

NOTICE OF DENIAL


Your request for copies of public records was received on 6/19/19 and has been partially denied on 6/25/19.

The following information was withheld: **home addresses, personal email addresses, telephone numbers**

This information was withheld pursuant to the following statute(s):

- 5 ILCS 140/7(1)(b) – Private information, unless disclosure is required by another provision of this Act, a State or federal law or a court order, as defined at 5 ILCS 140/2 (c-5) - "Private information" means unique identifiers, including a person's social security number, driver's license number, employee identification number, biometric identifiers, personal financial information, passwords or other access codes, medical records, home or personal telephone numbers, and personal email addresses. Private information also includes home address and personal license plates, except as otherwise provided by law or when compiled without possibility of attribution to any person is exempt from disclosure.

By:


Angela Huonker, Town Clerk


Alison K. White, Deputy Clerk

APPEAL RIGHT

Pursuant to law, you are entitled to appeal the decision denying your request for certain information. You may appeal by requesting a review by the Attorney General's Public Access Counselor within 60 calendar days from the date of this denial. Here is the contact information of the Public Access Counselor:

Office of the Attorney General
Public Access Bureau
500 S. 2nd Street
Springfield, Illinois 62706
217-558-0486
publicaccess@atg.state.il.us

You also have the right to judicial review. Suit may be filed in the Circuit Court for McLean County:

Law and Justice Center
Circuit Clerk
104 W. Front St.
Bloomington, IL 61701
309-888-5301
www.co.mclean.il.us/circuitclerk

Alison White

From: Radiance Campbell <[REDACTED] Private Information >
Sent: Monday, May 13, 2019 9:27 PM
To: trustees@connect-transit.com
Cc: jbower@connect-transit.com; Isaac Thorne; [REDACTED] Private Information
[REDACTED] Private Information John.bowman.bb2@statefarm.com; [REDACTED] Private Information
hife@hilegroup.com; Pamela Reece; tgleason@cityblm.org;
[REDACTED] Private Information
Subject: 5/13 City Council Meeting

Good evening,

My name is Radiance Campbell, and I am a student at Illinois State University originally from Bloomington. Tonight I attended the Bloomington City Council meeting in solidarity with Citizens to Ensure Fair Transit (CEFT). Though I did not make a public comment, I wanted to make sure my support for CEFT is heard today.

Tonight CEFT voiced their concerns about a lack of rider representation on the Connect Transit board. I, too, believe that the people who are directly impacted by board decisions should be the ones making these decisions. I am not denying that the current board is doing their best according to their interests and values for the Connect Transit and the City of Bloomington. However, it is only fair to amend the bylaws so that transit reliant riders and paratransit riders are ensured ongoing, meaningful rider representation on the board.

In the coming weeks, the mayor and the voting bodies of Bloomington and Normal have the opportunity to appoint a total of three new people to serve on the Connect Transit Board. Please please please support the appointment of a transit reliant rider, a paratransit rider, and/or direct household members of transit reliant citizens.

Just like people have a right to a trial by a jury of their peers, people have a right to be represented by their peers (someone of similar economic, geographic, environmental, and racial background). When making decisions about services and fares, people with disabilities and low-income, transit reliant residents need a seat at the table. Representation matters.

I would appreciate any updates on this issue.

Thank you for your time,
Radiance Campbell

[REDACTED] Private Information

Alison White

From: Stan Nord
Sent: Tuesday, June 18, 2019 12:07 AM
To: Private Information
Subject: Fw: Board Vacancy for Normal Representation

Marc,

Your name was one of those we discussed at Connect WG meeting. Per Judy Buchanan those names were submitted to the mayor.

Stan

From: Judy Buchanan
Sent: Monday, May 27, 2019 10:41:03 PM
To: Stan Nord
Subject: Re: Board Vacancy for Normal Representation

Hi Stan,

Thank you for your follow up to the Connect Transit public discussion of the Work Group membership. Yes the four names have been forwarded to Mayor Koos.

Judy

On Fri, May 24, 2019 at 1:23 PM Stan Nord <snord@normal.org> wrote:
Connect Board,

This question is more for Judy Buchanan and Juli Hile since they were involved at the work group meeting.

At the Connect work group session, which occurred recently at the Normal Library, some of the discussion was about getting the vacant board seat for Normal representation filled. There were at least 3 names which were discussed by those attending, and I assume recorded somewhere.

As I am sure you are aware, Normal has fewer board seats when all seats are filled anyway. Leaving a seat vacant further reduces representation of Normal citizens. There are individuals who are willing to get involved right now, in light of the heightened public awareness.

Have those names been communicated with the Normal Mayor?

?

Thank you,

Stan

Disclaimer

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Alison White

From: Conan Calhoun <conan@lifecil.org>
Sent: Sunday, June 9, 2019 8:29 PM
To: Kathleen Lorenz
Subject: RE: CEFT Request to Meet

Fares need to be capped on all services. These prices are absurd. Routes should be growing every year and this would include all facets of our community. Nobody should have to beg to keep a route or get a route or lose a route. Nobody should have to advocate to get a ADA compliant bus stop or plan a trip 24 hours in advance to get Premium service because they do not serve areas or are not accessible at their bus stops. Density pockets are stipulated in the MCRPC report of 2018. These are all inclusive. As for a ranking system, all of these are important and are items that have not been addressed at all. I appreciate your continued commitment to this cause. I hope to get you a fact sheet and questions to address CT this coming week. I think this will help you design and steer your conversation. One thing is for certain, CT are great salesman. If they find a need, they exploit it. If they don't want to find a need, they willfully deny it.

From: Kathleen Lorenz
Sent: Sunday, June 9, 2019 6:15 PM
To: Conan Calhoun
Subject: Re: CEFT Request to Meet

Conan, Can you clarify #3 - it talks about caps on fares - is that all fares or just paratransit? Also this item also talks about expanding (not shrinking) routes, and inclusive routes (assuming that is for low income, aging, people of color), and also density pockets. Is it safe to assume the density pockets are addressing the inclusivity needs? Or are the density pockets something else? And lastly, if your constituents had to rank order them, which is more important: the routes issues (expanding/inclusive/density pockets) or caps on fares?

Kathleen Lorenz
Normal Town Councilmember
cell 309-531-1884

From: Conan Calhoun
Sent: Sunday, June 9, 2019 3:59 PM
To: Kathleen Lorenz
Subject: RE: CEFT Request to Meet

Aleda can be reached at: **Private Information**

If you do not have time to meet with her that is totally understandable. I think her perspective is very well stated and articulate. Top agenda items include but are not limited to the following:

1. Rider Representation on the board of trustees with CT (Not just expanding the board and diluting the solvent). Paratransit and Fixed route should have representation on the Board. They are safe guards and will allow this to not happen again.

2. ADA compliance at all bus stops (As they are non-compliant again due to route changes again-The better bus stop campaign is a marketing tool and is not an Action Plan for ADA compliance. This goes against Federal DOJ, FTA, and Access Board). A significant indicator for total compliance was triggered when they had massive route changes in 2015-2016. They were bound to ADA compliance then as a must. This goes as far as Pads, Signage, and connected to infrastructure of the local municipalities. Better communication/coordination with Local, County, and State entities.

3. Caps on fares (A rise in specialty services is a BIG RED Flag because of their lack of ADA compliance. Routes should be expanding and inclusive, not shrinking). They should be serving the Density pockets that was stated in the MCRPC-Sept 2018. They are not doing that and continue to underserve people with disabilities, Aging, people of color, and low-income.

4. Federal guidelines state that Premium service should not be interpreted as a way to Get away from ADA. Fixed route is number one.

Lastly, I do not know how many more work groups that CT can have over the years but it seems they cannot or will not listen. Management has got to understand that they have fundamentally dropped the ball on so many levels. I am a Disability Rights Advocate with LIFECIL and we have our own policies and procedures. I work with CEFT as a citizen. All concerns that are being addressed are all very important.

Thank you so very much for taking the time out of your Sunday schedule to chat. Take care and I look forward to speak to you and work towards a better future. Peace

Conan

From: Kathleen Lorenz
Sent: Sunday, June 9, 2019 2:57 PM
To: Conan Calhoun
Subject: Re: CEFT Request to Meet

Thanks for your response.

The Grammar meeting is set; I meet her tomorrow. It was the CEFT invitation that I was confused about. The invitation didn't come from a person, but rather a group email, so I really didn't know who it was, and whether it was duplicative or not. Who is the chair or co-chairs of CEFT? Is that Aleda? I have met her briefly at one of our Council meetings.

Your issues have certainly gotten the attention of the Council, and I am glad the Mayor has directed the CT management to make its annual presentation to our Council at the next meeting.

Let me ask you this: what would be, say, the top 2 or 3 actions your constituents would want to see the Council take in order to deem your efforts a success?

Kathleen Lorenz
Normal Town Councilmember
cell 309-531-1884

From: Conan Calhoun
Sent: Saturday, June 8, 2019 8:57 PM
To: Kathleen Lorenz
Subject: RE: CEFT Request to Meet

Well, thank you for reaching out. You have been very busy speaking/listening/hearing concerns about CT. I would strongly encourage you to keep the meeting with Sarah Grammer. Not only is she the Elected Township Supervisor, she is very much in tune with her constituents and understands the needs very well. As a Township Supervisor, she does her job very well. Anyway, I understand balance of personal life and Service oh so well. If you had time and are willing to hear another person, I would suggest speaking to Aleda Diggins from CEFT. If not, you have been very active and I really appreciated your time and wanting to address these concerns. I hope these concerns did not fall flat on the ears, much like they did with CT Board. I have been very busy myself addressing these concerns and we still have along a ways to go. Lastly, I hope to keep in touch with you and other Board Members as well. Remember, usually when you see me showing up to Council Meetings is because the members of our Disability Community are very concerned. This issue was nothing new...it just got to boiling point.

19.6% of the Bloomington/Normal Community Identify with a Disability. That equals roughly about 26,000 people...no small number when you are speaking about people. Nothing about us, Without Us. Take care and be good.

From: Kathleen Lorenz
Sent: Saturday, June 8, 2019 3:16 PM
To: Conan Calhoun
Subject: Fw: CEFT Request to Meet

Conan, question for you: do you think I need to meet with a representative of this group? Since the first of

May, I have met with you, RickieLee, Connie Kelly, a board member, taken a ride on the Connect Transit green and lime route to do some observations, and am scheduled to meet with Sarah Grammar on Monday. I'm happy to add in this group, if they have some measurably new information to share with me, but I think I'm starting to get a good grasp of the issues, and I do have to balance my day job against my constituency service. Please advise. Thanks.

Kathleen Lorenz
Normal Town Councilmember
cell 309-531-1884

From: Kathleen Lorenz
Sent: Monday, June 3, 2019 2:29 PM
To: Fair Transit
Subject: Re: CEFT Request to Meet

?Will someone be at the Council meeting tonight? Please come speak to me after the meeting to discuss a possible meeting.

Kathleen Lorenz
Normal Town Councilmember
cell 309-531-1884

From: Fair Transit
Sent: Monday, June 3, 2019 12:01 AM
To: Chamberly Cummings; Kathleen Lorenz; Mayor Chris Koos; Kevin McCarthy; Scott Preston; Stan Nord; Karyn Smith
Cc: Derek Beigh; mkwangwari@wmbd.com; mmiletich@week.com; WEEK; WGLT; WJBC; Pantagraph Newsroom; newsroom@wjbc.com; wesn@iwu.edu; Maria Nagle
Subject: CEFT Request to Meet

Mayor Koos and members of the Normal Town Council,

We, the Bloomington-Normal residents who organize Citizens to Ensure Fair Transit, would like to meet with you to discuss our concerns with the proposed Connect Transit budget that is set to go into effect on July 1st, as well as your authority to intervene and modify the transit budget under Section 8 of the intergovernmental agreement that governs Connect Transit. We would also like to further our conversation regarding rider representation on the Connect Transit board.

We have attached documents for your review, including a letter that describes our concerns in greater detail, and a copy of the intergovernmental agreement. Please use the doodle link below to offer several options of times that work best for you, and we will follow up as soon as possible to confirm a date that works for our volunteer grassroots leaders.

<https://doodle.com/poll/p2b28vqas94h5fnt><https://urldefense.proofpoint.com/v2/url?u=https-3A_doodle.com_poll_p2b28vqas94h5fnt&d=DwMFaQ&c=euGZstcaTDllvimEN8b7jXrwqOf-

Alison White

From: Fair Transit <citizenstoensurefairtransit@gmail.com>
Sent: Monday, June 3, 2019 12:01 AM
To: Chemberly Cummings; Kathleen Lorenz; Mayor Chris Koos; Kevin McCarthy; Scott Preston; Stan Nord; Karyn Smith
Cc: Derek Beigh; mkwangwari@wmbd.com; mmiletich@week.com; WEEK; WGLT; WJBC; Pantagraph Newsroom; newsroom@wjbc.com; wesn@iwu.edu; Maria Nagle
Subject: CEFT Request to Meet
Attachments: 6_2_ CEFT Letter to Normal (1).pdf; Connect-Transit-IGA (2).pdf; CEFT Organizing at a Glance (3).pdf

Mayor Koos and members of the Normal Town Council,

We, the Bloomington-Normal residents who organize Citizens to Ensure Fair Transit, would like to meet with you to discuss our concerns with the proposed Connect Transit budget that is set to go into effect on July 1st, as well as your authority to intervene and modify the transit budget under Section 8 of the intergovernmental agreement that governs Connect Transit. We would also like to further our conversation regarding rider representation on the Connect Transit board.

We have attached documents for your review, including a letter that describes our concerns in greater detail, and a copy of the intergovernmental agreement. Please use the doodle link below to offer several options of times that work best for you, and we will follow up as soon as possible to confirm a date that works for our volunteer grassroots leaders.

<https://doodle.com/poll/p2b28vqas94h5fnt>



citizenstoensurefairtransit@gmail.com

6/2/2019

Honorable Mayor Koos and Normal Town Council Members,

Since 2015, Citizens to Ensure Fair Transit (CEFT) has consistently requested that the Connect Transit board listen to riders and respond to our needs. Because the transit board continues to ignore our voices, in recent months we have brought our needs to you, the corporate authorities who are ultimately responsible for the outcome of the system and who have the power to enact necessary change.

On April 23rd, the Connect Transit board voted to approve a budget with changes that will harm riders with disabilities. Although many individuals with disabilities live on a fixed income of less than \$780 per month, the 30-day bus pass for those who need paratransit has always been twice as expensive as a fixed route 30-day pass, currently \$65.

The transit board presented a proposal to increase the cost of that pass to \$70 in an open meeting. Then, less than two weeks before the final hearing and vote on the proposal, after most listening sessions and one hearing had already passed, the administration decided it would be more profitable to eliminate the pass altogether.

Starting October 1st, a paratransit rider will have to spend at least \$85 just to take 17 round trips in a month. Imagine only leaving your house 17 times in an entire month. Riders who live in premium zones – areas where Connect Transit has removed fixed route service – are already denied monthly passes, and some spend over \$120/month just to get to work. Those costs are set to increase in October, forcing some riders to forego their jobs because of the excessive cost of public transportation. Social isolation is a serious threat to people with disabilities, yet the price of leaving the house will soon be out of reach for many in our community. Where does your council stand on this injustice?

Section eight of the by-laws governing transit, set by the councils of Bloomington and Normal, grant you the authority to reject this unfair budget before July 1st and work with the transit board to set a new budget for the system, one that does not disrupt service for those who need it most.

Though we are generally dissatisfied with the treatment and consideration we have received from the current Connect Transit board, we are hopeful that you, our elected council who are ultimately responsible for the system, will work with the transit board to create a budget that truly reflects the needs of the community and to appoint a Connect Transit board that includes rider representation.

Sincerely,

Jennifer Morsch,
Citizens to Ensure Fair Transit

ORDINANCE NO. 2012 - 12
ORDINANCE NO: 5434

**AN ORDINANCE AMENDING THE OPERATING STRUCTURE OF BLOOMINGTON
NORMAL PUBLIC TRANSIT SYSTEM**

WHEREAS, the Town of Normal and City of Bloomington, by intergovernmental agreement, established an intergovernmental agency known as the Bloomington Normal Public Transit System; and

WHEREAS, the Bloomington Normal Public Transit System was established pursuant to home rule and intergovernmental cooperation authority set forth in Sections 6 and 10 of Article 7 of the 1970 Constitution of the State of Illinois; and

WHEREAS, pursuant to the same authority, the Town of Normal and City of Bloomington desire to revise the governing ordinances for the operation and control of the Bloomington Normal Public Transit System.

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE TOWN OF NORMAL AND THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, AS FOLLOWS:

SECTION ONE: DEFINITIONS. As used herein the following terms shall have the following meaning:

- A. Board means the Board of Trustees of the Bloomington Normal Public Transit System.
- B. Corporate Authorities means (1) the Board of Trustees of the Town of Normal, and (2) the City Council of the City of Bloomington.
- C. Mass Transit Facility means any local public transportation facility utilized by a substantial number of persons for their daily transportation, and includes not only the local public transportation facility itself but ancillary and supporting facilities such as, for example, motor vehicle parking facilities, as well.
- D. System means the Bloomington Normal Public Transit System created by the Town of Normal and the City of Bloomington.

SECTION TWO: CONTINUATION OF SYSTEM. The Bloomington Normal Public Transit System previously established as an intergovernmental agency of the Town of Normal and City of Bloomington be and the same is hereby confirmed and continued for the purpose of acquiring, constructing, owning, operating and maintaining mass transit facilities for public service or subsidizing the operation thereof.

SECTION THREE: AREA OF SERVICE. The operating area of the Bloomington Normal Public Transit shall be the combined corporate limits of the Town of Normal and the City of Bloomington as the same now or hereafter exists.

SECTION FOUR: BOARD OF TRUSTEES.

A. General. The powers of the Bloomington-Normal Public Transit System shall repose in and be exercised by a Board of Trustees consisting of seven members. The Board shall set policy, but not have any direct control over the day-to-day administration of the System; day-to-day administration being a function of a General Manager appointed by the Board pursuant to Section 4H. Four of the trustees shall be citizens of the City of Bloomington and three shall be citizens of the Town of Normal. The City Managers of Bloomington and Normal shall be non-voting ex-officio members of the Board of Trustees.

B. Method of Selection. Four trustees shall be appointed by the Mayor with the advice and consent of the corporate authorities of the City of Bloomington and three trustees shall be appointed by the President of the Board of Trustees with the advice and consent of the corporate authorities of the Town of Normal. Vacancies shall be filled for an unexpired term in the same manner as an original appointment. Re-appointment shall be at the discretion of the appointing body. A Certificate of Appointment of any trustee shall be filed with the Clerk of each municipality and shall be conclusive proof of the due and proper appointment of such Trustee.

C. Term of Office. The terms of trustees shall be of four years duration. In order to promote orderly succession in the replacement of trustees, the terms of trustees appointed as of the effective date of this ordinance shall be staggered by lot, with two current trustees to serve a term of four years, two current trustees to serve a term of three years, and three current trustees to serve a term of two years. Terms of trustees appointed thereafter shall be four years in duration. Terms of trustees shall be deemed to expire at the end of the last day of June in the year they are to expire; however, trustees shall be permitted to hold over in their terms until their successors have been appointed.

D. Compensation. Trustees shall receive no compensation for their service, but shall be entitled to the necessary expenses, including travel expenses incurred in the discharge of their duties.

E. Operating Procedure. The majority of the trustees holding office shall constitute a quorum of the Board for the purpose of conducting its business and exercising its powers and for all other purposes. Action may be taken by the Board upon a vote of the majority of the trustees present, unless in any case the Bylaws of the Board shall require a larger number. The Board shall elect a Chair Person, a Vice Chair Person and a Secretary from among the trustees. The Board shall be considered a public body for purposes of the Illinois Open Meeting Act and the Illinois Freedom of Information Act.

F. Conflict of Interest. For purposes of complying with 5 ILCS 420/4A-101 et seq., Disclosure of Economic Interest, the System shall be considered a unit of local government, and

for purposes of complying with Article 70 of the State Official and Employees Ethics Act, the System shall be considered a governmental entity.

G. Removal. A trustee whose term has not expired may be removed at will by the body which appointed said trustee. Removal may be by the Mayor with the majority consent of the Council or by a two-thirds majority of the Council without the consent of the Mayor. An order of removal shall be filed with the Clerk of the body which appointed the trustee and a copy provided to the trustee.

H. Officers and Employees. The Board shall appoint a General Manager of the System who shall have authority to hire or contract with a private contractor which shall recommend management services, any and all employees, agents, professionals and other persons, permanent and temporary, as determined necessary to operate and maintain the System. The General Manager shall, within the constraints of the approved budget, fix and determine compensation of all persons employed, including pay scales for employee classifications within the parameters of the pay scale established by the Board and shall also fix and determine qualifications, duties and the amount of bond, if any, to be furnished by employed persons. Upon consent of the Board, the General Manager may engage one or more attorneys to secure necessary legal services for the System. For such legal services as may be required, the Board may call upon the chief law offices of the City of Bloomington or Town of Normal or may employ and fix the compensation of its own counsel and legal staff or other attorneys.

I. Powers of the Board.

- (a) The Board of Trustees of every System may establish or acquire any or all manner of mass transit facility. The Board may engage in the business of transportation of passengers on scheduled routes and by contract on nonscheduled routes within the territorial limits of the counties or municipalities creating the System, by whatever means it may decide. Its routes may be extended beyond such territorial limits with the consent of the governing bodies of the municipalities or counties into which such operation is extended.
- (b) The Board of Trustees may for the purposes of the System, acquire by gift, purchase, lease, legacy, condemnation, or otherwise and hold, use, improve, maintain, operate, own, manage or lease, as lessor or lessee, such cars, buses, equipment, buildings, structures, real and personal property, and interests therein, and services, lands for terminal and other related facilities, improvements and services, or any interest therein, including all or any part of the plant, land, buildings, equipment, vehicles, licenses, franchises, patents, property, service contracts and agreements of every kind and nature. Real property may be so acquired if it is situated within or partially within the area served by the System or if it is outside the area if it is desirable or necessary for the purposes of the System.

- (c) The Board of Trustees may contract with any person or corporation or public or private entity for the operation or provision of transit facilities and services upon such terms and conditions as the Board shall determine.
- (d) The Board of Trustees shall have the authority to contract for any and all purposes of the System, including with an interstate transportation authority, or with local Mass Transit System or any other municipal, public, or private corporation entity in the transportation business including the authority to contract to lease its or otherwise provide land, buildings, and equipment, and other related facilities, improvements, and services, for the carriage of passengers beyond the territorial limits of the System or to subsidize transit operations by a public or private or municipal corporation operating entity providing mass transit facilities.
- (e) The Board of Trustees shall have the authority to establish, alter and discontinue transportation routes and services and any or all ancillary or supporting facilities and services, and to establish and amend rate schedules for the transportation of persons thereon or for the public or private use thereof which rate schedules shall, together with any grants, receipts or income from other sources, be sufficient to pay the expenses of the System, the repair, maintenance and the safe and adequate operation of its mass transit facilities and public mass transportation system and to fulfill the terms of its debts, undertakings, and obligations.
- (f) The Board of Trustees of every System shall have perpetual succession and shall have the following powers in addition to any others in this Ordinance granted:
 - (1) to sue and be sued;
 - (2) to adopt and use a seal;
 - (3) to make and execute contracts loans, leases, subleases, installment purchase agreements, contracts, notes and other instruments evidencing financial obligations, and other instruments necessary or convenient in the exercise of its powers;
 - (4) to make, amend and repeal bylaws, rules and regulations not inconsistent with this Ordinance;
 - (5) to sell, lease, sublease, license, transfer, convey or otherwise dispose of any of its real or personal property, or interests therein, in whole or in part, at any time upon such terms and conditions as it may determine (with public bidding if the value exceeds \$10,000), at negotiated, competitive, public, or private sale;

(6) to invest funds, not required for immediate disbursement, in property, agreements, or securities legal for investment of public funds controlled by savings banks under applicable law;

(7) upon consent of the Town of Normal and City of Bloomington, to mortgage, pledge, hypothecate or otherwise encumber all or any part of its real or personal property or other assets, or interests therein;

(8) to apply for, accept and use grants, loans or other financial assistance from any private entity or municipal, county, State or Federal governmental agency or other public entity;

(9) upon consent of the Town of Normal and City of Bloomington, to borrow money from the United States Government or any agency thereof, or from any other public or private source, for the purposes of the System and, as evidence thereof, to issue its revenue bonds, payable solely from the revenue derived from the operation of the System. These bonds may be issued with maturities not exceeding ~~40~~ 20 years from the date of the bonds, and in such amounts as may be necessary to provide sufficient funds, together with interest, for the purposes of the System. These bonds shall bear interest at a rate of not more than the maximum rate authorized by the Bond Authorization Act [30 ILCS 305/0.01 et seq.], as amended at the time of the making of the contract of sale, payable semi-annually, may be made registerable as to principal, and may be made payable and callable as provided on any interest payment date at a price of par and accrued interest under such terms and conditions as may be fixed by the ordinance authorizing the issuance of the bonds. Bonds issued under this Section are negotiable instruments. They shall be executed by the chairman and members of the Board of Trustees, attested by the secretary, and shall be sealed with the corporate seal of the System. In case any Trustee or officer whose signature appears on the bonds or coupons ceases to hold that office before the bonds are delivered, such officer's signature, shall nevertheless be valid and sufficient for all purposes, the same as though such officer had remained in office until the bonds were delivered. The bonds shall be sold in such manner and upon such terms as the Board of Trustees shall determine, except that the selling price shall be such that the interest cost to the System of the proceeds of the bonds shall not exceed the maximum rate authorized by the Bond Authorization Act, as amended at the time of the making of the contract of sale, payable semi-annually, computed to maturity according to the standard table of bond values.

The ordinance shall fix the amount of revenue bonds proposed to be issued, the maturity or maturities, the interest rate, which shall not exceed the maximum rate authorized by the Bond Authorization Act, as amended at the time of the making of the contract of sale, and all the details in connection with the bonds. The ordinance may contain such covenants and restrictions upon the issuance of additional revenue bonds thereafter, which will share

equally in the revenue of the System, as may be deemed necessary or advisable for the assurance of the payment of the bonds first issued. The Board may also provide in the ordinance authorizing the issuance of bonds under this Section that the bonds, or such ones thereof as may be specified, shall, to the extent and in the manner prescribed, be subordinated and be junior in standing, with respect to the payment of principal and interest and the security thereof, to such other bonds as are designated in the ordinance.

The ordinance shall pledge the revenue derived from the operations of the System for the purpose of paying the cost of operation and maintenance of the System, and, as applicable, providing adequate depreciation funds, and paying the principal of and interest on the bonds of the System issued under this Section.

(10) to contract with any school System in this State to provide for the transportation of pupils to and from school within such System pursuant to the provisions of Section 29-15 of the School Code [105 ILCS 5/29-15];

(11) to provide for the insurance of any property, directors, officers, employees or operations of the System against any risk or hazard, and to self-insure or participate in joint self-insurance pools or entities to insure against such risk or hazard;

(12) to use its established funds, personnel, and other resources to acquire, construct, operate, and maintain bikeways and trails. Systems may cooperate with other governmental and private agencies in bikeway and trail programs; and

(13) to acquire, own, maintain, construct, reconstruct, improve, repair, operate or lease any light-rail public transportation system, terminal, terminal facility, public airport, or bridge or toll bridge across waters with any city, state, or both.

(14) with respect to instruments for the payment of money issued under this Section to qualify for supplementary grants of power under the Illinois Omnibus Bond Act.

(15) the Board may provide one or more defined contribution or deferred compensation programs for its employees.

(16) the Board may provide life, disability, health, dental, vision and other insurance or similar programs and benefits by self insurance or a third party insurance for the benefit of its employees.

(17) the Board may enter into collective bargaining agreements with employees lawfully represented by an employee association or union.

This Section (f) shall be liberally construed to give effect to its purposes.

SECTION FIVE: FUNDING OF THE SYSTEM. The Town of Normal and the City of Bloomington shall annually contribute an amount to the System as determined by each municipality, provided such contribution shall be proportionate based on the following formula:

Total contribution amount times cities population divided by combined population of the Town of Normal and City of Bloomington.

Population is to be determined based on the most recent federal census data. The Board shall, by December 1 of each year, provide, in writing, to the Town of Normal and City of Bloomington an estimate of the funding requested from the two cities for the next fiscal year. If either City Council disagrees with such estimated funding request, it shall notify the Board of such disagreement no later than February 1st of the subsequent year.

SECTION SIX: EXEMPTION FOR TAXATION: The System shall be exempt from all country and municipal taxes and registration and license fees; the System shall be exempt from all State taxes and registration and license fees to the extent allowable by law. All property of the System is declared to be public property devoted to an essential public and governmental function and purpose and shall be exempt from all taxes and special assessments of the State or by any subdivision thereof to the extent allowable by law.

SECTION SEVEN: ANNUAL AUDIT. It shall be the duty of the Board of Trustees of the System to cause an annual audit of its account to be made by a certified public accountant of Illinois. The audit shall be completed, filed with the System within four months after the close of each fiscal year of the System. Certified copies of annual audits shall likewise be filed with the Secretary of State and the corporate authorities of Bloomington and Normal.

SECTION EIGHT: ANNUAL BUDGET. The Board shall pass and approve an Annual Budget and provide each City a copy of the Budget prior to the start of the System's fiscal year. The budget shall be effective, unless the corporate authorities of the Town of Normal or City of Bloomington affirmatively vote to reject such budget, prior to the start of the System's fiscal year. The System's fiscal year currently begins on July 1st. If rejected by one or both of the two cities, the cities will work with the Board to develop a new budget for the System.

SECTION NINE: REPORT TO MUNICIPALITIES. The System shall give a monthly report of its activities to the City Managers of Bloomington and Normal. The System shall submit an annual report to the corporate authorities of Bloomington and Normal. The System shall also submit a report prior to any anticipated major change in the level of its service or deviation from its budget; such change or deviation shall not take effect until approved by the corporate authorities of Bloomington and Normal.

SECTION TEN: DISCONTINUANCE. Whenever the Board of Trustees of the System shall determine that there is no longer a public need for its transportation services or that other adequate services are or can be made available or that continued operation of the System is impractical, and that it should terminate its existence and services, it may by resolution so certify

to the corporate authorities of Bloomington and Normal. If the corporate authorities of Bloomington and Normal approve of such discontinuance, they may by ordinance or resolution, as the case may be, authorize the System to discontinue its services and wind up its affairs. The corporate authorities of Bloomington and Normal shall have the power to so terminate the System for any of the aforesaid reasons in the absence of a resolution from the Board. A copy of such ordinance or resolution, or both, shall be filed with the municipal clerks and the Secretary of State. After payment of all its debts and settlement of all obligations and claims, any funds remaining after the sale and disposition of its property shall be disposed of by payment of the treasurers of Bloomington and Normal, first, to repay in whole or pro rata, funds advanced to the System, and the balance, if any, pro rata according to the previous subsidies provided by Bloomington and Normal.

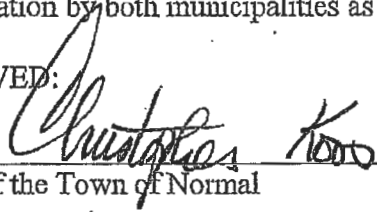
SECTION ELEVEN: VOTING. Whenever this Ordinance requires a matter to be approved by the corporate authorities of Bloomington and Normal, such matter shall require a majority vote of each governing body to receive approval.

SECTION TWELVE: REPEALER. All ordinances in conflict herewith shall be and the same are hereby repealed.

SECTION THIRTEEN: AUTHORITY. This ordinance is enacted pursuant to the home rule powers of Bloomington and Normal bestowed upon them by the 1970 Constitution of the State of Illinois.

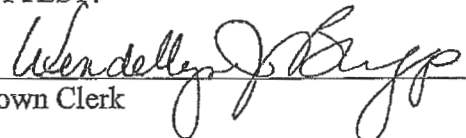
SECTION FOURTEEN: EFFECTIVE DATE. This ordinance shall be in full force and effect from and after its passage, approval and publication by both municipalities as provided by law.

APPROVED:



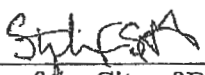
Mayor of the Town of Normal

ATTEST:



Town Clerk

APPROVED:



Mayor of the City of Bloomington

ATTEST:



City Clerk

This Ordinance was passed by the Normal Town Council on March 19, 2012,
and by the Bloomington City Council on March 12, 2012.

The riders and advocates organizing as Citizens to Ensure Fair Transit (CEFT) have prepared this document to assist the broader community, including our public officials, in better understanding the current state of public transit, the problems we face as riders, and the solutions we aspire to through our collective democratic action.

Connect Transit Changed its System, and its Priorities.

As recent as 2015, Connect Transit was an award winning provider of public transit, recognized by the American Public Transportation Association (APTA) as the 2015 Outstanding Public Transportation System for agencies in North America providing fewer than 4 million passenger trips annually. The award was given based on performance measures throughout 2012, 2013, and 2014. *So why are riders calling for change?*

In the same year that Connect Transit was recognized as the best in the nation, a consulting firm was brought in to conduct a [Comprehensive Operational Analysis](#) (COA), effectively reconfiguring the entire system using computer software to determine bus stops, and upending the award winning system that riders could rely on.

In June of 2016, the Connect Transit Board voted to make several controversial changes, including an increase to the 30-day pass for fixed route and Connect Mobility riders, as well as route eliminations. They also increased the system’s revenue hours, in part by adding much needed Sunday service. With buses running more hours than ever and pass prices increased, one might think the operations revenue would increase in Fiscal Year 2017 (which started July 1, 2016). However, it fell quite sharply. **In fact, if you look at the most recent audit, fares collected in Fiscal Year 2018 still aren’t nearly what they were before major changes were implemented in 2016.**

Isn’t Ridership Up?

Some transit board members like to say the system is doing better than ever because ridership is up, while also saying the operating budget is suffering and, therefore, fares must be increased. If ridership is up, why the financial woes and why all the outcry from riders saying they’ve been disconnected from the system?

The answer lies in how ridership is being defined. The changes made after the COA was implemented forced many riders to have to transfer buses once or twice to get to their destination.

	2018	2017	2016	2015
Operating Revenues:				
Revenues from Transportation Services	\$ 1,303,139	\$ 1,251,585	\$ 1,413,686	\$ 1,433,468
Other Operating Revenues	86,392	121,139	151,208	119,683
Total Operating Revenues	1,389,531	1,372,724	1,564,894	1,553,151
Operating Expenses:				
Transportation Services	13,806,137	13,413,346	11,992,189	11,480,131
Operating Loss	(12,416,606)	(12,040,622)	(10,427,295)	(9,926,980)
Non-Operating Revenues:				
Operating Grants	9,462,517	9,421,050	9,195,463	8,747,137
Local Subsidies	2,041,055	2,165,624	1,205,110	986,934
Interest Income	1,590	2,057	4,157	5,023
Total Non-Operating Revenues	11,505,162	11,588,731	10,404,730	9,739,094
Income/Loss Before Other Revenues				
Other Revenues	(911,444)	(451,891)	(22,565)	(187,886)
Other Revenues:				
Capital Grants	4,893,579	2,602,654	2,332,683	96,867
Change in Net Position	3,982,135	2,150,763	2,310,118	(91,019)
Net Position, Beginning of Year	22,878,645	20,727,882	18,417,764	18,508,783
Net Position, End of Year	\$ 26,860,780	\$ 22,878,645	\$ 20,727,882	\$ 18,417,764

Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination and regardless of whether they pay a fare, use a pass or transfer, ride for free, or pay in some other way. This allows for a potentially sizeable ridership ‘inflation factor’ in this more transfer-dependent system. Meanwhile, the “Revenues from Transportation Services,” which tracks fares and fees collected for rides, was still well below the 2015 level at the time of the Fiscal Year 2018 audit.

It’s inconvenient for riders to be forced to change buses multiple times to get to their destination, but it doesn’t cost more. Hence, the lower fare recovery with less customers using the system. **With less customers, fares and fees need to be increased to help close the gap in the operating budget.**

Connect Transit's Proposed Changes Throw Even More Riders Under the Bus.

In March of this year, against community outcry, the transit board voted to **eliminate yet another route, raise fares, and eliminate the Connect Mobility 30-Day pass that riders with disabilities rely on.** The elimination of the pass was not in the proposal presented at an open meeting to the board. This change was thrown in at the last minute, after the first hearing and most of the listening sessions had occurred.

These changes are having a negative impact, not just for individuals who rely on the fixed routes that are being cut, and paratransit services that are becoming more expensive, but on the entire system. While members of the Connect Transit board will make the case that they are operating a thriving system (based on inflated ridership numbers) that merely needs adjusted to make it more cost efficient (to close the operating budget gap), the reality is that the ridership numbers are inflated by design, and **a more accurate measure of ridership could be indicated by the declining fare numbers.**

By maintaining inflated ridership numbers, and citing the decline in operations revenue, Connect Transit can justify the poor decisions they have made resulted in transit being more expensive and more difficult to navigate for people who depend on it.

Why is this Happening?

When justifying the cuts to service and fare increases, sacrifices that come at the expense of transit reliant riders, Connect Transit board members often offer a projection that **"If we don't look at making some changes, we will be out of money by 2023"**, as [Connect Transit board Vice Chairperson, Ryan Whitehouse, told the Bloomington City Council on 5/13/2019.](#) With the most recent audit showing annual increases in both Operating Grants and Capital Grants and an improvement in Net Position by almost \$8.5 million in a three year time span, members of the Connect Transit board would like us to believe that they will somehow run out of money by 2023.

Now consider that 2023 is also Connect Transit's target date for raising \$9 million in reserves in order to put up funds needed to match federal grants to build a multimillion dollar, potentially multiuse, transfer station in Downtown Bloomington, as their Executive Director Isaac Thorne was quoted as saying in this [WGLT story from October, 2018.](#)

Connect transit is pushing a scarcity narrative and an austerity agenda that fleeces riders and cuts services, not because they are financially threatened, but because they are stashing away funds for what has become a pet project for local leaders who do not rely on public transit.

Riders Need Real Representation.

The problem isn't the proposed transfer station. In fact, a multi-use transfer station could likely benefit riders and the entire community. The problem is largely an ongoing lack of meaningful representation of riders in the way decisions are being made, and the ruthless pursuit of local leaders to achieve a project of their own ambition, while placing the burden squarely on the shoulders of riders who depend on transit.

In fact, the current Connect Transit board is made up exclusively of people who present as able-bodied and financially well resourced.

Ask yourself: If a fixed route reliant rider was required on the Connect Transit board, would they have so easily cut routes? If a paratransit rider was required on the Connect Transit board, would they prioritize a big construction project over fixing the over 200 stops that are currently inaccessible to people with disabilities? If riders were at the table, would they allow a plan to grow the reserve fund threaten the financial well-being and reliable transportation of their fellow riders?

When riders and advocates stepped up to call for city leaders to fill current vacancies on the Connect Transit board with a rider who has relied on fixed routes, and a household member of a rider who is reliant on paratransit, from each municipality, and to codify this level of representation into the bylaws, the Mayors of both cities had different responses with the same outcome: [Mayor Koos made it clear that he would withhold representation](#) as a consequence of recent dissent from riders and advocates, and [Mayor Renner made it clear that he has already selected two affluent local leaders](#) who are aligned with this vision for a Downtown transfer center.

Join CEFT in Calling for A.C.C.E.S.S.

The goal of Citizens to Ensure Fair Transit is to organize support for an affordable and reliable system of public transit that ensures that all residents and visitors can access all that Bloomington-Normal has to offer.

The following are our goals for a fair transit system for our community.

ADA accessible stops. Currently, less than 1/3rd of bus stops are ADA accessible in Bloomington-Normal. Connect Transit's net position has increased over \$8.5 million dollars in the past four years. Capital funds are plentiful and should be used to immediately bring bus stops up to federal ADA standards. Stops in ditches and gravel with no access to sidewalks or crosswalks prevent many riders from accessing the more convenient and affordable fixed routes, forcing them to use the significantly more expensive Connect Mobility service instead, while putting those who do ride in potential peril as they navigate treacherous terrain and high speed traffic.

Coverage for the community. When routes are removed from neighborhoods, not only do the neighborhood residents lose access to transit, but transit dependent riders all over our community lose the ability to visit family, friends, and businesses in those neighborhoods. Every route elimination is to transit dependent riders what removing large portions of Veterans Parkway would be to drivers. Restore routes to low-income and high density housing and near our public schools. Keep our cities well-connected.

Caps on fees and fares. Riders are not asking for free fares; they are asking for affordable fares. Fares must be capped at reasonable rates that are no more than 10% of income for residents. Caps of \$35/month for fixed route service and \$70/month for Connect Mobility service, regardless of the location the rider is traveling to or from in Bloomington-Normal, would be a modest fee increase while still being affordable for riders.

Engagement with drivers. Remove the gag order policy placed on staff three years ago that puts their jobs at risk for speaking out against detrimental changes to the system.

Seats at the table. Update the Connect Transit bylaws to require the inclusion of at least one rider with a history of being dependent on fixed route service and at least one person from a household reliant on Connect Mobility (paratransit service) on the board from each municipality. This will ensure decisions are made with the needs of riders in mind.

Shift priorities. Elevate the more immediate safety concerns of the riders over big, future projects. See that stops are safe and accessible and fares affordable before investing in a multi-million dollar transfer station.

Alison White

From: Chamberly Cummings
Sent: Tuesday, June 4, 2019 1:46 PM
To: Fair Transit
Subject: Re: CEFT Request to Meet

Greetings Citizens to Ensure Fair Transit:

Thank you for the clarification.

I understand your passion and certainly have been taking inventory of the concerns. I still decline to meet with the group as a whole.

I am taking note of all concerns and having conversations accordingly. While the group may not be happy or pleased in the method in which I choose to engage Connect Transit, I am trying to look at the long term. Some approaches can cause long term damages to relationship and stifle opportunities to reach mutual agreements in the future.

Again I will meet with members in groups of 2-3 in order to ensure a productive session of exchange of ideas on having a solution that is beneficial on all accounts. I am most wanting to speak to members of your group who live in Normal and ride the Olive route on a regular basis, or residents who have been forced to choose between fixed routes and/or paratransit services. I appreciate all the advocates and supporters, but I want to hear the wishes of those who use it most.

Best Regards,
Chamberly Cummings

----- Original Message -----

From: Fair Transit
Date: Tue, June 04, 2019 12:28 PM -0500
To: Chamberly Cummings , Mayor Chris Koos
Subject: Re: CEFT Request to Meet

Council Member Cummings,

Thank you for your prompt response. While we are disappointed at your refusal to meet with us, we would like to take the opportunity to clarify, and gain clarity, on some of the points of your reply.

First, at our proposed meeting with you, you would be the only elected official present. Please explain your concern about the potential for a violation of Open Meetings.

To clarify, while many from the community have spoken out about this issue, CEFT as an organizing collective has not called for cuts to funding. Our requests have been 1.) For the mayor and town council to codify rider representation on the Connect Transit board, into the bylaws governing Connect Transit, with the appointment of a rider who is reliant on fixed routes, and another that is reliant on paratransit services, and to make immediate appointments in such a way for current vacancies. 2.) For the town council to vote to reject the current Connect Transit budget in light of the community's concerns regarding proposed changes to service, in order to revisit and revise the budget with the Connect Transit board.

We ask that you please consider these clarifying points, as well as your role as a member of the corporate authority that is ultimately responsible for the harm that the proposed changes will inflict on riders, and reconsider your willingness to meet. Riders with disabilities feel targeted by Connect Transit's budget, and fear becoming shut-in and left out due to these extreme changes. It is our hope that we can engage a constructive dialogue with you as an elected representative of our community.

Sincerely,

Citizens to Ensure Fair Transit

On Mon, Jun 3, 2019 at 2:09 PM Chamberly Cummings <ccummings@normal.org> wrote:

Greetings!

We are glad that you are interested on trying to help improve our transportation system! I have to regretfully decline. This could present an Open Meetings violation. Also, while there is much to work on to improve things and make our system more effective, I do not believe cutting funds is the answer. I do not think a lot of riders will be happy to lose service. That would be the result of budget impacts. While I am open to true genuine solutions that add value and do not impose a risk to any riders, I am open to meeting with you 1-2 at a time (to exchange in recommendations that will actually move us in a positive direction to improve our system).

I am looking to help people who truly have a passion to help improve services. I have met with some people in the community and have shared their recommendations. We will only make this community better by honestly (with no hidden agendas) work together. Understanding change happens with negotiations and not mandates. The Town of Normal is not the only pieces of the puzzle and there are a lot of riders that can potentially be hurt if we make knee jerk reactions based on anger and frustration.

I look forward to a positive conversation with members of the group to listen and gather your ideas on how we can make public transportation a wonderful experience in Bloomington-Normal.

Sincerely,
Chamberly Cummings

----- Original Message -----

From: Fair Transit <citizenstoensurefairtransit@gmail.com>

Date: Mon, June 03, 2019 12:02 AM -0500

To: Chamberly Cummings <ccummings@normal.org>, Kathleen Lorenz <klorenz@normal.org>, Mayor Chris Koos <ckoos@normal.org>, Kevin McCarthy <kmccarthy@normal.org>, Scott Preston <spreston@normal.org>, Stan Nord <snord@normal.org>, Karyn Smith <ksmith@normal.org>

CC: Derek Beigh <DBeigh@pantagraph.com>, mkwangwari@wmbd.com, mmiletich@week.com, WEEK <news25@week.com>, WGLT <news@wglit.org>, WJBC <news@wjbc.com>, Pantagraph Newsroom <newsroom@pantagraph.com>, newsroom@wjbc.com, wesn@iwu.edu, Maria Nagle <mnagle@pantagraph.com>

Subject: CEFT Request to Meet

Mayor Koos and members of the Normal Town Council,

We, the Bloomington-Normal residents who organize Citizens to Ensure Fair Transit, would like to meet with you to discuss our concerns with the proposed Connect Transit budget that is set to go into effect on July 1st, as well as your authority to intervene and modify the transit budget under Section 8 of the intergovernmental agreement that governs Connect Transit. We would also like to further our conversation regarding rider representation on the Connect Transit board.

We have attached documents for your review, including a letter that describes our concerns in greater detail, and a copy of the intergovernmental agreement. Please use the doodle link below to offer several options of times that work best for you, and we will follow up as soon as possible to confirm a date that works for our volunteer grassroots leaders.

<https://doodle.com/poll/p2b28vqas94h5fnt> <<https://doodle.com/poll/p2b28vqas94h5fnt>>

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Alison White

From: Janet Guaderrama <Private Information>
Sent: Monday, April 8, 2019 3:18 PM
To: Mike McCurdy; Isaac Thorne; Whitehouse_Ryan; John Bowman; Judy Buchanan; Monica Bullington; Julie Hile; Pamela Reece; Tim Gleason; mayor@cityblm.org; ward1@cityblm.org; ward2@cityblm.org; ward3@cityblm.org; ward4@cityblm.org; ward5@cityblm.org; ward6@cityblm.org; ward7@cityblm.org; ward8@cityblm.org; ward9@cityblm.org; Mayor Chris Koos; Chemberly Cummings; Jeff Fritzen; Kevin McCarthy; Scott Preston; Kathleen Lorenz; R.C. McBride
Subject: Concerns about Connect Transit decisions affecting our community

Dear Elected or Appointed Official,

I am writing to voice my opinion on the Connect Transit situation facing our community.

I have sent prior email comments and have had email discussions with some of you or your office in the past month regarding this situation. Please consider any part of this message you feel applies to you.

Original concerns were:

- a. Elimination of yet another bus route: The Olive Route in Normal
- b. Elimination of the 30-day bus passes for para-transit users
- c. Improving the budget by fare and fee increases for the most vulnerable in our community instead of through more tax revenue from Bloomington and Normal

Since the Connect Transit board is appointed by our elected officials, we need those officials to stand up and make sure that community voices are taken into consideration whenever necessary.

I wanted to mirror public concern that further discussion needs to be opened up about the current processes used for community communication with the Connect Transit board and the need for an improved process to get our voices heard. I was made aware that comments recently not only from citizens but from the bus union were not heard. The bus union members, the people who have direct contact with the riding community should have a strong voice to inform the board of issues they encounter and face daily in the community.

I am calling for the mayors and Normal Town and Bloomington City Councils to recall the entire Connect Transit board, as provided for under the intergovernmental agreement controlling the agency. If the current board won't listen to the community, it's time to make room at the table for board members who will work to build a more accessible and affordable public transportation system for those who need it.

I am concerned about the removal of the Olive bus line and the people who depend on it for getting to their jobs, the doctor, various appointments and grocery shopping.

The report of the bus idling for 15 minutes on the Olive line versus making an Uptown Normal stop is hard to understand! I can only assume that if the Olive line made adequate connections, ridership would have increased!

One of the most frequent comments that I hear regarding our buses is that the Connect Transit buses are too big so they often appear underutilized. They are the size I ride when I go to Chicago! Has there been talk about selling the big buses

and procuring smaller buses that may save a lot of money all around and allow for saving the Olive bus line? Also, when I am trying to understand the new fee schedule, my head hurts!

Buses are important! When I lived in Boulder CO, I depended on the bus to get everywhere, especially to practical nursing school and when it didn't come, I always walked over 4 miles to get there. When we moved to Normal, we had one old car and I took the bus to an uptown transfer and to various temp jobs around town. One day, the bus didn't come due to heavy snows and I lost my job. The business I was placed at said they couldn't justify keeping me if I couldn't make it there, even in a snowstorm. Again, buses are important!

When working as a licensed nurse, I served those vulnerable populations in our community working with the Department of Rehab and was made aware of the needs of many depending on our buses. Luckily, once I was working a permanent job, I could afford a car!

Living near a bus route is very important to vulnerable people everywhere and the consideration of using smaller buses or coming up with cost saving alternatives that don't call for removing a line altogether (or coming up with viable alternatives in routes) is important to many people in our community. Many of us are using our voices to speak up for those whose voices are not being heard.

Thank you for your consideration,

Janet Guaderrama, Normal resident, Community and Social Justice voice.

Alison White

From: Kevin McCarthy
Sent: Monday, June 3, 2019 1:28 PM
To: Fair Transit
Subject: Re: CEFT Request to Meet

Please identify yourself by name specifically. And please identify the members of this board by name specifically.

Thanks!
Kevin

Kevin McCarthy
Councilman, Town of Normal
kmccarthy@normal.org

On Jun 3, 2019, at 12:01 AM, Fair Transit <citizenstoensurefairtransit@gmail.com> wrote:

Mayor Koos and members of the Normal Town Council,

We, the Bloomington-Normal residents who organize Citizens to Ensure Fair Transit, would like to meet with you to discuss our concerns with the proposed Connect Transit budget that is set to go into effect on July 1st, as well as your authority to intervene and modify the transit budget under Section 8 of the intergovernmental agreement that governs Connect Transit. We would also like to further our conversation regarding rider representation on the Connect Transit board.

We have attached documents for your review, including a letter that describes our concerns in greater detail, and a copy of the intergovernmental agreement. Please use the doodle link below to offer several options of times that work best for you, and we will follow up as soon as possible to confirm a date that works for our volunteer grassroots leaders.

<https://doodle.com/poll/p2b28vqas94h5fnt>

Alison White

From: Mayor Chris Koos
Sent: Monday, June 3, 2019 8:19 AM
To: Fair Transit
Subject: Re: CEFT Request to Meet

Please call Jessica Ragland (454-9503) to schedule for June 10 at 3:30 and to give her the names of those attending.

Sent from my iPhone

On Jun 3, 2019, at 12:01 AM, Fair Transit <citizenstoensurefairtransit@gmail.com> wrote:

Mayor Koos and members of the Normal Town Council,

We, the Bloomington-Normal residents who organize Citizens to Ensure Fair Transit, would like to meet with you to discuss our concerns with the proposed Connect Transit budget that is set to go into effect on July 1st, as well as your authority to intervene and modify the transit budget under Section 8 of the intergovernmental agreement that governs Connect Transit. We would also like to further our conversation regarding rider representation on the Connect Transit board.

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<https://doodle.com/poll/p2b28vqas94h5fnt>

Alison White

From: Kevin McCarthy
Sent: Monday, June 17, 2019 3:47 PM
To: Bailey Pontius
Subject: Re: Connect Transit

Bailey,
Thanks for sharing your thoughts. Good luck in your upcoming treatment!!!

Kevin

Kevin McCarthy
Councilman, Town of Normal
kmccarthy@normal.org

On Jun 12, 2019, at 1:39 PM, Bailey Pontius <**Private Information**> wrote:

Hi everyone,

I was wanting to be at the meeting on Monday to speak before you, but unfortunately I won't be able to. I am a resident at The Loft for rehab, and an infection was identified today. I will be going to the hospital for a PICC line soon to begin antibiotic treatment. I am not able to be outside for 10 days.

I am a Connect Mobility rider. I wanted to talk about the service, and why I feel it is so important that individuals with disabilities be on the Connect Transit board.

Nothing against those without disabilities, but so many see things differently than those with disabilities. Have you boarded a bus in a wheelchair? Have you been to one of the bus stops where the stop isn't at the end of the street? To load, you are to go from the sidewalk, through the grass, to the street. I'm a paraplegic who has to use a wheelchair permanently. What do you think would happen if I tried to board one of the buses like that on the fixed routes?

I'd crash trying to get off the curb.

With so few accessible stops, I can't take a chance on riding a fixed route bus. I rely on Connect Mobility. Due to my being in a rehab facility for up to two years for physical and occupational therapy, my SSI - my only income - has dropped to 30 dollars. A bus pass is \$65 dollars. I'm sure you can do that math. I don't have enough income to even afford a bus pass. If it weren't for my Mom and Dad, and help from friends and family, I wouldn't be able to do it. I don't want to have to rely on their help. I shouldn't have to. This is public transportation we're talking about!

If you don't use a wheelchair, you can only guess, or imagine the difficulty. Someone in a wheelchair, someone with other disabilities, needs to be a voice on the board. Again, nothing against those who are able bodied, but I want someone with

disabilities to be the one to speak for those of us with disabilities. They know the struggle, and believe me, the struggle is real.

About raising the price of a bus pass. Please don't. There are so many who are also only getting \$30 of their disability. How do you expect everyone to afford it? I don't know how it is thought the number of riders will increase. I don't know how it is thought that your riders at the lowest income levels will be able to afford a pass? How? Help me understand.

To best serve the Bloomington Normal community, to best serve those who don't have a vehicle, drivers license, or the ability to walk or ride a bicycle, to best serve those in need — please strongly consider a no fare needed, free — public transportation system, don't take away routes, and appoint board members who have disabilities.

Thank you!

Bailey Pontius

Alison White

From: Bailey Pontius <Private Information >
Sent: Friday, June 14, 2019 10:56 PM
To: Stan Nord
Subject: Connect Transit

Hi Stan,

Thank you! I remember talking to you at the meeting at the library. I will ask others to write to all of the Council, too.

Have a good day!

On Wednesday, June 12, 2019, Stan Nord <snord@normal.org> wrote:

Bailey,

Thank you for taking the time to write us. I wish more people would follow your initiative and write the council. All council members need to hear stories like yours. If you would, please ask others to write as well.

?Thank you,

Stan Nord

From: Bailey Pontius <Private Information >
Sent: Wednesday, June 12, 2019 1:38 PM
To: Mayor Chris Koos; Stan Nord; Karyn Smith; Kevin McCarthy; Kathleen Lorenz; Chamberly Cummings
Subject: Connect Transit

Hi everyone,

I was wanting to be at the meeting on Monday to speak before you, but unfortunately I won't be able to. I am a resident at The Loft for rehab, and an infection was identified today. I will be going to the hospital for a PICC line soon to begin antibiotic treatment. I am not able to be outside for 10 days.

I am a Connect Mobility rider. I wanted to talk about the service, and why I feel it is so important that individuals with disabilities be on the Connect Transit board.

Nothing against those without disabilities, but so many see things differently than those with disabilities. Have you boarded a bus in a wheelchair? Have you been to one of the bus stops where the stop isn't at the end of the street? To load, you are to go from the sidewalk, through the grass, to the street. I'm a paraplegic who has to use a wheelchair permanently. What do you think would happen if I tried to board one of the buses like that on the fixed routes?

I'd crash trying to get off the curb.

With so few accessible stops, I can't take a chance on riding a fixed route bus. I rely on Connect Mobility. Due to my being in a rehab facility for up to two years for physical and occupational therapy, my SSI - my only income - has

dropped to 30 dollars. A bus pass is \$65 dollars. I'm sure you can do that math. I don't have enough income to even afford a bus pass. If it weren't for my Mom and Dad, and help from friends and family, I wouldn't be able to do it. I don't want to have to rely on their help. I shouldn't have to. This is public transportation we're talking about!

If you don't use a wheelchair, you can only guess, or imagine the difficulty. Someone in a wheelchair, someone with other disabilities, needs to be a voice on the board. Again, nothing against those who are able bodied, but I want someone with disabilities to be the one to speak for those of us with disabilities. They know the struggle, and believe me, the struggle is real.

About raising the price of a bus pass. Please don't. There are so many who are also only getting \$30 of their disability. How do you expect everyone to afford it? I don't know how it is thought the number of riders will increase. I don't know how it is thought that your riders at the lowest income levels will be able to afford a pass? How? Help me understand.

To best serve the Bloomington Normal community, to best serve those who don't have a vehicle, drivers license, or the ability to walk or ride a bicycle, to best serve those in need - please strongly consider a no fare needed, free - public transportation system, don't take away routes, and appoint board members who have disabilities.

Thank you!

Bailey Pontius

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Alison White

From: Bailey Pontius <Private Information >
Sent: Wednesday, June 12, 2019 3:15 PM
To: Karyn Smith
Subject: Re: Connect Transit

Hi Karyn,

Thank you! I will keep you in my prayers. Good luck!

On Wednesday, June 12, 2019, Karyn Smith <ksmith@normal.org> wrote:

Bailey:

Thank you for reaching out to me with your concerns. I wish you well in your upcoming treatment. I am working to get the Connect Transit budget on our agenda. I will keep you in my prayers and ask that you do the same for me as I advocate on your behalf.

Karyn Smith
Councilwoman
Town of Normal

----- Original Message -----

From: Bailey Pontius <Private Information >
Date: Wed, June 12, 2019 1:39 PM -0500
To: Mayor Chris Koos <ckoos@normal.org>, Stan Nord <snord@normal.org>, Karyn Smith <ksmith@normal.org>, Kevin McCarthy <kmccarthy@normal.org>, Kathleen Lorenz <klorenz@normal.org>, Chamberly Cummings <ccummings@normal.org>
Subject: Connect Transit

Hi everyone,

I was wanting to be at the meeting on Monday to speak before you, but unfortunately I won't be able to. I am a resident at The Loft for rehab, and an infection was identified today. I will be going to the hospital for a PICC line soon to begin antibiotic treatment. I am not able to be outside for 10 days.

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afford a bus pass. If it weren't for my Mom and Dad, and help from friends and family, I wouldn't be able to do it. I don't want to have to rely on their help. I shouldn't have to. This is public transportation we're talking about!

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Thank you!

Bailey Pontius

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Alison White

From: Angie Britch <[REDACTED] Private Information >
Sent: Tuesday, June 11, 2019 1:16 PM
To: Karyn Smith
Subject: Re: Connect Transit

Hi Karyn,

Thank you! I'm not sure if I'll be able to attend the meeting yet.

I had sent in a self nomination for the Working Group, but haven't yet heard anything from them.

We are indeed facing a lot of challenges. More than I wrote about, even. I haven't been working, as there are far too many meetings and appointments for Bailey that I have to attend. I was fired in February from the company I was working at. It was too small of a company for the FMLA, so I had no recourse.

The Loft is again talking of wanting to discharge Bailey, far ahead of him being ready. We are currently renting, so can't make modifications to the house. We are wanting to move, but that's easier said than done. The social worker from The Loft called today and said we should just rent something else while we're looking for a house. So, pay rent on two places while trying to save and get into a house? How does that help with B's rehab therapy?

It's very frustrating. Dealing with that, with accessibility issues, and really, life in general!

Sent from my iPhone

On Jun 10, 2019, at 7:47 PM, Karyn Smith <ksmith@normal.org> wrote:

Angie:

I had no idea of the magnitude of the challenges you and your son are facing. I thank you for your continued advocacy for transit riders. I hope that this working group will be given the opportunity to take a deep dive into how Connect provides services in our community.

I plan to attend the upcoming CBDG hearing at 5:00 p.m. this Thursday at the Normal Public Library. I will have to leave by 6:45 p.m. in order to attend my daughter's play at U-High that night. If you are able to attend, I hope we will have the opportunity to catch up before the meeting. I welcome the opportunity to get to know you better.

Karyn Smith
Councilwoman
Town of Normal

----- Original Message -----

From: Angie Britch <[REDACTED] Private Information >
Date: Fri, June 07, 2019 1:31 PM -0500
To: Mayor Chris Koos <ckoos@normal.org>, Kevin McCarthy <kmccarthy@normal.org>, Scott Preston <spreston@normal.org>, Kathleen Lorenz <klorenz@normal.org>, Chamberly Cummings <ccummings@normal.org>, Karyn Smith <ksmith@normal.org>, Stan Nord <snord@normal.org>

Subject: Connect Transit

Dear Mayor and City Council members,

I am writing to you today on many levels. As a community member, as a Mom of a child who is wheelchair bound, as an advocate for those of all abilities, and as an advocate for our United States Veterans.

The proposed changes to Connect Transit's routes and fares will directly, and negatively affect our community. I understand ridership is the reason for changes to the Olive route. I was at the Working Group 'conversation', and I have been to both Bloomington and Normal Council meetings. I know the riders are counted each time they board a bus, not for each trip. This is a very unfair way to count riders who use the Olive route. The majority of their trips can easily not require boarding a second bus. On the other hand, many other routes require up to 3 transfers for what is the riders 'point A to point B.' Their one round trip per individual can count as 6 riders. This misinterprets ridership. It is still one individual on one trip - but due to the routes, they must transfer. The ridership numbers that are being used in the recent reports are also taken at a time when many of the elderly and disabled are not venturing out as much - October through February. Due to the weather conditions, the health conditions of many, and the fact that so few clear their walks of snow and other debris, ridership will generally be down. What do the numbers look like during Spring to Fall?

As I mentioned above, I am a Mom to a child who is wheelchair bound. I am also his Power of Attorney and Rep Payee. My son lives with mental, developmental, and physical disabilities. He has an ID with the Disabled designation. It would obviously be very cost effective to ride a fixed route bus. However, my son is paralyzed and wheelchair bound. Due to the severe lack of accessible stops on the fixed route that prevent him from boarding a bus, and also to the fact that the length of time he is to be on a bus is capped by the ADA, multiple transfers are not feasible for him.

This then leaves us with the Connect Mobility Service. A monthly pass is currently \$65. As you know, this is expected to increase. Many of our community members who rely on Connect Transit and Connect Mobility are on fixed incomes. My son being one of them. Due to his disabilities, and his room and food being covered by insurance for the rehab and skilled nursing facility he is in for up to the next 2 years, his SSI has been decreased to only \$30 a month. Clearly, \$30 doesn't cover the \$65 monthly bus pass. Nor does it cover any activity he would want to go to, which he would use Connect Mobility's service. Let's not get started on the medical bills, clothes, and hygiene products he needs to pay for each month with the \$30 he receives as income.

There are 79 other residents at the facility he is currently at, in this same financial situation. I can guarantee that every one of them would love to be able to utilize Connect Mobility's service - whether to go to an outdoor lunchtime concert, evening outdoor concert, to see a parade, to attend their own churches services, watch a summer theatre production. Perhaps you have noticed that these activities are ones that they can enjoy at no cost. With no income, the activities they enjoy are ones you can't put a value on. It's the experience, the fact that they are out in their community and feel part of something - something that is normal - where they are not confined to a building. However, the prices one must pay to ride - though you may well say that \$2 is reasonable, to them, with a monthly income of \$30, \$2 is a lot. To go up an additional dollar will eliminate this luxury of their ability to leave the facility.

Our Veterans. They sign their name on a blank check payable of up to and including their lives, so that we may remain free. Whether it be for personal, health or financial reasons, our Veterans are among the riders of Connect Transit and Connect Mobility. Many of our Veterans suffer from invisible injuries. Service connected disabilities and injuries are such that many collect disability. The disability our Veterans receive is most often not enough to be able to live on. Mortgage, groceries, clothing, hygiene,

homeowners or rental insurance? Most would be unable to do this, therefore those under retirement age are still working, and if married, their spouse is still working. Just to make ends meet. Many of our Veterans have no other choice than to give up their home and possessions and move to a skilled nursing facility.

Why do we not offer free transportation to those most in need within our community? Across the board, regardless of ability, but based on need?

Finally, the Connect Transit Board. I truly can not stress enough the importance, and value of having individuals representative of the ridership on the board. Every board should always consist of diversity. The Connect Transit Board needs to, as well. There should be individuals of all abilities, of all backgrounds, of all financial statuses, of all genders, sexuality, and nationalities. There should be members or their representatives who are hearing and deaf, sighted and visually impaired, those with mental and developmental disabilities, and those with physical disabilities who utilize Connect Transit and Connect Mobility sitting on the board.

Why not increase the size of the board to include members more representative of the riders? Both the City of Bloomington and the Town of Normal need to work together, to listen to, and to hear, the residents of Bloomington Normal (and their families and advocates) who are dependent on public transportation.

In closing, save the Olive route, say no to fare increases, and please work to dramatically increase the number and availability of ADA accessible stops.

Thank you!

Angie Britch

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Alison White

From: David Selzer <Private Information>
Sent: Thursday, May 9, 2019 7:58 PM
To: Mayor Chris Koos
Subject: Re: Connect Transit

I understand.

David Selzer
Private Information



On May 9, 2019, at 7:43 PM, Mayor Chris Koos <ckoos@normal.org> wrote:

Thanks Dave. I know and respect what you wish to do to help this community. The atmosphere of my potential appointment has become toxically political. I want to let it cool down.

Chris

On 5/9/19, 6:06 PM, "David Selzer" <Private Information> wrote:

Chris,

I know you are looking to fill an opening on Connect Transit. I also note that Marc T. Is looking for the seat. If I can be of assistance to you or the town with this seat or any other vacancy you have let me know. If not, I understand but just wanted to extend an offer to serve.

Dave

David F. W. Selzer
Private Information

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Alison White

From: Kevin McCarthy
Sent: Monday, April 22, 2019 10:08 AM
To: Mayor Chris Koos
Subject: Fwd: Connect Transit

Thanks!

Kevin McCarthy
Councilman, Town of Normal
kmccarthy@normal.org

Begin forwarded message:

From: Connie Kelly <Private Information >
Date: April 21, 2019 at 10:05:48 AM CDT
To: ccummings@normal.org, kmccarthy@normal.org, spreston@normal.org, klorenz@normal.org,
preece@normal.org
Subject: Connect Transit

I support the goals of Citizens to Ensure Fair Transit for accessible, affordable public transportation for our community.

I oppose the proposed fare increase, especially for the special services bus fare and elimination of the monthly pass for Connect Mobility. A twenty five percent increase in transportation for people with disabilities is unconscionable to me. I do not want people in our community to have to ration their transportation to doctors appointments or community gatherings.

For similar reasons reversing the closure of the Olive route which is one more route reduction among many in the last few years is also necessary. The Olive route served both the Orlando Housing complex where many people with disabilities on SSI live and it also serviced the ARC Senior Center which is geared towards our aging neighbors. In a community of plenty cutting essential transportation services should not be on the table before golf courses and dog parks.

To ensure the board is representing the best interests of the community the transit board must include people who are regular users of the transit system and people who use Connect Mobility's services. It's important the board address the needs of those who depend on the bus for essential needs. I was very disappointed in the remarks of Chairman McCurdy published in the Pantagraph today deriding the efforts of Citizens to Ensure Fair Transit. I fear

this illustrates the transit board does not feel they are accountable to the public they are supposed to be serving.

As Town Council members you have the responsibility to oversee the transit board. Mayor Koos has stated he has no intention of second guessing them. I feel this is a dereliction of duty. I have a face to face meeting with him tomorrow morning to discuss this. The board isn't elected. You are and he is. Please help the people in the community who need it the most and restore and protect essential transportation services.

Thank you in advance for your help,

Connie Kelly

Private Information

A solid black rectangular redaction box covers the text below the signature.

Alison White

From: Bailey Pontius <Private Information>
Sent: Wednesday, June 12, 2019 1:39 PM
To: Mayor Chris Koos; Stan Nord; Karyn Smith; Kevin McCarthy; Kathleen Lorenz; Chamberly Cummings
Subject: Connect Transit

Hi everyone,

I was wanting to be at the meeting on Monday to speak before you, but unfortunately I won't be able to. I am a resident at The Loft for rehab, and an infection was identified today. I will be going to the hospital for a PICC line soon to begin antibiotic treatment. I am not able to be outside for 10 days.

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Nothing against those without disabilities, but so many see things differently than those with disabilities. Have you boarded a bus in a wheelchair? Have you been to one of the bus stops where the stop isn't at the end of the street? To load, you are to go from the sidewalk, through the grass, to the street. I'm a paraplegic who has to use a wheelchair permanently. What do you think would happen if I tried to board one of the buses like that on the fixed routes?

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Thank you!

Bailey Pontius

Alison White

From: Angie Britch < [REDACTED] Private Information >
Sent: Friday, June 7, 2019 1:32 PM
To: Mayor Chris Koos; Kevin McCarthy; Scott Preston; Kathleen Lorenz; Chemberly Cummings; Karyn Smith; Stan Nord
Subject: Connect Transit

Dear Mayor and City Council members,

I am writing to you today on many levels. As a community member, as a Mom of a child who is wheelchair bound, as an advocate for those of all abilities, and as an advocate for our United States Veterans.

The proposed changes to Connect Transit's routes and fares will directly, and negatively affect our community. I understand ridership is the reason for changes to the Olive route. I was at the Working Group 'conversation', and I have been to both Bloomington and Normal Council meetings; I know the riders are counted each time they board a bus, not for each trip. This is a very unfair way to count riders who use the Olive route. The majority of their trips can easily not require boarding a second bus. On the other hand, many other routes require up to 3 transfers for what is the riders 'point A to point B.' Their one round trip per individual can count as 6 riders. This misinterprets ridership. It is still one individual on one trip - but due to the routes, they must transfer. The ridership numbers that are being used in the recent reports are also taken at a time when many of the elderly and disabled are not venturing out as much - October through February. Due to the weather conditions, the health conditions of many, and the fact that so few clear their walks of snow and other debris, ridership will generally be down. What do the numbers look like during Spring to Fall?

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In closing, save the Olive route, say no to fare increases, and please work to dramatically increase the number and availability of ADA accessible stops.

Thank you!

Angie Britch

Alison White

From: Judy Buchanan ~~Private Information~~
Sent: Monday, April 15, 2019 12:03 PM
To: Judy Buchanan
Subject: Connect Transit
Attachments: Judy Buchanan.doc

Hello Everyone,

Hope this finds you well and having a great start to a new week.

Attached is a letter I just submitted to Mayor Renner regarding my board service.

As noted in the letter I have been proud to serve and have appreciated my board colleagues, and thank you, for your engagement and focus on behalf of Connect Transit.

I will continue to serve through June.

Best regards,

Judy

April 15, 2019

Dear Mayor Renner,

This is to inform you of my intention to resign as a Trustee of Connect Transit effective June 30, 2019. I have served for 11 years and was honored to represent the City of Bloomington. As you know local transit faces challenges daily. During my tenure the system has undergone many changes in an effort to remain viable, efficient, responsive and sustainable.

It is my hope that a new Trustee will bring "new eyes", ideas and experiences to the difficult policy decisions expected of the Board.

I will continue to be engaged as a volunteer with the newly created Connect Transit Working Group with several objectives including to address some of the misinformation now in the public discourse. While there will always be room to improve, it is imperative that public discourse be informed with real and accurate information.

I have appreciated the opportunity to serve as a Trustee and for the trust placed in me to make thoughtful and informed decisions.

Sincerely,

Judy Buchanan

Judy Buchanan

Cc:

Tim Gleason, City Manager, City of Bloomington
Mike McCurdy, Chairman, Connect Transit Board of Trustees
Members, Connect Transit Board of Trustees
Isaac Thorne, Connect Transit General Manager

Alison White

From: Smith, Michael <msmit13@ilstu.edu>
Sent: Thursday, April 4, 2019 1:20 PM
To: Mayor Chris Koos
Subject: Connect Transit

Good afternoon!

I'm Mike Smith, news reporter for the Vidette at Illinois State University. We've spoken in the past. We are covering a story on Normal Township Supervisor Sarah Grammer calling for the replacement of the current Connect Transit board.

Given that you helped appoint the current board, I want to get your thoughts on the matter.

1. What are your initial thoughts on Grammer calling for the Connect Transit board to be replaced?
2. Do you defend the decisions to raise fare prices and get rid of the Olive route? Why or why not?

My deadline is Saturday morning, so I'm looking to hear back from you ASAP.

Thanks!

Mike Smith
News Reporter | The Vidette

Alison White

From: Mayor Chris Koos
Sent: Friday, April 5, 2019 5:33 AM
To: Smith, Michael
Subject: Re: Connect Transit

Call me at (309) 825-9919

Sent from my iPhone

On Apr 4, 2019, at 1:19 PM, Smith, Michael <msmit13@ilstu.edu> wrote:

Good afternoon!

I'm Mike Smith, news reporter for the Vidette at Illinois State University. We've spoken in the past. We are covering a story on Normal Township Supervisor Sarah Grammer calling for the replacement of the current Connect Transit board.

Given that you helped appoint the current board, I want to get your thoughts on the matter.

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2. Do you defend the decisions to raise fare prices and get rid of the Olive route? Why or why not?

My deadline is Saturday morning, so I'm looking to hear back from you ASAP.

Thanks!

Mike Smith
News Reporter | The Vidette

Alison White

From: Mayor Chris Koos
Sent: Tuesday, April 30, 2019 7:29 AM
To: Stan Nord
Subject: Re: Connect Transit Appointment

Thanks, Stan. I've heard multiple recommendations about Mr. Whitlow. I will give these applicants my consideration.

Chris

Sent from my iPhone

On Apr 29, 2019, at 12:27 PM, Stan Nord <Stan@nordfornormal.com> wrote:

Mr. Mayor,
Marc Tiritilli and John Whitlow have reached out to me expressing interest in serving on the Connect Transit board. I know Marc and feel he would bring a needed perspective and be a valuable asset to the Connect board. Mr. Whitlow may be a great asset to Connect, though I do not know him personally. I have asked both of them to complete the Boards and Commissions Volunteer Interest Form.

<https://www.normal.org/FormCenter/Volunteer-Forms-15-15/Boards-and-Commissions-Volunteer-Interes-87-87>

Is there anything more I need to do make their requests for consideration official?

Thank you,

Stan

***** With your VOTE, we can LOWER TAXES, REPRIORITIZE SPENDING and REPRESENT YOUR VOICE... *****

[VOTE at Home, VOTE Easy, Order Mail in Ballot TODAY](#)

Thank you,

Stan Nord

Stan Nord

Candidate for Normal Town Council

309.242.2495 phone

Stan@NordForNormal.com

www.NordForNormal.com

[Like and Follow my Campaign on Facebook](#)

Alison White

From: Pamela Reece
Sent: Tuesday, March 5, 2019 12:59 PM
To: Private Information
Cc: Mayor and Council
Subject: Connect Transit Board

Ms. Morgan,

Thank you for contacting the Town about serving on the Connect Transit Board of Directors. I am eager to learn more about your interest in serving in this capacity. Do you have a resume or brief bio to share? I would then share it with Mayor Koos.

Pam

Pamela S Reece

City Manager
Town of Normal
11 Uptown Circle
Normal IL 61761
309.454.9501 (o)
309.824.2444 (m)

Alison White

From: Stan Nord <Stan@NordForNormal.com>
Sent: Monday, April 29, 2019 12:28 PM
To: Mayor Chris Koos
Subject: Connect Transit Appointment

Mr. Mayor,

Marc Tiritilli and John Whitlow have reached out to me expressing interest in serving on the Connect Transit board. I know Marc and feel he would bring a needed perspective and be a valuable asset to the Connect board. Mr. Whitlow may be a great asset to Connect, though I do not know him personally.

I have asked both of them to complete the Boards and Commissions Volunteer Interest Form.

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Is there anything more I need to do make their requests for consideration official?

Thank you,

Stan

***** With your VOTE, we can LOWER TAXES, REPRIORITIZE SPENDING and REPRESENT YOUR VOICE...*****

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Thank you,

Stan Nord

Stan Nord

Candidate for Normal Town Council

309.242.2495 phone

Stan@NordForNormal.com

www.NordForNormal.com

[Like and Follow my Campaign on Facebook](#)



Alison White

From: Pamela Reece
Sent: Tuesday, March 5, 2019 12:59 PM
To: Private Information
Cc: Mayor and Council
Subject: Connect Transit Board

Ms. Morgan,

Thank you for contacting the Town about serving on the Connect Transit Board of Directors. I am eager to learn more about your interest in serving in this capacity. Do you have a resume or brief bio to share? I would then share it with Mayor Koos.

Pam

Pamela S Reece

City Manager
Town of Normal
11 Uptown Circle
Normal IL 61761
309.454.9501 (o)
309.824.2444 (m)

Alison White

From: Wilson, Kay <Private Information>
Sent: Sunday, May 26, 2019 11:25 AM
To: Mike McCurdy
Cc: Mayor Chris Koos; mayor@cityblm.org
Subject: Connect transit observations

Mike McCurdy, Chairman:

First, it was not easy to find an email address for you regarding the transit board. I use Outlook but my Outlook could not seem to use the transit board email. So I used your WGLT email address.

Second, I have watched with interest the group that has promoted the idea of adding a least one regular transit rider and one with disabilities who uses the service to the Connect Transit Board of trustees. There appears to be somewhat of a standoff regarding appointments. I think that all involved really want the best service for the community but I feel strongly that there should be regular riders added to the board. I say this because I recently had to use the service once and learned a lot. I sent these observations to Sara Grammar but don't know if she shared them with you so I will include them here.

I found the Vendor list online to be unreliable. Apparently, no staff or board member has checked them out. I went to the Jewel-Osco store off Veterans and they have not had anyone ask about bus info for years. They have no brochures and do not sell passes. I then stopped by Kroger's on College since it was also listed. They gave me a brochure and knew nothing about any senior passes. They do sell regular ones. The brochure turned out to be very old and the only reason I found out was that I called the transit number.

The staff person at the transit number was very nice and helpful. She patiently showed me how to find the routes and maps. What comes up automatically is a real-time map which is useless to those of us without I-phones.

I guess the senior passes are only available at your office which seems to be in the far southwest part of Bloomington. The transit group has been at some senior expos with their brochures but I have never been offered an opportunity to sign up for a free pass at one.

I was surprised when the Pink bus did not stop at NPL but understand since the traffic pattern does not seem to easily allow that. I was really surprised when I boarded the Pink bus across from CVS, rode to the bus station, and was told I had to transfer to another bus. The Green bus behind me became the Pink one and the Pink one I was on became the Green one. The only reason I could figure out for this was to eliminate driver boredom.

Going back to the brochures, there was a brand new one effective April 1. I think the updated routes shown online include the Olive route. I don't know if the new printed one shows it. Why would you print a new brochure when a vote to eliminate a route was being considered? I heard that the cost is expensive. Was there no reason to think that it could be eliminated when the brochure was submitted?

I always wondered why the Olive route did not go out to the medical services on Ft. Jesse. I wondered why it seemed to cover some of the same areas with the Yellow route out near HCC but left out more stops to the East.

My late husband and I used the Mobility Transit buses for disabled many times from 2015 - 2017. I found their scheduling to be bizarre at times. We would be picked up on time in north Normal and might have a slight detour to our destination. That was no problem. But going back was usually a nightmare. Sometimes we would be picked up at our east Normal destination but then taken to south Bloomington, and returned back to east Normal. But when they said they next needed to go to west Bloomington before dropping us off, I would speak up. I noted that we needed to get back to the institution before meal time was up so we were then taken directly back to north Normal. I relied on the service many times and really appreciated it but wonder how much fuel could be saved along with less worry about getting back without riding around for an hour or so before returning to our original site. I think there was supposed to be a one hour on the bus return limit but I often had to speak up about it.

I feel that every board member should ride the transit system at least once between board meetings. Board members need to know as much as possible about what is actually going on with the system.

Sincerely,
Kay Wilson

Private Information

Alison White

From: Judy Buchanan **Private Information**
Sent: Monday, May 27, 2019 10:37 PM
To: Mayor Chris Koos
Cc: Pamela Reece
Subject: Connect Transit Trustee _ For Your Information
Attachments: Scanned Documents.pdf

Hello Chris,

At the May 11, 2019 Connect Transit public discussion of the Connect Transit Work Group membership, several attendees indicated an interest in being appointed to the Connect Transit Board. I believe this was noted in our May 17 discussion. I have attached the list of those individuals who did sign up with an interest in the CT board.

Thank you,

Judy

Interest

Marc Tivitrilli ✓

Pat Turner ✓

Rickilee Benette - LIFECELL Ex

Deborah Hutchins

Alison White

From: Bailey Pontius <Private Information >
Sent: Friday, June 14, 2019 10:56 PM
To: Stan Nord
Subject: Connect Transit

Hi Stan,

Thank you! I remember talking to you at the meeting at the library. I will ask others to write to all of the Council, too.

Have a good day!

On Wednesday, June 12, 2019, Stan Nord <snord@normal.org> wrote:

Bailey,

Thank you for taking the time to write us. I wish more people would follow your initiative and write the council. All council members need to hear stories like yours. If you would, please ask others to write as well.

?Thank you,

Stan Nord

From: Bailey Pontius <Private Information >
Sent: Wednesday, June 12, 2019 1:38 PM
To: Mayor Chris Koos; Stan Nord; Karyn Smith; Kevin McCarthy; Kathleen Lorenz; Chamberly Cummings
Subject: Connect Transit

Hi everyone,

I was wanting to be at the meeting on Monday to speak before you, but unfortunately I won't be able to. I am a resident at The Loft for rehab, and an infection was identified today. I will be going to the hospital for a PICC line soon to begin antibiotic treatment. I am not able to be outside for 10 days.

I am a Connect Mobility rider. I wanted to talk about the service, and why I feel it is so important that individuals with disabilities be on the Connect Transit board.

Nothing against those without disabilities, but so many see things differently than those with disabilities. Have you boarded a bus in a wheelchair? Have you been to one of the bus stops where the stop isn't at the end of the street? To load, you are to go from the sidewalk, through the grass, to the street. I'm a paraplegic who has to use a wheelchair permanently. What do you think would happen if I tried to board one of the buses like that on the fixed routes?

I'd crash trying to get off the curb.

With so few accessible stops, I can't take a chance on riding a fixed route bus. I rely on Connect Mobility. Due to my being in a rehab facility for up to two years for physical and occupational therapy, my SSI - my only income - has

dropped to 30 dollars. A bus pass is \$65 dollars. I'm sure you can do that math. I don't have enough income to even afford a bus pass. If it weren't for my Mom and Dad, and help from friends and family, I wouldn't be able to do it. I don't want to have to rely on their help. I shouldn't have to. This is public transportation we're talking about!

If you don't use a wheelchair, you can only guess, or imagine the difficulty. Someone in a wheelchair, someone with other disabilities, needs to be a voice on the board. Again, nothing against those who are able bodied, but I want someone with disabilities to be the one to speak for those of us with disabilities. They know the struggle, and believe me, the struggle is real.

About raising the price of a bus pass. Please don't. There are so many who are also only getting \$30 of their disability. How do you expect everyone to afford it? I don't know how it is thought the number of riders will increase. I don't know how it is thought that your riders at the lowest income levels will be able to afford a pass? How? Help me understand.

To best serve the Bloomington Normal community, to best serve those who don't have a vehicle, drivers license, or the ability to walk or ride a bicycle, to best serve those in need - please strongly consider a no fare needed, free - public transportation system, don't take away routes, and appoint board members who have disabilities.

Thank you!

Bailey Pontius

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Alison White

From: John Burkhart
Sent: Wednesday, June 5, 2019 11:18 AM
To: Pamela Reece; Dept Heads
Cc: Jessica Ragland
Subject: RE: Connect Transit preparation

1. Cost v. Ridership of other routes (how bad is/was the Olive route underperforming the average or best routes?)
2. Getting the empty Board seat filled is top priority.
3. Plan/timeline for working group?
4. What is the Town/tax payers able to subsidize – what is residents willing to accept as a solution. This is going to have to be a give and take scenario. We all know the Olive route is sustainable, but what is it worth to everyone?

John Burkhart
Director of Water
Town of Normal
Office - (309) 454-9564
Fax - (309) 454-9629
E-mail - jburkhart@normal.org

“Committed to Service Excellence”

From: Eric Hanson
Sent: Wednesday, June 05, 2019 11:06 AM
To: Pamela Reece ; Dept Heads
Cc: Jessica Ragland
Subject: RE: Connect Transit preparation

I concur with what others have shared. My top 5 issues are:

- 1). Alternative Solutions to those stops on Olive currently being utilized
- 2). Cost v. Benefit of the Olive Route (Ridership vs Cost)
- 3). Clear understanding/overview of Connect Transit Funding
- 4). Plan/timeline for filling the empty Board seat (I concur with Rick this is an issue politically)
- 5). Timeline/Cost for ADA implementation

Additionally, what is the intended outcome of the working group? This seems like a good process, but at some point articulating what outcomes are expected and what will be done seems necessary so as not to further alienate those participants. Finally, what is the future of transit relative to the concerns that have been raised. Can they articulate a clear direction the broader community supports? Given the ongoing community dialogue, it feels like we have been discussing these issues ad nauseam, along with many other ideas, but thought I would share with the broader group discussion. Looking forward to helping connect staff move this off center and hopefully forward.

Eric

From: Pamela Reece <preece@normal.org>
Sent: Tuesday, June 4, 2019 6:05 PM
To: Dept Heads <DeptHeads@normal.org>

Cc: Jessica Ragland <jragland@normal.org>

Subject: Connect Transit preparation

All,

As I begin working with Isaac Thorne in preparation for his upcoming Connect Transit presentation to Council, I'd like to have your suggested questions from which we can develop our presentation to make sure we cover all the issues that are hanging out there.

Therefore, since you've all heard the various Council and public comments and seen media reports, please jot down your list of questions and return to me via email so we can use those to prepare Isaac's presentation.

I look forward to getting your list of questions because I've been in the thick of it and may not be covering all the outstanding issues. Your perspective on issues that he should address/questions that should be answered will be very helpful.

(I'm copying Jessica on this message and will ask her to compile your responses so we can have them all together!)

Thanks for any assistance you can offer.

Pam

Pamela S Reece

City Manager
Town of Normal
11 Uptown Circle
Normal IL 61761
309.454.9501 (o)
309.824.2444 (m)

Alison White

From: Beth Whisman
Sent: Wednesday, June 5, 2019 10:39 AM
To: Rick Bleichner
Subject: RE: Connect Transit preparation

Agreed.

From: Rick Bleichner
Sent: Wednesday, June 5, 2019 10:35 AM
To: Mindy Dance ; Jenny Keigher ; Pamela Reece ; Dept Heads
Cc: Jessica Ragland
Subject: RE: Connect Transit preparation

I know it's already been stated but simply bringing back the Olive Route isn't a viable option. I think a summary of why this occurred is good but focus on moving forward with a solution that meets most ridership needs and provides a sensible cost solution is needed. The constant drum beat of bring back the Olive Route isn't a viable fix.

I realize this one is the Mayor to address and not Isaac's but not having our full complement of members on the Connect Transit Board is problematic and doesn't help our position with the public. Reason given seems to be a weak position for us with the growing public concern over this issue. I know we are actively involved in the board but I have heard members of the public that view having positions unfilled as the Town not taking the matter as seriously as we should.

Rick

From: Mindy Dance <mdance@normal.org>
Sent: Wednesday, June 05, 2019 9:37 AM
To: Jenny Keigher <jkeigher@normal.org>; Pamela Reece <preece@normal.org>; Dept Heads <DeptHeads@normal.org>
Cc: Jessica Ragland <jragland@normal.org>
Subject: RE: Connect Transit preparation

Perhaps related to Karyn's comments you could ask if they evaluated the ridership data for the spring/summer months as opposed to fall/winter months to see if there was a significant difference.

Mindy L. Dance
Director of Information Technology
Town of Normal
11 Uptown Circle
Normal, IL 61761
Phone: 309-454-9612
Fax: 309-454-9667

From: Jenny Keigher <jkeigher@normal.org>
Sent: Wednesday, June 5, 2019 9:24 AM
To: Pamela Reece <preece@normal.org>; Dept Heads <DeptHeads@normal.org>

Cc: Jessica Ragland <jragland@normal.org>

Subject: RE: Connect Transit preparation

Nice and comprehensive list, Andrew. I would add a short discussion on rate increases – what is typical for communities of our size, how often are rates usually increased (and in response to what factors – specifically in response to Monday’s public comment that noted Connect’s success over the past couple of years, juxtaposed with the need for a fair increase. “If they’re doing well, why are they charging more?”).

Jenny Keigher

Human Resources Director

Town of Normal

11 Uptown Circle

Normal, IL 61761

(309)-454-9675

From: Andrew Huhn <ahuhn@normal.org>

Sent: Wednesday, June 05, 2019 8:58 AM

To: Pamela Reece <preece@normal.org>; Dept Heads <DeptHeads@normal.org>

Cc: Jessica Ragland <jragland@normal.org>

Subject: RE: Connect Transit preparation

I would suggest the following:

- Overview of the Transit system’s operating budget – there needs to be a dollars and cents discussion
- Ridership demographics and a review of all routes and services
- Ridership data that drives operating decisions – particularly the route changes
- Programs and goals to accommodate any underserved population
- Bus stop shelters and ADA issues to resolve – what is the plan?
- Make-up of the volunteer board, executive leadership and staffing of the organization
- Town and city responsibilities with regard to the Transit system
- Operating goal of the system – either financial or programmatic

Hope that helps and sparks more ideas!

Andrew Huhn, CPA

Finance Director

Town of Normal

11 Uptown Circle

Normal, Illinois 61761

309-454-9742 (work)

309-261-2033 (cell)

ahuhn@normal.org



Please consider the environment before printing this e-mail

From: Pamela Reece <preece@normal.org>

Sent: Tuesday, June 4, 2019 6:05 PM

To: Dept Heads <DeptHeads@normal.org>

Cc: Jessica Ragland <jragland@normal.org>

Subject: Connect Transit preparation

All,

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(I'm copying Jessica on this message and will ask her to compile your responses so we can have them all together!)

Thanks for any assistance you can offer.

Pam

Pamela S. Reece

City Manager
Town of Normal
11 Uptown Circle
Normal IL 61761
309.454.9501 (o)
309.824.2444 (m)

Alison White

From: Kevin McCarthy
Sent: Saturday, June 15, 2019 5:50 PM
To: Stan Nord
Subject: Re: Discussion request for the 6/17/19 Agenda.

Stan,
I don't feel either topic needs a public discussion.
I hope you've asked the mayor about the CT appointment by now. A status update is just a matter of asking him. Also, he addressed the question directly in a public meeting already and gave his high level plan to let the task force/committee get underway before making any appointments. That same meeting you already spoke about CT issues and board appointment preferences were shared by the public also.

As to the property review, regularly reviewing property is a good thing I believe. So I agree on that part. However, that is not the council's role; that is a function of operations - by Pam and her staff. Is there something specific you believe the review should do that is not currently being done? Or are you asking for something different altogether?

Kevin

Kevin McCarthy
Councilman, Town of Normal
kmccarthy@normal.org

On Jun 11, 2019, at 6:28 PM, Stan Nord <snord@normal.org> wrote:

After our meeting with Lyle and discussing the various discussion types we could have as a town council, I wanted to bring these discussion topics up for the 6/17/19 meeting. I am not sure of the formal process so I am just putting them out there.

They should not require town staff prep. They are just for discussion to see if we should consider a plan of action or not. I have attached the documentation Pam provided me for the 1st topic.

Please reply and let me know if you are interested in discussing any or either of these topics so I can let the mayor know there is enough support to add it/them to the agenda.

Topic 1 - Type 1 Discussion (No additional staff prep – see attached for cursory work already completed.)

Discussion about the interest in creating a policy of an annual property review including a variety of factors, including property tax, rental, vacancy status, etc. I believe having a policy in place is a part of being good stewards of taxpayer assets. An area of waste has been identified, I feel we owe it to the taxpayers to fix it immediately and create a long term policy to limit this from happening in the future.

- During the past few weeks, it has been identified we have been paying property taxes on properties which we should not have been assessed taxes. Over the years, this equates to a lot of needless spending of taxpayer money. (i.e. 1217 Adelaide, 1404 Ft. Jesse)
- There are property(ies) which we rent, which possibly we should be paying property taxes. (i.e. 102 W North)
- There are properties which are rented which we pay more in property taxes and maintenance than we collect in rent. (i.e. 104 W North, 305 Pine)
- There are properties which could be identified as ones we can sell. Once sold they return to the tax rolls to help fund the other governing bodies, plus the proceeds from the sale can go directly to roads, another critical expense or refunded to the taxpayers. (i.e. 1210 S Adelaide, 1404 Ft. Jesse)
- There may be other properties which we are needlessly paying property taxes, should dispose of, or should address for some other reason.
- The result of our conversation could trigger a complete audit/review of all town properties.
- I hope internal processes will come about due to a property review policy mandate.

Topic 2 - Type 1 Discussion (No town staff prep)

Discussion of what the council can do to facilitate the opportunity to vote on the appointment of someone to the open seat on the Connect transit board.

- It is my understanding this seat has remained unfilled since around Oct/Nov 2018.
- Do we received requests for consideration from any qualified candidates?
- Do we need to promote this vacancy to attract candidates?
- What can we done to help move this along?

-

Thanks

Stan

Alison White

From: Pamela Reece
Sent: Friday, June 14, 2019 5:43 PM
To: Mayor Chris Koos
Subject: FW: Discussion request for the 6/17/19 Agenda.

Mayor,

Please see Scott's email below that I referenced during our phone conversation today.

Pam

Pamela S Reece

City Manager
Town of Normal
11 Uptown Circle
Normal IL 61761
309.454.9501 (o)
309.824.2444 (m)

From: Scott Preston
Sent: Wednesday, June 12, 2019 9:51 PM
To: Stan Nord
Cc: Pamela Reece
Subject: Re: Discussion request for the 6/17/19 Agenda.

Not sure what happened...my email below somehow sent before I was done w/ it. See my complete email reply below.

Scott

Scott Preston
Councilman
Town of Normal

On: 12 June 2019 21:32, "Scott Preston" <spreston@normal.org> wrote:

Stan,

For topic #1, am I understanding right that you're thinking a policy mandating this staff project internally?

And topic #2, help me understand how you're envisioning this conversation might go at the table? What would we be voting on? And if no voting action, would Council members just use the time to ask questions about the process and what can be done to fill the seat?

Could be wrong, but my sense is you, like me, care more about the end game of creating change / results on these two issues than you do about just having a policy (topic #1) or discussing a process for appointment (topic #2). I'd suggest there are far more effective, and efficient, ways for these objectives to be pursued.

In general, I'm a fan of more limited government. Not interested in Council creating new internal staff mandates. I express my opinion & ask questions to Pam on items within the scope of Council responsibility, but I also trust staff to do their jobs, and don't want to get in their way adding unnecessary bureaucracy. There are a lot of things the Town does, and not everything makes sense as a topic for a Council meeting.

Give me a call sometime, let's discuss more.

Scott

Scott Preston
Councilman
Town of Normal

On: 11 June 2019 18:28, "Stan Nord" <snord@normal.org> wrote:

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-

Thanks

Stan

Alison White

From: Scott Preston
Sent: Thursday, June 13, 2019 8:31 PM
To: Pamela Reece
Subject: Re: Discussion request for the 6/17/19 Agenda.

No prob!

Scott Preston
Councilman
Town of Normal

On: 13 June 2019 17:41, "Pamela Reece" <preece@normal.org> wrote:

Thank you for your response, Scott. It was very well-stated in my opinion.

Pam
Pamela S Reece
City Manager
Town of Normal
11 Uptown Circle
Normal IL 61761
309.454.9501 (o)
309.824.2444 (m)

From: Scott Preston <spreston@normal.org>
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Councilman

Town of Normal

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-

Thanks

Stan

Alison White

From: Kathleen Lorenz
Sent: Wednesday, June 12, 2019 10:43 PM
To: Stan Nord
Subject: Re: Discussion request for the 6/17/19 Agenda.

Give me a call if you want to discuss.

Kathleen Lorenz
Normal Town Councilmember
cell 309-531-1884

From: Stan Nord
Sent: Tuesday, June 11, 2019 6:28 PM
Subject: Discussion request for the 6/17/19 Agenda.

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Discussion about the interest in creating a policy of an annual property review including a variety of factors, including property tax, rental, vacancy status, etc. I believe having a policy in place is a part of being good stewards of taxpayer assets. An area of waste has been identified, I feel we owe it to the taxpayers to fix it immediately and create a long term policy to limit this from happening in the future.

- During the past few weeks, it has been identified we have been paying property taxes on properties which we should not have been assessed taxes. Over the years, this equates to a lot of needless spending of taxpayer money. (i.e. 1217 Adelaide, 1404 Ft. Jesse)
- There are property(ies) which we rent, which possibly we should be paying property taxes. (i.e. 102 W North)
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- There are properties which could be identified as ones we can sell. Once sold they return to the tax rolls to help fund the other governing bodies, plus the proceeds from the sale can go directly to roads, another critical expense or refunded to the taxpayers. (i.e. 1210 S Adelaide, 1404 Ft. Jesse)
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Topic 2 - Type 1 Discussion (No town staff prep)

Discussion of what the council can do to facilitate the opportunity to vote on the appointment of someone to the open seat on the Connect transit board.

- It is my understanding this seat has remained unfilled since around Oct/Nov 2018.
- Do we received requests for consideration from any qualified candidates?
- Do we need to promote this vacancy to attract candidates?
- What can we done to help move this along?

-

Thanks

Stan

Alison White

From: Karyn Smith
Sent: Wednesday, June 12, 2019 12:28 PM
To: Mayor Chris Koos
Subject: Fwd: Discussion request for the 6/17/19 Agenda.
Attachments: Municipal Property - May2019 (4).pdf

Mayor Koos:

I am in favor of adding these items to the Council's agenda - if not in June, then perhaps a July meeting.

Karyn Smith
Councilwoman
Town of Normal

----- Original Message -----

From: Stan Nord
Date: Tue, June 11, 2019 6:28 PM -0500
To:
Subject: Discussion request for the 6/17/19 Agenda.

After our meeting with Lyle and discussing the various discussion types we could have as a town council, I wanted to bring these discussion topics up for the 6/17/19 meeting. I am not sure of the formal process so I am just putting them out there.

They should not require town staff prep. They are just for discussion to see if we should consider a plan of action or not. I have attached the documentation Pam provided me for the 1st topic. Please reply and let me know if you are interested in discussing any or either of these topics so I can let the mayor know there is enough support to add it/them to the agenda.

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Thanks

Stan

Alison White

From: Pamela Reece
Sent: Wednesday, June 12, 2019 7:49 AM
To: Stan Nord
Cc: Mayor Chris Koos
Subject: RE: Discussion request for the 6/17/19 Agenda.

Stan,
I do not believe the June 17 meeting is appropriate for this discussion. Lyle referenced having "worksessions" which is something we have done when we have a specific topic or issue to address and need informal direction from Council. The June 17 evening is very full already and would not accommodate a worksession, in my opinion. We have council photographs at 6pm, Harmon Arts Grants at 6:40pm, an Easter Seals proclamation presentation and then a Connect Transit presentation during the meeting.

I have copied Mayor Koos who will respond regarding when to best discuss these below topics. Further, any comment, input or question you have about his appointment to the Connect Transit board can be addressed directly to Mayor Koos.

Thanks,
Pam

Pamela S Reece

City Manager
Town of Normal
11 Uptown Circle
Normal IL 61761
309.454.9501 (o)
309.824.2444 (m)

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Sent: Tuesday, June 11, 2019 6:28 PM
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•
Thanks

Stan

Alison White

From: Karen Stipp <Private Information>
Sent: Monday, May 13, 2019 7:47 AM
To: rcmcbri@ilstu.edu; Mayor Chris Koos
Subject: Fwd: Please diversify the Connect Transit Board

From: Karen Stipp <Private Information >
Date: Mon, May 13, 2019 at 7:43 AM
Subject: Please diversify the Connect Transit Board
To: <rcmbri@ilstu.edu>, <mayor@normal.org>

Dear Mayor Koos and Mr. McBride,

The opportunity exists for the connect transit board to include actual riders. I urge you to use your influence to ensure that oversight for the area's public transportation is not provided solely by people who, like myself, can make the choice of driving a car they started in their warm garage. I'm unable to attend tonight's meeting, and send this email to express my thoughts.

My husband and I moved to Normal in 2011. I teach at ISU and my husband pastors a church a Bloomington. We were immediately impressed by our new Central Illinois town, and I consider it a privilege to have been part of the Town of Normal 2040 Vision committee. Widely accessible public transportation was among the services my husband and I were pleased to observe upon moving here. When the new Uptown Station opened we saw it as another testament to the area's commitment to access and equity.

Some of that supported has eroded with cuts to Connect Transit routes, and I write to tell stories I know of, although none of these include my being stranded or having to do without. All of the people in the stories were working at jobs, or attending school, and many were doing both. Some of the people are White, some are Black, some have disabilities, some have young children. One has a high school diploma, one has some college, all others have earned bachelor's or master's degrees.

1. A woman in her 60s in our church:

- Needed our help to find a different apartment, and to move, after cuts from a couple of years ago (I've lost track of time, perhaps 2017);, because it is difficult for her to walk, and services were cut to her apartment complex. The bus was still "available," but not to her because the distance had increased
- Needed rides to work at the mall, because the bus stopped dropping riders off near the door. Fortunately, the apartment to which she moved was nearer church members, so it was easier to give her rides, particularly during inclement weather. She would never ask, but church members who saw her hobbling along, would ask her for rides.
- Also needed help getting to her health care provider, as that stop had been moved several blocks, a distance impossible for her to cover on foot.
- On a side note, the woman reported that store supervisors requested Connect Transit *not stop* at the mall doors. Speaking to employees who rode the bus, they explained they didn't want "that riff raff" at their store. It has been difficult to watch one mall store close after another, but perhaps not undeservedly if they categorized their own under-paid employees as riff raff because they relied on public transportation.

2. A single mom with three young children in our church, did not want her children to switch schools when services were cut to her apartment complex. She and her children were newly housed after a period of homelessness, and she had a

goal of purchasing a vehicle in the future. But at the time of the unexpected cut in services, she had to ask for our help to secure an inexpensive vehicle.

3. A young, single mom with a new baby was having trouble navigating public transportation to daycare, work and school. In nice weather she could walk where she needed to be, but not with snow on the ground Baby in a stroller. Not in rain. A 70-something woman in our church knew Connect Transit to be very accessible, and offered to ride with her one day to show her how easy it was. Older Friend took the bus to the young mother's apartment, from which the three set out to travel about a 2-mile triangle from apartment, to daycare, to ISU for work and classes. Older Friend called me when she got back home, weeping because it was such a grueling trek. After more than 2 hours she'd called a relative because she herself could endure no more. For the rest of that school year, Older Friend and other ladies from church, transported Mother and Baby to daycare, ISU, and back home again.

4-?. As a professor, the difficult experiences I've witnessed have been for students with disabilities. One night I left the classroom long after all students had left, close to 9 PM, and saw a vision impaired student still waiting for her Connect Transit ride that had been repeatedly delayed. In that instance i gave her a ride home to Bloomington. More than once students with disabilities have told harrowing tales of difficult circumstances during their wait. More than once I've waited with students for a ride long after class was dismissed,

As I write these stories, I find there's a common thread in the help people received, which is nice. I don't know what happens to folks without church, or neighbors, or professional acquaintances who can intervene.

What I've barely mentioned is the time and energy folks expend to continue getting where they need to be, when the system they relied on is shrinking. To be honest, i probably don't fully understand that myself. It's not my stories you need, but first-person stories of people who've had to rely on the kindness and availability of friends and strangers, or who've had to change jobs or just stay home and "collect benefits" for lack of transportation.

Please diversify your board to include the voice of people who don't have a car in their garage, people who don't have secure housing or a garage, and people who may not ever have the capacity to drive a car.

Sincerely,

Karen Flint Stipp, MSW, PhD

Alison White

From: Mike McCurdy <Private Information >
Sent: Monday, March 11, 2019 11:37 AM
To: Whitehouse_Ryan; John Bowman; Judy Buchanan; Monica Bullington; Julie Hile
Cc: Pamela Reece; Isaac Thorne; Tim Gleason
Subject: Officer Elections

Trustees,

Our Intergovernmental Agreement specifies we hold officer elections at an "annual meeting" every March. It has been the informal practice of this body that officers generally serve two terms and as you may recall last March, we decided to carry over Ryan Whitehouse as Vice-Chair and myself as Chair for a second term, and elected John Bowman as secretary. I'll also point out that during a transitional period with our previous GM Andrew Johnson, Trustee Buchanan served three consecutive terms at Chair.

Since we're still only a 6 member body, with a vacancy for a Town of Normal appointee, and since we have a lot going on with public hearings, and an upcoming vote on the budget, the elimination of a route, and a fare increase, I'd like to suggest we continue for yet one more term for the current slate of officers and would entertain a motion at the annual meeting on 3/26 to reelect the current slate.

I'm emailing to gauge your interest in moving forward as described above, or whether you'd rather accept nominations for new officers and vote on those nominations. Please email me back individually at your earliest convenience to convey your preference.

And a reminder, please don't reply to all so we can remain compliant with the Open Meetings Act.

Thanks you.

--

Mike McCurdy
Chairman, [Connect Transit](#) Board of Trustees
Reliable and Safe Transportation Connecting Communities

Alison White

From: noreply@civicplus.com
Sent: Thursday, February 28, 2019 6:51 PM
To: Mayor Chris Koos; Chemberly Cummings; Jeff Fritzen; Kathleen Lorenz; Kevin McCarthy; Scott Preston; R.C. McBride; Pamela Reece; Eric Hanson
Subject: Online Form Submittal: Contacting the Mayor and Town Council

Contacting the Mayor and Town Council

Please fill out the form below to submit any questions or concerns you may have for the Mayor and Town Council.

Name: Terri Lynn Morgan

Email Address: **Private Information**

Telephone Number: **Private Information**

Questions or Concerns: As I've just recently become aware of an appointed vacancy on the Connect Transit Board of Trustees, I'd like to get in touch with Town of Normal Mayor, Mr. Chris Koos and/or anyone designated on the Normal Trustees Board/Town Council to discuss my interest in being considered qualified to be nominated for this position. Thank you. Terri L. Morgan Private Informa

Private Information

Email not displaying correctly? [View it in your browser.](#)

Alison White

From: Jwhitlow [REDACTED] **Private Information**
Sent: Tuesday, April 30, 2019 7:40 PM
To: Chamberly Cummings
Subject: Opening on Connect Transit Board

Hi Cheryl. You and I met at mt pigsah at an event there. I considered Rev a friend.

I am asking to be considered for one of the openings on the Connect Transit Board. I am a CPA and fiscal conservative. I believe the Connect Transit deficit of 1 million per month is unsustainable and unacceptable.

We know the mayor will make the nomination to the Transit Board and council will confirm.

I have known Kathleen and Scott for some time and they both support my appointment to the board but the power of nomination belongs to mayor Koos

I am a 40 year resident of Normal and was at one time a candidate for council. Kathleen tells me the mayor favors a minority for the Transit Board. As you know and have experienced an acid test based on race is wrong

I am a frequent rider of the bus. We both know minorities are a large percentage of Bus riders. I have attended several Black Lives Matter meetings and believe their voice has not been adequately heard on many twin cities issue including fares and routes of connect transit. I am on the Board for Neighbor to Neighbor and have supported several MLK local events

I would appreciate if you would check me out and tell the mayor you would be supportive of my appointment to the Connect Transit Board. Thank You!!
Sent from my iPhone

Alison White

From: Karen Stipp <Private Information>
Sent: Monday, May 13, 2019 7:47 AM
To: rcmcbri@ilstu.edu; Mayor Chris Koos
Subject: Fwd: Please diversify the Connect Transit Board

From: Karen Stipp <Private Information>
Date: Mon, May 13, 2019 at 7:43 AM
Subject: Please diversify the Connect Transit Board
To: <rcmbri@ilstu.edu>, <mayor@normal.org>

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Sincerely,

Karen Flint Stipp, MSW, PhD

Alison White

From: Mayor Chris Koos
Sent: Thursday, April 4, 2019 7:06 PM
To: Derek Beigh
Subject: Re: Questions re: letter to township

Increased funding is a budget question, there are many variables to the question: what is the gap, who are the funding partners and what do they think, what does an increase leverage from State and Federal grants?

I am proud of the work my current appointees do with passion, and my appointee to fill the vacancy will mirror that.

CK

Sent from my iPhone

> On Apr 4, 2019, at 5:08 PM, Derek Beigh <DBeigh@pantagraph.com> wrote:

>

> A couple questions I should add: Do you think the town might add funding for Connect Transit, and do you plan to replace any members of the Connect Transit board - or to fill the Normal vacancy soon?

>

>

> Thanks again,

>

>

> Derek Beigh

>

> Government Reporter

>

> The Pantagraph<<http://pantagraph.com>>

>

> 205 N. Main St.

>

> Bloomington, IL 61701

>

> 309-820-3234 (o)

>

> 815-735-9747 (c)

>

> @pg_beigh

>

>

> From: Derek Beigh

> Sent: Thursday, April 4, 2019 4:20 PM

> To: Mayor Chris Koos

> Subject: Questions re: letter to township

>

>

> Hi Chris, we were forwarded a copy of the attached letter today and plan to publish it with a story. Can you verify that you wrote it, and is there any additional comment you'd like to offer?

>
>
> Thanks as always for your time.
>
>
> Derek Beigh
>
> Government Reporter
>
> The Pantagraph<<http://pantagraph.com>>
>
> 205 N. Main St.
>
> Bloomington, IL 61701
>
> 309-820-3234 (o)
>
> 815-735-9747 (c)
>
> @pg_beigh
>

Alison White

From: Tari <trenner@iwu.edu>
Sent: Tuesday, May 21, 2019 9:05 PM
To: Mayor Chris Koos
Subject: Fwd: Your email on Connect Transit

Another FYI from my end.

Sent from my iPhone

Begin forwarded message:

From: Tari <trenner@iwu.edu>
Date: May 21, 2019 at 8:56:40 PM CDT
To: Donna Boelen <dboelen@cityblm.org>
Subject: Re: Your email on Connect Transit

Thanks Donna,

But I don't recall you contacting me at all until the recent email (but you're always welcome to do so and calling or sitting down is the best). An earlier email might've gotten lost.

And, my interview about the facts could not have possibly produced the misinformation that was in the rumor mill - including some mentioned in the latter email. Mayors are always interviewed by the media but as Senator Moynihan used to say: "Everyone is entitled to their own opinion, but not their own facts."

That's one reason why I still prefer sitting down or calling people to avoid miscommunication.

Best,

Tari

Sent from my iPhone

On May 21, 2019, at 6:58 PM, Donna Boelen <dboelen@cityblm.org> wrote:

Tari,

I did contact you as soon as I became aware of your proposed recommendations for appointment to the CT Board. I found out the day after the Council meeting where the CT riders made their impassioned comments during public comment.

The "rumor mill" can be attributed to your interview with the local media.

I will be happy to meet with you to further this discussion.

Thanks,

Donna

From: Tari Renner <trenner@iwu.edu>
Sent: Tuesday, May 21, 2019 4:59:41 PM
To: Donna Boelen
Cc: Tim Gleason; Beth Oakley; Nora Dukowitz
Subject: Your email on Connect Transit

Donna,

I did receive you email and want to clarify several things:

1-The decisions I made on these two vacancies occurred during December and January. These were in light of the background/qualifications of the two people and the critical need for the Downtown Transfer Station. I knew it was going to be in our next One Voice Ask and was in our Springfield capital ask. We needed (and still do) people on Connect who understand our comprehensive plan, downtown plan for revitalization and economic development and its' tools for public/private partnerships in an 'anchor' project such as the Transfer Station (that's also critical for prompt and efficient service to the transit system and its' riders).

2-I am extremely proud of the great success we've had in dramatically changing the diversity of our nearly 300 board and commission members over the last six years (but diversity is but one of many important variables in making these choices and should not be determinative).

3-It's always useful to contact the Mayor regarding appointments early so as to avoid the misperceptions that some people may develop so that you can help correct them. Certainly that's critical before drawing conclusions about motives in appointments (or any other actions).

All of us share a role as elected leaders in correcting misperceptions and not falling victim to them ourselves.

4-And, I feel it's important to correct a couple of points you make toward the end of your email. There is no such thing as a Mayor making a "personal promise" when they are acting in their official capacity as Mayor. If they are interviewing and offering/recruiting one of the nearly 300 appointees, Mayors are doing so in their official capacity and the chief elected official's "word" should be good. If not, there's a very serious problem. Further, the nomination process is the function of the Mayor and should have no impact in putting the city council in an "unfavorable light."

5- The last thing I would point out is that as we try to get highly qualified people to serve the City for nothing on boards and commissions, we should all try to be vigilant about not having them subject to a rumor mill - especially a false or misunderstood rumor mill. This entire situation can not possibly help us in the immediate future in recruitment.

I'm more than happy to discuss this with you further at your convenience.

Best,

Tari

WebSense: Click [here](#) to report this email as spam.

Alison White

From: Tari Renner <trenner@iwu.edu>
Sent: Tuesday, May 21, 2019 5:16 PM
To: Mayor Chris Koos
Subject: Fwd: Your email on Connect Transit

Just FYI

----- Forwarded message -----

From: Tari Renner <trenner@iwu.edu>
Date: Tuesday, May 21, 2019
Subject: Your email on Connect Transit
To: "Robert B. Fazzini" **Private Information**

Just an FYI.

----- Forwarded message -----

From: Tari Renner <trenner@iwu.edu>
Date: Tuesday, May 21, 2019
Subject: Your email on Connect Transit
To: ward2@cityblm.org
Cc: Tim Gleason <tgleason@cityblm.org>, Beth Oakley <boakley@cityblm.org>, Nora Dukowitz <ndukowitz@cityblm.org>

Donna,

I did receive you email and want to clarify several things:

1-The decisions I made on these two vacancies occurred during December and January. These were in light of the background/qualifications of the two people and the critical need for the Downtown Transfer Station. I knew it was going to be in our next One Voice Ask and was in our Springfield capital ask. We needed (and still do) people on Connect who understand our comprehensive plan, downtown plan for revitalization and economic development and its' tools for public/private partnerships in an 'anchor' project such as the Transfer Station (that's also critical for prompt and efficient service to the transit system and its' riders.

2-I am extremely proud of the great success we've had in dramatically changing the diversity of our nearly 300 board and commission members over the last six years (but diversity is but one of many important variables in making these choices and should not be determinative).

3-It's always useful to contact the Mayor regarding appointments early so as to avoid the misperceptions that some people may develop so that you can help correct them. Certainly that's critical before drawing conclusions about motives in appointments (or any other actions).

All of us share a role as elected leaders in correcting misperceptions and not falling victim to them ourselves.

4-And, I feel it's important to correct a couple of points you make toward the end of your email. There is no such thing as a Mayor making a "personal promise" when they are acting in their official capacity as Mayor. If they are interviewing and offering/recruiting one of the nearly 300 appointees, Mayors are doing so in their official capacity and the chief elected official's "word" should be good. If not, there's a very serious problem. Further, the nomination process is the function of the Mayor and should have no impact in putting the city council in an "unfavorable light."

5- The last thing I would point out is that as we try to get highly qualified people to serve the City for nothing on boards and commissions, we should all try to be vigilant about not having them subject to a rumor mill – especially a false or misunderstood rumor mill. This entire situation can not possibly help us in the immediate future in recruitment.

I'm more than happy to discuss this with you further at your convenience.

Best,

Tari

Jessica Ragland

From: noreply@civicplus.com
Sent: Wednesday, May 29, 2019 10:08
To: Jessica Ragland
Subject: Online Form Submittal: Boards and Commissions Volunteer Interest Form

Boards and Commissions Volunteer Interest Form

The Town of Normal values the committed volunteers who invest their time in the community. If you are interested in serving as a volunteer committee member, please complete this interest profile sheet and/or submit a resume and a statement of interest and return it to the following address:

*Office of the Mayor, Town of Normal
11 Uptown Circle
Normal, IL 61761
Email: sfedden@normal.org*

Questions about volunteer opportunities with the Town of Normal can be directed to the Office of the City Manager at (309) 454-9777.

Please select the following committees you are interested in: Airport Authority, Bloomington-Normal Transit Authority, Human Relations Commission, McLean County Regional Planning Commission, Planning Commission, Police Pension Board, Uptown Design Review Commission

Personal Information:

Name: SREENIVAS POONDRU

Home Address: Private Information

Current Employer & Title: DATA ANALYST, STATE FARM INSURANCE

Business Address: 1 STATE FARM PLAZA

Home Phone: Private Information

Business Phone: Field not completed.

Email Address: Private Information

Preferred Method of Contact: Phone or Email

Community Volunteer Experience:

Have you previously served on a Town Board or Commission? If yes, please state which Board or Commission and the dates of service:

No

Professional and Employment Background:

Data Analyst by profession and working in United States since 18 years. Worked in Sacramento, CA, Houston, TX, Columbus, OH, Paris, Turino, Italy, Sandiego, CA and 10 years in Bloomington, Normal. Owned Indian Restaurant from 2015-2018. Working part time Community Relations Director at Obrien Auto Team.

Educational Background:

Bachelors of Pharmacy Masters in Information Systems Masters of Business Administration (MBA).

List any licenses and professional memberships/designations:

Certified Sanitation Manager Microsoft Certified Professional IBM Certified Professional BASSET Certified

Briefly state why you wish to be considered for a service opportunity and what you would hope to accomplish if appointed:

Since childhood I am involving various charities and their programs. I helped in local charities also and interested to serve to the community without any expectations. I strongly feel I could achieve more being member of one of the town commissions, boards to know more about town and help community

Are you currently, or have you ever been, employed by the Town of Normal? If yes, list dates and capacity.

No

Is a relative currently, or has a relative ever been, an employee of the Town of Normal? If yes, list name and capacity

No

Do you, your business, or any member of your immediate family derive any income through contracts from the Town of Normal? If yes, list capacity or contract.

I don't owe any business or doing any business with Town of Normal

Do you expect to have the flexibility to attend meetings and perform your duties during both days

Yes. I can make my schedule available to attend meetings and involve any community events.

and evenings? If no, list any limitations.

Upload Resume

Srrini Community Service Bio Data..docx

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BIO-DATA

SRINI REDDY POONDRU

Address	Private Information
Phone No	
Immigration Status	US Citizen
Profession	Data Analyst at State Farm Insurance
Part time	Community Relations Director at Obrien Auto Team

- Helped my 8th grade son Revanth Poondru(McLean County Diversity Project Scholar) to raise \$3000 for Book Drive to help local underserved schools in Bloomington/Normal to build libraries in 2018 through Illinois Prairie Community Foundation (IPCF).

https://www.pantagraph.com/news/local/education/mclean-county-diversity-project-scholar-donates-to-school-libraries/article_f5ddb9e-5fbd-5d48-9ffb-aaa9e269c1b2.html

- Part of SEWA Volunteer to help DIWALI FOOD DRIVE to help local charities.
- Active Volunteer in McLean County Indian Association (MCIA) ,Telugu Association of Bloomington (TAB).
- Involved in community service back in India.
- Worked as Regional Coordinator for North American Telugu Association.
- Active Volunteer at Sai Samsthan temple of Central Illinois.
- STEM Volunteer at State Farm to help various programs to community

Jessica Ragland

From: noreply@civicplus.com
Sent: Friday, May 31, 2019 11:05
To: Jessica Ragland
Subject: Online Form Submittal: Boards and Commissions Volunteer Interest Form

Boards and Commissions Volunteer Interest Form

The Town of Normal values the committed volunteers who invest their time in the community. If you are interested in serving as a volunteer committee member, please complete this interest profile sheet and/or submit a resume and a statement of interest and return it to the following address:

*Office of the Mayor Town of Normal
11 Uptown Circle
Normal, IL 61761
Email: sfedden@normal.org*

Questions about volunteer opportunities with the Town of Normal can be directed to the Office of the City Manager at (309) 454-9777.

Please select the following committees you are interested in: Bloomington-Normal Transit Authority

Personal Information:

Name: *Field not completed.*

Home Address: *Field not completed.*

Current Employer & Title: *Field not completed.*

Business Address: *Field not completed.*

Home Phone: *Field not completed.*

Business Phone: *Field not completed.*

Email Address: *Field not completed.*

Preferred Method of Contact: *Field not completed.*

Community Volunteer Experience:

Have you previously served on a Town Board or Commission? If yes, please state which Board or Commission and the dates of service: *Field not completed.*

Professional and Employment Background: *Field not completed.*

Educational Background: *Field not completed.*

List any licenses and professional memberships/designations: *Field not completed.*

Briefly state why you wish to be considered for a service opportunity and what you would hope to accomplish if appointed: *Field not completed.*

Are you currently, or have you ever been, employed by the Town of Normal? If yes, list dates and capacity. *Field not completed.*

Is a relative currently, or has a relative ever been, an employee of the Town of Normal? If yes, list name and capacity *Field not completed.*

Do you, your business, or any member of your immediate family derive any income through contracts from the Town of Normal? If yes, list capacity or contract. *Field not completed.*

Do you expect to have the flexibility to attend meetings and perform your duties during both days and evenings? If no, list any limitations. *Field not completed.*

Upload Resume [Patricia Ann Turner Resume.docx](#)

Email not displaying correctly? [View it in your browser.](#)

Patricia Ann Turner

Private Information

WORK EXPERIENCE

Citizens for Pat Turner

Candidate- Normal Town Council

Normal, IL

Nov 2018 – Apr 2019

- Earned endorsements from six different elected officials, community leaders and organizations
- Raised nearly \$5,000 in campaign contributions
- Earned over 10% of the vote as a first-time candidate in a field of nine candidates including two incumbents (winners earned between 14 and 20%)

Center for Hope International Ministries

Executive Director of Outreach

Bloomington, IL

2006 – present

- Establish and carry out the mission of the organization to apply biblically based principles to help families and individuals break and avoid cycles of poverty through food distribution, education and referrals, etc.
- Develop and oversee implementation of annual budget of approximately \$125,000; Research and write grant applications to augment the budget
- Recruit, train and manage staff and volunteers
- Cultivate relationships and partnerships across all community sectors to sustain a wide array of human services
- Evaluate efficacy and efficiency of services to continually improve how we meet the needs of the community

Director of Food Pantry Network

2000 – 2006

- Managed food pantry services prior to expansion of more comprehensive outreach services

Center of Hope Food Pantry

Founder and Director

Normal, IL

1990 – 2000

- Recognized and assessed food insecurity in the community, identifying causes and solutions
- Established 501(c)3 to create a food pantry
- Managed all aspects of the organization including: soliciting donations, building partnerships and networks, maintaining client records and delivering food

Illinois State University

American Sign Language Interpreter for Office of Disability Concerns

Normal, IL

1998 – 2007

Unit Five School District

Special Education Teaching Assistant/Job Coach

Normal, IL

1995 – 1998

EDUCATION

ILLINOIS STATE UNIVERSITY

*Master of Science: Politics and Government (Community and Economic Development)
Bachelor of Arts: Foreign Languages and Cultures (fluent in Spanish)*

Normal, IL

Private Information

ADDITIONAL SERVICE

- Advocate BroMenn Delegate Church Association
- AmeriCorps Service Member
- Center for Hope International Ministries, Licensed Minister
- Habitat for Humanity of McLean County
- Margaret Esposito Scholarship Board
- McLean County Jail Volunteer Ministry Team
- Town of Normal 20/20 Vision Planning Committee
- University of Illinois Advisory Council
- Various service/mission trips to South and Central America, Haiti, the Dominican Republic, and sub-Saharan Africa

AWARDS AND RECOGNITION

- BCAI School of Arts: Epic Resilience Award (2019)
- Illinois Commission on Volunteerism and Community Service Appreciation Award (2006)
- Illinois Municipal Human Relations Association Humanitarian Award (2002)
- Certificate of Special Congressional Recognition (2002)
- MLK Champion Award (2002)

Jessica Ragland

From: noreply@civicplus.com
Sent: Thursday, May 16, 2019 18:06
To: Jessica Ragland
Subject: Online Form Submittal: Boards and Commissions Volunteer Interest Form

Boards and Commissions Volunteer Interest Form

The Town of Normal values the committed volunteers who invest their time in the community. If you are interested in serving as a volunteer committee member, please complete this interest profile sheet and/or submit a resume and a statement of interest and return it to the following address:

Office of the Mayor Town of Normal
11 Uptown Circle
Normal, IL 61761
Email: sfedden@normal.org

Questions about volunteer opportunities with the Town of Normal can be directed to the Office of the City Manager at (309) 454-9777.

Please select the following committees you are interested in: Bloomington-Normal Transit Authority

Personal Information:

Name: Pat Turner
Home Address: Private Information
Current Employer & Title: Center for Hope Ministries
Business Address: 14940 Old Colonial Rd Bloomington IL 61705
Home Phone: Private Information
Business Phone: 309-808-3742
Email Address: Private Information
Preferred Method of Contact: phone or email

Community Volunteer Experience:

Have you previously served on a Town Board or Commission? If yes, please state which Board or Commission and the dates of service:	Yes, Town of Normal 2020 Planning Commission
Professional and Employment Background:	30 yrs. as a not for profit agency director. Sign Language Interpreter
Educational Background:	M.S. Politics and Government (Illinois State University) Emphasis on Community and Economic Development B.S. Foreign Languages and Cultures (Illinois State University)
List any licenses and professional memberships/designations:	Licensed Minister with Center for Hope Intl. Ministries since 2006 Current Chair of Advocate BroMenn Delegate Clergy Association Formerly Held ISAS Level II Transliterating Certification
Briefly state why you wish to be considered for a service opportunity and what you would hope to accomplish if appointed:	As a 30 year resident of Bloomington Normal, I have grown increasingly fond of this community and have dedicated my life to contributing to its health and well-being. I relied on public transit here for more than a decade view service on this board as a meaningful way to continue giving back.
Are you currently, or have you ever been, employed by the Town of Normal? If yes, list dates and capacity.	No, I have not been and am not currently an employee of the Town of Normal.
Is a relative currently, or has a relative ever been, an employee of the Town of Normal? If yes, list name and capacity	No relative is a past or current employee of the Town of Normal.
Do you, your business, or any member of your immediate family derive any income through contracts from the Town of Normal? If yes, list capacity or contract.	No.
Do you expect to have the flexibility to attend meetings and perform your duties during both days and evenings? If no, list any limitations.	Yes. I have a reasonable amount of flexibility given advance notice of obligations and duties.

Upload Resume

Field not completed.

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Have you previously served on a Town Board or Commission? If yes, please state which Board or Commission and the dates of service: No.

Professional and Employment Background: Professional Educator Maintenance Mechanic/Electrician

Educational Background: Bachelor of Science in Mathematics, Illinois State University

List any licenses and professional memberships/designations: IL Teaching Certificate Society of Professional Rope Access Technicians

Briefly state why you wish to be considered for a service opportunity and what you would hope to accomplish if appointed: I plan to fundamentally transform the way Connect Transit provides services. Specific areas of concern are types of equipment, route philosophy, and strategic goals.

Are you currently, or have you ever been, employed by the Town of Normal? If yes, list dates and capacity. No.

Is a relative currently, or has a relative ever been, an employee of the Town of Normal? If yes, list name and capacity. No.

Do you, your business, or any member of your immediate family derive any income through contracts from the Town of Normal? If yes, list capacity or contract. No.

Do you expect to have the flexibility to attend meetings and perform your duties during both days and evenings? If no, list any limitations. Yes.

Upload Resume [TiritilliCVMRO2019.pdf](#)

Email not displaying correctly? [View it in your browser.](#)

Marc G. Tiritilli

Private Information

Degrees

Bachelor of Science, Mathematics – Illinois State University, Normal, IL May 2003
Minor: Chemistry

Associate of Science, Mathematics – Harper College, Palatine, IL May 1997

Coursework

Mathematics

Calculus I, II, and III, Discrete Mathematics, Logic, Pascal Programming, Euclidean and Non-Euclidean Geometry, Differential Equations I and II, Elementary and Advanced Linear Algebra, Elementary and Advanced Abstract Algebra, Statistics, Math History, Number Theory

Education

Educational Psychology, Secondary School Literacy, Secondary Curriculum and Organization, Secondary Education, Secondary Mathematics Methods, Secondary Chemistry Methods, Seminars in Mathematics Education, Theories of Mathematical Learning

Chemistry

Inorganic I and II, Organic I and II, Instrumental Analysis
Additional classes in Physics, Biology, Anatomy, and Anthropology

Certification

Illinois standard teaching certificate #2083633

Qualified to teach Mathematics and all sciences at the high school level

Pennsylvania Instructional I teaching certificate #09639559

Qualified to teach Mathematics at the high school level

Professional Practice

Illinois Wesleyan University, Bloomington, IL August 2018–Present
Physics, Astronomy, DTE (*Design, Technology, and Entrepreneurship*)

Bloomington High School, Bloomington, IL August 2016–May 2018
Physics, Technical Theatre Director

Mastery Charter School – Simon Gratz Campus, Philadelphia, PA August 2012–March 2013
Algebra I – Blended Learning

Mastery Charter School – Lenfest Campus, Philadelphia, PA August 2008–June 2012
Pre-Calculus, Algebra II, Pre-Algebra

Tremont High School, Tremont, IL (National Blue Ribbon school) August 2003–June 2008
 Calculus, Pre-Calculus, Algebra II, Environmental Science

Illinois Central College, East Peoria, IL
 ACT Exam Review 2005–2006
 Trigonometry Fall 2004

Teaching Practica

Illinois State University, Normal, IL – Mathematics, Chemistry 2000–2003
 North Park University, Chicago, IL – Technical Theatre August 1996–March 1997

Tutoring

Public and private tutor in Mathematics and Science 1988–2006

Professional Development

National Science Foundation Fall Grants Conference November 2018
Mental Health First Aid September 2017–February 2018
Implementing Groupwork Strategies December 2012
Positive Classroom Management July 2010
Harry K. Wong: Improving Teacher Effectiveness January 2008
Safe Schools: Drug and Alcohol Dependency February 2007
Safe Schools: Self-Inflicted Violence January 2007
School Team Crisis Training October 2006
What Great Teachers Do Differently January 2006
Student Assistance Team Core Training September 2005
CSynergy Summer Technology Institute June 2003

Grants

Regional Office of Education grant for purchase of wireless computer interface 2007
 National City grant for purchase of 50-liter cryogenic flask 2005
 National City grant for purchase of 4-axis SCARA robotic workstation 2004

Awards

Professor of the Year Nomination – Illinois Wesleyan Student Senate 2019
 Yearbook Dedication – Bloomington High School 2018
 Key Award – Mastery Charter’s highest award for commitment to core values 2010
 Who’s Who Among America’s Teachers 2006, 2007
 Golden Apple Award – Inaugural recipient recognizing excellence in education 2005

Additional Experience

Curriculum Leadership Team, Bloomington District 87 2017–2018
 Curriculum writer, Algebra 1 Blended Learning, Mastery Charter Schools 2012–2013
 Curriculum writer, Pre-Calculus, Mastery Charter Schools Summer 2010
 Curriculum coordinator and instructor, National Cave Rescue Commission 2004–2010
 Maintenance, Repair, and Operations (see resume)
 Technical Theatre / Stage / Audio Production (see resume)

Marc G. Tiritilli

Private Information

Objective: Engineering / Integration / Maintenance-Repair-Operations

Experience: Senior Maintenance Technician for Kroeschell Operations, Inc. Supervisory role performing installation, maintenance and repair on automated assembly lines for Caterpillar Fuel Systems' Pontiac facility. Duties included management of five other technicians on my shift through scheduling, training and assignment/assessment of work. Technical responsibilities consisted of programming, troubleshooting and repair of over 40 robotic workcells utilizing Adept One and Adept Three/XL SCARA robots with MultiBus, MV and Windows based controllers. Workcells incorporated a high degree of integration between real-time operating systems, Allen Bradley PLCs, Windows PCs and Unix based servers. Communications platforms included DH+, DH-485, DeviceNet, Ethernet and a variety of serial protocols. Machine vision systems by Adept, Cognex and DVT were extensively utilized for positioning, gaging and process control. Etamic LVDT gages were employed for tolerance verification. Maintained and programmed Signature 75 Nd:YAG laser marking systems by Excel. Designed and coded robot and laser programs for diagnostics and prototyping. Helped upgrade MultiBus controllers. Received cash award and commendations for implementing custom built LED illumination systems and fiber-optic replacement of retractile robot cables.

Electronics Technician for R.R Donnelley and Sons - Pontiac Division. Serviced and maintained offset web presses, saddle stitchers, and squareback binders. Programmed and installed a variety of PLCs including Automax, Omron Sysmac, GE Fanuc, Allen Bradley PLC5, SLC500, and Micrologix. Worked with DC drives from Allen Bradley, Cutler Hammer, and Reliance; splicers from Butler and Stork, M90, M1000,A,B, and M300 presses from Harris; web and ink controls from Telecolor and Web Printing Controls; platemaking equipment including computer-to-plate from Misomex and Creo; inkjet printing systems from Domino, Scitex, and Videojet; and many custom wrapping and binding machines. Helped install a Profibus remote I/O system on a rebuilt saddle stitcher. Designed and installed an automatic ink leveling system.

Lead mechanic for E. H. Wachs. Responsible for all aspects of plant maintenance at this CNC based manufacturing facility. Serviced Mazak, Okuma, and Cincinnati CNC lathes and mills as well as a variety of manual mills, lathes, and grinders. Entrusted with over \$150,000 in expenditures. Finished 1996 17% under budget. Implemented new coolant program which reduced waste stream to one tenth of previous levels while increasing sump life from one month to one year. Designed and installed new 100 node fast ethernet computer network. Task included integration of existing PC's with mainframe UNIX system and other network servers using fiber-optic and CAT 5 cabling. Upgraded and managed EPA and OSHA compliance in the areas of storage, disposal, and exposure of listed materials. Updated Material Safety Data Sheets.

Mechanic for Wieland Metals. Maintained and repaired 4-High rolling mill, annealing line, and various slitters and winders at this large-scale brass and copper processing facility. Systems included low, med., and high pressure servo hydraulics, fractional to 800HP DC drives, and Vollmer precision LVDT thickness gauges. Also serviced 1 to 20 ton jib and overhead cranes, and a fleet of 7000 to 13500 lb. forklifts.

Employed by TEC, Inc. of H.B. Fuller as a maintenance mechanic. Heavy emphasis on pneumatic and hydraulic mixing, filling, and packaging equipment. Worked extensively with relay networks, digital sensors and controls, PLCs, and ladder logic. Also worked on raw material transportation and storage systems, forklifts, and high horsepower drives. Reviewed and updated existing in-house maintenance program. Received cash award for safety recommendations concerning automatic pumps.

Chief engineer for Neiman Marcus, Northbrook. Duties included maintaining and operating store systems such as centrifugal chillers, high pressure steam boiler, AC power (120/208, 277/480), HVAC, plumbing, and phone and data networks. Additional responsibilities consisted of budgeting, soliciting contractual work, overseeing preventive maintenance, implementing an energy management strategy, and coordinating work with one other engineer. Designed and built equipment for winterizing HVAC water coils. Refitted 108kW boiler with new elements, contactors, make-up pump, and chemical feed system. Replaced 40hp ventilation motors and fan turbine bearings. Designed and installed automatic controls for startup of centrifugal chillers. Recalibrated pneumatic heating controls on auxiliary ventilation units. Organized roof repairs.

Skills: Excellent troubleshooting, organizational, communication, and analytical abilities. Can read ladder logic, blueprints and schematic diagrams. Skills include the use of electronic test equipment, computer programming and networking, pipe fitting, rigging, welding, soldering, machine tool use, carpentry, drywall, and refrigeration service. Rope access technician (SPRAT level I). Certified high school Math / Science teacher. Volunteer firefighter.

Education and Training: National Merit Scholar – '83
College coursework in refrigeration service, welding, and machine tool use – '87 - '89
Copeland refrigeration seminar – April, '89
Safety Kleen seminars on Hazmat compliance and disposal – March, '96
NTT Hydraulics Training – November, '96
A.S. in Mathematics from William Rainey Harper College – May, '97
National Cave Rescue Commission High Angle/Confined Space Rescue Level I – July, '98
Allen Bradley PLC 5 Troubleshooting and Maintenance using A.I. – September, '98
Red Cross First-Aid and CPR – February, '99
CompuMaster Windows NT 4 Administration – March, '99
National Cave Rescue Commission High Angle/Confined Space Rescue Level II – June, '00
Adept V/V+ Robotics Programming – September, '00
Adept One/Three Robot and MV Controller Repair and Maintenance – October, '00
Control Laser Corporation Advanced Laser Maintenance and Repair – November, '00
MGE UPS Power Systems Troubleshooting and Repair – July, '01
Adept V/V+ II Advanced Robotics programming – July, '01
Allen Bradley Maintaining and Troubleshooting a DeviceNet Network – September, '01
Allen Bradley SLC 500 Troubleshooting and Maintenance using RS Logix – October, '01
Industrial Text and Video 3 Phase Power and Plant Distribution – May, '02
Industrial Text and Video Electrical Diagrams and Control Circuits – May, '02
Industrial Text and Video Preventive Maintenance and Troubleshooting – May, '02
National Cave Rescue Commission High Angle/Confined Space Rescue Level III – July, '02
B.S. in Mathematics from Illinois State University – May, '03
Society of Professional Rope Access Technicians (SPRAT) level I certification – April, '15
Graduate coursework in mathematics – Ongoing

Jessica Ragland

From: Mayor Chris Koos
Sent: Tuesday, April 30, 2019 7:29
To: Stan Nord
Subject: Re: Connect Transit Appointment

Thanks, Stan. I've heard multiple recommendations about Mr. Whitlow. I will give these applicants my consideration.

Chris

Sent from my iPhone

On Apr 29, 2019, at 12:27 PM, Stan Nord <Stan@nordfornormal.com> wrote:

Mr. Mayor,

Marc Tiritilli and John Whitlow have reached out to me expressing interest in serving on the Connect Transit board. I know Marc and feel he would bring a needed perspective and be a valuable asset to the Connect board. Mr. Whitlow may be a great asset to Connect, though I do not know him personally.

I have asked both of them to complete the Boards and Commissions Volunteer Interest Form.
<https://www.normal.org/FormCenter/Volunteer-Forms-15-15/Boards-and-Commissions-Volunteer-Interes-87-87>

Is there anything more I need to do make their requests for consideration official?

Thank you,

Stan

***** With your VOTE, we can LOWER TAXES, REPRIORITIZE SPENDING and REPRESENT YOUR VOICE... *****

VOTE at Home, VOTE Easy, Order Mail in Ballot TODAY

Thank you,

Stan Nord

Stan Nord

Candidate for Normal Town Council

309.242.2495 phone

Stan@NordForNormal.com

www.NordForNormal.com

Like and Follow my Campaign on Facebook.

<image001.png>