

Meeting of the RTA Board of Directors

May 15, 2025

Welcome! Meeting Starts at 9 a.m.

Meeting Agenda: rtachicago.org



1. Call to order

Pledge of allegiance



RTA Board of Directors meeting

- Roll call
- Approval of minutes

4. Public comment



5. Executive Director's report



Legislative update



Today's agenda



6. Information items

6a. Update on the activities of the RTA Transit Access Citizens' Advisory Board



6b. Community Planning Update



Program history

- Community Planning Program's 27th year
- Technical assistance for land use and transportation planning.
- Planning for housing and jobs near transit.
- Developing walkable communities with access to transit.



Types of assistance

Planning focused

- Equitable Transit-Oriented Development Plans
- Transit Corridor Plans
- Neighborhood Access to Transit Improvement Plans
- Curb Management Studies

Implementation focused

- Zoning Code Updates
- Special Financing Districts
- Development Dialogues



Program impact

- Local Planning 2024 Annual Report
- 8 new projects began and 8 were completed
- 10 municipal highlights:
 - Fox River Grove
 - Bellwood
 - Chicago
- Look for the “Annual Report” on our webpage: rtachicago.org/cp



2025 Call for Projects

- March 10 – April 4, 2025
- Partnered with CMAP
- Received 14 applications
- Application review process
- Service Board feedback



2025 Program of Projects

Land Use and Transportation Planning Projects

- Belmont Blue Line eTOD Plan
- Evergreen Park and Oak Lawn 95th Street Corridor Study
- Harvard eTOD Plan
- Oak Forest eTOD Plan



2025 Program of Projects

Transportation Planning Focused Projects

- Aurora Bus Service Improvement Assistance
- Blue Line Neighborhood Access to Transit Improvement Plan
- DuPage County Dial-A-Ride Consolidation Study



2025 Program of Projects

Implementation Focused Projects

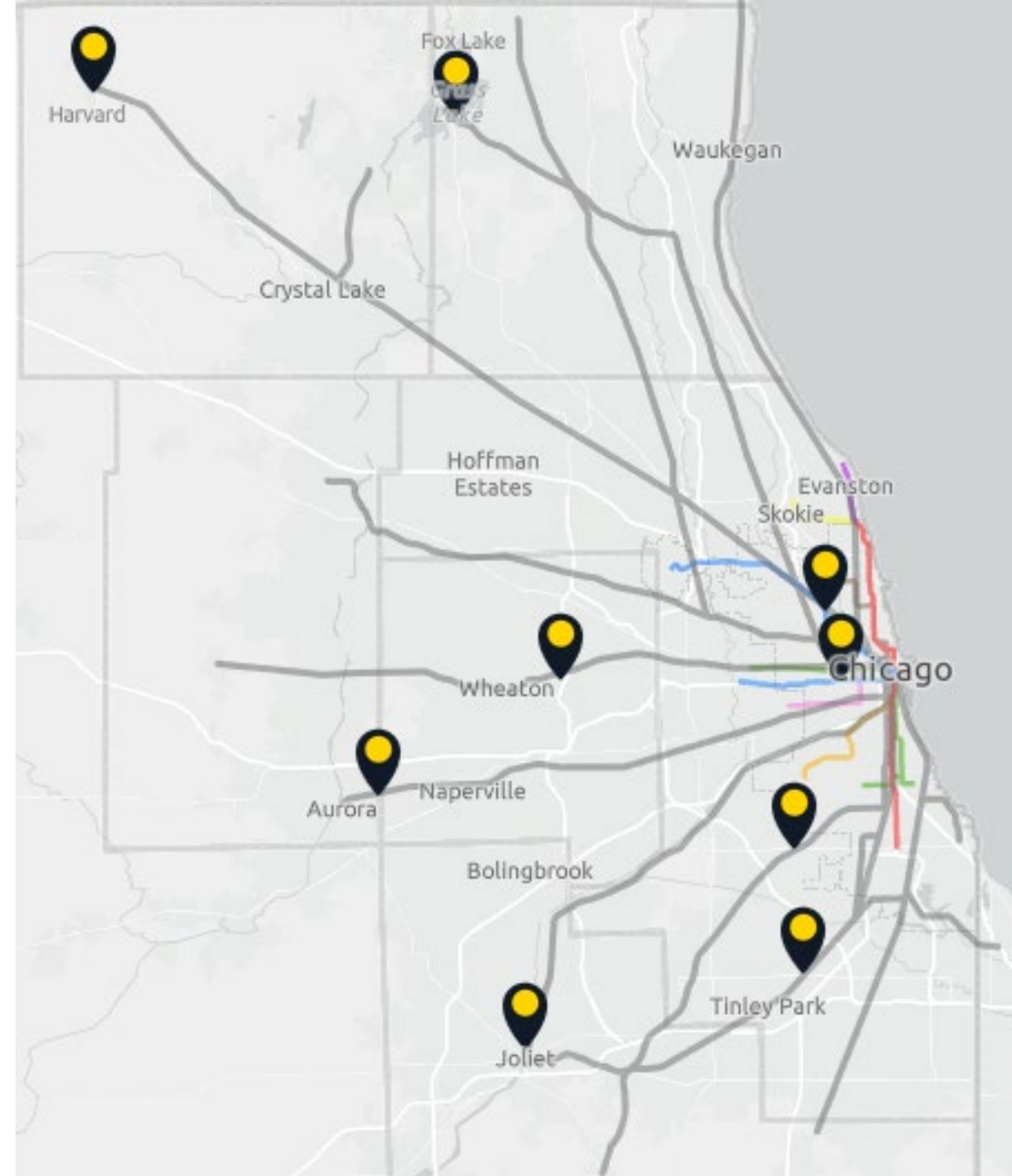
- Fox Lake – TOD Zoning Code Updates
- Joliet – TOD Zoning Code Updates



2025 Program of Projects

Jurisdictional coverage

- 4 projects in Cook County
- 2 projects in DuPage County
- 1 project in Kane County
- 1 project in Lake County
- 1 project in McHenry County
- 1 project in Will County



Next steps

- Public comment period,
May 16 – 30, 2025
- Notification of awards
- Projects can begin in June

rtachicago.org/cp



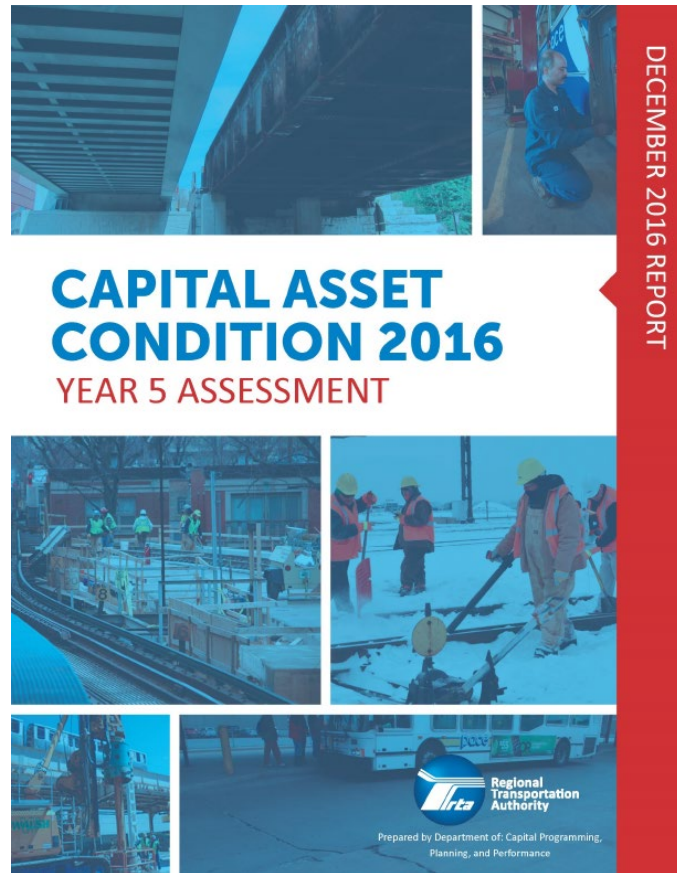
6c. Capital Programming Update: 2025 Asset Condition Report and Performance- Based Allocation Process



Capital Programming overview

- Primary funding sources are federal formula, state bonds, and state Paygo (motor fuel tax) funds
- Historically, RTA has worked with the Service Boards to allocate funds based on agreements or formulas
- Agencies have collaboratively moved closer to splitting funds based on defined priorities/measures
- Today's presentation will propose additional changes to the future years of capital funds based on updated state of good repair needs and performance-based programming
- Staff will recommend implementing changes as part of the budget process later this summer

Strategic Asset Management (SAM) history



Key SAM report findings

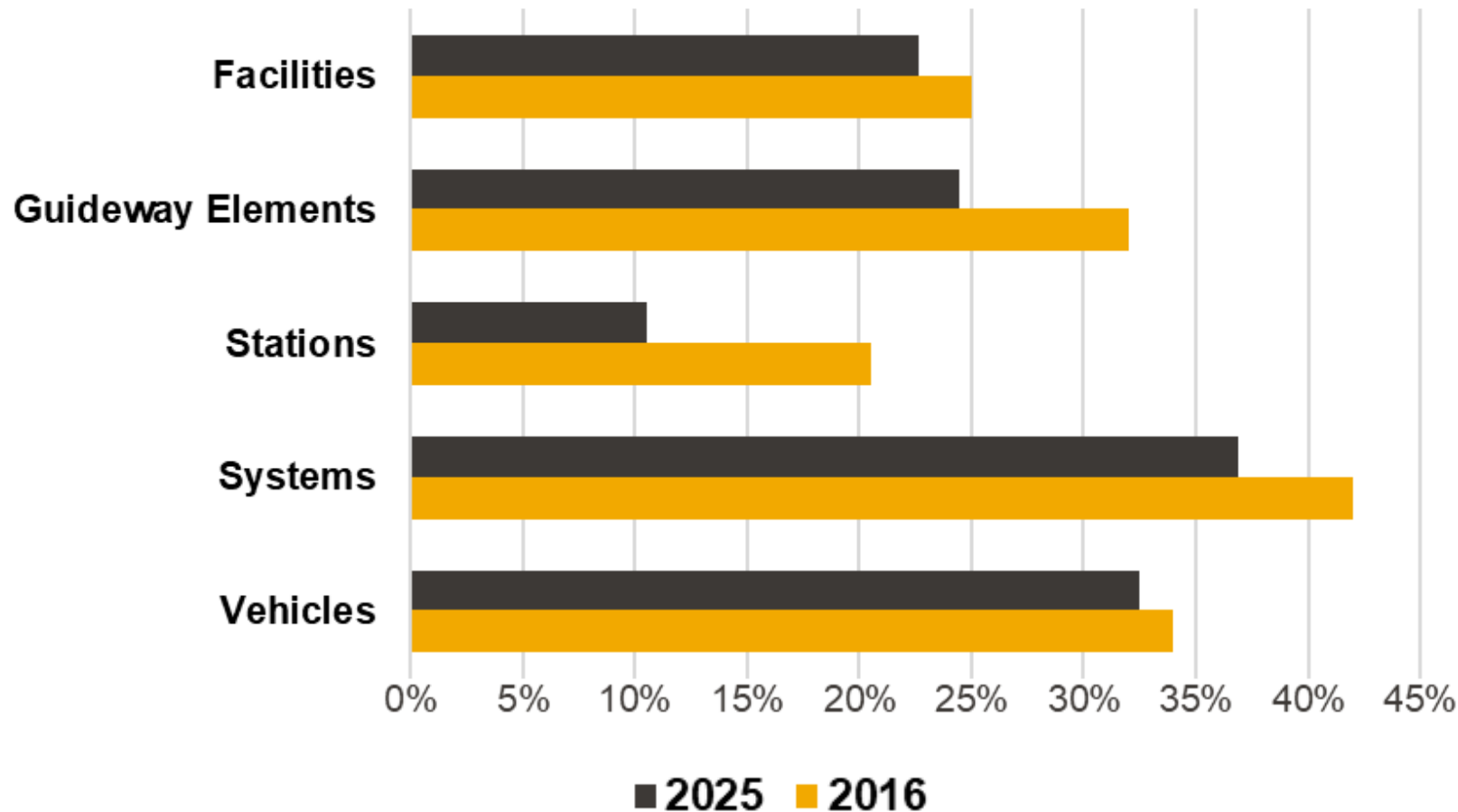
25% Percent of assets exceeding useful life

\$30 BILLION backlog

\$4 BILLION Annual investment to reach State of Good Repair in 20 years

Asset conditions improved over time with sustained capital investments

Percent of assets exceeding their useful life



SAM – Updated 20-year State of Good Repair calculation

20-Year investment needs to State of Good Repair

Service Board	\$ Billions	Share of Regional Total
CTA	\$47.02	58.73%
Metra	\$27.96	34.92%
Pace	\$5.08	6.34%
Region	\$80.06	100.00%

Performance Based Programming - history

- December 2019 – RTA Board commissioned a Performance Based Capital Allocation Process
- July 2020 – RTA published Draft Framework for Capital Investment
- Spring 2021 – RTA and Service Boards met to determine criteria for Performance Based Programming
- July 2021 – RTA Board approved Performance Based Programming method without a method to reallocate withheld funds
- 2022-2025 Budgets – RTA paused withholdings during the COVID crisis
- May 2025 – RTA presents RTA Board with proposed changes to withholding calculations and a proposal for redistributing funds
- May 15 – RTA will open a public comment period for proposed changes
- August – RTA Board will vote on changes to the Performance Based Capital Allocation Process with the marks

Performance Based Programming – funding sources

- Performance Based Allocations began with 2025 funding which was included in the 2021-2025 Capital Program
- Funding distributed using Performance Based Programming (2025):
 - Federal Formula Funds (\$738.8M)
 - 5307 Urbanized Area Formula Funds (\$329.3M)
 - 5337 State of Good Repair Funds (\$395.0M)
 - 5339 Bus and Bus Facilities (\$14.5M)
 - State PayGo Funds (MFT) (\$270M)

Performance Based Programming: Goals and methodology

1. Addressing capital reinvestment need

- Base funding allocation based on each Service Board's proportion of the regional annual capital need to achieve a State of Good Repair in 20 years.
- State of Good Repair need determined by the Strategic Asset Management (SAM) working group

2025-2026 CTA: 59.7%, Metra: 32.8%, Pace: 7.5%

2027-2029 CTA: 59.7%, Metra: 33.2%, Pace: 7.1%

2030 CTA: 58.7%, Metra: 34.9%, Pace: 6.3%

Performance Based Programming: Goals and methodology

2. Incentivize timely completion of projects

Apply capital expenditure performance metrics to half of the allocation, withholding up to 20 percent of total funds where targets are not achieved.

- Metrics
 - Average age of funds
 - Percent of funds spent
- Both metrics are calculated based on three-year averages to even out any annual fluctuations
- Calculations are based on spend of Federal Formula Funds, State Funds and RTA Funds.
- Discretionary Funds and Service Board funds are not included in the calculation

Average age of funds (Goal is that the average is less than 2.5 years old)

	2019 3-year Avg	2020 3-year Avg	2021 3-year Avg	2022 3-year Avg	2023 3-year Avg	2024 3-year Avg
CTA	2.52	1.79	1.43	1.29	1.67	2.07
Metra	2.66	2.34	1.99	1.85	2.19	2.69
Pace	3.50	2.59	2.03	1.75	2.00	2.45
Capital Program	2025	2026	2027	2028	2029	2030

- Pre 2020 all service boards were above the 2.5 year mark
- With Rebuild Illinois funds the average age of funds steadily declined
- Service Boards that have been slower to spend Rebuild Illinois funds are moving back towards an average age of funds above 2.5 years.



Percent of funds spent (goal to spend at least 20% of available funds)

	2019 3-year Avg	2020 3-year Avg	2021 3-year Avg	2022 3-year Avg	2023 3-year Ave	2024 3-year Ave
CTA – with debt service	42.1%	36.1%	28.9%	20.7%	24.2%	27.4%
CTA – without debt service	31.0%	25.6%	19.5%	13.1%	17.5%	20.1%
Metra	26.0%	22.6%	19.1%	14.5%	14.4%	15.5%
Pace	28.8%	22.3%	17.4%	16.0%	11.5%	9.7%
Capital Program	2025	2026	2027	2028	2029	2030

- Percent of spending decreased with the addition of Rebuild Illinois funds
- Spending has rebounded for CTA and is beginning to rebound for Metra
- CTA is shown with Debt Service Capital Payments and without

Performance Based Programming: Goals and methodology

3. Advancing policy priorities

Each Service Board will be required to program 20 percent of its annual allocation on projects that advance regional policy priorities which for 2025-2029 have been either:

- Accessibility
- Equity

Current withholding estimates

	2025	2026	2027	2028	2029	2030
CTA – with debt service	0.06%	None	None	None	None	None
CTA – without debt service	0.06%	None	0.34%	4.61%	1.68%	None
Metra	0.66%	None	0.60%	3.69%	3.74%	3.76%
Pace	4.00%	0.35%	1.76%	2.65%	5.70%	6.85%

- Approximate impact in Year 2030:
 - CTA: \$0
 - Metra: \$14.3M
 - Pace: \$4.8M

Proposed adjustments and exceptions to the capital delivery calculations

- Staff proposes exemptions and adjustments to withholding calculations to account for Service Board's ability to attract additional funding with state match and for potential delays out of their control
- Exemption:
 - Up to 25% of annual State Paygo funds that are programmed to Federal Discretionary Grant match could be exempted from the calculation
- Adjustments to the start date when the delay exceeds 90 days:
 - Permitting / NEPA / other entity approvals (ICC/freight railroads etc)
 - Vendor delays (documented in a change order)
 - Concurrence delays
 - Land acquisition delays

Competitive redistribution of withheld funds

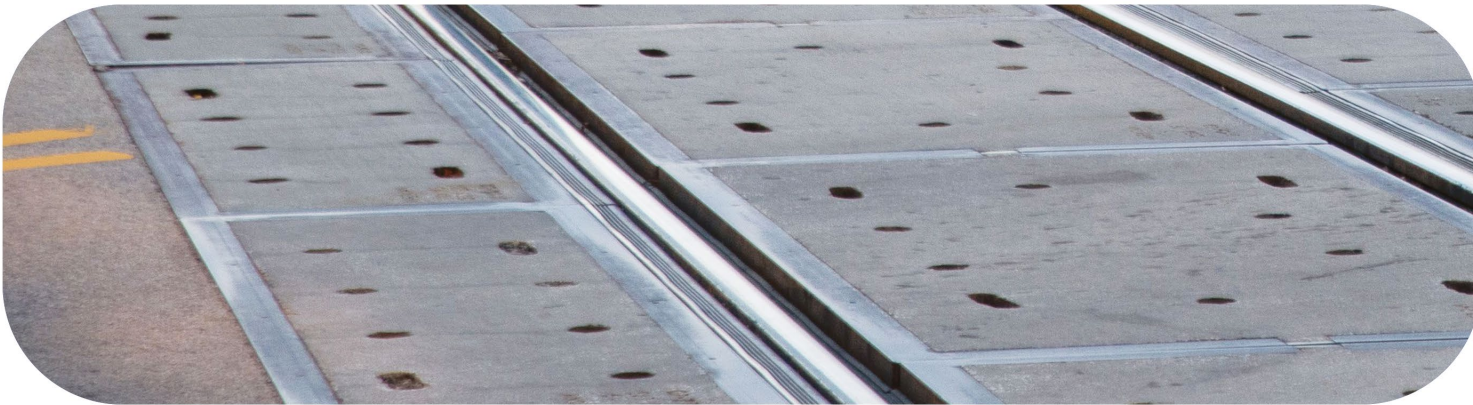
- All withheld funds are placed in a fund for competitive project selection.
- A selection process occurs when there is at least \$10M withheld
- Service boards can apply for 1-3 key projects that need funding each time the selection process is done
- RTA Board sets priorities to spend funding and RTA staff sets up a scoring system to determine the projects
 - Priorities may include RTA-led regional applications for competitive grants, projects involving more than one service boards, or scoring of projects based on other performance measures such as climate
- A selection committee ranks projects and RTA awards funding to Service Boards or uses this fund to pursue competitive grants

6d. Transit is the Answer Update



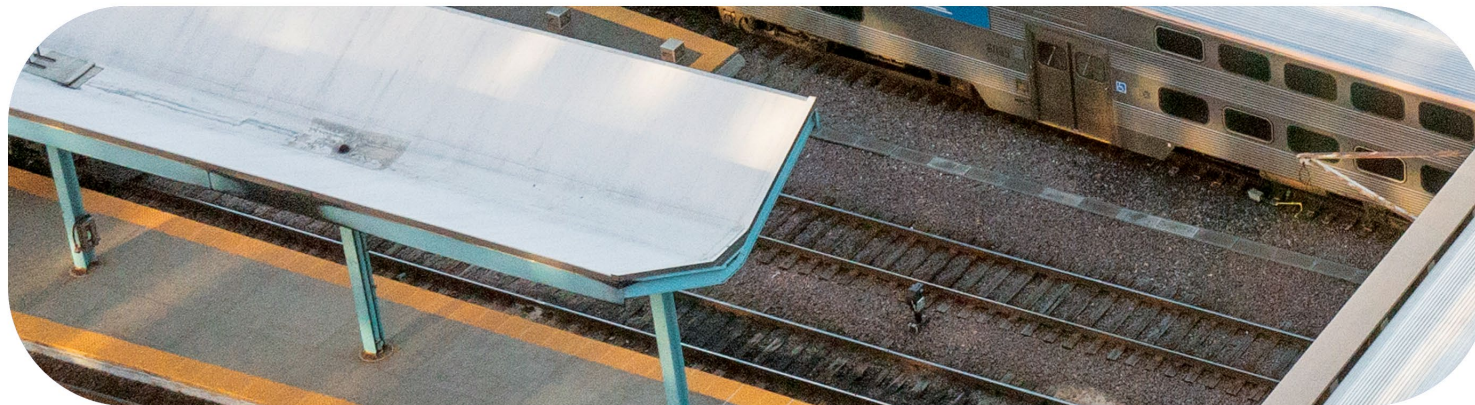


ENGAGEMENT

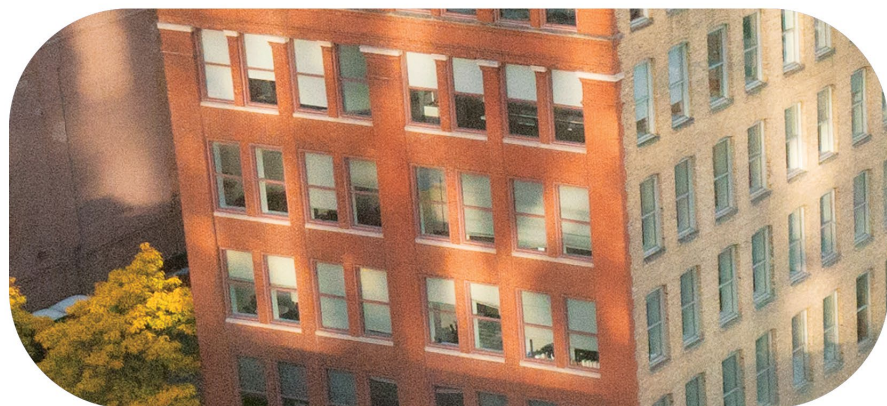


SaveTransitNow.org

- Estimated reach of 3.3 million over life of campaign
- 25,000 views of SaveTransitNow.org
- 9,000 letters sent across 56 Senate districts
- Paratransit campaign: rtachicago.org/saveADA
- Senior leadership within General Assembly has been supportive



LEGISLATIVE



UPDATE

Transforming Transit **legislation – reforms**

- **Strong Oversight and Accountability**

- Ongoing RTA evaluation of service board budgets and financial decisions, quarterly hearings on service standards and service quality, regional decision making

- **More Frequent, Integrated Service**

- Regional service standards, regional fare payment system, coordinated rider information

- **Safer, Cleaner Rides**

- Transit Ambassador Pilot Program

- **Simpler, More Affordable Fares**

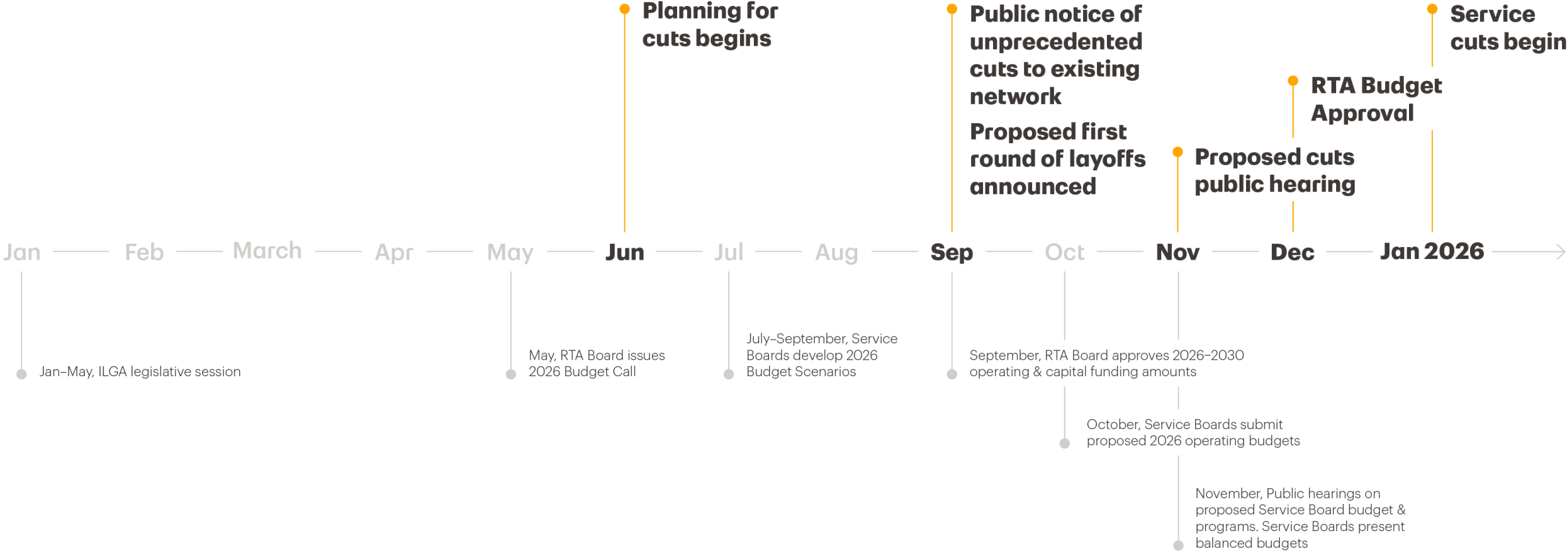
- Regional fare setting and fare payment system, expanded income-based Access program, fare capping



Transforming Transit **legislation – funding**

- Full funding for ADA Paratransit and Mandated Free and Reduced Fares (~\$400M)
- Increase state match on RTA Sales Tax from 30% to 40% (~\$100M)
- Eliminate 1.5% state surcharge on RTA Sales Tax collection (~\$20M)
- Additional funding sources to reach \$1.5 billion total increase annually
- Farebox recovery ratio reduced from 50% to 20%

Timeline for cuts if no new funding is secured



Critical 2025 State legislative session continues

- Conversations continue around transit reform
- Urgency remains for funding solution ahead of scheduled adjournment
- Key dates
 - Friday, May 23: 3rd Reading Deadline
 - Friday, May 31: Scheduled Adjournment

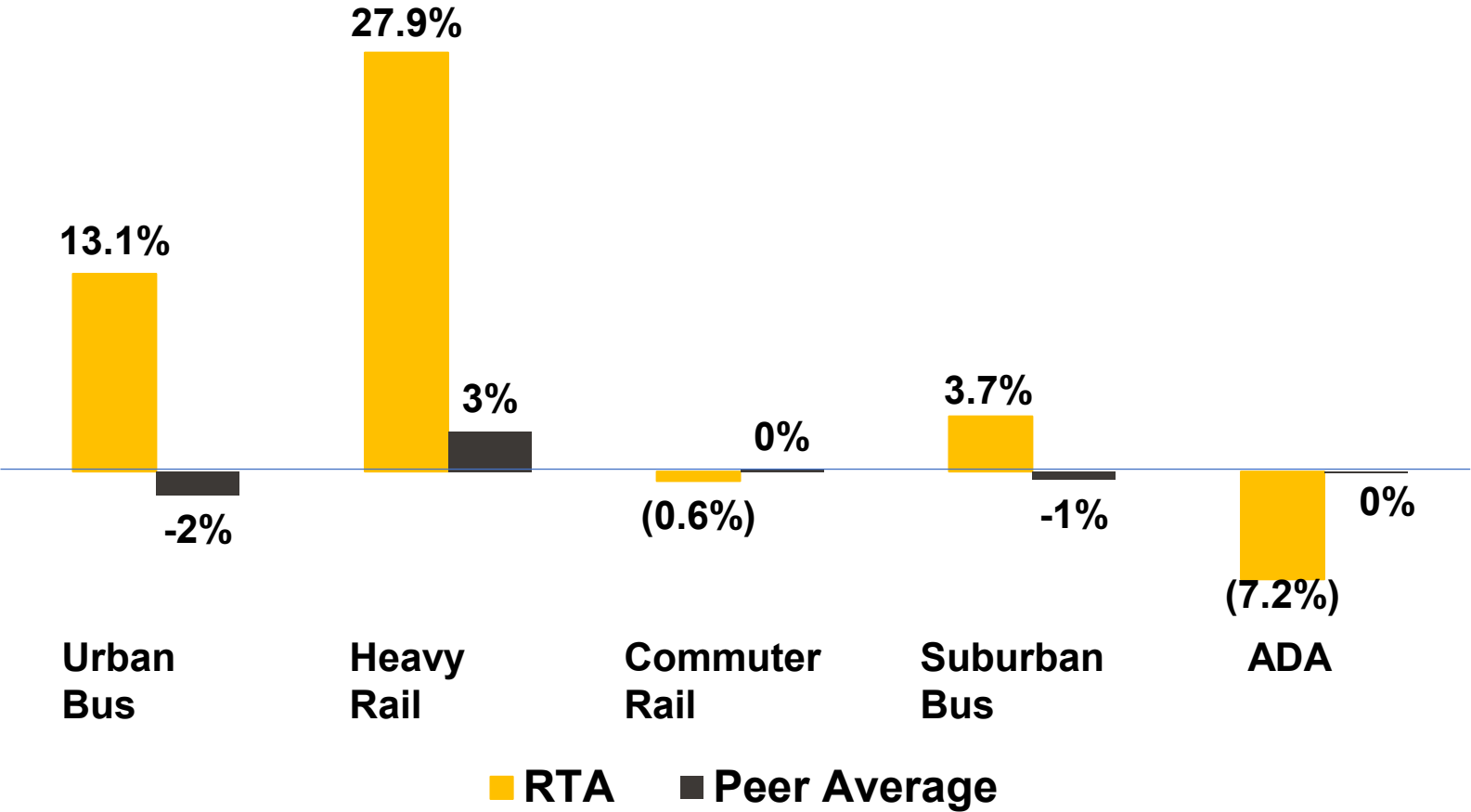
7. Action items

7a. Resolutions certifying Financial results - First Quarter 2025 and quarterly performance measures



Quarterly Finance & Performance Report

YTD Vehicle Miles Change 2025 vs. 2024



Illinois Public Act 103-0281

- Operations-based performance reporting
- Board certified substantial compliance in December
- Work to do in 2025:
 - Monthly updates/refresh of data
 - Data through March 2025
 - Further development of public safety effectiveness metrics
 - Continue to seek public input and feedback

Illinois Public Act 103-0281: Safety & Security Data

- **CTA**

- Reported security complaints
- Federally reportable safety and security related incidents, by mode

- **Metra**

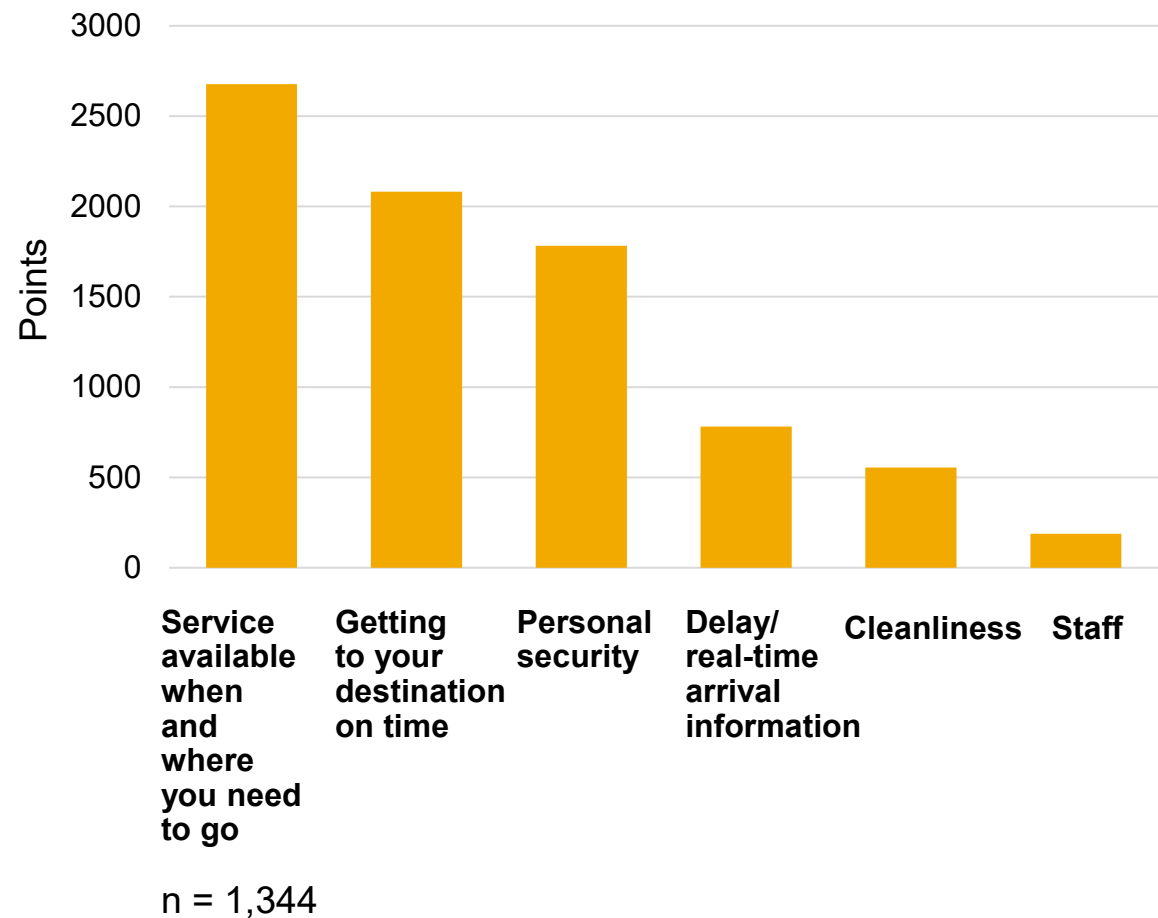
- Federally reportable safety incidents
- Grade crossing enforcement details
- Police officer train rides
- Police officer station checks

- **Pace**

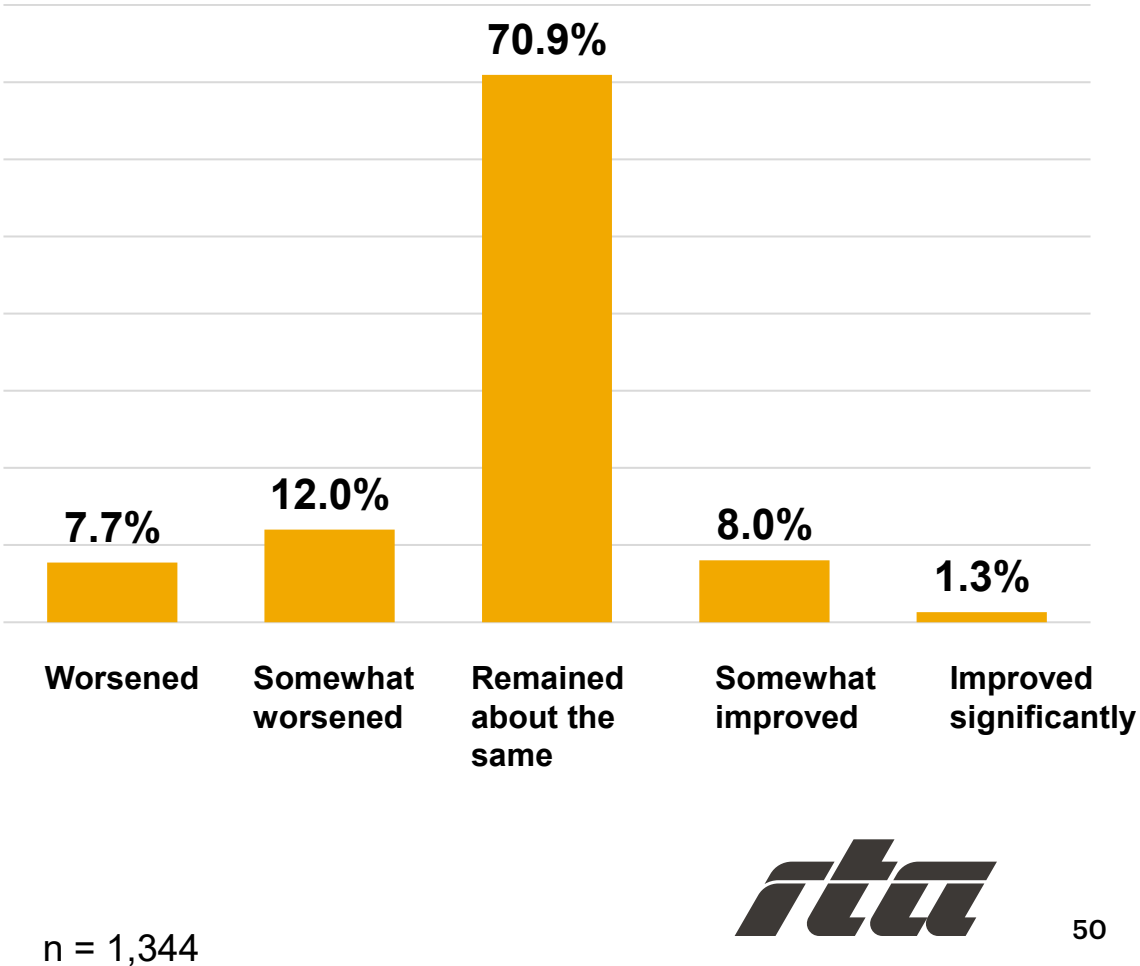
- Crime incidents and code of conduct violations
- Percentage of buses with onboard cameras
- Percentage of buses with alarms
- Expenditures on private security at transit centers

Q1 Customer panel survey: effectiveness of security measures

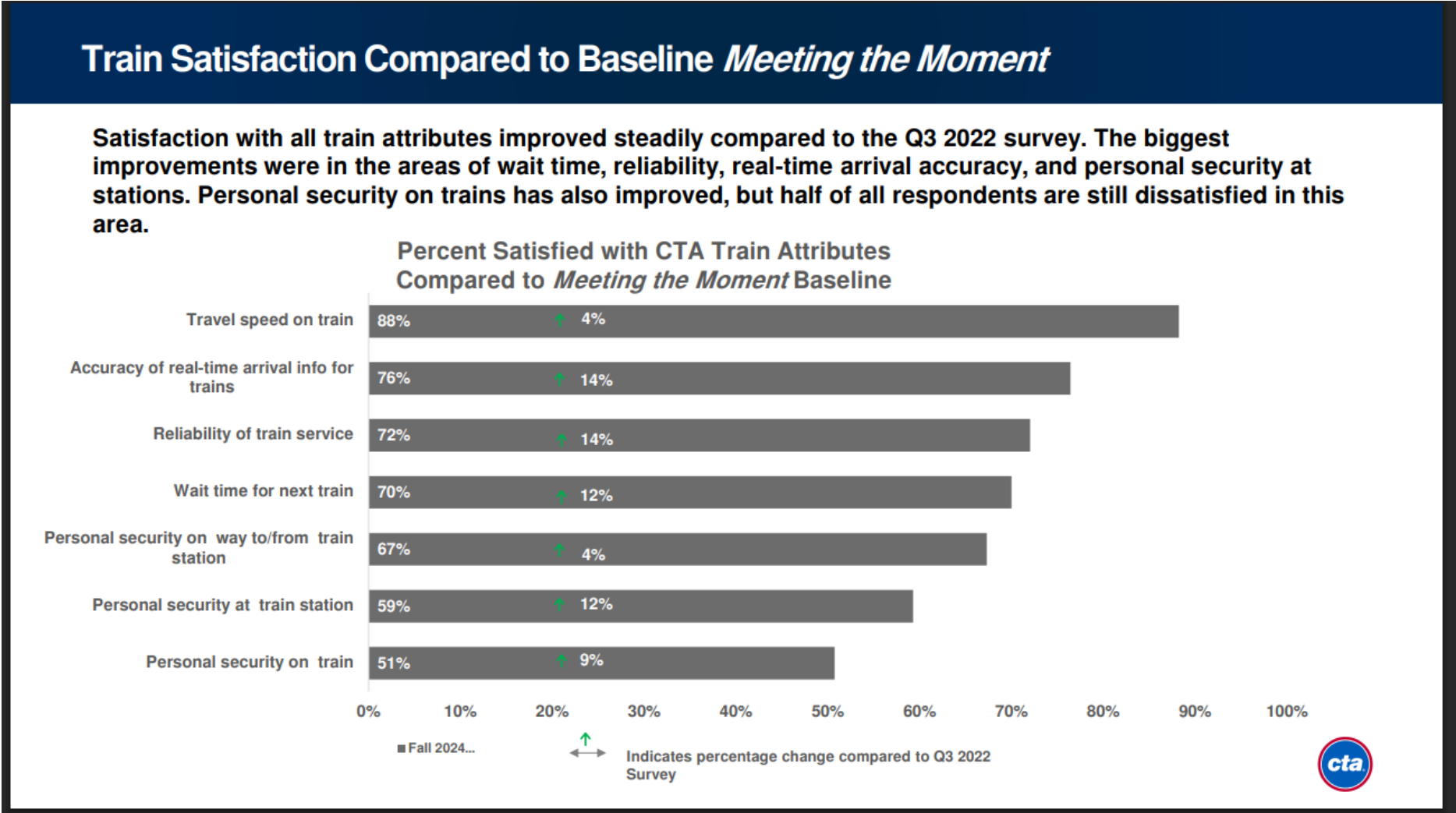
From the following list, please rank the three qualities that are most important to you



Considering your typical trip on your primary mode, how do you feel your personal safety has changed in the last three months?



Illinois Public Act 103-0281: CTA



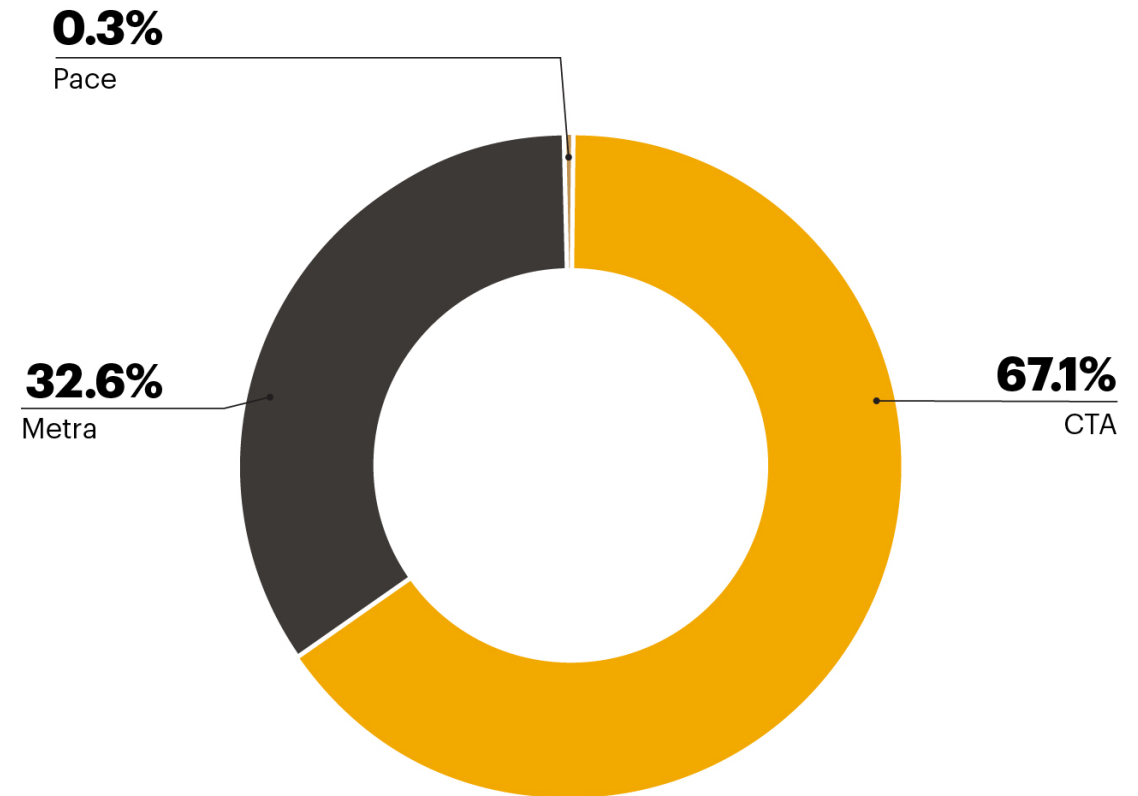
Data reported to RTA : security expenditures

Average monthly expenditures:

- CTA: \$7.6 million
- Metra: \$3.7 million
- Pace: \$30 thousand

Systemwide: \$136.6 million in 2024

2024 Security Expenditures



Illinois Public Act 103-0281: Metra

- Four metrics currently reported
- New metrics coming in 2025

* Safety incidents which meet National Transit Database reporting standards

** Metrics available from March 2024 due to implementation of new data system

Metric	Jan 2025	Feb 2025	Mar 2025
Safety Incidents (Federally Reportable)*	4	6	2
Grade Crossing Enforcement Details**	6	16	4
Police Officer Train Rides**	314	121	63
Police Officer Station Checks**	4,210	4,059	4,065



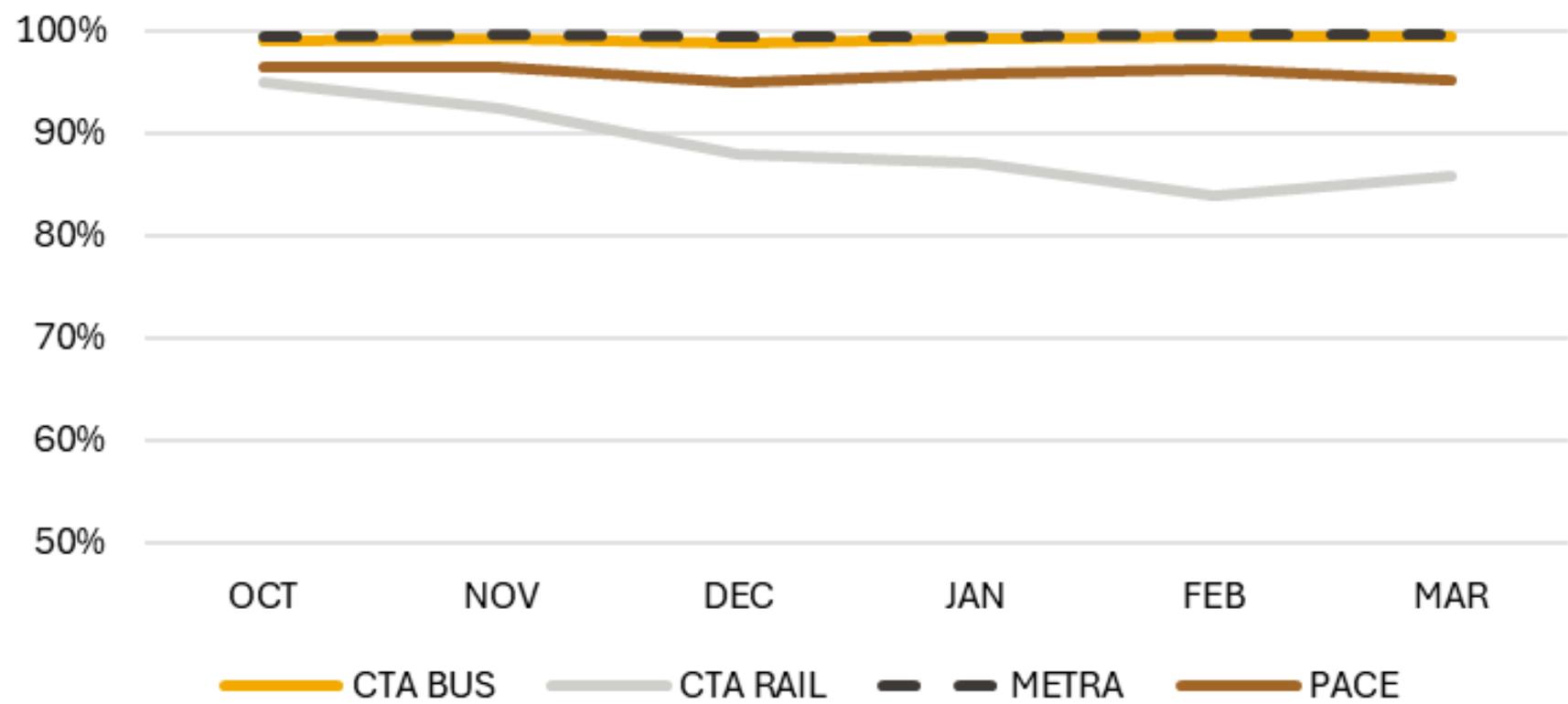
Illinois Public Act 103-0281: Pace

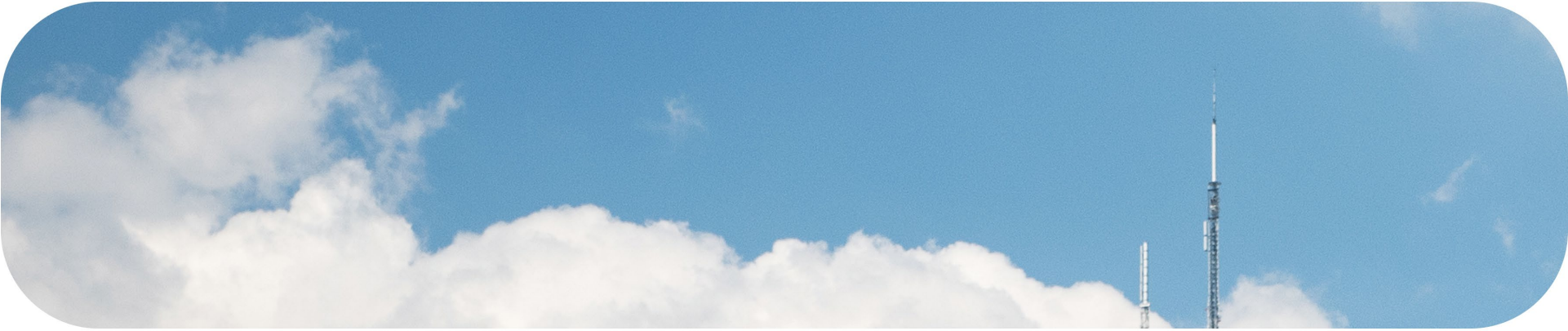
metric	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025
Number of incidents of crime and code of conduct violations on system during the month	1	3	1	0	2	2	3	1	2	1	3	5	0	2
Percentage of buses with onboard cameras as of the first of the month	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Percentage of buses with alarms (which connect to local police) as of the first of the month	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Expenditures on private security at transit centers during the month	\$26,709.20	\$24,564.00	\$26,032.50	\$25,453	\$26,709.20	\$25,507.70	\$30,392.04	\$33,583.35	\$33,785.32	\$27,242.49	\$34,550.90	\$36,219.39	\$37,440.73	\$33,794.85



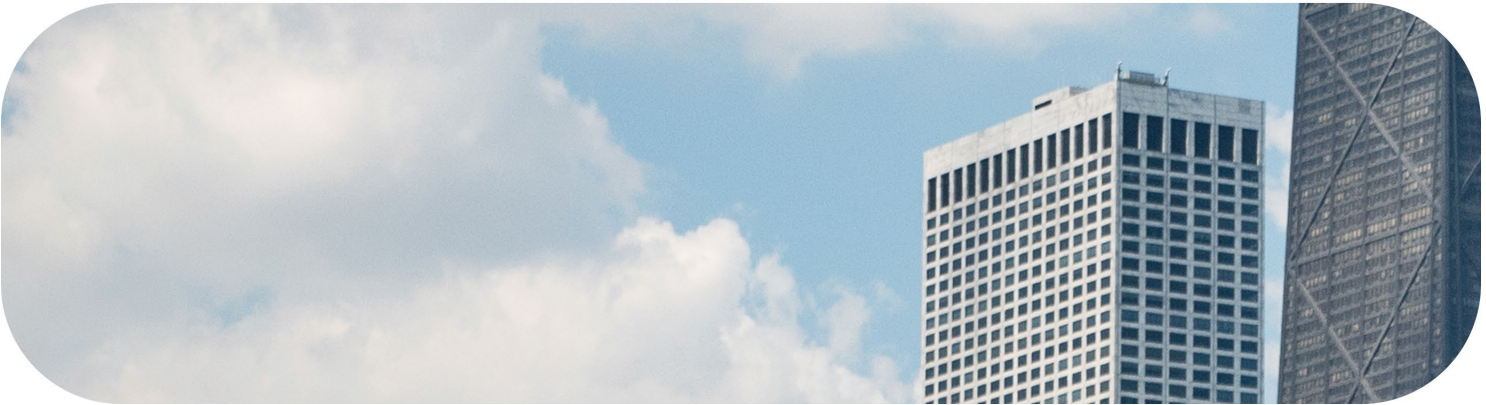
Service delivery

% Delivered Service, by agency, Oct 2024 – Mar 2025

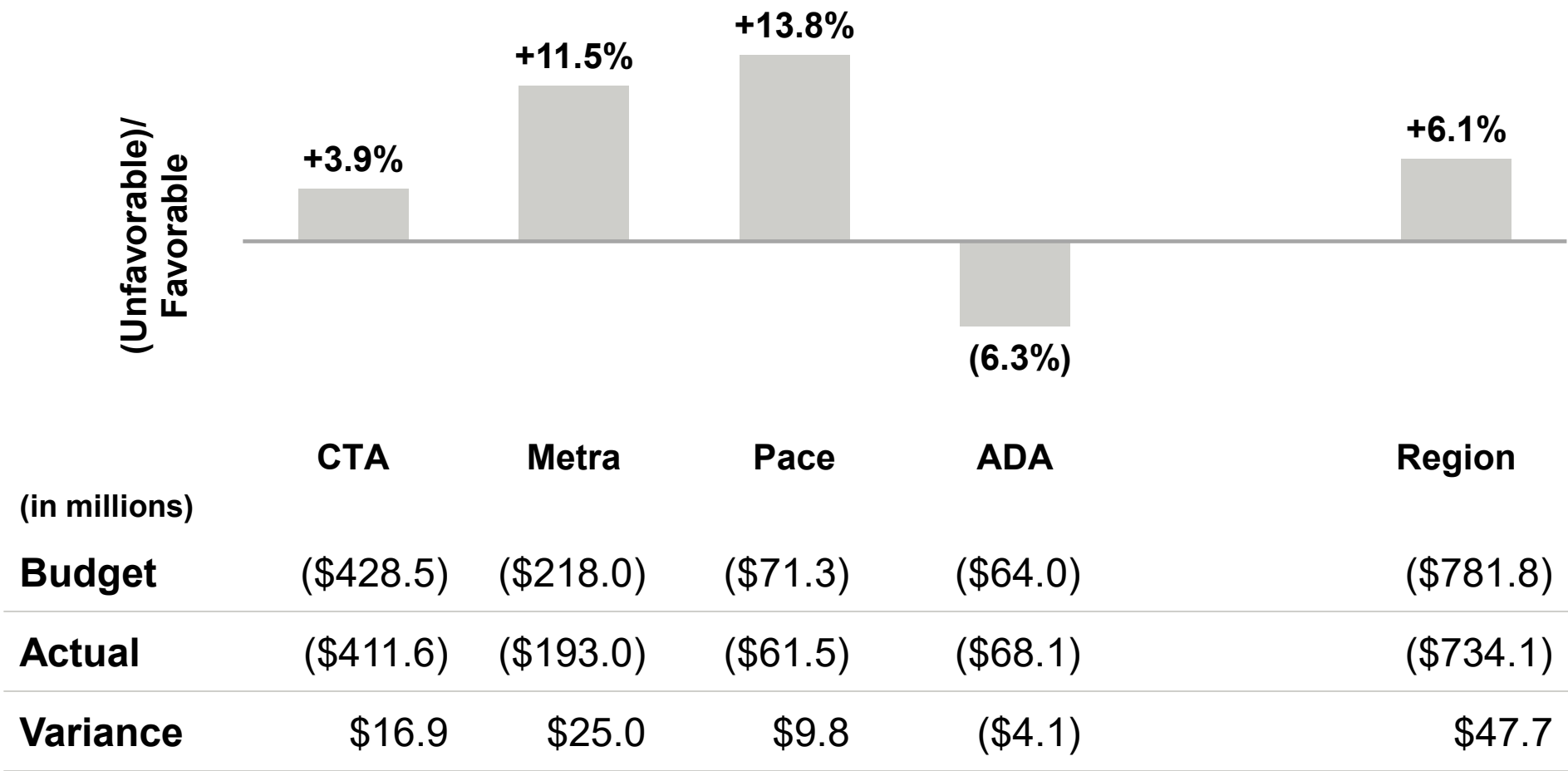




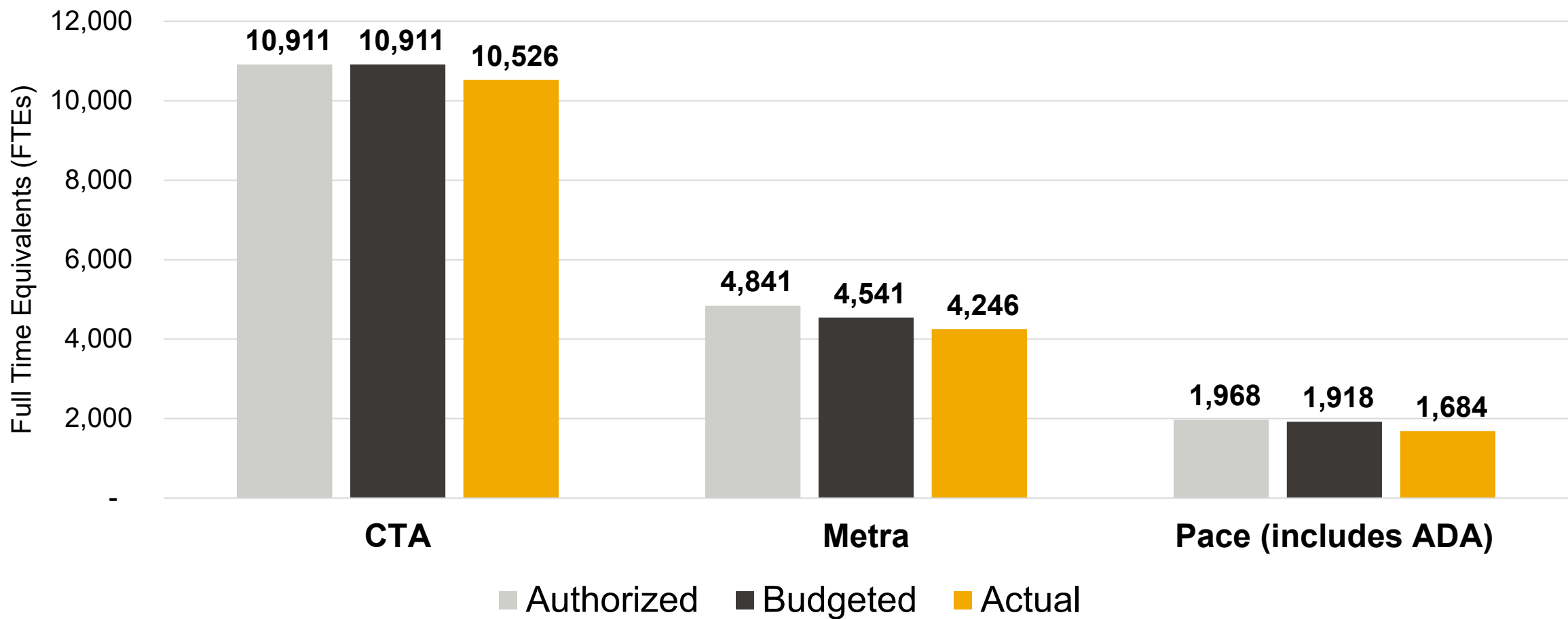
FINANCE



Operating deficit variances from budget YTD through March 2025



Service Board headcount March 2025



*CTA budgeted positions are prior to applying vacancy factor i.e. the effective number of CTA budgeted positions is lower than shown.



7b. ADA Paratransit 2024 Funding Amendment

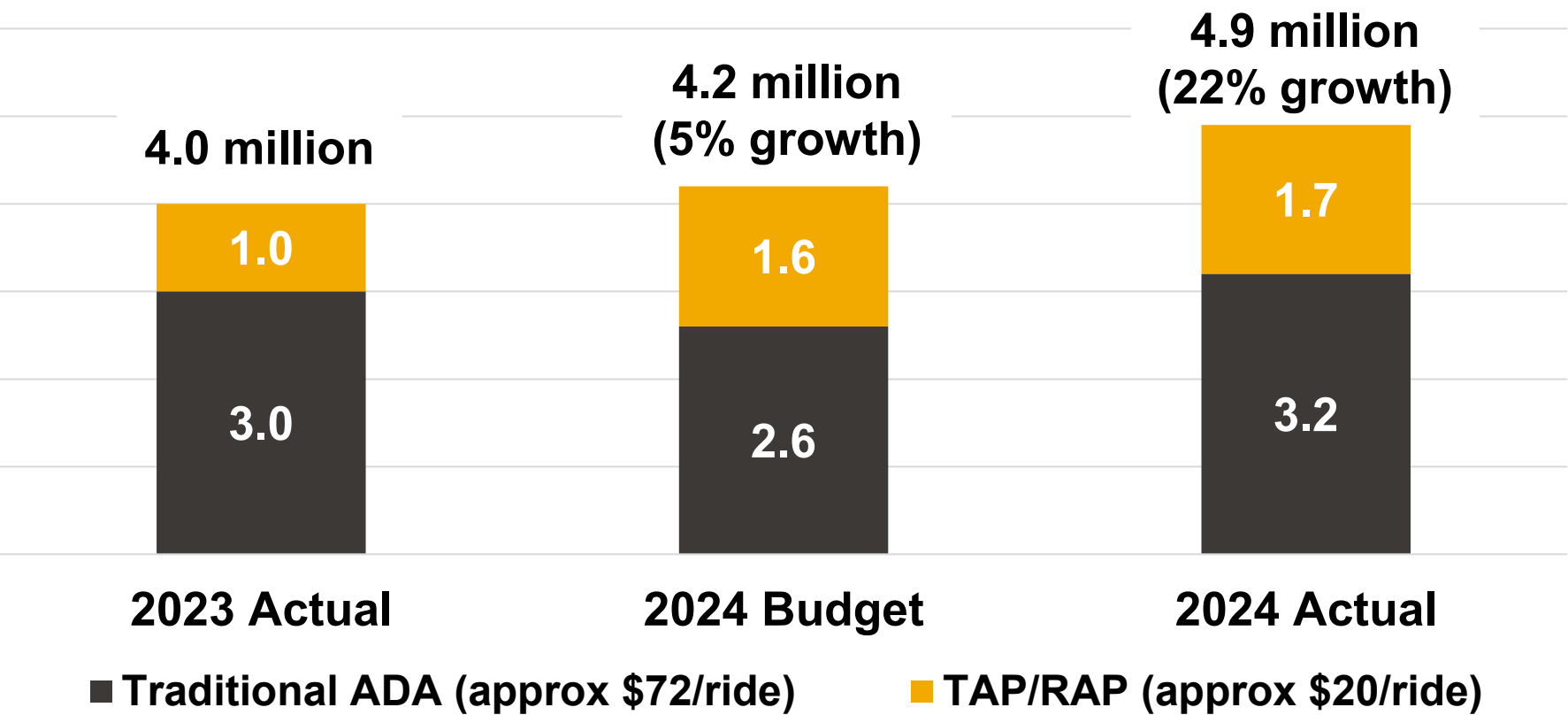


Background

- As presented last month:
 - 2024 ridership forecast miss
 - \$25.5 million shortfall for 2024
 - Additional shortfall developing for 2025
- Staff recommends funding 2024 shortfall from ADA Paratransit Reserve
- Proposed ordinance also requires development of an Action Plan to recommend potential changes

TAP and RAP are a growing share of ADA Paratransit ridership (in millions)

- 2024 Budget assumed that RAP rides would replace traditional ADA Paratransit rides
- Ridership on traditional ADA service, the Taxi Access Program and RAP have all increased



2024 ADA Paratransit budget results

- Overall ridership of 4.9 million exceeded budget by 662,000 rides or 16%
- Growth in eligible customers and ridership on all service types

(in millions)	2024 Budget	2024 Actual	Change	% Change
Ridership	4.197	4.859	+0.662	+15.8%
Operating Expense	\$248.9	\$277.5	+\$28.6	+11.5%
- Operating Revenue	\$12.9	\$16.0	+\$3.1	+24.0%
= Funding Required	\$236.0	\$261.5	+\$25.5	+10.8%



Action Plan - potential actions

- Analysis of operational data to identify trends and improve ridership and expense projections
- Review of similar programs in peer regions
- Review of RTA customer certification process
- Review of the program parameters for TAP and RAP
- Revisit TAP and RAP availability to provisional certifications

Next steps

- If approved, fund 2024 shortfall of \$25.5 million from ADA Paratransit Reserve
 - Transfer funds to Pace later this month
 - \$8.3 million will remain in reserve for future ADA Paratransit needs
- 2Q results in August will determine the need for potential 2025 budget amendment
- Action Plan to be presented at June RTA Board meeting

7c. Ordinance Authorizing a Contract for RTA Fare Programs Administration



7d. Ordinance Authorizing the Purchase of Excess Liability Insurance Coverage by the RTA's Loss Financing Plan / Joint Self- Insurance Fund



7e. Approval of travel expense reimbursement(s)



8. New business

Adjournment

The next meeting of the RTA Board of Directors is scheduled for Thursday, June 12.

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