

MEETING OF THE RTA BOARD OF DIRECTORS MARCH 18, 2021

Welcome!

Meeting Starts at 9 a.m.

Meeting Agenda

@ RTAChicago.org/about-us/boardmeetings



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RTA BOARD OF DIRECTORS MEETING

1. CALL TO ORDER

Please feel free to listen to the meeting and view slides related to it here.

*The meeting agenda can be found at
rtachicago.org/about-us/boardmeetings*

PLEDGE OF ALLEGIANCE



RTA BOARD OF DIRECTORS MEETING

2. ROLL CALL

3. APPROVAL OF MINUTES

4. PUBLIC COMMENT

Public comments were accepted online in advance of this meeting.

5. EXECUTIVE DIRECTOR'S REPORT



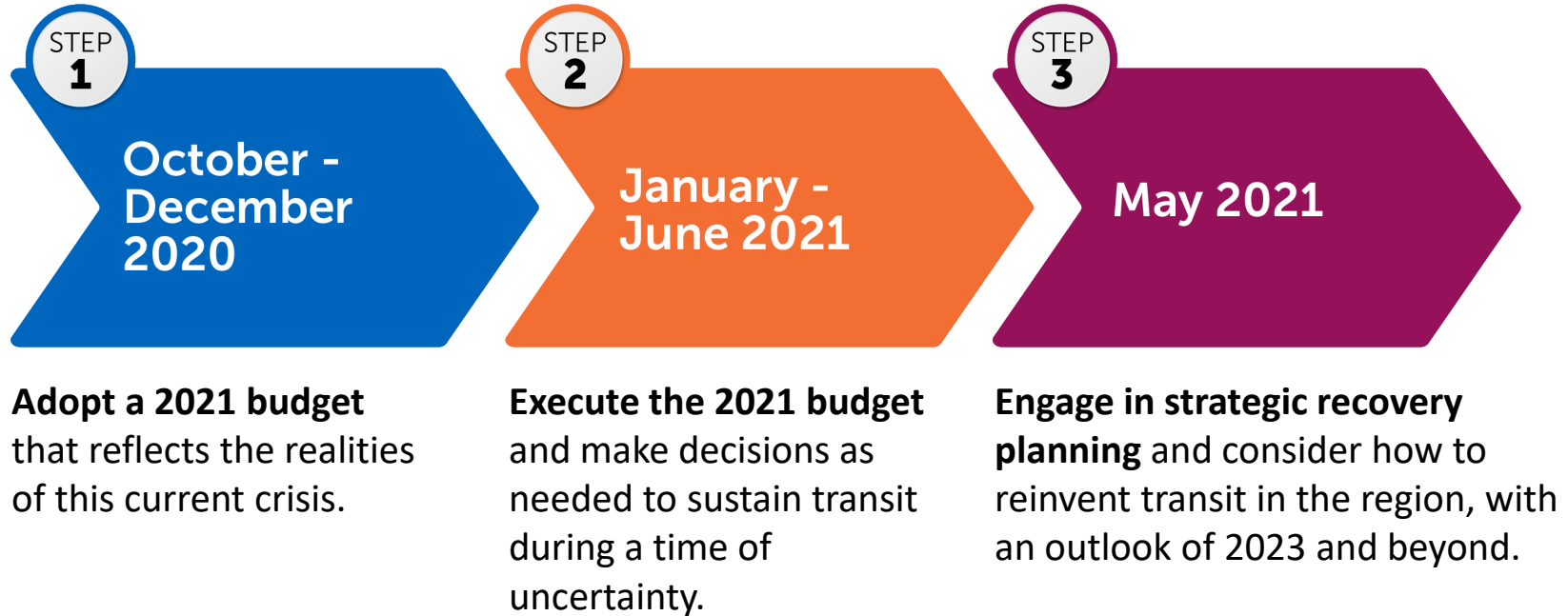
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GOVERNMENT AFFAIRS UPDATES



THREE-STEP RECOVERY STRATEGY



TIMELINE

How we will proceed from here:

March Board Meeting.
Recommended
allocation considered
and 2021 budget
amendment initiated.

Continue to execute
on Step 2 while
initiating Step 3 of
recovery strategy.

Revise and revisit
Capital Investment
Framework

Action on Capital
Investment
Framework

Kickoff engagement on
next strategic plan



TRANSPORTATION ACCESS AND EQUITY WEBINAR



COMMUNITY PLANNING CALL FOR PROJECTS PUBLIC COMMENT PERIOD

- Call for Projects with CMAP from January 20 – February 3
- Received 31 requests for assistance from 23 applicants
- Six projects proposed, majority in high and very high need communities
- Public comment now through April 2
 - Email applications@rtachicago.org
- More details at www.rtachicago.org/cp



STATE DELINQUENCY FIGURES

Month	Amount Delinquent
February	\$189.2 million
January	\$188.2 million
2021 Cost of Short-Term Borrowing YTD	\$486 thousand
2020 Cost of Short-Term Borrowing	\$5.1 million
Short-Term Borrowing Authority	\$400 million
Outstanding Short-Term Borrowing	\$125 million

6a. ORDINANCE AUTHORIZING AMENDMENT OF THE 2020 SERVICE BOARD AND AGENCY OPERATING FUNDING AMOUNTS

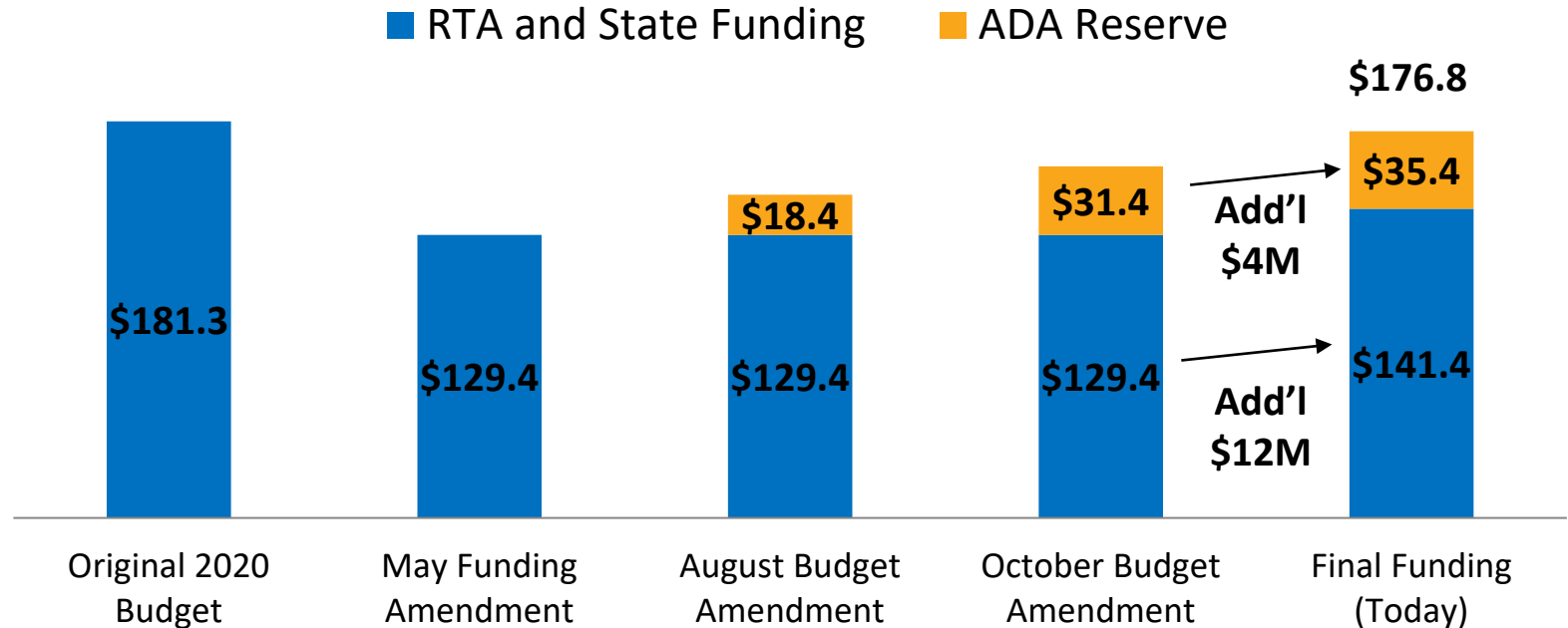


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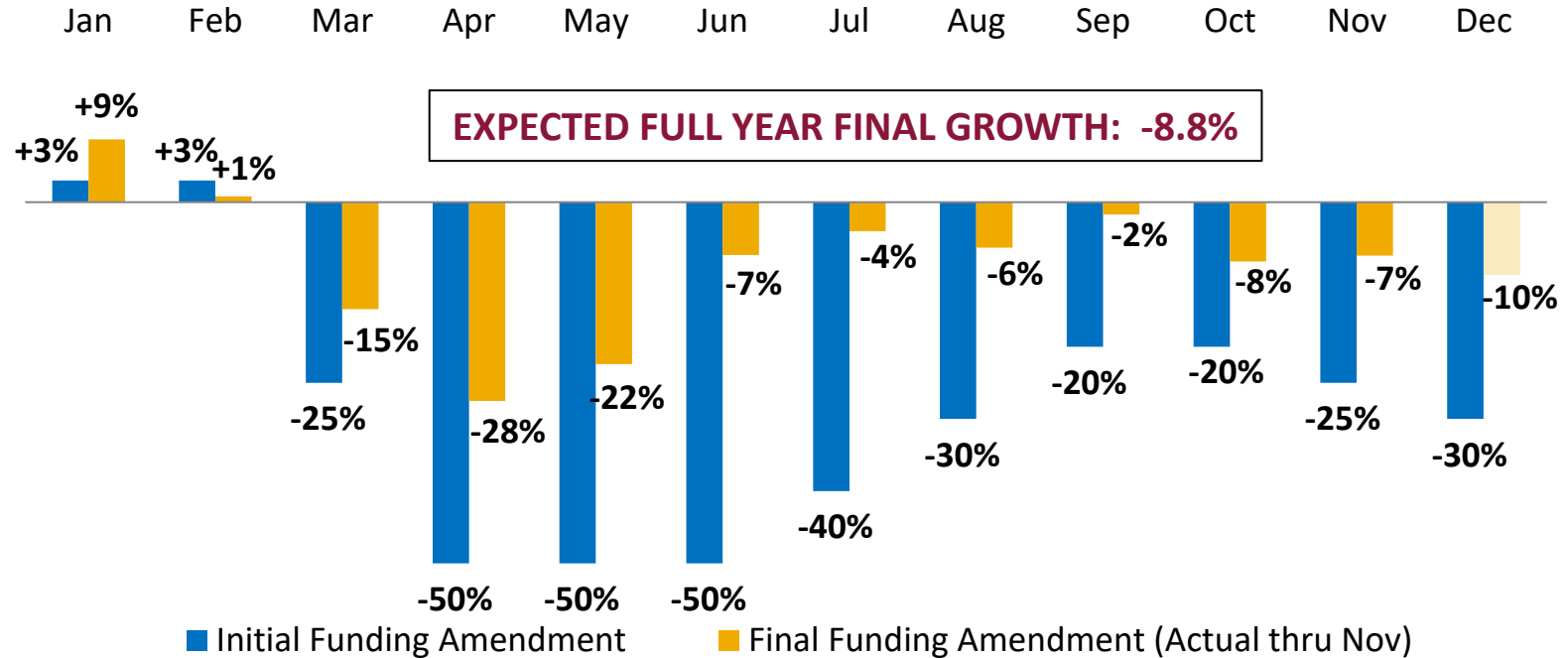
REASONS FOR THIRD 2020 FUNDING AMENDMENT

- Additional \$16.0 million required for ADA Paratransit
- Required by sections 2.01(d) and 4.11(c)(1) of RTA Act
- Almost-final 2020 sales tax results
 - Improved, full year sales tax decline of 9% now expected
 - Preserves more CARES Act funding for 2021

2020 ADA PARATRANSIT FUNDING (MILLIONS)



ASSUMED 2020 SALES TAX GROWTH



2020 FUNDING INCREASES (IN MILLIONS)

(in millions)	CTA	Metra	Pace	ADA	RTA	Total
Sales Tax ¹	\$18.1	\$37.4	\$14.0	\$12.0	\$10.2	\$91.7
PTF	\$13.7	\$2.5	\$1.1	-	-	\$17.3
RETT	\$1.6	-	-	-	-	\$1.6
ADA Reserve Fund ²	-	-	-	\$4.0	-	\$4.0
RTA Funding Change	\$33.4	\$39.9	\$15.1	\$16.0	\$10.2	\$114.6

¹ CTA increase moderated by lower than normal City of Chicago receipts

² Authorization for up to this amount, pending final Pace results.



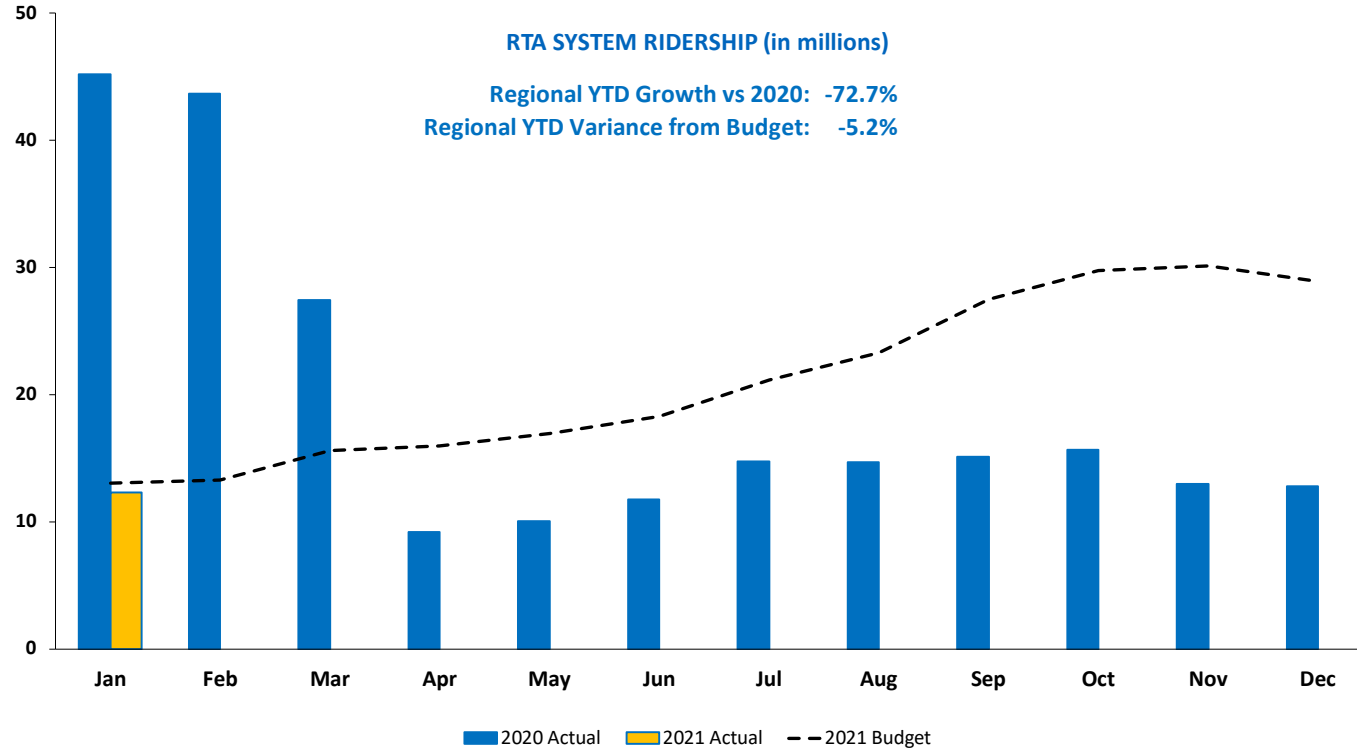
6b. REPORT ON MONTHLY FINANCIAL RESULTS - JANUARY 2021



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A stylized graphic on the right side of the slide features a blue-tinted image of the Chicago skyline, including the Willis Tower. Below the skyline, several transit vehicles are depicted, including a Metra train and a bus, all rendered in a blue, semi-transparent style. The background of the right side is a light blue grid pattern.

6b. REPORT ON MONTHLY FINANCIAL RESULTS – JANUARY 2021



6b. REPORT ON MONTHLY FINANCIAL RESULTS – JANUARY 2021

OPERATING REVENUE				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	\$63.9	\$64.2	(\$0.3)	(0.5%)
Metra	\$34.6	\$33.4	\$1.2	3.7%
Pace	\$4.6	\$4.6	\$0.0	0.6%
<u>Pace ADA</u>	<u>\$0.4</u>	<u>\$0.8</u>	<u>(\$0.3)</u>	<u>(42.9%)</u>
Total	\$103.6	\$102.9	\$0.6	0.6%

6b. REPORT ON MONTHLY FINANCIAL RESULTS – JANUARY 2021

PUBLIC FUNDING				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	\$54.6	\$51.5	\$3.0	5.9%
Metra	\$25.2	\$24.6	\$0.6	2.3%
Pace	\$12.0	\$14.3	(\$2.4)	(16.4%)
<u>Pace ADA</u>	<u>\$13.8</u>	<u>\$13.8</u>	<u>\$0.0</u>	<u>0.0%</u>
Total	\$105.5	\$104.2	\$1.3	1.2%

6b. REPORT ON MONTHLY FINANCIAL RESULTS – JANUARY 2021

EXPENSES				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	\$139.9	\$143.5	\$3.6	2.5%
Metra	\$59.0	\$57.8	(\$1.2)	(2.1%)
Pace	\$16.3	\$20.0	\$3.6	18.2%
<u>Pace ADA</u>	<u>\$14.4</u>	<u>\$14.2</u>	<u>(\$0.2)</u>	<u>(1.3%)</u>
Total	\$229.6	\$235.4	\$5.8	2.5%

6b. REPORT ON MONTHLY FINANCIAL RESULTS – JANUARY 2021

NET RESULTS			
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>
CTA	(\$21.4)	(\$27.8)	\$6.3
Metra	\$0.8	\$0.2	\$0.6
Pace	\$0.3	(\$1.0)	\$1.3
<u>Pace ADA</u>	<u>(\$0.1)</u>	<u>\$0.4</u>	<u>(\$0.5)</u>
Total	(\$20.5)	(\$28.2)	\$7.7

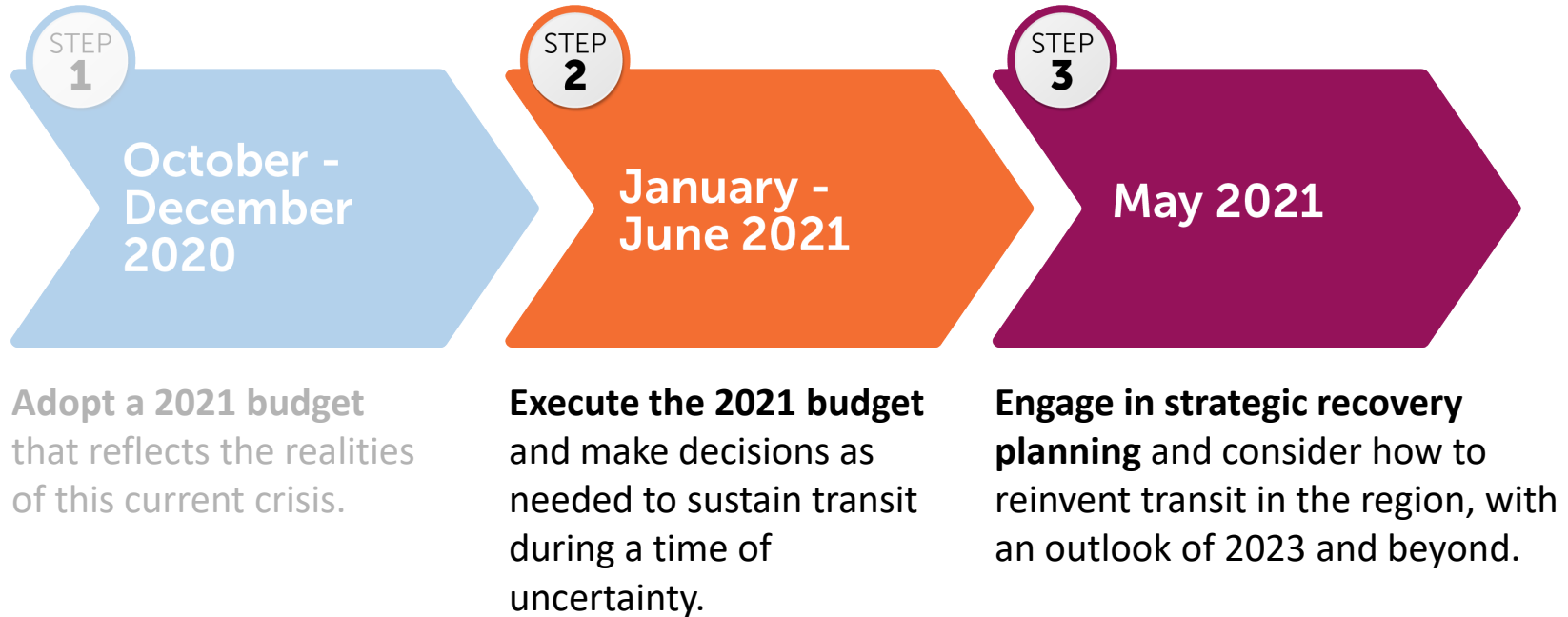
6b. REPORT ON MONTHLY FINANCIAL RESULTS – JANUARY 2021

YEAR-TO-DATE RECOVERY RATIOS					
	Without		With		
	<u>CARES</u>	<u>CARES \$</u>	<u>CARES</u>	<u>Budget</u>	<u>Variance</u>
CTA	17.7%	\$45.5	55.5%	53.6%	2.0
Metra	23.6%	\$21.9	64.0%	62.7%	1.3
Pace	16.2%	\$2.7	33.0%	29.1%	3.9
<u>Pace ADA</u>	<u>12.7%</u>	<u>\$0.0</u>	<u>12.7%</u>	<u>10.3%</u>	<u>2.4</u>
Total	20.1%	\$70.2	55.0%	51.4%	3.6

7. STEP 2 OF RTA COVID-19 RECOVERY STRATEGY

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RTA RECOVERY PROCESS



RECOVERY POLICY PRIORITIES

- Identify immediate funding solutions
- Sustain critical transit services
- Take an increasingly transparent, collaborative approach to communicating

STEP 2: EXECUTE THE 2021 BUDGET AND MAKE DECISIONS AS NEEDED TO SUSTAIN TRANSIT

?

How can the RTA Board work to **identify immediate funding solutions?**

?

How should the RTA Board support the Service Boards' efforts to **sustain critical transit services?**

?

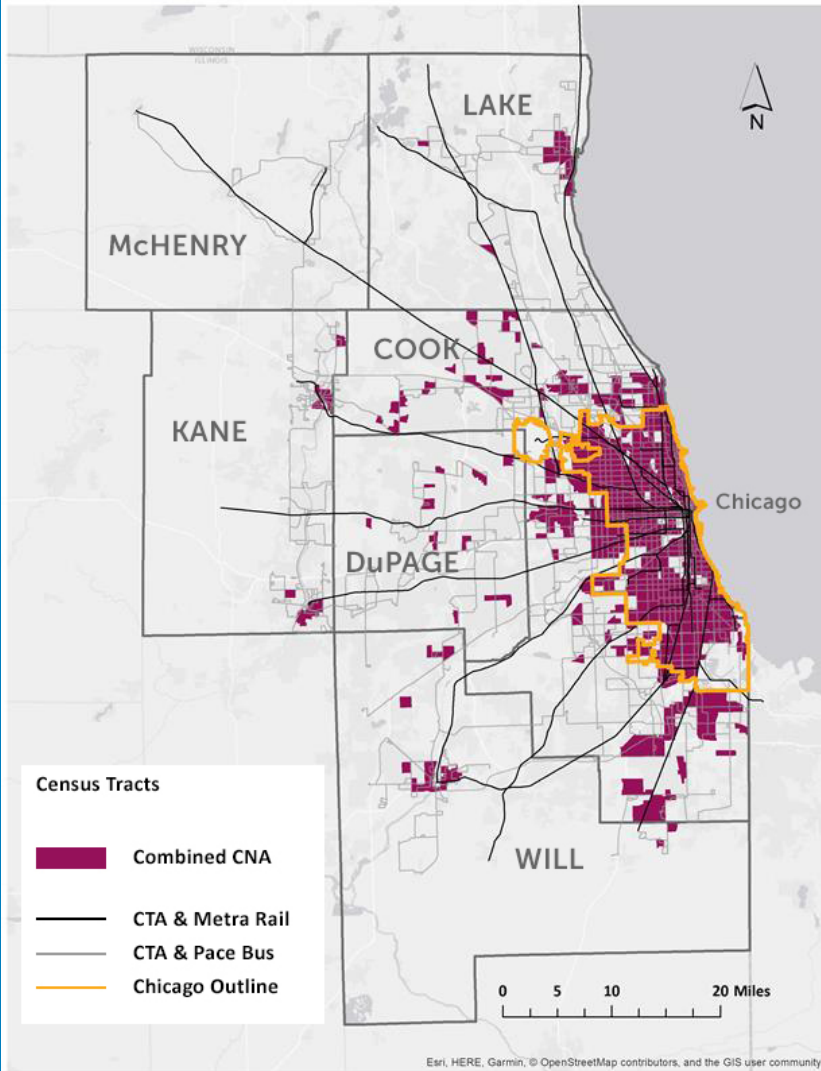
How can the RTA Board guide the agency to **take a transparent, collaborative approach to communicating with stakeholders and the public?**

SUPPORT EFFORTS TO SUSTAIN CRITICAL TRANSIT SERVICE

- Transit is critical to the region's recovery
- Best case is to provide transit at budgeted levels
- In the event that budget gap is not filled, consensus on critical need can direct relief funds to sustain transit where most needed

CRITICAL NEED AREAS (CNA) REVIEW

- Staff considered 3 CNA Definitions:
 - Propensity
 - Equity
 - High Mobility Industries
- All 3 are combined in final CNA definition here
- Based on above-average densities of population and worker demographics (home locations)

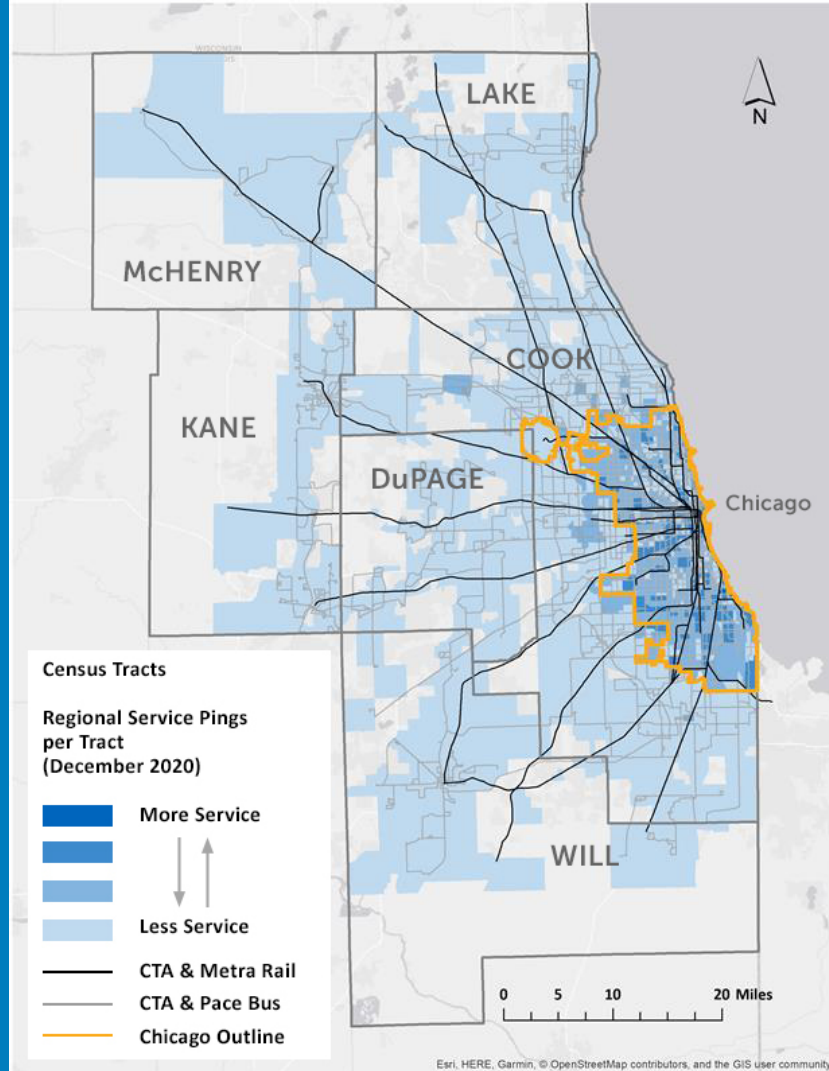


CRITICAL SERVICE REVIEW

- Staff related CNAs to Service
 - Captures presence and frequency of transit in Dec 2020
 - Weighted by cost
- 85% of Regional Service serves the Combined CNA

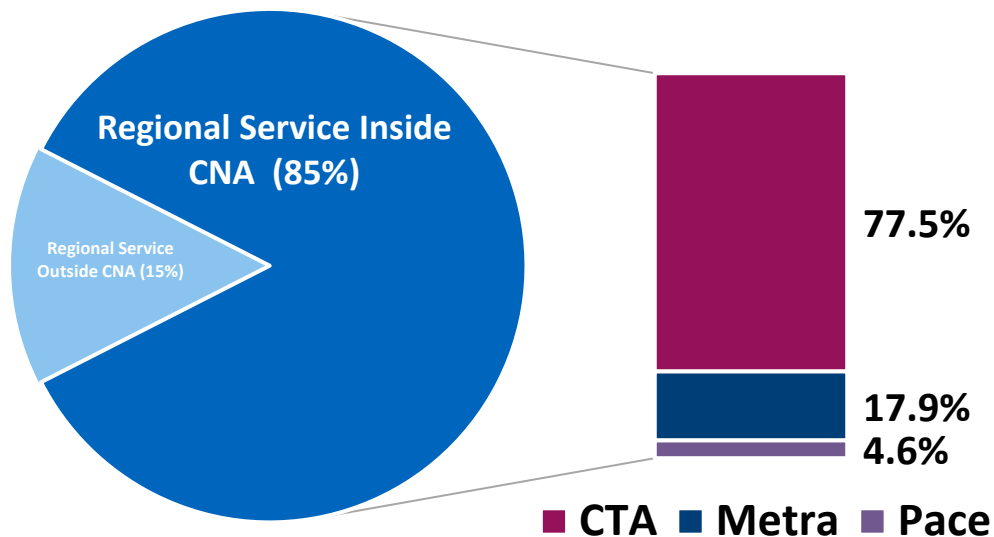
Proportion of CNA Service by Service Board

CTA	Metra	Pace
77.5%	17.9%	4.6%



SERVICE BY TRANSIT CNA

Regional Service Inside/Outside CNAs and
Proportion Inside by Service Board



TAKE A TRANSPARENT, COLLABORATIVE APPROACH TO COMMUNICATING

- RTA is committed to:
 - Welcoming ongoing dialogue
 - Inviting collaboration with Service Boards
 - Partnering with others to advocate for aid
- Recommendations include:
 - Discussing process publicly (as presentation today)
 - Inviting public comment on allocation methods

PUBLIC COMMENT

- RTA COVID Recovery Page
 - *Sustaining Critical Transit* and Storymap
 - 538 web page views
 - 23,000 impressions via social media
- Media coverage of analysis

PUBLIC COMMENT THEMES

- Support for approach
- Critiques:
 - Density favors the city of Chicago
 - Using 2020 expenditures to weight transit data penalizes Metra and Pace for cost cutting measures
 - Municipalities requested funding for transit and dial-a-ride
- Comments in favor of and against setting a precedent

2021 RTA FUNDING INCREASES

(in millions)	CTA	Metra	Pace	ADA	RTA	Total
Sales Tax ¹	\$37.3	\$29.7	\$11.3	-	\$9.8	\$88.1
PTF ²	\$21.4	\$3.9	\$1.7	-	-	\$27.0
RETT	\$1.6	-	-	-	-	\$1.6
RTA Funding Change	\$60.3	\$33.6	\$13.0	-	\$9.8	\$116.7

¹ Includes ICE funding and, for Pace, SCMF.

² Includes PTF on RETT. Assumes State 5% PTF cut ends in July 2021.

2021 FUNDING RECOMMENDATION

(in millions)	Total	Fund ADA off the top	CTA	Metra	Pace
CRRSAA Allocation ¹	\$486.2	\$20.0	(77.5%) \$361.3	(17.9%) \$83.4	(4.6%) \$21.4
RTA Funding Change ²	\$106.9	---	\$60.3	\$33.6	\$13.0
Total Funding Change	\$593.1	\$20.0	\$421.6	\$117.0	\$34.4
Budgeted Shortfalls	\$442-\$527	---	\$372	\$70-\$155³	---

¹ Based on budget need and CNA analysis

² Increased 2021 sales tax, PTF, and RETT reflecting improved 2020 results

³ Range for Metra related to service levels (reduced to full schedule)

8a. ORDINANCES AUTHORIZING THE EXECUTION OF 2021 FEDERAL FUNDING ALLOCATION, AMENDING THE 2021-2025 CAPITAL PROGRAM AND AMENDING AND EXTENDING ICE FUNDED PROJECTS

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8b. ORDINANCE AUTHORIZING THE UPDATED HUMAN SERVICES TRANSPORTATION PLAN (HSTP)



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HUMAN SERVICES TRANSPORTATION PLAN (HSTP)

Identifies critical transportation needs for:

- Older adults
- Individuals with disabilities
- People with low incomes

Recommends goals, strategies/projects

- To address needs and gaps
- To help people access their community with independence



WHY DO WE HAVE AN HSTP?



- A Public Transit-Human Services Coordination Plan is required for funding through the FTA Section 5310 grant program
- RTA's Human Services Transportation (Coordination) Plan (HSTP) is updated periodically

SECTION 5310 PROGRAM

- FTA funding assistance for public transportation projects that focus on enhancing mobility for seniors and individuals with disabilities.
- Co-designated recipient with IDOT for NE IL
- RTA administers funding for operating, mobility management and administration projects



TIMELINE

April 2020

- Stakeholder engagement
- Inventory services
- Demographic Analysis
- Identify Needs & Gaps

July 2020

- Draft Goals and Strategies
- Prioritize with Project Advisory Committee
- Revise policies
- Provide draft report

Early 2021

- Draft final plan complete
- Public comment period
- RTA approval

PROJECT ADVISORY COMMITTEE

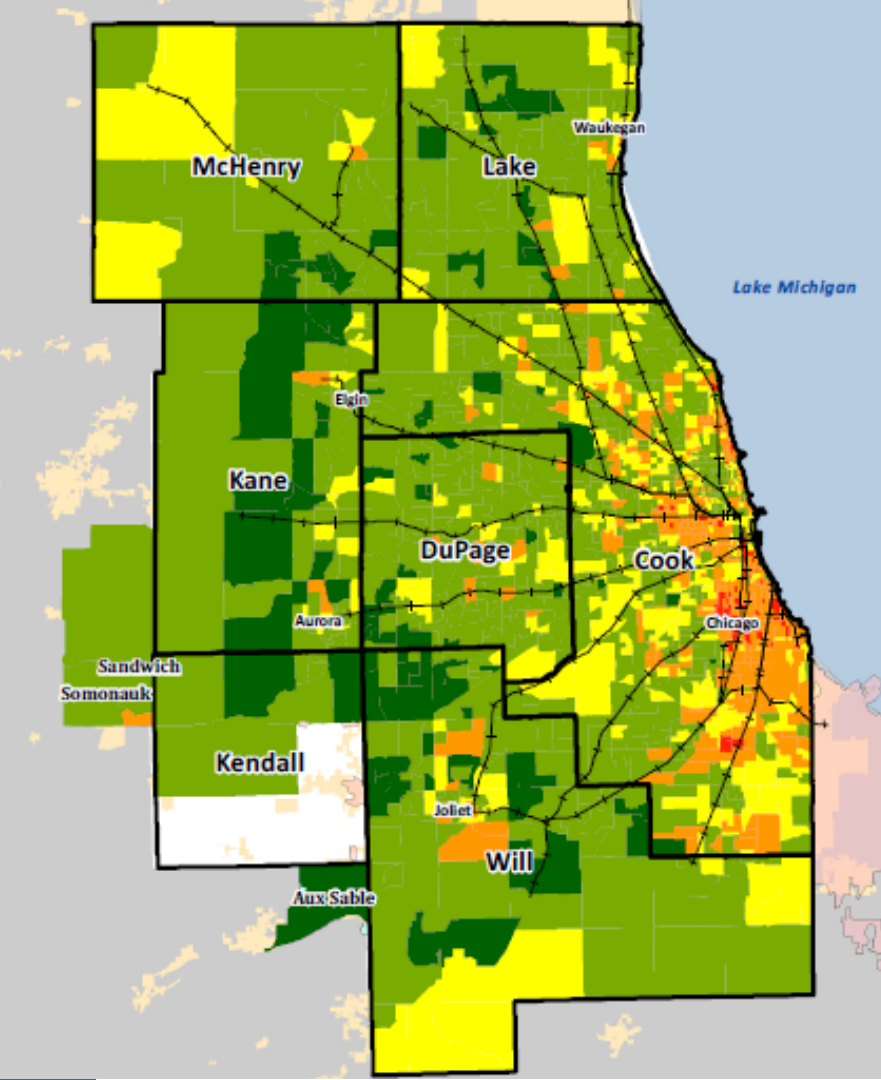
- AID
- AIM
- Access Living
- Area Agency on Aging
- City of Chicago
- City of Naperville
- Clearbrook
- CMAP
- CNT
- CTF Illinois
- Cook County
- CTA
- DuPage County
- Disability Resource Center
- Easter Seals
- IDOT
- Kane County
- Kendall County
- Lake County
- Little City
- Lyft
- McHenry County
- Metra
- Misericordia
- MPC
- Pace
- Progress Center for Independent Living
- Ray Graham
- Senior Services
- Voluntary Action Center
- TMA Lake Cook
- Will County

STAKEHOLDER AND PUBLIC INPUT

- 40+ Key Stakeholder Interviews
 - Transportation providers
 - Government representatives
 - Human service agency program coordinators
 - Advocates
- 349 Public Surveys
 - 24% mobility limited
 - 22% age 60+
- 181 driver surveys
- 35 health and economic organization surveys
- Project Advisory Committee meetings (4)

STAKEHOLDER AND PUBLIC INPUT

- Virtual focus groups
 - Two meetings in each suburban county, one meeting in Cook, and two regional meetings
 - 13 meetings with 131 attendees, average 10 per meeting
 - Topics included Mobility Needs, and Medical/Wellness Needs
 - Drilled down into Needs & Challenges, and Potential Solutions



DEMOGRAPHIC ANALYSIS

- Propensity for transit use developed from senior and poverty rates
- Population, employment and income forecasts
- Veteran, minority and disability incidence by County
- Indicators of higher need for public transit and human service transportation

- Geographic coverage & analysis of gaps
- Weekday, evening, and weekend service availability
- Variety of regional/municipal services by type to support diverse riders
- Agency overlap and ability to share service features or consolidate functions



EXISTING AND EMERGING MOBILITY NEEDS AND SERVICE GAPS

Area	High Priority for Coordinated Transportation	Moderate Priority for Coordinated Transportation	Low Priority for Coordinated Transportation
1. Pace/Township Co-Sponsored Service	<u>59%</u>	41%	0%
2. Pace-Sponsored Communications	29%	<u>59%</u>	12%
3. Municipal-Sponsored Services	24%	<u>65%</u>	12%
4. Travel Training Challenges	24%	<u>47%</u>	29%
5. Information Challenges	41%	<u>47%</u>	12%
6. Unserved/Underserved Areas/Populations	<u>76%</u>	24%	0%
7. HSA Client Transportation Programs	<u>53%</u>	35%	12%

RECOMMENDED GOALS AND STRATEGIES TO MEET NEEDS

1. Establish mobility management and travel training networks
2. Expand service areas and hours
3. Coordinate fare media and implement capped fares for certain trips
4. Coordinate volunteer driver support programs
5. Improve access to suburban jobs for residents with low incomes
6. Expand consolidated vehicle procurement types
7. Explore collaboration/consolidation of similar services
8. Establish a regional 1 call/1 click service
9. Create an accessibility infrastructure database

GOAL 1: ESTABLISH MOBILITY MANAGEMENT AND TRAVEL TRAINING NETWORKS



Objectives: Provide a regionally supported and coordinated network of full-time county mobility managers and build on travel training education. Provide equity and facilitate complete integration into the community.

Needs Addressed: Limited-service discovery or information tools, inconsistencies across counties, confusion caused by differing eligibility and service area requirements, travel training opportunities are limited and/or underutilized.

GOAL 2: EXPAND SERVICE AREAS AND HOURS



Objectives: Implement/Expand point-to-point service. Extend service area boundaries. Extend hours of operation. Implement needs-based transportation planning.

Needs addressed: COVID; public/private partnership opportunities; unserved/underserved populations and areas; early morning, late-night, weekend service options.

GOAL 3: COORDINATE FARE MEDIA AND IMPLEMENT CAPPED FARES



Objectives: Implement capped fares for inter- and intra-county dial-a-ride/demand response trips. Implement shared or common fare media for all providers in the region. Potentially expand use of Ventra beyond ADA paratransit.

Needs addressed: Confusion about fares when using different providers or making multi-jurisdiction trips; getting rid of paper vouchers.

GOAL 4: COORDINATED VOLUNTEER DRIVER SUPPORT PROGRAMS



Objectives: Provide long-distance, evening, and weekend trip options to fill gaps using more cost-effective volunteer drivers.

Needs addressed: Long trips from rural areas and service after normal transit hours.

GOAL 5: IMPROVE ACCESS TO JOBS FOR PEOPLE WITH LOW INCOMES



Objectives: Implement transit-oriented development on a neighborhood scale. Conduct a microtransit study for reverse commuters and build upon private sector bike-share and scooter services.

Needs addressed: Poor access to suburban and urban jobs for low-income populations.

GOAL 6: IDOT EXPAND CONSOLIDATED VEHICLE PROCUREMENT VEHICLE TYPES



Objectives: Infuse right-sized vehicles into state-provided fleet mix to expand accessibility and meet flexible travel demand and social distancing needs for riders.

Needs addressed: Expanded vehicle options for CVP program.

GOAL 7: EXPLORE COLLABORATION OR CONSOLIDATION OF SIMILAR SERVICES



Objectives: Examine potential for collaboration among municipal transportation programs. Examine the potential for collaboration among agencies serving individuals with developmental disabilities.

Needs addressed: HSA clients need higher level of assistance; agencies serving people with disabilities may have operational overlap. Fragmented municipal DAR services do not meet travel demand.

GOAL 8: ESTABLISH A REGIONAL 1 CALL / 1 CLICK SERVICE



Objectives: Trip service discovery and planning services with up-to-date information, trip planning service, booking assistance, links to trip booking, and payment services for the region.

Needs addressed: Limited, outdated and inconsistent service discovery/information tools.

GOAL 9: CREATE AN ACCESSIBILITY INFRASTRUCTURE DATABASE



Objectives: Provide older adults and individuals with disabilities useful infrastructure information for accessing transit. A database with information about the path of travel to transit.

Needs addressed: Insufficient information on path-of-travel obstacles and safety.

IMPLEMENTATION

- Regional document that includes many implementors
- RTA's applicable tool is the Section 5310 Program
- Call for Projects focus on recommendations from the HSTP



SECTION 5310 PROGRAM CHANGES



- Expanded Project Selection Committee
- Revised scoring criteria
- Regional Mobility Management
- Coordination study for Human Service Agencies
- Subrecipient accountability
- Program Management Plan

SECTION 5310 CALL FOR PROJECTS



- FY2020-2021
- Combined two-year cycle
- \$9,511,506 funding available
- Call opens March 22
- Applications due April 22
- Board approval in August

QUESTIONS?

Heather Mullins, AICP

Division Manager, Local Planning and Program Management

Regional Transportation Authority

312-913-3244

mullinsh@rtachicago.org

8c. ORDINANCE AUTHORIZING A CONTRACT FOR OPERATIONS OF THE RTA ADA PARATRANSIT CERTIFICATION & TRAVEL TRAINING PROGRAMS

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8d. ORDINANCE AUTHORIZING A CONTRACT AMENDMENT WITH GRANICUS, LLC FOR BOARD MEETING SERVICES



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8e. ORDINANCE AUTHORIZING A SETTLEMENT FOR UNBILLED TRANSIT BENEFIT REFUNDS



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8f. APPROVAL OF TRAVEL EXPENSE REIMBURSEMENT(S)



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9. NEW BUSINESS

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NEXT MEETING AND ADJOURNMENT

The next meeting of the RTA Board of Directors is scheduled for Thursday, April 15.

We will advise you of the location or virtual nature of this meeting as the date approaches and the status of the COVID-19 situation is updated.

STAY CONNECTED



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