

MEETING OF THE RTA BOARD OF DIRECTORS AUGUST 19, 2021

Welcome!

Meeting Starts at 9 a.m.

Meeting Agenda

@ RTAChicago.org/about-us/board-meetings

A graphic illustration on the right side of the slide. It features a blue-tinted image of the Chicago skyline, including the Willis Tower, with a reflection below it. In the foreground, there are stylized images of a Metra train and a bus, also reflected. The background has a faint grid pattern.

MOVING YOU

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
www.rtachicago.org/about-us/board-meetings*

PLEDGE OF ALLEGIANCE



RTA BOARD OF DIRECTORS MEETING

2. ROLL CALL

3. APPROVAL OF MINUTES

4. PUBLIC COMMENT

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5. EXECUTIVE DIRECTOR'S REPORT

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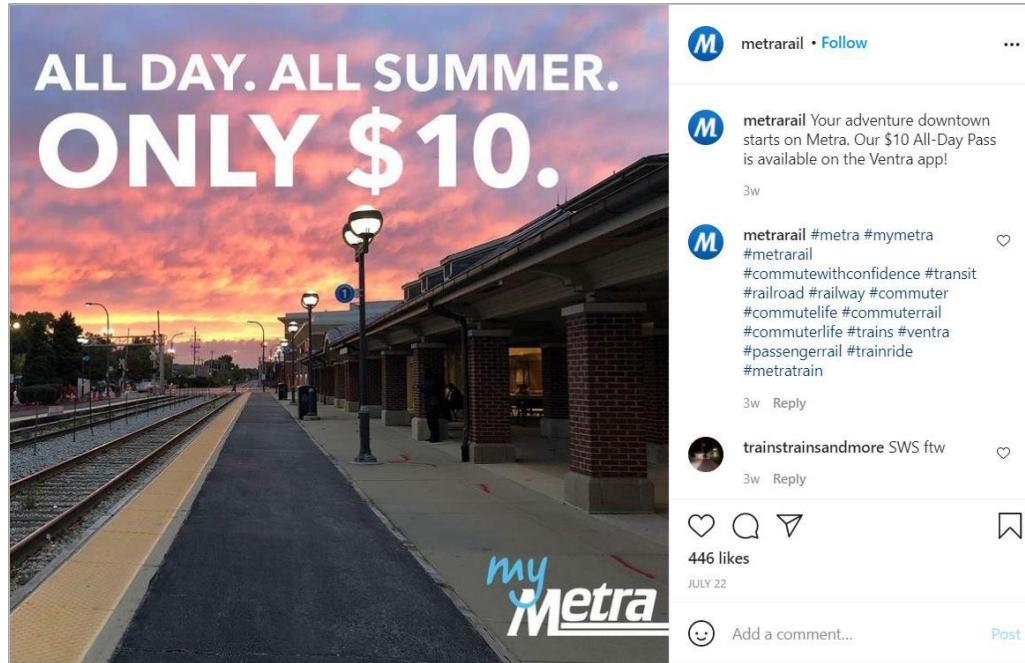
GOVERNMENT AFFAIRS UPDATES



8/26/2021

Meeting of the RTA Board of Directors

RIDERSHIP AND TRANSIT ADVOCACY



TODAY'S AGENDA



THREE-STEP RECOVERY STRATEGY



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



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



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

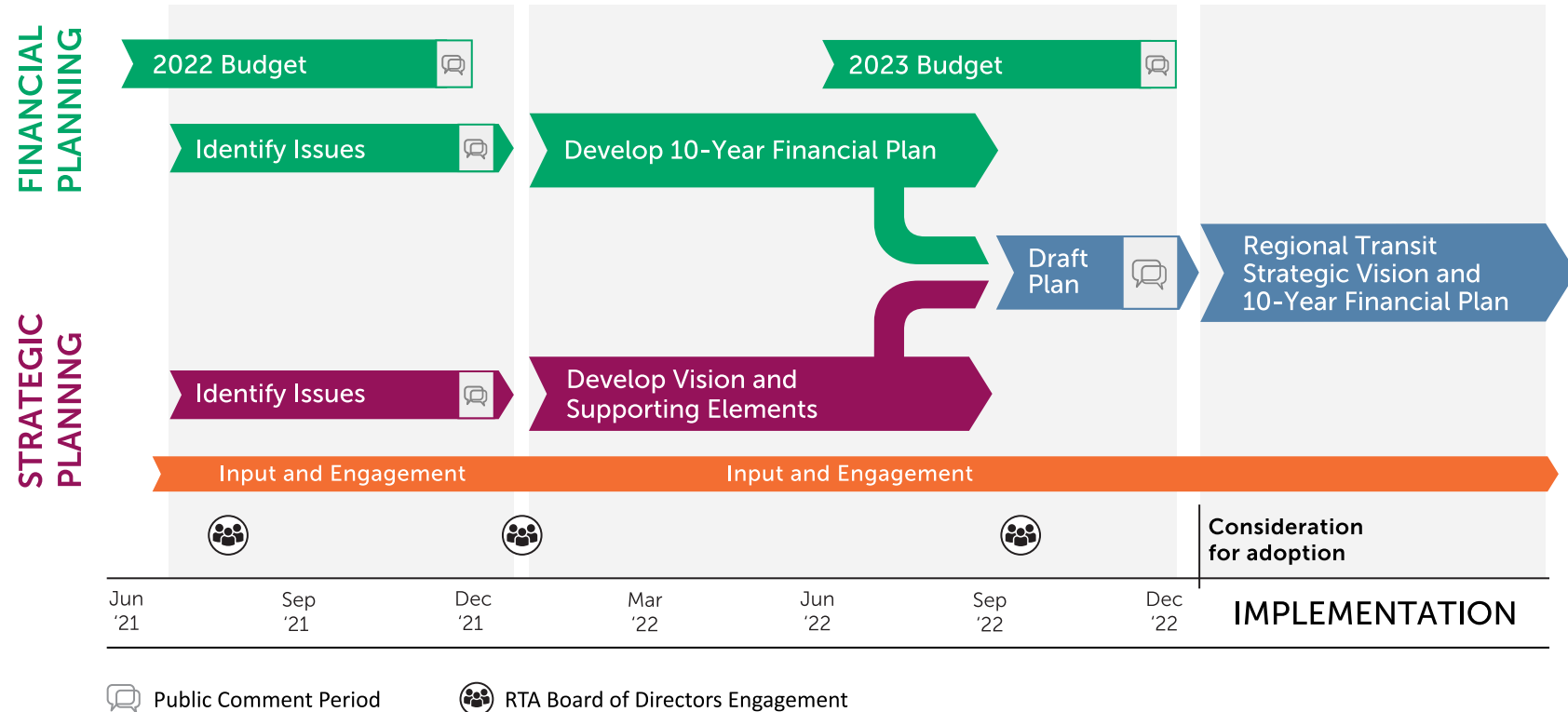
An aerial photograph of Chicago, showing the city skyline in the background with numerous skyscrapers. In the foreground, there are elevated train tracks with several trains, including a silver commuter train and a red and blue train. The scene is set during the day with some clouds in the sky.

INVEST IN TRANSIT

The 2018-2023 Regional Transit Strategic Plan
for Chicago and Northeastern Illinois

Regional Transit Strategic Plan Timeline

Collaborative development of a new strategic direction for the region's transit system will occur over three phases and consist of multiple overlapping activities.



6. INFORMATION ITEMS

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6a. UPDATE ON THE ACTIVITIES OF THE RTA TRANSIT CITIZENS' ADVISORY BOARD



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6b. PRESENTATION OF QUARTERLY PERFORMANCE REPORT – SECOND QUARTER 2021



MOVING YOU



An aerial photograph of Chicago, showing the city skyline in the background with numerous skyscrapers. In the foreground, there are elevated train tracks with several trains, including a silver commuter train and a red and blue train. The scene is set during the day with some clouds in the sky.

INVEST IN TRANSIT

The 2018-2023 Regional Transit Strategic Plan
for Chicago and Northeastern Illinois

STRATEGIC PERFORMANCE DASHBOARD

RTA Strategic Performance Measures Dashboard

About the RTA Performance Measures Dashboard

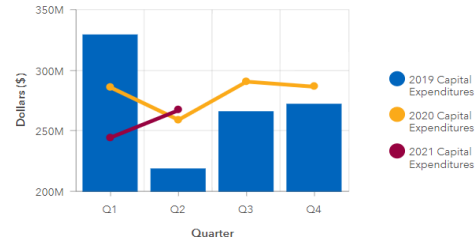
To increase transparency and accountability, the Regional Transportation Authority (RTA) has created this dashboard, which presents a system-wide view of how the region's transit system is performing. Based in part on monthly reports from CTA, Metra, and Pace (known as the "Service Boards"), the dashboard also draws upon — but will be updated more frequently than — quarterly data reports prepared for the RTA Board. And it also reflects what the RTA reports to the Federal Transportation Administration's National Transit Database.

Please note that, because the dashboard's content is not audited or final, it is always subject to change as newer figures become available. Data aggregated from the Service Boards includes:

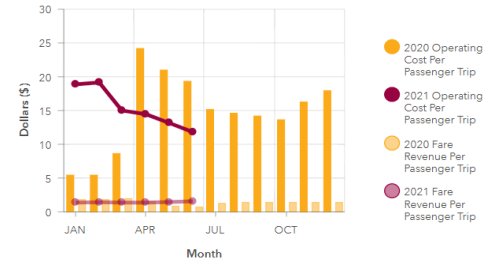
- Annual capital funding and quarterly expenditures
- Operating cost and fare revenue per passenger trip
- Vehicle revenue miles
- Ridership
- Average speed of fixed-route service
- On-time performance

At this point, the dashboard's metrics reflect systemwide performance. RTA staff are working on ways to present additional information by mode and/or Service Board. Check back often for data updates and

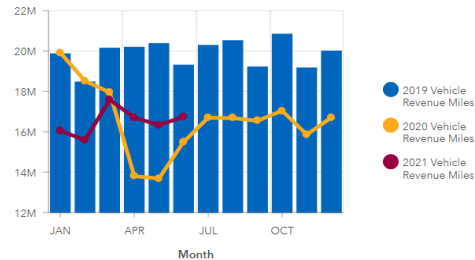
Systemwide Capital Expenditures, 2021 Annual Funding \$2.18 billion



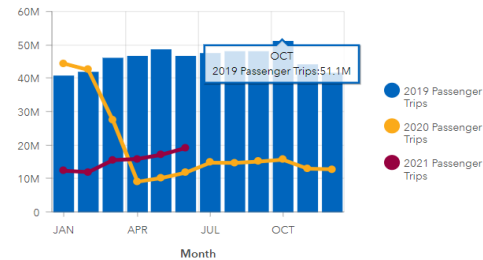
Systemwide Operating Cost and Fare Revenue (per passenger trip)



Systemwide Vehicle Revenue Miles



Systemwide Passenger Trips



An aerial photograph of an industrial area, likely a city's freight district. The foreground and middle ground are dominated by a complex network of railway tracks, some with freight cars. To the right, there are large industrial buildings, including one with a prominent green roof. The background shows a dense urban landscape under a clear blue sky. Overlaid on the left side of the image are two large, semi-transparent purple circles. The first circle contains a large white number '1', and the second circle contains the text 'DELIVER VALUE ON OUR INVESTMENT' in white, all-caps, sans-serif font.

1

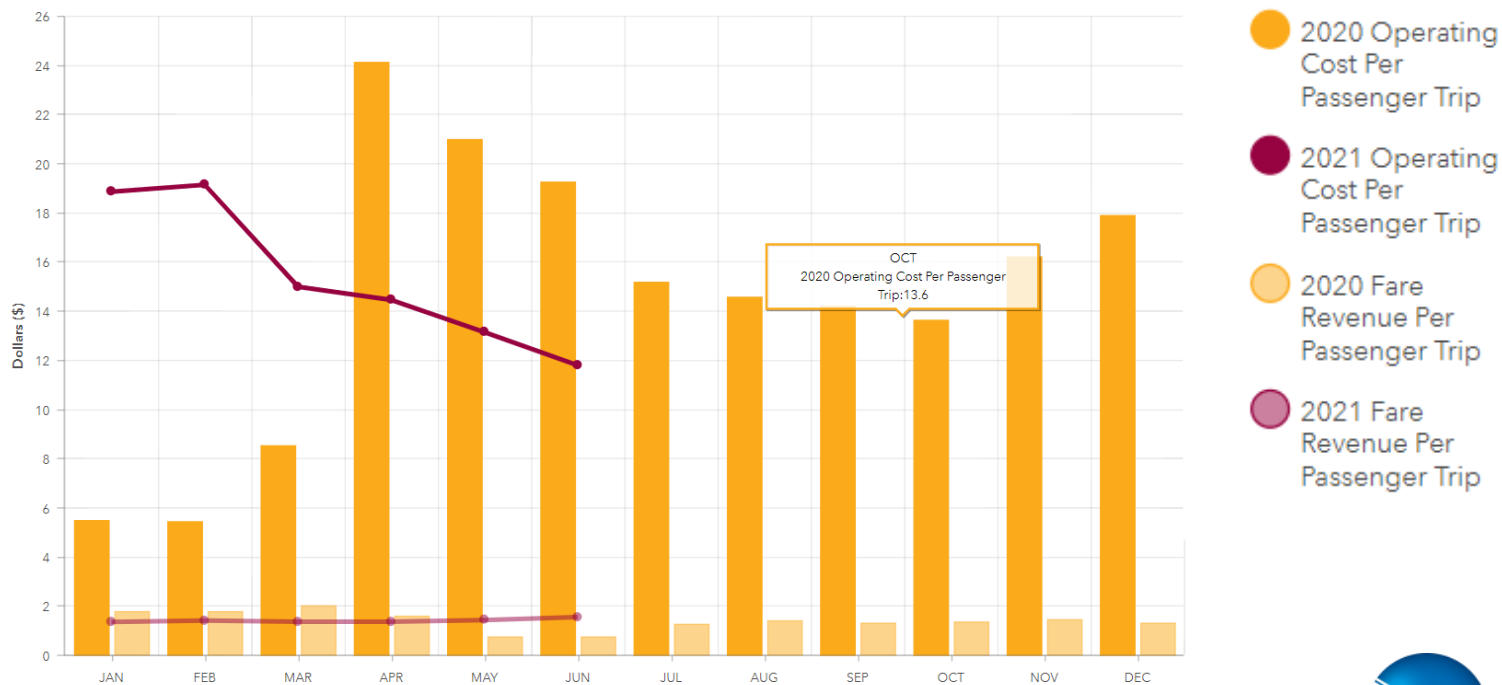
DELIVER
VALUE
ON OUR
INVESTMENT

Q2-2021 REGIONAL PERFORMANCE

INDICATOR/MEASURE	2021 VALUE	% CHANGE	TREND
Annual Capital Funding	\$2.183B	-21%	↓
Capital Expenditures	\$266.9M	-6%	↓
Operating Cost per Passenger Trip	\$14.43	+53.6%	↑
Fare Revenue per Passenger Trip	\$1.42	-14.4%	↓

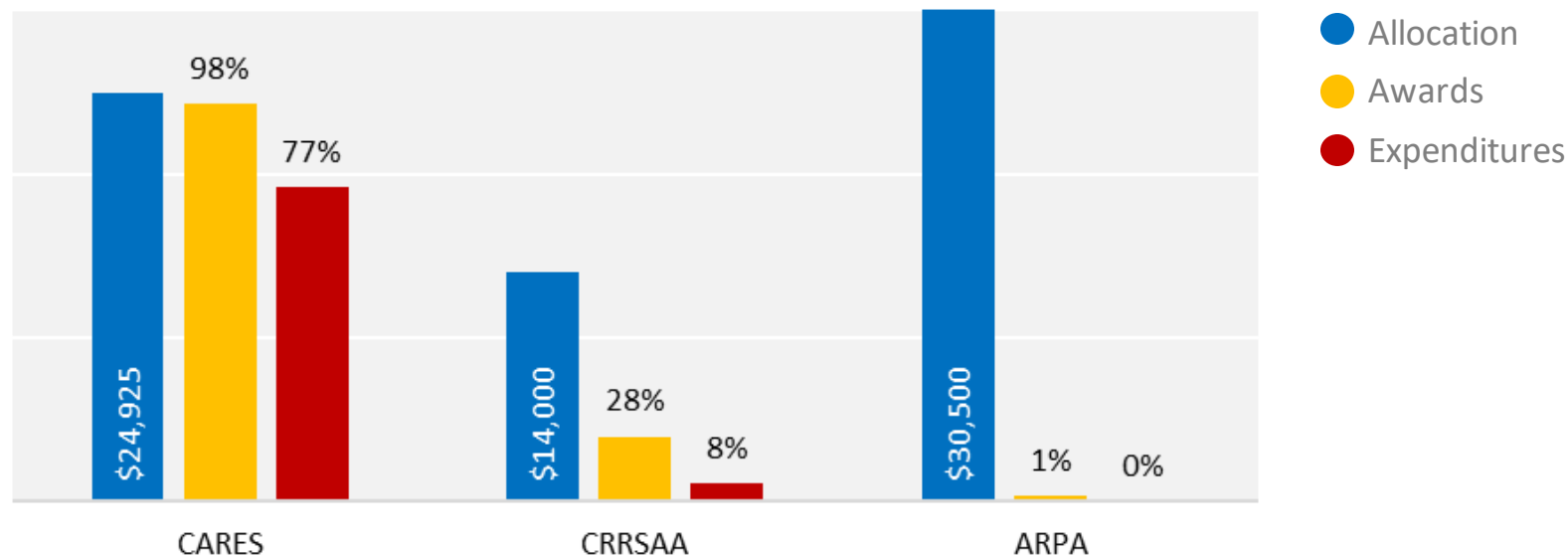
CURRENT TRENDS

Systemwide Operating Cost and Fare Revenue (per passenger trip)



SPOTLIGHT: FEDERAL FUNDS USAGE

FEDERAL RELIEF FUNDS USAGE (MILLIONS)



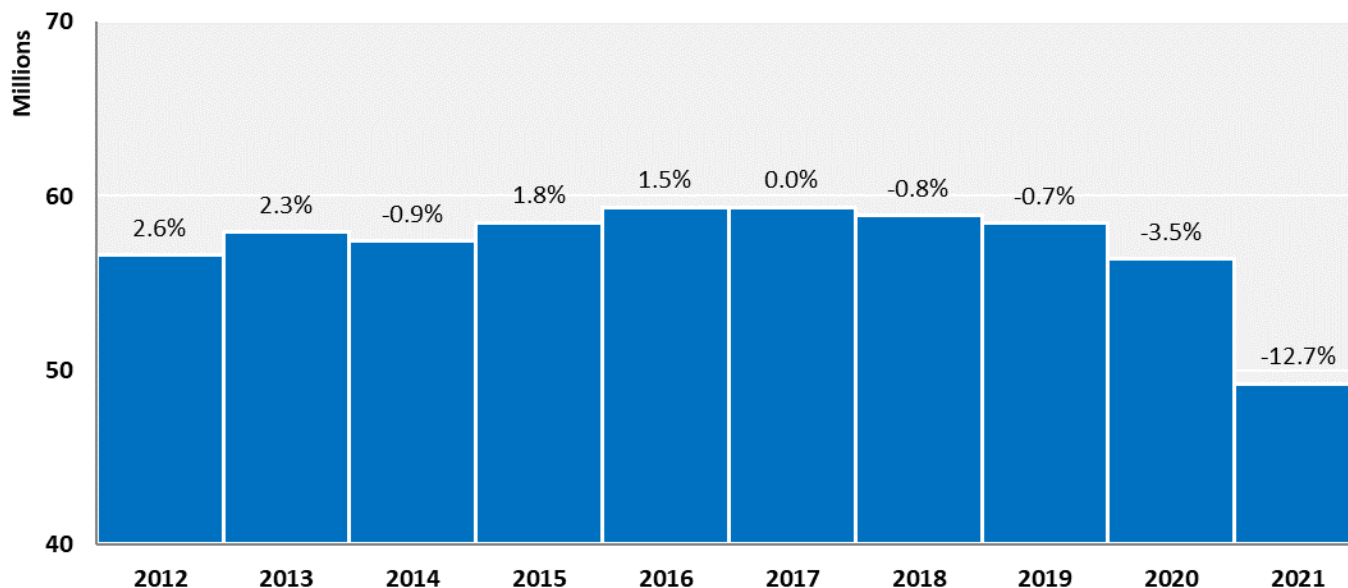
An aerial photograph of a transit hub at dusk. A large green circular graphic is overlaid on the left side of the image, containing the number '2' and the text 'BUILD ON THE STRENGTHS OF OUR NETWORK'. The background shows a train station with a white train, a bus stop with several buses, and a city street with cars and pedestrians. The sky is dark, and the city lights are visible in the distance.

2

BUILD ON THE
STRENGTHS
OF OUR
NETWORK

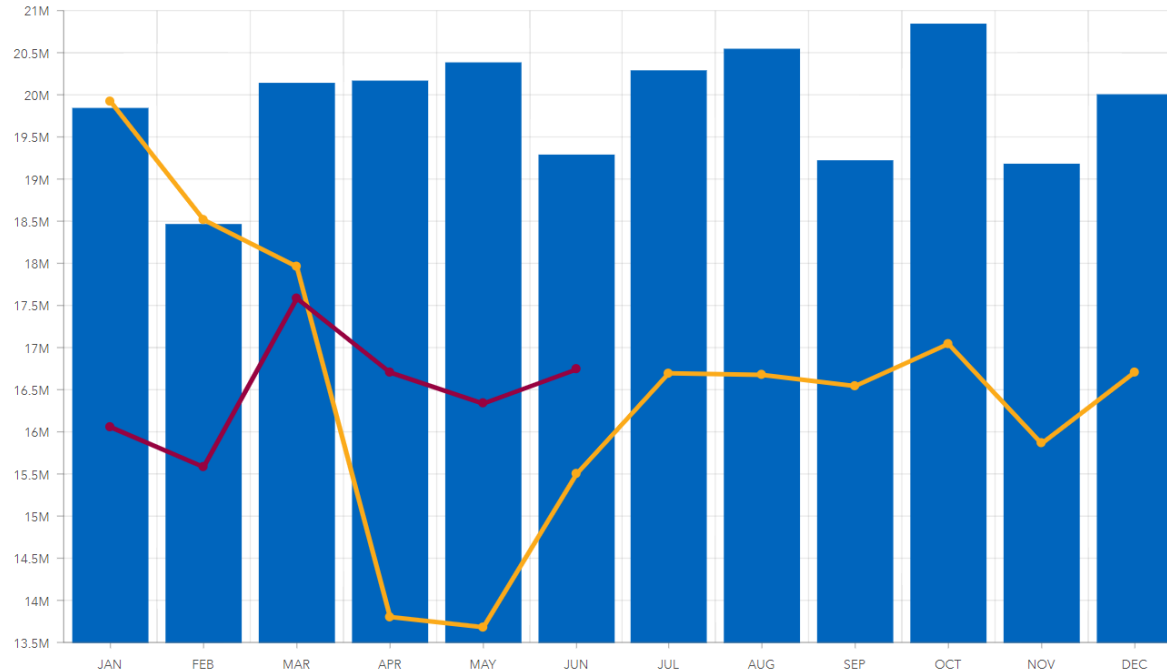
Q2-2021 REGIONAL PERFORMANCE

Q2 YTD Regional Vehicle Revenue Miles
(2012-2021)



CURRENT TRENDS

Systemwide Vehicle Revenue Miles



- 2019 Vehicle Revenue Miles
- 2020 Vehicle Revenue Miles
- 2021 Vehicle Revenue Miles

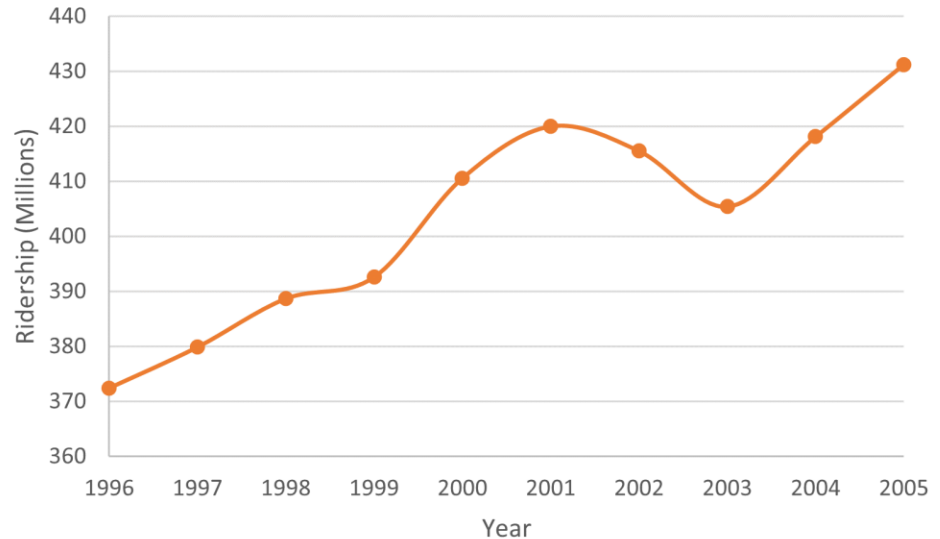
SPOTLIGHT: LESSONS LEARNED



Literature Review and Data Analysis on the Impacts of Prolonged Events on Transit System Ridership

Yining Liu
Jesus Osorio
Yanfeng Ouyang

University of Illinois at Urbana-Champaign



Yearly Transit Ridership in Toronto from 1995 to 2006
(Toronto Open Data).



An aerial night photograph of a city. A large purple circle is overlaid on the left side of the image. Inside the circle, the number '3' is at the top left, and the words 'STAY COMPETITIVE' are in the center. A thin white horizontal line is positioned below the text. The background shows city lights, a highway with light trails, a train, and various buildings.

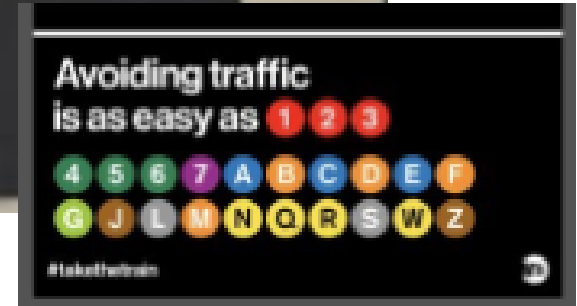
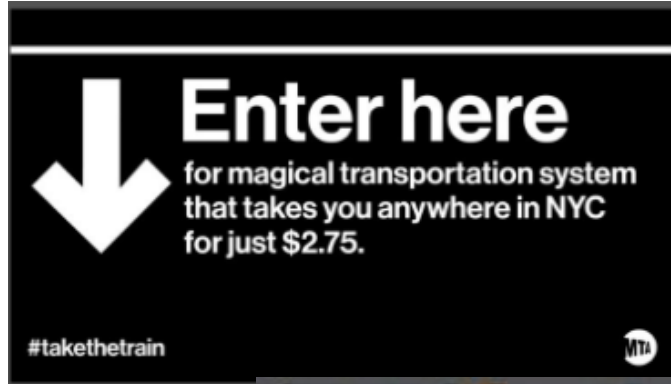
3

STAY
COMPETITIVE

Q2 2021 REGIONAL PERFORMANCE

Indicator/Measure		Value	Trend
Ridership		91,762,554	↓
Average speed		14.6 mph	↔
On-Time Performance	CTA Bus	80.7%	↓
	CTA Rail	N/A	
	Metra	95.7%	↓
	Pace bus	82.1%	↓

BRINGING RIDERS BACK: NEW YORK CITY

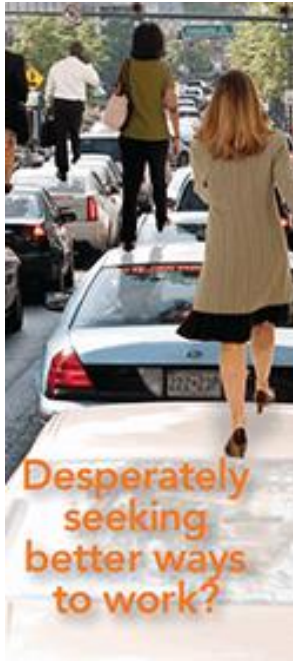


BRINGING RIDERS BACK: PHILADELPHIA

- Kids under 12 ride free on all modes
- No parking fees at commuter rail stations through October 2021



BRINGING RIDERS BACK: WASHINGTON, D.C.



BRINGING RIDERS BACK: TORONTO & DENVER



SUMMARY

- Performance is trending favorably
- The examination of past disruptions suggest ridership can recover from short-term events but duration of COVID-19 is unprecedented
- Actions are being taken to reach out to customers

7. ACTION ITEMS

A stylized graphic on the right side of the slide. It features a blue-tinted image of the Chicago skyline, including the Willis Tower and the Chicago Board of Trade Building. Below the skyline, there are images of transit vehicles: a Metra train, a CTA bus, and a CTA rapid transit car. The entire graphic is set against a background of a blue grid and a large, light blue chevron shape pointing to the right.

MOVING YOU

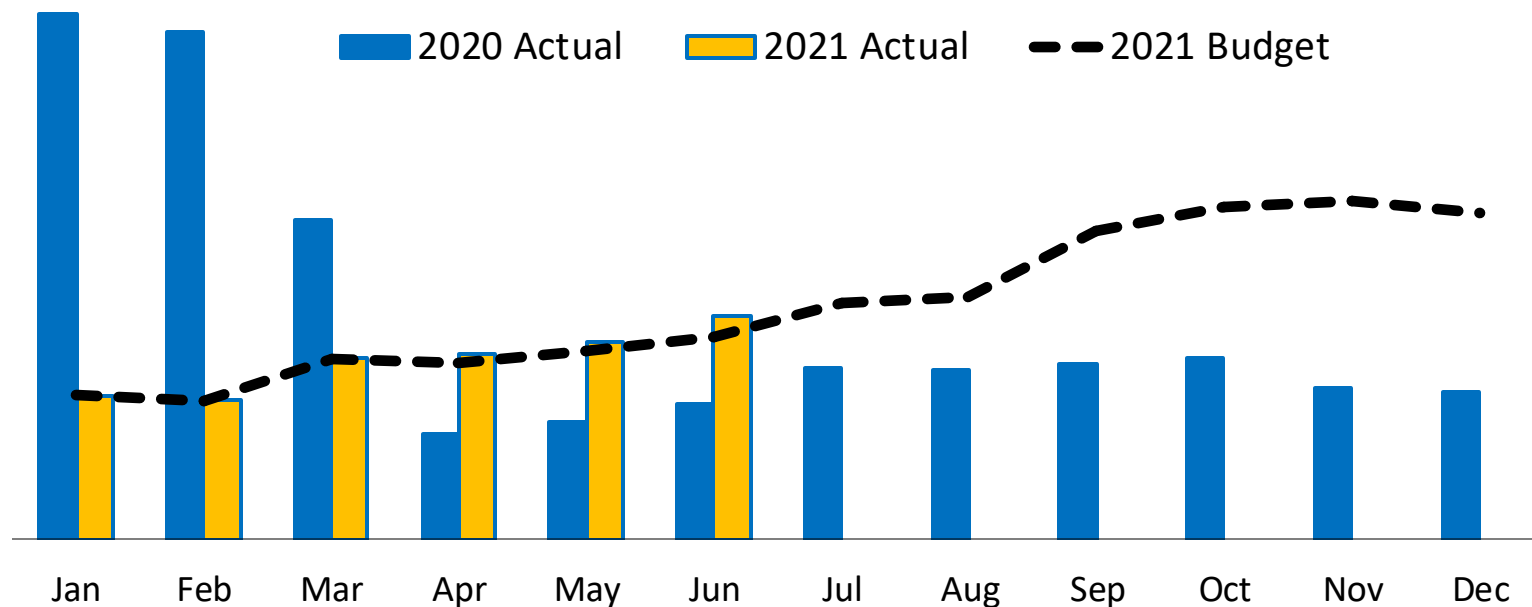
7a. RESOLUTIONS CERTIFYING FINANCIALS RESULTS – SECOND QUARTER 2021



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RIDERSHIP IS HEADED IN THE RIGHT DIRECTION



SALES TAX RECEIPTS CONTINUE TO OVER PERFORM

PUBLIC FUNDING (IN MILLIONS)				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	\$498.5	\$457.2	\$41.4	9.0%
Metra	\$201.5	\$157.0	\$44.5	28.4%
Pace	\$95.5	\$78.1	\$17.4	22.4%
<u>Pace ADA</u>	<u>\$82.8</u>	<u>\$91.3</u>	<u>(\$8.5)</u>	<u>(9.3%)</u>
Total	\$878.3	\$783.5	\$94.9	12.1%

SERVICE BOARDS ARE CONTROLLING EXPENSES WELL

OPERATING EXPENSES (IN MILLIONS)				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	\$794.6	\$815.8	\$21.1	2.6%
Metra	\$363.7	\$375.2	\$11.5	3.1%
Pace	\$108.3	\$119.7	\$11.4	9.5%
<u>Pace ADA</u>	<u>\$89.5</u>	<u>\$96.7</u>	<u>\$7.2</u>	<u>7.5%</u>
Total	\$1,356.1	\$1,407.3	\$51.3	3.6%

OPERATING REVENUE IS LAGGING BUDGET DUE TO RELIEF FUNDING DRAWDOWNS

OPERATING REVENUE (IN MILLIONS)				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	\$335.3	\$358.6	(\$23.4)	(6.5%)
Metra	\$166.1	\$219.5	(\$53.4)	(24.3%)
Pace	\$28.6	\$28.5	\$0.1	0.4%
<u>Pace ADA</u>	<u>\$4.5</u>	<u>\$5.5</u>	<u>(\$1.0)</u>	<u>(18.8%)</u>
Total	\$534.4	\$612.0	(\$77.7)	(12.7%)

CALCULATION OF THE RECOVERY RATIO

(in millions)	Current 2021 Budget (May)
System-Generated Revenue	\$497.0
+ Federal Relief Funding	\$701.0
+ Revenue Adjustments	\$31.9
= Adjusted Revenue	\$1,229.9
System Operating Expense	\$2,710.3
- Expense Adjustments	(\$289.4)
= Adjusted Expense	\$2,420.9
Recovery Ratio = Adj Rev/Adj Exp	50.8%

RECOVERY RATIOS ARE UNDER PRESSURE

RECOVERY RATIOS					
	Without <u>Relief \$</u>	Federal <u>Relief \$</u>	With <u>Relief \$</u>	<u>Budget</u>	<u>Variance</u>
CTA	26.4%	\$205.8	56.3%	55.2%	1.1
Metra	16.5%	\$111.6	49.8%	63.7%	(13.8)
Pace	17.5%	\$14.0	30.6%	30.2%	0.5
<u>Pace ADA</u>	<u>8.6%</u>	<u>\$1.5</u>	<u>12.8%</u>	<u>10.0%</u>	<u>2.7</u>
Total	21.9%	\$332.9	50.9%	54.1%	(3.2)

OPERATING DEFICITS ARE ALSO BEING IMPACTED

YEAR-TO-DATE OPERATING DEFICITS				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	(\$459.4)	(\$457.2)	(\$2.2)	(0.5%)
Metra	(\$197.6)	(\$155.7)	(\$41.9)	(26.9%)
Pace	(\$79.8)	(\$91.3)	\$11.5	12.6%
<u>Pace ADA</u>	<u>(\$85.0)</u>	<u>(\$91.2)</u>	<u>\$6.2</u>	<u>6.8%</u>
Total	(\$821.7)	(\$795.3)	(\$26.4)	(3.3%)

UPDATE ON RELIEF FUNDING DRAWDOWNS

CARES ACT FUNDING DRAWDOWNS (millions)					
	<u>Apportionment</u>	<u>Used 2020 Full Year</u>	<u>Used 2021 Thru June</u>	<u>Total Used</u>	<u>% Drawn</u>
CTA	\$817.5	\$483.8	\$249.9	\$733.7	89.7%
Metra	\$479.2	\$177.0	\$104.0	\$281.0	58.6%
Pace	\$112.8	\$26.7	\$14.4	\$41.1	36.4%
<u>RTA</u>	<u>\$28.8</u>	<u>\$6.2</u>	<u>\$0.0</u>	<u>\$6.2</u>	<u>21.5%</u>
Total	\$1,438.3	\$693.7	\$368.3	\$1,062.0	73.8%

7b.

ORDINANCE APPROVING THE SECTION 5310 – ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM OF PROJECTS



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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



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



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

RECOMMENDED GOALS AND STRATEGIES TO MEET NEEDS

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

CALL FOR PROJECTS TIMELINE

March 22

Call for Projects Opens

April 22

Applications Due

May-June

Application review and scoring

July 1-31

Public comment period

August 19

RTA Board approval of program of projects

FUNDING DETAILS

- \$10.8M total federal funding
 - \$9.7M in FY2020 & FY2021 Section 5310 appropriations
 - \$1.2M in American Rescue Plan Act funds
- Separate from this program, \$1.2M in Section 5310 funds authorized under CRRSAA awarded to Pace

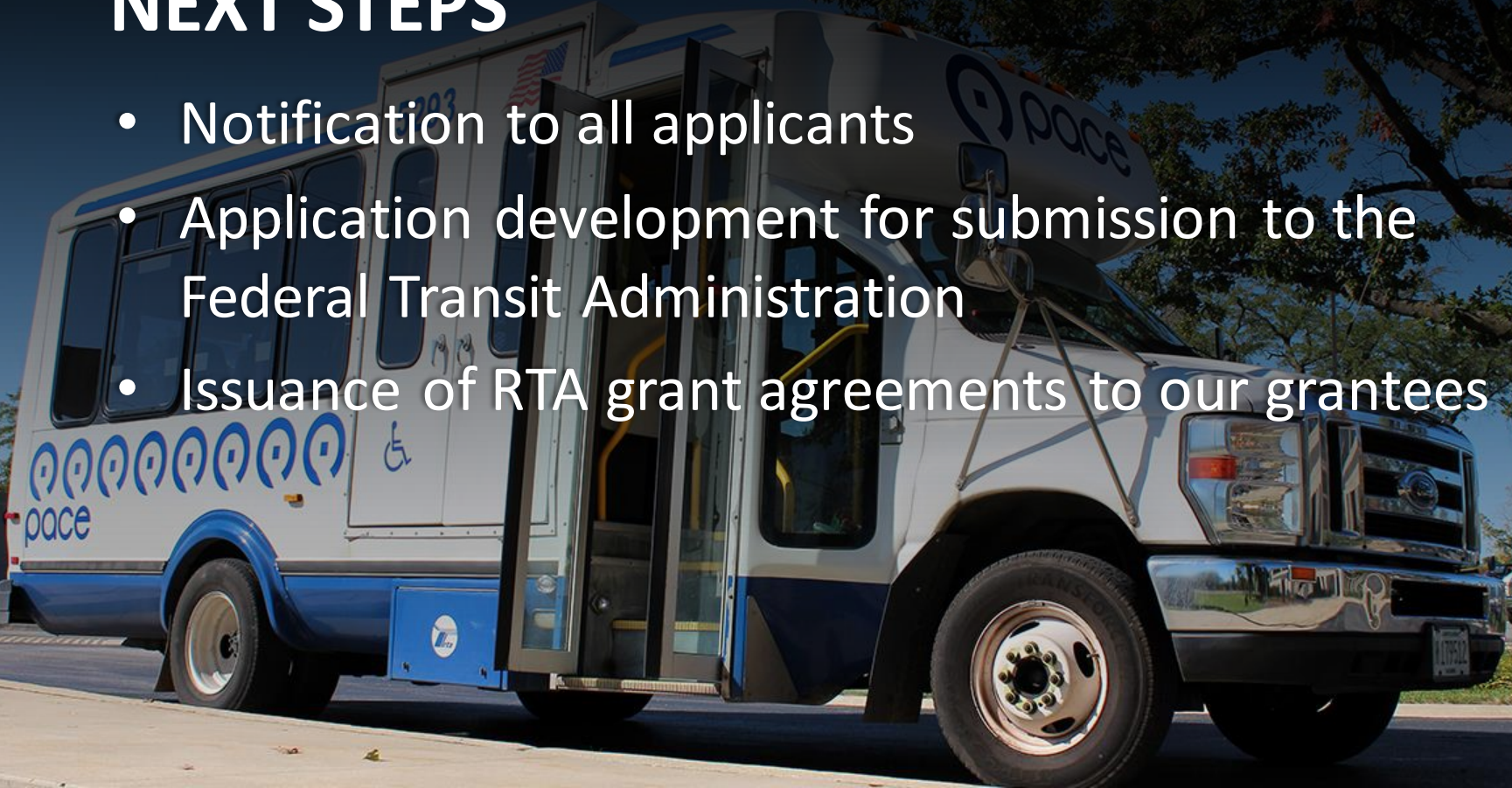


RECOMMENDED PROGRAM

Applicant	Project	Federal Award
City of Naperville	Ride DuPage to Work Program	\$600,000
Clearbrook	Community Connections for Adults with Disabilities	\$200,000
CTF Illinois	Point-to-Point for Individuals with Disabilities	\$105,276
DuPage County	Transportation to Work Program	\$591,000
Kane County	Ride in Kane Phase 19 & 20	\$2,660,000
Kendall County	Kendall Area Transit	\$350,000
Little City Foundation	Transportation Program	\$500,000
McHenry County	McRide Dial-A-Ride	\$1,480,000
Pace	Phase VIII Regional Call Centers Project	\$2,484,395
Ray Graham Association	RGAs Comprehensive Transportation Program	\$752,000
Ray Graham Association	Transportation Collaborative Study for HSAs	\$238,720
Will County	Will Ride Transportation Service	\$592,000

NEXT STEPS

- Notification to all applicants
- Application development for submission to the Federal Transit Administration
- Issuance of RTA grant agreements to our grantees



7c. ORDINANCE AUTHORIZING CONTRACTS FOR STATE CONSULTING SERVICES

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7d. AMENDMENT TO THE RTA PROCUREMENT RULES & REGULATIONS



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AMENDMENT TO RTA PROCUREMENT RULES

Procurement Action Category	Current	Proposed
Micro Purchase (no bids required)	\$3,000*	\$10,000 or less*
Small Purchase (minimum 3 bids including 1 DBE)	\$40,000*	\$100,000 or less*
RFP/RFQ/IFB Required	\$40,000*	greater than \$100,000*
Amendments of Board Approved Contracts, Board Approval Required	Lesser of 10% increase or >\$100,000 increase*	Lesser of 10% increase or >\$100,000 increase*
Public (newspaper) Notice Required	\$150,000*	\$250,000*
DBE Supporting Documentation / Cure Period	7 days	5 days

* Contract Value Threshold



7e. APPROVAL OF TRAVEL EXPENSE REIMBURSEMENT(S)



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8. STRATEGIC PLAN WORKSHOP



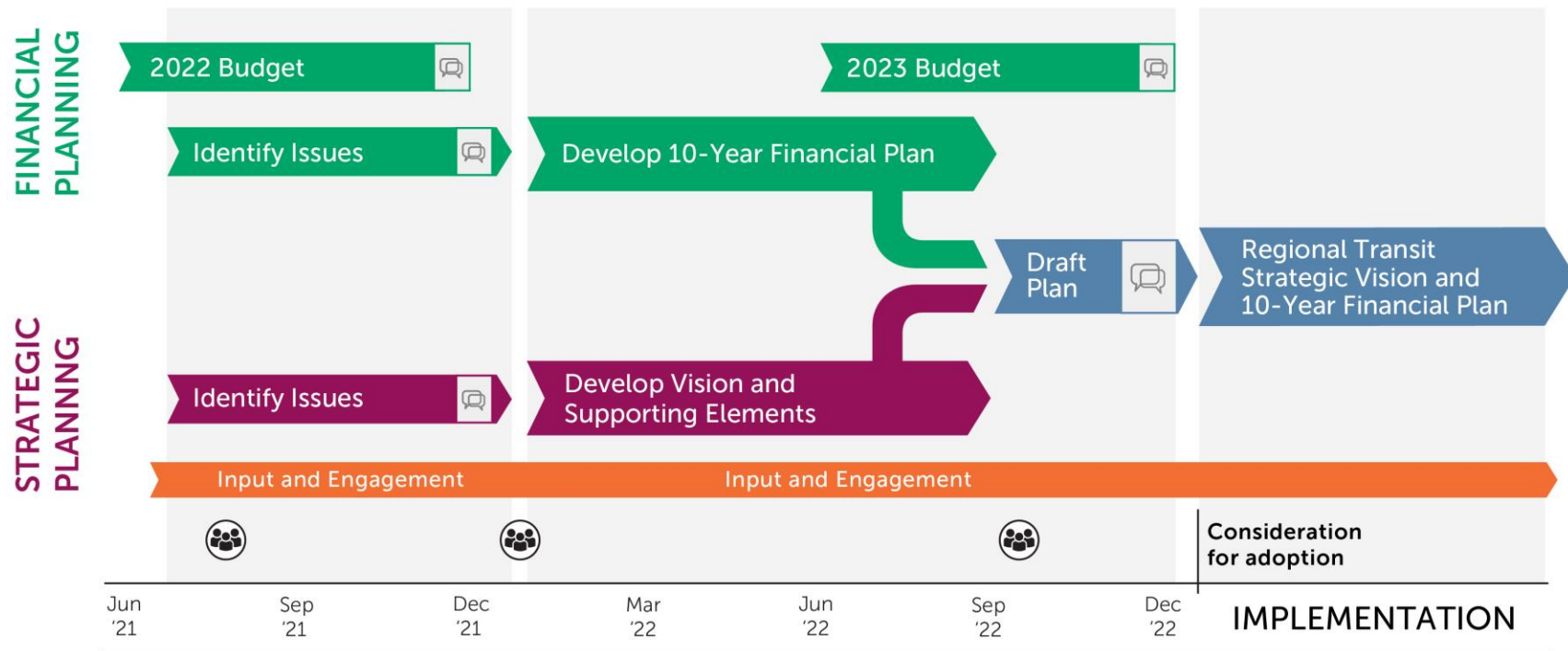
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OVERVIEW OF TODAY'S WORKSHOP

- Strategic Plan Process and Timeline
- State of Regional Transit Today
- Interactive Discussion

Regional Transit Strategic Plan Timeline

Collaborative development of a new strategic direction for the region's transit system will occur over three phases and consist of multiple overlapping activities.



STATE OF REGIONAL TRANSIT TODAY

SCENARIO PLANNING REVISITED

- **Economy:** How will transit funding be impacted in a strong or weak economy?
- **Commuting:** How will growth in remote work impact commuting?
- **Transit Mode Share:** How will transit compete?



1 YEAR LATER WE ARE CLOSEST TO...



Congested Recovery

Economy

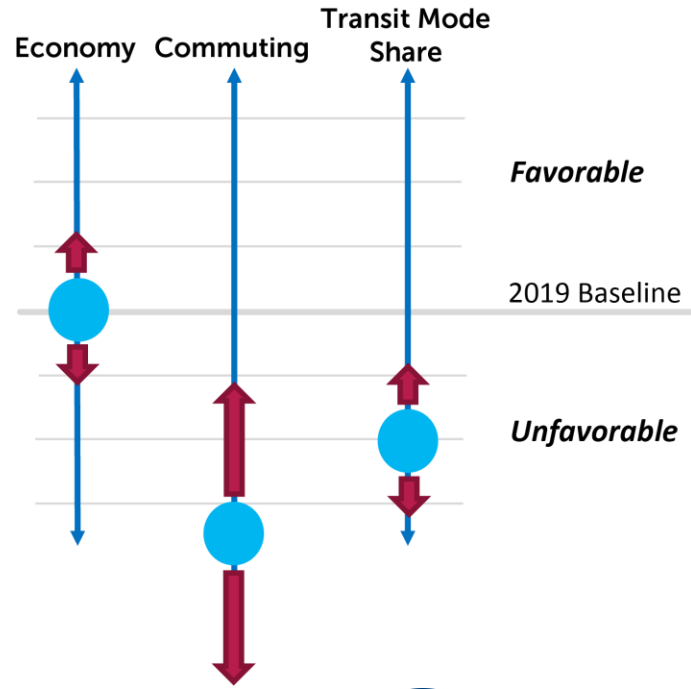
All things considered, the economy is doing relatively well. Catastrophic conditions appear to have been avoided.

Commuting

While businesses are fully reopening, much of the workforce is still telecommuting, particularly in Central Business District oriented industries.

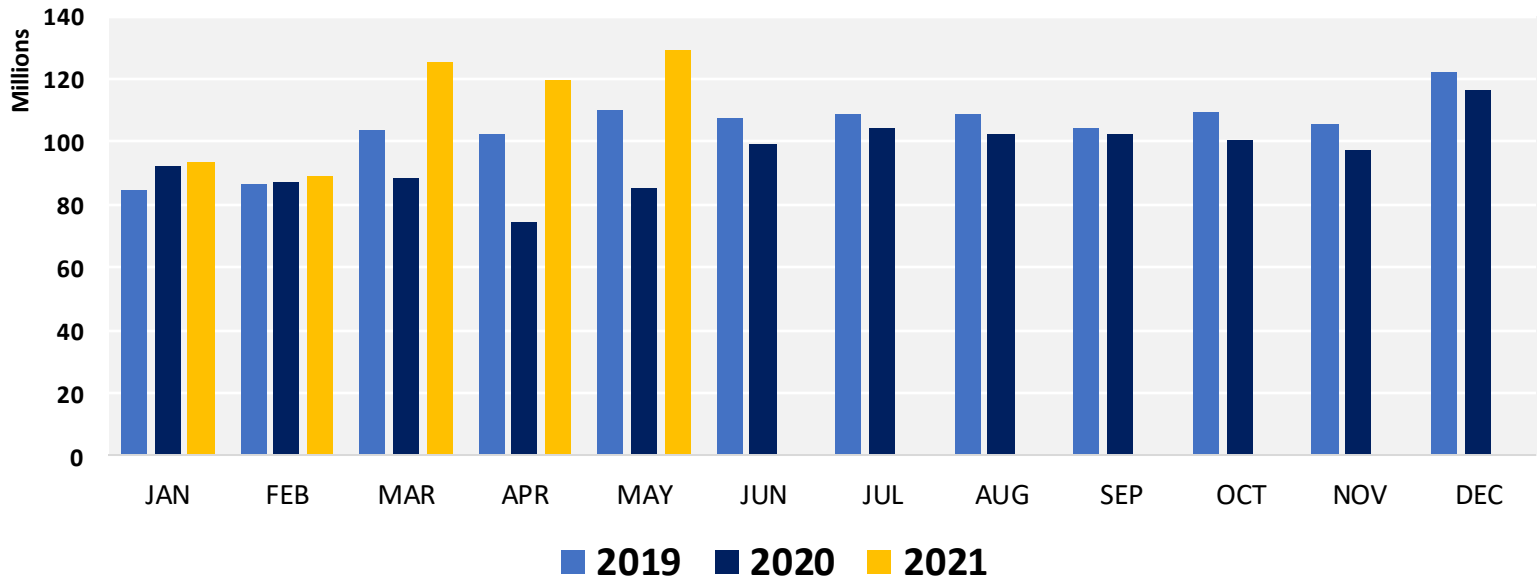
Transit Mode Share

RTA Lapsed Rider Survey suggests transit trips are being forgone more often than replaced. Transit Mode Share could improve as workers begin to return to office locations.



ECONOMY: PUBLIC FUNDING IS STRONG

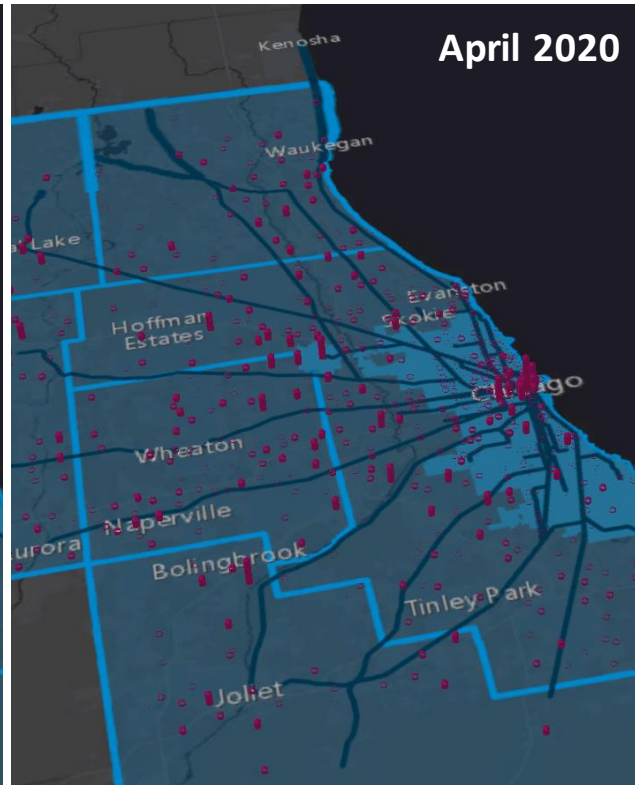
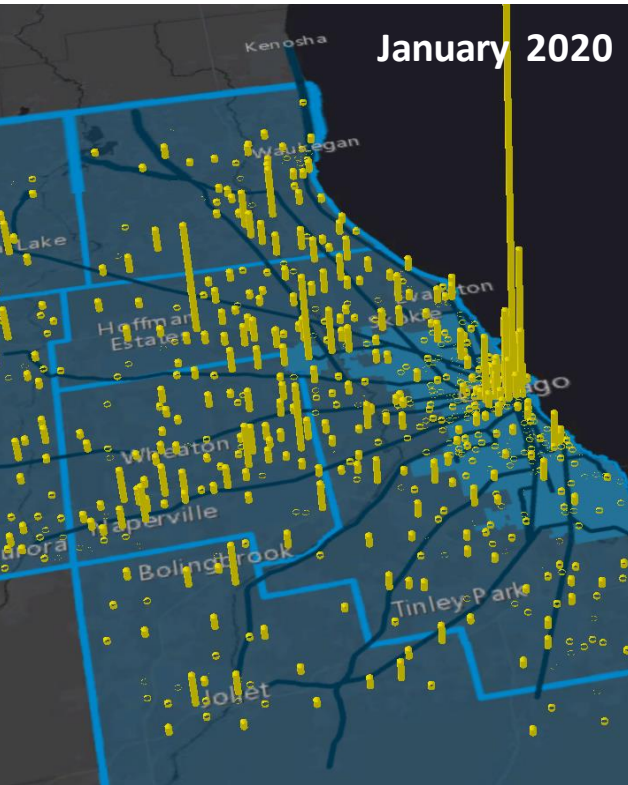
Monthly Total Sales Tax Receipts



COMMUTING: MOVEMENT IS HAPPENING BUT DOWNTOWN COMMUTING LAGS

- State and local COVID restrictions lifted and regional movement overall is at 96% of pre-COVID levels
- Traffic and downtown parking counts returning to pre-COVID levels
- Businesses and schools welcoming people back, though variants are causing uncertainty

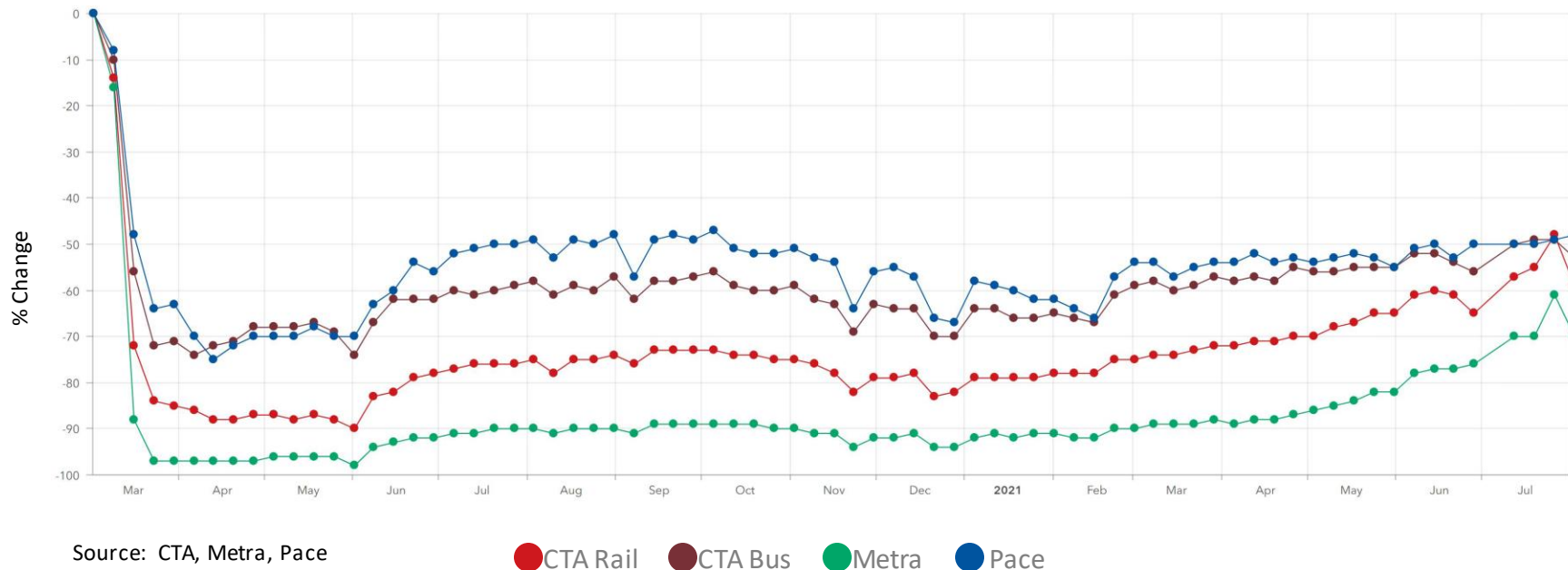
SIMULATED DAYTIME POPULATION INCREASE



Census Tract residential population +/- flows of people, averaged 8AM – 6PM, visualized in vertical bars. Decreases in population not shown.

Source: US Census Bureau, Replica Trends

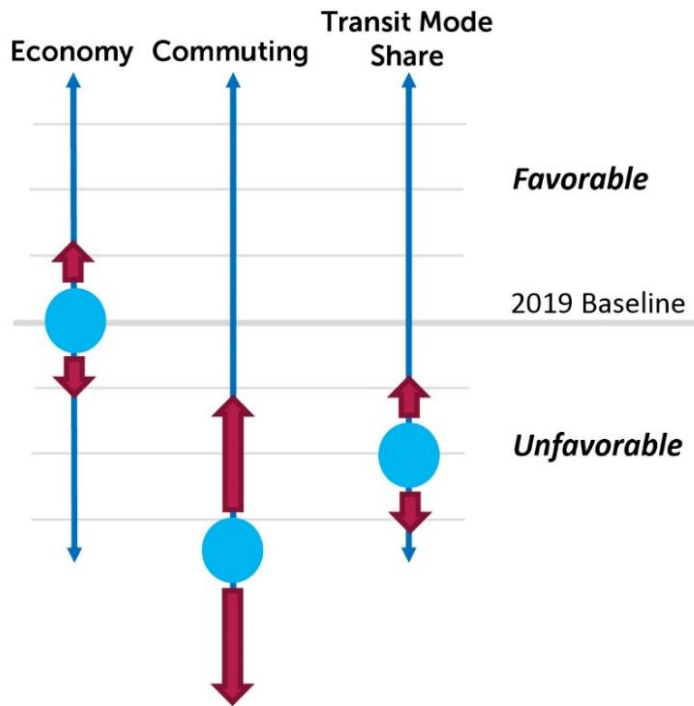
TRANSIT MODE SHARE: RIDERSHIP INCREASE HAS BEEN STEADY BUT SLOW



Ridership Status Percent change in weekly ridership from first week of March 2020



Congested Recovery



2019 Baseline

-20%



Public Revenue

System Revenue

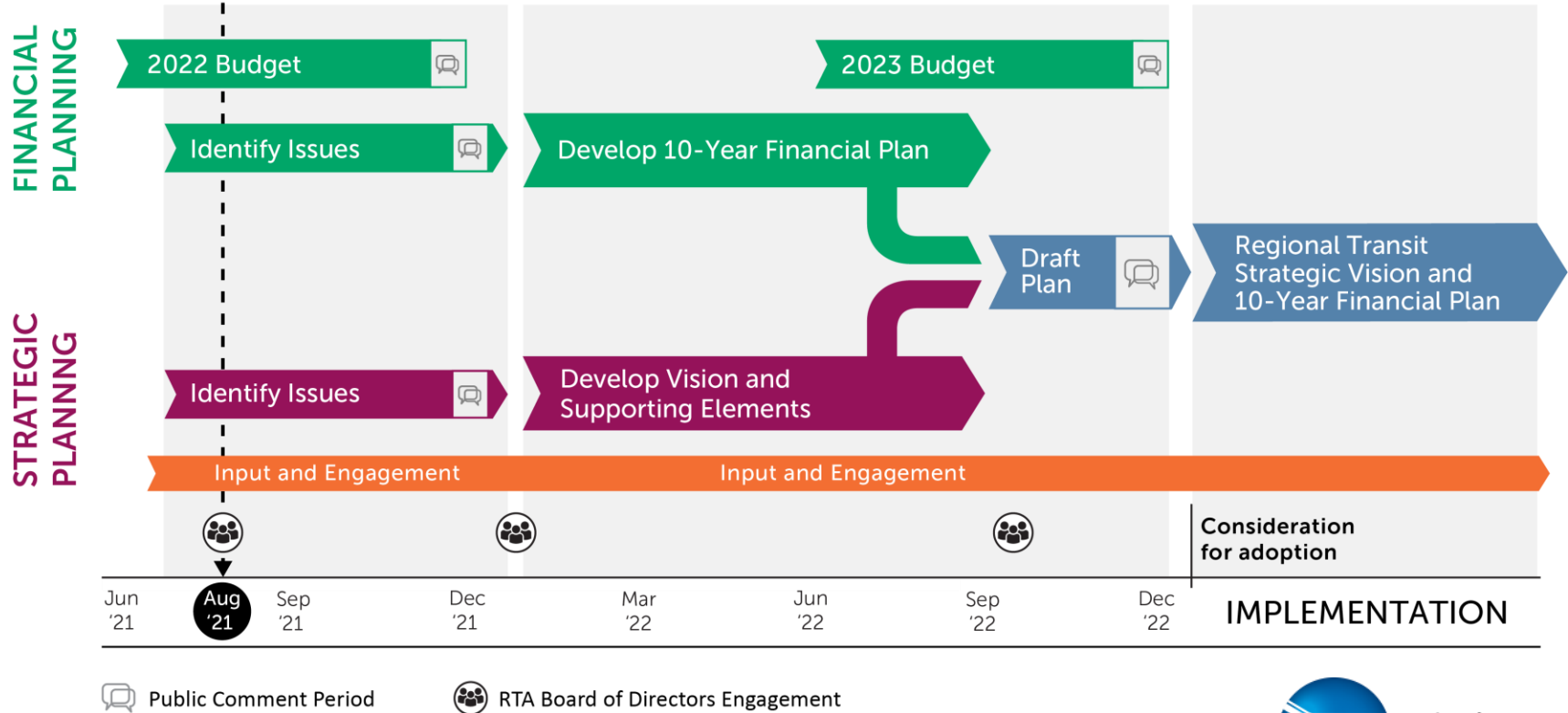
Congested Recovery



Regional
Transportation
Authority

INTERACTIVE DISCUSSION

→ We are just starting the process today



TOPICS FOR DISCUSSION

- Opportunities for Impact
- Transit System Adaptation
- Funding Stability
- Equity
- Engagement

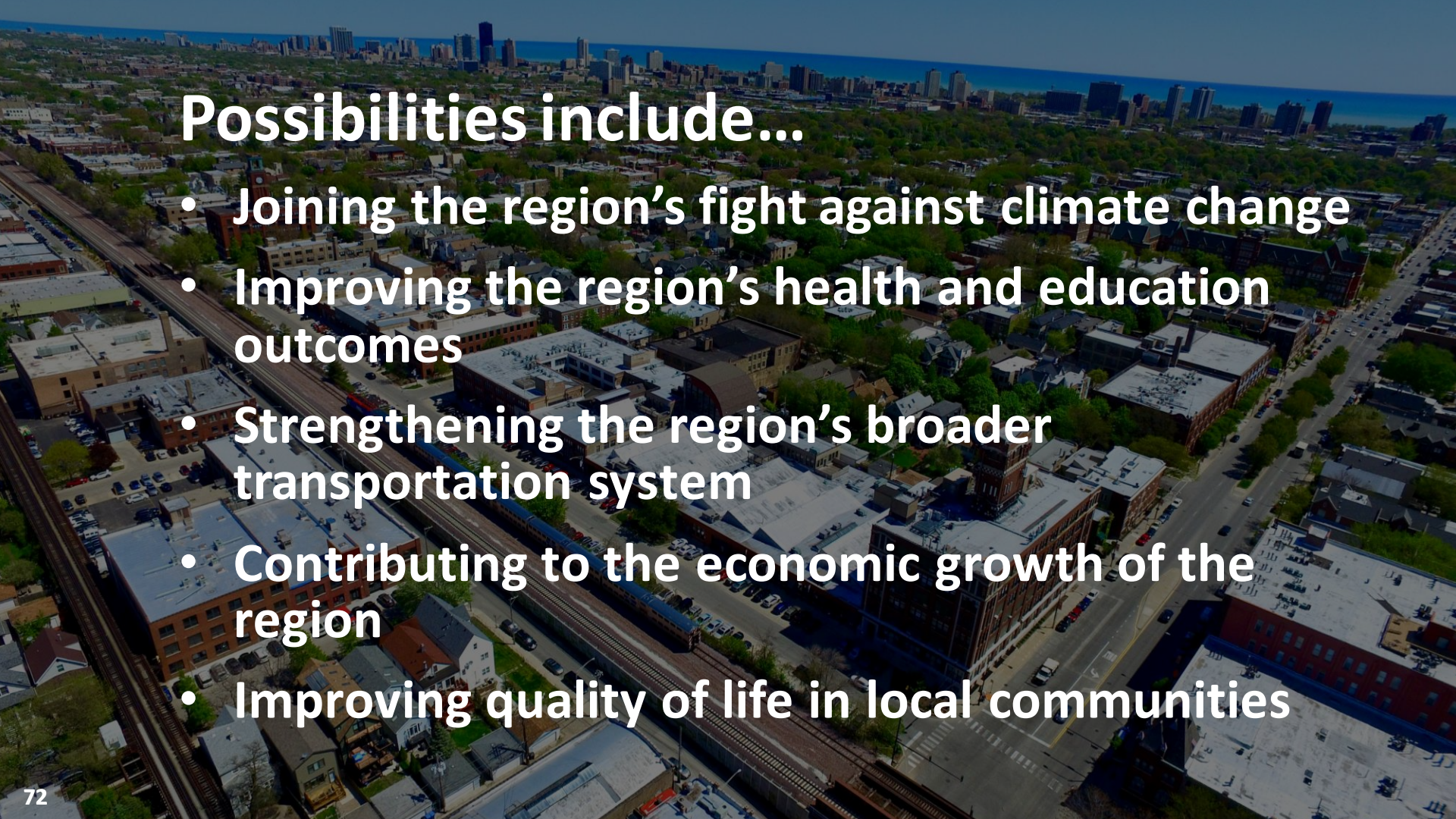
TOPIC: OPPORTUNITIES FOR IMPACT

An aerial photograph of a city neighborhood, likely Chicago, showing a mix of residential and commercial buildings, a train line with a blue train, and a clear view of the city skyline and Lake Michigan in the background. The text "TOPIC: OPPORTUNITIES FOR IMPACT" is overlaid in large white letters.

An aerial photograph of a city neighborhood, likely Chicago, showing a dense urban area with various buildings, streets, and a railway line running through the center. The city skyline is visible in the background under a clear blue sky.

TOPIC: OPPORTUNITIES FOR IMPACT

What is the greatest opportunity for impact right now that the Strategic Plan process should address?

An aerial photograph of a city, likely Chicago, showing a dense urban landscape with various buildings, streets, and green spaces. In the background, the city skyline is visible against a clear blue sky, with a body of water (Lake Michigan) on the right. The text is overlaid on the left and center of the image.

Possibilities include...

- Joining the region's fight against climate change
- Improving the region's health and education outcomes
- Strengthening the region's broader transportation system
- Contributing to the economic growth of the region
- Improving quality of life in local communities

TOPIC: TRANSIT SYSTEM ADAPTATION



TOPIC: TRANSIT SYSTEM ADAPTATION

What types of transit system changes should be the focus of this process?

Possibilities include...

- Reestablishing pre-COVID service levels
- Hosting a conversation about desirable transit service and mobility levels
- Pursuing visionary expansion of the transit system
- Creating a new fare and funding structure
- Advancing a robust region-wide capital improvement program

TOPIC: FUNDING SUSTAINABILITY

A photograph of a city skyline, likely New York City, featuring a train on tracks in the foreground. The train is a multi-car passenger train with a blue and white livery, featuring the word "Metra" on the side. It is moving along tracks that run parallel to a body of water. In the background, a dense urban skyline is visible, including several tall skyscrapers. A large, modern building with a blue and white checkered facade is prominent on the left. A bridge with a stone archway spans the water in the middle ground. The scene is set against a clear blue sky.

TOPIC: FUNDING SUSTAINABILITY

Which key financial issues should be addressed through this process?

Possibilities include...

- Developing a transparent method for allocating a portion of the ARPA relief dollars
- Preparing for a future scenario in which COVID relief funding runs out
- Reviewing appropriateness of statutory RTA regional recovery ratio
- Advancing the conversation about capital funding

TOPIC: EQUITY



TOPIC: EQUITY

What are some productive ways for RTA to define, understand, and incorporate equity during this process?

Possibilities include...

- Fostering discussion about equity
- Developing a shared regional equity statement
- Establishing goals and performance measures for measuring equity
- Rethinking transit funding and service distribution at the regional level
- Leveraging transit's inherent advantage towards equitable mobility

TOPIC: ENGAGEMENT



TOPIC: ENGAGEMENT

Who would you as the RTA Board like to hear more directly from during this process?

TOPIC: ENGAGEMENT

- Leadership and staff from the Service Boards
- Leadership from other units of government
- Civic groups and advocates
- Leaders within the Disability Community
- Business Organizations and Economic Development Leaders
- Academic researchers and other thought-leaders
- Members of the public

THANK YOU!

9. NEW BUSINESS



MOVING YOU

10. EXECUTIVE SESSION

MOVING YOU



NEXT MEETING AND ADJOURNMENT

The next meeting of the RTA Board of Directors is scheduled for Thursday, September 16.

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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