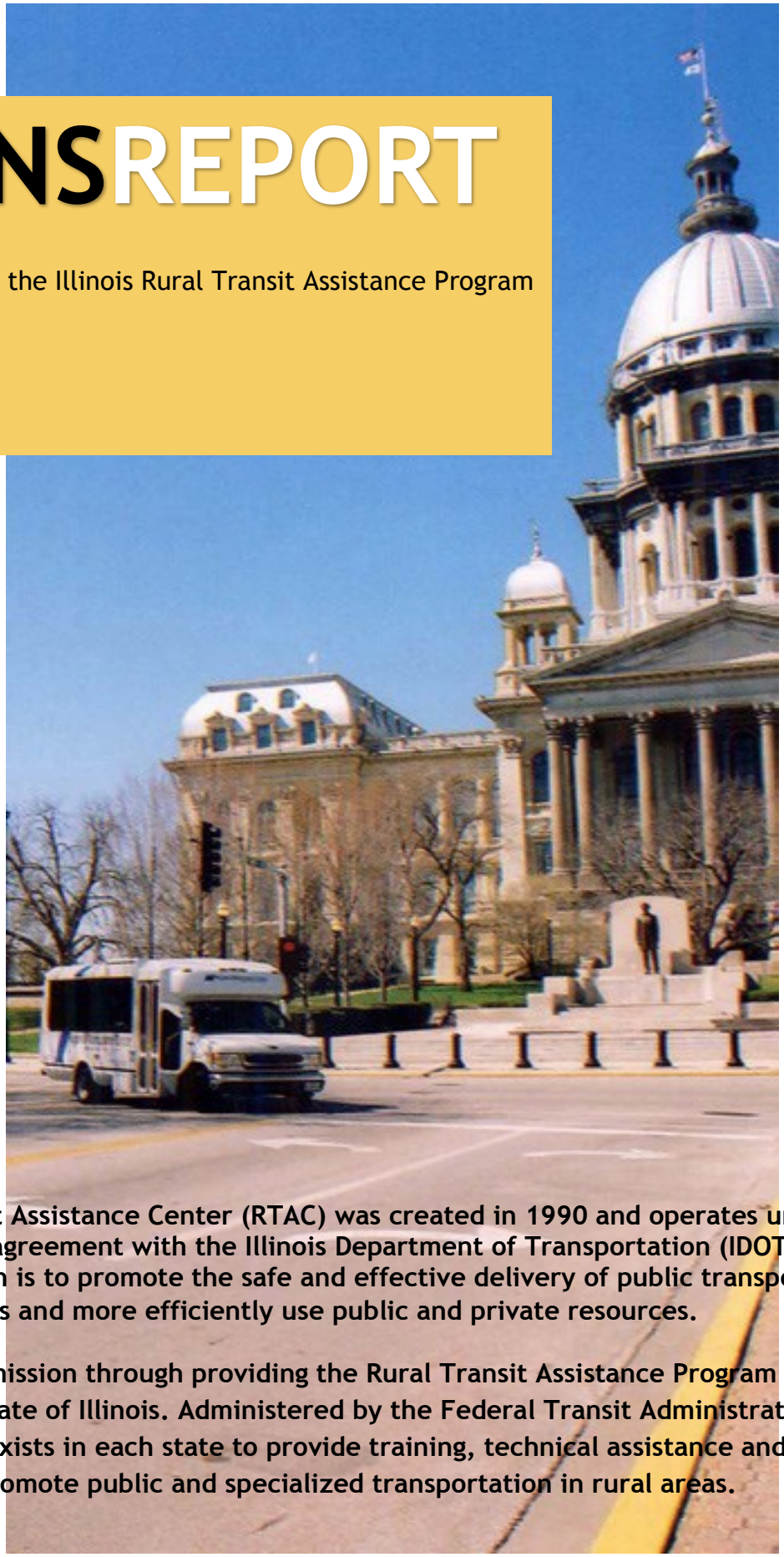
TRANSREPORT

The Newsletter of the Illinois Rural Transit Assistance Program

Fall, 2020



RTAC Staff:

Dave Patton

Mable Kreps

Ed Heflin

The Rural Transit Assistance Center (RTAC) was created in 1990 and operates under an inter-agency agreement with the Illinois Department of Transportation (IDOT). The RTAC mission is to promote the safe and effective delivery of public transportation in rural areas and more efficiently use public and private resources.

RTAC fulfills its mission through providing the Rural Transit Assistance Program (RTAP) for the State of Illinois. Administered by the Federal Transit Administration (FTA), an RTAP exists in each state to provide training, technical assistance and research, and to promote public and specialized transportation in rural areas.

RTAC Notes

Dave Patton, Director

Catalytic Converters

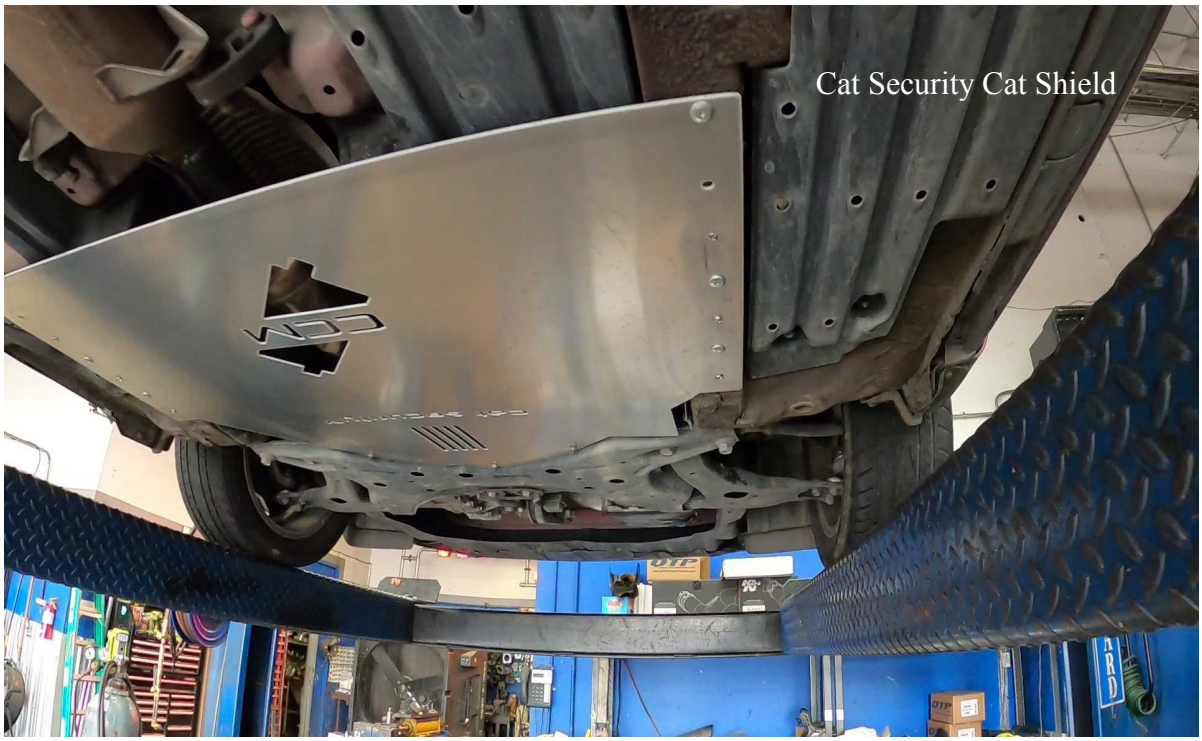
With all that is happening during this challenging time there is yet another thing which we need to worry about — beefing-up or otherwise improving security around our vehicle operations. I recently learned of thefts of catalytic converters from a transit provider's medium duty vehicles. Catalytic converters are an integral part of emissions control systems found on most vehicles made for use on public roadways since the passage of the Clean Air Act of 1970, and subsequent legislation. Of course, the main objective of emissions controls is to reduce pollution and particulate matter released into the air by traditional combustion engines. Catalytic converters work by chemically changing carbon monoxide, nitrogen dioxide, nitric oxides, and hydrocarbons into carbon dioxide and water that are expelled through the exhaust system. Sometimes there are other emissions that come from certain converters, like hydrogen sulfide and ammonia, which are difficult to remove, but can be mitigated somewhat. Diesel engines also use catalytic converters that utilize different metals and materials but achieve the same results as gasoline-burning engines despite having particularly bad particulate matter emissions. Diesel engines made after 2007 have physical diesel particulate filters (DPFs – soot traps essentially) installed after the converter. Additionally, diesel engines can have diesel exhaust fluid systems installed which inject ammonia into the exhaust in order to change nitrous oxide into plain nitrogen. For decades, also, most engines have used exhaust gas re-circulator (EGR) valves which cause exhaust gas to be "reburned" in order to further reduce emissions.

Overall, the operation of a vehicle's properly maintained and functioning emissions control system yields benefits that outweigh the costs – except when physical theft of the converter itself adds costs for the owner. You may have heard recently, that with the state of the economy and high-value of metal, of relatively new problems occurring with the theft of metal – copper tubing and wiring from buildings; iron sewer covers; aluminum beer kegs (!); bronze statues and plaques; and catalytic converters. For thieves to benefit from these acts there must also be someone willing to buy the scrap and items. Some states have enacted laws that make purchase of certain items illegal, including for catalytic converters, but certainly not enough has been done with this option. In the case of catalytic converters, the metals inside, that are used to convert these nasty gases to less noxious substances, are extremely rare and expensive. These metals include platinum, and the platinum group including palladium and rhodium. Such metals are known as rare earths and come largely from China. The prices of catalytic converters are astounding. For most vehicles, the average cost of a catalytic converter replacement is between $945 and $2475 including parts and labor. The catalytic converter cost itself can be up to $2250 of that (from Wikipedia). Insurance covers some of this cost, but most of us have deductibles. By the way, an interesting bit of trivia comes from knowing about catalytic converters: Do you know why leaded gas was removed from sale a few years after the Clean Air Act was passed? Lead, when present in the engine exhaust, coated the expensive catalyst metals which then would not be in contact with and react

with the exhaust! Other chemicals also can and do poison the catalyst. Turns out that the Clean Air Act caused many issues throughout the automotive industry – all of which add costs to the final product and to consumers who had to adapt and repair/replace their equipment. Not to mention the costs associated with the increasingly difficult process of mining and/or obtaining rare earths. Today we should be OK by simply following the manufacturer's instructions.

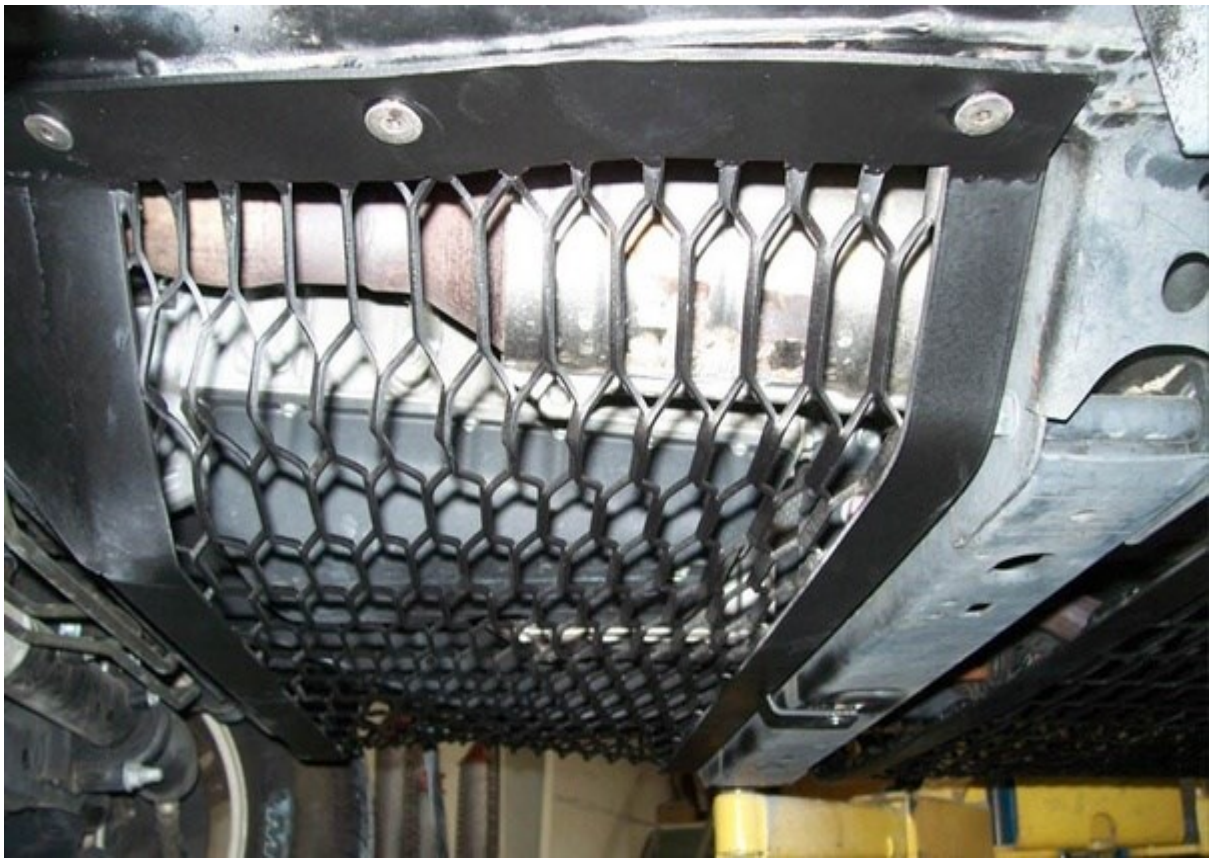
What can be done to reduce risk when it comes to theft of converters? The physical removal of a catalytic converter is relatively easy if someone can get under the vehicle. Battery technology has allowed for battery-powered reciprocating saws too – so no wires for power required. Transit vans tend to have floors that sit up high and may not require a jack to lift it up for someone to crawl underneath. Smaller vehicles require the use of a floor jack (again technology now has given us lightweight, aluminum floor jacks that can be carried easily compare to the not-so-long ago steel and iron floor jacks). Two people can remove a converter in two or three minutes. Police almost never recover the converters or catch the thieves. So, the idea is to make it more difficult for thieves to operate. Or remove the law requiring emissions controls -- that is not likely to happen.

Today, believe it or not, there are commercially available, strong, metal covers that install across and over the converter, thus making cutting the converter out much more difficult and time consuming. There are also locking mechanisms and rings that surround the converter, again making removal more difficult. The costs of these physical deterrents are in the hundreds of dollars per installation, but when balanced against the costs of theft, it is a good deal. Perhaps IDOT can include such equipment when it specifies transit vehicles in the future. Also, it seems logical that public transportation providers can apply for capital grants to retrofit vehicles with anti-converter-theft equipment.



Cat Security Cat Shield

Other common-sense options for reducing theft-risk, of course, is to park vehicles inside locked buildings. On-duty vehicles that are left unattended for any length of time are more vulnerable – especially in rural areas, so this again points to the value of anti-converter theft equipment. Park vehicles in well-lighted areas, in view of a surveillance and recording video system. Work with local governments to pass laws that prohibit the purchase of converters from unlicensed dealers. If vehicles cannot be parked inside, park them in ways that make it difficult to lift or otherwise gain access to the underside. There are lots of pictures of clever installations of anti-theft ideas on the Internet. Transit repair facilities tend to have resourceful mechanics who can figure how to protect the converters. Θ



An example of a "cat cage" — metal mesh fixed around the catalytic converter.

RTAC FYI New Transit Operator in Peoria

Transdev won the contract to provide service for Citylift and Countylink in and around Peoria. Angel Marinich is the General Manager. See more **here.**

Rural Transit Announcements

Congratulations to **John Jackson**, who West Central Mass Transit welcomed to their team as Maintenance Manager.

Executive Director Jean Jumper announced today that John Jackson has assumed the position of Maintenance Manager for West Central Mass Transit District replacing Loretta Oden who retired at the end of October after more than 14 years with the agency.

Mr. Jackson is not a stranger to WCMTD. He joined the team in August of 2018 as a driver working evenings and split shifts before earning a full time position. "Mr. Jackson is a favorite with our passengers, so much so that they have called asking for him specifically!" Jumper said. "While we value all of our staff members, we were particularly fortunate to find that not only was John a good driver, but he could diagnose issues with vehicles quickly and precisely. He is also handy! He was quick to pick up a tool and tackle a simple job in the lot that otherwise might have had to go to a mechanic!" she continued.

Mr. Jackson is a 2000 graduate of Triopia High School and holds a degree in Applied Service Management with a specialty in Collision and Refinishing from Wyoming Technical Institute in Laramie Wyoming. He worked at Green Chevrolet Buick GMC in the shop prior to coming to WCMTD where he started in the detailing department and finally as the Lead Lube Tech.

When asked why he was interested in the Position of Maintenance Manager, Mr. Jackson replied that he hoped to bring a fresh, hands on approach to maintenance of vehicles and facilities and look for new solutions to old problems.

In his spare time, John builds and works on his own stock cars and in season you can watch him race at various tracks in Central Illinois or find him off-roading in his ATV. "I'm kind of a Gear Head" Mr. Jackson explained "I like the smell of diesel fuel and the sound of finely tuned performance motors! In fact, if it's loud and goes fast and scares people I probably like it!"

Illinois Rural Transit
ANNOUNCEMENTS

Galesburg Transit recently hired **Pamelyn Usher-Miller** as Transit Manager for Galesburg Transit. She is originally from Birmingham, Alabama. Pamela adds "I am the mother of three beautiful children & married for 12 years. I have 21 years in transportation. I began as a transportation specialist (88M) in the United States Army. After retiring from the military (18yrs), I have managed contracts for Waste Management, WCA, First Group and MV Transit. I am delighted to begin a new journey here in Galesburg."

She can be reached at pusher@ci.galesburg.il.us

Congrats Pamelyn! ϴ

What to Expect for a Transit Compliance Review

By Jaime Blatti, Associate, RLS

RLS & Associates, Inc. (RLS) has been under contract with the Illinois Department of Transportation, Office of Intermodal Project Implementation (IDOT/OIPI) for decades on a variety of projects and initiatives. One of the programs RLS assists IDOT with is the Compliance Review Program. The goal of this program is to provide a comprehensive assessment of public transportation programs' compliance practices for all major areas identified by the Federal Transit Administration (FTA) and/or IDOT.

When your agency is scheduled for a review, which is currently every four years based on the Illinois State Management Plan (recently updated from every three years), you will receive a notification letter from IDOT. Following this announcement, RLS will supply you with a robust Field Guide that provides your agency all necessary information to prepare for the review. The Compliance Assessment is conducted in two stages: (1) a desk review, conducted based on the transit system's submittal of documentation that is requested in advance; and (2) information gathered during a site visit to the project.

In previous years, the on-site review consisted of two days at your agency, but as we adjust to the new normal, the reviews are now virtual, conducted over a couple of hours a day over the course of a week using video conference calls. RLS and IDOT have developed a successful process and procedures for conducting these remote reviews that we believe you will find minimizes the disruption to your transit system staff, while maximizing the time spent and information collected and reviewed. RLS has been conducting similar remote reviews in other states for the past several months and we believe that you will find them informative and helpful.

It is understandable that, when your agency is notified for a compliance review, panic sets in and stress emerges. However, these reviews are conducted as a technical assistance function – not an audit function - in a manner that is both beneficial and supportive. Your RLS reviewer is extremely knowledgeable with transportation regulations and many have transit system experience, either managing a Section 5311/5307 program or decades of work with a state DOT. This review is an opportunity for your agency to ask the hard questions or discuss struggles your agency may be having.

After the review, RLS continues to be available to assist in the formulation of responses to close any deficiencies identified during the review. RLS may also provide you with examples, sample language, templates, or model policies to assist you in achieving, and maintaining, compliance with FTA and IDOT requirements. ϴ

IDOT FYI Status Update

Mackenzie Thiessen

T his message is meant to serve as status updates on a few matters IDOT-Transit wanted to make sure you are aware of:

1. With the federal legislation passed into law earlier this week, funds were set aside to support public transportation. We do not yet know allocation breakdowns for urban recipients or to state DOTs for rural providers. It appears a modified formula structure will be utilized for this round of funding, and we hope to learn more from FTA in the coming weeks. Any new updates will be provided during our monthly IDOT update in January.
2. We have created a new Public Transit Account (PTA) reporting form for FY21 that you can find loaded into the forms section of the SharePoint site. Should you have any questions about this document or when to submit it, please reach out to your project manager.
3. For rural 5311 grantees: we have reached a point in the state fiscal year where IDOT is asking you shift focus to spending down your 5311 funds as priority over CARES. Moving forward, please submit your 5311 Operating budget summaries to reflect to totality of your monthly eligible operating expenditures. Once you have spent down your 5311 Operating allocation, we ask you resume reporting eligible operating expenses against your CARES award. If you have any questions about this, please reach out to me for clarification.
4. For grantees that are submitting DOAP Advances, please make sure you are also getting your budget summaries for the corresponding month submitted in a time manner. If you have not submitted budget summaries for July-September, we will not process any DOAP Advance requests for Quarter 3.
5. For those grantees with executed agreements, please be sure to get your budget summaries submitted to us as soon as you are able. If you are a grantee with an agreement pending execution, your Project Manager can set your BlackCat contract profile up early, so that you can get budget summaries submitted while we are waiting. Make sure you let your Project Manager know if this is something you would like us to do.

I want to thank all of you for being patient with us these past few months as we rolled out our new grants management system, and administered our rural partners' CARES Act awards. We know there has been a lot of change and a lot of growing pains on behalf of the grantees and our staff. I personally am looking forward to our new round of applications planned for release in Jan/Feb. With a year of experience under our collective belts, I am confident the process will be far smoother.

Finally, I want to wish all of you a safe and Happy Holidays, Merry Christmas, and for our collective sanity - an otherwise boring 2021!

Mackenzie Thiessen, DM

Bureau Chief

Bureau of Transit Operations

Office of Intermodal Project Implementation

Illinois Department of Transportation

Rural Transit Glossary "J-R"

RTAC

Job Access and Reverse Commute (JARC) Program: Formula program that provided funding for local programs to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of rural, suburban, and urban areas to suburban employment opportunities. JARC is now part of the Section 5311 program.

Joint Development: Public-private partnerships for development of land around transit stations or stops.

Urbanized Area, Large: An urbanized city, town or region with population over 200,000.

Layover time: Time built into a schedule between arrival at the end of a route and the departure for the return trip, used for the recovery of delays and preparation for the return trip.

Linked trip: One-way trip on public transit with one or more transfers.

Local Matching Funds: The stipulation set by a grant funding body that the recipients of a grant raise a certain percentage of the money they require. All transit federal funding streams require a local or state match. Rural transit grantee local match funds can be provided by, but not limited to, Downstate Operating Assistance Program appropriations; service contracts with non-profit local or state human service organizations; local appropriations, donations or dedicated revenues; and in-kind services.

Regarding service contracts with non-profit local or state human service organizations, Section 5311 systems are allowed to use revenue from providing these client transportation services to be used as local match toward drawing down their federal and state operating assistance funds. Among the most common sources of local match are Title III-B and Title XX funding for transportation for seniors, DHS rehabilitative funding for transportation for individuals with disabilities, Medicaid-funded non-emergency medical transportation, and a large variety of local and state human service transportation funding programs derived from the over 80 federal programs.

Long-Range Transportation Plan (LRTP): Plan for regional or statewide transportation networks that every MPO and state must develop. The plan looks at least 25 years ahead and is revised every five years.

Low-Income: A household or family whose annual gross income does not exceed 80 percent of the median income for the area (adjusted for family size). Another frequently used measure is 200% of the annual federal poverty guidelines.

Mass Transit: Transportation by bus, rail or other vehicles, providing service to the public on a regular and continuing basis.

Mass Transit District (MTD): A governmental agency created for the sole purpose of providing public transportation within a specific area.

Mass Transit Account: The federal account into which a designated portion of motor fuel taxes is placed.

Metropolitan Planning Organization (MPO): A federally required transportation planning body responsible for development of the area's respective long-range transportation plan (LRTP) and transportation improvement program (TIP) in its region.

Minority Business Enterprise (MBE): A business owned and operated by one or more individuals who are defined as minorities under U.S. Department of Transportation regulations. See also "disadvantaged business enterprise."

Mobility: The ability to be moved from place to place.

Mobility Management: An approach to service development and management that focuses on individualized customer markets and involves establishing a variety of services tailored to meet the needs of those markets, providing access to a family of transportation services. It could include developing technologies to increase travel options and traveler convenience and using a one-call center to provide information and access to all travel options.

Motor Fuel Tax: A tax on gasoline, gasohol, or diesel fuel collected for operating a motor vehicle. A percentage of the money is transferred to municipalities for transportation projects and programs.

Multimodal: Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place, whether by truck, train, bicycle, automobile, airplane, bus, boat, foot or even a computer modem.

National Highway Traffic Safety Administration (NHTSA): Agency responsible for reducing deaths, injuries and economic losses resulting from motor vehicle crashes. Sets and enforces safety performance standards for motor vehicles and equipment, and through grants to state and local governments enables them to conduct effective local highway safety programs.

National Rural Transit Assistance Program (RTAP): A program of the FTA administered by the Neponset Valley Transportation Management Association. The National RTAP mission is to improve mobility in all rural, small urban, and tribal communities across the country through technical assistance and training for transit providers. Since 1987 the National RTAP has developed and distributed materials, provided technical assistance, generated reports, published best practices, conducted research, and provided peer assistance.

New Freedom (NF) Program: Federal grant program that provided capital (in Illinois) and operating funds to address the transportation needs of person with disabilities that go beyond those required by the Americans with Disabilities Act. New Freedom is now part of the Section 5310 funding stream.

New Starts: Competitive federal grant program that provides funding for capital investment projects. This allows transit agencies to purchase or construct bus facilities, rail transit systems, buses, and other transit related vehicles and infrastructure.

Non-fixed-Route Service: Transit service not provided on a repetitive, fixed-schedule basis along a specific route to specific locations.

Non-Urbanized Area: The Section 5311 program funds public transportation services for non-urbanized areas. The FTA derives a state's non-urbanized populations and non-urbanized land area by subtracting the urbanized area population and land area from the state's total population and land area. Any incorporated area with a population of 50,000 or more (designated as such by the U.S. Department of Commerce, Bureau of the Census) is an urbanized area.

Northeastern Illinois: Six-county region surrounding Chicago that includes Cook, DuPage, Kane, Lake, McHenry and Will Counties.

Obligation: A federal budgetary term that refers to a binding agreement that will result in an outlay; an agreement by the federal government to pay for goods or services immediately or at some future time when the goods or services are delivered; also known as a "commitment."

Obligation Limitation: A federal budgetary term that refers to a limit placed in appropriations bills on the amount of federal assistance that may be obligated during a specified time period. It does not affect the scheduled apportionment or allocation of funds; it just controls the rate at which these funds may be used.

Off-Peak Period: Non-rush periods of the day when travel activity is generally lower and less transit service is scheduled; also called "base period".

Operating Assistance: Financial assistance for transit operating expenses (not capital costs); such aid may originate with federal, local or state governments.

Operating Costs: The sum of all costs associated with the maintenance and operation of a transportation system. Generally includes interest paid on loans for capital equipment, property taxes on capital items and depreciation on plant and equipment when applicable.

Operating Deficit: The sum of all operating expenses minus operating revenues.

Operating Expenses: Monies paid by a transit operator or system provider to operate vehicles, settle claims, rent equipment and facilities and maintain equipment.

Operating Funds: Provides income for operational expenses.

Operating Revenue: Receipts derived from or for the operation of transit service, including fare box revenue, revenue from advertising, interest and charter bus service and operating assistance from governments.

Paratransit: Specialized, door-to-door transport service for individuals with disabilities and others who are unable to use fixed-route public transportation. Fixed route services provide complementary paratransit, which requires riders to be certified to use that service. Rural demand response and deviated route services essentially provide paratransit service to everyone.

Passenger Miles: The total number of miles traveled by passengers on transit vehicles. Revenue passenger miles are the total number of miles traveled by paying passengers.

Passenger Transport (PT): The weekly newspaper of the transit industry, published by the American Public Transit Association (APTA).

Passenger Vehicle: A vehicle used to carry passengers in transit service.

Peak Period: Morning and afternoon time periods when transit riding is heaviest

Peak/Base Ratio: The number of vehicles operated in passenger service during the peak period divided by the number operated during the base period.

Program Compliance Oversight Monitor (PCOM): Because each Section 5311 grantee has primary responsibility to IDOT and the FTA for compliance with all applicable federal and state requirements as may be set forth in statues, regulations, and the agreement for the project, each grantee must designate a PCOM.

The PCOM must be an employee of the grant, an employee of a unit of local government with who the grantee has entered into an intergovernmental agreement for rural transit service, or a shared employee between two grantees with contiguous service areas. A mass transit district may appoint its director to be the PCOM.

Among other duties, the PCOM will be responsible for developing a public transportation service plan; monitoring and analyzing grant performance, conditions, and compliance; complaint procedures; monitoring the Public Transportation Account (PTA); and compiling reports to be submitted to IDOT DPIT.

Public Transit System: An organization that provides transportation services owned, operated, or subsidized by any municipality, county, regional authority, state, or other governmental agency, including those operated or managed by a private management firm under contract to the government agency owner.

Public Transportation: Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Also known as “mass transportation” “mass transit” and “transit.”

Public Transportation Account (PTA): Each Section 5311 grantee must create a separate, interest-bearing bank account at a federally insured bank or trust company to allow tracking of grant funds. All grant payments from IDOT and other funds provided for or otherwise received, and all funds generated from the project, project facilities, and transit system(s), must be deposited into this account. The coordination of human service transportation and leveraging of local resources should establish a cash flow that enables increased capacity, which creates an effective rural public transportation system.

Rail, Commuter: Local and regional passenger train operations between a central city, its suburbs and/or another central city. It may be either locomotive-hauled or self-propelled, and is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices and usually only one or two stations in the central business district. Also known as "suburban rail."

Rail, High Speed: A rail transportation system with exclusive right-of-way which serves densely traveled corridors at speeds of 124 miles per hour (200 km/h) and greater.

Rail, Light: An electric railway with a "light volume" traffic capacity compared to heavy rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading and multi-car trains or single cars. Also known as "streetcar," "trolley car" and "tramway."

Regional Transportation Authority (RTA): Created in 1974 upon the approval of a referendum by the residents of Cook, DuPage, Kane, Lake, McHenry and Will counties in northeastern Illinois, the RTA is a special purpose unit of local government and a municipal corporation of the state of Illinois. The RTA is responsible for financial oversight and serves as the regional planning body for the three public transit operators in northeastern Illinois: the Chicago Transit Authority (CTA), Metra commuter rail and Pace suburban bus**.**

Rehabilitation: The rebuilding of revenue vehicles to original specifications of the manufacturer. Rebuilding may include some new components but has less emphasis on structural restoration than would be the case in a remanufacturing operation, focusing on mechanical systems and vehicle interiors.

Revenue Vehicle: A vehicle in the fleet that is available to operate in revenue service, including spares and vehicles temporarily out of service for routine maintenance and minor repairs.

Reverse Commuting: Movement in a direction opposite the main flow of traffic, such as from the central city to a suburb during peak periods.

Ridership: The number of rides taken by people using a public transportation system in a given time period.

Ridesharing: A form of transportation in which more than one person shares the use of the vehicle.

Rolling Stock The vehicles used in a transit system, including buses and rail cars.

Route or Point Deviation: A service which operates along a prescribed route and keeps to a timetable, but deviates from the route for pre-arranged pick-ups or drop-offs. Rural deviated route services essentially provide paratransit services to everyone.

Route Miles The total number of miles included in a fixed route transit system network.

Rural Area: Please refer to **Non-Urbanized Area**.

Rural National Transit Database (NTD): The FTA system used to collect data required by US DOT to run its transportation programs.

Rural Transit Assistance Center (RTAC): Created in 1990, operates under an inter-agency agreement with IDOT DPIT to deliver the Illinois Rural Transit Assistance Program (RTAP). Each state is required to have an RTAP to provide training, technical assistance and research, and to promote public and specialized transportation in rural areas. RTAC also serves as the clearinghouse for the Interagency Coordinating Committee on Transportation, created by Public Act 93-0185 "to encourage the coordination of public and private transportation services, with priority given toward services directed toward those populations who are currently not served or are underserved by existing public transportation."

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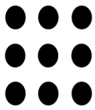
See a full Public Transit Glossary at iira.org

RTAC FYI

How to Remove an eMail Address from Gmail's Autocomplete List

Most of us cannot or do not want to memorize hundreds of email addresses, so we rely on our email providers' software which stores email addresses and "suggests" them to you as begin an email message. This function is a great tool in most cases. Lately though, I have noticed that many of my contacts are using new or different email addresses, so when I initiate an email, the software pulls up all of the addresses for that person or entity. I can't remember which one is the correct one to use, and usually I select the wrong one, send the email, and never hear back from the person, and then forget all about the message and it's contents. The best thing to do is to remove old, now-invalid, or otherwise unwanted addresses from this list. Once you know how to do it, it is easy. But getting to that point is sometimes challenging. Web-based email systems like Gmail seem to use many of the same graphics used on cellphones, so there is no simple "Delete this email address" button that pops up next to your target.

The easiest process is to open your Google Mail account, and click on the 9-dot Google apps icon, which is probably in the upper right of your screen. The app icon looks like this:



Clicking on this icon opens up whole new worlds of possibilities!

So, here is how to remove an address from Gmail after you have clicked on the app icon.

Click on Contacts;

Either start typing the name or info for the person or entity whose address you want to edit or delete, in the search window, or click on "Frequently contacted" to see an expanded list of your contacts, or click on "Other contacts" to see all addresses which you have used;

Click on the name of the target — you will see the full contact info for that person or entity;

Click on the "pencil icon" which will give you the ability to edit or remove any part of that person's contact information; and

Click on Save if you made any changes.

If you want to delete the entire contact, click on the ellipsis and then choose Delete.

Still seems like it should be easier, eh? Happy emailing.

RTAC and IPTA Conference

2021's conference will be a joint effort held in Peoria September 13-15.

Happy Holidays from the Illinois Rural Transit Assistance Center, the Illinois Institute for Rural Affairs, and Western Illinois University.

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