



If you are experiencing COVID-19 symptoms, please do not attend the meeting.

Mission:

Connect Transit provides safe, reliable transportation and access to opportunity to strengthen and enrich individual lives, our community, the economy, and the environment.

AGENDA

**Connect Transit Board of Trustees, Regular Session
July 26, 2022 – 4:30 P.M.**

Connect Transit Board Room, 351 Wylie Drive, Normal, IL 61761

- A. Call to Order
- B. Roll Call
 - a. Attendance by Other Means/Virtual – Roll Call Vote
- C. Pledge of Allegiance
- D. Public Comments
- E. Consent Agenda
 - a. Approval of June 28, 2022, Regular Session Minutes
 - ~~b. Financial Information for June 2022 – Delayed due to year end closing~~
 - c. Monthly Statistical Reports for June 2022
 - d. Cardinal Infrastructure Federal Report
 - e. Cornerstone – Illinois Weekly Update
- F. New Business
 - a. Recommendation for IDOT Capital Assistance Grant Board Resolution – Roll Call Vote
 - b. Recommendation for 2015/16 New Flyer Midlife Overhaul – Roll Call Vote
 - c. Data Definitions and Graphs - Informational
- G. Chairman’s Report
- H. General Manager’s Report
 - a. APTA Transit Initiatives and Communities Workshop, 7/18/22 – 7/20/22
 - b. West Bloomington-Normal Route Update
- I. Executive Session (cite)
- J. Trustee Comments
- K. Adjournment



Fixed Route

June 2022		Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
Total Ridership	116210	117919	-1.45%	110578	5.09%	1718364	1495199	14.93%	
Total Service Hours	8596	8488	1.27%	8249	4.20%	103329	106102	-2.61%	
Total Service Miles	106439	104938	1.43%	103550	2.79%	1274589	1339286	-4.83%	
# Operations Employees									
Operators									
Operators In Training									
# Maintenance Employees									
Mechanics									
# Administrative Employees									
# Revenue Vehicles	39	40	-2.50%	37	5.41%	42	38	10.53%	
Total Miles/Revenue Vehicle	2729	2623	4.03%	2799	-2.48%	30347	35244	-13.89%	
SYSTEM: EFFICIENCIES									
Percent Farebox Recovery	*	8.10%	*	16.52%	*	10.06%	6.34%	58.77%	
Subsidy/Passenger	*	\$6.71	*	\$4.35	*	\$5.27	\$6.16	-14.38%	
Work Compensation Hours									
TRANSPORTATION: EFFICIENCIES									
Operator Pay Hours/Service Hours									
Percent Operator Overtime									
Percent Unscheduled Operator Absences									
TRANSPORTATION: EFFECTIVENESS									
Percent On-Time Trips	96%	95%	1.05%	96%	0.00%	94%	95%	-1.05%	
Valid Complaints per 100K Passengers	0.86	2.54	-66.18%	1.81	-52.42%	1.05	3.14	-66.68%	
Passenger Accidents/100K Passengers	2.58	4.24	-39.12%	2.71	-4.85%	2.10	2.61	-19.68%	
Vehicle Collisions/100,000 Miles	6.58	3.81	72.53%	4.83	36.20%	2.98	3.21	-7.14%	

June 2022										
	Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change		
MAINTENANCE: EFFICIENCIES										
Vehicle Maintenance Expense/Total Miles	*	\$0.74	*	\$0.63	*	\$0.82	\$0.68	20.43%		
Percent Maintenance Overtime										
Parts Expense/Total Miles	*	\$0.21	*	\$0.38	*	\$0.23	\$0.28	-20.66%		
MAINTENANCE: EFFECTIVENESS										
Miles/Road Call	1751.60	3286.59	-46.70%	2551.44	-31.35%	2642.36	6102.79	-56.70%		
Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%		
Average Bus Cleanliness Score										
GREEN TECHNOLOGY										
Solar Energy Created (MWh)										
Facility Electric Usage (MWh)										
Facility Electric Costs										

* Some data required for this field has not been finalized at this time.



Connect Mobility

June 2022									
	Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change	
Total Ridership	7745	7482	3.52%	5174	49.69%	77011	55199	39.52%	
Total Service Hours	3532	3581	-1.37%	2607	35.48%	37551	29194	28.63%	
Total Service Miles	42287	41569	1.73%	28858	46.53%	431609	314965	37.03%	
# Operations Employees									
Operators									
Operators In Training									
# Maintenance Employees									
Mechanics									
# Administrative Employees									
# Revenue Vehicles	19	19	0.00%	19	0.00%	19	22	-13.64%	
Total Miles/Revenue Vehicle	2226	2188	1.73%	1519	46.53%	22716	14317	58.67%	
SYSTEM: EFFICIENCIES									
Percent Farebox Recovery	*	5.08%	*	7.00%	*	4.33%	2.95%	46.58%	
Subsidy/Passenger	*	\$32.01	*	\$28.93	*	\$36.23	\$49.71	-27.12%	
Work Compensation Hours									
TRANSPORTATION: EFFICIENCIES									
Operator Pay Hours/Service Hours									
Percent Operator Overtime									
Percent Unscheduled Operator Absences									
TRANSPORTATION: EFFECTIVENESS									
Percent On-Time Trips	98%	98%	0.00%	99%	-1.01%	99%	99%	-0.35%	
Valid Complaints per 100K Passengers	12.91	0.00	-	19.33	-33.20%	5.19	12.68	-59.04%	
Passenger Accidents/100K Passengers	0.00	26.73	-100.00%	0.00	-	18.18	27.17	-33.10%	
Vehicle Collisions/100,000 Miles	2.36	12.03	-80.34%	0.00	-	5.56	2.54	118.92%	

June 2022										
	Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change		
MAINTENANCE: EFFICIENCIES										
Vehicle Maintenance Expense/Total Miles	*	\$0.71	*	\$0.57	*	\$0.81	\$0.73	11.16%		
Percent Maintenance Overtime										
Parts Expense/Total Miles	*	\$0.07	*	\$0.07	*	\$0.06	\$0.12	-48.33%		
MAINTENANCE: EFFECTIVENESS										
Miles/Road Call	6063.00	42465.00	-85.72%	27943.00	-78.30%	27186.63	60278.00	-54.90%		
Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%		
Average Bus Cleanliness Score										
GREEN TECHNOLOGY										
Solar Energy Created (MWh)										
Facility Electric Usage (MWh)										
Facility Electric Costs										

* Some data required for this field has not been finalized at this time.

System Totals

June 2022		Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD	% Change
Total Ridership	123955	125401	-1.15%	115752	7.09%	1795375	1550398	15.80%	
Total Service Hours	12128	12069	0.49%	10856	11.71%	140880	135296	4.13%	
Total Service Miles	148726	146507	1.51%	132408	12.32%	1706198	1654251	3.14%	
# Operations Employees	114	116	-1.72%	106	7.55%	134	113	18.58%	
Operators	93	96	-3.13%	89	4.49%	109	95	14.74%	
Operators In Training	1	6	-83.33%	1	0.00%	21	11	90.91%	
# Maintenance Employees	17	17	0.00%	17	0.00%	25	21	19.05%	
Mechanics	7	7	0.00%	9	-22.22%	9	12	-25.00%	
# Administrative Employees	14	11	27.27%	11	27.27%	18	15	20.00%	
# Revenue Vehicles	58	59	-1.69%	56	3.57%	61	60	1.67%	
Total Miles/Revenue Vehicle	4955	4811	2.98%	4317	14.76%	53064	49561	7.07%	
SYSTEM: EFFICIENCIES									
Percent Farebox Recovery	*	7.41%	*	14.41%	*	8.77%	5.58%	57.19%	
Subsidy/Passenger	*	\$8.22	*	\$5.45	*	\$6.60	\$7.71	-14.38%	
Work Compensation Hours	0	160	-100.00%	200	-100.00%	2078	2398	-13.34%	
TRANSPORTATION: EFFICIENCIES									
Operator Pay Hours/Service Hours	139.72%	138.04%	1.22%	150.62%	-7.24%	138.13%	141.85%	-2.62%	
Percent Operator Overtime	3.05%	2.24%	35.91%	3.23%	-5.51%	3.59%	3.12%	14.87%	
Percent Unscheduled Operator Absences	2.96%	1.98%	49.29%	3.21%	-7.79%	5.43%	4.21%	29.05%	
TRANSPORTATION: EFFECTIVENESS									
Percent On-Time Trips									
Valid Complaints per 100K Passengers	1.61	2.39	-32.56%	2.59	-37.75%	1.23	3.48	-64.82%	
Passenger Accidents/100K Passengers	2.42	5.58	-56.64%	2.59	-6.62%	2.78	3.48	-20.04%	
Vehicle Collisions/100,000 Miles	5.38	6.14	-12.44%	3.78	42.44%	3.63	3.08	17.87%	

June 2022										
		Current Month	Prior Month	% Change	Month in Prior Year	% Change	Year to Date	Prior YTD		% Change
MAINTENANCE: EFFICIENCIES										
	Vehicle Maintenance Expense/Total Miles	*	\$0.73	*	\$0.61	*	\$0.82	\$0.69		18.53%
	Percent Maintenance Overtime	3.21%	5.04%	-36.41%	2.89%	11.01%	4.83%	2.12%		127.72%
	Parts Expense/Total Miles	*	\$0.17	*	\$0.32	*	\$0.18	\$0.25		-27.60%
MAINTENANCE: EFFECTIVENESS										
	Miles/Road Call	2,182.74	4,473.82	-51.21%	3,201.28	-31.82%	3,440.55	7,339.67		-53.12%
	Actual/Scheduled Inspections	100.00%	100.00%	0.00%	100.00%	0.00%	100.00%	100.00%		0.00%
	Average Bus Cleanliness Score	90.85%	91.00%	-0.16%	83.45%	8.87%	89.12%	89.92%		-0.89%
GREEN TECHNOLOGY										
	Solar Energy Created (MWh)	36.12	28.95	24.77%	0	-	140.91	0		-
	Facility Electric Usage (MWh)	26.3	33.1	-20.54%	33.2	-20.78%	346.1	399.2		-13.30%
	Facility Electric Costs	4191	4840.24	-13.41%	3485.64	20.24%	44180.26	40553.16		8.94%

* Some data required for this field has not been finalized at this time.



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Federal Update for Connect Transit Prepared by Cardinal Infrastructure Prepared July 21, 2022

Appropriations

The House Appropriations Committee approved the Fiscal Year (FY) 2023 Transportation, and Housing and Urban Development, and Related Agencies (THUD) spending bill in a 32-24 vote. The bill, along with a package of several other appropriations, has been readied for a full vote on the House floor expected before the August recess. The measure provides \$105.4 billion in total budgetary resources to USDOT, with much of the funding supporting infrastructure investments authorized in the *Bipartisan Infrastructure Law* (PL 117-58). The spending bill also includes \$3.7 billion for 1,827 Community Project Funding requests submitted by 331 Members of Congress. The full House of Representatives will consider the measure later this summer. More specifically there is:

- \$17.5 billion for FTA, including \$13.6 billion for Transit Formula Grants to expand bus fleets and increase the transit state of good repair; \$3 billion for Capital Investment Grants to create new transit routes, and \$646 million for Transit Infrastructure Grants to assist transit agencies in purchasing low and no emission buses and more,
- \$18.7 billion for FAA, \$193 million above fiscal year 2022, including \$1.6 billion for Aviation Safety and \$273 million for discretionary Airport Improvement Grants and projects,
- \$61.3 billion for FHWA formula programs funded from the Highway Trust Fund, including \$1.8 billion for discretionary highway programs and projects,
- \$3.8 billion for FRA, an increase of \$501 million above fiscal year 2022, which includes \$555 million for the Federal-State Partnership for Intercity Passenger Rail grant program, \$630 million for CRISI grants,
- \$2.3 billion for Amtrak — \$14 million above fiscal year 2022 — including \$882 million for the Northeast Corridor and \$1.5 billion for National Network grants,
- \$874 million for FMCSA,
- \$1.2 billion for NHTSA
- \$987 million for MARAD,
- \$775 million for “National Infrastructure Investments,” which is what the Administration calls RAISE, same amount as in fiscal 2022,
- \$100 million for the new Thriving Communities program created last year aimed at making transportation cleaner and more affordable and improving connections to health care, education and food security, among other purposes.

Hearings

On Tuesday, July 12, the Senate Banking, Housing, and Urban Affairs Committee held a hearing titled “Advancing Public Transportation under the Bipartisan Infrastructure Law: Update from the Federal Transit Administration.” Administrator Fernandez expressed her gratitude to Congress for the \$70 billion in COVID relief funding for transit. She said that the funding not only benefited riders but the nation’s economy. Now as the pandemic subsides, transit jobs are in high demand and ridership is slowly returning to pre-pandemic levels. She pledged FTA’s commitment to working hard to deliver the record breaking investments from the IJA to agencies nationwide. Safety, improving the state of repair, equity and accessibility, and workforce development are all major priorities for the FTA.

On July 19, the House Transportation & Infrastructure Committee held a hearing on the implementation of the Bipartisan Infrastructure Law. USDOT Secretary Pete Buttigieg testified as part of the hearing. Secretary Buttigieg made the following comment regarding the gasoline tax and the Highway Trust Fund:

“As we continue to transition toward electric vehicles and zero-emitting vehicles, it means that we’re going to need to have other means for filling gaps in the Highway Trust Fund...Up until now Congress has been prepared to do that through general fund transfers. That’s certainly a legitimate way to fund our highway needs.” He also suggested alternatives to the gas tax, such as a vehicle miles travelled fee.

Reconciliation and CHIPS Act

Whatever form a reconciliation bill takes will be a hollow version of Democrats’ original priorities, as Sen. Joe Manchin (D-WV) has once again withdrawn from discussions surrounding a modest climate spending bill offset by corporate tax increases. Manchin wants to see a few more months’ inflation numbers before voting for such a package. For now, he’s ready to support a more modest bill addressing only health care issues without some of the other domestic spending priorities Democrats want to include. Democrats, and not just the progressive wing, are fuming over Manchin’s inability to make an agreement and have even suggested taking him off the Senate Energy Committee. Some want to move on, accept the deal in its current form, and work to push for a climate bill at a later date.

The bill to subsidize domestic semiconductor production hasn’t been finalized, but confidence is growing that the slimmed-down package could clear both chambers. The measure, dubbed “CHIPS plus” made it over its first procedural hurdle on July 19th in a 64-34 vote. That sets the bill up for success against the 60-vote threshold to withstand a filibuster.

Grant Opportunities (In Order of Due Date)

USDOT issued a NOFO for FY22 **University Transportation Centers (UTC)** Program. There is \$90 million in total program funding. DOT expects to award grants for up to 5 National UTCs, 10 Regional UTCs, and 20 Tier 1 UTCs. The agency will make award of \$4 million each for National UTCs, \$3 million each for Regional UTCs, and \$2 million each for Tier 1 UTCs. **The deadline to submit a Letter of Intent (LOI) is July 1, 2022, and the deadline to submit an application is August 25, 2022.**

USDOT issued Notice of Funding Opportunity (NOFO) for the Fiscal Year 2022 (FY22) **Safe Streets and Roads for All (SS4A)** Grant Program. The purpose of the program is to support planning, infrastructure, behavioral, and operational efforts to prevent death and serious injury on roads and streets involving roadway users. There is \$1B in total program funding. There is a 20 percent nonfederal cost share requirement. **The deadline to apply is September 15, 2022.**

USDOT launched the **Reconnecting Communities Pilot (RCP)** Discretionary Grant Program, a new opportunity authorized by the *Bipartisan Infrastructure Law* (PL 117-58). The agency will award \$195 million in total program funding for Planning Grants and Capital Construction Grants to support the restoration of community connectivity through the removal, retrofit, and mitigation of transportation facilities that have created historic barriers to mobility, access, and economic development. DOT expects to award \$50 million in funding for RCP Planning Grants ranging from \$100,000 to \$2 million each. The agency will award \$145 million in funding for RCP Capital Construction Grants ranging from \$5 million to \$100 million each. **The deadline to apply is Thursday, October 13, 2022.**

Build Back Better aka Budget Reconciliation

Senate Democrats are preparing for possible action on a party-line climate, tax and prescription-drugs bill after the latest round of talks between Senate Majority Leader Chuck Schumer and Sen. Joe Manchin (D-WV). Manchin and Schumer met twice in mid-June to discuss the bill, and have sent some language to the Senate Parliamentarian to kickstart the rules process. Sen. Ron Wyden (D-Or), who chairs the tax-focused Finance Committee said he hopes to “get this done before the August break.”

The restarted negotiations between Senate Majority Leader Chuck Schumer and Senator Joe Manchin on possible fiscal year 2022 budget reconciliation legislation will go into overdrive this week, even though Schumer may be physically absent this week because he tested positive for COVID. On July 6, the Senate Finance Committee posted text of Medicare prescription drug purchasing legislation, to be part of the downsized reconciliation package, which the Congressional Budget Office says would reduce deficits by \$288 billion over 10 years. A package of tax increases is also coming soon, along with what is supposed to be over \$300 billion of climate-related spending. *Still unknown: how much of the \$44 billion in transportation-related funding from the December 2021 draft Senate version of the bill will be included with that climate spending, and whether or not a Manchin-approved bill will include the tax credits from the House bill to subsidize electric vehicle purchases by consumers.*

Climate emergency declaration

President Biden’s climate actions will fall short of a national emergency declaration on climate as many Democrats had been urging him to do. Biden’s climate actions will include more than \$2 billion in FEMA funding to help states deal with excessive heat and other climate change impacts. Additionally, the funding would be to expand flood control, shore up utilities, retrofit buildings, and help low-income families pay for heating and cooling costs. Biden is expected to roll out more executive actions on climate in the coming weeks.

NTD Reporting Changes

FTA is seeking public comment on five proposed NTD reporting changes and clarifications. These proposals are based on changes to Federal transportation law made by the Bipartisan Infrastructure Law. The goal is to bring all agencies up to speed with best practices and have consistent data collection procedures around the country. Fortunately, RTC has already begun tracking the data requested in the changes so they will have it available when requested by FTA. RTC will only need to adjust their emergency contact on the P-10 form and be prepared to submit the data they already collect to FTA when it releases guidance on how to do so.

DOT Issues Another GHG Measure Rule for State DOTs

On July 7, USDOT released a [new proposed rule](#) would require state DOTs and MPOs that have National Highway System mileage within their geographic boundaries to “establish declining carbon dioxide (CO₂) targets and to establish a method for the measurement and reporting of greenhouse gas (GHG) emissions associated with transportation under Title 23, United States Code (U.S.C.)” The new rule is similar to a GHG performance measure rule proposed by the Obama Administration in April 2016 which was later withdrawn by the Trump Administration in May 2018 after serious debate over whether or not DOT had the legal authority to issue the rule. Section 30801 of the Senate EPW Committee’s proposed reconciliation title in the December 2021 draft bill would have given explicit legal authority to DOT to issue such a rule, and if the GOP takes control of either or

both chambers of Congress this fall, you can expect amendments in the FY 2024 appropriations bills to prevent this rule from moving forward.

Supreme Court Rulings

As the Supreme Court's 2022 term came to an end, the Court released multiple significant decisions involving immigration, religious freedom, and environmental protections. More specifically, the Court ruled in a 6-3 decision on **West Virginia v. Environmental Protection Agency** to limit the power and authority of the EPA to regulate greenhouse gas emissions from fossil-fuel power plants and address the impacts of climate change under the *Clean Air Act (CAA)*. Justices Clarence Thomas, Samuel Alito, Neil Gorsuch, Brett Kavanaugh, Amy Coney Barrett joined Chief Justice John Roberts in writing the majority opinion where he states that, "...something more than a merely plausible textual basis for the agency action is necessary. The agency instead must point to "clear congressional authorization" for the power it claims." Justice Elena Kagan, joined by Justices Breyer and Sonia Sotomayor, wrote the dissenting opinion in which she states that, "The Court appoints itself—instead of Congress or the expert agency—the decision maker on climate policy. I cannot think of many things more frightening."

From *Railway Age*... "The case turned on *Major Questions Doctrine* that the dissenting justices said was the first time the Court used the term. Although Executive Branch agencies headed by single administrators reporting to the President were singled out—the EPA and FRA among them—agencies such as the STB, whose members have decision-making independence, may not be excluded from the ruling's scope. More consequential is that while many conservatives hoped the SCOTUS would do more to "destroy the administrative state," the Court was less aggressive. It drew a bright line between regulatory agency rulemakings having significant economic and political impact, and those less impactful.

The Court termed the former "major questions" on which Congress must "speak clearly" before granting a regulatory agency authority to, in the words of one activist, "change the plot line of its governing statute." The Court's majority assailed "agencies asserting highly consequential power beyond what Congress could reasonably be understood to have granted."

A logical conclusion—for now—is that so long as the STB and FRA do not stray from functions Congress clearly delegated to them—in violation of the now established *Major Questions Doctrine*—their rulemakings should be safe in judicial review. That presumed protection flows from the so-called *Chevron Doctrine*, which the SCOTUS majority left intact even though several of the conservative justices have attacked it on prior occasions."

TO: Connect Transit Board of Directors
FROM: Cornerstone Government Affairs – Illinois Team
SUBJECT: Legislative Update
DATE: July 26, 2022

Summary

Our team at Cornerstone Government Affairs compiled this update for the Connect Transit Board of Directors. Over the past month, we spoke with Deputy Governor Mitchell on the release of grant funding. He encouraged outreach to other local organizations which may be supportive of the transfer center, so we have reached out to Rivian for a discussion on their potential support.

We have continued our discussions with the Illinois Municipal League regarding Connect's concerns with the updated Statement of Economic Interest form disclosures to see how primary stakeholder conversations have progressed. Our team also reached out to the Chairs of the House and Senate Transportation Committees to convey Connect's concerns with the timelines of IDOT's grant applications as they overlap closely with the federal grant application timeline. Moving forward, we are continuing to monitor for a special session on reproductive rights and firearm safety but have heard that it will not happen anytime in the near future.

Bill Tracking

HB 398

Short Description: COMPLETE STREETS ACT

House Sponsors

Rep. Martin J. Moylan-Carol Ammons-Debbie Meyers-Martin-Katie Stuart and Ryan Spain

Senate Sponsors

(Sen. Steven M. Landek)

Synopsis As Introduced

Creates the Complete Streets Act. Requires the Department of Transportation to use federal or State funds allocated for transportation projects to improve safety, access, and mobility for users of the various modes of transportation. Creates the Complete Streets Advisory Board. Provides that the Governor shall appoint members representing various agencies, organizations, or interest groups to the Advisory Board. Provides that the Advisory Board, in coordination with a representative or representatives of the Department, shall prepare a report on the status of the implementation of the Complete Streets Initiative. Provides that the Advisory Board shall submit its initial report and recommendations to the Governor, the Department, and the General Assembly on or before January 1, 2023, and annually on January 1 of each subsequent year. Defines the terms "Advisory Board",

"Department", "multimodal", "multimodal planning or multimodal transportation planning", and "user or users". Effective immediately.

Last Action

Date	Chamber	Action
4/23/2021	Senate	Referred to Assignments

HB 1878

Short Description: INFRASTRUCTURE DESIGN BUILD

House Sponsors

Rep. Ryan Spain

Synopsis As Introduced

Creates the Innovations for Transportation Infrastructure Act. Contains a statement of legislative policy. Defines terms. Adds provisions governing: authorization of project delivery methods; preconditions to commencement of procurement; procurement; evaluation and selection of proposals; project records; confidentiality; public disclosure; design-build contracts; construction manager/general contractor contracts; funding and financing; minority, disadvantaged, and women-owned businesses; acquisition of property; federal requirements; powers of the Department of Transportation and the Illinois State Toll Highway Authority; and rulemaking. Makes corresponding changes in the Department of Transportation Law of the Civil Administrative Code of Illinois; Illinois Finance Authority Act; the Illinois Procurement Code; the Public Construction Bond Act; the Employment of Illinois Workers on Public Works Act; the Business Enterprise for Minorities, Women, and Persons with Disabilities Act; the Toll Highway Act; the Eminent Domain Act; and the Prevailing Wage Act. Provides that the provisions of the Act are severable. Effective immediately.

Last Action

Date	Chamber	Action
3/27/2021	House	Rule 19(a) / Re-referred to Rules Committee

HB 3125

Short Description: ELECTRIC VEHICLES

House Sponsors

Rep. Robyn Gabel-Barbara Hernandez-Deb Conroy-Mark L. Walker-Michael J. Zalewski, Kelly M. Cassidy, Ann M. Williams, Terra Costa Howard, Margaret Croke, Jennifer Gong-Gershowitz, Kathleen Willis, Will Guzzardi, Bob Morgan, Jaime M. Andrade, Jr., Joyce Mason and Dagmara Avelar

Senate Sponsors

(Sen. Sara Feigenholtz, Cristina Castro, Melinda Bush, Christopher Belt-Laura Fine and Jacqueline Y. Collins)

Synopsis As Introduced

Creates the Electric Vehicle Charging Act, which may be referred to as the Beneficial Electrification Act. Sets forth requirements for parking spaces that are electrical vehicle ready applicable to new or renovated residential or nonresidential buildings. Sets forth provisions concerning electric vehicle charging station policies for unit owners and renters. Amends the Electric Vehicle Act. Creates the Electric Vehicle Access for All Program to maximize opportunities for carbon-free transportation across the State, particularly targeting environmental justice and low-income communities and to provide grants to pilot programs with the purpose of bridging public transportation gaps between residences and employment locations. Sets forth provisions concerning administrative review and authorized expenditure of State-controlled funds to accelerate electric vehicle adoption. Amends the Public Utilities Act. Provides that no later than May 31, 2022, electric utilities serving greater than 500,000 customers in the State shall file a Beneficial Electrification Plan with the Illinois Commerce Commission. Provides for review of the plans by the Commission and establishes a system for utilities to consider specified businesses, nonprofit organizations, or worker-owned cooperatives when awarding bids. Effective immediately.

House Floor Amendment No. 1

Replaces everything after the enacting clause. Creates the Electric Vehicle Charging Act. Provides that the Act applies to new single-family homes and newly constructed or renovated multi-unit residential buildings that have parking spaces and are constructed or renovated after the effective date of the Act. Defines terms. Provides that a new single-family residence or a small multi-family residence shall have at least one electric vehicle capable parking space for each residential unit that has dedicated parking, unless any subsequently adopted building code requires additional electric vehicle capable parking spaces or installed EVSE. Includes electric vehicle parking space requirements for a new, large multi-family residential building or a large multi-family residential building being renovated by a developer converting the property to an association. Includes electric vehicle parking space requirements for affordable housing and for an existing multi-unit residential building subject to an association that undertakes renovation. Includes electric vehicle charging station policies for unit owners and for renters.

House Floor Amendment No. 2

Removes language providing that "electric vehicle" does not mean electric motorcycles. Provides that "electric vehicle" does not include electric mopeds or electric off-highway vehicles.

House Floor Amendment No. 3

Provides that a new single-family residence or small multi-family residence that qualifies as an affordable housing development shall have one EV-capable parking space for each code-required parking space if the owner is issued a building permit 24 months after the effective date of the Act. Makes a conforming change.

Last Action

Date	Chamber	Action
5/10/2022	Senate	Pursuant to Senate Rule 3-9(b) / Referred to Assignments

HB 4489

Short Description: GATA-APPLICABILITY

House Sponsors

Rep. Jay Hoffman-Tim Butler, Jehan Gordon-Booth, Michael Halpin and Mark Luft

Senate Sponsors

(Sen. Scott M. Bennett-Christopher Belt-David Koehler-Steve Stadelman-Jil Tracy)

Synopsis As Introduced

Amends the Grant Accountability and Transparency Act. Provides that the requirements established under the Act do not apply to awards, including capital appropriated funds, made by the Department of Transportation to units of local government for the purposes of surface transportation projects utilizing State and federal funds. Provides that the Act shall recognize that federal and federal pass-through awards from the Department of Transportation to units of local government are governed by and must comply with specified federal guidelines. Effective immediately.

House Committee Amendment No. 1

Provides that the requirements established under the Grant Accountability and Transparency Act do not apply to awards, including capital appropriated funds, made by the Department of Transportation to units of local government for the purposes of transportation (rather than surface transportation) projects utilizing State and federal funds.

Senate Floor Amendment No. 1

Makes changes to the engrossed bill to provide that the requirements do not apply to awards made by the Department of Transportation to units of local government for the purposes of transportation projects utilizing State funds, federal funds, or both State and federal funds (rather than State and federal funds).

Last Action

Date	Chamber	Action
6/10/2022	House	Public Act 102-1092

HB 4990

Short Description: IDOT-PUB TRANSPORT PARTICIPANT

House Sponsors

Rep. Jay Hoffman

Senate Sponsors

(Sen. Ram Villivalam and Steve Stadelman-Patricia Van Pelt)

Synopsis As Introduced

Amends the Downstate Public Transportation Act. Provides that no later than 180 days following the last day of a participant's fiscal year (rather than the State fiscal year) each participant shall provide the

Department of Transportation with an audit prepared by a Certified Public Accountant covering that fiscal year. Provides that upon the Department's final reconciliation determination that identifies a discrepancy between the Downstate Operating Assistance Program funds paid and the percentage of the eligible operating expenses which results in a reimbursement payment due to the Department, the participant shall remit the reimbursement payment to the Department no later than 90 days after written notification. Provides that funds received by the Department from participants for reimbursement as a result of an overpayment from a prior State fiscal year shall be deposited into the Downstate Public Transportation Fund in the fiscal year in which they are received and all unspent funds shall roll to following fiscal years. Provides that upon the Department's final reconciliation determination that identifies a discrepancy between the Downstate Operating Assistance Program funds paid and the percentage of the eligible operating expenses which results in a reimbursement payment due to the participant, the Department shall remit the reimbursement payment to the participant no later than 90 days after written notifications.

Last Action

Date	Chamber	Action
5/13/2022	House	Public Act 102-0790

SB 2905

Short Description: INFRASTRUCTURE DESIGN BUILD

Senate Sponsors

Sen. Ram Villivalam-Thomas Cullerton

Synopsis As Introduced

Creates the Innovations for Transportation Infrastructure Act. Contains a statement of legislative policy. Defines terms. Adds provisions governing: authorization of project delivery methods; preconditions to commencement of procurement; procurement; evaluation and selection of proposals; project records; confidentiality; public disclosure; design-build contracts; construction manager/general contractor contracts; funding and financing; minority, disadvantaged, and women-owned businesses; labor agreements; acquisition of property; federal requirements; powers of the Department of Transportation and the Illinois State Toll Highway Authority; and rulemaking. Makes corresponding changes in the Department of Transportation Law of the Civil Administrative Code of Illinois; Illinois Finance Authority Act; the Illinois Procurement Code; the Public Construction Bond Act; the Employment of Illinois Workers on Public Works Act; the Business Enterprise for Minorities, Women, and Persons with Disabilities Act; the Toll Highway Act; the Eminent Domain Act; and the Prevailing Wage Act. Provides that the provisions of the Act are severable. Effective immediately.

Last Action

Date	Chamber	Action
5/25/2021	Senate	Referred to Assignments

SB 2981

Short Description: INFRASTRUCTURE DESIGN BUILD

Senate Sponsors

Sen. Ram Villivalam-Antonio Muñoz-Donald P. DeWitte

House Sponsors

(Rep. Marcus C. Evans, Jr.-Tim Butler, Elizabeth Hernandez, Eva Dina Delgado, Michael T. Marron and Ryan Spain)

Synopsis As Introduced

Creates the Innovations for Transportation Infrastructure Act. Contains a statement of legislative policy. Adds provisions governing: authorization of project delivery methods; preconditions to commencement of procurement; procurement; evaluation and selection of proposals; project records; confidentiality; public disclosure; design-build contracts; construction manager/general contractor contracts; funding and financing; minority, disadvantaged, and women-owned businesses; labor agreements; acquisition of property; federal requirements; powers of the Department of Transportation and the Illinois State Toll Highway Authority; and rulemaking. Makes corresponding changes in the Department of Transportation Law of the Civil Administrative Code of Illinois; Illinois Finance Authority Act; the Illinois Procurement Code; the Public Construction Bond Act; the Employment of Illinois Workers on Public Works Act; the Business Enterprise for Minorities, Women, and Persons with Disabilities Act; the Toll Highway Act; the Eminent Domain Act; and the Prevailing Wage Act. Provides that the provisions of the Act are severable. Effective immediately.

Senate Floor Amendment No. 3

Replaces everything after the enacting clause. Reinserts the provisions of the introduced bill with the following changes: Changes the definition of "Progressive design-build project delivery method" to include the negotiations of the contract price can contain either a lump sum or a guaranteed maximum price (instead of either a lump sum or a guaranteed minimum price). Adds a provision that the Act shall be excepted from Illinois Public Contract Fraud Act. In provisions regarding the Illinois Department of Transportation or the Illinois State Toll Highway Authority offering to pay stipends, changes a provision allowing payment after the proposal has been released, but before the due date for proposals (instead of before the due date for proposals). In provisions regarding taxpayer accountability, adds a provision limiting the provisions to any project with an estimated cost over \$30,000,000. Removes provisions requiring the firm to be prequalified in Construction Inspection. Adds a provision requiring the implementation of a disadvantaged business enterprise program to include minority-owned and women-owned businesses and disadvantaged businesses when applicable under federal law. Adds provisions establishing a disadvantaged business enterprise liaison. Makes other changes.

Last Action

Date	Chamber	Action
6/15/2022	Senate	Public Act 102-1094

SB 2983

Short Description: COVID-19 RELIGIOUS EXEMPTION

Senate Sponsors

Sen. Darren Bailey

Synopsis As Introduced

Creates the COVID-19 Religious Exemption Act. Provides that it shall be unlawful for any person, public or private institution, or public official to discriminate against any person in any manner because of such person's refusal to obtain, receive, or accept a COVID-19 vaccination contrary to his or her belief. Requires all health care facilities to adopt written access to care and information protocols that are designed to ensure that belief-based objections do not cause impairment of patients' health and that explain how belief-based objections will be addressed in a timely manner to facilitate patient care. Provides that it is unlawful for any public or private employer, entity, agency, institution, official, or person to deny admission because of, to place any reference in its application form concerning, to orally question about, to impose any burdens in terms or conditions of employment on, or to otherwise discriminate against, any applicant, in terms of employment, admission to or participation in any programs for which the applicant is eligible, or to discriminate in relation thereto, in any other manner, on account of the applicant's refusal to obtain, receive, or accept a COVID-19 vaccination that is against the applicant's beliefs. Provides that it is unlawful for any public official, guardian, agency, institution, or entity to deny any form of aid, assistance, or benefits, or to condition the reception in any way of any form of aid, assistance, or benefits, or in any other manner to coerce, disqualify, or discriminate against any person, otherwise entitled to such aid, assistance, or benefits, because that person refuses to obtain, receive, or accept a COVID-19 vaccination contrary to the person's belief. Allows any person injured by any public or private person, association, agency, entity, or corporation by reason of any action prohibited by the Act to bring an action. Provides that a person who brings an action shall recover threefold the actual damages, the costs of the action, and reasonable attorney's fees, but in no case shall recovery for each violation be less than \$2,500 plus costs of the action and reasonable attorney's fees. Makes other changes. Effective immediately.

Last Action

Date	Chamber	Action
1/5/2022	Senate	Referred to Assignments

SB 3007

Short Description: SOS-DRIVERS OMNIBUS

Senate Sponsors

Sen. Ram Villivalam

House Sponsors

(Rep. Michael Kelly)

Synopsis As Introduced

Amends the Illinois Vehicle Code. Provides that the Secretary of State is authorized to suspend or revoke the driving privileges of any person without a preliminary hearing upon a showing of the person's records or other sufficient evidence that the person has committed an out-of-State offense similar to the Illinois prohibition on the unlawful use of a license, has possessed cannabis while under 21 years of age, or has provided false information about his or her age to a cannabis establishment.

Provides that driver rehabilitation specialists or programs are permitted to give driving instruction without being issued a license, except when the client of the specialist or program has never held a driver's license. Changes the implementation date concerning changes to the Secretary of State's requirements regarding the posting of certain information to the Commercial Driver's License Information System from June 22, 2021 to June 23, 2025. Provides that an individual shall be disqualified from operating a commercial motor vehicle for life if that individual uses a commercial motor vehicle in the commission of a felony involving an act or practice of severe forms of human trafficking. Amends the Probate Act of 1975. Provides requirements concerning probate court notifications to the Secretary of State in limited and plenary guardianship cases.

Senate Floor Amendment No. 1

Removes language providing that: if the court makes a finding that the respondent should not hold a driver's license, the clerk of the court shall provide a copy of the written order of limited guardianship to the Secretary of State; and if the court provides the guardian with the power to determine if the respondent may hold a driver's license, upon the guardian making a determination that the respondent should not hold a driver's license, the guardian shall notify the Secretary of State. Provides instead that when a court adjudges a respondent to be a person with a disability and appoints a plenary guardian for that person or enters an order finding that the respondent should not operate a motor vehicle, the court shall direct the circuit court clerk to notify the Secretary of State's Driver Services Department, in a form and manner prescribed by the Secretary of State, and shall forward a copy of the court order to the Secretary of State's Driver Services Department no later than 7 days after the entry of the order.

Last Action

Date	Chamber	Action
5/6/2022	Senate	Public Act 102-0749

SB 3626

Short Description: SOLID WASTE SITE OPERATOR

Senate Sponsors

Sen. Melinda Bush-Dale Fowler

House Sponsors

(Rep. Lawrence Walsh, Jr.)

Synopsis As Introduced

Amends the Solid Waste Site Operator Certification Law. Creates a Solid Waste Site Operator Certification. Removes provisions concerning Class "A" and Class "B" Solid Waste Site Operator Certification. Provides that the Environmental Protection Agency is authorized to approve the use of examinations conducted by third parties. Provides that the Agency shall maintain on its website information regarding the examinations. Provides that at the time of certificate renewal, the applicant shall certify the completion of 30 hours of continuing education covering the operation of landfills during the preceding 3 years. Provides that the fee for the issuance or renewal of a Solid Waste Site Operator Certificate shall be \$1,000. Provides that if the fee for renewal is not paid within the grace period, the fee for renewal shall be increased by \$100 (rather than \$50). Makes other changes.

Senate Floor Amendment No. 3

Replaces everything after the enacting clause with the provisions of the introduced bill and makes the following changes. Provides that a landfill site that accepts non-hazardous solid waste shall have a Solid Waste Site Operator Certification (rather than a Class A or a Class B Solid Waste Site Operator Certification). Provides that a landfill site which accepts special waste shall have a Solid Waste Site Operator certified by the Environmental Protection Agency. Provides that solid waste site operators shall be certified based on level of competency determined by examination and in accordance with educational and experience level as follows: (1) graduation from high school or equivalent and not less than 2 years (rather than 6 months) of acceptable study, training, and responsible experience in sanitary landfill operation or management, or not less than 7 (rather than 3) years of acceptable study training and responsible experience in operation or management of earth moving equipment; or (2) grammar school completion or equivalent and not less than 15 (rather than 5) years of acceptable study, training, and responsible experience in sanitary landfill operation or management. Provides that at the time of certificate renewal the applicant shall certify the completion of 15 (rather than 30) hours of continuing education covering the operation of landfills during the preceding 3 years. Provides that continuing education used to satisfy continuing education requirements must be approved by the Agency and must cover the design, operation, and maintenance of sanitary landfills, and for certificates that include a special waste endorsement, continuing education must cover the operation of landfills relative to the acceptance and disposal of special wastes. Provides that the fee for a Solid Waste Site Operator Certificate shall be \$400 (rather than \$1,000) and provides that the fee for an issuance or renewal for special waste endorsements shall be \$100.

House Committee Amendment No. 1

Replaces everything after the enacting clause with the provisions of the engrossed bill, and makes the following changes: Amends the Illinois Oil and Gas Act. Defines "temporary abandonment status". Provides that before engaging in the business of removing liquid oil field waste from an on-site collection point, the person shall apply for a permit with a fee of \$150 (instead of \$100). Provides that each application to transport oil field waste shall be accompanied by a biennial permit fee of \$150 (instead of \$100) for each vehicle sought to be licensed. Provides the requirements for application for temporary abandonment status. Provides the requirements for a permittee to conduct a fluid level test upon the fluid in the well bore. Provides the fees that the Department of Natural Resources shall assess for each well in temporary abandonment status. Provides that each application for a permit to drill, deepen, convert, or amend shall be accompanied by a fee of \$400 (rather than a fee not to exceed \$300). Provides that the fee for an application for a permit to oil lease road shall be \$150. Provides that the fees per well to be paid by the new owner for each transfer of well ownership shall be \$75 for the first 100 wells and \$50 for each subsequent well in excess of 100. Provides that the Department shall assess and collect annual well fees from each permittee in the amount of \$100 (instead of \$75) per well for the first 100 wells and a \$75 fee (instead of \$50) for each well in excess of 100 for which a permit is required under the Act.

House Floor Amendment No. 2

Replaces everything after the enacting clause with the provisions of the engrossed bill, and makes the following changes: Amends the Illinois Oil and Gas Act. Defines "temporary abandonment status". Provides that before engaging in the business of removing liquid oil field waste from an on-site collection point, the person shall apply for a permit with a fee of \$150 (instead of \$100). Provides that

each application to transport oil field waste shall be accompanied by a biennial permit fee of \$150 (instead of \$100) for each vehicle sought to be licensed. Provides that the Department of Natural Resources shall assess and collect annual fees of \$100 per well for each well in temporary abandonment status. Provides that each application for a permit to drill, deepen, convert, or amend shall be accompanied by a fee of \$400 (rather than a fee not to exceed \$300). Provides that the fee for an application for a permit to oil lease road shall be \$150. Provides that the fees per well to be paid by the new owner for each transfer of well ownership shall be \$75 for the first 100 wells and \$50 for each subsequent well in excess of 100. Provides that the Department shall assess and collect annual well fees from each permittee in the amount of \$100 (instead of \$75) per well for the first 100 wells and a \$75 fee (instead of \$50) for each well in excess of 100 for which a permit is required under the Act.

Last Action

Date	Chamber	Action
5/27/2022	Senate	Public Act 102-1017

General Legislative Updates

GOVERNOR’S HIGHLIGHTS:

Earlier this week, Governor Pritzker and several close contacts tested positive for COVID-19, apparently contracted during attendance at the Florida Democratic Party conference. Pritzker, who was a featured speaker at the event, is taking antiviral medicine and isolating at home with mild symptoms.

FOID Cards. Prompted by the Highland Park shooting of July 4, the Illinois State Police has filed an emergency rule on Firearm Owners Identification (FOID) cards. The rule allows broader use of Clear and Present Danger (CPD) reports that can bar an applicant from receiving a FOID card – or permit an existing card to be revoked.

Under the rule change, historic CPD information can be used (including for future evaluations) even if the subject was not actively seeking or holding a FOID card at the time the CPD report was issued. While emergency rules are in effect for 150 days, ISP has indicated it intends to make the rule permanent through the regular rulemaking process.

Statewide Mental Health Hotline. Illinois’ mental health safety net is being expanded through implementation of “988,” a new, nationwide suicide prevention and mental health crisis line. The measure is taking place via the Illinois Department of Human Services’ Division of Mental Health, in conjunction with the federal Substance Abuse and Mental Health Services Administration. Beginning July 16, 2022, the 988 code was offered nationwide.

Executive Order: Executive Order [2022-16](#) updates COVID-19 vaccine and testing requirements in certain industries. Vaccine mandates for higher education employees and students and emergency medical service providers have ended.

Under the updated requirements, long-term care facilities with the most vulnerable residents, including skilled nursing homes, will now test staff who are not up to date with their COVID-19 vaccine weekly if located in an area of moderate community level transmission and twice weekly in areas of substantial or

high community level transmission, as recommended by the Centers for Medicare and Medicaid Services (CMS). Unvaccinated staff at hospitals and other healthcare facilities that are certified by CMS will now be required to test weekly only if located in areas of high community level transmission.

Vaccination mandates will remain in place in K-12 schools, daycares, state-run 24/7 congregate care facilities, and any health care facilities not covered under the federal CMS vaccine mandate (including independent doctors' offices, dental offices, urgent care facilities, and outpatient facilities).

Read the full press release [here](#).

Renewable Energy Access Plan: The Illinois Commerce Commission released a first draft of the statutorily required Renewable Energy Access Plan (REAP). The 120-day public review and comment period on the plan is now open. The REAP is plan for supporting an equitable, reliable, and affordable transition to decarbonization and meeting Illinois' policy requirements for a clean electricity system.

The Illinois REAP will serve as a document for clarifying and quantifying policy requirements such as determining the scale of clean energy resources and reforms needed over time to implement CEJA.

Other strategic elements of the plan include:

- The plan must prioritize the closure of fossil-fueled electric generating units near environmental justice communities and identify attractive renewable areas for resource development, incorporating the importance of equity in land use;
- Optimization of existing transmission systems to support the delivery of clean electricity to consumers;
- Proactive planning of new transmission with consideration of public policy needs; and
- Enhancements to RTO markets to reduce costs and emissions, create jobs, and ensure State and regional power system reliability to prevent outages as Illinois transitions to clean energy.

Read more about the Renewable Energy Access Plan [here](#).

Gubernatorial Appointments: Governor JB Pritzker appointed pediatrician and healthcare policy expert Dr. Sameer Vohra to serve as the next Director of the Illinois Department of Public Health beginning August 1. Dr. Vohra, the Founding Chair of the Southern Illinois University School of Medicine's (SIU-SOM) Department of Population Science and Policy, follows Dr. Ngozi Ezike, who stepped down in March. Read more about Dr. Vohra [here](#).

The Governor also appointed the following:

- Megha Lakhchaura will serve as the Electric Vehicle Coordinator at the Illinois Environmental Protection Agency.
- Alyssa Williams-Schafer will serve as the Assistant Director of the Illinois Department of Corrections.
- Tim Touhy will serve as a Member of the Illinois State Police Merit Board.
- Brandon Ragle will serve as the Assistant Secretary of the Illinois Department of Innovation and Technology.
- Ann McIntyre will serve as the Inspector General of the Illinois Department of Children and Family Services.

- Vickii Coffey, Ph.D. will serve as a Member of the Illinois Criminal Justice Information Authority.
- Ameya Pawar will serve as a Member of the Illinois Finance Authority.

Electric Vehicles: The Illinois Department of Transportation will host a virtual public meeting July 28 to provide information and get feedback on the development of the state's National Electric Vehicle Infrastructure plan. Click [here](#) or visit <https://idot.click/drive-electric> to register and learn more. The meeting begins at 6 p.m.

Monkey Pox Vaccine: Governor Pritzker is asking the federal government to take more aggressive action to counter the monkeypox virus outbreak and prioritize areas with the most significant outbreaks, like Chicago, in additional allocations of vaccines. To date, the Governor has directed 4,600 doses of vaccine from the statewide allocation to the City of Chicago where most Illinois cases are being reported.



MEMO

DATE: July 26, 2022

TO: Board of Trustees

FROM: Brady Lange, Procurement Director

CC: David Braun, General Manager

Subject: Public Transportation Capital Assistance Grant – Board Resolution

Recommendation:

The Board of Trustees approve the Illinois Department of Transportation Public Transportation Capital Assistance Grant Board Resolution.

The Board Resolution is attached.



MEMO

DATE: July 26, 2022

TO: Board of Trustees

FROM: Brady Lange, Procurement Director

CC: David Braun, General Manager

Subject: Recommendation for 2015/16 New Flyer Midlife Overhaul: FY22-RFP-004

Recommendation:

Authorize the General Manager to award a contract for completing a midlife overhaul of five 2015 and seven 2016 New Flyer buses to Cummins Sales and Service.

Background:

Connect Transit's fleet management plan calls for vehicle and engine overhauls on an as-needed basis. Midlife overhauls have become common practice in the industry. Performing overhauls extends the life of buses by many years and saves maintenance expenses by replacing components that can cause on-street failures. Performing midlife overhauls also includes new warranties on vital components such as engines, transmissions, and aftertreatment systems.

The Federal Transportation Administration (FTA) provides Useful Life Benchmarking guidance for all types of transit equipment. For Fixed Route transit vehicles, the FTA requires fourteen years of life. Therefore, Connect Transit has chosen to perform midlife overhaul services seven years into the vehicle's life.

Discussion:

On May 24, 2022, Connect Transit released a Request for Proposal (RFP) seeking proposals for midlife overhaul services for five 2015 and seven 2016 New Flyer transit buses. The Scope of Work for this RFP specifically defines all the components that Connect Transit Maintenance staff has identified as an item that will need to be replaced or refurbished during the midlife overhaul. Vital components such as engines, transmissions, cooling systems, exhaust

Recommendation for 2015/16 New Flyer Midlife Overhaul

FY22-RFP-004

July 26, 2022

Page 2 of 3

aftertreatment systems, alternators, and fire suppressions systems will be replaced with new or remanufactured units or serviced as OEM's dictate. Additionally, Bus Operator seats will be replaced to reduce driver fatigue which can increase as seat components wear.

The Scope of Work also defines the responsibilities the contractor shall assume by being awarded a contract. Connect Transit has defined quality assurance inspections and final acceptance procedures that will be utilized during the project and prior to allowing an invoice to be submitted for each vehicle.

Three proposals were received in response to the RFP. Staff evaluated the proposals based on the proposed approach for accomplishing the scope of work, cost proposal, references and related experience, and the qualifications and capabilities of key staff. A summary of evaluations is detailed below.

Proposer	Proposed Approach to Scope of Work	Cost Proposal	References and Related Experience	Qualifications and Capabilities of Staff	Total Weighted Score
	35%	30%	20%	15%	
Complete Coach Works	27	17.2	28	26	24.11
Cummins Sales & Service	26	30	27	27	27.55
Midwest Bus Corporation	26	25.24	27	25	25.82

Based on the evaluation data, staff is recommending that Cummins Sales and Service be awarded the contract. Cummins has been a long-time partner for Connect Transit and has completed past similar work. Additionally, Cummins repair technicians have been valued partners in repairing and assisting with the training of Connect Transit Mechanic staff.

Financial Impact:

The total price of this contract will be \$1,467,641 of which 65% (\$953,967) will be funding by IDOT DOAP Debt Service and 35% (\$513,674) will be funded by FTA5307.



MEMO

DATE: July 26, 2022
TO: Board of Trustees
FROM: Jacob Smith, Transportation Planner
CC: David Braun, General Manager
Subject: FY22 Ridership Snapshot and Three-year Comparison

As we have recently closed out the 2022 fiscal year, please find a brief graphical summary of our data and ridership from the last year of operations and a comparison chart of ridership by month for the last four fiscal years.

Looking at the data analyzed and prepared by Data Management Specialist, Jon Spratt, we are up 17.7% in total ridership between all our services offered from FY21 to FY22, and up 8.7% regarding total revenue miles and up just less than 7.8% regarding total revenue hours from FY21 to FY22.

Comparing this year's performance to FY19—the last full fiscal year in which we operated with no effects of the COVID-19 pandemic—our ridership is down, but recovering, and our revenue is slightly down, but within reasonable range. In FY22, we provided 1,795,375 passenger trips, approximately 70% of our total ridership in FY19. We will be building back to full ridership through marketing efforts and reviewing opportunities to make route and schedule adjustments to ensure we are serving locations that need or want public transit services. Ridership will also continue to be influenced by external health and social factors, and our ability to adapt accordingly.

In the following pages, please find an overview snapshot of our FY22 ridership by route and performance data with brief comparison to the three years prior.

If you would like more depth on the information presented or other graphical comparisons, please do not hesitate to ask.



FY22 At-a-Glance

96%

Fixed Route
On-time

96% of Fixed Route trips arrived on-time, 1% less than the year prior.

98%

Connect Mobility
On-time

98% of Connect Mobility trips arrived on-time, .35% less than the year prior.

At the end of FY22:

- Connect Transit has a total of 145 employees.
- Buses are receiving an average cleanliness rating of 89.12%.
- Fixed Route vehicle collisions are down 7% compared to FY21.
- 66% less complaints were received compared to FY21.



FY22 At-a-Glance

(Continued)

17

Fixed Route
Passengers per
Hour

Fixed Route operations provided service to an average of 17 passengers per hour, three more per hour than the year prior.

2

Connect Mobility
Passengers per
Hour

Connect Mobility operations provided service to an average of 2 passengers per hour, less than one percent more per hour than the year prior. For perspective, the average direct response serves 1.5 passengers per hour.

1.3

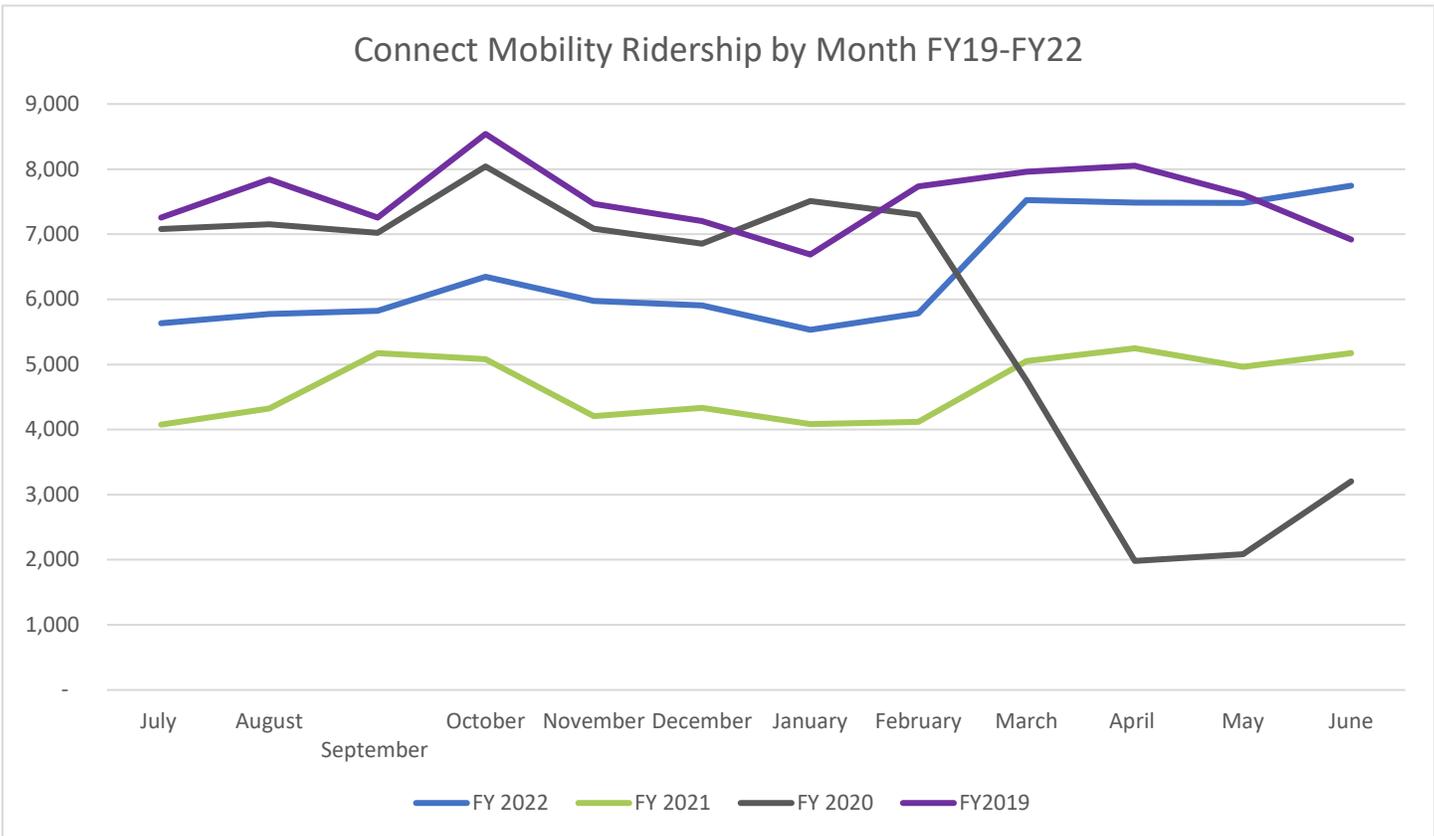
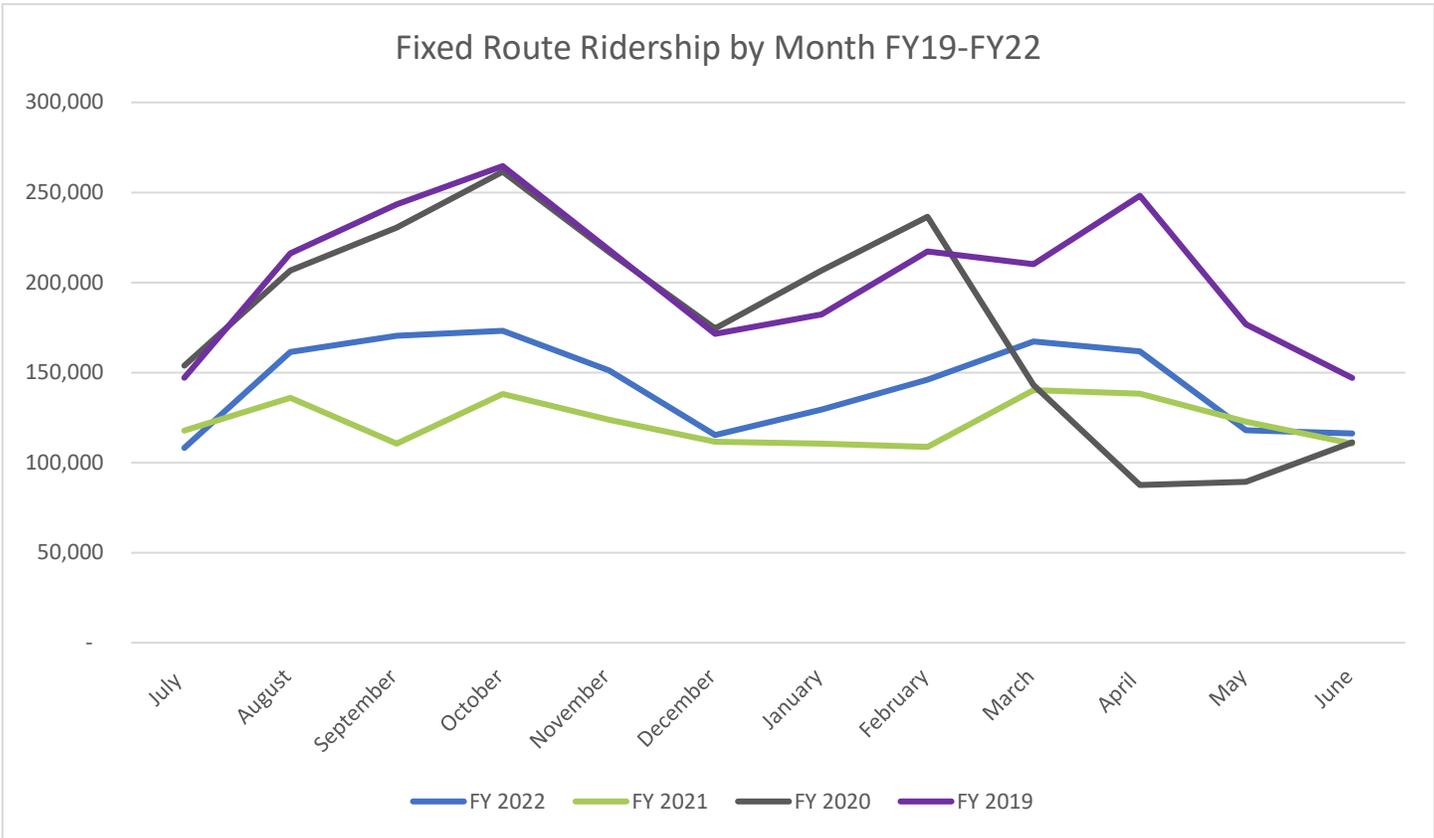
Fixed Route
Passengers per
Mile

Fixed Route operations provided service to an average of 1.3 passengers per mile driven, less than one percent more per mile than the year prior.

.18

Connect Mobility
Passengers per
Mile

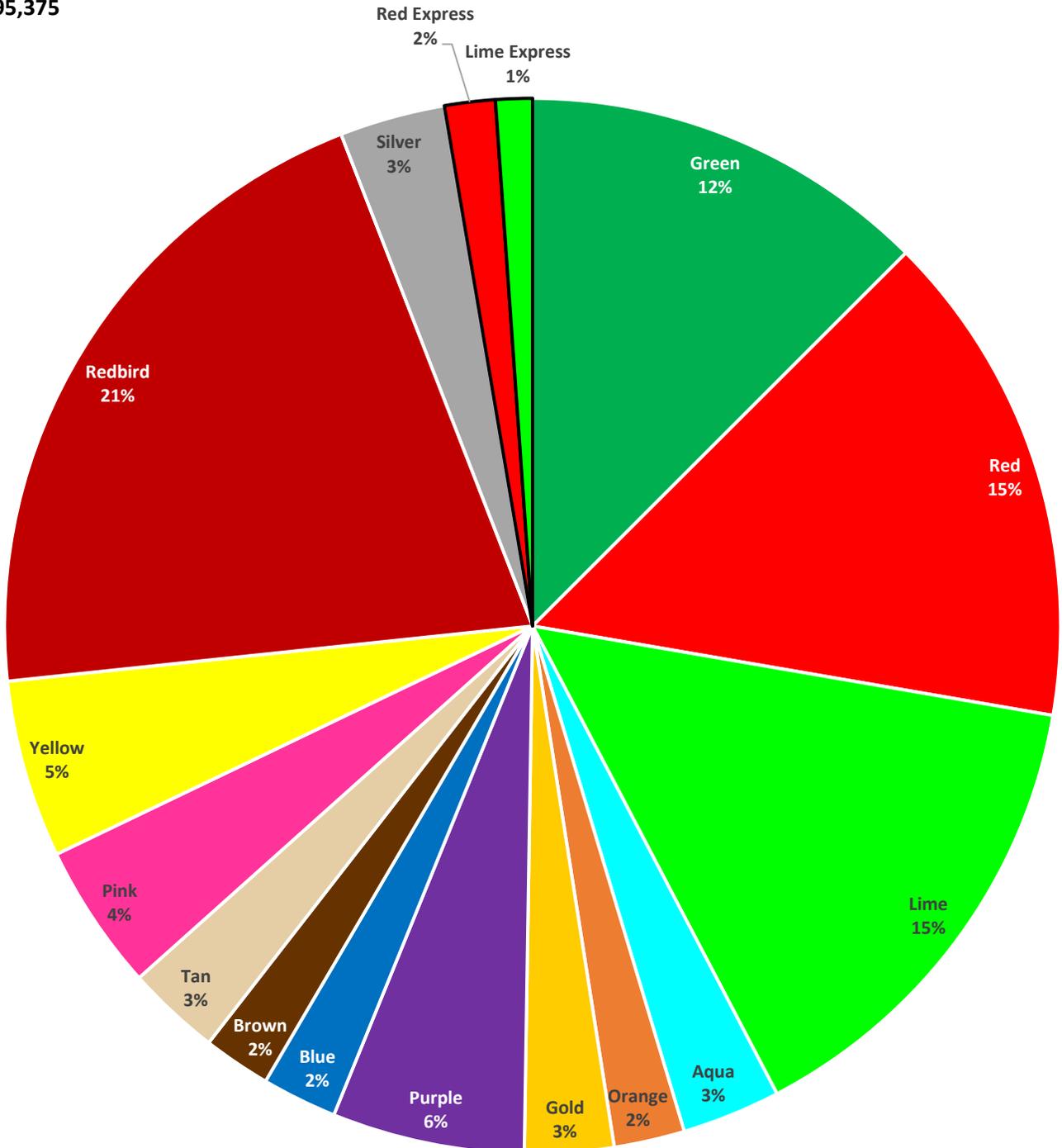
Connect Mobility operations provided service to an average of .18 passengers per mile driven, less than one percent more per mile than the year prior.



Share of Total Ridership by Route

FY22

Total Ridership:
1,795,375



Key Differences, FY22 from previous years

- Fixed Route ridership up by 270,480 trips.
- Redbird ridership has mostly stabilized back to pre-covid numbers (22% of ridership in FY19).
- Purple ridership continues to increase in scale looking at the previous four years.

