RTAChicago.org

MEETING OF THE RTA BOARD OF DIRECTORS OCTOBER 20, 2022

Welcome!

Meeting Starts at 9 a.m.

Meeting Agenda

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

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

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PLEDGE OF ALLEGIANCE

RTA BOARD OF DIRECTORS MEETING

2. ROLL CALL

3. APPROVAL OF MINUTES

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4.
PUBLIC COMMENT

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5. EXECUTIVE DIRECTOR’S REPORT

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BUDGET UPDATE

Date	Event
Friday, November 11	Regional Budget and Capital Program Posted with Board Agenda
Thursday, November 17	RTA Board Meeting with Service Board presentations Regional Budget Public Comment Opens
Monday, December 5	Draft Regional Transit Strategic Plan Published, Public Comment Begins
Wednesday, December 7	Public Hearing for Budget and Plan
Thursday, December 15	RTA Board Meeting, Vote on Regional Budget and Capital Program

2022 COUNTY BOARD PRESENTATIONS

Meeting Date	County	Location
Tuesday, November 1, at 10:00 a.m.	Cook County	Virtual
Friday, November 4, at 8:30 a.m.	Lake County	In-person: Lake Co Board Office, Waukegan
Thursday, November 10, at 9:00 a.m.	McHenry County	In-person: McHenry Co Administration Building, Woodstock
Tuesday, November 22, at 10:00 a.m.	DuPage County	In-person: DuPage Center Administration Building, Wheaton
Thursday, December 8, at 10:00 a.m.	Will County	In-person: Will Co Board Office, Joliet
Tuesday, December 13, at 9:45 a.m.	Kane County	In-person: Kane Co Government Center, Geneva

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TODAY’S AGENDA

RTAChicago.org

6.
INFORMATION ITEMS

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6a.
STRATEGIC PLAN UPDATE

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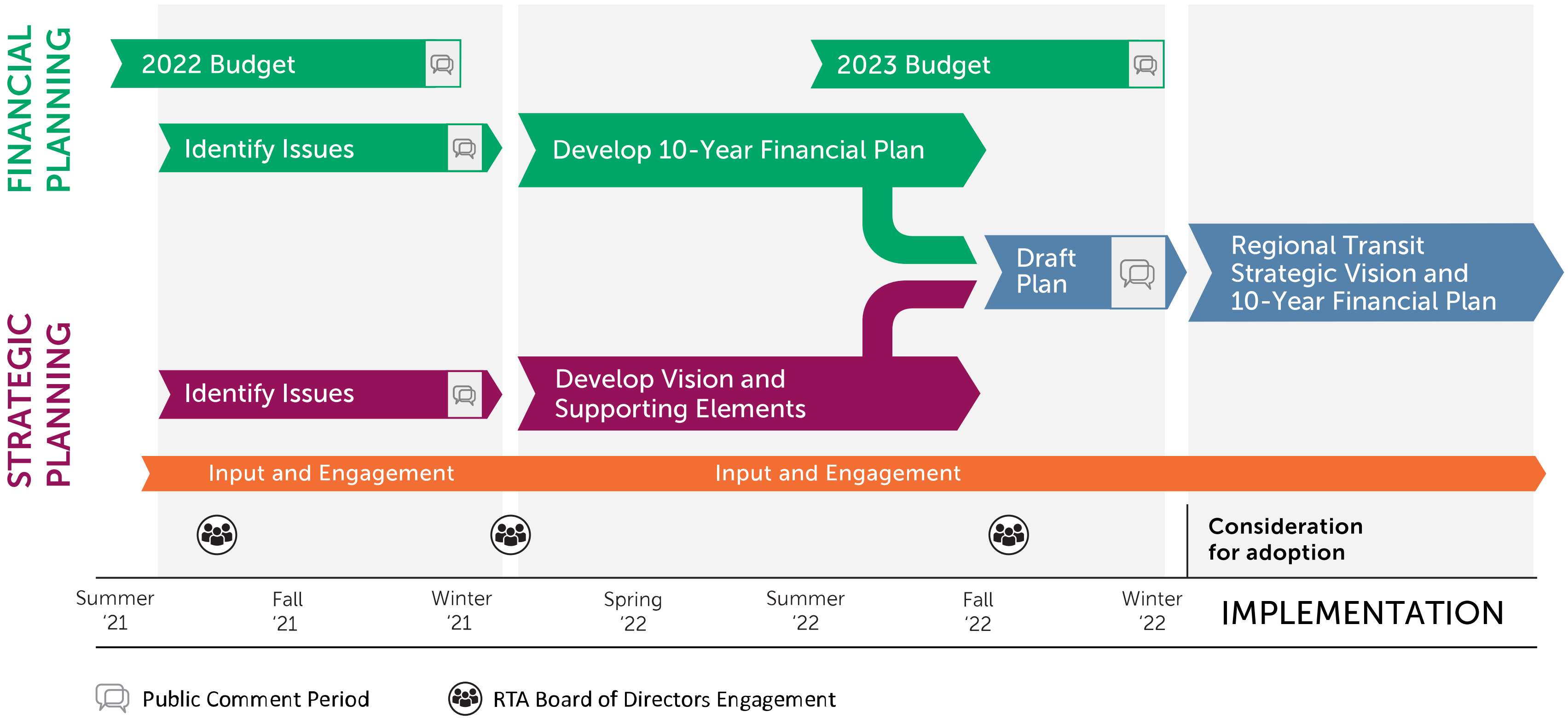
Regional Transit Strategic Plan Timeline

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



Feedback from Public and Stakeholders on Agenda for Advocacy and Action

2023 Agenda for Advocacy and Action

Advocacy

- RTA and Service Boards can advocate but regional partners need to act in order to advance
- Critical component to accomplishing actions
- May be longer-term
- Substantive policy & partnership changes
- 7 areas

Action

- RTA and Service Boards can take action to implement with the support of regional partners
- Areas where agencies can focus to act on feedback from stakeholders
- More immediate
- Address changing and unmet needs
- 7 areas

Opportunities for Engagement and Feedback

- Over 50 Stakeholder Meetings with government officials, business leaders, labor groups, transit advocates, and riders
- Over 750 responses to Public Survey, including riders from all three Service Boards
- Dozens of Transit Rider Interviews at events throughout region
- Social Media Promotion

Advocacy Areas

- **Secure increased funding** for transit operations
- **Develop a budget less reliant on rider fares**, but instead focused on expanding access to opportunity.
- **Build a coalition** around the value transit brings to the Chicago region.
- **Support communities' efforts** to improve the area around their transit stations and stops and pursue equitable transit-oriented development.
- **Engage with communities in an inclusive and transparent way** about how transit dollars are spent in the Chicago region.
- **Secure increased funding** for transit infrastructure.
- **Partner with roadway agencies** to build more transit-friendly streets and advance bus rapid transit.

Feedback Received on Advocacy Areas from Public Survey

- The survey asked respondents to select three advocacy goals they **support the most** from the list.
- The top goals were:
  - Partner with roadway agencies to build more transit friendly streets and advance bus rapid transit
  - Secure increased funding for transit operations
  - Secure increased funding for transit infrastructure

Feedback Received on Advocacy Areas from Other Conversations

- Recognition of the value of the transit system and the need to secure additional funding
- Concern for projected operating deficit
- Support for funding structure that is less reliant upon fares, prioritizes equity
- Enthusiasm for a transit-focused coalition to address future revenue and policy challenges
- Further educate riders on transit funding and policy goals

Action Areas

1. Make the transit system **safer and more secure** for everyone.
2. Use new funding as a catalyst to create a **fully accessible transit system**.
3. Provide **more accurate, real-time travel information** for riders.
4. Make paying for transit **more seamless and more affordable**.
5. Accelerate the transition to a **near-zero emission regional transit system** and prioritize communities burdened by poor air quality.
6. Assess the **regional capital program** in a new way including considerations for racial equity and mobility justice.
7. Adapt bus and rail service to **meet the changing needs of riders.**

Feedback Received on Action Areas from Public Survey

- Survey asked for respondents to select three actions from the agenda that they think are **most urgent**.
- The top answers were:
  - Make the transit system safer and more secure for everyone
  - Adapt bus and rail service to meet the changing needs of riders
  - Provide accurate, real-time information for riders

Feedback Received on Action Areas from Other Conversations

- Reflects the most pressing challenges facing the system
- Support for the climate goals of the plan and utilizing transit as a response to the climate crisis
- Prioritize policy change such as a universal fare card as well as making transfers easier and more affordable
- Questions about how service patterns and schedules need to change given pandemic-induced changes in travel behavior and work habits

Agenda for Advocacy and Action will be included in Plan

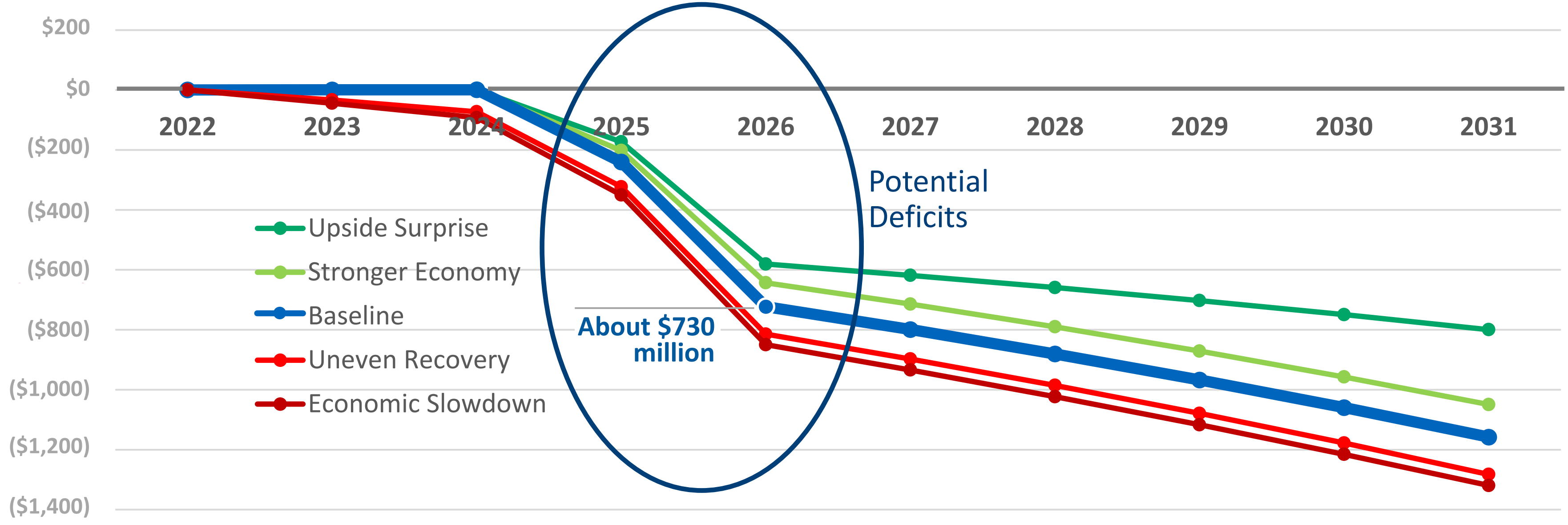
- All 14 areas will be carried forwarded
- Additional detail will include answers to three questions:
  - –What has been done since *Invest in Transit?*
  - –What we can do immediately in 2023?
  - –What we could do in the future with more resources?

Conclusions from 10-Year Financial Plan Technical Working Group

10-Year Financial Plan Technical Working Group

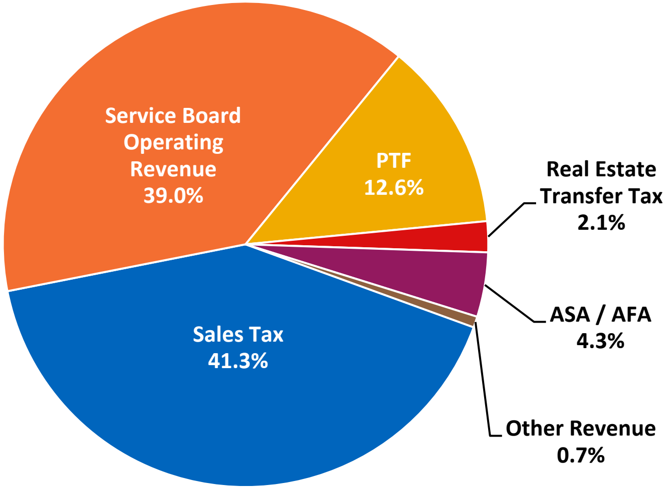
- RTA, Service Board Finance and Planning, CMAP
- Meetings and Technical Memo complete
- Products:
  - –Transit Funding Model
  - –Scenario Analysis
  - –Funding Options
  - –Recovery Ratio Reform
- Recommendations:
  - –Seek multi-pronged solution to future budget deficit

Potential 2026 Budget Deficits in Current Scenarios (in millions)

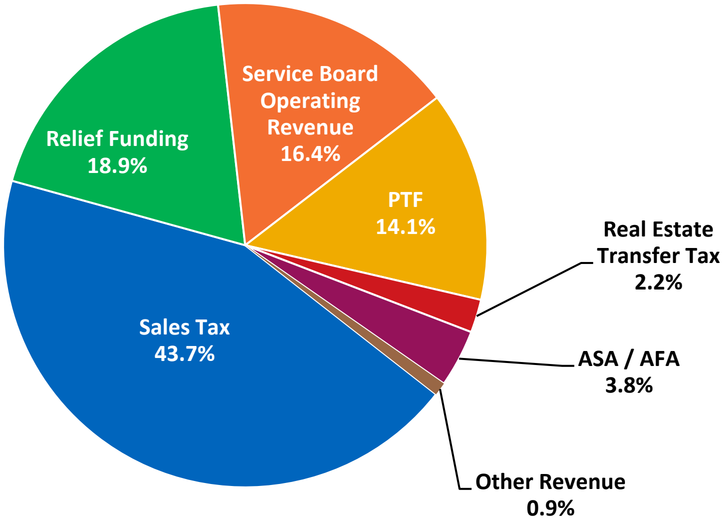


Transit Budget is Stabilized by Federal Relief Funding

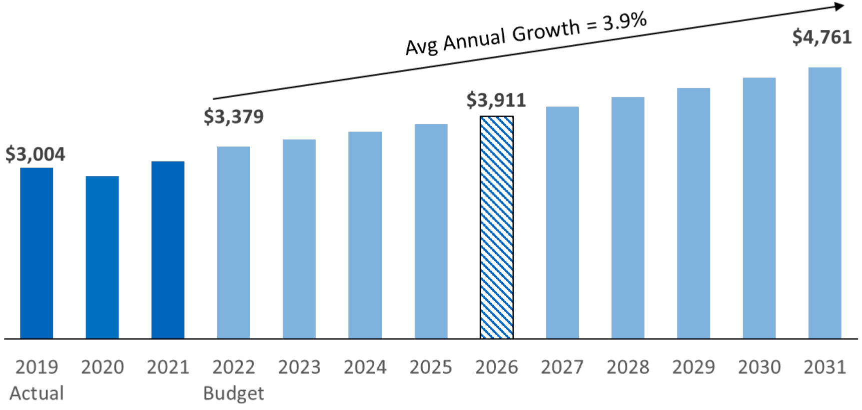
2019 ACTUAL REVENUES



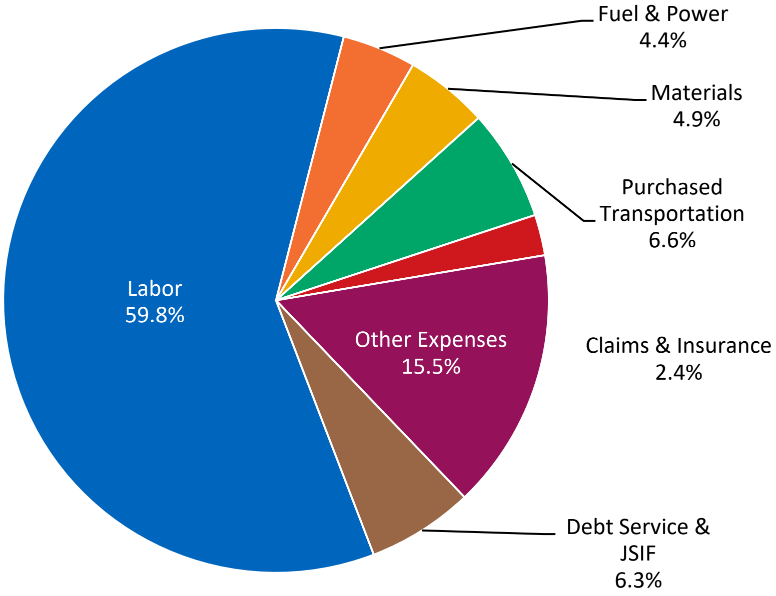
2022 BUDGETED REVENUES



Operating Expense Growth (in millions)

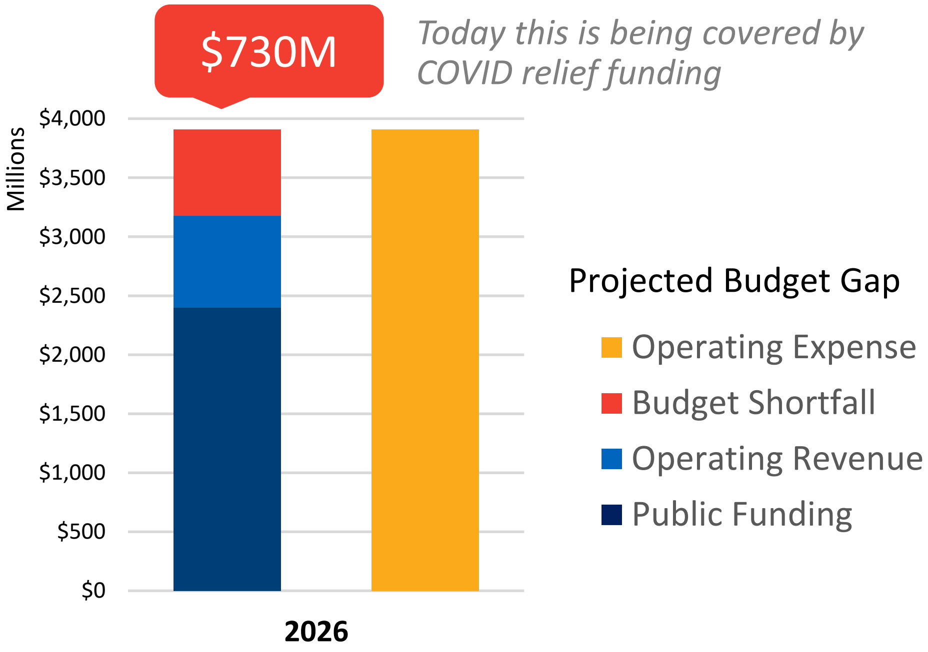


2022 BUDGETED EXPENSES



Fare Increases Cannot Resolve the Gap

- Current fares would need to be doubled to cover projected gap
- Raising fares to this degree now would be counterproductive:
  - Ridership would decrease
  - System would not be affordable to many
  - Advocates have called for fare reductions



Group Considered Many Funding Options

Local Revenue – Taxes: Considered 5, shortlisted 2

- Increase RTA Sales Tax by 0.25%
- Expand RTA Sales Tax to services

Local Revenue – Fees: Considered 6, shortlisted 3

- Establish congestion pricing
- Increase tollway tolls with increment for transit
- Increase State vehicle registration fee

State Revenue – Taxes: Considered 3, shortlisted 3

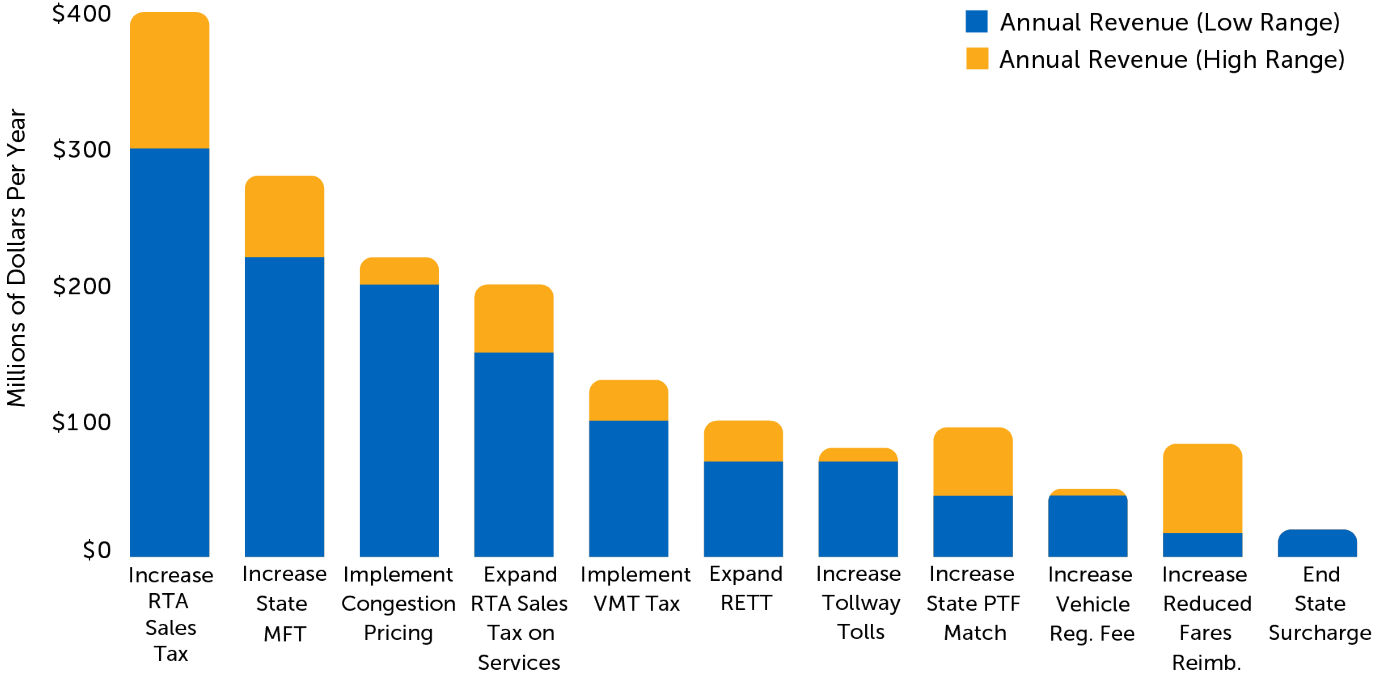
- Increase State Motor Fuel Tax by $0.05 per gallon
- Implement Vehicle Miles Traveled (VMT) tax
- Eliminate 1.5% State surcharge on RTA sales tax receipts

State Revenue – General Funding: Considered 3, shortlisted 2

- Increase State Public Transportation Fund (PTF) match on sales tax and RETT
- Increase State funding for reduced fare and free rides

Also considered: Federal Revenue, Fare Revenue Enhancement

Potential Financial Yield of Evaluated Options



2023 Regional Transit Strategic Plan

Committed to Change | Equity | Stewardship

Criteria Scores of Evaluated Options

	Increase RTA Sales Tax	Increase State MFT	Implement Congestion Pricing	Expand RTA Sales Tax on Services	Implement VMT Tax	Expand RETT	Increase Tollway Tolls	Increase State PTF Match	Increase Vehicle Reg. Fee	Increase Reduced Fares Reimb.	End State Surcharge
Stability											
Nexus with Transit											
Equitable Outcomes											
Ease of Administrative Implementation											
Projected Range of Implementation	<2 Years	<2 Years	5+ Years	2-5 Years	2-5 Years	5+ Years	<2 Years	<2 Years	<2 Years	<2 Years	<2 Years

Committed to Change

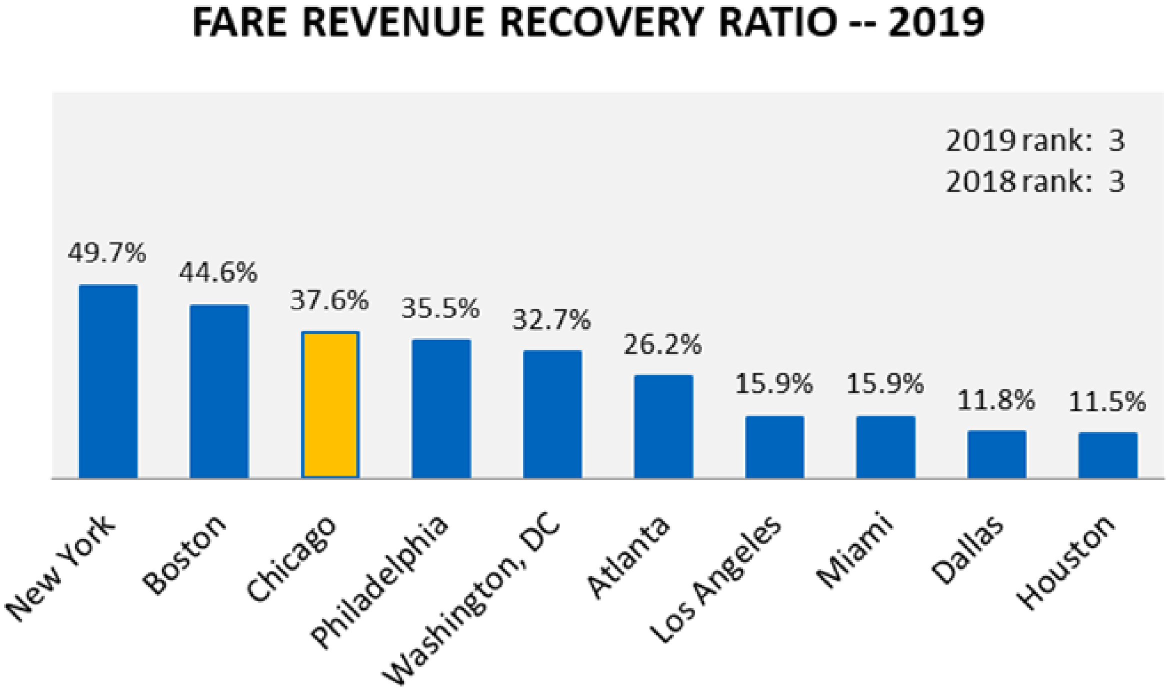
Equity

Stewardship

Other Considerations Evaluated

- **Building a multi-pronged approach to the budget gap**
  - No single funding proposal could close the estimated gap in 2026
  - RTA will need to pursue several funding mechanisms at the state and local levels
- **Securing federal support**
  - Dedicated assistance for transit operations
  - Federal operating assistance for urban areas has been greatly limited
  - Existed through the early 1980s, so there's precedent
  - Separate from the multi-pronged approach

Recovery Ratio Reform is Needed



Summary

- System ridership is not expected to regain pre-COVID levels during the ten-year planning horizon through 2031.
- Current funding mechanisms will be inadequate to support the regional operating budget after federal relief funding is exhausted, if service levels are to be maintained.
- New operating funding should be the primary solution to closing the future budget gap.
- A multi-pronged approach, or bundle of new funding mechanisms, should be pursued.
- Future service improvements or expansions would require even more trade-offs or funding solutions.
- The RTA region is not alone with this challenge.

Conclusions from Priority Project Technical Working Group

Priority Project Technical Group Results

- Experts from RTA, Service Boards, CMAP
- Meetings and summary memo complete
- Recommendations:
  - Continue Priority Project process during annual budget
  - 12 new evaluation themes and metrics to assess projects in the regional 5-year capital program
  - Improve in transparency through more information sharing

Goals:

- Incorporate the transparent prioritization process and criteria required by state legislation (Public Act 102-0573, Section 2.39).
- Incorporate the recommended goals, strategies, and performance measures developed by the Stakeholder Working Groups for the Strategic Plan and apply them to capital project selection and advancement.
- Better connect capital programming to other regional planning processes and show which projects are next in line in the queue for Service Boards to advance when funding is available.

Legislative Requirements

- Mandates a transparent prioritization process for regional transit projects receiving state capital funding
- 7 evaluation themes are mentioned

1. Economic development
2. Reliability improvement
3. Capacity needs
4. Safety
5. State of good repair
6. Racial equity and mobility justice
7. Access to key destinations such as jobs, retail, healthcare, and recreation

Recommendations: Priority Project list

- Maintain current list
- Continue to update based on current principles
- Use as an advocacy tool to show the regions need and conceptual projects in the pipeline

Recommendations: Project Evaluations

- Evaluate at entry into the 5-year capital program
- Use themes proposed by the state and stakeholders
- Build on metrics that mirror current service board evaluations where possible
- Additional measures that are jointly developed by the service boards and RTA

Committed to Change | Equity | Stewardship

Recommendations:
Increase Public Engagement

Present information about the capital program, including new evaluation measures at:

- Budget Hearings
- RTA Board
- On RTAMS and other RTA web communications
- Via service board channels (including better detailing their internal processes publicly)

Evaluation Themes, Metrics and Measures

Evaluation Themes	Source	Proposed Metrics
Access to key destinations	Legislation	• Access to key destinations
Racial equity and mobility justice	Legislation	• Equity based on residential geography
Economic development	Legislation	• Economic impact
Reliability improvement	Legislation	• Impact to service speed/reliability
Capacity needs	Legislation	• Capacity benefit and need
Safety	Legislation	• Impact on customer and/or employee safety • Impact on system security
State of good repair	Legislation	• Asset condition (FTA TERM Rating) • Vehicle useful life (Service Board benchmark)

Evaluation Themes, Metrics and Measures

Evaluation Themes	Source	Proposed Metrics
Climate impact	Working groups	• Ridership/mode shift impacts • Agency operating impacts
Customer experience	Working groups	• Benefits to riders
Accessibility for people with disabilities	Service Board evaluations	• Impact on accessibility for people with disabilities
Meet regulatory requirements	Service Board evaluations	• Is project is required to comply with regulatory requirements
Impact on operating costs	Service Board evaluations	• Impact on operating costs

Next Steps for Capital Priorities:

- Include new metrics as part of the draft strategic plan to obtain public feedback
- Provide Guidance Document
- Service boards to create 2024-2028 capital program with new metrics
- RTA to collect, analyze and report on new metrics as part of the budget process

Next Steps for Plan

Next Steps

- Stakeholder meetings to continue
- Draft strategic plan open for public comment in early Dec
  - –Virtual Public Hearing December 7
- Final plan to RTA Board in February 2023
- Immediate implementation actions to include advocacy campaign

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6b. COMMUNICATIONS AND ADVOCACY STRATEGY UPDATE

Regional Transportation Authority

Communications Update

Key Communications Activities Nov 2022 - Dec 2023

		Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Website and Brand Launch		●													
Regional Budget		●	●												
Strategic Plan	Draft Release & Public Comment		●	●											
	Final Plan Vote & Publication				●										
Awareness Campaign	Public Affairs & Education		●	●	●	●	●	●	●	●	●	●	●	●	●
	Public Campaign						●	●	●						

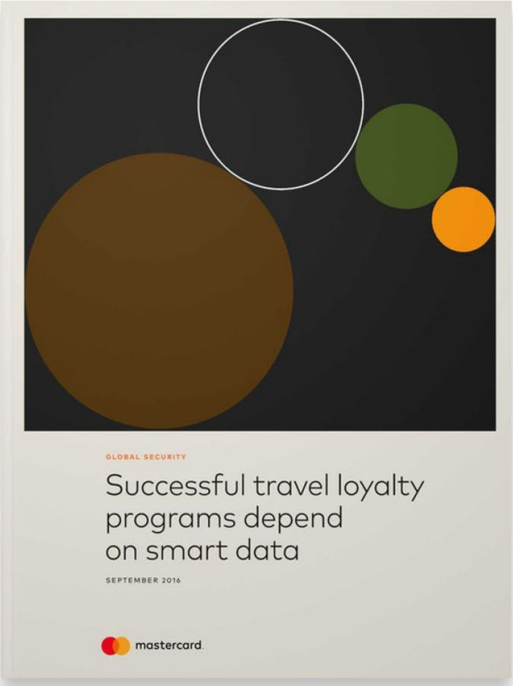
A Refreshed RTA Brand

Examples

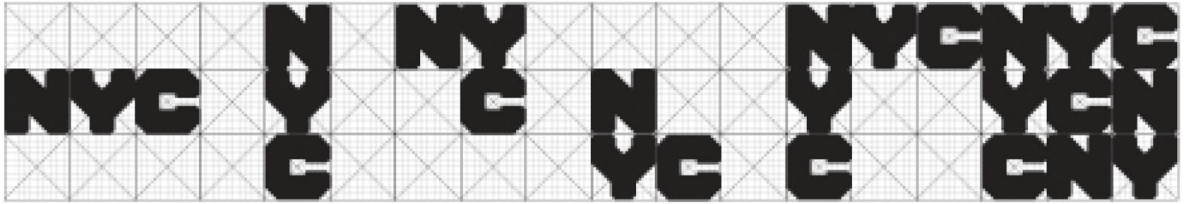
1966	1968	1979	1990	1996	2006	2016
INTERBANK	master charge THE INTERBANK CARD.	MasterCard	MasterCard	MasterCard	MasterCard	mastercard

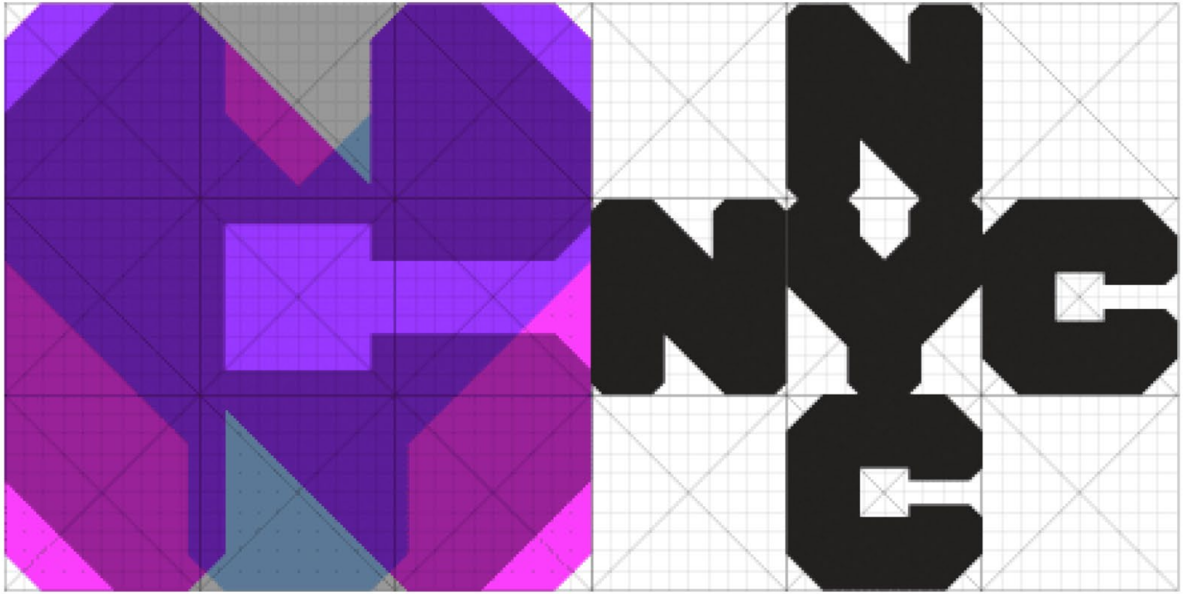
Examples

mastercard



Examples





Examples


NYC TAXI


Fall Fashion
in Bryant Park
September 20-27, 2006
NYC

Vision

The RTA identity should reflect **accountability, transparency, independence**, and **equity.**

It must present an **optimistic yet realistic** vision for the future, **rooted in pragmatism**, and **focused on the individual rider.**

Logo

Our logo since 1977

1977

1985

2007

2013

Logo

Regional
Transportation
Authority

rta

Logo

Regional
Transportation
Authority

Color

AA/AA+

AA/AA+

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Fail, do not use

Fail

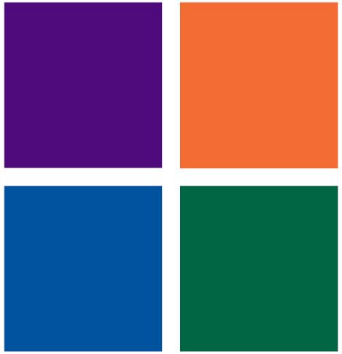
Fail

Fail

Fail

Fail

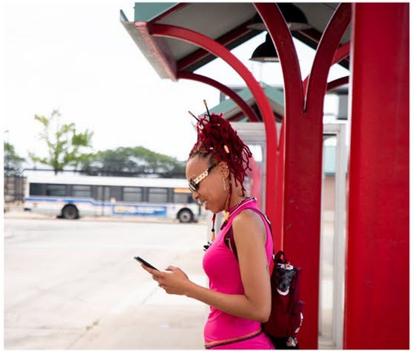
Fail

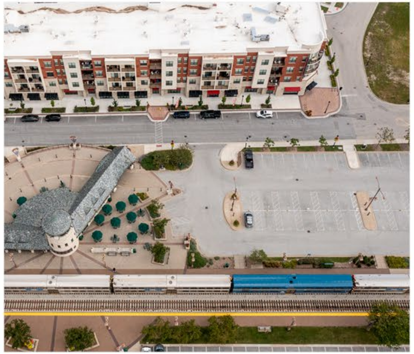



ADA
Paratransit
rta Mobility


ADA Paratransit
Application
Mail-in application
rta Mobility

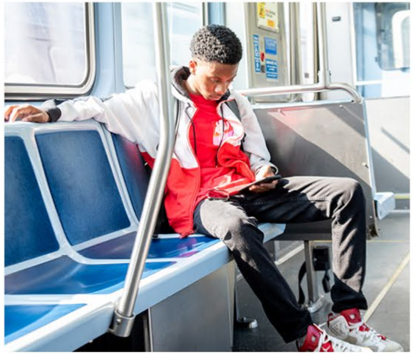
Imagery






to ILLINOIS CTR

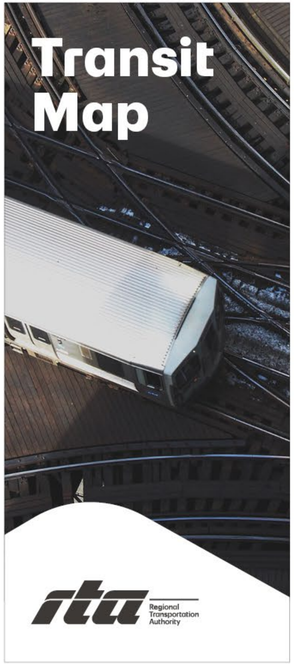

7458




5261


INSTRUCTION BUS
INSTRUCTION BUS
cta
7900


Mobility
Services
rta
Regional
Transportation
Authority


Transit
Map
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Regional
Transportation
Authority


Ride Free
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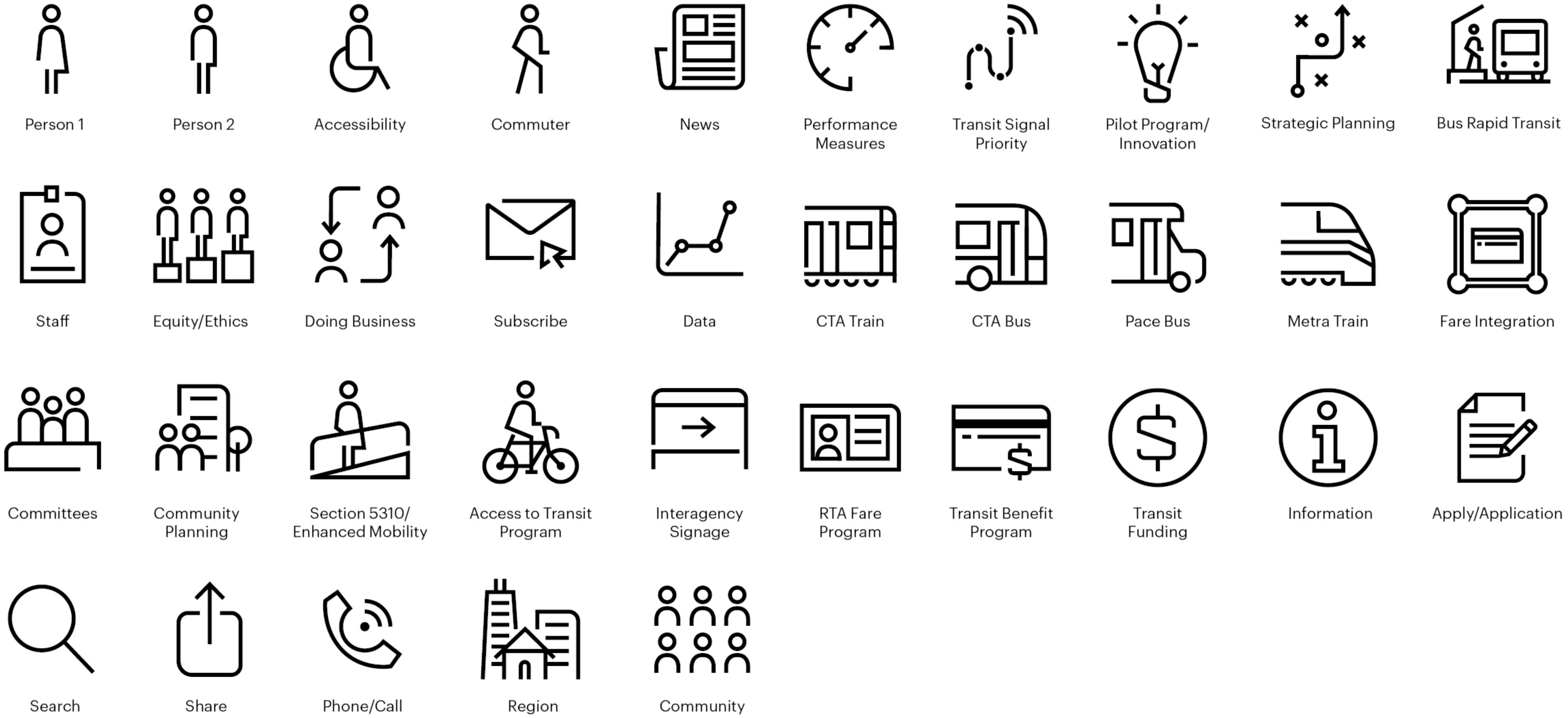
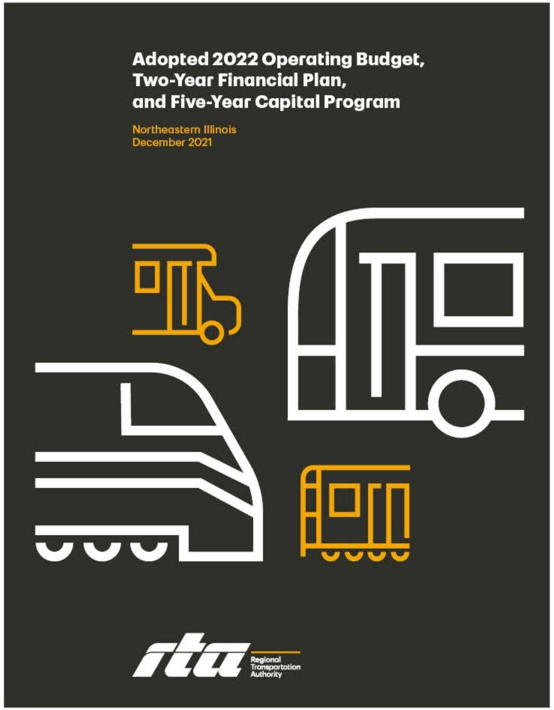
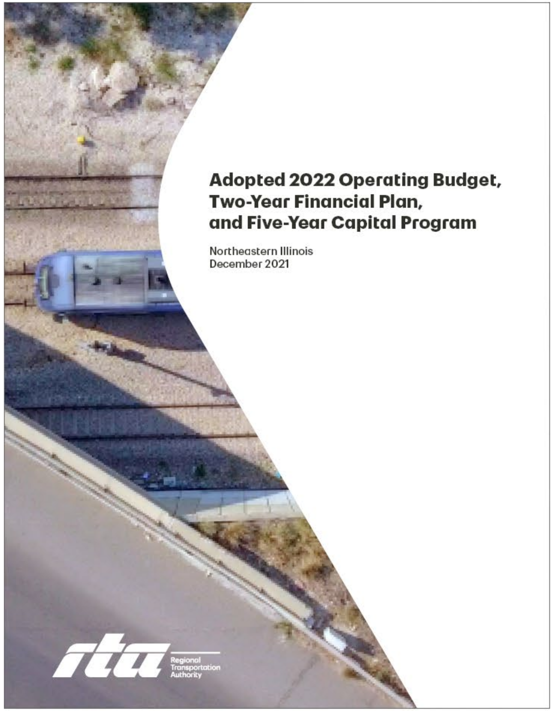
Iconography


Person 1
Person 2
Accessibility
Commuter
News
Performance Measures
Transit Signal Priority
Pilot Program/ Innovation
Strategic Planning
Bus Rapid Transit
Staff
Equity/Ethics
Doing Business
Subscribe
Data
CTA Train
CTA Bus
Pace Bus
Metra Train
Fare Integration
Committees
Community Planning
Section 5310/ Enhanced Mobility
Access to Transit Program
Interagency Signage
RTA Fare Program
Transit Benefit Program
Transit Funding
Information
Apply/Application
Search
Share
Phone/Call
Region
Community

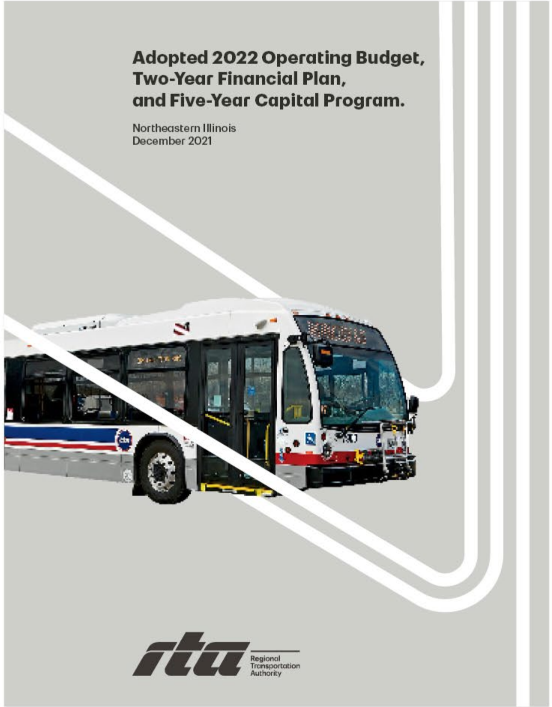
Reports



Icon Cover



Notch Cover



Transit Path Cover

Regional Operations

This section summarizes the 2022 Regional Operating Budget and Two-Year Financial Plan, which comprises each Service Boards' respective operating budget combined with the budget requirements of the RTA Agency. While this first section of the document contains high-level summaries of the regional budget, more complete details may be found in the CTA, Metra, Pace Suburban Service, ADA Paratransit, and RTA Agency sections that follow it. The budgets were presented by the leadership and staff of the RTA, CTA, Metra, and Pace at the RTA Board meeting on November 18, 2021.

Photo caption goes here. Use the same type style as the figure description.

Regional Operating Budget

Unless otherwise noted, most growth rates in this document are calculated by comparing 2022 Budget figures to 2021 Estimate figures, which the Service Board finance teams have reforecast based on the most recent financial results, ridership, and operating trends of the

current year. Such a comparison generally provides a more useful and meaningful view than comparing the (2022) budgets to the prior year (2021) budget.

Ridership

In March and April of 2020, COVID-19 mitigation actions and related job losses caused RTA system ridership to plummet by about 80%. Ridership losses were heaviest at Metra, as many downtown offices temporarily closed. CTA, Pace, and ADA Paratransit ridership fared better, but RTA system ridership still finished 2020 with an historic 59% decline from 2019.

Pace's 2022 operating budget anticipates the ongoing restoration of fixed routes suspended following the onset of the COVID-19 pandemic, as well as significant new service offerings including the start-up of Pace's second Pulse arterial rapid transit (ART) route, along Dempster Avenue. At the resulting higher expense levels, maintaining balance will require an additional $68.3 million of relief funding.

"This marks the beginning of Pace's promise to build back better with a more robust, sustainable, and equitable network of public transportation services."
Richard Kwasneski, Pace Board Chairman

Operating Revenue

Following the onset of the COVID-19 pandemic in March 2020, Pace ridership declined to about 25% of 2019 levels before beginning a slow but steady recovery. Pace ridership is estimated to finish 2021 at 12.2 million, or about 43% of pre-COVID levels. Combined ridership for Pace's three Suburban Service modes is budgeted to increase by 5.4% in 2022 to 12.9 million, or about 45% of 2019 levels.

State

The State of Illinois enacted legislation in September 2021 requiring a transparent prioritization process for northeastern Illinois transit projects receiving state capital funds, which considers, at a minimum:

- Access to key destinations such as jobs, retail, healthcare, and recreation
- Reliability improvement
- Capacity needs
- Safety
- State of good repair
- Racial equity and mobility justice
- Economic development

Several regional plans and processes are already in place to guide the transit capital programming process, as described in the Draft Framework for Transit Capital Investments, developed by RTA in 2020. Figure 34 describes the many considerations that go into transit capital programming at RTA and the Service Boards, as outlined in regional plans and agency documents.

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Figure 5. CTA Average Fare

Fares

No fare increases are included in the 2022 budget. To encourage ridership return, fare adjustments include making previous 1-day, 3-day, and 7-day pass price reductions permanent, lowering the 30-day pass price from $105 to $75, and discontinuing the first 25 cent transfer fee between CTA services. As a result, CTA's average 2022 fare is projected to decrease by 5 cents from the 2021 estimate, to $1.17. Minor fluctuations in average fare are expected across the planning period as ridership and ticket mix (i.e., pass and multi-day products versus single rides) vary during the recovery. CTA's average fare accounts for ridership of all fare types, including a significant number of free and reduced fare rides.

Stationery

Stationery

Regional Transportation Authority

175 W Jackson Blvd
Suite 1550
Chicago, IL 60604

312 913 3200
rtachicago.org

Hello John,

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Best,

Leanne Redden

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Regional Transportation Authority

Memorandum

175 W Jackson Blvd
Suite 1550
Chicago, IL 60604

312 913 3200
rtachicago.org

To: Firts Last
From: First Last
Date: 07.06.22

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Memo

Regional Transportation Authority

Date: 07.06.22
Time: 9:00 a.m

Meeting available on
RTA website

175 W Jackson Blvd
Suite 1550
Chicago, IL 60604

312 913 3200
rtachicago.org

Board of Directors Meeting Agenda

1. Call to order /Pledge of Allegiance

2. Roll Call

3. Approval of Minutes from Month DD, YYYY

4. Public Comment

The RTA encourages public participation in its virtual meetings by inviting interested parties to provide written comment to the following email address: communications@rtachicago.org. All comments received electronically will be included as a link on the RTA's meeting agenda and posted on the RTA's website. Additionally, anyone wishing to speak during the public comment period of an RTA Board meeting must contact the RTA at: communications@rtachicago.org. Any written public comments or request to speak must be received no later than noon, the day prior to the Board meeting. If there is concern that your comment is too long, or staff have questions, you will be contacted.

5. Executive Director's Report

6. Information Items

6a. Presentation of the Semi-Annual Project Management Oversight Report

Description: Staff will present the semi-annual Project Management Oversight (PMO) report. The RTA PMO program performs project oversight for Service Board capital development efforts.

6b. Strategic Plan update

Description: Staff will provide an update on the strategic plan including the work of the stakeholder and technical working groups.

7. New Business

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Adjournment

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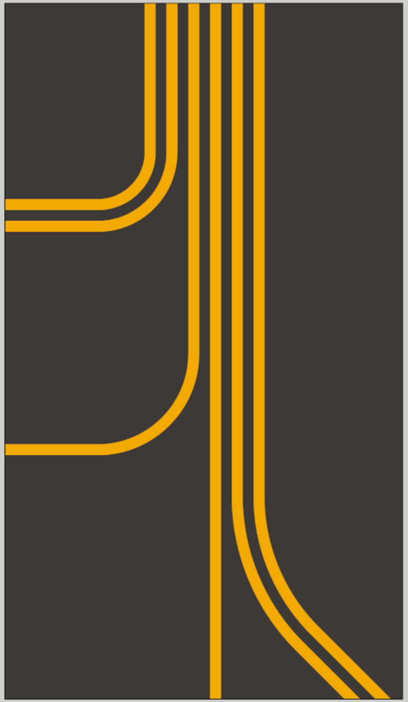
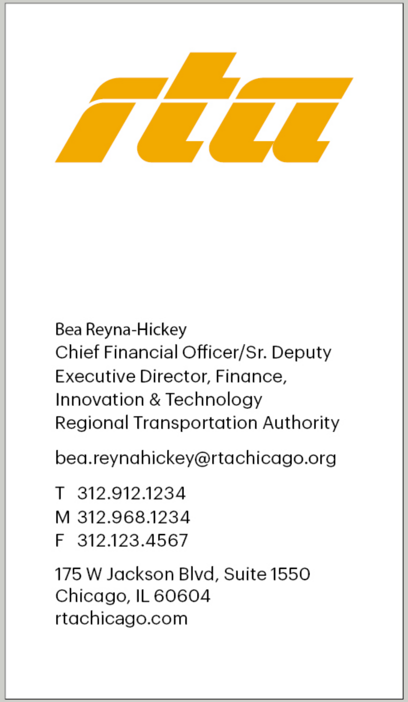
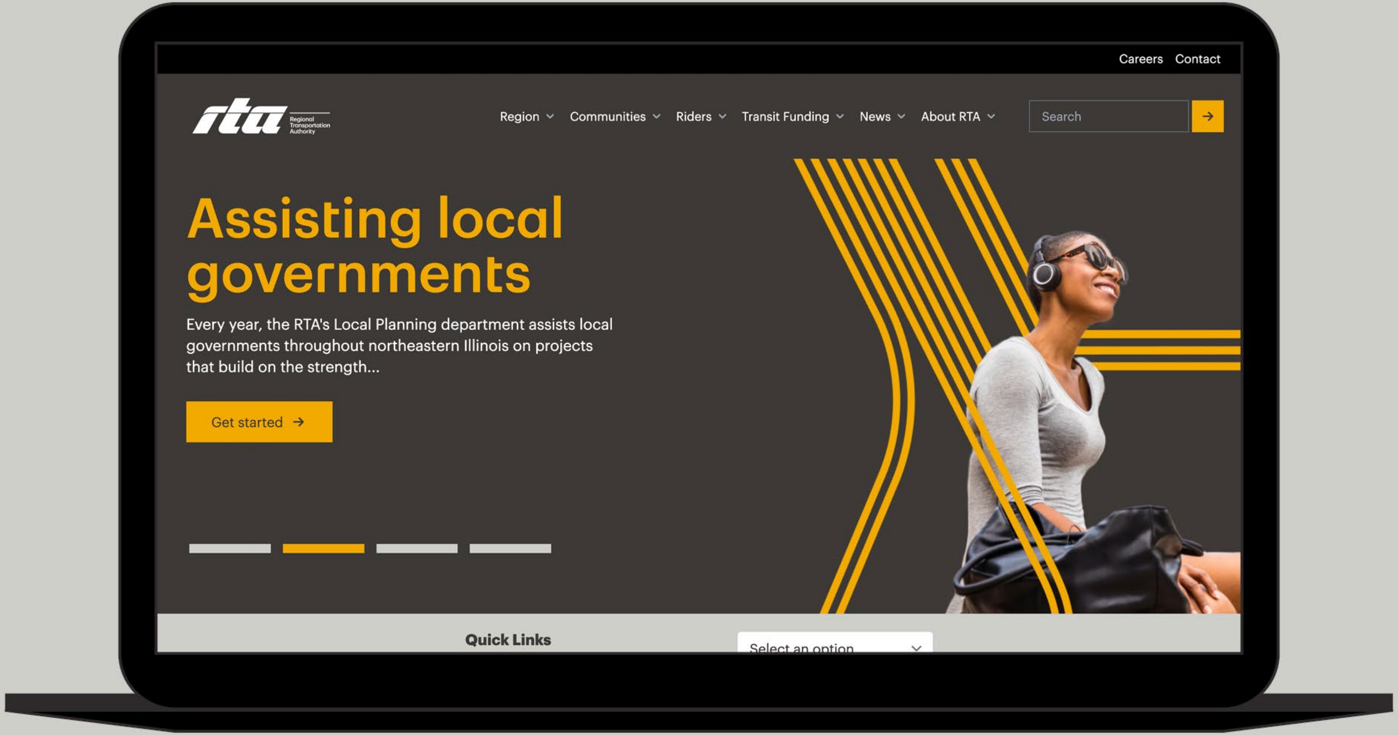
Agenda




Bea Reyna-Hickey
Chief Financial Officer/Sr. Deputy
Executive Director, Finance,
Innovation & Technology
Regional Transportation Authority
bea.reynahickey@rtachicago.org
T 312.912.1234
M 312.968.1234
F 312.123.4567
175 W Jackson Blvd, Suite 1550
Chicago, IL 60604
rtachicago.com

New Website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Assisting local governments
Every year, the RTA's Local Planning department assists local governments throughout northeastern Illinois on projects that build on the strength...
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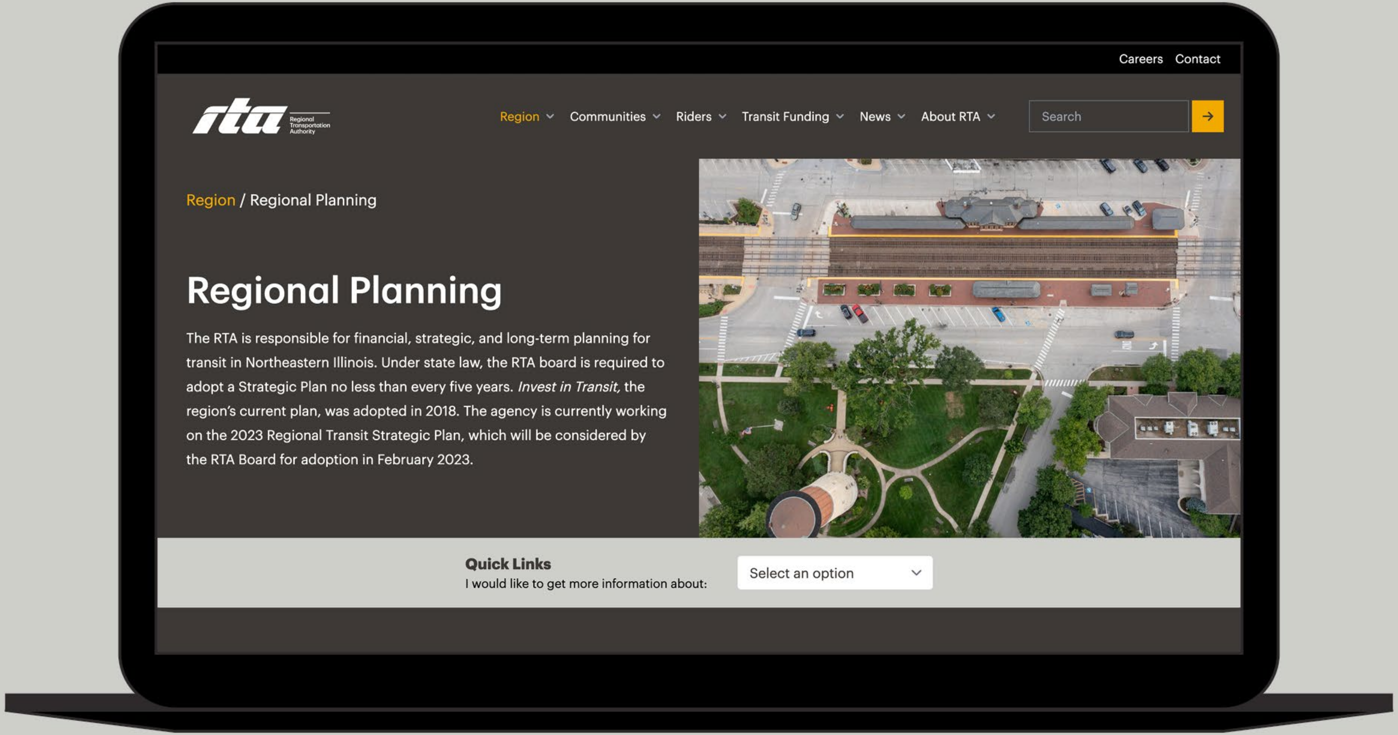
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Regional Planning
The RTA is responsible for financial, strategic, and long-term planning for transit in Northeastern Illinois. Under state law, the RTA board is required to adopt a Strategic Plan no less than every five years. *Invest in Transit,* the region's current plan, was adopted in 2018. The agency is currently working on the 2023 Regional Transit Strategic Plan, which will be considered by the RTA Board for adoption in February 2023.
Quick Links
I would like to get more information about:
Select an option

Strategic Plan
Print & Web

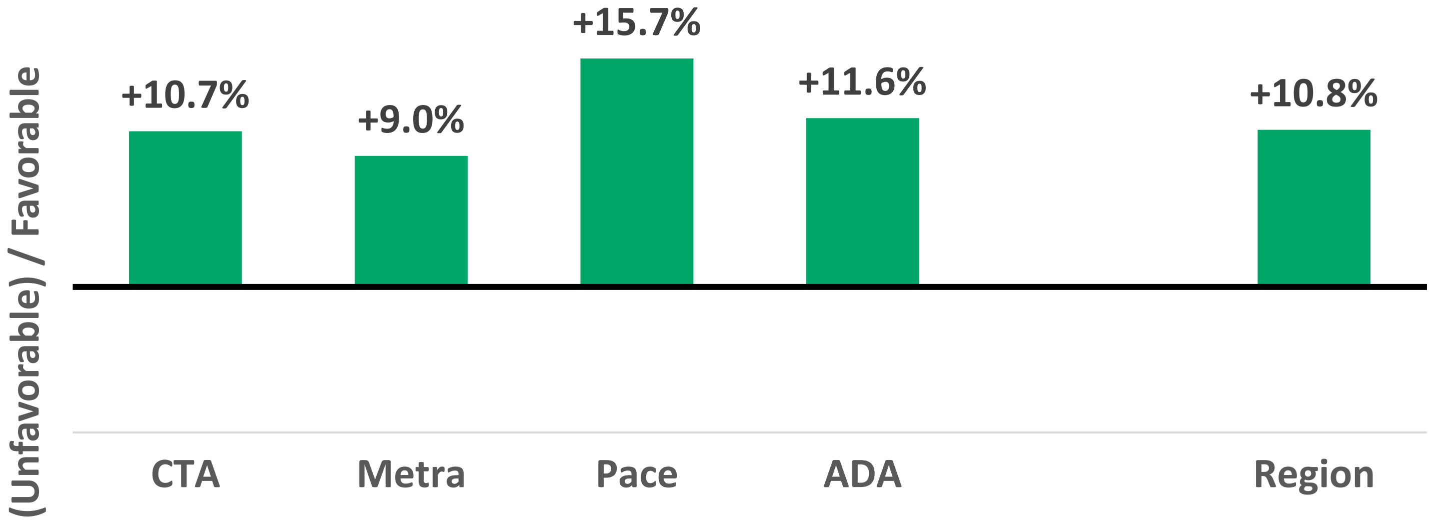
Education & Advocacy Campaign

RTAChicago.org

6c.
REPORT ON MONTHLY FINANCIAL RESULTS – AUGUST 2022

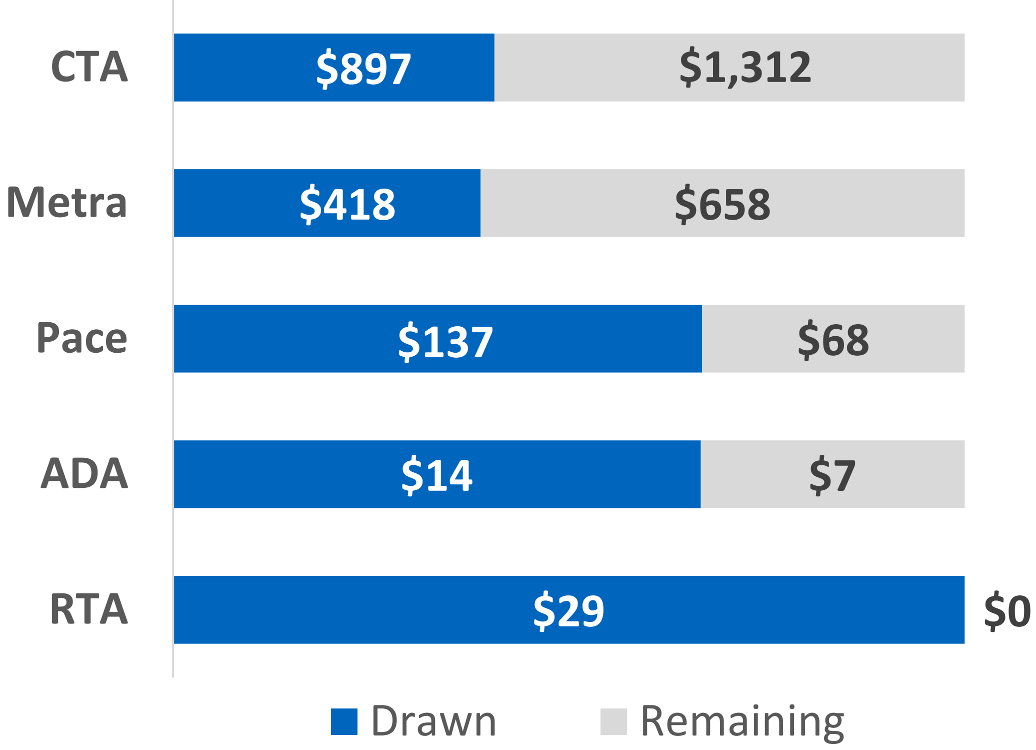
Regional
Transportation
Authority

OPERATING DEFICIT VARIANCES FROM BUDGET – YTD THROUGH AUGUST



Regional Transportation Authority

RELIEF FUNDING DRAWN (IN MILLIONS)



Region Total Drawn = 42.2%

$1.495B of $3.540B

Regional Transportation Authority

COMPONENTS OF OPERATIONS FUNDING

- **Sales Tax I** – 1% in the City of Chicago and Suburban Cook County and 0.25% in the Collar Counties.
- **Sales Tax II** – 0.25% throughout the RTA Region.
- **Real Estate Transfer Tax (RETT) -** $1.50/$500 of sale price
- **PTF I** – 25% match of Sales Tax I
- **PTF II** – 5% match of Sales Tax I, 30% match of Sales Tax II and RETT

Regional Transportation Authority

STATUTORY = PRESCRIBED BY RTA ACT

- **Sales Tax I** – 85% of Sales Tax I is allocated to CTA, Metra, and Pace based on a geographic formula contained in the RTA Act.
- **Sales Tax II** – First funds the following special uses
  1. ADA Paratransit
  2. SCMF (Pace)
  3. ICE (RTA)

  Remainder allocated at 48%/39%/13% to CTA/Metra/Pace.
- **Real Estate Transfer Tax (RETT)** – all to CTA
- **PTF II** – Distributed to CTA/Metra/Pace at 48%/39%/13% after deducting 25% PTF match of the RETT for CTA.

Regional Transportation Authority

NON-STATUTORY = FUNDING FRAMEWORK

- **Sales Tax I** – 15% of Sales Tax I funds the following:
  1. RTA debt service
  2. RTA Agency expenses
  3. Joint Self-Insurance (JSIF) premiums
  4. South Suburban Job Access (SSJA) Fund (Pace)

  Remainder allocated 48%/39%/13% to CTA/Metra/Pace.

- **PTF I** – Allocated 98%/2% to CTA/Pace.

Regional Transportation Authority

2022 RTA FUNDING ALLOCATIONS
(IN MILLIONS)

Funding Source	ADA	CTA	Metra	Pace	RTA	Total
STATUTORY						
Sales Tax I	-	$459.2	$362.6	$114.9	-	$936.8
Sales Tax II	$208.0	$61.5	$50.0	$46.8	$15.1	$381.4
PTF II	-	$103.8	$69.1	$23.0	-	$195.9
Statutory Subtotal	*$208.0*	*$624.5*	*$481.7*	*$184.7*	*$15.1*	*$1,514.1*
NON-STATUTORY						
Sales Tax I	-	$19.8	$16.1	$12.9	$116.6	$165.3
PTF I	-	$275.4	-	$5.6	-	$281.1
Non-Statutory Subtotal	-	*$295.2*	*$16.1*	*$18.5*	*$116.6*	*$446.4*
GRAND TOTAL	**$208.0**	**$919.7**	**$497.7**	**$203.3**	**$131.7**	**$1,960.5**

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FINANCE TERMS AND EQUATIONS

<u>**Operating Deficit**</u> = Operating Revenue – Operating Expense

- Also known as “Funding Requirement”
- Primary metric for quarterly certifications

<u>**Recovery Ratio**</u> = Operating Revenue / Operating Expense

- Types include “Farebox Recovery Ratio” and “Statutory Recovery Ratio”

<u>**Net Result**</u> = Operating Revenue + Public Funding– Operating Expense

- Also known as “Surplus / (Deficit)”

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7.
ACTION ITEMS

RTAChicago.org

7a.
ORDINANCE AUTHORIZING A CONTRACT FOR ADMINISTRATIVE SUPPORT SERVICES FOR THE RTA TRANSIT BENEFIT FARE PROGRAM

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RTAChicago.org

7b.
ORDINANCE AUTHORIZING A CONTRACT FOR THE PURCHASE OF OFFICE TECHNOLOGY PRODUCTS AND RELATED SERVICES

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7c.
ORDINANCE APPROVING CONTINUING EMPLOYMENT CONTRACT OF EXECUTIVE DIRECTOR LEANNE P. REDDEN

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7d. APPROVAL OF TRAVEL EXPENSES REIMBURSEMENT(S)

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8.
NEW BUSINESS

RTAChicago.org

8a.
ACKNOWLEDGEMENT OF BEA REYNA-HICKEY, SR. DED, FINANCE, INNOVATION AND TECHNOLOGY/CFO, WHO IS RETIRING AFTER 10 YEARS OF SERVICE AT THE RTA

Regional
Transportation
Authority

NEXT MEETING AND ADJOURNMENT

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

Regional Transportation Authority

STAY CONNECTED

- RTAChicago.org
- Connections blog – Blog.RTAChicago.org
- Facebook.com/ChicagoRTA
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- Youtube.com/RTAChicagoland

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