

MEETING OF THE RTA BOARD OF DIRECTORS DECEMBER 16, 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.

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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
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

A vertical collage of blue-tinted images. At the top are the Willis Tower and the Chicago Board of Trade Building. Below them are various transit vehicles, including a Metra train and a bus, with the word 'Metra' visible on the train. The background features a faint grid pattern.

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5. EXECUTIVE DIRECTOR'S REPORT



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GOVERNMENT AFFAIRS UPDATES



TODAY'S AGENDA



PROPOSED RTA 2022 OPERATING BUDGET AND CAPITAL PROGRAM

Proposed 2022 Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program

Northeastern Illinois
November 2021



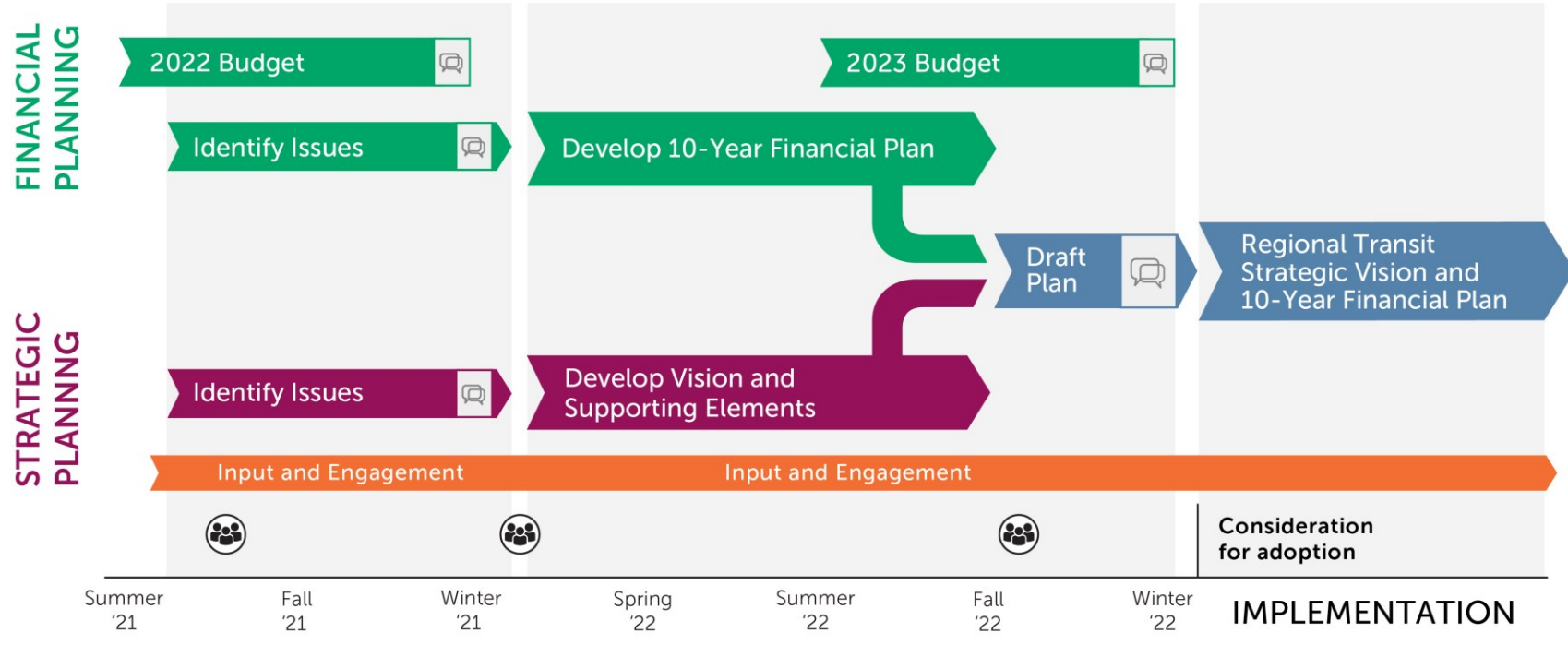
Regional
Transportation
Authority



Regional
Transportation
Authority

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.



RECAP OF 2021 ENGAGEMENT TOUCHPOINTS

Making a Plan

***Making A Plan* Guest Blog Posts**

Recurring series of guest blog posts from our Movers, 12 to date

Board Presentations

Local Movers and National experts, invited to present to RTA Board

UTC Public Forum

Panel & Public Launch attended by over 120 participants

Public Input Survey

Launched Nov. 11, with over 800 responses so far

6. INFORMATION ITEMS



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6a. PRESENTATION OF THE SEMI-ANNUAL PROJECT MANAGEMENT OVERSIGHT REPORT



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PMO PROGRAM

- Project Implementation and Delivery
- RTA Strategic Plan Goals and Priorities
- Transparency



STATE PROJECT LIFE CYCLE



PMO PROJECTS

Funding Source	Budget	Total Number of Projects	New Projects
State Projects	\$2,114,386,168	57	16
Total Projects $\geq$ \$10M	\$7,094,372,217	61	12

STATE FUNDED PROJECT STATUS

Funding Source	Total Awarded	Expended	Active Projects	Completed Projects	Total Projects
Rebuild Illinois	\$2,310,225,680	\$69,253,449	31	3	58
PAYGO	\$442,650,000	\$172,385,855	26	3	34

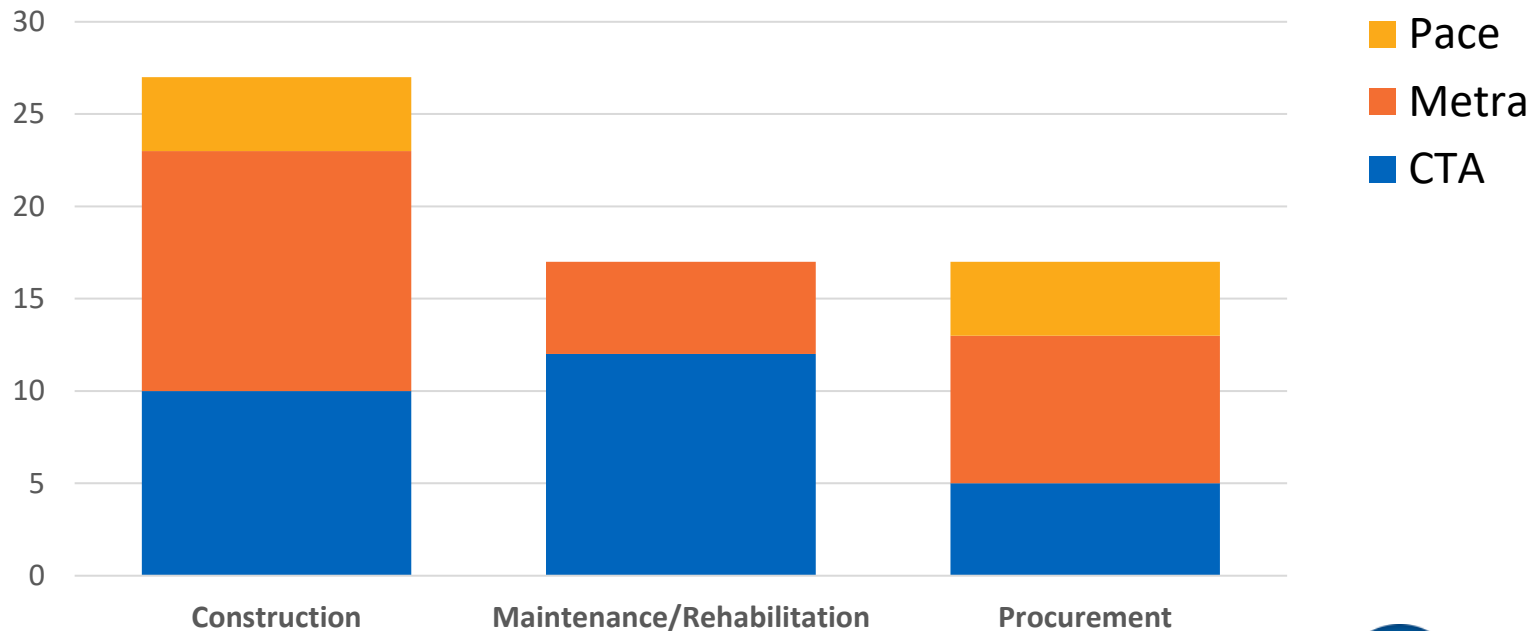
PROJECT PERFORMANCE

- 93% of projects without change orders
- 91% of projects are on schedule
- 5 projects are behind schedule



PROJECT TYPES

Project Categories



REBUILD ILLINOIS PROJECT HIGHLIGHTS

Project	Highlights
CTA – Replace Non-Revenue 61 st Street Rail Shop	This project will provide for the construction of a new non-revenue vehicle maintenance facility. The facility will also include covered storage tracks for track maintenance equipment.
Metra – Purchase of Remanufactured Locomotives	This project involves the purchase of 15 remanufactured diesel locomotives which will allow for increased horsepower, lower emissions, and greater fuel efficiency than the current fleet average.
Pace – New I-55 Garage - Plainfield	This project is for the design and construction of a new I-55 garage in Plainfield. A new facility will allow for further expansion of service on the I-55 corridor, reduce deadhead times and alleviate overcrowding at the Heritage garage.

COMPLETED PROJECTS

Project	Highlights
CTA – Forest Park – Advance Utility – Phase I	CTA completed survey work for the 3 Forest Park projects which include the new track work from Halsted to Illinois Medical District, an accessible station at Racine, and a new substation and traction power equipment upgrades at Hermitage.
Metra – Car Rehabilitation – Nippon Sharyo – Phase 3	Metra completed the rehabilitation of 30 Nippon Sharyo rail cars. The state PAYGO funding allocated to this project covered only the 30 rail cars that were completed.

QUESTIONS?



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



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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. A blue bus is visible on a street below the tracks. 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

An aerial photograph of a city featuring a large railway yard with numerous tracks and freight cars. Industrial buildings and parking lots are visible in the foreground and background. A large, semi-transparent purple circle is overlaid on the left side of the image, containing the number '1' and the text 'DELIVER VALUE ON OUR INVESTMENT'.

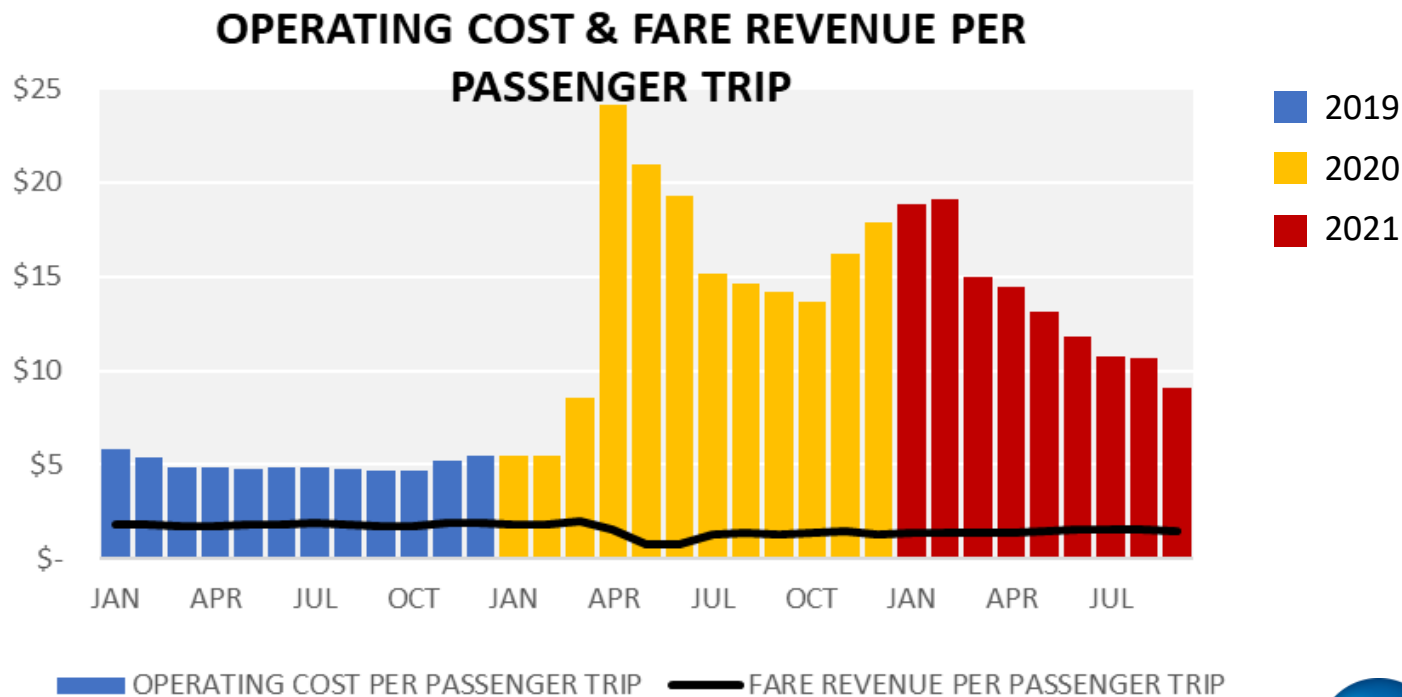
1

DELIVER
VALUE
ON OUR
INVESTMENT

Q3 YTD 2021 REGIONAL PERFORMANCE

Indicator/Measure	2021 Value	% Change	Trend
Annual Capital Funding	\$2,229,147,543	-20%	↓
Capital Expenditures	\$831, 101,234	-0.5%	↔
Operating Cost per Passenger Trip	\$12.40	16.8%	↑
Fare Revenue per Passenger Trip	\$1.48	7.0%	↓

SPOTLIGHT: EFFICIENCY & SOLVENCY



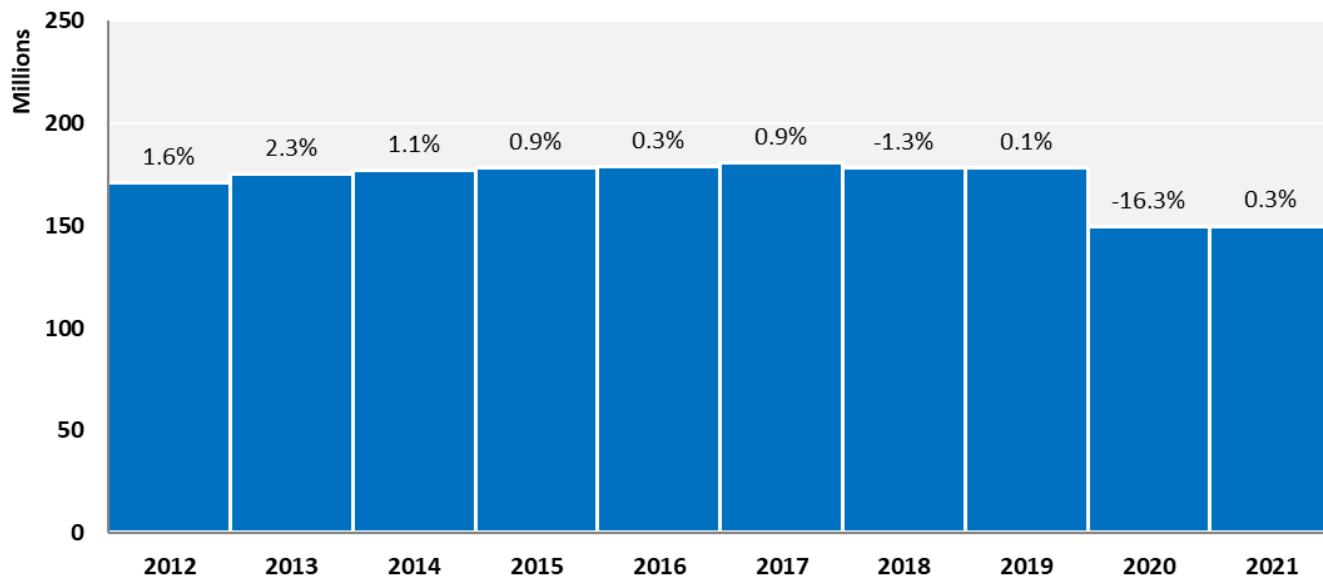
An aerial photograph of a transit hub at dusk. A large green circular overlay is positioned on the left side of the image, containing the number '2' and the text 'BUILD ON THE STRENGTHS OF OUR NETWORK'. The background shows a train station with a train, a bus stop with several buses, and surrounding urban buildings and streets.

2

BUILD ON THE
STRENGTHS
OF OUR
NETWORK

Q3 YTD 2021 REGIONAL PERFORMANCE

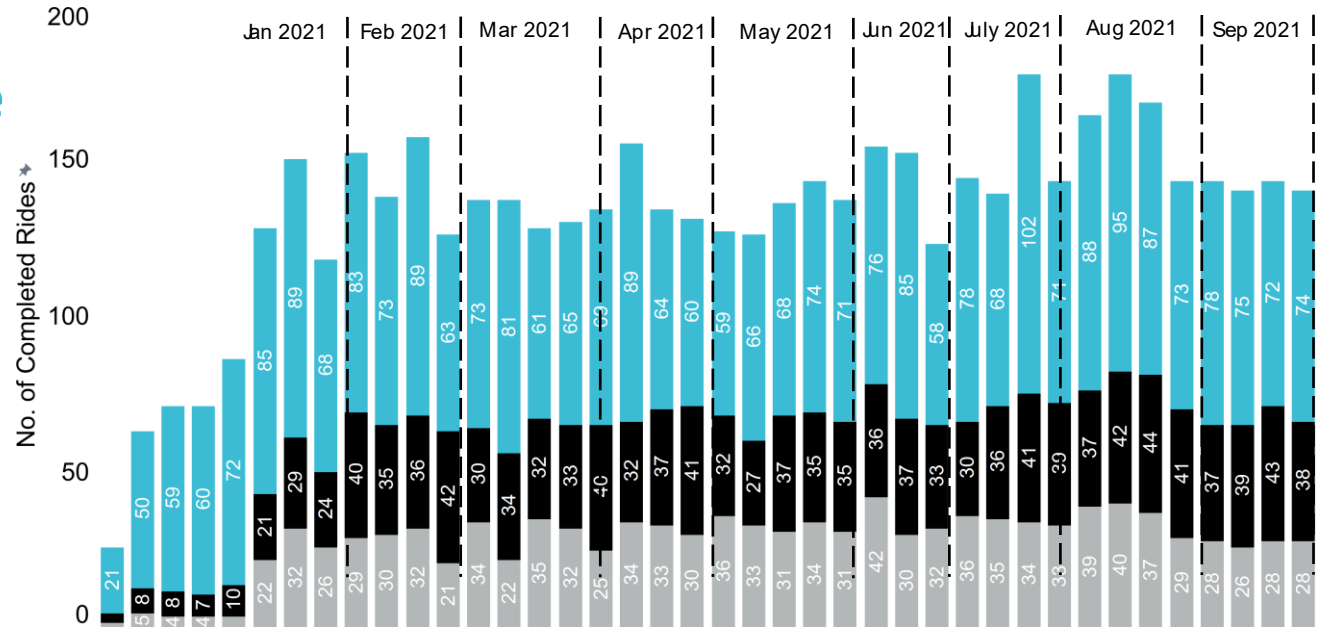
Q3 YTD Regional Vehicle Revenue Miles
(2012-2021)



SPOTLIGHT: BEDFORD PARK PILOT

Weekly rides by service type

- Free Shuttle**
2,892 trips
- Last Mile Rides**
1,281 trips
- Late Night Rides**
1,118 trips



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 in a large white font, and the words 'STAY COMPETITIVE' are in a smaller white font. 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.

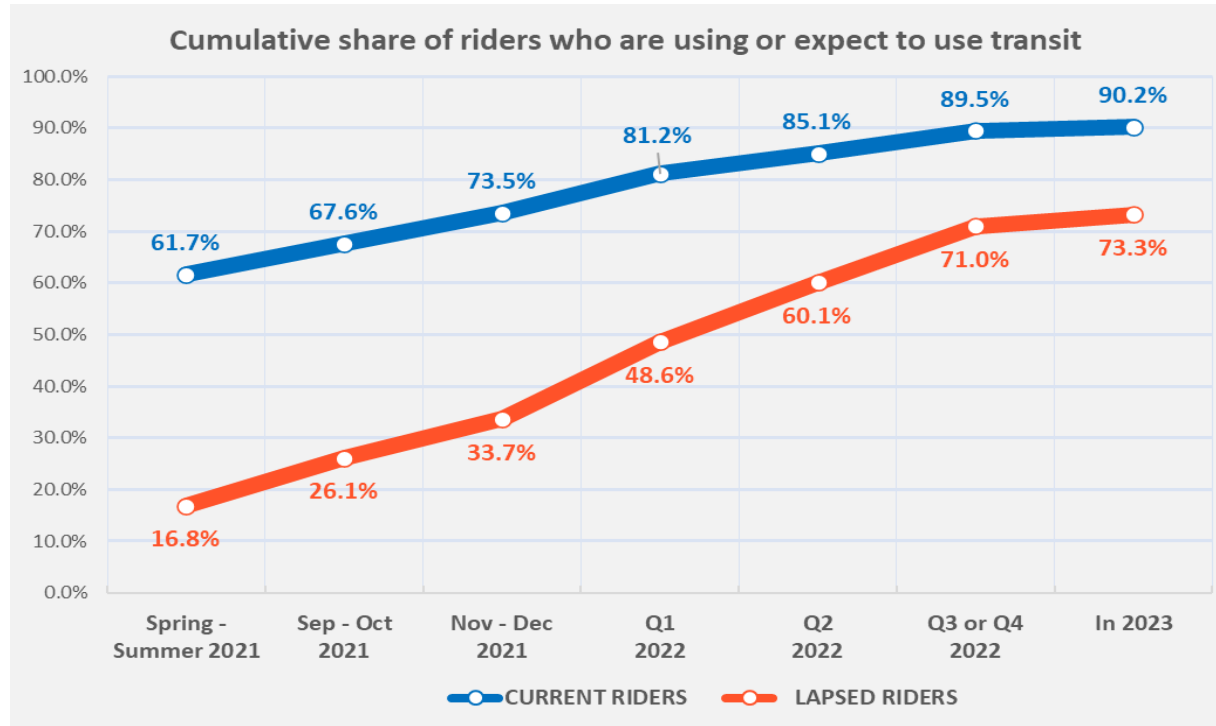
3

STAY
COMPETITIVE

Q3 YTD 2021 REGIONAL PERFORMANCE

Indicator/Measure		Value	Trend
Ridership		159,414,479	↓
Average speed		14.6 mph	↔
On-Time Performance	CTA Bus	80.2%	↓
	CTA Rail	58.9%	↑
	Metra	95.3%	↓
	Pace bus	N/A	

AUGUST CUSTOMER PANEL SURVEY



SUMMARY

- Cost per trip is higher than pre-COVID but decreasing as riders return
- Bedford Park pilot continues to provide valuable last-mile connections
- August customer panel continues to indicate slow return to transit

7. ACTION ITEMS



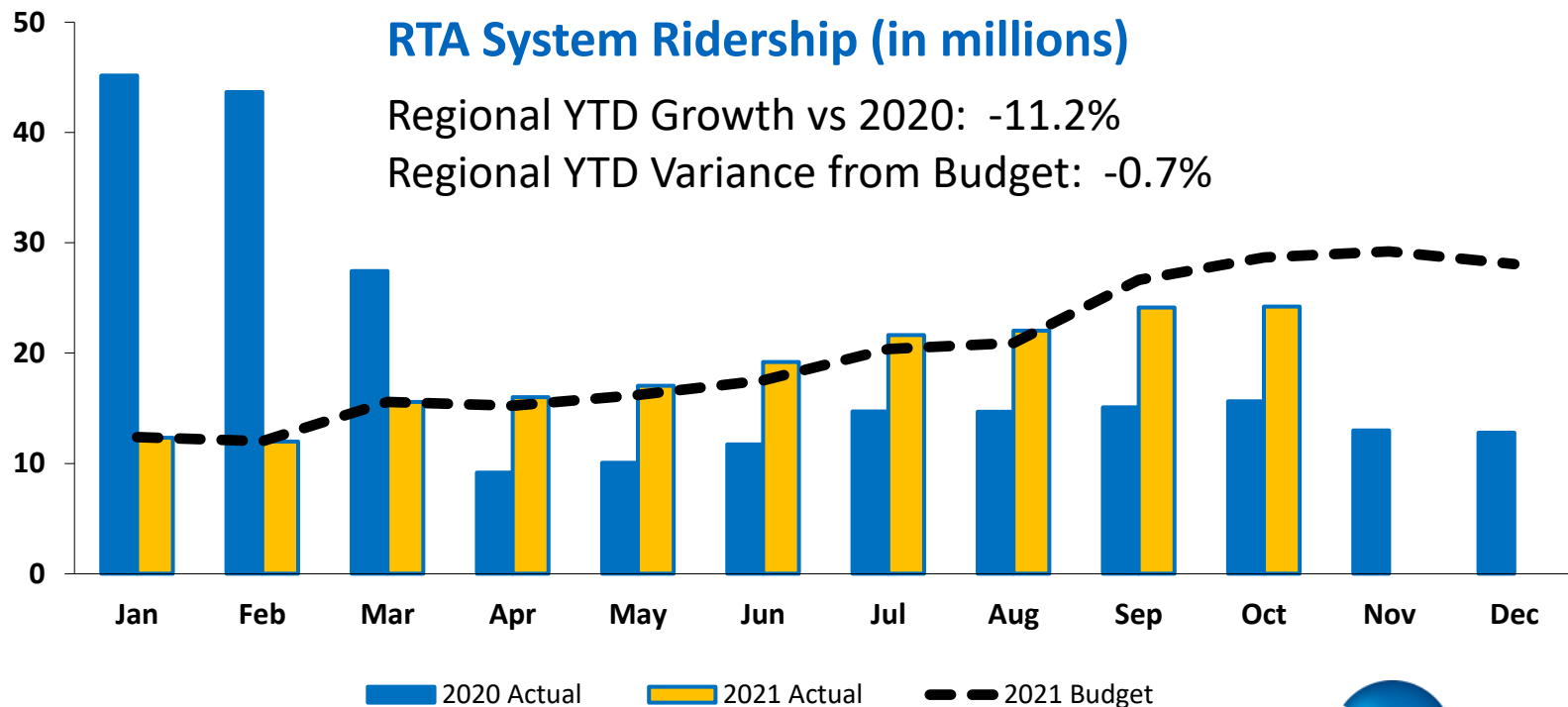
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7a. RESOLUTIONS CERTIFYING FINANCIAL RESULTS – THIRD QUARTER 2021



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RIDERSHIP LAGGED BUDGET IN SEP AND OCT



STRONG SALES TAX RECEIPTS ARE DRIVING GOOD PUBLIC FUNDING RESULTS

PUBLIC FUNDING (IN MILLIONS)				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	\$700.8	\$682.8	\$17.9	2.6%
Metra	\$331.9	\$250.4	\$81.5	32.5%
Pace	\$144.2	\$129.9	\$14.3	11.0%
<u>Pace ADA</u>	<u>\$127.0</u>	<u>\$136.9</u>	<u>(\$9.9)</u>	<u>(7.2%)</u>
Total	\$1,303.9	\$1,200.1	\$103.8	8.6%

EXPENSES REMAIN FAVORABLE

OPERATING EXPENSES (IN MILLIONS)				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	\$1,187.4	\$1,226.2	\$38.8	3.2%
Metra	\$545.4	\$585.3	\$39.9	6.8%
Pace	\$164.6	\$180.5	\$16.0	8.8%
<u>Pace ADA</u>	<u>\$135.3</u>	<u>\$145.2</u>	<u>\$9.9</u>	<u>6.8%</u>
Total	\$2,032.6	\$2,137.2	\$104.6	4.9%

FEDERAL RELIEF FUNDING CONSTRAINT IS DRAGGING DOWN OPERATING REVENUE

OPERATING REVENUE (IN MILLIONS)				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	\$434.0	\$543.4	(\$109.4)	(20.1%)
Metra	\$210.0	\$334.2	(\$124.2)	(37.2%)
Pace	\$22.6	\$43.4	(\$20.8)	(47.9%)
<u>Pace ADA</u>	<u>\$8.2</u>	<u>\$8.2</u>	<u>\$0.0</u>	<u>0.4%</u>
Total	\$674.8	\$929.1	(\$254.3)	(27.4%)

REGIONAL RECOVERY RATIO IS 10 POINTS BELOW BUDGET

RECOVERY RATIOS					
	Without <u>Relief \$</u>	Federal <u>Relief \$</u>	With <u>Relief \$</u>	<u>Budget</u>	<u>Variance</u>
CTA	29.2%	\$211.5	49.8%	55.1%	(5.2)
Metra	19.0%	\$115.9	42.1%	62.0%	(19.9)
Pace	18.7%	\$0.0	18.7%	30.4%	(11.7)
<u>Pace ADA</u>	<u>9.4%</u>	<u>\$3.5</u>	<u>16.4%</u>	<u>10.0%</u>	<u>6.4</u>
Total	24.5%	\$330.9	43.7%	53.6%	(10.0)

OPERATING DEFICITS WORSEN

YEAR-TO-DATE OPERATING DEFICITS				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	(\$753.4)	(\$682.8)	(\$70.6)	(10.3%)
Metra	(\$335.4)	(\$251.1)	(\$84.3)	(33.6%)
Pace	(\$142.0)	(\$137.2)	(\$4.8)	(3.5%)
<u>Pace ADA</u>	<u>(\$127.0)</u>	<u>(\$137.0)</u>	<u>\$9.9</u>	<u>7.3%</u>
Total	(\$1,357.8)	(\$1,208.0)	(\$149.8)	(12.4%)

7b. ORDINANCES AUTHORIZING THE AMENDMENTS OF THE 2021-2025 CAPITAL PROGRAM AND INNOVATION, COORDINATION, AND ENHANCEMENT (ICE) FUNDED PROJECTS

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7c. ORDINANCE ADOPTING THE 2022 REGIONAL AND SERVICE BOARD BUDGETS



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RTA 2022 BUDGET HEARINGS

County Board Presentations

11/4/21 Cook

11/23/21 DuPage

11/5/21 Lake

12/2/21 Will

11/12/21 McHenry

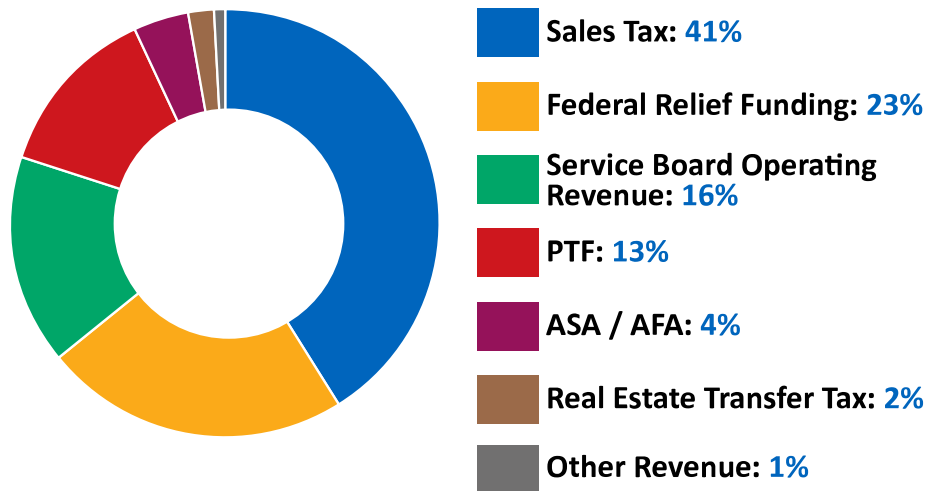
12/14/21 Kane

RTA Public Hearing

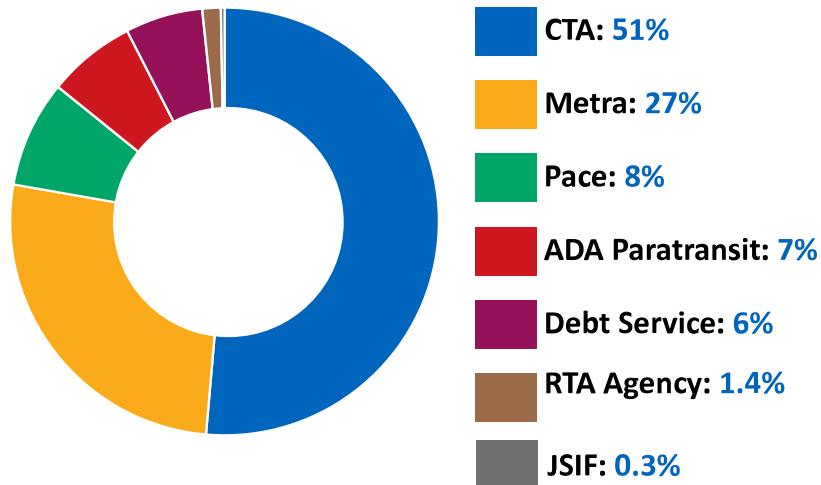
12/1/21 On-line, 14 attendees provided testimony

2022 REGIONAL OPERATING: \$3.405B

Revenue by Source



Expense by Agency



RECOVERY RATIOS

System-generated revenue recovery ratio	2022 Requirement	2022 As Budgeted
CTA	54.75%	56.9%
Metra	52.5%	52.7%
Pace Suburban Service	30.3%	30.3%
RTA Regional	50.0%	51.9%
Pace ADA Paratransit	10.0%	10.0%

The RTA Act allows certain expenditures to be excluded from the recovery ratio calculation including security expense, depreciation, debt service, and facility leases. Metra's calculation includes capital farebox revenue.



RELIEF FUNDING INCORPORATED

(in millions)	2022 Budget	2023 Plan	2024 Plan	Total
Existing CARES Act, CRRSAA, ARP Act	\$796	\$773	\$511	\$2,080
Anticipated ARP Act Discretionary (CTA)	---	---	\$226	\$226

FUNDING AMENDMENT 1Q 2022

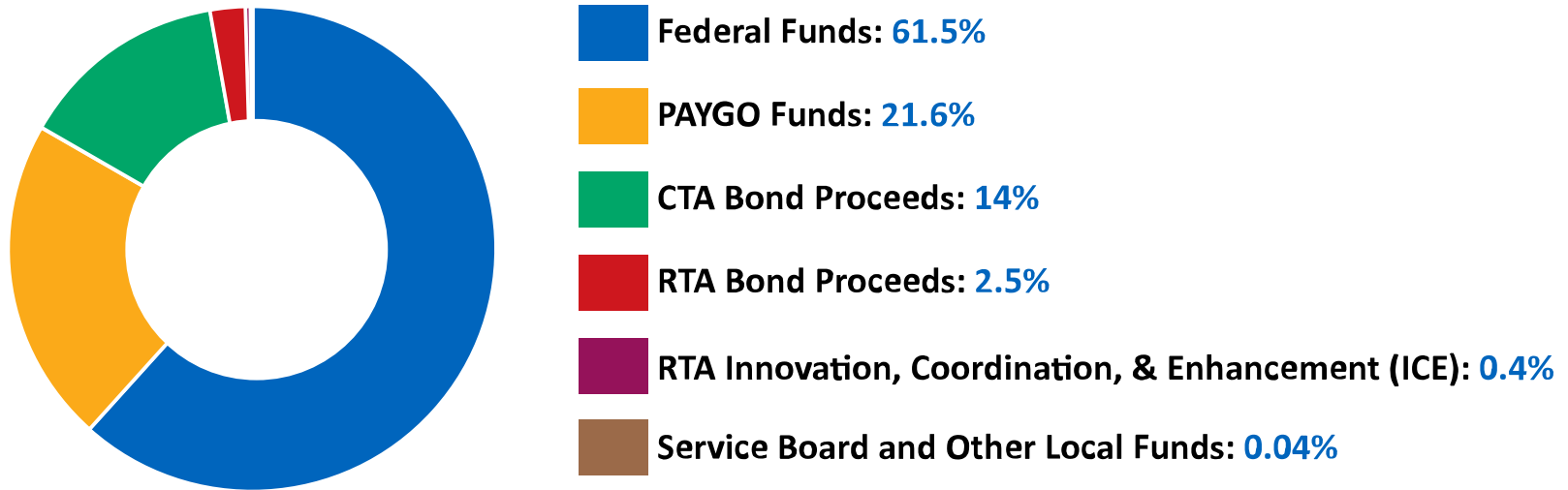
- Recognize latest sales tax trends and adjust recovery ratios
- Service Boards provide revised budgets within 30 days
 - Fully incorporate ARP Act funding
 - Reforecast ridership, revenue, expenses as needed
 - Regional budget amendment considered in April



CAPITAL PROGRAM

REGIONAL CAPITAL PROGRAM FUNDING

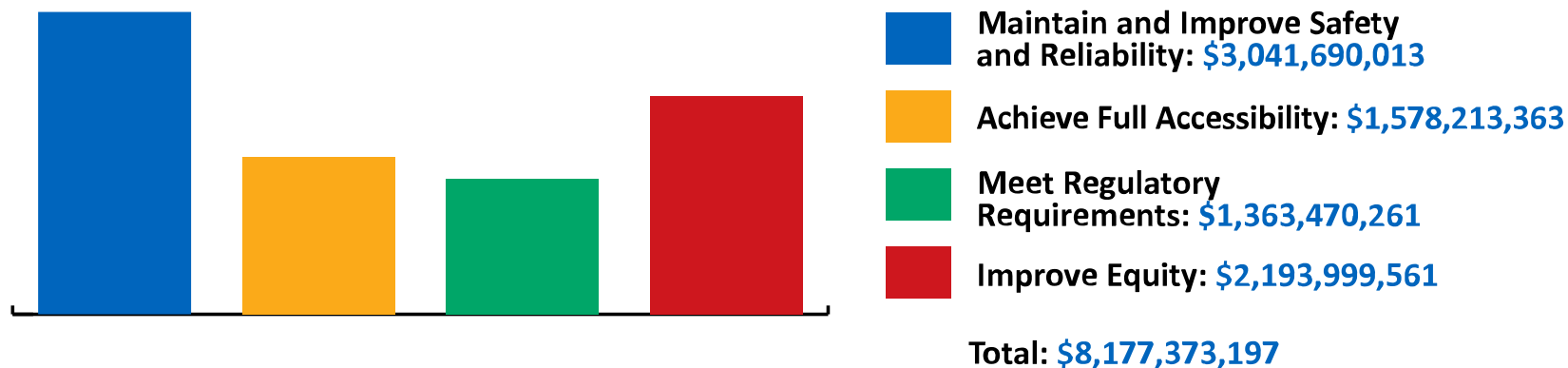
- **Proposed 2022-2026 capital program: \$5.260 billion**



FUNDING BY SERVICE BOARD (\$5.260B)

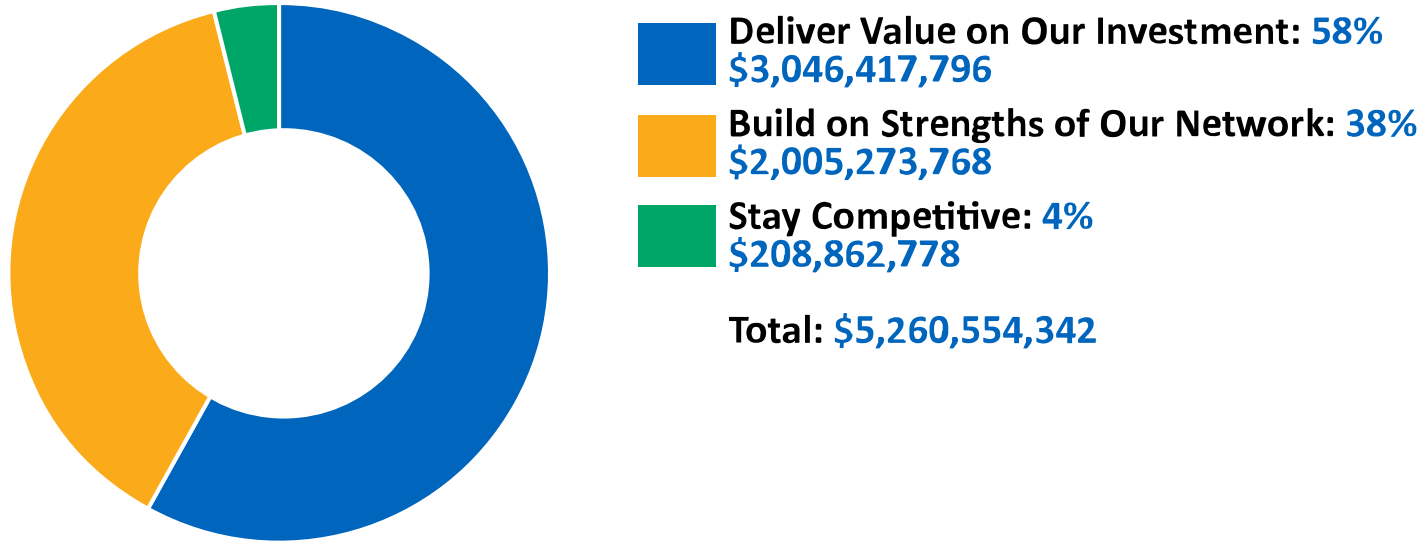
Service Board	2022 Funding	2023-2026 Funding	Total Five-Year Funding
CTA	\$1.076	\$2.398	\$3.474
Metra	\$0.261	\$1.237	\$1.497
Pace	\$0.057	\$0.232	\$0.289
Total	\$1.394	\$3.866	\$5.260

CAPITAL FUNDING ADDRESSING CORE REQUIREMENTS



NOTE: Question is asked as multi-response, Service Boards may select up to two core requirements per project

CAPITAL FUNDING ADVANCING STRATEGIC GOALS



PRIORITY PROJECTS

Top 3 Priority Projects by Service Board and Regional Total			
Service Board	Priority Project	10-year Funding Need	Total 5-year Funding
CTA	Bond Repayment, Interest & Finance Costs	\$1,746,838,407	\$1,096,836,620
	Red Line Extension	\$2,497,000,000	\$357,771,335
	7000 Series Rail Car Purchase	\$1,087,276,532	\$349,658,667
	Remaining Priority Projects	\$17,884,737,765	\$1,669,652,821
	Total	\$23,215,852,704	\$3,473,919,443
Metra	Fleet Modernization	\$1,690,415,786	\$610,906,603
	Signal & Electrical Improvements	\$1,187,831,400	\$216,804,000
	Rail Station Improvements	\$762,073,929	\$216,212,000
	Remaining Priority Projects	\$8,191,338,900	\$453,562,286
	Total	\$11,831,660,015	\$1,497,484,889
Pace	Electric Buses	\$52,000,000	\$52,000,000
	Fixed Route Buses - Replacements	\$386,300,000	\$48,400,000
	Improve Support Facilities	\$82,700,000	\$41,350,000
	Remaining Priority Projects	\$621,033,344	\$147,400,010
	Total	\$1,142,033,344	\$289,150,010
Regional Total		\$36,189,546,063	\$5,260,554,342

Shown here are the top three funded priority projects for each service board, as well as the total need over the next 10 years.

REGIONAL CAPITAL PROGRAM ON RTAMS

Core Requirement(s) [?](#)

- ☐ Achieve Full Accessibility
- ☐ Improve Equity
- ☐ Meet Regulatory Requirements
- ☐ Maintain and Improve Safety and Reliability

Strategic Goal [?](#)

- ☐ Build on the Strengths of Our Network
- ☐ Deliver Value on Investment
- ☐ Stay Competitive

APPLY SEARCH AND FILTERS

[Clear search and reset filters](#)

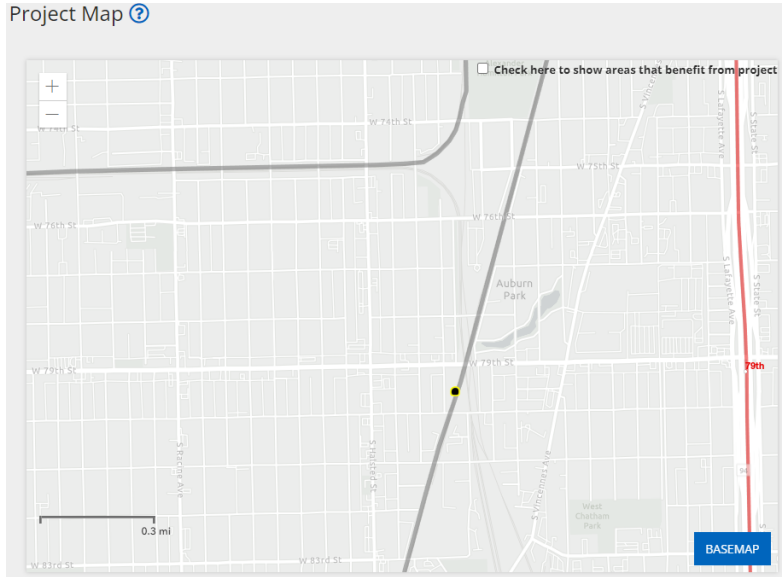
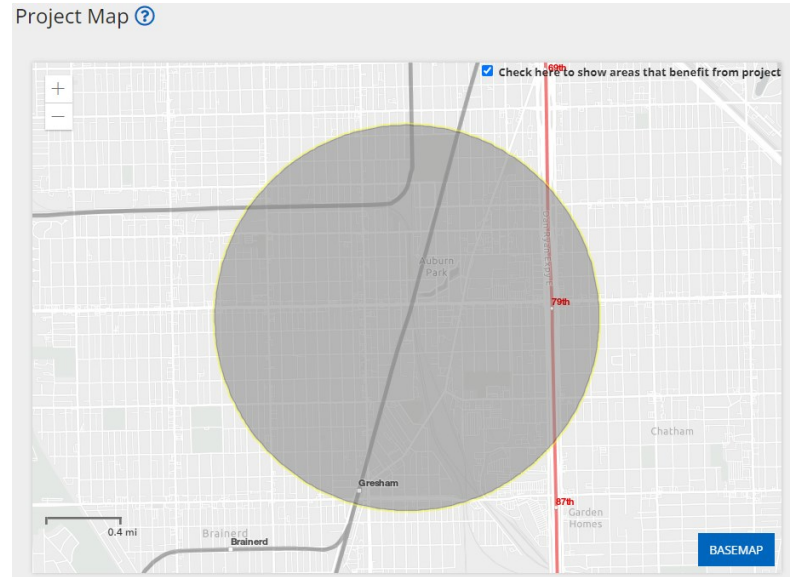
Agency	Priority Project	Mode	2022 Funding	2022-2026 Funding	10 Year Funding Needed	10 Year Unfunded Need
 Pace	Fixed Route Buses - Replacement	Bus	\$34,050,000	\$109,500,000	\$123,300,000	\$13,800,000
 Metra	Administration - Metra	Rail	\$31,004,819	\$102,718,286	\$0	\$0
 Metra	Track Improvements	Rail	\$29,955,000	\$112,509,000	\$1,875,774,000	\$1,763,265,000
 CTA	Systemwide Station Program	Bus	\$27,503,620	\$61,072,249	\$172,417,000	\$111,344,751
 Metra	Yards, Facilities, and Equipment Improvements	Rail	\$27,375,000	\$125,080,000	\$596,778,717	\$471,698,717

Regional Capital Program

CTA, Metra and Pace's programmed capital projects



REGIONAL CAPITAL PROGRAM MAPPED

Project Map Project Map 

CONCLUSION

Staff recommends Board adoption of ordinance approving

- 2022 Service Board and RTA Agency Budgets
- 2023-2024 Financial Plans
- 2022-2026 Capital Programs

7d. ORDINANCE AUTHORIZING A CONTRACT FOR PROFESSIONAL AUDITING SERVICES



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7e. ORDINANCE AUTHORIZING A CONTRACT AMENDMENT WITH CLARITY FOR RTAMS SUPPORT

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7f. ORDINANCE AUTHORIZING A CONTRACT FOR INTEGRATED GRAPHIC DESIGN AND ON-DEMAND SERVICES



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The background of the right side of the slide features a blue-tinted image of the Chicago skyline, including the Willis Tower. Below the skyline, there is a reflection of various transportation vehicles, including a Metra train and a bus, suggesting a focus on public transit and mobility.

7g. ORDINANCE AUTHORIZING CONTRACT AMENDMENT FOR CUSTOMER SATISFACTION SURVEY



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7h. APPROVAL OF TRAVEL EXPENSE REIMBURSEMENT(S)

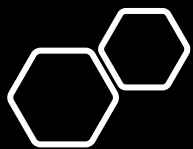


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9. STRATEGIC PLAN



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Accessible Mobility and Transportation

Trends, Topics, and Treats



Judy L. Shanley, Ph.D.

AVP, Education & Youth Transition

Easterseals Director, NCMM

Easterseals Director, FHWA ADA Transition Project

APTA Access Committee, Secretary



- **National technical assistance center** launched in 2013 funded by the Federal Transit Administration.
- Goal of the Center: Promoting customer-centered mobility strategies to advance good health, economic vitality, self-sufficiency, and community. **Support coordination across Federal agencies.**
- Operated through a partnership.
- Provide **technical assistance** to states and regions.



The Mobility Landscape...Trends & Topics

- Integrated and Innovative Services
 - Varying modes and providers creating a continuum of **inclusive** services
 - Thinking **beyond** traditional paratransit – on-demand, microtransit
 - **Technology** is advancing services – complete trip – MaaS-MaaS On-demand
- Inclusion and Equity
 - **Universal** design – includes walkways and paths of travel
 - **Individuals with disabilities at the table** every step of the way
- Invigorate the System
 - Agencies are **rethinking, reevaluating, redesigning services**
 - Led by Federal efforts – **Coordinating Council on Access and Mobility (CCAM)**.
 - Mixing modes, mixing riders, mixing vehicles, mixing payment sources.
 - Implementing coordination through **mobility management**.





**“What if we don’t change at all ...
and something magical just happens?”**

Treats: Take Advantage of Free Technical Assistance (TA) Centers



www.nc4mm.org 1-866-846-6400
info@nc4mm.org [Annual Community Grants](#)

← Grant programs



www.nadtc.org 1-866-983-3222
contact@nadtc.org [Annual Community Grants](#)

← Grant programs



www.nationalrtap.org 1-888-589-6821
info@nationalrtap.org

← Grant programs



Shared-Use Mobility Center
www.sharedusemobilitycenter.org 1-312-448-8083
info@sharedusemobilitycenter.org



National Center for Applied Transit Technology
www.ctaa.org/about-n-catt/

← Grant programs

Thank You

- jshanley@easterseals.com
 - @judylshanley
 - @eastersealshq
 - @nc4mm



Funding Transportation

“Money means all; unless you get it, you’re going nowhere, brother.”

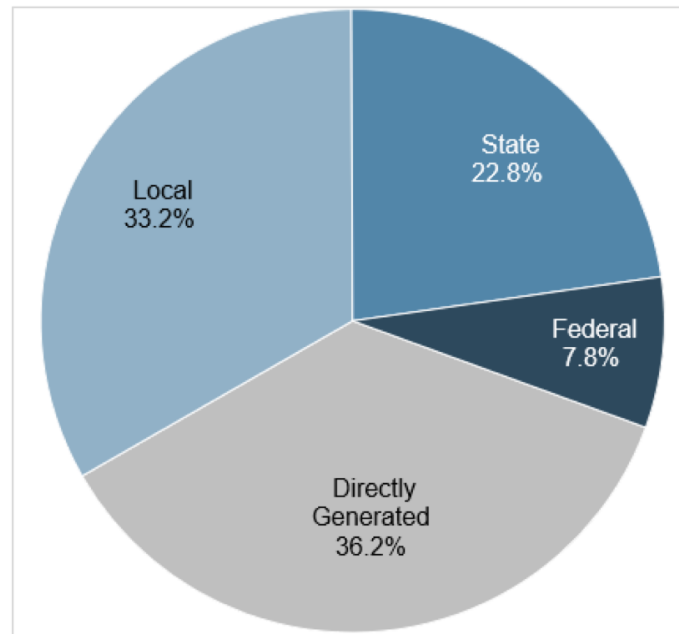
Quoting Jack Madigan, From Robert Caro’s *The Power Broker*

Transit Funding: The Operating Budget Crisis



Operating Expense Funding Sources

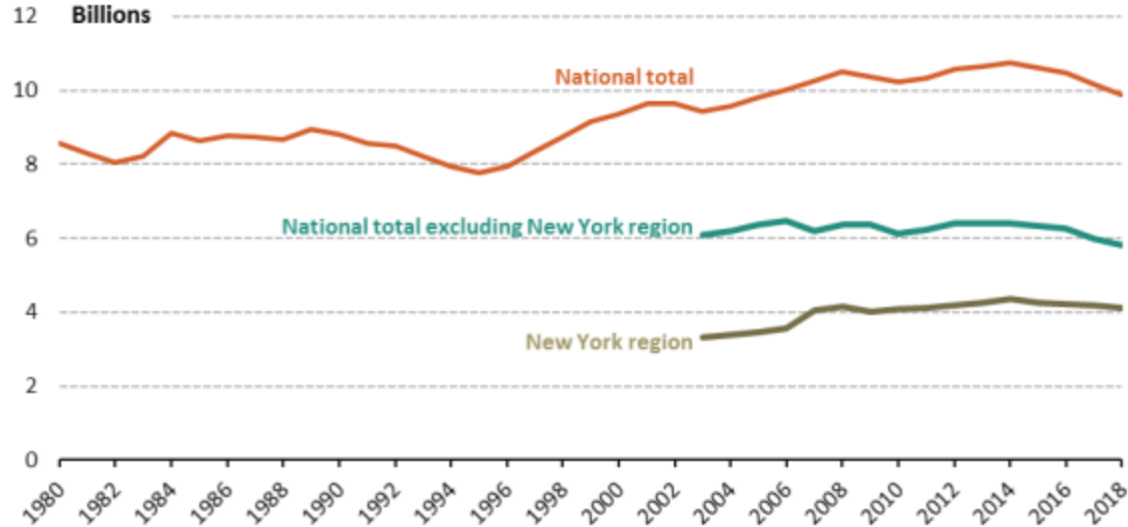
On average, directly generated revenues, including passenger fares, fund 36.2 percent of public transit operating expenses in the United States. Local and State sources fund 33.2 percent and 22.8 percent, respectively; Federal Government sources fund the remaining 7.8 percent.



**Exhibit 8. 2018 Funding Sources
for Transit Operations**

Figure 1. Annual Public Transportation Ridership, 1980-2018

Unlinked Trips



Source: American Public Transportation Association, [Public Transportation Fact Book](#); American Public Transportation Association, [Transit Ridership Report](#).

Note: An unlinked trip is counted each time a passenger boards a transit vehicle.

**Sources of Transit Financial
Assistance for Operations, 1975-1980**

Calendar Year	Percent of Total Assistance for Operations (Excludes Farebox Revenue)		
	Federal Government	State Governments	Local Governments
1975	21.4%	28.9%	49.7%
1976	25.7%	22.3%	52.0%
1977	30.7%	25.1%	44.2%
1978	30.9%	25.3%	43.8%
1979	30.4%	21.4%	48.1%
1980	30.2%	22.7%	47.1%

MBTA Free Bus Pilots: Fares Suppress Ridership



A route 28 bus advertising the fare-free pilot passes through Grove Hall on Blue Hill Avenue on October 5, 2021.

The Great Convergence

Transport Sector Decarbonization & Pandemic Effects

The Great Convergence

Transport Sector Decarbonization

Gas tax  zero

Any TCI fee  zero

No plans to replace this lost revenue.

Pandemic Effects

Time & Scale of Ridership recovery uncertain; hence fare revenue will remain diminished & unstable .

Additional Operating Costs

What Are The Alternatives?

Searching For A More Stable Revenue Source

A Framework To Guide Transport Funding

Public Sector Driven

- Transportation Sources
 - Direct & Indirect
- Non-Transportation Sources

Private Sector Participation

- Public-Private Partnerships (P3s).
- Outright Private Ownership (TNCs; Micro Transit).

Revenue from Transportation Sources

Gas Tax **r**

Transit & Rail Fares **r** (unless means tested)

Sales Tax on gasoline **r**

Parking Assessments **r**

Ridehailing Fees **r**

Auto Sales Tax / Auto Inspections

Auto Registration

Carbon Tax on gasoline (TCI)

ULEZ (Ultra Low Emissions)

Road Pricing | Many Approaches

r (unless means tested)

Conventional Tolls

Congestion Pricing

Time of Day

Traffic Mgt

Cordon Pricing

VMT Fee

HOT/HOV Lane

Usage Time Charge (Hybrid)

Revenue from Transportation Sources (*Indirect & Not Typically for Operating Costs*)

Leveraging Land Values

- Value Capture

- FTA Joint Development

- TIFIA –Transportation Infrastructure Finance and Innovation Act**

- FRA Railroad Rehabilitation and Improvement Financing (RRIF)**

- Outright Sale of Development Rights (one-time deals)

Bond Sales (backed by tolls/road charges/other sources)

- Anticipation Notes

Revenue from *non-Transportation Sources*

Broad Sales Taxes

General Appropriations

Income Tax on High Earners (Fair Share/"Millionaire's Tax)

Regional Ballot Initiatives (local option/municipal sales or other tax)

French *versement* transport tax on employers

Thank You.

Jim Aloisi

Lecturer, Department of Urban Studies & Planning, MIT

jaloisi@mit.edu

8. NEW BUSINESS



MOVING YOU

NEXT MEETING AND ADJOURNMENT

The next meeting of the RTA Board of Directors is scheduled for Thursday, February 17, 2022. 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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