RTAChicago.org

MEETING OF THE RTA BOARD OF DIRECTORS NOVEMBER 19, 2020

Welcome!

Meeting Starts at 9 a.m.

Meeting Agenda

@ RTAChicago.org/about-us/boardmeetings

Regional Transportation Authority

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

Regional Transportation Authority

PLEDGE OF ALLEGIANCE

Regional Transportation Authority

RTA BOARD OF DIRECTORS MEETING

2. ROLL CALL

3. APPROVAL OF MINUTES

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4.
PUBLIC COMMENT

Public comments were accepted online in advance of this meeting.

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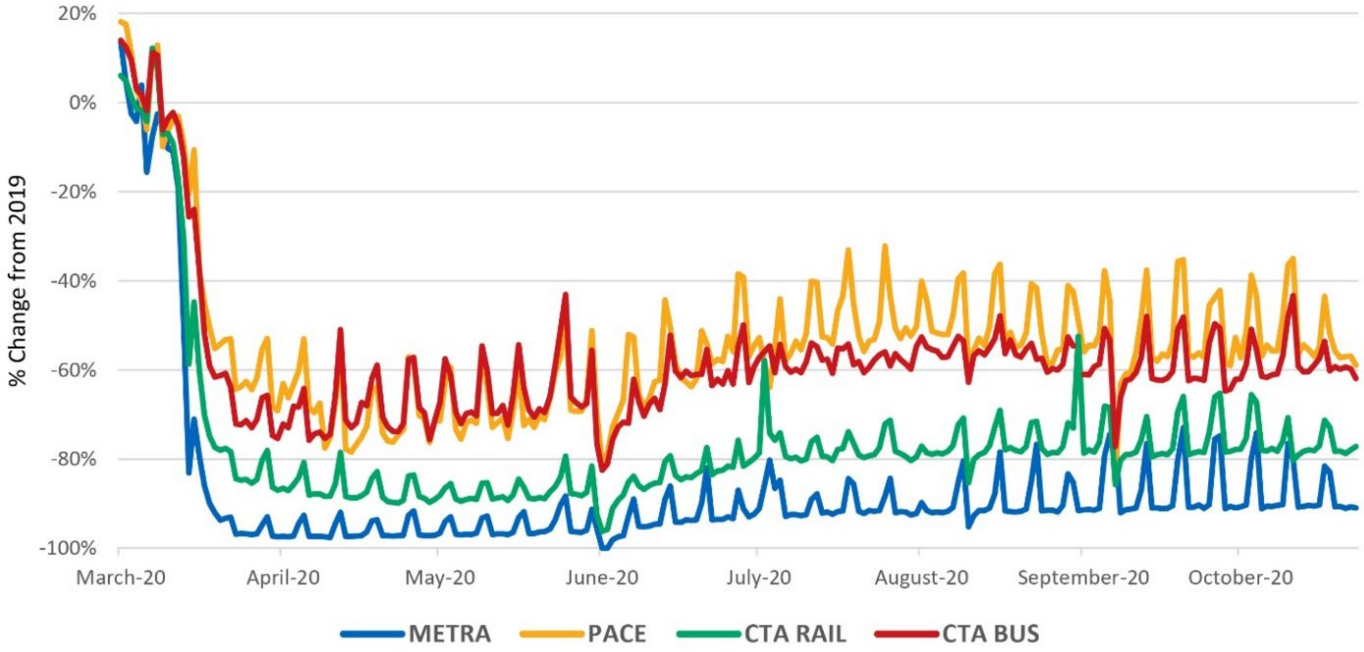
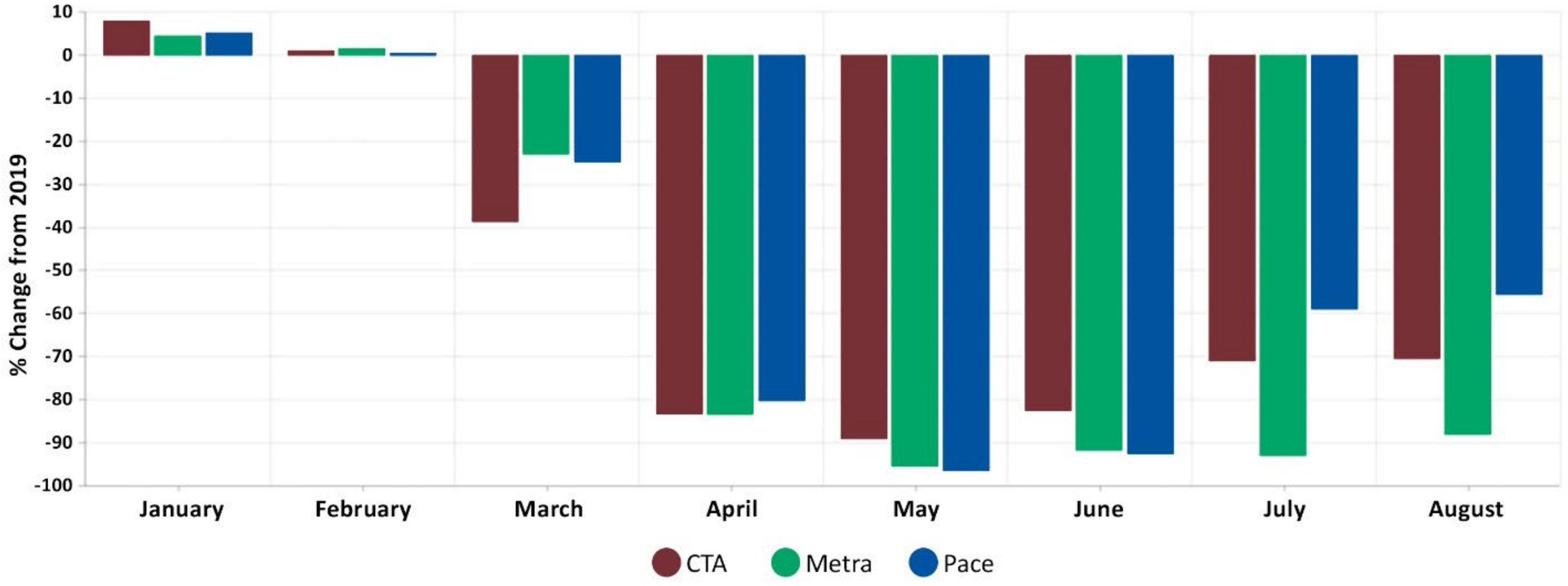
5.
EXECUTIVE DIRECTOR’S REPORT

Regional Transportation Authority

RIDERSHIP STATUS, 2020



FAREBOX REVENUES, 2020



Regional Transportation Authority

BUDGET OVERVIEW

- **Proposed 2021 regional operating budget:** $3.02 billion
  - $157.4 million less than the pre-COVID 2020 plan
  - That 5% reduction reflects pandemic's effects
- **Proposed five-year capital program:** $6.351 billion

THREE-STEP STRATEGY

STEP 1 — October - December 2020

Adopt a 2021 budget that reflects the realities of this current crisis.

STEP 2 — January - June 2021

Execute the 2021 budget and make decisions as needed to sustain transit during a time of uncertainty.

STEP 3 — May 2021

Engage in strategic recovery planning and consider how to reinvent transit in the region, with an outlook of 2023 and beyond.

Regional Transportation Authority

BOLD THOUGHTS AND ACTIONS

- As a region, we must ensure that our transit system continues to serve its riders reliably, even in the absence of additional relief funding.
- And while weathering the difficult year ahead — by anticipating, understanding, and confronting challenges of this deadly pandemic — we must also reinvent our transit system so it can adapt for the region's long-term future.

GOVERNMENT AFFAIRS UPDATES

Regional Transportation Authority

STATE DELINQUENCY FIGURES

Month	Amount Delinquent
October	$190.8 million
September	$238.1 million
2020 Cost of Short-Term Borrowing YTD	$4.3 million
2019 Cost of Short-Term Borrowing	$5.2 million
Short-Term Borrowing Authority	$400 million
Outstanding Short-Term Borrowing	$150 million

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6.
INFORMATION ITEMS

Regional
Transportation
Authority

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6a. PRESENTATIONS AND DISCUSSION OF 2021 AGENCY BUDGETS WITH THE CTA, METRA, PACE AND RTA

Regional Transportation Authority

Pace 2021 Budget

2020 Suburban Budget Overview
(in thousands)

	2020 Original Budget	2020 Amended Budget	2020 Estimate	Variance to Amended Budget
Operating Revenue	$56,582	$26,907	$33,093	$6,186
Total Operating Expenses	$239,941	$239,941	$221,144	$18,797
Funding Requirement	$183,359	$213,034	$188,051	$24,983
Public Funding	$183,359	$129,929	$156,344	$26,415
Net Funding Available*		($83,105)	($31,707)	$51,398

* CARES funding will be used to close Net Funding gap.

2021 Budget and Three-Year Plan
(in thousands)

	2020 Estimate	2021 Budget	2022 Plan	2023 Plan	2020 – 2023 Total
Operating Revenue	$33,093	$38,184	$40,941	$43,751	$155,969
Operating Expenses	$221,144	$239,388	$249,559	$260,531	$970,662
Funding Requirement	$188,051	$201,204	$208,618	$216,780	$814,653
Public Funding	$156,344	$146,983	$152,925	$157,071	$613,323
Net Funding Available	($31,707)	($54,221)	($55,693)	($59,709)	($201,330)
CARES Drawdown	$31,707	$54,221	$26,829	$ -	$112,757
Shortfall After CARES	$ -	$ -	($28,864)	($59,709)	**($88,573)**

pace

ADA Paratransit Budget Overview
(in thousands)

	2020 Original Budget	2020 Estimate	Variance to Original Budget	2021 Proposed	Change 2020 to 2021
Operating Revenue	$14,058	$8,079	($5,979)	$9,298	15.09%
Total Operating Expense	$195,315	$168,905	$26,410	$174,977	3.59%
Funding Requirement	$181,257	$160,826	$20,431	$165,680	3.02%
Public Funding*	$181,257	$160,826	$20,431	$165,680	3.02%

* 2020 Public Funding includes $31.4M drawdown of ADA Paratransit Fund.

Five-Year Suburban Capital Program

(in thousands)

Uses of Funds	2021	2022	2023	2024	2025	Total
Rolling Stock	$73,430	$45,249	$45,925	$46,617	$ -	$211,224
Elec./Signal/Comm.	$1,414	$3,693	$2,972	$4,350	$ -	$12,429
Support Fac./Equip.	$25,900	$10,000	$38,350	$3,500	$ -	$77,750
Stations/Pass. Fac.	$2,650	$2,800	$14,000	$44,475	$ -	$63,925
Miscellaneous	$2,400	$1,000	$1,000	$1,000	$ -	$5,400
Total	$105,794	$62,742	$102,250	$99,942	$ -	$370,728
Sources of Funds	**2021**	**2022**	**2023**	**2024**	**2025**	**Total**
Federal 5307/5339	$44,580	$45,249	$45,928	$46,617	$ -	$182,374
State Bond	$48,550	$4,750	$43,500	$41,975	$ -	$138,775
PAYGO	$11,350	$11,350	$11,350	$11,350	$ -	$45,400
RTA ICE	$1,314	$1,393	$1,472	$ -	$ -	$4,179
Total	$105,794	$62,742	$102,250	$99,942	$ -	$370,728

Five-Year ADA Paratransit Capital Program

(In Thousands)

2021	2022	2023	2024	2025	Total
$4,000	$4,000	$4,000	$3,800	$ -	$15,800

Technology/Communications: Upgrades to Trapeze scheduling system, TripCheck online/smartphone booking, notifications, and Ventra payment incorporation.

Transfer Locations: A location adjacent to Northwest Transportation Center in Schaumburg will begin in 2021, with additional locations planned in the future.

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Heroes moving heroes.
We thank our front line employees.
SAFETY
SERVICE
TRANSPARENCY

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2021 CTA BUDGET OVERVIEW

2021 PROPOSED BUDGET OVERVIEW

- CTA's 2021 Operating Budget is $1.645B
- Proposed budget is dependent upon additional Federal stimulus funding
- CTA continues to:
  - Deliver normal service despite the impact on ridership and revenues due to COVID-19 pandemic
  - Derive efficiencies on budget line items ($168M since 2015)
  - Operate within budgeted expense levels even though COVID-19 increased certain costs

2020 BUDGET FORECAST IS BALANCED DUE TO CARES

$ in Thousands

	2020 Budget	2020 Forecast
Operating Expenses		
Labor	$ 1,133,287	$ 1,136,119
Material	74,686	76,252
Fuel	44,376	39,671
Power	32,639	27,699
Provision for Injuries and Damages	22,000	22,000
Purchase of Security Services	20,445	20,163
Other Expenses		
Pension Obligation Bonds (Net)	109,396	106,626
Contractual Services	107,428	108,550
Utilities, Non-Capital Grant, Travel, Leases, Other	24,209	19,113
Other Debt Service	2,000	6,517
Other Expenses Total	243,032	240,806
Total Operating Expenses	**$ 1,570,466**	**$ 1,562,710**
System Generated Revenue		
Fare and Passes	$ 585,660	$ 221,479
Reduced Fare Subsidy	14,606	14,606
Advertising, Charter & Concessions	39,852	22,149
Investment Income	3,000	1,553
Statutory Required Contributions	5,000	5,000
Other Revenue	47,538	37,315
System Generated Revenue	**$ 695,657**	**$ 302,102**
Public Funding		
Sales Tax I	$ 409,156	$ 323,505
Sales Tax II	59,879	56,509
PTF II	72,819	60,793
RETT	68,630	49,426
PTF II on RETT	16,729	12,027
Non-Statutory Funding	241,198	199,268
ICE	6,398	5,142
Public Funding	**$ 874,809**	**$ 706,669**
CARES Draw	**$ -**	**$ 553,939**
Budget Balancing Actions	**$ -**	**$ -**
Total Operating Revenue	**$ 1,570,466**	**$ 1,562,710**
Balance	**$ (0)**	**$ -**

- CTA forecasts a deficit of $553.9M for 2020 driven from the impact of COVID-19, which will be funded with CARES Act revenues
- CTA's forecasted revenues are $565M unfavorable to 2020 budget
  - Fare revenue is lagging budget ($397M) driven by ridership reduction of 57%
  - Public funding is lagging budget ($168M) based on revised marks provided by RTA
- CTA's expenses are forecast to be $7.8M favorable to budget for 2020

Other Revenue includes rentals, property sales, non-capital grants, Park-n-Ride, Build America Bond subsidy payments and miscellaneous revenues and the new ride-hailing fee imposed by the City of Chicago.

HISTORIC OPTIONS TO CLOSE BUDGET GAPS ARE ADJUSTING SERVICE OR INCREASING FARES

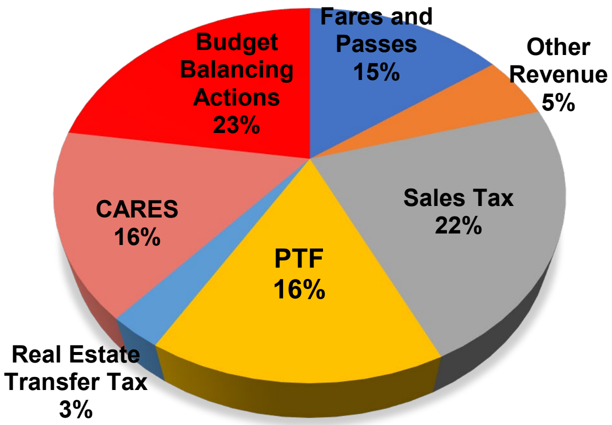
Revenues

- CARES funding will be exhausted next year
- Additional $372M of budget balancing actions needed to close the gap
- State may further cut revenues

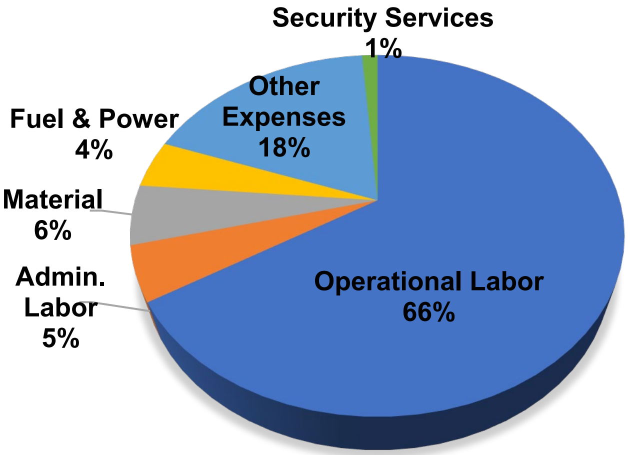
Expenses

- Fixed based on service levels (90% of workforce is union)

2021 Operating Revenues
$1.645B



2021 Operating Expenses
$1.645B



EFFECTIVENESS OF TRADITIONAL OPTIONS TO CLOSE A BUDGET GAP IS GREATLY DIMINISHED IN A PANDEMIC ENVIRONMENT

- CTA has identified over $168M of budget efficiencies since 2015
  - CTA has also achieved $330M of budget efficiencies since 2011

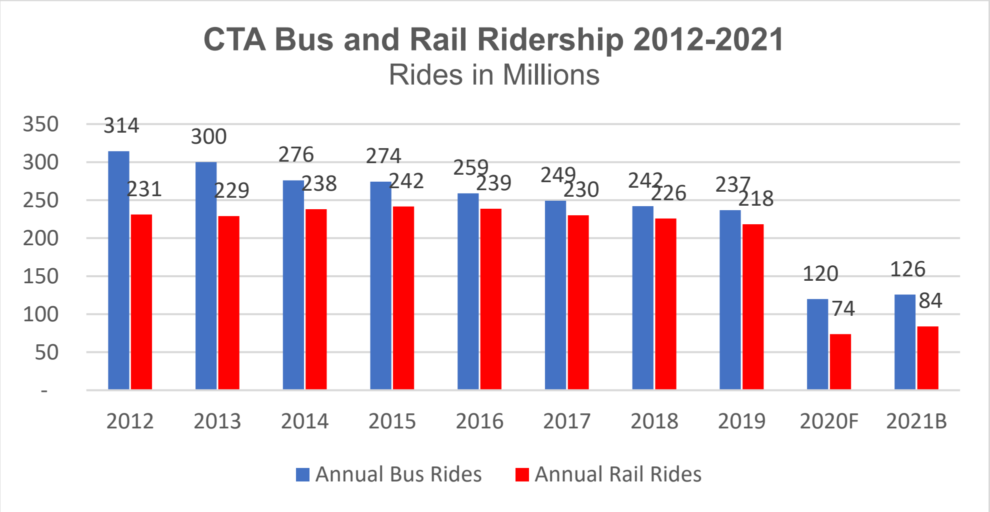
- CTA continues to aggressively manage its budget
  - Restrict hiring on vacant positions
  - Seek union concessions in 2021
  - Lock in power costs at historically low market prices
  - Align capital uses with capital funding sources
  - Achieved $25M of interest cost savings in 2020 and 2021 through refinancing bonds

- Historically, CTA has been able to close budget gaps with a fare increase or service adjustments
  - A fare increase would only generate $5M/year vs. $20-25M pre-Covid
  - Dramatic reductions would be needed to close the estimated gap of $372M

CURRENT RIDERSHIP & SERVICE

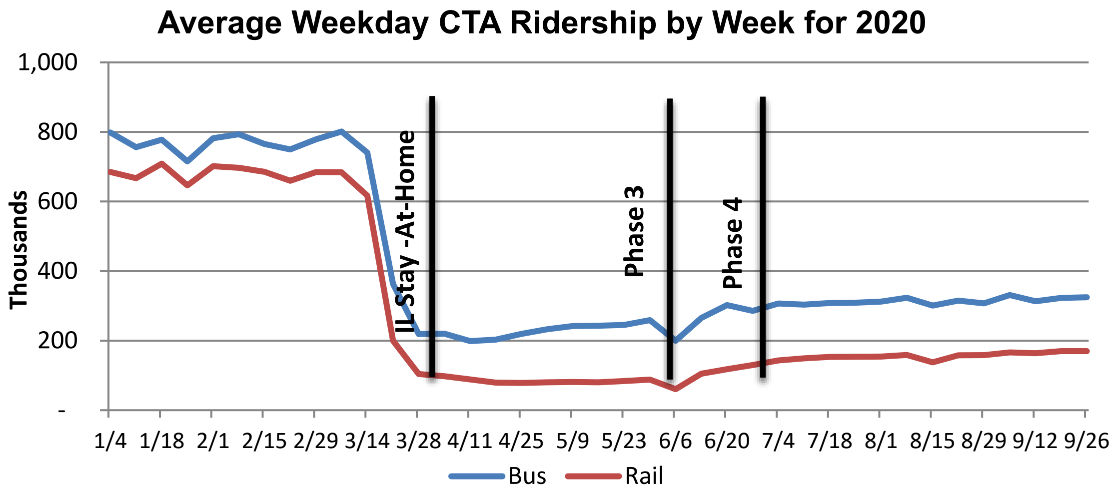
RIDERSHIP TRENDS

- CTA's ridership peaked in 2012 and has dropped each year since, resulting in a net loss of 17% or 90.4M rides from 2012-2019
- Ridership is down an average of 2.5% between 2012 through 2019
- Covid-19 is forecasted to result in a ridership decline of 261M rides in 2020, 57% below 2019
- 2021 ridership expected to rebound 8% (or 35M rides) to 210M, which is still is 54% below 2019
  - Assumes continued gradual reopening of the economy



AVERAGE RIDERSHIP HAS INCREASED IN PHASES 3&4, BUT CHANGES HAVE NOT BEEN EVENLY DISTRIBUTED

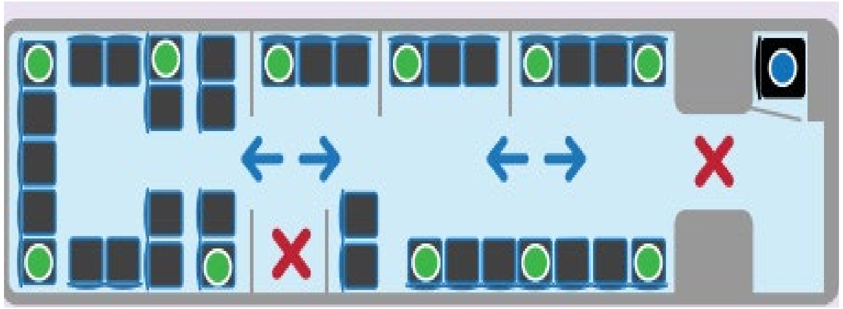
- Bus routes on the south and west sides of the City have retained almost two thirds of their ridership
- Bus routes in the downtown have retained less than one third of their ridership
- A recent ridership survey shows that during the first few months of the pandemic, transit service was critical for healthcare workers and to access food and other essential items during the stay-at-home order



CTA SERVICE

- Throughout the pandemic, CTA has maintained the highest levels of service to minimize crowding and optimize social distancing
  - Operating more than 22,000 bus trips and 2,300 train trips each day
  - Add extra buses to address occasional crowding on routes
  - Run longer buses and trains where possible

- CTA, in coordination with CDPH, established rider capacity limits for buses and rail cars
  - 15 passenger limit for 40' buses
  - 22 passenger limit for articulated buses and each train car



CONTINUAL MONITORING AND SERVICE ADJUSTMENTS

- CTA continues to review ridership trends to manage service and respond to our ridership, where possible:
  - Adjusted the assignment of articulated buses (60’) to high ridership routes as ridership has shifted through summer and fall
  - Scheduled extra service on the heaviest bus routes
  - Running maximum train lengths on all rail lines
  - Real time monitoring of rail stations cameras – reviewing camera feeds for crowding/social distancing issues and making announcements to remind customers to follow public health guidance
  - Social distancing messaging throughout the system and direct customer communication
  - Implemented a pilot for pop-up essential bus lanes on 79th Street and Chicago Avenue
- ICE funding will be used to address these COVID-19 mitigation efforts

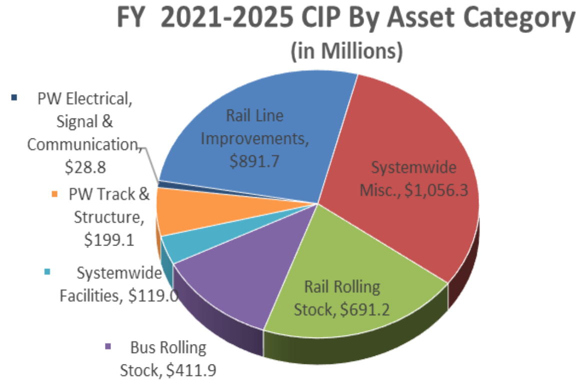
CURRENT AND ONGOING MEASURES

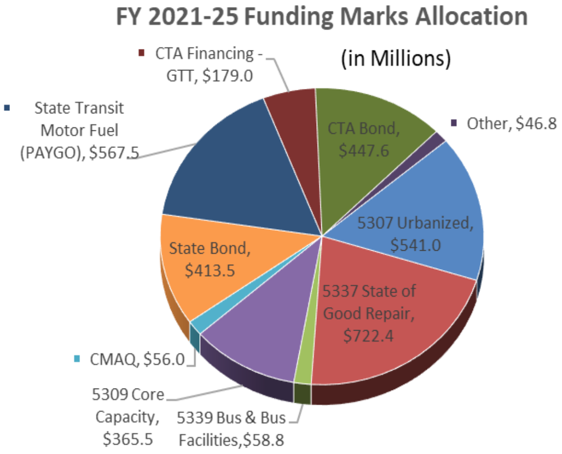
- CTA has aggressive vehicle and station cleaning protocols that will continue throughout the duration of this pandemic
- CTA also requires riders to wear masks on the system and regularly communicates social distancing messages throughout our system in signage and audio announcements
- All bus operators are protected by a plastic, glass, or plexiglass shield
- Signs and messages on vehicles and in stations reinforce masks & distancing
- CTA has created both Bus and Rail Ridership Dashboards to allow customers to look up information about when the least crowded service is available

PROPOSED FY 2021 – 2025 CAPITAL IMPROVEMENT PROGRAM

2021-2025 CAPITAL IMPROVEMENT PROGRAM

- Program Size
  - 2021-2025 CIP is $3.4B
- Funding Sources
  - Federal Funds
  - State Bonds
  - State Pay-Go Funds
  - CTA Bonds
  - FY 2025 Federal formula and State pay-go funds have not yet been allocated to the Service Boards
- Types of Projects Funded
  - Major Rail Line Projects (RPM, RLE & YNB)
  - Bus and Rail Fleet Modernization
  - All Stations Accessibility Program
  - State of Good Repair Projects
- Economic Impact to CTA and City
  - CTA capital program drives economic development throughout the City and is important for economic recovery





MAJOR CAPITAL PROJECTS

The Authority will continue to make investments on three transformational projects: **Your New Blue** (YNB) $492M, **Red Line Extension** (RLE) $2.3B and **Red Purple Modernization** (RPM) $2.1B.

YNB is a $492M project of track and station improvements along a 12.5 mile stretch of the O'Hare Branch of the Blue Line.

Project Status:
- Station Work – Improvements have been made to all 14 targeted stations from Grand to Cumberland. (completed)
- Track & Structure - Milwaukee Elevated Track Improvement (completed)
- Traction Power - East Lake and Milwaukee Substation Upgrades (completed)
- Signal Work - Replacement between O'Hare and Jefferson Park (ongoing thru 2021)
- Harlem Station Bus Bridge Reconstruction (Design 2021, Construction 2022-2024)

RLE's total project cost is estimated at $2.3B; current CIP funds of $328M represent the final allotment for the Project Development Phase. In total $385M is dedicated for this phase of project.

Project Status:
- Selection of the preferred alignment and public outreach (completed)
- Awarded Program Management Contract (completed)
- Hired a Project Engineering Consultant to complete the Final EIS and PE work
- Awarded a contract to commence work efforts on the RLE Transit Supportive Development Comprehensive Plan

RPM Phase One is a $2.1B project that will improve capacity, travel time, ride quality and safety on one of CTA's highest ridership corridors.

Project Status:
- Land acquired - Construction
- Design/Build Contract Award was completed in Dec. 2018
- Public Outreach Meetings are being held to keep the Public and Business community informed – Ongoing
- Design work continues, pre-stage work continues to support train operations during phased construction of the new structure, tracks and stations in the Lawrence to Bryn Mawr area

BUS & RAIL FLEET MODERNIZATION

- Bus Rolling Stock
  - Purchase 600 new Standard Buses.
  - New Electric Buses
  - Mid-life overhaul of 100 Artic buses (4300 Series)
  - Life Extending Overhaul on 430 Standard New Flyer buses
  - Continue Capital Maintenance Program

- Rail Rolling Stock
  - New 7000 Series Rail Cars
  - Quarter-Life Overhaul 5000-Series rail cars
  - Continue Capital Maintenance Program
  - Purchase Four Diesel Locomotives

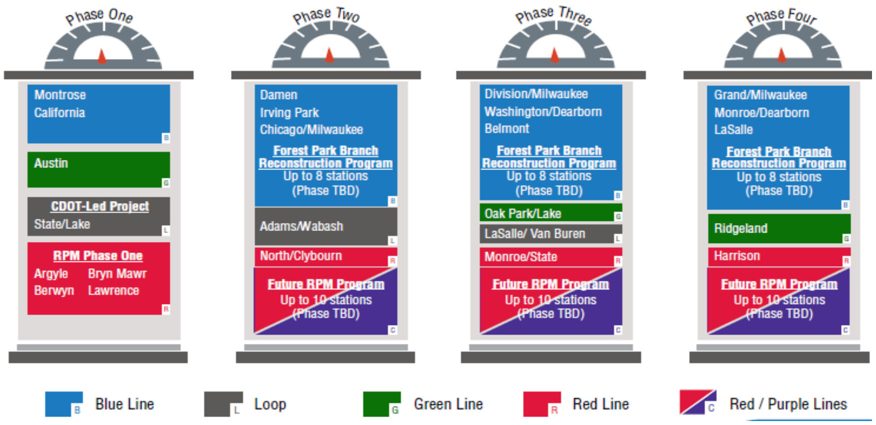
cta

ALL STATIONS ACCESSIBILITY PLAN (ASAP)

- Comprehensive 20 Yr. Program to make All Stations vertically accessible
  - Remaining 42 of 145 stations to be made accessible
- Phase One of the Plan includes 9 stations to be made fully accessible
  - Four Red Line Stations that include Lawrence, Argyle, Berwyn, and Bryn Mawr will be reconstructed and made fully accessible as a part of the RPM project investment $2.2B.
  - Austin Green Line Station - $25.8M
  - California Blue Line Station - $30.3M
  - Montrose Blue Line Station - $17.0M
  - State/Lake Elevated Station (CDOT Managed) - $60.0M
  - Racine Blue Line Station - $32.9M
  - Elevator Replacement Program replace/rehab up to 20 elevators - $20.3M

"With Phase One Underway the Long Term Implementation is Planned for in Multiple Phases"

Twenty-year implementation strategy**



METRA 2021 BUDGET

Presented by Jim Derwinski CEO/ED

Operating Budget Highlights

- No fare increase
- The operating budget:
  - Is balanced (with a reduced schedule and $70M in cost reduction actions or further federal aid in 2021)
  - Will need significant increase in revenues as riders return
    - Physical distancing considerations
    - Changing in ridership patterns

Metra's Situation ($ millions)

	2020 Budget	2020 Forecast	2021 Budget	2022	2023
System revenues	$407.1	$151	$158	$275	$338
Sales taxes	$420.3	$355	$336	$357	$378
CARES Act		$222	$206	$51	$0
Other		$7			
Total	$827.4	$735	$700	$683	$716
Projected Ridership (% of pre-COVID)		20%	50%		80%
Allowable expenses		$735	$700	$678	$702
$92.4 million in service reductions, other cost savings					
Cost to run regular schedule		$827	$855	$883	$912
Shortfall			$155	$205	$210

$570 Total

Metra

2021 Expenses ($ millions)

Operating expenses – 2020 budget		$827.4
Service reductions, other cost savings		(92.4)
Operating expenses – 2020 yearend forecast		$735.0
Operating expenses – 2021 changes		
Inflation and other contractual increases	$27	
Efficiencies	($2)	
PTC & other net adds	$10	
Total		$35
Operating Expenses – 2021 total		$770
Targeted cost reductions/additional aid		($70)
2021 budget operating expenses		**$700**

Strategy moving forward

- Stretch CARES funding into 2022
- Lobby for additional COVID relief funding
- Provide greater mobility options
- Be ready to ramp up service levels as ridership patterns will change
- Explore new fare options, such as $10 All-Day Pass

Service Restoration Principles

- Provide consistent and frequent service throughout the day
- Establish easily understandable and memorable service patterns
- Include new express service when possible
- Consider transfers
- Explore reverse commute and new ridership markets
- Promote regional equity

Proposed/Potential Fare Changes

Changes:	
•	New Saturday or Sunday Day Pass - February 2021
•	Weekend Pass (mobile only) – February 2021
•	Both are valid for 14 days
Potential Pilot Projects Being Explored:	
New Welcome Back Program/Promotion	
New Multi-Day Passes	
New Off-Peak Pricing	
New Loyalty Program	

Metra

My Metra Marketing Initiative

- An internal and external effort to tap into the passion and dedication of employees and remind riders of Metra's importance in their lives
- Advertising on television, radio, streaming radio, outdoor billboards, social media, website, direct mail and more
- First ads show off cleaning efforts to remove uncertainty so riders can "Commute with Confidence"

Metra


my
Metra
COMMUTE WITH CONFIDENCE
0:28 / 0:30

Fair Transit South Cook Pilot

FAIR TRANSIT SOUTH COOK

- Program backed by Cook County to promote regional equity
- Sets reduced fare rate for all riders on the Metra Electric and Rock Island lines
- Three-year pilot will begin in early 2021
- Also includes improvements to Pace bus service in the region

Metra

2021-2025: Capital Program Funding ($ millions)

	2021	2022	2023	2024	2025	Total
Federal Base	$189.5	$192.3	$195.2	$198.1	-	$775.1
Federal CMAQ	0.3		28.8		-	29.1
State bonds	119.1	144.9	138.1	102.6	-	504.7
State PAYGO	73.8	73.8	73.8	73.8	-	295.2
RTA ICE	3.7	4.0	4.3		-	12.0
RTA bonds			130.0		-	130.0
Total	**$386.4**	**$415.0**	**$570.2**	**$374.5**	**-**	**$1,746.1**

Capital Program Guiding Principles

- Promote regional equity
- Increase mobility
- Increase accessibility
- Increase operating efficiency
- Prioritize safety
- Reduce regional emission footprint

Metra

Major Capital Projects for 2021

Project	2021
New Railcars & Locomotives	$61.5 M
Locomotive & Car Rehabilitation	69.9 M
Stations & Parking	47.3 M
Equipment and Vehicles	34.9 M
Bridges	12.9 M
Total	**$226.5 M**

Major Capital Projects account for 58.6% of the total 2021 Capital Program.

Project Management Oversight

- PMOs are common in the construction industry and among transportation agencies
- WSP USA Inc. will help manage key areas of the capital program
- The PMO will allow Metra to hire expertise on an as-needed basis – to quickly ramp up resources to meet the higher demand, and just as quickly ramp down again

Chicago-St. Louis Passenger Rail
Program Management

Utah Transit Authority
Program Management

Massachusetts Bay Transportation Authority Program
Management/Construction Mgmt.

DELIVERS RAIL PROGRAMS

California High Speed Rail
Program Management

Washington Metropolitan Area Transit Authority
Program Management

Bay Area Rapid Transit/Santa Clara Valley
Transportation Authority Silicon Valley Ext.

Metra

Program Management Oversight Services for Capital Program

WSP Builds Teams That Exceed Metra DBE Goals

34% DBE Commitment

30% DBE Goal

Synnov Group
Excellence in Project Controls

STV

METRO strategies

MARINE TIGER TECHNOLOGIES
Business Solutions for Transportation

JLK JOHNSON LASKY KINDELIN ARCHITECTS

Ardmore Roderick

Coordinated Construction Project Control Services

FACET ENGINEERING

fm foundation mechanics

GSG CONSULTANTS, INC.
Engineers, Scientists & Construction Managers

GSG MATERIALS TESTING, INC.

wsp

2021 Bridges, Tracks and Structures

Bridge Design Funds:

- ***Grand Avenue Bridge:*** Milwaukee District North Line bridge in Chicago near Grand and Homan.
- ***Stoney Creek Bridge:*** SouthWest Service bridge near Oak Lawn.
- ***UP North Bridges –*** Design for replacement of bridges over 11 streets between Addison and Webster

Bridge Construction Funds:

- ***Milwaukee District Bridge A318:*** Milwaukee District North Line bridge north of Rockland Road in Lake Bluff.
- ***Bridge 275 – Old 96th Avenue:*** Replacement of Bridge 275 on Metra's Rock Island Line, which spans over 96th Avenue in Mokena at milepost 27.5

Metra

2021 Signal & Electrical

Substation Improvements

Replace existing traction power substations along the Metra Electric.

Milwaukee District West Line Signals

Install seven new signals between Wood Dale and Almora in a multiyear project.

Western Interlocking

Funds for Rock Island Line interlocking at Vermont & Grove in Blue Island.

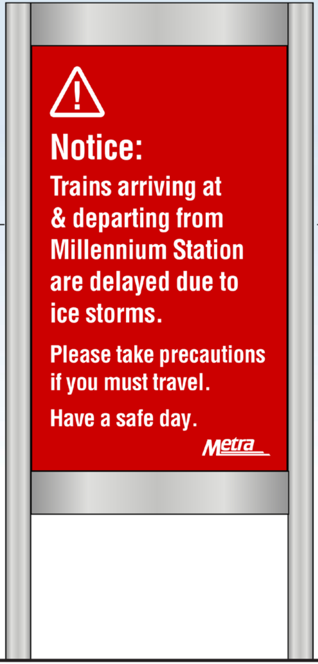
16th Street Interlocking

Install a modern solid-state automated electronic system at a junction with tracks owned by Canadian National (CN) near 16th Street in Chicago.

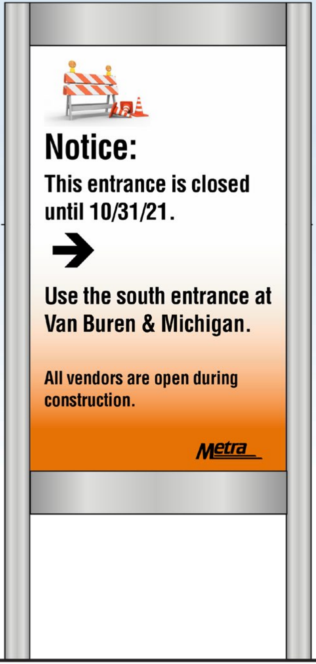
Morgan Interlocking

Construct Morgan Street interlocking on Milwaukee C&M subdivision and signal system infrastructure between Canal Street and A-2 interlocking. Chicago is providing funds for pedestrian gates.

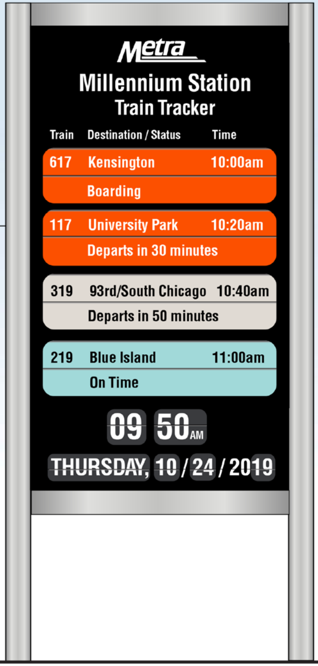
2021 Facilities & Equipment



Emergency Messaging



Construction Phasing Info



Medium Volume Train Tracking (with animation)

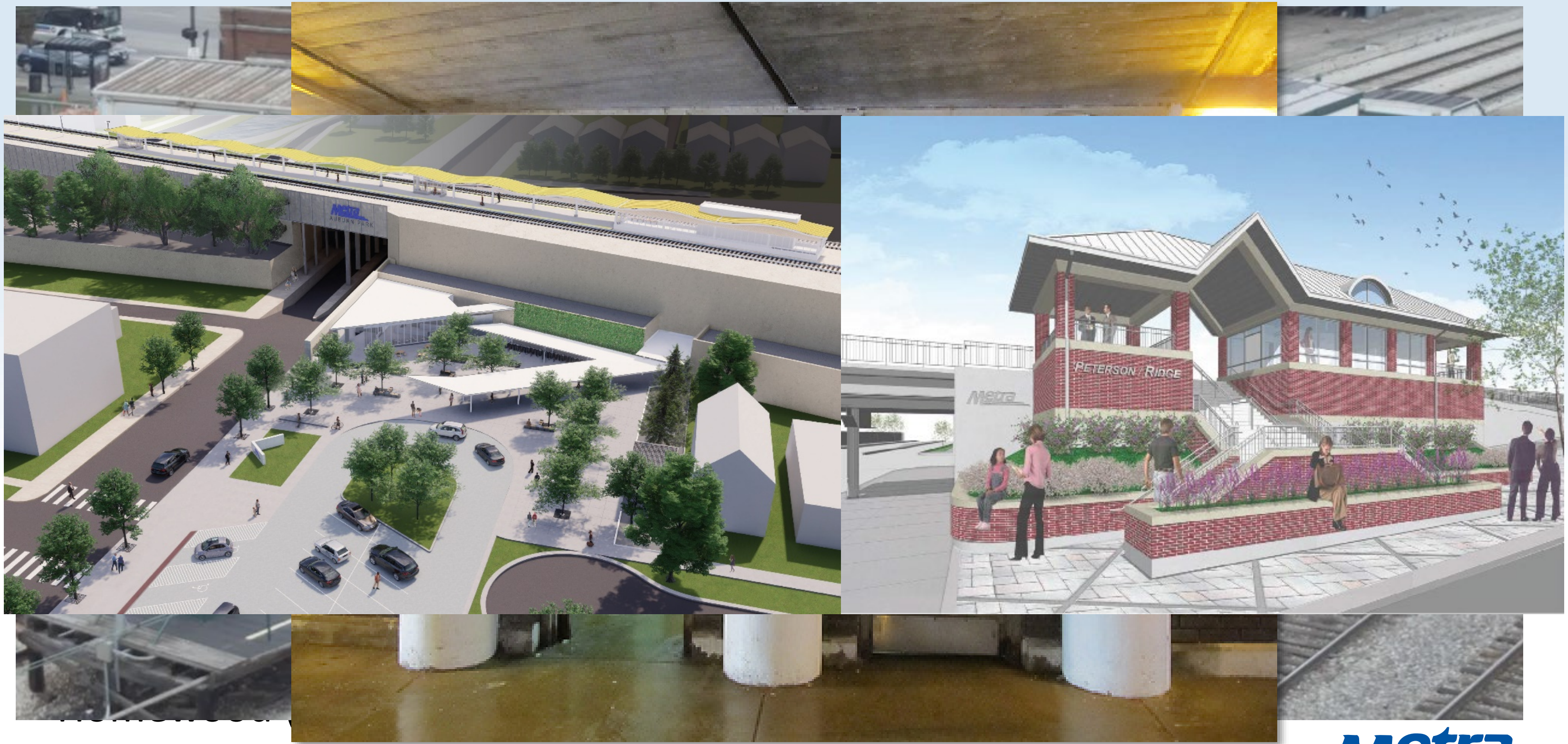
Accessible Path Info & Map

Metra

2021 Facilities & Equipment

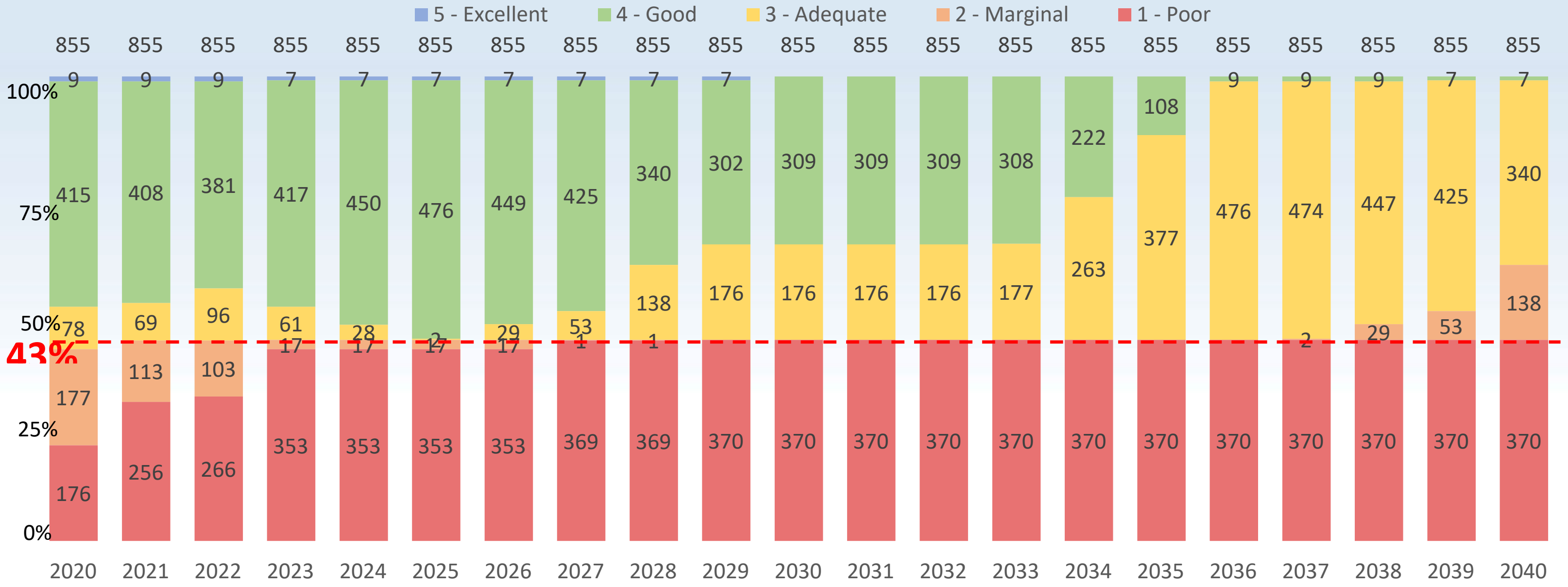
- ***Ticket Vending Machines -*** Purchase 310 ticket vending machines for key locations throughout the system.

Station Work



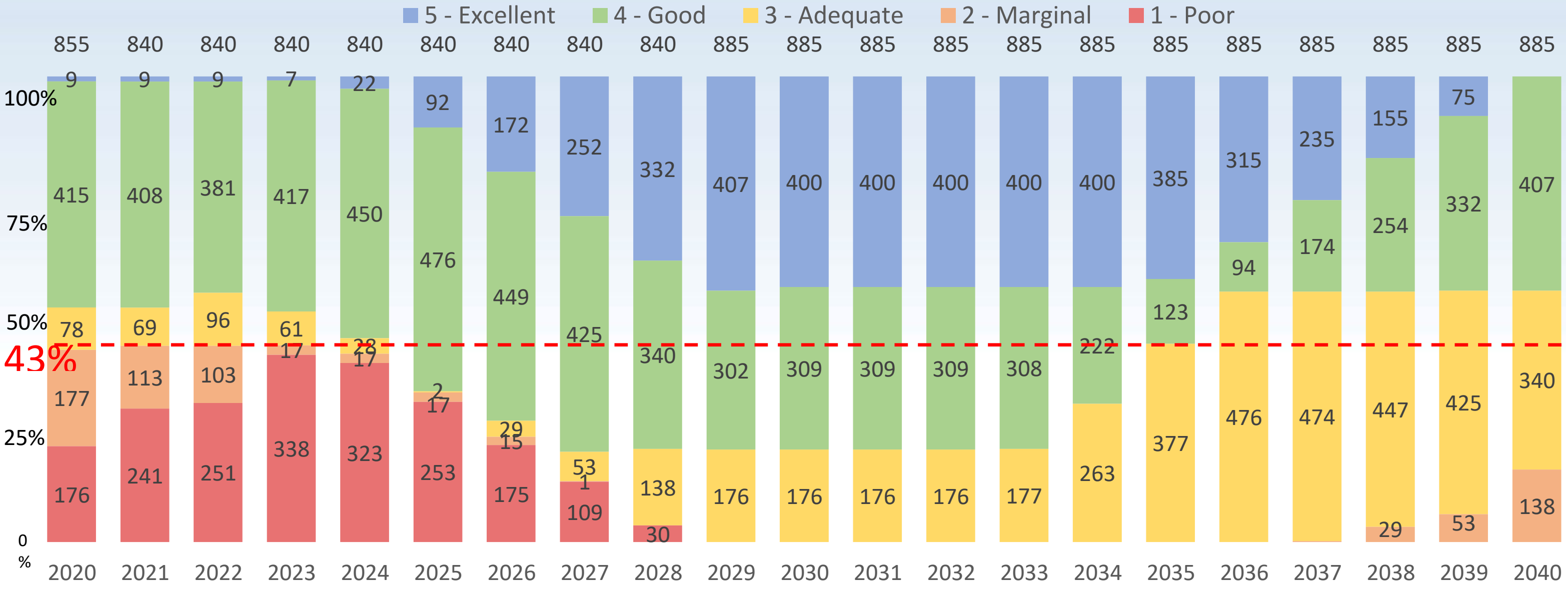
New Railcars

(without new car procurement)



New Railcars

(with new car procurement)



2021 Rolling Stock

Car and Locomotive Rehabilitation

Program includes life-extending rehabilitation of cars and locomotives.

F40/F59 Locomotive Engine Upgrade

This program upgrades locomotives to reduce diesel emissions.

DC to AC Conversion

This project will convert 54 locomotives from DC to AC traction propulsion.

Large Multiyear Projects

Metra

DBE Participation (July 2019-Sept. 2020)*

Ethnicity & Gender	Total to DBE (dollar)			Total to DBE (number)		
	Women	Men	Total	Women	Men	Total
Black American	$1.7M	$11.7M	$13.4M	6	36	42
Hispanic American	$1.5M	$32.0M	$33.5M	7	49	56
Native American	$0	$0	$0	0	0	0
Asian American	$666K	$10.7M	$11.3M	1	31	32
Asian-Pacific American	$5.5M	$8.4M	$13.9M	6	18	24
Non-Minority**	$34.8M		$34.8M	90		90
Total	$44.1M	$62.8M	$106.9 M	110	134	244

*Includes all funding sources

**Caucasian female

DBE Goal Attainment 2019-2020

	2019	2020
Federal Established DBE Goal	**21%**	**21%**
Total Overall DBE Goal Achieved	**21%**	**21%**
Non-Federal Established DBE Goal	**14%**	**14%**
Total Overall DBE Goal Achieved	**28%**	**14%**

Regional Recovery – Post-COVID

CRAIN'S CHICAGO BUSINESS

NEWS & DATA | POLITICS & OPINION | LIFESTYLE & DINING | REAL ESTATE | SPECIAL REPORTS | THIS WEEK

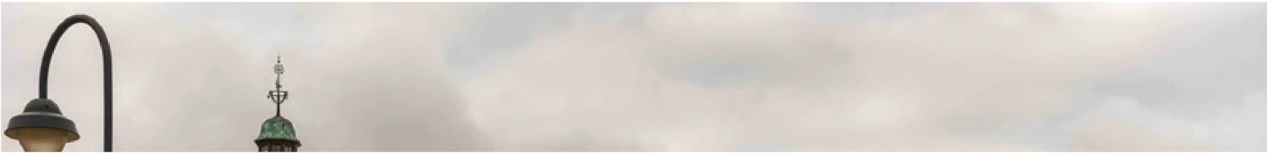
October 30, 2020 03:49 PM

Lake Forest's real estate market was dead. Then came COVID.

The very things holding the suburb back—big traditional homes far from the city—are now attractive during the pandemic.

DENNIS RODKIN

TWEET SHARE SHARE EMAIL REPRINTS PRINT



RTA Finance Committee

Questions?

Metra

RTAChicago.org

2021 RTA AGENCY BUDGET

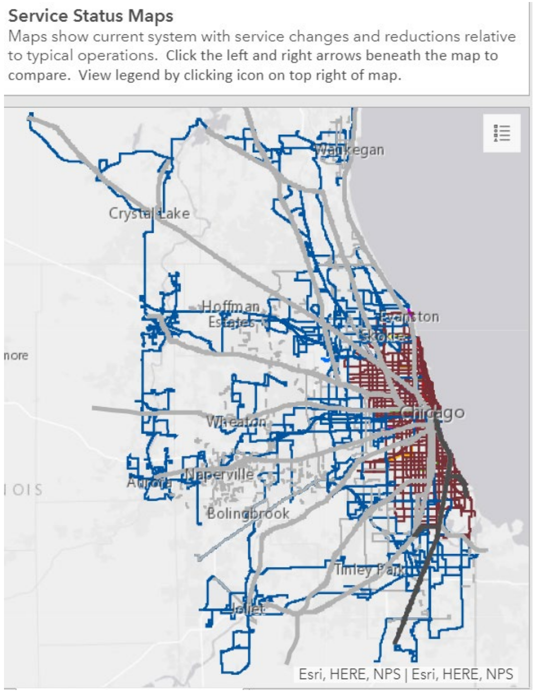
November 19, 2020

Regional Transportation Authority

OVERVIEW – 2021 RTA AGENCY BUDGET

- Focus on the goals and objectives of the RTA's Three-Step Recovery Strategy

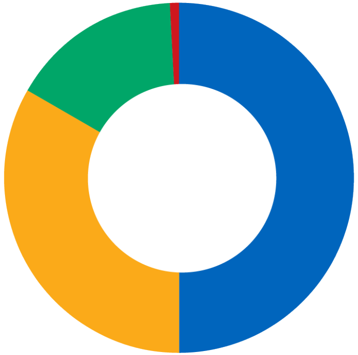
- Total budget - $38.1 million



Regional Transportation Authority

2021 RTA AGENCY BUDGETED REVENUE AND EXPENSE

REVENUES: $38.1 MILLION



- Sales Tax I: 50.0%
- CARES Act Funding: 33.3%
- Federal Grants: 15.8%
- Agency Operating Revenue: 1.0%

EXPENSES: $38.1 MILLION

- Administrative: 42.3%
- Regional Services: 39.5%
- Grant and RTA Funded Projects: 18.2%

Regional Transportation Authority

RTA AGENCY BUDGET YEAR-TO-YEAR COMPARISON (IN MILLIONS)

OPERATING BUDGET	2020 Budget	2021 Proposed Budget	Percent Change
ADMINISTRATIVE	$17.379	$16.091	-7.4%
REGIONAL PROGRAMS	$17.832	$15.594	-12.5%
BUDGET TOTAL	**$35.211**	**$31.686**	**-10.0%**

Regional Transportation Authority

RTA DBE PROGRAM

Highlights:

- Exceeded DBE goal on federally-funded contracts
- Over $2.0 million in payments to SBEs, DBE Primes and Subcontractors

Efforts to grow the Agency's DBE program:

- Outreach events and business exchanges
- On-site Vendor Networking Fairs
- Monthly GPC Forum with other agencies

Regional Transportation Authority

7.
ACTION ITEMS

RTAChicago.org

7a. RESOLUTIONS CERTIFYING FINANCIAL RESULTS - THIRD QUARTER 2020

Regional
Transportation
Authority

7a. RESOLUTIONS CERTIFYING FINANCIAL RESULTS - THIRD QUARTER 2020

YEAR-TO-DATE OPERATING REVENUE (millions)

	Actual	Budget	Variance	% Variance
CTA	$499.8	$523.5	($23.6)	(4.5%)
Metra	$270.5	$289.4	($18.9)	(6.5%)
Pace	$39.4	$39.6	($0.1)	(0.3%)
Pace ADA	$5.0	$5.4	($0.4)	(8.0%)
Total	**$814.7**	**$857.9**	**($43.1)**	**(5.0%)**

Regional Transportation Authority

7a. RESOLUTIONS CERTIFYING FINANCIAL RESULTS - THIRD QUARTER 2020

YEAR-TO-DATE EXPENSES (millions)				
	Actual	Budget	Variance	% Variance
CTA	$1,162.3	$1,185.7	$23.5	2.0%
Metra	$542.0	$585.8	$43.8	7.5%
Pace	$152.9	$179.2	$26.3	14.7%
Pace ADA	$137.0	$134.3	($2.6)	(2.0%)
Total	**$1,994.2**	**$2,085.1**	**$90.9**	**4.4%**

Regional Transportation Authority

7a. RESOLUTIONS CERTIFYING FINANCIAL RESULTS - THIRD QUARTER 2020

YEAR-TO-DATE OPERATING DEFICIT (millions)				
	Actual	Budget	Variance	% Variance
CTA	($662.4)	($662.2)	($0.2)	(0.0%)
Metra	($271.6)	($296.4)	$24.8	8.4%
Pace	($113.5)	($139.7)	$26.2	18.7%
Pace ADA	($132.0)	($128.9)	($3.1)	(2.4%)
Total	**($1,179.5)**	**($1,227.2)**	**$47.7**	**3.9%**

Regional Transportation Authority

7a. RESOLUTIONS CERTIFYING FINANCIAL RESULTS - THIRD QUARTER 2020

YEAR-TO-DATE RECOVERY RATIOS					
	Without CARES	CARES $	With CARES	Budget	Variance
CTA	27.7%	$251.9	53.0%	53.9%	(0.8)
Metra	25.2%	$144.4	53.8%	53.0%	0.8
Pace	20.7%	$15.8	32.8%	28.5%	4.3
Pace ADA	8.9%	$0.0	8.9%	9.5%	(0.5)
Total	**25.6%**	**$412.2**	**50.4%**	**50.1%**	**0.3**

Regional Transportation Authority

7b. TRAVEL EXPENSE REIMBURSEMENTS

8.
NEW BUSINESS

Regional
Transportation
Authority

NEXT MEETING AND ADJOURNMENT

The next meeting of the RTA Board of Directors is scheduled for Thursday, December 17.

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.

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