Parts
Fastenal Company	00038258	30-Jun-17	\$32.81	Bus Parts
Fasteners Etc.	00038160	02-Jun-17	\$144.76	Maintenance Supplies
Fasteners Etc.	00038183	09-Jun-17	\$80.09	Maintenance Supplies
Fasteners Etc.	00038225	23-Jun-17	\$17.99	Maintenance Supplies
Fleet-Net Corporation	00038226	23-Jun-17	\$7,500.00	Software & Tech Support
Frontier	00038184	09-Jun-17	\$91.71	Telephone
Frontier	00038227	23-Jun-17	\$964.07	Telephone
Frontier	00038259	30-Jun-17	\$99.88	Telephone
FS Custom Turf	00038260	30-Jun-17	\$601.00	Building Maintenance
Gateway Industrial Power, Inc.	00038261	30-Jun-17	\$577.77	Bus Parts



**Connect Transit  
Cash Disbursement Report  
June 2017**

<b>Name</b>	<b>Check Number</b>	<b>Date</b>	<b>Amount</b>	<b>Description</b>
GFI Digital	00038262	30-Jun-17	\$293.02	Copier
Gillig LLC	00038161	02-Jun-17	\$459.75	Bus Parts
Gillig LLC	00038185	09-Jun-17	\$10,333.95	Bus Parts
Gillig LLC	00038228	23-Jun-17	\$3,439.69	Bus Parts
Global Equipment Company	00038229	23-Jun-17	\$57.95	Garage Supplies
Global Equipment Company	00038263	30-Jun-17	\$269.46	Garage Supplies
Great Plains Media	00038230	23-Jun-17	\$1,400.00	Radio Advertising
Heartland Community College	00038231	23-Jun-17	\$13,849.00	Ridership Refund
Henson Disposal	00038186	09-Jun-17	\$208.06	Garage Overhead
Heritage Machine & Welding, Inc.	00038187	09-Jun-17	\$1.35	Bus Parts
Hupp Toyota	00038232	23-Jun-17	\$104.34	Garage Maintenance Equipment
ICMA- Retirement Trust 457	ACH	08-Jun-17	\$21,569.94	Payroll Deduction
ICMA- Retirement Trust 457	ACH	22-Jun-17	\$21,532.37	Payroll Deduction
Illinois Department of Revenue	00038188	09-Jun-17	\$8,987.63	Payroll Deduction
Illinois Department of Revenue	00038233	23-Jun-17	\$8,495.46	Payroll Deduction
Illinois State Disbursement Unit	00038189	09-Jun-17	\$1,453.34	Payroll Deduction
Illinois State Disbursement Unit	00038234	23-Jun-17	\$1,421.74	Payroll Deduction
Interstate Batteries of Mid-Illinois	00038190	09-Jun-17	\$907.80	Bus Parts
IWIN	00038191	09-Jun-17	\$1,339.89	Employee Physicals
Jack Bolender	00038264	30-Jun-17	\$125.00	Uniform Reimbursement
Johnstone Supply	00038265	30-Jun-17	\$134.99	Shop Tools
Keith Farris	00038266	30-Jun-17	\$81.53	Uniform Reimbursement
Ken's Oil Service, Inc	00038162	02-Jun-17	\$1,213.34	Oil, Anitfreeze
Ken's Oil Service, Inc	00038192	09-Jun-17	\$7,372.92	Oil, Anitfreeze
Ken's Oil Service, Inc	00038267	30-Jun-17	\$468.84	Oil, Anitfreeze
Kirby Risk Corporation	00038235	23-Jun-17	\$18.30	Bus Parts
LifeCIL	00038268	30-Jun-17	\$7,197.00	Consulting
Lynn Montei	00038193	09-Jun-17	\$2,350.00	Consulting
Marietta Adams-Hunt	00038269	30-Jun-17	\$29.98	Uniform Reimbursement
McLean County Chamber of Commerce	00038194	09-Jun-17	\$280.00	Travel & Meetings
Michelin North America, Inc	00038163	02-Jun-17	\$7,286.76	Tires
Midwest Equipment II	00038164	02-Jun-17	\$279.25	Lawn Maintenance Equipment
Miller Janitor Supply	00038165	02-Jun-17	\$491.26	Maintenance Supplies
Miller Janitor Supply	00038195	09-Jun-17	\$94.80	Maintenance Supplies
Miller Janitor Supply	00038236	23-Jun-17	\$243.78	Maintenance Supplies
Miller Janitor Supply	00038270	30-Jun-17	\$500.24	Maintenance Supplies
Minerva Promotions	00038196	09-Jun-17	\$71.00	Uniforms
Minerva Promotions	00038271	30-Jun-17	\$934.00	Uniforms
Mutual of Omaha	00038166	02-Jun-17	\$11,245.20	Life, AD&D, STD & LTD
Mutual of Omaha	00038272	30-Jun-17	\$14,047.55	Life, AD&D, STD & LTD
Mutual Wheel	00038197	09-Jun-17	\$115.44	Bus Parts
Napa Auto Parts	00038167	02-Jun-17	\$552.23	Bus Parts
Napa Auto Parts	00038199	09-Jun-17	\$601.59	Bus Parts
Napa Auto Parts	00038238	23-Jun-17	\$2,463.10	Bus Parts
Oberlander Alarm Systems, Inc.	00038200	09-Jun-17	\$207.00	Security Alarm Service Fee
Oberlander Alarm Systems, Inc.	00038273	30-Jun-17	\$207.00	Security Alarm Service Fee
Oklahoma Centralized Support Registry	00038201	09-Jun-17	\$23.07	Payroll Deduction
Oklahoma Centralized Support Registry	00038239	23-Jun-17	\$23.07	Payroll Deduction
Omar Vides	00038240	23-Jun-17	\$47.84	Uniform Reimbursement
Orkin Pest Control	00038202	09-Jun-17	\$547.04	Pest Control
Payroll	ACH	08-Jun-17	\$181,516.18	



**Connect Transit  
Cash Disbursement Report  
June 2017**

<b>Name</b>	<b>Check Number</b>	<b>Date</b>	<b>Amount</b>	<b>Description</b>
Payroll	ACH	22-Jun-17	\$178,434.76	
Petty Cash	00038203	09-Jun-17	\$4.00	Reimbursement
Piercy Auto Body	00038204	09-Jun-17	\$3,393.11	Outside Repair
Pinnacle Door	00038205	09-Jun-17	\$604.21	Door Repair
Ricoh USA, Inc	00038241	23-Jun-17	\$225.00	Copier
Ricoh USA, Inc	00038274	30-Jun-17	\$526.00	Copier
Ron Hargitt	00038275	30-Jun-17	\$191.25	Uniform Reimbursement
Sam Leman	00038276	30-Jun-17	\$147.63	Outside Repair
Screen Vision Media	00038277	30-Jun-17	\$700.00	Audit Services
Snap-ON	00038278	30-Jun-17	\$1,160.86	Shop Tools
Southtown Wrecker Service, Inc.,	00038242	23-Jun-17	\$630.00	Towing
Staples	00038206	09-Jun-17	\$330.24	Office Supplies
STL Business & Technology Solutions, Inc	00038279	30-Jun-17	\$425.00	Software & Tech Support
TeVoert Auto Repair	00038207	09-Jun-17	\$1,375.89	Outside Repair
TeVoert Auto Repair	00038243	23-Jun-17	\$180.06	Outside Repair
The Copy Shop	00038280	30-Jun-17	\$360.00	Printing
Thermo King Quad Cities, Inc.	00038208	09-Jun-17	\$28.40	Bus Parts
Town of Normal	00038281	30-Jun-17	\$763.60	Utilites
Turn-Key Environmental	00038168	02-Jun-17	\$30.00	Garage Maintenance Equipment
UniFirst Corporation	00038169	02-Jun-17	\$195.45	Cleaning Uniforms & Rugs
UniFirst Corporation	00038209	09-Jun-17	\$499.47	Cleaning Uniforms & Rugs
UniFirst Corporation	00038244	23-Jun-17	\$239.55	Cleaning Uniforms & Rugs
UniFirst Corporation	00038282	30-Jun-17	\$195.45	Cleaning Uniforms & Rugs
United Parcel Service	00038170	02-Jun-17	\$9.85	Shipping
United Rentals (North America), Inc	00038210	09-Jun-17	\$814.10	Rental
United States Treasury	ACH	13-Jun-17	\$69,638.17	Federal Tax Payment
United States Treasury	ACH	27-Jun-17	\$65,038.32	Federal Tax Payment
Verizon Wireless	00038211	09-Jun-17	\$649.84	Mobile Data Terminals for SS
Visa - Commerce Bank	00038245	23-Jun-17	\$265.66	Office Supplies
Visa - Commerce Bank	00038245	23-Jun-17	\$2,810.61	Computer Hardware
Visa - Commerce Bank	00038245	23-Jun-17	\$567.46	Computer Software
Visa - Commerce Bank	00038245	23-Jun-17	\$296.12	Shipping/Handling
Visa - Commerce Bank	00038245	23-Jun-17	\$90.84	Trustees Expense
Visa - Commerce Bank	00038245	23-Jun-17	\$4,904.47	Travel & Meetings
Visa - Commerce Bank	00038245	23-Jun-17	\$117.36	Employee Recognition
Visa - Commerce Bank	00038245	23-Jun-17	\$111.03	Safety/Training
Vision Service Plan (IL)	00038212	09-Jun-17	\$657.62	Vision Insurance
Vision Service Plan (IL)	00038283	30-Jun-17	\$1,335.66	Vision Insurance
WGLT	00038284	30-Jun-17	\$450.00	Radio Advertising
William Masters, Inc	00038246	23-Jun-17	\$432.00	HVAC
Winkle Environmental Service	00038247	23-Jun-17	\$266.50	Cleaning Supplies
Wm. Masters, Inc	00038285	30-Jun-17	\$189.00	HVAC
Grand Total			<u>\$1,002,986.25</u>	



# Bloomington Normal Public Transit Income Statement With Approved Budget

Fiscal Year: 2017      Period 12

Division: 98 Operating Profit/Loss

As of: 06/30/2017

	June 2017	Jul-2016 Thru June-2017 Year to Date	Approved Budget
<b>Operating Revenue</b>			
Passenger Fares	\$57,691.67	\$643,784.62	\$883,592.00
ISU Contract Fare	\$44,395.00	\$532,740.00	\$532,740.00
Other Contract Fares	(\$3,207.22)	\$87,100.03	\$136,500.00
Advertising Revenue	\$5,485.00	\$106,575.00	\$100,000.00
Miscellaneous Revenue	\$5,475.92	\$19,740.47	\$2,000.00
<b>Total Operating Revenue</b>	<b>\$109,840.37</b>	<b>\$1,389,940.12</b>	<b>\$1,654,832.00</b>
<b>Operating Expenses</b>			
Operators Wages	\$421,471.33	\$5,167,302.72	\$5,585,314.00
Maintenance Wages	\$86,482.15	\$1,082,505.90	\$1,137,125.00
Administration Wages	\$64,482.80	\$914,418.48	\$1,120,600.00
Employer Payroll Tax Expense	\$43,478.37	\$570,592.83	\$636,792.00
Retirement Plan	\$20,831.77	\$256,271.75	\$439,852.00
Group Insurance	\$90,586.16	\$1,374,222.07	\$1,730,000.00
Uniform Expense	\$2,436.10	\$30,810.72	\$36,600.00
Professional Services	\$45,750.69	\$217,829.60	\$227,936.00
Outside Repair-Labor	\$4,561.89	\$104,533.37	\$118,365.00
Contract Maintenance Services	\$3,606.29	\$153,305.22	\$146,700.00
Custodial Services	\$970.31	\$11,876.31	\$15,500.00
Employee Recruiting/Testing/Temp Help	(\$735.29)	\$14,311.55	\$21,000.00
Fuel	\$59,234.22	\$643,465.72	\$1,286,020.00
Lubricants	\$10,671.37	\$46,367.34	\$44,252.00
Tires	\$14,429.79	\$92,884.08	\$96,240.00
Bus Repair Parts	\$48,875.75	\$222,165.01	\$187,900.00
Other Materials & Supplies	\$3,447.56	\$26,843.14	\$56,000.00
Shelters/Signs/Shop Tools	\$2,431.50	\$15,087.37	\$7,200.00
Computer and Office Supplies	\$21,205.06	\$138,469.00	\$144,500.00
Utilities	\$12,353.24	\$118,767.17	\$133,600.00
Corporate Insurance	\$22,353.21	\$232,195.50	\$277,000.00
Dues/Subscriptions/Fees	\$978.00	\$31,274.19	\$48,004.00
Printing/Marketing/Training	\$19,896.53	\$242,965.69	\$281,500.00
<b>Total Operating Expenses</b>	<b>\$999,798.80</b>	<b>\$11,708,464.73</b>	<b>\$13,778,000.00</b>
<b>Operating Assistance</b>			
Operating Deficit	(\$889,958.43)	(\$10,318,524.61)	(\$12,123,168.00)
City of Bloomington Operating Assistance	\$50,833.33	\$609,999.96	\$610,000.00
Town of Normal Operating Assistance	\$32,500.00	\$390,000.00	\$390,000.00
Illinois Downstate Operating Assistance	\$642,067.00	\$7,611,352.00	\$8,975,200.00
FTA 5307 Operating Assistance	\$151,095.00	\$1,713,293.00	\$2,117,968.00
<b>Total Operating Assistance</b>	<b>\$876,495.33</b>	<b>\$10,324,644.96</b>	<b>\$12,093,168.00</b>

Connect Transit  
Local Capital and Self-Insurance Fund Balance  
June 2017

<u>Local Capital</u>	<u>Commerce Bank - Cash Balance</u>	
06/01/17	Beginning Balance	\$ 1,061,924.48
06/30/17	Additions - Interest Income	\$ 130.92
06/30/17	Ending Balance	<u>\$ 1,062,055.40</u>
<b>Total Reserve Capital Account</b>		<u><u>\$ 1,062,055.40</u></u>

**Breakdown of Local Funding in Local Capital #2 (Earmarked Funds):**

	<u>FY17 Received</u> <u>6/30/2017</u>	<u>FY17 Receivable</u> <u>6/30/2017</u>
Bloomington	\$ 474,208.30	\$ 94,841.74
Normal	\$ 440,964.96	\$ -
Total YTD	<u>\$ 915,173.26</u>	<u>\$ 94,841.74</u>

<b><u>Local Capital Reserve Fund Balance - Account Value</u></b>		
<u>6/30/2017</u>	Cash Balance	\$ 1,062,055.40
<u>6/30/2017</u>	Loans to Operating	\$ 2,980,249.22
<u>6/30/2017</u>	Reserve fund for underground storage tank (Cap. I)	\$ (40,000.00)
<u>6/30/2017</u>	Ending Balance	<u>\$ 4,002,304.62</u>



# June FY2017 Monthly Report

## Ridership

	Prior Year	
Ridership Fixed Route	141,560	136,454
Ridership Demand Response	6,577	7,013
Total Monthly % Change Over Prior Year	-10.30	-3.60 %
Fixed Route Average Daily Boardings	5,638	5,137
Demand Response Average Daily Boardings	278	288
% On-Time Performance	84.70	95.50 %
Average Boardings per Hour of Service	20.54	14.81
Sunday Fixed Route Ridership		7,780
Sunday Demand Response Ridership		300

## State of Good Repair

Fixed Route National Transit Database Major Mechanical System Failures	5	0
Demand Response National Transit Database Major Mechanical System Failures	0	0
Fixed Route Miles Between National Transit Database Major Mechanical System Failures	24,566	115,698
Demand Response Miles Between National Transit Database Major Mechanical System Failures	33,604	35,248
Fixed Route National Transit Database Other Mechanical System Failures (Roadcalls)	40	29
Demand Response National Transit Database Other Mechanical System Failures (Roadcalls)	0	2
Fixed Route Miles Between National Transit Database Other Mechanical System Failures	2,456	3,989
Demand Response Miles Between National Transit Database Other Mechanical System Failures	33,604	11,749
Fixed Route Miles between All National Transit Database Mechanical System Failures	13,511	3,989
Demand Response Miles between All National Transit Database Mechanical System Failures	33,604	11,749
Average % of Buses with Defective Automated Voice Announcements		%

## Customer Service

Average Interior Cleanliness Inspection Score		85
National Transit Database Safety-Related Incidents per 100,000 Miles	0.79	0.75
National Transit Database Security-Related Incidents per 100,000 Miles	0.00	0.00
Number of Validated Complaints each month		5
Number of Customer Compliments Received		0
Daily Average of Phone Calls Received for FR		214
Daily Average of Phone Calls Received for DR		95

## Efficiency

Revenue/Expense Ratio	8.02	9.89 %
Fixed Route Cost per Unlinked Passenger Trip	\$ 7.26	\$ 5.92
Demand Response Cost per Unlinked Passenger Trip	\$ 35.26	\$ 27.44
% of Preventative Maintenance Performed On-Time	100.00	100.00 %
Fixed Route Maintenance Cost Per Mile (excluding fuel)	\$ 1.89	\$ 1.51
Demand Response Maintenance Cost Per Mile (excluding fuel)	\$ 0.61	\$ 0.78



# June Fiscal Year 2017 Year-to-Date Report

## Ridership

	PRIOR YEAR	ACTUAL	GOAL	
Ridership Fixed Route	2,427,565	2,217,641	2,461,551	
Ridership Demand Response	75,729	83,412	77,244	
Total Ridership (year to date)	2,503,294	2,301,053	2,545,850	
Fixed Route Year-to-Date % Change Over Prior Year	-8.60	-8.60	1.40	%
Demand Response Year-to-Date % Change Over Prior Year	2.00	10.10	2.00	%
Fixed Route Average Daily Boardings	8,351	7,382	8,468	
Demand Response Average Daily Boardings	274	292	279	
% On-Time Performance	85.22	92.76	90.00	%
Average Boardings per Hour of Service	20.97	16.42	21.33	
Sunday Fixed Route Ridership		97,673		
Sunday Demand Response Ridership		2,696		

## State of Good Repair

Fixed Route National Transit Database Major Mechanical System Failures	48	43		
Demand Response National Transit Database Major Mechanical System Failures	4	1		
Fixed Route Miles Between National Transit Database Major Mechanical System Failures	51,774	58,353	25,000	
Demand Response Miles Between National Transit Database Major Mechanical System Failures	36,244	34,667	24,000	
Fixed Route National Transit Database Other Mechanical System Failures (Roadcalls)	157	399		
Demand Response National Transit Database Other Mechanical System Failures (Roadcalls)	7	16		
Fixed Route Miles Between National Transit Database Other Mechanical System Failures	4,477	3,812	3,000	
Demand Response Miles Between National Transit Database Other Mechanical System Failures	22,261	19,630	3,000	
Fixed Route Miles between All National Transit Database Mechanical System Failures	28,109	23,331	20,000	
Demand Response Miles between All National Transit Database Mechanical System Failures	29,746	22,239	30,000	
Average % of Buses with Defective Automated Voice Announcements				%

## Customer Service

Average Interior Cleanliness Inspection Score		86	80	
National Transit Database Safety-Related Incidents per 100,000 Miles	0.56	0.69		
National Transit Database Security-Related Incidents per 100,000 Miles	0.00	0.00		
Number of Validated Complaints		78		
Number of Customer Compliments Received		12		
Daily Average of Phone Calls Received for FR		268	310	
Daily Average of Phone Calls Received for DR		109	150	

## Efficiency

Revenue/Expense Ratio	13.29	10.77	11.25	%
Fixed Route Cost per Unlinked Passenger Trip	\$ 3.53	\$ 4.25	\$ 4.06	
Demand Response Cost per Unlinked Passenger Trip	\$ 27.53	\$ 27.89	\$ 36.52	
% of Preventative Maintenance Performed On-Time	99.90	100.00	100.00	%
Fixed Route Maintenance Cost Per Mile (excluding fuel)	\$ 0.98	\$ 1.20	\$ 1.14	
Demand Response Maintenance Cost Per Mile (excluding fuel)	\$ 0.60	\$ 0.73	\$ 0.82	

Meeting or exceeding goal      Within 10% of goal      Missing goal by more than 10%

Statistics	June 17					June 16					% Change					Sunday				
	Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour	
Connect Transit	-	-	-	-	-	21,166	10,865	768	21.65	-	-100.0%	-100.0%	-100.0%	-	-	1,136	586	48	23.67	
Green A (2 buses)	-	-	-	-	-	15,740	9,807	766	20.56	-	-100.0%	-100.0%	-100.0%	-	-	1,676	1,524	144	11.64	
Red B (2 buses)	-	-	-	-	-	13,446	9,038	746	18.02	-	-100.0%	-100.0%	-100.0%	-	-	1,320	1,695	151	8.72	
Purple C (2 buses)	-	-	-	-	-	7,422	4,751	360	19.78	-	-100.0%	-100.0%	-100.0%	-	-	512	421	40	3.30	
Pink D (2 bus)	-	-	-	-	-	7,514	5,272	387	18.90	-	-100.0%	-100.0%	-100.0%	-	-	248	402	32	7.75	
Blue E (2 buses)	-	-	-	-	-	10,544	10,405	786	13.42	-	-100.0%	-100.0%	-100.0%	-	-	280	576	48	5.83	
Brown F (2 buses)	-	-	-	-	-	17,446	10,837	786	21.81	-	-100.0%	-100.0%	-100.0%	-	-	916	1,268	112	8.18	
Yellow G (2 buses)	-	-	-	-	-	15,400	10,139	776	19.85	-	-100.0%	-100.0%	-100.0%	-	-	320	451	40	8.00	
Orange H (2 buses)	-	-	-	-	-	19,510	12,750	780	24.76	-	-100.0%	-100.0%	-100.0%	-	-	424	703	58	7.27	
Green I (2 buses)	-	-	-	-	-	4,472	6,103	349	12.81	-	-100.0%	-100.0%	-100.0%	-	-	208	226	24	8.67	
Teal J (2 bus)	-	-	-	-	-	9,900	6,201	390	25.38	-	-100.0%	-100.0%	-100.0%	-	-	192	336	24	8.00	
Agua K (2 bus)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	128	480	36	3.56		
HOC Express (2 bus) (NONHS)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ISU TT Towels (2 buses)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ISU College Station (2 buses)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nite Ride (3 buses)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Green	17,838	9,343	764	23.35	-	-	-	-	-	-	-	-	-	-	1,136	586	48	23.67		
Red	24,286	13,828	1,302	18.65	-	-	-	-	-	-	-	-	-	-	1,676	1,524	144	11.64		
Line	22,040	15,052	1,348	16.35	-	-	-	-	-	-	-	-	-	-	1,320	1,695	151	8.72		
Teal	3,466	4,975	472	7.35	-	-	-	-	-	-	-	-	-	-	132	421	40	3.30		
Agua	7,060	2,852	309	22.85	-	-	-	-	-	-	-	-	-	-	512	249	27	18.96		
Orange	5,122	4,737	377	13.57	-	-	-	-	-	-	-	-	-	-	248	402	32	7.75		
Gold	7,190	5,310	434	16.57	-	-	-	-	-	-	-	-	-	-	280	576	48	5.83		
Purple	13,796	15,547	1,372	10.06	-	-	-	-	-	-	-	-	-	-	916	1,268	112	8.18		
Blue	4,570	4,581	395	11.58	-	-	-	-	-	-	-	-	-	-	320	451	40	8.00		
Brown	6,308	5,209	463	9.13	-	-	-	-	-	-	-	-	-	-	424	703	58	7.27		
Tan	6,224	8,325	691	15.16	-	-	-	-	-	-	-	-	-	-	208	226	24	8.67		
Pink	9,056	5,744	410	22.09	-	-	-	-	-	-	-	-	-	-	192	336	24	8.00		
Yellow	3,754	4,368	408	9.20	-	-	-	-	-	-	-	-	-	-	128	480	36	3.56		
Olive	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Redbird	198	333	21	9.66	-	-	-	-	-	-	-	-	-	-	8	33	2	-	-	
Stripper	244	702	41	5.95	-	-	-	-	-	-	-	-	-	-	8	68	4	2.00		
Total Fixed Route	136,454	104,800	9,215	15	-	141,560	96,188	6,891	20.54	-3.6%	9.0%	33.7%	-27.9%	9	7,780	9,403	824	9		
Demand Response	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Connect Mobility	7,013	29,476	2,228	3.15	-	6,470	27,900	2,219	2.78	13.7%	5.6%	0.4%	13.2%	2.53	300	1,488	119			
Connect Late Night	7,013	29,476	2,228	3.15	-	407	2,308	164	2.48	-100.0%	-100.0%	-100.0%	14.0%	2.53	300	1,488	119			
Total Demand Response	143,467	134,276	11,443	12.54	-	6,577	30,208	2,383	2.76	6.6%	-2.4%	-6.5%	14.0%	2.53	8,080	10,890	943	8.57		
SYSTEM TOTALS	143,467	134,276	11,443	12.54	-	148,137	126,376	9,274	15.97	-3.2%	6.3%	23.4%	-21.5%	8.57	8,080	10,890	943	8.57		

Statistics	YTD 17					YTD 16					% Change					Sunday				
	Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour	
<b>Contract Transit</b>																				
Green A (2 buses)	28,698	14,977	1,087	26.41		321,226	125,379	9,041	35.53		-91.1%	-88.1%	-88.0%	-25.7%		-	-	-	-	
Red B (2 buses)	21,510	13,924	1,087	19.79		228,915	116,611	9,099	25.16		-90.6%	-88.1%	-88.1%	-21.3%		-	-	-	-	
Purple C (2 buses)	19,076	12,779	1,055	18.08		1,67,899	1,07,861	8,902	18.86		-88.6%	-88.2%	-88.1%	-4.2%		-	-	-	-	
Pink D (1 bus)	10,084	6,720	511	19.73		101,204	56,474	4,277	23.66		-90.0%	-88.1%	-88.1%	-16.6%		-	-	-	-	
Blue E (1 bus)	9,310	7,494	550	16.93		84,241	63,481	4,617	18.25		-88.9%	-88.2%	-88.1%	-7.2%		-	-	-	-	
Brown F (2 buses)	15,014	14,781	1,117	13.45		132,857	127,803	9,364	14.19		-88.7%	-88.4%	-88.1%	-5.2%		-	-	-	-	
Yellow G (2 buses)	23,239	15,394	1,116	20.82		224,626	129,213	9,331	24.07		-89.7%	-88.1%	-88.0%	-13.5%		-	-	-	-	
Orange H (2 buses)	21,238	14,391	1,101	19.29		196,288	121,538	9,228	21.27		-89.3%	-88.2%	-88.1%	-9.3%		-	-	-	-	
Line I (2 buses)	27,268	18,926	1,110	24.57		254,391	156,852	9,221	27.59		-89.3%	-87.9%	-88.0%	-11.0%		-	-	-	-	
Teal J (1 bus)	7,148	8,672	496	14.41		60,476	72,325	4,169	14.51		-88.2%	-88.0%	-88.1%	-0.7%		-	-	-	-	
Aqua K (1 bus)	13,359	8,825	555	24.07		117,723	79,997	4,645	25.34		-88.7%	-88.1%	-88.1%	-5.0%		-	-	-	-	
HCC Express (1 bus)	-	-	-	#DIV/0!		14,453	9,928	740	19.54		-100.0%	-100.0%	-100.0%	-		-	-	-	-	
ISU Tri Towners (2 buses)	-	-	-	#DIV/0!		385,509	72,093	5,955	64.74		-100.0%	-100.0%	-100.0%	-		-	-	-	-	
ISU College Station (2 buses)	-	-	-	#DIV/0!		79,735	32,773	2,044	39.02		-100.0%	-100.0%	-100.0%	-		-	-	-	-	
Nite Ride (3 buses)	-	-	-	#DIV/0!		58,022	22,874	1,666	34.82		-100.0%	-100.0%	-100.0%	-		-	-	-	-	
Green	204,491	102,530	8,382	24.40		-	-	-	-		-	-	-		9,756	5,839	479	20.39		
Red	277,472	145,496	13,690	20.27		-	-	-	-		-	-	-		20,148	16,878	1,548	13.02		
Line	226,348	158,200	14,172	15.97		-	-	-	-		-	-	-		14,880	18,471	1,623	9.17		
Teal	46,281	52,110	4,945	9.35		-	-	-	-		-	-	-		2,256	4,580	430	5.25		
Aqua	65,207	29,584	3,206	20.34		-	-	-	-		-	-	-		4,515	2,829	285	15.83		
Orange	51,424	49,674	3,857	13.00		-	-	-	-		-	-	-		2,775	4,319	344	8.07		
Gold	67,758	85,130	4,566	14.84		-	-	-	-		-	-	-		3,429	6,492	516	6.65		
Purple	128,709	162,995	14,378	8.95		-	-	-	-		-	-	-		9,228	13,633	1,204	7.66		
Blue	43,392	48,021	4,138	10.49		-	-	-	-		-	-	-		2,495	4,153	388	6.96		
Brown	54,106	54,628	4,851	11.15		-	-	-	-		-	-	-		2,828	4,845	430	6.11		
Tan	61,044	87,299	6,300	10.12		-	-	-	-		-	-	-		3,600	7,553	627	5.74		
Pink	78,266	40,504	4,303	18.19		-	-	-	-		-	-	-		3,225	2,425	258	12.50		
Yellow	168,478	66,915	4,781	35.24		-	-	-	-		-	-	-		3,885	3,612	288	15.06		
Diagonal	38,645	45,885	4,348	8.89		-	-	-	-		-	-	-		2,518	5,165	417	6.04		
Redbird	507,381	59,201	6,352	81.15		-	-	-	-		-	-	-		12,177	4,089	432	28.19		
Nipper	1,458	3,486	216	6.77		-	-	-	-		-	-	-		25	350	22	1.16		
Blipper	1,277	7,362	430	2.97		-	-	-	-		-	-	-		133	736	43	3.09		
<b>Total Fixed Route</b>	<b>2,217,641</b>	<b>1,305,902</b>	<b>112,427</b>	<b>19.73</b>		<b>2,427,565</b>	<b>1,289,202</b>	<b>92,299</b>	<b>26.30</b>		<b>-8.6%</b>	<b>1.3%</b>	<b>21.8%</b>	<b>-25.0%</b>		<b>97,673</b>	<b>104,599</b>	<b>9,274</b>	<b>11</b>	
<b>Demand Response</b>																				
Connect Mobility	82,835	337,881	27,416	3.01		69,973	325,773	24,945	2.81		18.4%	3.7%	10.1%	7.5%		2,696	13,156	1,083	2.49	
Connect Late Night	577	2,984	212	2.72		5,756	32,986	2,117	2.72		-90.0%	-91.0%	-90.0%	0.1%		-	-	-	-	
<b>Total Demand Response</b>	<b>83,412</b>	<b>340,865</b>	<b>27,688</b>	<b>3.01</b>		<b>75,729</b>	<b>358,759</b>	<b>27,062</b>	<b>2.80</b>		<b>10.1%</b>	<b>-5.0%</b>	<b>2.3%</b>	<b>7.7%</b>		<b>2,696</b>	<b>13,156</b>	<b>1,083</b>	<b>2.49</b>	
<b>SYSTEM TOTALS</b>	<b>2,301,053</b>	<b>1,646,767</b>	<b>140,115</b>	<b>16.42</b>		<b>2,503,294</b>	<b>1,647,961</b>	<b>119,361</b>	<b>20.97</b>		<b>-8.1%</b>	<b>-0.1%</b>	<b>17.4%</b>	<b>-21.7%</b>		<b>100,369</b>	<b>117,756</b>	<b>10,357</b>	<b>9.69</b>	

# Without Sunday Service

Statistics	Without Sunday June 17					Without Sunday June 16					% Change					All Sunday Service				
	Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour	
<b>Connect Transit</b>	-	-	-	-		21,166	10,885	766	27.65	-100.0%	-100.0%	-100.0%	-		1,138	586	48	23.67		
Green A (2 buses)	-	-	-	-		15,740	9,807	766	20.56	-100.0%	-100.0%	-100.0%	-		1,676	1,524	144	11.64		
Red B (2 buses)	-	-	-	-		13,446	9,098	746	18.02	-100.0%	-100.0%	-100.0%	-		1,320	1,695	151	8.72		
Purple C (2 buses)	-	-	-	-		7,122	4,751	380	19.78	-100.0%	-100.0%	-100.0%	-		512	421	40	3.30		
Pink D (1 bus)	-	-	-	-		7,314	5,272	387	18.90	-100.0%	-100.0%	-100.0%	-		612	249	27	18.96		
Blue E (1 bus)	-	-	-	-		10,544	10,405	786	13.42	-100.0%	-100.0%	-100.0%	-		248	402	32	7.75		
Brown F (2 buses)	-	-	-	-		17,446	10,837	756	21.81	-100.0%	-100.0%	-100.0%	-		280	576	48	5.83		
Yellow G (2 buses)	-	-	-	-		15,400	10,139	778	19.85	-100.0%	-100.0%	-100.0%	-		916	1,268	112	8.18		
Orange H (2 buses)	-	-	-	-		19,510	12,730	780	24.76	-100.0%	-100.0%	-100.0%	-		290	386	33	8.40		
Lime I (2 buses)	-	-	-	-		4,472	6,103	349	12.81	-100.0%	-100.0%	-100.0%	-		320	451	40	8.00		
Teal J (1 bus)	-	-	-	-		9,900	6,201	390	25.38	-100.0%	-100.0%	-100.0%	-		424	703	58	7.27		
Blue K (1 bus)	-	-	-	-		-	-	-	-	-	-	-	-		208	226	24	8.67		
HCC Express (1 bus) (NONHHS)	-	-	-	-		-	-	-	-	-	-	-	-		192	336	24	8.00		
ISU Towers (2 buses)	-	-	-	-		-	-	-	-	-	-	-	-		128	480	36	3.66		
ISU College Station (2 buses)	-	-	-	-		-	-	-	-	-	-	-	-		-	-	-	-		
Nine Ride (3 buses)	-	-	-	-		-	-	-	-	-	-	-	-		8	33	2	2.00		
Green	16,702	8,757	716	23.33	-	-	-	-	-	-	-	-	-		7,780	9,403	824	9		
Red	22,632	12,384	1,158	19.53	-	-	-	-	-	-	-	-	-		300	1,488	119	2.53		
Lime	20,720	13,357	1,197	17.31	-	-	-	-	-	-	-	-	-		300	1,488	119	2.53		
Teal	3,334	4,554	432	7.72	-	-	-	-	-	-	-	-	-		-	-	-	-		
Blue	6,548	2,603	282	23.22	-	-	-	-	-	-	-	-	-		-	-	-	-		
Orange	4,874	4,336	345	14.11	-	-	-	-	-	-	-	-	-		-	-	-	-		
Gold	6,910	4,734	386	17.90	-	-	-	-	-	-	-	-	-		-	-	-	-		
Purple	12,880	14,279	1,260	10.22	-	-	-	-	-	-	-	-	-		-	-	-	-		
Blue	4,290	4,194	361	11.87	-	-	-	-	-	-	-	-	-		-	-	-	-		
Brown	4,990	4,758	423	11.81	-	-	-	-	-	-	-	-	-		-	-	-	-		
Tan	5,884	7,622	632	9.31	-	-	-	-	-	-	-	-	-		-	-	-	-		
Pink	6,005	3,659	386	15.56	-	-	-	-	-	-	-	-	-		-	-	-	-		
Yellow	8,864	5,408	386	22.96	-	-	-	-	-	-	-	-	-		-	-	-	-		
Olive	3,626	3,888	372	9.75	-	-	-	-	-	-	-	-	-		-	-	-	-		
Redbird	198	301	19	10.70	-	-	-	-	-	-	-	-	-		-	-	-	-		
Stripper	236	633	37	6.38	-	-	-	-	-	-	-	-	-		-	-	-	-		
<b>Total Fixed Route</b>	<b>128,674</b>	<b>95,398</b>	<b>8,391</b>	<b>15</b>		<b>144,560</b>	<b>96,188</b>	<b>6,891</b>	<b>20.54</b>	<b>-9.1%</b>	<b>-0.8%</b>	<b>21.8%</b>	<b>-25.4%</b>		<b>7,780</b>	<b>9,403</b>	<b>824</b>	<b>9</b>		
<b>Demand Response</b>																				
Connect Mobility	6,713	27,989	2,109	3.18		6,470	27,900	2,219	2.78	8.8%	0.3%	-4.9%	14.5%		300	1,488	119	2.53		
Connect Late Night	6,713	27,989	2,109	3.18		407	2,308	164	2.48	-100.0%	-100.0%	-100.0%	15.3%		300	1,488	119	2.53		
<b>Total Demand Response</b>						<b>6,577</b>	<b>30,208</b>	<b>2,383</b>	<b>2.76</b>	<b>2.1%</b>	<b>-7.3%</b>	<b>-11.5%</b>	<b>15.3%</b>		<b>300</b>	<b>1,488</b>	<b>119</b>	<b>2.53</b>		
<b>SYSTEM TOTALS</b>	<b>135,387</b>	<b>123,386</b>	<b>10,501</b>	<b>12.89</b>		<b>148,437</b>	<b>126,376</b>	<b>9,274</b>	<b>15.97</b>	<b>-8.6%</b>	<b>-2.4%</b>	<b>13.2%</b>	<b>-19.3%</b>		<b>8,080</b>	<b>10,890</b>	<b>943</b>	<b>8.57</b>		

### Without Sunday Service June YTD

Statistics	Without Sunday June YTD FY17					Without Sunday June YTD FY16					% Change					All Sunday Service					
	Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		Customers	Revenue Miles	Revenue Hours	Boardings per Revenue Hour		
<b>Connect Transit</b>																					
Green A (2 buses)	28,698	14,977	1,087	26.41		321,226	125,379	9,041	35.53		-91.1%	-88.1%	-88.0%	-25.7%		-	-	-	-		
Red B (2 buses)	21,510	13,924	1,087	19.79		228,915	116,611	9,099	25.16		-90.6%	-88.1%	-88.1%	-21.3%		-	-	-	-		
Purple C (2 buses)	19,076	12,779	1,055	18.08		167,899	107,661	8,902	18.86		-88.6%	-88.2%	-88.1%	-4.2%		-	-	-	-		
Pink D (1 bus)	10,084	6,720	511	19.73		101,204	56,474	4,277	23.66		-90.0%	-88.1%	-88.1%	-16.6%		-	-	-	-		
Blue E (1 bus)	9,310	7,484	550	16.93		84,241	63,481	4,617	18.25		-88.9%	-88.2%	-88.1%	-7.2%		-	-	-	-		
Brown F (2 buses)	15,014	14,781	1,117	13.45		132,857	127,803	9,364	14.19		-88.7%	-88.4%	-88.1%	-5.2%		-	-	-	-		
Yellow G (2 buses)	23,239	15,394	1,116	20.82		224,626	129,213	9,331	21.27		-89.7%	-88.1%	-88.0%	-13.5%		-	-	-	-		
Orange H (2 buses)	21,238	14,391	1,101	19.29		196,288	121,538	9,228	21.27		-89.2%	-88.2%	-88.0%	-9.3%		-	-	-	-		
Teal I (2 buses)	27,268	18,926	1,110	24.57		254,391	156,852	9,221	27.59		-89.3%	-87.9%	-88.0%	-11.0%		-	-	-	-		
Teal J (2 bus)	7,148	8,672	496	14.41		60,476	72,325	4,169	14.51		-88.2%	-88.0%	-88.1%	-0.7%		-	-	-	-		
Aqua K (1 bus)	13,359	8,825	555	24.07		117,723	73,997	4,645	25.34		-88.7%	-88.1%	-88.1%	-5.0%		-	-	-	-		
HCC Express (1 bus) (NOWHS)	-	-	-	-		14,453	9,428	740	19.54		-100.0%	-100.0%	-100.0%	-		-	-	-	-		
ISU ITI Towers (2 buses)	-	-	-	-		385,509	72,093	5,955	64.74		-100.0%	-100.0%	-100.0%	-		-	-	-	-		
ISU College Station (2 buses)	-	-	-	-		79,735	32,773	2,044	39.02		-100.0%	-100.0%	-100.0%	-		-	-	-	-		
Nite Ride (3 buses)	-	-	-	-		54,229	15,669	1,191	45.54		-100.0%	-100.0%	-100.0%	-		-	-	-	-		
Green	193,599	96,105	7,855	24.65		-	-	-	-		-	-	-	-		3,793	7,005	475	7.98		
Red	255,648	127,594	11,998	21.31		-	-	-	-		-	-	-	-		9,756	5,339	479	20.39		
Line	210,148	138,334	12,397	16.95		-	-	-	-		-	-	-	-		20,148	15,578	1,548	13.02		
Teal	43,873	47,158	4,475	9.80		-	-	-	-		-	-	-	-		14,880	18,171	1,623	9.17		
Aqua	60,180	26,706	2,894	20.80		-	-	-	-		-	-	-	-		2,256	4,530	258	5.25		
Orange	48,401	44,953	3,581	13.52		-	-	-	-		-	-	-	-		4,515	2,829	285	15.83		
Gold	64,049	48,362	4,002	16.00		-	-	-	-		-	-	-	-		2,775	4,319	344	8.07		
Purple	118,565	148,094	13,062	9.08		-	-	-	-		-	-	-	-		3,428	6,192	516	6.65		
Blue	40,617	43,481	3,746	10.84		-	-	-	-		-	-	-	-		9,228	13,633	1,204	7.66		
Brown	51,158	49,332	4,381	11.68		-	-	-	-		-	-	-	-		2,495	4,153	388	6.96		
Tan	57,020	79,044	5,345	10.67		-	-	-	-		-	-	-	-		2,628	4,845	430	6.11		
Pink	74,833	37,854	4,021	18.61		-	-	-	-		-	-	-	-		3,600	7,553	627	5.74		
Yellow	164,401	62,957	4,499	36.54		-	-	-	-		-	-	-	-		3,225	2,425	258	12.50		
Diagonal	35,999	40,240	3,895	9.24		-	-	-	-		-	-	-	-		3,885	3,612	258	15.06		
Redbird	495,184	55,132	5,820	85.08		-	-	-	-		-	-	-	-		2,518	5,165	417	6.04		
Stripper	1,433	3,114	192	7.46		-	-	-	-		-	-	-	-		12,177	4,069	432	28.19		
Stripper	1,136	6,557	383	2.97		-	-	-	-		-	-	-	-		25	350	22	1.16		
<b>Total Fixed Route</b>	<b>2,112,188</b>	<b>1,191,900</b>	<b>102,329</b>	<b>20.64</b>		<b>2,423,772</b>	<b>1,282,197</b>	<b>91,823</b>	<b>26.40</b>		<b>-12.9%</b>	<b>-7.0%</b>	<b>11.4%</b>	<b>-21.8%</b>		<b>101,656</b>	<b>111,604</b>	<b>9,749</b>	<b>11</b>		
<b>Demand Response</b>																					
Connect Mobility	80,139	334,250	27,189	3.02		69,973	325,773	24,945	2.81		17.4%	2.6%	8.9%	7.8%		2,636	3,621	307	2.27		
Connect Late Night	577	2,984	212	2.72		5,756	32,986	2,117	2.72		-90.0%	-91.0%	-90.0%	0.1%		-	-	-	-		
<b>Total Demand Response</b>	<b>80,716</b>	<b>337,234</b>	<b>27,381</b>	<b>3.02</b>		<b>75,729</b>	<b>358,759</b>	<b>27,062</b>	<b>2.80</b>		<b>9.2%</b>	<b>-6.0%</b>	<b>1.2%</b>	<b>8.0%</b>		<b>2,696</b>	<b>3,621</b>	<b>307</b>	<b>2.27</b>		
<b>SYSTEM TOTALS</b>	<b>2,192,904</b>	<b>1,529,134</b>	<b>129,710</b>	<b>16.92</b>		<b>2,499,501</b>	<b>1,640,956</b>	<b>118,885</b>	<b>21.02</b>		<b>-12.2%</b>	<b>-6.8%</b>	<b>9.1%</b>	<b>-19.5%</b>		<b>104,352</b>	<b>115,225</b>	<b>10,056</b>	<b>10.27</b>		

**Federal Report for Connect Transit**  
**Prepared by Cardinal Infrastructure**  
**July 18, 2017**

**House THUD Appropriations**

The House Committee on Appropriations held a markup of the Fiscal Year (FY) 2018 Transportation, Housing and Urban Development (THUD) Appropriations Bill. The committee approved the bill 31-20. The bill reduces funding by 2% from FY17 and eliminates the TIGER program. In his opening remarks, THUD Subcommittee Chairman Mario Diaz-Balart (R-FL), said, "We didn't agree with the Administration's proposal to shut down the Transit Capital Investment Grant (CUG) program, and instead we provide funding to keep projects moving through the pipeline."

Throughout the markup, Democrats voiced concerns and criticism for not allowing more robust spending on infrastructure. To remedy this, House THUD Appropriations Subcommittee ranking member, Congressman Price (D-NC), proposed an amendment that would add \$200 billion in spending towards transportation and housing infrastructure. As was common throughout the markup, the amendment failed along party lines. After opposing amendments that would increase funding, Diaz-Balart (R-FL) remarked that the amendment would force the bill to exceed its budget allocation, and would prevent the bill from going to the House floor for a vote.

In its most recent form, the bill includes:

\$17.8 billion in discretionary spending for USDOT, \$646 million below fiscal 2017 and \$1.5 billion below the administration's request.

\$45 billion for federal-aid highways, \$968 million above fiscal 2017 and unchanged from request.

\$1.75 billion for CIG program, \$660 million below fiscal 2017 and about \$520 million above request.

**House Budget Resolution**

The House Budget Committee released details of its FY18 budget resolution. The budget blueprint would set defense discretionary spending in FY18 at \$621.5 billion and non-defense discretionary spending at \$511 billion. The blueprint calls for phasing out the CIG program, stating, "Such transportation activities produce local, not national, benefits." The resolution also eliminates the TIGER program, "in favor of supporting Nationally Significant Freight and Highways Projects grants, which more justifiably will produce national benefits."

**Senate Hearing on USDOT FY18 Budget Request**

The Senate Appropriations Subcommittee on Transportation, Housing and Urban Development held a hearing on the FY18 budget request for the Department of Transportation. In her opening statement, Chairwoman Susan Collins (R-ME) said, "While I am encouraged that the Administration provides increases for highway, transit and safety programs, funded by the highway trust fund, I am disappointed in several of the reductions in the President's request. In particular, the elimination of the highly effective and popular TIGER program...."

Testifying at the hearing, Secretary Elaine Chao said in reference to the CIG program, "The Administration is reexamining programs where significant Federal resources are spent on activities that have primarily local benefits – including what fiscal and other tools might be the most appropriate to encourage investment in those jurisdictions."

Senator Durbin (D-IL) said there is a lot of concern on self-driving vehicles, regarding safety and job security. Chao said that new technologies will beget new jobs; but the transition in-between could be very difficult. Chao mentioned they will be looking at ways to address the worker dislocation.

### **Bus and Bus Facilities Grant**

The Federal Transit Administration issued a notice of funding opportunity (NOFO) for \$226.5 million in grants for buses and bus facilities. The purpose of the Bus and Bus Infrastructure Program is to assist in the financing of buses and bus facilities capital projects. Applications are due by 11:59 PM on August 25th. According to the NOFO, 10% of the \$226.5 million will be set aside for projects in rural areas, and no single grantee will be awarded more than \$22.65 million. In FY16, \$211 million in funding was awarded to 61 grantees, for an average grant size of \$3.5 million. The largest award was \$12.8 million and the smallest award was \$26,400.

### **Senate Hearing on TIFIA**

The Senate Environment and Public Works Committee held a hearing on "The Use of TIFIA (Transportation Infrastructure Finance and Innovation Act) and Innovative Financing in Improving Infrastructure to Enhance Safety, Mobility, and Economic Opportunity." Senator Whitehouse (D-RI) commented that Congress is patiently awaiting an infrastructure proposal from the Administration and cautioned that TIFIA and related programs are not sufficient, on its own, to advance infrastructure projects. Senator Cardin (D-MD) discussed the preservation of transportation alternative programs, remarking that as you complete transportation infrastructure you're able to enhance local communities through transit oriented development. However, current restrictions in TIFIA prevent these types of projects.

Senator Inhofe (R-OK) addressed using public-private partnerships in rural America. It was suggested rural communities look to networks and systems rather than individual projects to find attractive investment for private sector involvement encouraging local government to engage with investors on which networks or systems might be ripe for investment. It was further recommended tying infrastructure projects to economic development which can generate new revenues to help underwrite the project.

### **CBO Analysis of President's Budget**

The Congressional Budget Office (CBO) released its analysis of the President's FY18 Budget. The proposal was examined by CBO and staff from the Joint Committee on Taxation. Regarding the President's infrastructure package, CBO states: When considering the entire set of proposals in the budget... overall spending on infrastructure would not increase by \$200 billion. The President's proposals for discretionary spending would reduce appropriations for other accounts that provide funding for infrastructure, such as those for ground transportation and water resources. Those reductions would largely offset the proposed increase in mandatory spending on infrastructure over the 2018–2027 period.

### **USDOT General Counsel Nomination Hearing**

The Senate Committee on Commerce, Science, and Transportation, held a nomination hearing for Steven Bradbury to be General Counsel of the Department of Transportation. Bradbury stated that one of the challenges facing USDOT is "advancing critical transportation infrastructure improvements through cooperation with Congress in the budget process and through the efficient administration of grant and other funding programs authorized by Congress." Chairman Thune (R-SD) questioned Bradbury on the principles he will use to evaluate regulations. Bradbury looks forward to reviewing

regulations, determine those necessary to address safety issues and ensure regulations are focused to preserve incentives to invest in innovation.

### **Rethinking First & Last Mile**

The National Complete Streets Coalition webinar, "Rethinking First & Last Mile: Transit-Driven Complete Streets," explored the Jacksonville Transportation Authority's (JTA) Route Optimization Initiative and the way by which it highlighted Jacksonville's infrastructure shortcomings - particularly its lack of walkable infrastructure. To remedy this situation, JTA had begun to rethink the first and last mile experience by asking, "What is truly walkable?" and "What do different areas of influence mean for different parameters?" Measuring performance of these initiatives is primarily based on ridership statistics. The next step would be to see whether they had attracted new ridership, or more specifically, the decision-making factors that influenced riders.

### **Long-Term Public-Private Partnerships**

A newly released USDOT paper, "Early Involvement of Private Developers in the Consideration of Long-Term Public-Private Partnership Concession Options: A Discussion Paper" outlines 17 ways to engage the private sector, across three major phases of project development: planning, pre-procurement and post-procurement. During each, the paper suggests, some approaches seem to work well, shortening timelines, fostering information sharing, improving technical and financial innovation, and reducing risk (for companies and taxpayers). The findings are used to identify approaches that have been effective in securing early input from the private sector to enhance opportunities for public-private partnerships.



## MEMO

Date: July 25, 2017  
To: Board of Trustees  
From: Isaac Thorne, Interim General Manager  
Subject: FY2018 Route Proposal Recommendation

**RECOMMENDATION:** Connect Transit staff respectfully recommends that the route changes as follows be approved.

### Green Route

The Green route does not stay on-time between the hours of 3pm and 6pm. To make the Green reliable and improve on-time performance the Green will take Beaufort Street going into and out of Uptown Station. If approved by the Board, this route change will go into effect on August 13, 2017.

### Yellow Route

The Yellow route has an average of thirty-seven (37) boardings per hour, and 168,478 passengers year-to-date. To reduce over-crowding on the Yellow, an additional 15 minute frequency will be added to the route during peak hours of 7am-10am and 2pm-6pm. The time points on the Yellow route will also be changed to ensure that it meets the Red and Lime routes at Uptown Station. If approved by the Board this route change will go into effect on September 17, 2017.

### Teal Route

The Teal route has nine (9) boardings per hour, and 46,261 passengers year-to-date. If the Teal route is eliminated, 76.5% of the rides will be covered by the Purple, Orange, and Red routes, and 23.5% are within .2 miles of another stop. If approved by the Board, the Teal route will be eliminated on September 17, 2017.

### Purple Route

The Purple route has an average of nine (9) boardings per hour, and 128,709 passengers year-to-date. The Purple route will be modified to go to Downtown Bloomington, Eastland Mall, and St. Joseph Hospital. The realignment of the Purple route is to make it more efficient and increase the boardings per hour. If approved by the Board, this change would go into effect on September 17, 2017.



### **Silver Route (New)**

The west Bloomington portion of the Purple route will now be the Silver route, and will still serve Walmart (Bloomington), Alexander Estates, and Downtown Bloomington. This will not be interlined with the Purple route and is cost neutral. If approved by the Board, this change would go into effect on September 17, 2017.

### **Orange Route**

The Orange route has an average of thirteen (13) boardings per hour, and 51,424 passengers year-to-date. The Orange route modification will have it traveling from Downtown Bloomington to State Farm Corporate South via Lincoln Street and back to Downtown. The Orange will still be interlined with the Aqua. This change would go into effect on September 17, 2017.

### **Aqua Route**

The Aqua route has twenty (20) boardings per hour, and 65,207 passengers year-to-date. The modification to the Aqua route would only change the time points, while still being interlined with the Orange route. If approved by the Board this change would take place on September 17, 2017.

### **Normal Tripper**

The Normal Tripper has almost seven (7) boardings per hour, and 1,458 passengers year-to-date. The Normal Tripper has just as many deadhead hours than it has revenue hours, and it costs \$26.90 per passenger. If approved by the Board, the elimination of the Normal Tripper would take place on August 25, 2017.

### **Bloomington Tripper**

The Bloomington Tripper has almost three boardings per hour and 1,277 passengers year-to-date. The Bloomington Tripper also has as many deadhead hours as it has revenue hours, and it costs \$51.50 per passenger. If approved by the Board, the elimination of the Bloomington Tripper will take place on August 25, 2017.

### **Connect Mobility**

The American Disabilities Act requires that Connect Mobility service run concurrently with fixed route service. Currently, Connect Mobility service operates beyond 9:30 pm, when the ISU Redbird Express service is not operating.

Connect Mobility has a monthly average of eleven (11) passengers between the hours of 9:30 pm and 11 pm. If approved by the Board, Connect Mobility Service would end at 9:30 p.m. when ISU Redbird Express service is not operating.

Aqua		Orange	
Southbound		Northbound	
Downtown	Southgate	Southgate	Downtown
6:00	6:10	5:40	5:50
6:30	6:40	6:10	6:20
7:00	7:10	6:40	6:50
7:30	7:40	7:10	7:20
8:00	8:10	7:40	7:50
8:30	8:40	8:10	8:20
9:00	9:10	8:40	8:50
9:30	9:40	9:10	9:20
10:30	10:40	9:40	9:50
11:30	11:40	10:40	10:50
12:30	12:40	11:40	11:50
13:30	13:40	12:40	12:50
14:30	14:40	13:40	13:50
15:30	15:40	14:40	14:50
16:00	16:10	15:40	15:50
16:30	16:40	16:10	16:20
17:00	17:10	16:40	16:50
17:30	17:40	17:10	17:20
18:00	18:10	17:40	17:50
18:30	18:40	18:10	18:20
19:30	19:40	18:40	18:50
20:30	20:40	19:40	19:50
		20:40	20:50

Aqua		Orange	
Southbound		Northbound	
Downtown	State Farm	State Farm	Downtown
5:50	6:10	6:10	6:30
6:20	6:40	6:40	7:00
6:50	7:10	7:10	7:30
7:20	7:40	7:40	8:00
7:50	8:10	8:10	8:30
8:20	8:40	8:40	9:00
8:50	9:10	9:10	9:30
9:50	10:10	10:10	10:30
10:50	11:10	11:10	11:30
11:50	12:10	12:10	12:30
12:50	13:10	13:10	13:30
13:50	14:10	14:10	14:30
14:50	15:10	15:10	15:30
15:50	16:10	16:10	16:30
16:20	16:40	16:40	17:00
16:50	17:10	17:10	17:30
17:20	17:40	17:40	18:00
17:50	18:10	18:10	18:30
18:20	18:40	18:40	19:00
18:50	19:10	19:10	19:30
19:50	20:10	20:10	20:30

Adjusted timetables to better reflect current Rider Guide. (Aqua peak changed to :00 instead of :30)

30 min peak with 2 buses, 60 min off peak with 1 bus.



Purple

Eastbound		Westbound	
Downtown	Target	Target	Downtown
5:30	6:10	6:20	7:00
6:00	6:40	6:50	7:30
6:30	7:10	7:20	8:00
7:00	7:40	7:50	8:30
7:30	8:10	8:20	9:00
8:00	8:40	8:50	9:30
8:30	9:10	9:20	10:00
9:00	9:40	9:50	10:30
9:30	10:10	10:50	11:30
10:30	11:10	11:50	12:30
11:30	12:10	12:50	13:30
12:30	13:10	13:50	14:30
13:30	14:10	14:50	15:30
14:30	15:10	15:20	16:00
15:30	16:10	15:50	16:30
16:00	16:40	16:20	17:00
16:30	17:10	16:50	17:30
17:00	17:40	17:20	18:00
17:30	18:10	17:50	18:30
18:00	18:40	18:50	19:30
18:30	19:10	19:50	20:30
19:30	20:10		

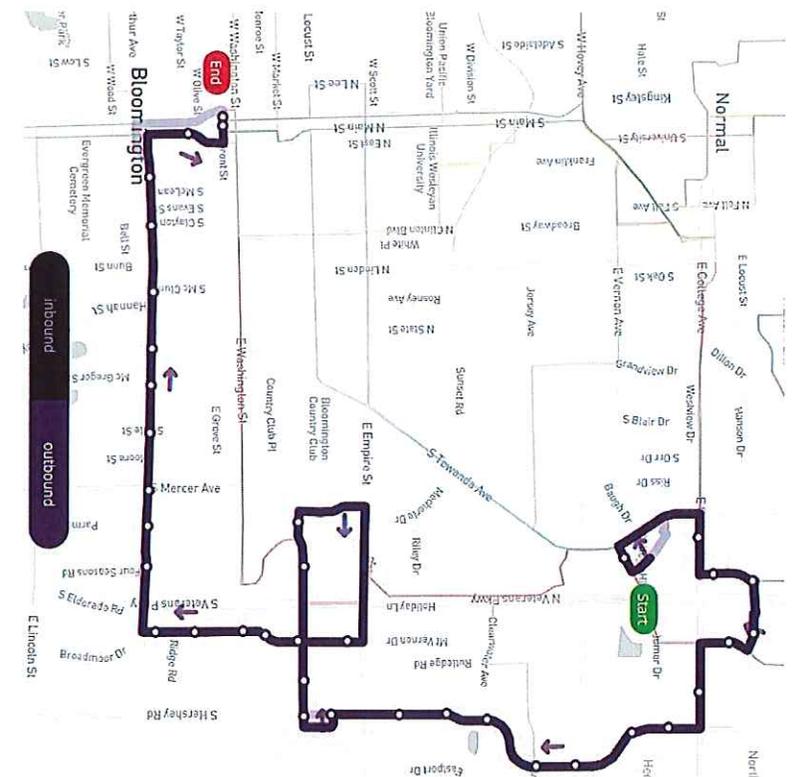
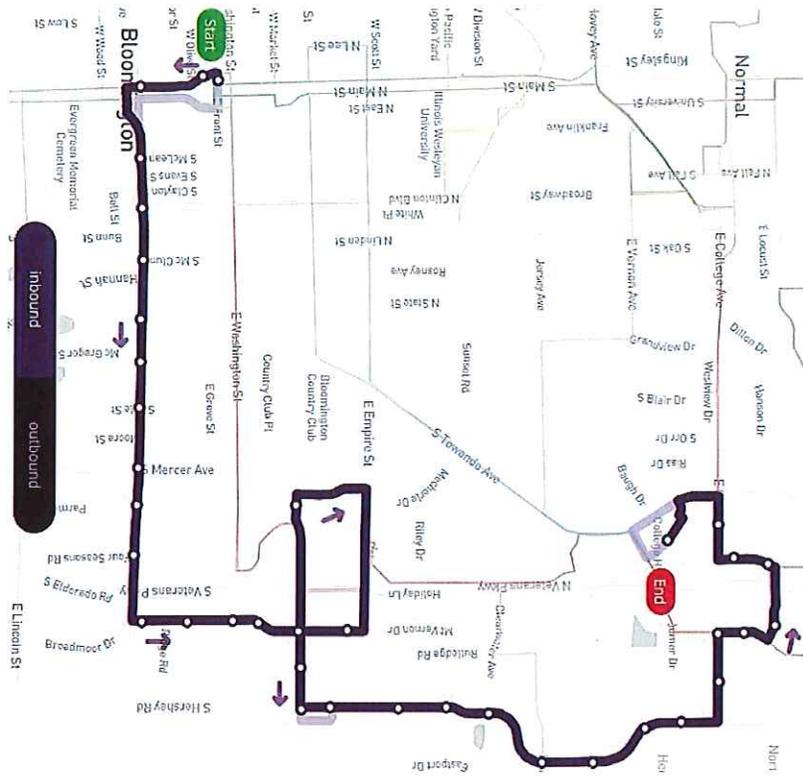
**Split Purple into 2 routes.**

**East side will travel from Downtown to Target, then interline with the Blue.**

**Blue times will not change from Rider Guide.**

**Nelson Nygaard suggested this split as each side serves a different purpose. They also made the suggestion to circle Eastland Mall in the same direction both inbound and outbound. This provides more right turns, which are quicker & easier, and Bergner's has better infrastructure, pad and shelter, than the OSF side.**

**30 min peak service with 4 buses, 60 min off peak with 2 buses.**



Silver

Eastbound		Westbound	
Walmart	Downtown	Downtown	Walmart
5:45	6:15	6:15	6:45
6:15	6:45	6:45	7:15
6:45	7:15	7:15	7:45
7:15	7:45	7:45	8:15
7:45	8:15	8:15	8:45
8:15	8:45	8:45	9:15
8:45	9:15	9:15	9:45
9:15	9:45	9:45	10:15
9:45	10:15	10:15	10:45
10:45	11:15	11:15	11:45
11:45	12:15	12:15	12:45
12:45	13:15	13:15	13:45
13:45	14:15	14:15	14:45
14:45	15:15	15:15	15:45
15:15	15:45	15:45	16:15
15:45	16:15	16:15	16:45
16:15	16:45	16:45	17:15
16:45	17:15	17:15	17:45
17:15	17:45	17:45	18:15
17:45	18:15	18:15	18:45
18:45	19:15	19:15	19:45
19:45	20:15	20:15	20:45

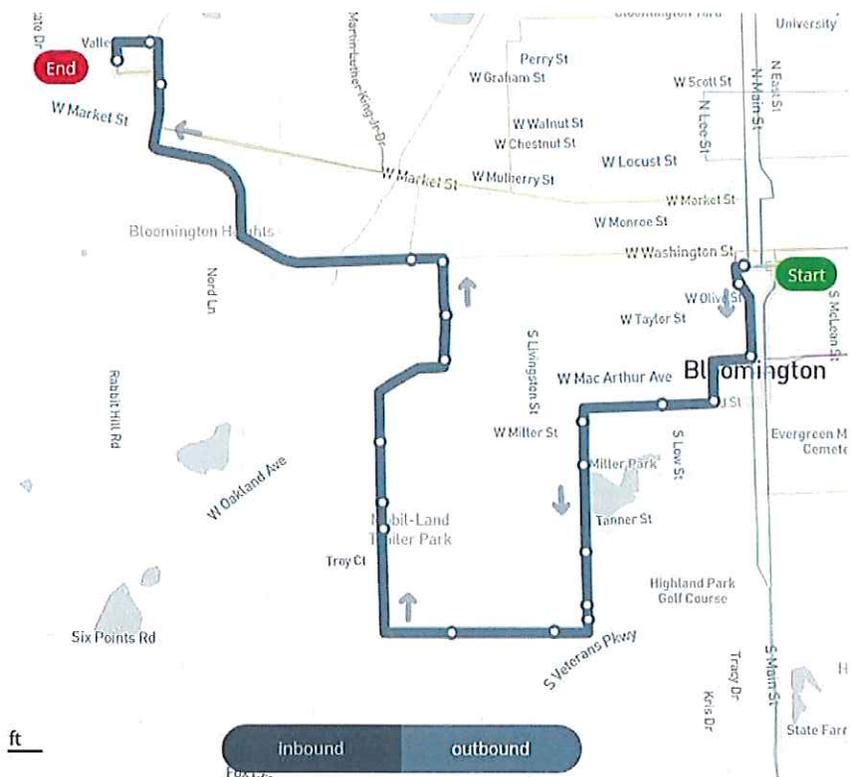
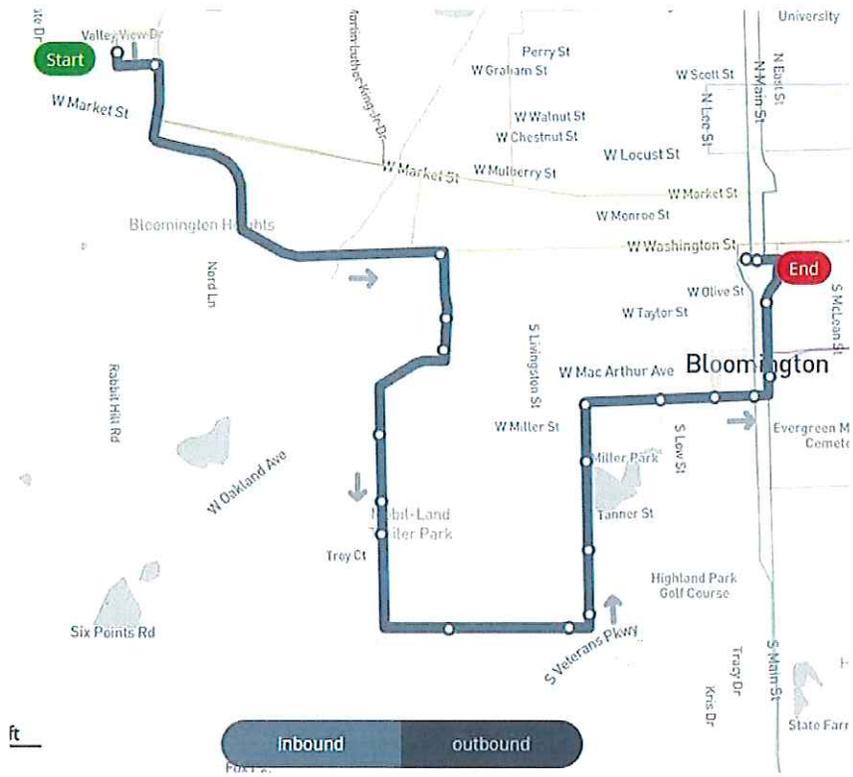
West side of the Purple becomes the Silver.

Driver input changed the timing of this route from 25 mins to 30 mins. This accounts for peak traffic and 5 min dwell Downtown.

Timepoints were adjusted to :15, :45 due to parking constraints Downtown.  
(7 bus max)

This route will not be interlined with the Purple.

30 min peak with 2 buses, 60 min off peak with 1 bus



Pink

Northbound		Southbound	
Uptown	Northfield	Northfield	Uptown
6:15	6:30	6:30	6:45
6:45	7:00	7:00	7:15
7:15	7:30	7:30	7:45
7:45	8:00	8:00	8:15
8:15	8:30	8:30	8:45
8:45	9:00	9:00	9:15
9:15	9:30	9:30	9:45
9:45	10:00	10:00	10:15
10:15	10:30	10:30	10:45
10:45	11:00	11:00	11:15
11:15	11:30	11:30	11:45
11:45	12:00	12:00	12:15
12:15	12:30	12:30	12:45
12:45	13:00	13:00	13:15
13:15	13:30	13:30	13:45
13:45	14:00	14:00	14:15
14:15	14:30	14:30	14:45
14:45	15:00	15:00	15:15
15:15	15:30	15:30	15:45
15:45	16:00	16:00	16:15
16:15	16:30	16:30	16:45
16:45	17:00	17:00	17:15
17:15	17:30	17:30	17:45
17:45	18:00	18:00	18:15
18:15	18:30	18:30	18:45
18:45	19:00	19:00	19:15
19:15	19:30	19:30	19:45
19:45	20:00	20:00	20:15
20:15	20:30	20:30	20:45
20:45	21:00	21:00	21:15

**Adjust times to line up with the Lime and Red at Uptown.**

**These are all top 5 routes and Uptown is the top stop. (Excluding Redbird)**

Yellow

Northbound		Southbound	
Uptown	Northfield	Northfield	Uptown
6:15	6:30	6:30	6:45
6:45	7:00	7:00	7:15
7:00	7:15	7:15	7:30
7:15	7:30	7:30	7:45
7:30	7:45	7:45	8:00
7:45	8:00	8:00	8:15
8:00	8:15	8:15	8:30
8:15	8:30	8:30	8:45
8:30	8:45	8:45	9:00
8:45	9:00	9:00	9:15
9:00	9:15	9:15	9:30
9:15	9:30	9:30	9:45
9:30	9:45	9:45	10:00
9:45	10:00	10:00	10:15
10:15	10:30	10:30	10:45
10:45	11:00	11:00	11:15
11:15	11:30	11:30	11:45
11:45	12:00	12:00	12:15
12:15	12:30	12:30	12:45
12:45	13:00	13:00	13:15
13:15	13:30	13:30	13:45
13:45	14:00	14:00	14:15
14:00	14:15	14:15	14:30
14:15	14:30	14:30	14:45
14:30	14:45	14:45	15:00
14:45	15:00	15:00	15:15
15:00	15:15	15:15	15:30
15:15	15:30	15:30	15:45
15:30	15:45	15:45	16:00
15:45	16:00	16:00	16:15
16:00	16:15	16:15	16:30
16:15	16:30	16:30	16:45
16:30	16:45	16:45	17:00
16:45	17:00	17:00	17:15
17:00	17:15	17:15	17:30
17:15	17:30	17:30	17:45
17:30	17:45	17:45	18:00
17:45	18:00	18:00	18:15
18:15	18:30	18:30	18:45
18:45	19:00	19:00	19:15
19:15	19:30	19:30	19:45
19:45	20:00	20:00	20:15
20:15	20:30	20:30	20:45
20:45	21:00	21:00	21:15

Adjust times to line up with the Lime and Red at Uptown.

These are all top 5 routes and Uptown is the top stop. (Excluding Redbird)

Added 15 min service from 7-10am and 2-6pm during school year

Tan

Eastbound		Westbound	
Uptown	CIRA	CIRA	Uptown
5:55	6:30	6:30	7:05
6:25	7:00	7:00	7:35
6:55	7:30	7:30	8:05
7:25	8:00	8:00	8:35
7:55	8:30	8:30	9:05
8:25	9:00	9:00	9:35
8:55	9:30	9:30	10:05
9:25	10:00	10:00	10:35
10:25	11:00	11:00	11:35
11:25	12:00	12:00	12:35
12:25	13:00	13:00	13:35
13:25	14:00	14:00	14:35
14:25	15:00	15:00	15:35
14:55	15:30	15:30	16:05
15:25	16:00	16:00	16:35
15:55	16:30	16:30	17:05
16:25	17:00	17:00	17:35
16:55	17:30	17:30	18:05
17:25	18:00	18:00	18:35
18:25	19:00	19:00	19:35
19:25	20:00	20:00	20:35
20:25	21:00	21:00	21:35

**Added 5 mins to each timepoint due to parking constraints Uptown. (5 bus max)  
This will allow for the Pink and Yellow time adjustment.**

Brown

Westbound		Eastbound	
Uptown	Walmart	Walmart	Uptown
6:05	6:30	6:00	6:25
6:35	7:00	6:30	6:55
7:05	7:30	7:00	7:25
7:35	8:00	7:30	7:55
8:05	8:30	8:00	8:25
8:35	9:00	8:30	8:55
9:35	10:00	9:00	9:25
10:35	11:00	10:00	10:25
11:35	12:00	11:00	11:25
12:35	13:00	12:00	12:25
13:35	14:00	13:00	13:25
14:35	15:00	14:00	14:25
15:35	16:00	15:00	15:25
16:05	16:30	15:30	15:55
16:35	17:00	16:00	16:25
17:05	17:30	16:30	16:55
17:35	18:00	17:00	17:25
18:35	19:00	17:30	17:55
19:35	20:00	18:00	18:25
20:35	21:00	19:00	19:25
		20:00	20:25

Added 5 mins to each timepoint due to parking constraints Uptown. (5 bus max)  
 This will allow for the Pink and Yellow time adjustment.

Afni employees have asked for the Brown to be pushed back by 5 mins to better coordinate the end of the work day.



## MEMO

Date July 25, 2017  
To: Board of Trustees  
From: Isaac Thorne, Interim General Manager  
Subject: Connect Mobility Premium Service

**RECOMMENDATION:** Connect Transit staff respectfully recommends that Connect Mobility Premium Service be approved. If the Bloomington and Normal Trippers are eliminated, the Connect Mobility service area would decrease.

**BACKGROUND:** The American Disabilities Act requires Connect Transit to provide at a minimum, paratransit service within  $\frac{3}{4}$  mile of fixed route service. In Normal, nine (9) customers would lose Connect Mobility service, and eleven (11) customers in Bloomington.

Feedback received from Connect Mobility customers at the Community Engagement Sessions has led staff to recommend increasing the Connect Mobility service area, with a premium service charge for users beyond the  $\frac{3}{4}$  mile service area.

All trips taken on Connect Mobility that are within  $\frac{3}{4}$  of a mile are charged \$2.00. Trips that are made beyond  $\frac{3}{4}$  of a mile but less than 1 mile are \$3.00 and \$4.00 for trips beyond 1 mile but less than 1.25 miles.

Connect Mobility customers will not be able to use the 30 day pass for premium service; it will require a customer to pay \$3.00 or \$4.00 per trip. Customers will be allowed to purchase a pass from the Connect Transit administration office that will allow them to charge their pass with a determined dollar amount to use on premium service.

If Connect Mobility Premium Service is approved by the Board, the additional charge for premium service will begin on August 6, 2017.

**FINANCIAL IMPACT:** Staff reviewed Connect Mobility ridership over the last six (6) years (below). Ridership has increased 5,653 rides on average a year or 13.63%. The revenue hours have increased 1,208 hours per year 6.28%. If Connect Mobility ridership increases by 5,653 riders it will cost \$6,970 more in FY2018. The funding for this service will be paid from FY2018 operating funds.



Connect Mobility 2011-2016	6 Year % Total	Six Year Total Increase	Average Yearly % Increase	Average Yearly Increase
Ridership	81.62%	33,919	13.60%	5,653
Revenue Miles	41.15%	102,698	6.86%	17,116
Revenue Hours	37.70%	7,249	6.28%	1,208
Passenger Miles	71.19%	178,043	11.86%	29,674
Cost Per Ride	17.41%	\$5.09	2.90%	\$0.85
Cost per Revenue Mile	51.07%	\$2.48	8.51%	\$0.41
Cost per Revenue Hour	54.86%	\$34.63	9.14%	\$5.77
Cost per Passenger Mile	-0.35%	-\$0.02	-0.06%	\$0.00
Boardings per RH	31.90%	0.69	5.32%	0.11



## MEMO

Date July 25, 2017

To: Board of Trustees

From: Isaac Thorne, Interim General Manager

Subject: Ratification of ATU Local 752 Collective Bargaining Agreement from July 1, 2017 to June 30, 2020

Recommendation: That the ATU Local 752 Collective Bargaining Agreement of July 1, 2017 to June 30, 2020 be approved.

AGREEMENT

BETWEEN

BLOOMINGTON-NORMAL PUBLIC TRANSIT SYSTEM

AND

LOCAL NO. 752 OF THE AMALGAMATED TRANSIT UNION

TERM

       ~~JANUARY~~ JULY 15, 2014~~7~~ THROUGH JUNE 30, 2017~~20~~

ARTICLE 6  
PROBATIONARY PERIOD

SECTION 1. All new employees shall be on probation for a period of ninety (90) days from the date of employment; except that, upon agreement by the UNION such probationary period may be extended by a period not to exceed ~~thirty (30)~~sixty (60) days. Such probationary period shall constitute a trial period during which EMPLOYER is to judge the ability, competency, fitness and other qualifications of new employees to do the work for which they were employed. During such period EMPLOYER may discharge the employee at any time and its right to do so shall not be questioned, nor shall the UNION assert or present any grievance on behalf of any such new employee because of any matter or occurrence whatsoever falling within such probationary period.

ARTICLE 7  
NEGOTIATIONS

SECTION 1.  
a.) It is mutually agreed that all business comprehended by this Agreement shall be transacted between the properly accredited officers or agents of EMPLOYER and the regularly elected officers of the UNION or an International Officer of the UNION. Only members of the UNION, who ~~are actively employed~~ elected or appointed by members of ATU Local 752 ~~by EMPLOYER~~, may represent the UNION in its dealing with EMPLOYER. Nothing in this section shall be construed so as to prevent a member of the International Organization of the UNION from representing or accompanying the local representatives of the UNION in case of a disagreement between EMPLOYER and the UNION.

ARTICLE 8  
UNION SECURITY

SECTION 2. Between 30 - 60 days of the probationary period all new union employees, one elected union officials and a designee of the EMPLOYER shall meet with all new union employees, to discuss the provisions of the Collective Bargaining Agreement and working conditions of the EMPLOYER. The elected union official will have to schedule union business and will not be paid by the EMPLOYER.

## ARTICLE 10

### DISCIPLINE OF EMPLOYEES

SECTION 1. All charges preferred by EMPLOYER against its employees for violation of EMPLOYER rules or because of other offenses must be so preferred by EMPLOYER in writing and served to employee in person within ~~five (5)~~ten (10) days, excluding Saturdays, Sundays, Holidays and any other days the employee is not working, after any such alleged violation or offense has been made known to one of the superintendents of EMPLOYER or their designees, depending upon the classification of the employee involved; ~~provided however, any violation of the rules of the~~

## ARTICLE 11

### GRIEVANCES AND GRIEVANCE PROCEDURES

SECTION 1. A grievance is defined to be:

- (a) any controversy between EMPLOYER and the UNION as to any matter involving the interpretation or application of the terms of employment as herein set forth, or
- (b) any controversy between EMPLOYER and the UNION as to whether or not any employee suspended or discharged for violation of any rules of EMPLOYER or other offense is guilty of such violation or offense.

SECTION 2. In the settlement of grievances under the terms of this Agreement, the following procedure shall be observed:

First: No grievance shall be entertained or considered unless it is presented in writing:

- (a) Within ~~five (5)~~ten (10) days after the act or incident occurred which gave rise to the controversy involving the interpretation or application of the terms of employment as herein set forth, or
- (b) Within ~~five (5)~~ten (10) days after the suspension or discharge of any employee for violation of a rule of EMPLOYER or for any other offense.

Second: Any grievance presented in a due and timely manner as hereinabove provided shall be taken up by the officers or committee of the UNION and a designated official or designated officials of EMPLOYER within ~~five (5)~~ten (10) days after EMPLOYER receives such grievance. The EMPLOYER shall provide the UNION a written summary of its basis for denying a grievance. Within ~~fifteen (15)~~ten (10) days thereafter, such grievance shall be settled or arbitration shall have been demanded as hereinafter provided. If not so settled and if arbitration shall not have been demanded by either EMPLOYER or UNION, such grievance shall be forever barred and extinguished.

SECTION 3. Saturdays, Sundays and holidays shall be excluded in calculating the time limits herein specified.

## ARTICLE 14

### LEAVES OF ABSENCE

SECTION 1. Members of the UNION who may be elected or appointed to any office of the UNION which requires absence from the service of EMPLOYER shall be granted a leave of absence without pay and without loss of seniority to attend to the duties of such office; provided such employee applies for reinstatement during the term of this Agreement or any renewal, amendment or extension thereof within thirty (30) days from date of retirement from such office. Only those offices as the UNION has in effect at the time of the making of this Agreement and no more than ~~three (3)~~five (5) officers of the UNION are contemplated to be covered by this Agreement. A maximum of ~~three (3)~~five (5) members will be allowed to take off time to attend union functions provided that not more than ~~one (1)~~two (2) maintenance employees in different classifications, not more than one (1) administrative employee, and not more than four (4) motor coach operators is included in the maximum number of ~~three (3)~~five (5) attending employees.

## ARTICLE 16

### VACATIONS

SECTION 1. All full-time employees covered by this Agreement shall be entitled to vacations as follows:

- (a) Any employee with one (1) year of continuous service shall be entitled to an annual vacation of one (1) week on or after their anniversary date.
- (b) Any employee with two (2) years of continuous service shall be entitled to an annual vacation of two (2) weeks on or after their anniversary date.
- (c) Any employee with five (5) years of continuous service shall be entitled to an annual vacation of three (3) weeks on or after their anniversary date.
- (d) Any employee with ten (10) years of continuous service shall be entitled to an annual vacation of four (4) weeks on or after their anniversary date.
- (e) Any employee with seventeen (17) years of continuous service shall be entitled to an annual vacation of five (5) weeks on or after their anniversary date.
- (f) Any employee with thirty (30) years of continuous service shall be entitled to an annual vacation of six (6) weeks on or after their anniversary date.

The rate of pay to be received by the employee for his vacation pay shall be the prevailing rate existing at the time vacation is taken. Each day of vacation pay shall be understood to mean eight (8) hours straight time pay and each week of vacation pay shall be understood to mean forty (40) hours straight time pay.

An Employee who shall be obtaining an additional vacation week in the vacation year by virtue of one, two, five, ten, seventeen or thirty years of continuous service may bid that additional week at their time to sign the vacation bid sheet, provided that the additional week of vacation be signed on a vacation week on or after the Employees anniversary date.

If vacation weeks are unavailable to an employee gaining an additional, or first week the employee will be allowed to carry over that week into the subsequent year. Employees affected shall have the ability to choose any week, in addition to SECTION 3, in subsequent year up to the anniversary on which the vacation was given. The EMPLOYER will permit a maximum of one (1) carry over week to be used per calendar week. The EMPLOYER shall create an additional that chosen week as an additional available week for the carry over vacation.

SECTION 3. Seniority shall prevail in the selection of vacation periods each year. A vacation week begins on Sunday and ends on the following Saturday. A vacation year encompasses all vacation weeks that begin on Sunday during a calendar year.

~~In calendar year 2002 and annually thereafter, the parties to this Agreement anticipate that there will be a period of time (hereinafter referred to as Summer Break) beginning with the first Sunday after Illinois State University Commencement Ceremonies and ending with the last Saturday prior to the date that ISU student residence halls are open for Fall semester occupancy, during which time sufficient Operators will be available to perform additional vacation relief duty. During the Summer Break, EMPLOYER will permit up to seven (7) Operators to concurrently take their vacation entitlement each week. Seniority shall prevail in the selection of vacation during this period however, no Operator may choose more than two (2) weeks of vacation in the Summer Break period during his initial vacation selection.~~

~~In the event that conditions change (no more than one contracted shuttle bus) such that contracted services are continued through any portion of the Summer Break period, EMPLOYER and Union will meet and negotiate the number of Operators who will be permitted to take their vacation entitlement concurrently each week during the Summer Break and the number of weeks that will be encompassed by the Summer Break.~~

~~In calendar year 2002 and annually thereafter, the parties to this Agreement anticipate that there will be a period of time (hereinafter referred to as Winter Break) beginning with the first Sunday after the conclusion of the Fall semester and ending with the last Saturday prior to the date that ISU student residence halls are open for Spring semester occupancy, during which time sufficient Operators will be available to perform additional vacation relief duty. During the Winter Break, EMPLOYER will permit up to seven (7) Operators to concurrently take their vacation entitlement each week. In the event that conditions change (no more than one contracted shuttle bus) such that contracted services are provided through any portion of the Winter Break period, EMPLOYER and Union will meet and negotiate the number of Operators who will be permitted to take their vacation entitlement concurrently each week during the Winter Break and the number of weeks that will be encompassed by the Winter Break.~~

~~In calendar year 2010 and annually thereafter, the parties to this Agreement anticipate that there will be a period of time (hereinafter referred to as Spring Break and Fall Break) during the Fall and Spring Semesters of the ISU School year, during which time sufficient Operators will be available to perform additional vacation relief duty. During the Fall and Spring Breaks, EMPLOYER will permit up to seven (7) Operators to concurrently take their vacation entitlement each week. In the event that conditions change (no more than one contracted shuttle bus) such that contracted services are provided through any portion of the Fall and Spring Breaks period, EMPLOYER and Union will meet and negotiate the number of Operators who will be permitted to take their vacation entitlement concurrently during the Fall and Spring Breaks and the number of weeks that will be encompassed by the Fall and Spring Breaks.~~

Operators who wish to select an additional week during the Summer Break period will be permitted to hold back a maximum of one (1) week of vacation entitlement for a second selection period to be initiated after all Operators have completed their initial vacation selection. Operators who have held back a week during the initial pick will be permitted to make their selection from the remaining unsigned weeks. Seniority shall prevail during the second selection period however, senior Operators will not be permitted to displace junior Operators who selected their vacation during the initial selection period.

After the initial pick of vacation periods by all employees of a respective department (namely, the operating department, ~~or~~ the maintenance department, or the administration department) an employee may change his vacation period selection to a period not initially selected or a period vacated by any other employee of his respective department provided that the change will not cause any undue hardship on the EMPLOYER'S ability to render its services to the public.

Additionally, in the event a week becomes open during the Summer Break and/or Winter Break period, Operators who have previously signed for vacation outside the Summer Break and/or Winter Break period will be permitted to post for the vacated week. Seniority shall prevail in posting for the vacated week.

SECTION 4. Vacation benefits shall be prorated according to the amount of continuous service accrued for the previous year. For this Article, continuous service shall include disability leaves provided however that leaves of absence for other purposes are excluded and are not considered periods of "continuous service" within the provisions of this Article.

The total number of Vacation weeks available to bid will be equal to or greater than the number of Employee entitled vacation weeks in that calendar year. The EMPLOYER will determine the number of concurrent vacations for each week based on service changes throughout the year. The number of concurrent vacations will increase or decrease in conjunction and proportionately based on service changes due to the ISU contract. Any changes to the vacation availability slots due to changes in the ISU contract shall be negotiated with the UNION.

#### ARTICLE 17

#### HOLIDAY PAY, ~~AND SICK PAY,~~ and Personal Days Pay

#### SECTION 4.

(a) Beginning July 1, 2014, and annually thereafter, each employee will be awarded twelve (12) days of paid sick leave time. Any new employees shall be awarded a pro rata sick time bank (one day per full calendar month) upon completion of the ninety (90) day probationary period until the following years sick time is awarded (July 1) annually.

(b) These days are to be used for sick leave only or for the care of an immediate family member living in the home that is sick and are to be taken in full day increments.

(c) An employee must carry over any unused sick leave time from one year (July 1 – June 30) to the next until, as of July 1, his accumulated full days of unused sick leave time accumulates to a maximum of forty five (45) days.

(d) EMPLOYER shall, by July 31 of each year, provide the UNION President a written listing of each employee's:

- (1) carryover of any unused sick leave time available at the beginning of the prior year, (July 1 – June 30)
- (2) sick leave time used in the prior year and,
- (3) sick leave time available for use as of the beginning of the current year, (July 1 –

June 30)

(e) Employees, upon ~~separation of service~~retirement from EMPLOYER who have at least ten (10) years of service with EMPLOYER ~~or~~and have reached the age of fifty-five (55) shall have whatever amount of earned sick leave time available to them, up to a maximum of forty-five (45) days deposited into their retirement account held through EMPLOYER. —Employee must provide at least 30 day's notice of their retirement to receive this benefit, barring any unforeseen medical circumstances.

SECTION 7. An employee that has been approved under the Family Medical Leave Act (FMLA) and is not working their scheduled work assignment must use accrued sick, then use personal time while on FMLA leave.

## ARTICLE 18

### SENIORITY

SECTION 3. For all purposes relating to seniority, ~~two~~three departments of EMPLOYER shall be recognized; namely, (1) the Operating Department ~~and~~, (2) the Maintenance Department, ~~and (3) Administration Department.~~ ~~Motor Coach Operators shall be deemed to be employed in the Operating Department, and Maintenance employees shall be deemed to be employed in the Maintenance Department.~~

## ARTICLE 19

### REDUCTION IN PERSONNEL - RE-EMPLOYMENT

SECTION 1. When necessary to reduce the regular force of ~~employees~~motor coach operators, layoffs shall be in the inverse order of seniority within each job classification. A copy of such notice shall be given to the UNION.

SECTION 3. When ~~the regular workforces of motor coach operators or maintenance men/women are~~is increased, former employees who were laid off in accordance with the provisions of Sections 1 and 2 of this Article shall be offered re-employment in the reverse order in which they were laid off, provided that this Agreement or any renewal, amendment or extension thereof is still in effect and no more than three (3) years shall have elapsed since their last layoff.

If any employee is laid off, his seniority shall be frozen as of his last employment date prior to his layoff. During the period of his layoff, the employee will not accumulate seniority or continuous service.

SECTION 4. It shall be the responsibility of an employee on the recall list to provide and update the EMPLOYER with an address to which a recall notice can be sent or risk forfeiture of their seniority and re-employment right hereunder. In the re-employment of persons in accordance with Section 3 (above), the following procedure shall be followed:

First: EMPLOYER will attempt to notify each person to be re-employed to report for work by registered U. S. Mail (return receipt requested) ~~or by telegram~~. Such letter ~~or telegram~~ shall be directed to the last known address of such person, and a copy thereof shall be furnished to the UNION. By so doing, EMPLOYER shall have discharged its notice obligations under this Article. ~~Employees who are laid off must keep EMPLOYER and the UNION supplied with a correct and up-to-date mailing address or risk forfeiture of their seniority and re-employment right hereunder.~~

Second: Persons so notified to report for work must report for work within ten (10) days after the date of mailing of letter ~~or sending of telegram~~ or lose their seniority and re-employment rights hereunder.

## ARTICLE 24

### RUNS, WORK DAY AND DAYS OFF - MOTOR COACH OPERATORS

SECTION 2. Motor coach operators who have sufficient seniority to select and who are assigned to regularly scheduled runs during an assignment of "pick" of runs are defined as regular motor coach operators. All other motor coach operators are defined as extra motor coach operators. When the regular and/or extra board motor coach operator schedules are altered in any way after

the original posting of the daily schedule, the EMPLOYER or designee must attempt to contact via phone and email (UNION cc:), any employee affected by that change in schedule.

SECTION 4. All regular motor coach operators shall be entitled to two (2) days off each week. ~~Sunday will be considered one of the two days off for all regular board operators until or unless regular board work includes Sunday work. Regular board operators will select these days separately from their run bid at the same time they select their run in Article 24, Section 1. All extra-board operators shall be entitled to one (1) day off for every nine (9) consecutive work days.~~

SECTION 7. An Operator may refuse an early morning work assignment if less than ~~eight and one half nine (9)(8½)~~ hours has transpired since the Operator was relieved from evening service. In the event an Operator exercises their right to refuse an early morning work assignment under such circumstances, the Operator shall not be deemed to have made themselves "unavailable" under Article 28, Section 2 by virtue of their refusal nor will the hours refused under such circumstances be charged against the Operator and negatively impact their normal rotation of work assignments.

#### ARTICLE 25 ASSIGNMENT OF RUNS

SECTION 1. Regular runs shall be picked according to seniority. Runs shall be posted not less than ten (10) days before effective date and run picks must be completed ~~two (2)~~three (3) days before going into effect. Assignment dates shall be ~~on or about the beginning of the closest pay period on or near the first of the months of December, April, August held in May, August and January~~ or more often if deemed necessary by the EMPLOYER. If a permanent opening becomes available with more than 60 days remaining in the current bid, the bid board will be rebid from the place of the new opening until the end of the term of that regular bid board. Once the board is opened the rebid must be completed within ~~three (3)~~ten (10) days.

SECTION 2. The designee of EMPLOYER shall be in full charge of all sign-ups. All employees ~~have four (4) hours to select their run. must keep in touch with said designee during the progress of a bid, and, failing to do so, shall have his selection made by president of ATU Local 752 or his designee. If an employee entitled to a bid is ill or on leave of absence or on vacation, he shall be notified, if possible.~~ If he/she has not selected a run ~~cannot be notified,~~ president of ATU Local 752 or his designee shall bid for him/her within ~~four (4)~~two (2) hours of being notified that an employee ~~cannot be notified~~has not selected a run.

SECTION 4. (a) Vacation Board Operators run assignments shall be picked in order of seniority from extra board operators after the picking of Regular Board Runs as described in Article 25, Sec 1. Assignments for vacation runs shall be comprised of the ~~two~~ three most senior vacation runs in order of seniority. If at any time there are fewer than ~~two~~three (3) vacation runs, the vacation run drivers will return to the regular rotation of the extra board for that week in order of least seniority. Vacation board operators are not eligible for temporary assignment to regular board work in regard to regular board leaves of absence and receive no additional benefits outside of what is described in this agreement for an extra board operator.

~~(d) An extra board operator on a vacation board assignment may request a maximum of one (1) personal day during the vacation board assignment pursuant to Article 17, Section 5 without having to forfeit his vacation board assignment.~~

~~(ed)~~ The vacation board assignment fulfills the EMPLOYERS responsibility to provide each extra motor coach operator with work assignments totaling thirty-eight (38) hours per payroll week (Article 28, Section 2 of the Agreement). During an extra board operator's vacation run assignment, the extra board operator remains an extra board operator within the meaning of the term as provided by this agreement.

SECTION 5. In the event any three (3) or fewer pieces of motor coach work can be linked to satisfy the definition of a "regularly assigned run", such work will be offered for selection as a regularly assigned run at the time of the next available pick of runs.

Provided however, a regularly assigned run shall not entail a requirement to link pieces of motor coach work that span, from report time to the end of the run, more than ~~twelve and one quarter (12.25)~~thirteen (13) hours.

SECTION 6. In the event a ~~Part Time and/or Extra Board any~~ operator's daily work assignment exceeds thirteen (13) hours, from the time the Operator is scheduled to first report for work to the time that the Operator is relieved from work, any time worked after thirteen (13) hours has passed since the Operator first reported for work that day, will be compensated at one and one-half (1 ½) times the Operator's straight time hourly rate. Time and one-half pay for such work hours shall be calculated daily and shall not be included in hours paid at time and one-half (1 ½) for purposes of calculating overtime pay under Article 30, Section 1.

## ARTICLE 26

### "MISS-OUTS"

SECTION 1. A "Miss-Out" is defined to be:

(a) Each failure of any motor coach operator to report for duty at the proper time and at the proper place at which his assigned duties are scheduled to start, ~~and~~

~~(b) Each failure of any motor coach operator who has "missed-out" as herein before defined, to report in person and make himself available to the Superintendent of Transportation or his designees within one (1) hour after his assigned duties were scheduled to start for such work as may be assigned to him/her or for placement on the extra list as conditions at the time may indicate.~~

SECTION 2. The penalties for "missing-out" shall be as follows:

For the first "miss-out" within a sixty (60) day period, the operator involved shall serve one (1) day at the bottom of the extra listing within five (5) days of the "miss-out".

For the second "miss-out" within a sixty (60) day period, the operator involved shall serve two (2) days at the bottom of the extra list within five (5) days of the "miss-out".

For the third "miss-out" within a sixty (60) day period, the operator involved shall be subject to dismissal or such other discipline as EMPLOYER may see fit to impose.

For the seventh "miss-out" within a year, the operator involved shall be subject to dismissal or such other discipline as EMPLOYER may see fit to impose. ~~In determining the number of "miss-outs" within a year only, EMPLOYER will not count any "miss-outs" incurred as a result of the application of language contained in Article 26, Section 1 (b).~~

SECTION 3. The penalties herein provided for "miss-out" shall exclude any regular day off or other time when the operator would not normally work.

SECTION 4. EMPLOYER may waive the imposition of a disciplinary penalty for a "miss-out" as hereinabove provided whenever, in its opinion, a reasonable excuse for such "miss-out" exists.

~~SECTION 5. A Motor Coach operator who does not make themselves available in person to the EMPLOYER or designee within three (3) hours will receive an absence occurrence and ~~must~~ may use accrued sick time if available.~~

~~SECTION 6. Discipline for a single day at the bottom of the extra list may be satisfied if the operator involved reports within three (3) hours avoiding an absence occurrence.. The Operator must report, reports before 2pm and serves an hour and a half standby shift to cover possible call offs or uncovered shifts.~~

ARTICLE 27

ABSENTEEISM

SECTION 1. Absence Occurrence

An employee incurs an "absence occurrence" when he is absent from his or her regular duties for a period of one working day or less.

OR

An employee incurs an "absence occurrence" when he is absent from his or her regular duties for a period of more than one consecutive working day.

SECTION 2. "Excessive Absenteeism" Definition and Penalties

Excessive absenteeism means the incurrence of five (5) or more "absence occurrences" within a twelve-month period.

- a. When an employee has incurred ~~four (4)~~six (6) absence occurrences within a twelve-month period, he will receive a verbal warning from his supervisor of his absence occurrence record.
- b. When an employee has incurred ~~five (5)~~seven (7) absence occurrences within a twelve-month period, he will receive a written warning.
- c. When an employee has incurred ~~six (6)~~eight (8) absence occurrences within a twelve-month period, he will receive a three (3) day work suspension.
- d. When an employee has incurred ~~seven (7)~~nine (9) absence occurrences within a twelve-month period, his employment will be terminated.

EMPLOYER may waive the imposition of employee termination and/or disciplinary action as herein provided whenever, in EMPLOYER's judgment, circumstance merit such waiver, in which case, EMPLOYER may substitute such other discipline as EMPLOYER may see fit to impose.

Absence occurrence types encompassed by the provisions of this policy include:

1. absences due to sickness or injury
2. unexcused absences

ARTICLE 29

WAGE RATES - MOTOR COACH OPERATORS

SECTION 1-(Op.-). The straight time hourly rates of pay for all employees~~motor coach operators~~ who have progressed to 100% of wage, ~~but do not qualify for health insurance hourly holdback,~~ will be as follows:

~~WAGE RATES - MAINTENANCE EMPLOYEES~~

~~SECTION 1 (Ma).—The regular straight time hourly rates of pay for maintenance employees who have progressed to 100% of wage, but do not qualify for health insurance hourly holdback, will be as follows:~~

<del>Classification</del>	<del>7/1/2017 6/30/2018</del>	<del>7/1/2018 6/30/2019</del>	<del>7/1/2019 6/30/2020</del>
<del>Motor Coach Operators</del>	<del>\$27.69</del>	<del>\$28.38</del>	<del>\$29.02</del>
Class A	\$29.26	\$29.99	\$30.67
Class B	\$28.80	\$29.52	\$30.18
Class C	\$28.17	\$28.87	\$29.52
FT. Service Technician	\$27.69	\$28.38	\$29.02
P.T. Service Technician	\$27.69	\$28.38	\$29.02
Custodian	\$18.22	\$18.68	\$19.10
Cleaner	\$19.57	\$20.06	\$20.51

~~WAGE RATES - ADMINISTRATION EMPLOYEES~~

~~SECTION 1 (Ad).—The straight time hourly rates of pay for employees who have progressed to 100% of wage, will be as follows:—~~

<del>Classification</del>	<del>7/1/2017 6/30/2018</del>	<del>7/1/2018 6/30/2019</del>	<del>7/1/2019 6/30/2020</del>
Dispatcher	\$20.97	\$21.50	\$21.98
Receptionist	\$15.45	\$15.84	\$16.20
Administrative Assistant	\$26.10	\$26.75	\$27.35
Customer Service Representative (CSR)	\$17.51	\$17.95	\$18.35

SECTION 2 (~~Op., Ad.~~)-(A) The straight time hourly rates of pay for all employees who are motor coach operators, dispatchers, receptionist or administrative assistants covered under this agreement shall be supplemented by an additional five cents (\$.05) per hour after each five (5) years of consecutive employment.

SECTION 2-Ma. (B) The regular straight time hourly rate of pay for Class "A" and Class "B" maintenance employees as shown shall be supplemented by an additional ten cents (\$0.10) per hour after each five (5) years of consecutive employment. The regular straight time hourly rate of pay for other maintenance employees as shown shall be supplemented by an additional five cents (\$.05) per hour after each five (5) years of consecutive employment.

~~SECTION 3-Ma. (C)~~ In the event EMPLOYER appoints a maintenance employee as a working foreman, he shall be paid five cents (\$.05) per hour over and above the rate allowed to his classification while acting in that capacity.

~~SECTION 3-Op.~~ The straight time hourly rate of pay for motor coach operators hired after January 15, 1996 but prior to January 14, 2014 shall be per the following schedule:

<del>Months Of Seniority</del>	<del>% Of Wage (Section 1)</del>
<del>0 to 12 months</del>	<del>70%</del>
<del>12 to 24 months</del>	<del>80%</del>
<del>24 to 36 months</del>	<del>90%</del>
<del>36 or more months</del>	<del>100%</del>

SECTION 3 - The straight time hourly rate of pay for motor coach operators hired after January 15, 2014 shall be per the following schedule:

<u>Months Of Seniority</u>	<u>% Of Wage (Section 1)</u>
0 to 12 months	60%
12 to 24 months	70%
24 to 36 months	80%
36 to 48 months	90%
48 or more months	100%

~~SECTION 3-Ad.~~ The straight time hourly rate of pay for dispatch, receptionist, and administrative assistant employees in the administration department shall be per the following schedule:

<u>Months Of Seniority</u>	<u>% Of Wage (Section 1 - Ad)</u>
0 to 12 months	85 %
12 to 24 months	90 %
24 to 36 months	95 %

36 or more months 100 %

The straight time hourly rate of pay for customer service representative employees in the administration department shall be per the following schedule:

<u>Months Of Seniority</u>	<u>% Of Wage (Section 1 - Ad)</u>
0 to 12 months	90 %
12 to 24 months	95 %
24 or more months	100 %

SECTION 4- ~~(Ma-)~~The straight time hourly rate of pay for Class "A" and "B" maintenance employees who have less than six (6) months seniority will be ten percent (10%) less than maintenance employees of the same classification with twelve (12) or more months of seniority.

The straight time hourly rate of pay for Class "A" and "B" maintenance employees who have at least six (6) months seniority but less than twelve (12) months seniority will be five percent (5%) less than maintenance employees of the same classification with twelve (12) or more months of seniority.

The straight time hourly rate of pay for Mechanics, Servicemen, and Custodians~~all other maintenance~~ employees shall be per the following schedule according to the classification of each employee.

~~If employee was hired after January 14, 1996 but prior to January 14, 2014, the following schedule shall apply:~~

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<u>Months Of Seniority</u>	<u>% Of Wage (Section 1)</u>
0 to 12 months	70%
12 to 24 months	80%
24 to 36 months	90%
36 or more months	100%

~~If employee was hired after January 15, 2014 the following schedule shall apply to Mechanics, Servicemen, and Custodians:~~

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<u>Months Of Seniority</u>	<u>% Of Wage (Section 1)</u>
0 to 12 months	60%
12 to 24 months	70%
24 to 36 months	80%
36 to 48 months	90%
48 or more months	100%

The straight time hourly rate of pay for Cleaners shall be per the following schedule: should apply to Cleaners:

<u>Months of Seniority</u>	<u>% of Wage (Section 1)</u>
<u>0 to 12 months</u>	<u>80%</u>
<u>12 to 24 months</u>	<u>90%</u>
<u>24 or more months</u>	<u>100%</u>

EMPLOYER will provide a list of approved ASE certification which once obtained will be eligible for a ten cent (\$.10) hourly increase for the employee until Master Status is obtained at which time a twenty five cent (\$.25) hourly increase for each certification will be approved. Should the employee not maintain certification(s), the wage increase previously awarded for that certification will be forfeited until certification is once again achieved. Should he not maintain master status, the wage increase for each certification the employee has maintained will be returned to ten cents (\$.10) hourly until Master Status is once again achieved.

~~SECTION 5. Beginning January 15, 2007, the straight time hourly rate of pay for full time Employees who qualify for the health insurance hourly holdback will be sixty cents (60¢) per hour greater than the effective hourly wage rate indicated under Article 29, Section 1 and Section 3. Employees do not qualify for health insurance hourly holdback rates until they participate in the EMPLOYER's group health insurance plan.~~

SECTION ~~65 (Ma)~~ Part-time Service Technicians and Part-time Custodians, employed on or after January 15, 2007, shall be paid an hourly rate of pay pursuant to the provisions of Article 29 and Article 41-A except that, for the purpose of applying Article 29, a Part-time Service Technicians and Part-time Custodians will be deemed to have accrued 12 months of seniority only when such Part-time Service Technicians and Part-time Custodians has accrued 1,560 payroll hours.

## ARTICLE 32

### TIME ALLOWANCES - PREPARATORY TIME

SECTION 1. Operators shall report ~~ten (10)~~fifteen (15) minutes before their runs are scheduled to pull out of the garage or pass the point where a relief is to be made, and they shall be allowed ~~ten (10)~~five (5) minutes at their regular straight time hourly rate, as preparatory time once each day on which they perform platform work.

## ARTICLE 34

### UNIFORMS AND TOOLS

SECTION 3. EMPLOYER shall provide an allowance for tools, disposable supplies, personal safety equipment, work shoes, ~~and~~ employee optional tool insurance, and the cost of failed ASE certification tests for each of its maintenance employees in the following maximum amounts:

Class "A" and "B" Mechanics:	\$ <del>475</del> annually
Class "C" Mechanics:	\$ 475 annually
Full Time Service Technician:	\$ 175 annually
Part Time Service Technician:	\$ 175 annually
Custodian:	\$ 125 annually

All tool, disposable supplies, personal safety equipment, work shoes ~~and~~ employee optional tool insurance, and the cost of failed ASE certification test purchases must have the prior approval of EMPLOYER in order to receive the allowance application. EMPLOYER will reimburse maintenance employees for approved tool purchases within fifteen (15) days of the date that a maintenance employee presents a proper invoice for such approved tool purchase(s) to the Maintenance Director or his designee.

EMPLOYER shall provide service technicians all necessary tools needed for their daily work requirements.

## ARTICLE 36

### WORK DAY, WORK WEEK AND DAYS OFF - MAINTENANCE EMPLOYEES

SECTION 1. Eight (8) or ten (10) hours of work shall constitute a day's work in the Maintenance Department.

SECTION 2. A maintenance employee's work week shall consist of five (5) days (if the employee works eight (8) hour days), or four (4) days (if the employee works ten (10) hour days), beginning at 12:01 a.m. of the day following his regular day off.

SECTION 3. All maintenance employees shall be entitled to at least two (2) regular days off each week if they work eight (8) hour days, and three (3) regular days off each week if they work ten (10) hour days.

SECTION 4. This article is intended to provide a basis for establishing normal work schedules and to provide a basis for calculating overtime. It shall not be construed as a guarantee of hours of work per day or per week.

SECTION 5. The provisions of Sections 1, 2, 3 and 4 above are applicable terms of employment for regular (full-time) maintenance employees only and do not apply to part-time service technicians. EMPLOYER may assign each part-time service technicians a maximum of thirty-four (34) hours of weekly work over a six (6) day work week however, this provision shall not be construed as a guarantee of hours of work per day or per week for part-time service technicians.

SECTION 6. Employees who are scheduled to work eight (8) hour days will be allowed to take vacation time in increments of no less than 4 hours. Employees who are scheduled to work ten (10) hour days will be allowed to take vacation time in increments of no less than 5 hours. Vacation request must be filled out and approved 24 hours prior to the date and time of hours requested off. Failure to get approval 24 hours in advance reserves the right for a member of management to decline the request. Bidding to lock in vacation days will be available 1 month prior to the end of the calendar year. Successfully awarded bids will only be available in increments of 40 hours. Employees will have the opportunity to "lock in" vacation days for the next calendar year. Once the bidding is closed, vacation time will be awarded on a first come first served basis. Senior employees may not "bump" less senior employees from a pre-approved vacation day after bidding is closed. Personal time may be utilized in two (2) hour increments. Employees reserve the right to use personal time for short notice situations. Time must be approved by a member of management. Employees that call in to work and choose to use personal time must contact a member of management 30 minutes prior to the start of their shift. If no attempt is made, the absence will be considered unexcused. Sick time can be used for an entire day or in one hour increments. Holiday pay will be paid in 8 hour increments for maintenance department employees who are regularly scheduled to work eight (8) hour days. Holiday pay will be paid in ten (10) hour increments for maintenance department employees who are regularly scheduled to work ten (10) hour days.

#### ARTICLE 37

#### CLASSIFICATIONS-MAINTENANCE EMPLOYEES

SECTION 8. Cleaners are maintenance employees who clean vehicles.

#### ARTICLE 38

#### PROMOTIONS-MAINTENANCE EMPLOYEES

SECTION 1. When EMPLOYER shall determine that a vacancy exists in any of the higher classifications, it will be the policy of EMPLOYER to fill such vacancies from the ranks of its maintenance employees in a lower classification on the basis of seniority, and provided an employee of sufficient ability and qualifications are available for that purpose. However, nothing within this Agreement shall prohibit the EMPLOYER from hiring new Maintenance Employees with an initial placement as a Class, B, or C Mechanic depending on their skills,abilities, and qualifications as determined by the EMPLOYER.

SECTION 2. Class "B" Maintenance ~~Men~~Technicians will be required to hold at least ~~two~~three ASE Certifications in the Transit Bus Series specialties (or like qualifications), and EPA 608 and 609 certifications, as well as have Cummins Insite familiarization or like qualifications.

For promotion to Class "A" Maintenance ~~Men~~Technicians a minimum of 4 years (from date of hire as Class "C") must be met as well as two consecutive evaluations of "Meets Expectations" or higher, and must hold ASE Certifications in at least ~~four~~ five Transit Bus Series specialties (or like qualifications). The length of service or evaluation requirements may be waived ~~in~~ at the discretion of the EMPLOYER.

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SECTION 3. Class "C" Maintenance ~~Men~~Technicians will be required to have 120 hours of formal training in Automotive and/or Diesel Mechanics courses and hold EPA 608 and 609 certifications. A Class "C" Maintenance ~~Man~~Technician shall be in training for a minimum of two years and must score at minimum a "Meets Expectations" on his review for two consecutive years.

For a Class "C" Maintenance ~~Man~~Technician to progress to a Class "B" they must hold at least ~~two~~three ASE Certifications (or like qualifications) as well as have Cummins Insite familiarization or like Qualifications.

SECTION 4. Maintenance evaluations will be conducted annually for all maintenance employees for the purpose of identifying individual strengths and weaknesses as well as establishing goals and objectives for technical and professional growth. A Semiannual follow up meeting will be scheduled to discuss progress on specified goals and objectives.

#### ARTICLE 41

#### INSURANCE

SECTION 1. The group health and hospital insurance policy, including the eligibility requirements established by the EMPLOYER, in effect on the date this Agreement is executed, shall be maintained for the term of this Agreement; provided, however, that the EMPLOYER retains the right to change insurance carriers or otherwise provide for coverage as long as the level of benefits remains substantially the same.

SECTION 2. All full-time employees eligible for participation in the EMPLOYER established group health and hospital insurance policy ~~shall be, upon becoming~~ eligible for participation, ~~become participants~~ in the plan. EMPLOYER and Union understand that full-time employees become eligible for participation in the group health and hospital insurance policy on the first day of the month subsequent to an employee completing ninety (90) days of full-time employment.

~~For July 1, 2017 through June 30, 2018 the EMPLOYER will continue to deduct, on a bi-weekly basis, health insurance premium costs as stated in the MOU. CREATE? (Employer last, best and final offer of May 18, 2017) AND ATTACH MOU INTO CONTRACT, such health insurance hourly holdback amounts until the health insurance hourly holdback deductions for an employee equals twenty percent (25%) of the bi-weekly health insurance premium expense to provide the EMPLOYER established group health and hospital insurance policy for the employee. For purposes of computing the bi-weekly health insurance premium expense for each employee, the monthly premium expense for each employee in effect at the time the health insurance hourly holdback was earned by the employee will be multiplied by twelve (12) and divide by twenty-six (26). As calculated, the result will represent 100% of the bi-weekly premium expense. For July 1, 2018 through June 30, 2019, union employees will pay up to a ten (10%) percent increase in their share of the premiums for the bi-weekly cost from year one of the MOU. If the employee bi-weekly premiums increase more than ten (10) percent, then year 2 of Article 41 is re-opened for negotiations. For July 1, 2019 through June 30, 2020, union employees will pay up to a ten (10) percent increase in their share (10%) of the premiums for the bi-weekly cost from the July 1, 2018 through June 30, 2019 premiums. If the -employee bi-weekly premiums increase more than ten (10) percent, then year 3 of Article 41 is re-opened for negotiations.~~

~~Effective September 1, 2007, and beginning on the first day of each month thereafter for employees who subsequently become eligible for participation in the EMPLOYER group health insurance plan, EMPLOYER shall deduct, on a bi-weekly basis, an amount equal to 25% (but not more than seventy dollars (\$70.00), of the employee group health insurance plan monthly premium expense from each participating employee's pay. The amount shall be computed as follows:~~

~~Step 1. Multiply by 12, the current total monthly premium expense for each employee.~~

~~Step 2. Divide the result of Step 1 by 26.~~

~~Step 3. Multiply the amount derived in step 2 by 25%.~~

~~Step 4. Step 3, but not more than \$70.00 equals the bi-weekly payroll deduction.~~

The EMPLOYER will continue to pay the cost of the EMPLOYER established group health and hospital insurance policy, on eligible employees only, after applying any health insurance hourly holdback deductions from employees.

SECTION 8. In the event ~~the (25%) employee portion of Group Medical Insurance premium increases to a dollar value higher than \$75.00,~~ Article 41- Insurance of the executed Collective Bargaining Agreement will be opened for negotiation due to an increase of more than 10% in premiums. Both parties; known as "the union and "the employer" agree that only Article 41-Insurance will be opened and both sides are compelled to negotiate in good faith on the issue of Insurance, but such obligation does not compel either party to agree to a proposal or require the making of a concession

#### ARTICLE 41-A

##### SEMI-ANNUAL WAGE ADJUSTMENTS

SECTION 1. For the purpose of this section, the Consumer Price Index (C.P.I-W) refers to the revised Consumer Price Index for Urban Wage Earners and Clerical Workers...U.S. city average...all items (1967-100), published by the Bureau of Labor Statistics, U. S. Department of Labor. Beginning January 15, 1996 and annually thereafter, for each .5 upward movement of the Consumer Price Index for Urban Wage Earners and Clerical Workers (C.P.I-W) the EMPLOYER will grant a one cent (\$.01) per hour allowance for each employee until the annual increase of C.P.I-W exceeds 3%. The allowance, if any, shall be based upon the difference between the Base Index Figure published in January 1996 (December 1995 CPI-W) and the Index Figure published in July 1996 (June 1996 CPI-W); semi-annual adjustments shall be made on July 15, 1996, January 15, 1997, July 15, 1997, January 15, 1998, July 15, 1998 and January 14, 1999 of each year using the January published Index Figure (December CPI-W) for each year as the Base Index and the most recent published measurement available prior to the adjustment date and will be accumulative for the length of the contract. This adjustment shall be added to each classification rate of pay.

The Basic Wage Rates of all employees covered by this Agreement shall not be reduced by the application of semi-annual wage adjustments.

During the term of the Agreement from ~~January 15, 2014~~ July 1, 2017 through June 30, ~~2017~~ 2020 and during the term of any extension of such Agreement, the provisions of Article 41-A (above) shall not be in effect and the EMPLOYER shall not grant employee wage allowances based on changes in the CPI-W from ~~December of 2013~~ July 2017 through June of ~~2017~~ 2020. The Union and EMPLOYER agree that the language of Article 39-A shall again become effective and applicable upon renewal of this Agreement unless the parties again agree to suspend the application of Article

41-A. If the language of Article 41-A becomes effective and applicable it is understood and agreed that the activation of the Article 41-A language shall not be retroactive but rather, prospective beginning with the Base Index Figure published in July ~~2017~~2020 (i.e., the June ~~2017~~2020 CPI-W) and an initial adjustment date agreed to by the parties.

#### ARTICLE 52

##### RELIEF TRANSPORTATION

SECTION 1. It is mutually agreed by the EMPLOYER and the UNION that, during the "effective" period stated above, the EMPLOYER will provide transportation, ~~as needed~~exclusively, to and from the "garage" at 351 Wylie Drive, Normal, Illinois, for Operators assigned to make reliefs ~~at either of the following three (3) locations:~~

- ~~(1) 11 Uptown Circle, Normal, Illinois (commonly referred to as the Uptown Station bus transfer site).~~
- ~~(2) 1600 block of East Empire Street, Bloomington, Illinois (commonly referred to as the Eastland Shopping Center bus transfer site)~~
- ~~(3) College Hills Mall, Normal, Illinois.~~

~~SECTION 2. It is mutually agreed by the EMPLOYER and the UNION that, effective January 15, 2003 and thereafter, the EMPLOYER will provide transportation, as needed, to and from the "garage" at 351 Wylie Drive, Normal, Illinois, for Operators assigned to make reliefs at all Transfer Locations~~

SECTION ~~3~~2. It is further mutually agreed by EMPLOYER and the UNION that the EMPLOYER'S obligation to "provide transportation" as detailed above shall be limited and conditioned on the requirement that both the Operator making a relief and the Operator being relieved must use the EMPLOYER provided transportation (vehicle) thus assuring the timely return of the vehicle to the "garage" at 351 Wylie Drive, Normal, Illinois.

#### ARTICLE 54

##### SENIORITY – ADMINISTRATION EMPLOYEES

~~SECTION 1. Administration Employees retained by EMPLOYER after the probationary period hereinabove provided for, shall acquire seniority status retroactive to their date of employment and shall accumulate seniority thereafter as provided in this Agreement. Nothing in this paragraph shall in any way invalidate the right of management to discharge for any reason it sees fit, any employee who has not completed his probationary period.~~

#### ARTICLE 55

##### SHIFTS, WORK DAY AND DAYS OFF - ADMINISTRATION

~~SECTION 1. A regularly assigned shift is a day's work selected by a dispatcher, customer service representative, receptionist or administrative assistant in accordance with his/her~~

seniority and assigned to him/her for an extended period whenever there is a selection and assignment of regularly scheduled shifts. All other pieces of work shall be classed as extra work.

SECTION 2. Administration employees who have sufficient seniority to select and who are assigned to regularly scheduled shifts during an assignment of "pick" of shifts are defined as regular board. All other administration employees are defined as extra board. When the regular and/or extra board employee schedules are altered in any way after the original posting of the daily schedule, EMPLOYER or designee must attempt to contact via phone and email, any employee affected by that change in schedule.

SECTION 3. All regularly assigned shifts shall be constructed so as to contain at least eight (8) pay hours. Time allowances may be included to make up the minimum pay hours.

SECTION 4. All regular board administration employees shall be entitled to two (2) days off each week. Regular board employees will select these days at the same time they select their shift in Article 24, Section 1. All extra board employees shall be entitled to one (1) day off for every nine (9) consecutive working days.

SECTION 5. This article is intended to provide a basis for establishing normal work schedules and to provide a basis for calculating overtime and shall not be construed as a guarantee of hours of work per day or per week.

SECTION 6. Regular board employees shall have the right to refuse to work on their regular days off without discipline.

SECTION 7. An administration employee may refuse an early morning work assignment if less than nine (9) hours has transpired since the employee was relieved from evening service. In the event an employee exercises their right to refuse an early morning work assignment under such circumstances, the employee shall not be deemed to have made themselves "unavailable" under Article 28, Section 2 by virtue of their refusal nor will the hours refused under such circumstances be charged against the employee and negatively impact their normal rotation of work assignments.

## ARTICLE 56

### ASSIGNMENT OF SHIFTS

SECTION 1. Regular shifts shall be picked according to seniority. Shifts shall be posted not less than ten (10) days before effective date and shift picks must be completed three (3) days before going into effect. Assignment dates shall be ~~on or about the beginning of the closest pay period on or near the first of the months of December, April, August~~ held in May, August and January or more often if deemed necessary by the EMPLOYER. If a permanent opening becomes available with more than 60 days remaining in the current bid, the bid board will be rebid from the place of the new opening until the end of the term of that regular bid board, provided a new employee has been hired and trained to the EMPLOYER's satisfaction. Once the board is opened the rebid must be completed within ten (10) days

SECTION 2. The designee of EMPLOYER shall be in full charge of all sign-ups. All employees must choose their shift within four (4) hours. The president of ATU Local 752 or his/her designee shall bid for him/her within two (2) hours of being notified that an employee failed to bid.

SECTION 3. In emergencies, EMPLOYER may make temporary assignments of runs until a selection and assignment can be made as herein provided.

SECTION 4. Extra Board Employees shall have the right to choose in order of seniority, if they wish to fill the position and hours of a Regular Boarder Employee on vacation. EMPLOYER reserves the right to make adjustments based on staffing needs.

SECTION 5. In the event a Part Time and/or Extra Board operator's an employee's daily work assignment exceeds thirteen (13) hours, from the time the Operator employee is scheduled to first report for work to the time that the Operator employee is relieved from work, any time worked after thirteen (13) hours has passed since the Operator employee first reported for work that day, will be compensated at one and one-half (1 ½) times the Operator's employee's straight time hourly rate. Time and one-half pay for such work hours shall be calculated daily and shall not be included in hours paid at time and one-half (1 ½) for purposes of calculating overtime pay under Article 30, Section 1.

#### ARTICLE 57

##### "MISS-OUTS" – ADMINISTRATION and MAINTENANCE

SECTION 1. A "Miss-Out" is defined to be:

(a) Each failure of any administration employee to clock in for duty at the proper time, within six (6) minutes, and at the proper place at which his/her assigned duties are scheduled to start.

SECTION 2. The penalties for "missing-out" shall be as follows:

For the first "miss-out" within a sixty (60) day period, the employee involved shall receive a verbal warning.

For the second "miss-out" within a sixty (60) day period, the employee involved shall receive a written warning.

For the third "miss-out" within a sixty (60) day period, the employee involved shall be subject to dismissal or such other discipline as EMPLOYER may see fit to impose.

For the seventh "miss-out" within a year, the employee involved shall be subject to dismissal or such other discipline as EMPLOYER may see fit to impose.

SECTION 3. The penalties herein provided for "miss-out" shall exclude any regular day off or other time when the employee would not normally work.

SECTION 4. EMPLOYER may waive the imposition of a disciplinary penalty for a "miss-out" as hereinabove provided whenever, in its opinion, a reasonable excuse for such "miss-out" exists.

SECTION 5. Employees who do not make themselves available in person to the EMPLOYER or designee within three (3) hours will receive an absence occurrence and must use accrued sick time if available.

ARTICLE 548

AGREEMENT DURATION

SECTION 1. This Agreement shall be in effect from ~~January 15, 2014~~ July 1, 2017 to June 30, 2017 both inclusive, and from year to year thereafter, except that at the expiration of the contract term or of any renewal thereof any party hereto may terminate the Agreement or negotiate changes in its terms.

Said notice shall be in writing and be delivered to the other parties not more than one hundred twenty (120) days and not less than ninety (90) days before the expiration of the contract term or of any renewal thereof. If such notice is given by a party, it shall also contain an offer to meet and confer with the other party for the purpose of negotiating a new contract.

SECTION 2. If no agreement shall have been reached by the parties within sixty (60) days of the first meeting of the parties, the Federal Mediation and Conciliation Service and any state agency established to mediate and conciliate disputes within the state shall be notified of the existence of a dispute, all as provided in Subsection (d) of the Section 8 of Labor-Management Relations Act, 1947.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed and signed by their duly authorized officers and representatives this 10<sup>th</sup> day of June, in the Year of Our Lord 2014.

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FOR: BLOOMINGTON-NORMAL PUBLIC TRANSIT SYSTEM

BY: \_\_\_\_\_  
Judy BuchananMike McCurdy, Chairman

BY: \_\_\_\_\_  
Andrew JohnsonIsaac Thome, Interim General

Manager

ATTEST: \_\_\_\_\_  
Mike McCurdyLauren Lacey, Secretary

FOR: LOCAL NO. 752 OF THE AMALGAMATED TRANSIT UNION

BY: \_\_\_\_\_  
~~Mick Ferrell~~ James Riordan, President

BY: \_\_\_\_\_  
~~Andy Moore~~ Thalia Klunick, Negotiations

Committee Member

ATTEST: \_\_\_\_\_  
Orhan Brian Enata, Financial Secretary