



Filed: 5/30/2004

09300HB0731sam002

LRB093 05809 BDD 51936 a

1 AMENDMENT TO HOUSE BILL 731

2 AMENDMENT NO. _____. Amend House Bill 731 by replacing
3 everything after the enacting clause with the following:

4 "Section 5. The Regional Transportation Authority Act is
5 amended by adding Section 2.04A as follows:

6 (70 ILCS 3615/2.04A new)

7 Sec. 2.04A. Universal fare card.

8 (a) In order to promote greater access and convenience for
9 public transit riders through a seamless regional transit
10 network, the Authority shall adopt a universal fare card and
11 establish policies concerning its implementation and use, as
12 federal and State funds are provided to the Authority for the
13 purposes of this Section. For purposes of this Section,
14 "universal fare card" means a fare instrument that can be used
15 seamlessly on all bus, rapid transit, commuter rail, and
16 paratransit services for all fare structures under the
17 Authority's jurisdiction.

18 (b) Upon request, the Service Boards shall expeditiously
19 provide to the Authority any information related to the
20 Authority's responsibilities under this Section, subject to
21 execution of appropriate non-disclosure agreements with the
22 owners of confidential and proprietary information.

23 (c) The Authority shall, by January 1, 2005, in conjunction
24 with the Service Boards, solicit proposals to develop a plan to

1 implement a universal fare card. The plan shall detail the
2 specific components and costs of a universal fare card and an
3 integrated fare management system, including the possibility
4 of phased-in implementation, as federal and State funds are
5 provided to the Authority for the purposes of this Section. The
6 plan shall assess the most cost-effective approach to extend
7 existing infrastructure currently in use throughout the
8 Authority's service area and the life cycle costs of operation,
9 labor, and maintenance for a minimum of 15 years. The plan
10 shall include, but is not limited to, a specific analysis of
11 the technical and operational feasibility and
12 cost-effectiveness of the development and implementation of
13 the following:

14 (1) the type, number, and design of universal fare
15 cards using contactless smart card or other technology;

16 (2) the type, number, and design of universal fare card
17 readers or validators that are able to process a wide
18 variety of transit trips and fare structures including, but
19 not limited to, inter-agency and intra-agency transfers,
20 time-based passes, and multi-trip passes;

21 (3) the type, number, and design of any equipment
22 needed to mount universal fare card readers or validators
23 by: (i) retrofitting existing buses, rapid transit, or rail
24 cars, (ii) modifying stations with barriers or gates, or
25 (iii) installing freestanding card readers or validators
26 at unattended stations;

27 (4) the type, number, and design of portable hand-held
28 readers for use by transit operators, paratransit
29 operators, or on-board ticket takers, as appropriate;

30 (5) the type, number, and design of secure self-service
31 machines and point-of-sale terminals for purchasing or
32 adding value to universal fare cards with cash, credit
33 cards, and debit cards, inside or outside of transit
34 stations, at retail outlets, and at other venues;

1 (6) the software and hardware technology needed to
2 automate and decentralize participation by employers and
3 their employees in the U.S. Transit Check program;

4 (7) the software and hardware technology needed to
5 enhance customer service capabilities for purchasing or
6 adding value or other transit fare products to universal
7 fare cards, providing information, and other conventional
8 and Internet-based services; and

9 (8) the software and hardware technology needed for a
10 central automated clearinghouse that processes all fare
11 transactions and settles payments on a daily basis among
12 the Service Boards and that also provides to each Service
13 Board data relative to passenger ridership and transfers in
14 order to help assess routes and schedules and to determine
15 fare revenues for preparation of annual proposed budgets
16 and financial plans.

17 (d) By January 1, 2005, the Authority shall develop a cost
18 analysis of the fare management systems in use by the Service
19 Boards on the effective date of this amendatory Act of the 93rd
20 General Assembly in order to enable the Authority, the
21 Governor, and the General Assembly to compare the costs of
22 conversion to a universal fare card and integrated fare
23 management system with existing costs for each Service Board,
24 including but not limited to, the following:

25 (1) handling the cash sale of tickets by personnel at
26 stations, on buses, or on board commuter rail cars;

27 (2) counting and reconciling all cash collected;

28 (3) deposits of all cash collected and time delays
29 resulting in loss of interest earned;

30 (4) accounting systems prepared and updated for all
31 cash collected;

32 (5) security for removal and transportation of cash
33 collected; and

34 (6) shrinkage due to human error or other reasons.

1 (e) By April 1, 2005, the Authority shall compile all
2 information derived from subsections (c) and (d) into a report
3 and submit the report to the General Assembly and the Governor.

4 Section 99. Effective date. This Act takes effect upon
5 becoming law.".