

**MINUTES OF THE VIRTUAL MEETING OF THE BOARD OF DIRECTORS
OF THE REGIONAL TRANSPORTATION AUTHORITY**

The Board of Directors of the Regional Transportation Authority met in virtual session on Thursday, March 18, 2021 pursuant to notice. Chairman Dillard called the meeting to order at 9:00 a.m. He then recited the pledge of allegiance.

ROLL CALL

Board members present (15): Andalcio, Canty, Carey, Coulson, Frega, Fuentes, Gathing, Groven, Holt, Kotel, Melvin, Pang, Ross, Sager, Chairman Dillard

Board members absent (1): Lewis

Approval of minutes from the meetings held on February 18, 2021

Director Sager moved, and Director Frega seconded that the minutes from the public meeting and Executive Session held on February 18, 2021 be approved as submitted. The motion carried on the following roll call vote:

15 Ayes: Andalcio, Canty, Carey, Coulson, Frega, Fuentes, Gathing, Groven, Holt, Kotel, Melvin, Pang, Ross, Sager, Chairman Dillard

1 Absent: Lewis

Public Comment

There were no public comments submitted for this meeting.

Executive Director's Report

Ms. Leanne Redden began by acknowledging the retirement of Andy Plummer, noting her appreciation for his work on behalf of the region and the RTA over the past 20 years. Working with local elected officials, COGs, mayors, and municipal staff across the region on key agency initiatives, his efforts have been vital to the RTA's and the region's success.

Turning to Washington, Ms. Redden reported that the American Rescue Plan Act of 2021, a \$1.9 trillion COVID relief bill signed last week by President Biden, includes approximately \$30.5 billion in relief funding for transit agencies nationwide. Approximately \$26 billion of that amount, she said, is to be distributed through a formula to ensure that each urbanized area is able to secure 132% of its total annual operating costs by combining this round of funding with the prior two rounds of relief funding passed in 2020. Ms. Redden added the bill also contains \$1.4 billion in funding for specific New Starts and Core Capacity projects, as well as \$2.2 billion set aside for additional discretionary relief funding for transit agencies in need.

APPROVED BY THE BOARD OF DIRECTORS

APRIL 15, 2021

Our region's allocation will not be known until after the FTA releases its supplemental apportionment of the new funding later in March. Preliminary congressional staff estimates indicate it will include slightly less than \$1.5 billion in formula funding, as well as approximately \$30 million in additional core capacity funding for the CTA's Red Purple Modernization work and slightly over \$1 million in 5310 funding. Also, she said, the state of Illinois will receive about \$7.5 billion in COVID relief funding from the American Rescue Plan as part of the larger \$360 billion made available to state and local governments.

Ms. Redden reported on the current work on Step 2 of the Three-Step Recovery Strategy to execute the 2021 budget and sustain transit during a time of uncertainty. Regarding allocations for the second stimulus package (known as CRRSAA, for "Coronavirus Response and Relief Supplemental Appropriations Act"), the finance team will present two items – the final amendment to the 2020 budget and the usual monthly financial reports. Then both finance and planning staff will describe public comments received on the transit Critical Needs Analysis work that informed recommended allocations of the CRRSAA funds. And finally, she said, the Board will vote on that recommendation.

Going back to the three-step recovery strategy, once the Board acts on the proposed allocations, and with the knowledge that the American Rescue Plan funding is on its way, everyone will be able to take a collective pause from the focus on filling 2021 budget gaps. Starting in May, Step 3 of the recovery strategy will be to develop the next five-year strategic plan to follow Invest in Transit, "with an eye toward supporting recovery and leveraging what we have learned over the last year to reimagine how our transit system can emerge from this crisis stronger."

An initial priority for early summer will be to revisit the capital allocation process with the Service Boards. As a reminder, we paused that effort last year when the board considered the draft Investment Framework. This will focus on allocating the PAYGO and federal capital funds for years 2025 and 2026 by performance-based methods. She said RTA staff will meet weekly with the Service Boards in April to develop a plan to bring to the Board in May, followed by a public comment period. The intent is for the Board to consider this for approval at the June meeting to line up with the annual budget cycle. From there, we envision kicking off engagement around the broader strategic plan and recovery work. The commitment to a transparent and collaborative approach to communicating with stakeholders and the public will guide us through this work," she said, as it has through this entire process.

Allocation of the American Rescue Plan money will be rolled into the budget cycle for 2022 and beyond. Staff will provide the Board and agency partners with more information on that allocation process details emerge.

On March 9th, the RTA hosted a webinar about improving transportation access and equity in the Chicago region. She made introductory comments at this event, which was moderated by Judy Shanley at the National Center for Mobility Management and included presentations from RTA staff, as well as our partners at the Metropolitan Planning Council and the McHenry County Division of Transportation. She thanked RTA staff Heather Mullins, who spoke about the Human Services Transportation Plan Update and Section 5310 Call for Projects, and Linda Chamberlain, who described the RTA's mobility education work that has continued virtually throughout the pandemic. The RTA web home page, she said, links to a recap and recording of the webinar.

During a call for projects issued jointly in early 2021 by the RTA Community Planning and CMAP Local Technical Assistance programs the RTA specifically targeted very high need communities and received 31 applications from 23 communities. Staff reviewed the applications and selected six projects to propose awarding technical assistance. They include an active mobility and curb management plan in the Albany Park neighborhood in Chicago; transit-oriented development zoning code updates in Berwyn, Maywood, and Robbins; a TOD developer discussion panel in Brookfield; and development of a special funding district near the West Chicago Metra station. Ms. Redden added that public comments on the proposed projects may be submitted by email to applications@rtachicago.org now through Friday, April 23rd. The final Community Planning program of projects will be announced at the April 15 Board meeting, she said, and to learn about the projects selected by CMAP's LTA program, a press release is available on their website.

Ms. Redden concluded with the current state delinquency figures. Through the end of February, the State owes the RTA region \$189.2 million of ASA, AFA, and PTF. The State is 8 months behind on ASA and AFA, and the equivalent of 3.5 months behind on PTF. Though it's relatively early in 2021, she said, the YTD cost of short-term debt is already \$486,000.

Ordinance authorizing an amendment of the 2020 Service Board and Agency operating funding amounts

Mr. Doug Anderson opened by asking the Board to consider an ordinance amending the 2020 operating funding amounts for a third and final time. The primary purpose of this proposed funding amendment is to provide additional, required funding for ADA Paratransit. At the same time, we are proposing amendment of the CTA, Metra, Pace Suburban Service, and RTA Agency funding levels to recognize the improved sales tax results we have been telling you about over the last few months. The improved sales tax results also drive PTF results higher, for a total projected 2020 funding increase in excess of \$100 million, which in turn has preserved CARES Act funding for future use.

Mr. Anderson stated that ADA funding has been one of those moving targets we have been chasing all year. Our initial funding adjustment in May turned out to be too conservative, and Pace staff worked with RTA to gradually restore funding to a sufficient level with Board actions in August and October. However, as we've told the Board during the last few financial results presentations, ADA Paratransit ridership has recovered even more quickly than Pace anticipated in the October budget amendment, driving expense higher and creating an additional funding need of about \$16 million as the year ended. The total 2020 ADA funding level of up to \$176.8 million we are asking the Board to approve today is close to the originally budgeted 2020 funding, reflecting the loss of efficiency that Pace's ADA Paratransit operation has temporarily suffered due to COVID-19 mitigation efforts, mainly the single-ride requirement. Pace's 2020 ADA Paratransit results are not quite final, so staff's recommendation is to source \$12 million of the additional required funding from the December sales tax receipts, with up to an additional \$4 million to be sourced from the ADA Paratransit reserve once final audited results are received. The current forecast anticipates \$3.8 million will be required from the reserve, which is expected to change very little with the final Pace results.

We can source that additional ADA funding from December sales tax without negatively impacting CTA Metra and Pace Suburban Service because the sales tax outlook has continued to improve. Mr. Anderson showed a chart comparing actual sales tax declines in orange to what we tentatively assumed almost a year ago at the onset of the COVID-19 pandemic, shown in blue. Although we have experienced year-over-year declines in each month since February, the chart showed that sales tax performance has been much better than expected. We will be receiving the December results in the next few days, and early indications are that they will also be somewhat better than the 10% drop we have temporarily assumed.

The final slide summarized the expected 2020 funding increases versus the currently adopted 2020 budget. These increases are also reflected in Schedule I-A of the proposed ordinance. Including the ADA Paratransit reserve increase, the funding amendment increases Service Board and RTA funding for 2020 by about \$115 million. With the exception of the December sales tax and additional ADA funding, the Service Boards have already received the sales tax, PTF, and RETT funding associated with these increases. CTA sales tax has not increased in proportion to Metra and Pace. This is due to sluggish receipts within the City of Chicago caused by increased unemployment and the reduction in commuting to the Central Business District. By statutory formula, CTA receives 100% of the Service Boards' share of Sales Tax I collected within the City.

In summary, Mr. Anderson asked the Board to approve the proposed 2020 funding amendment which provides an additional \$16 million for ADA Paratransit funding and recognizes improved sales tax, PTF, and RETT levels. He noted that this should be the final funding and budget actions we ask of the Board for the 2020 budget year.

Director Groven noted that this was good news and asked for confirmation that it results in less CARES Act funding being needed for 2020. Mr. Anderson confirmed that was the case and noted that the Service Boards have requisitioned about \$650 million, or 45%, of the CARES Act funding through 2020, leaving 55% still available for 2021 and beyond.

Director Groven moved, and Director Canty seconded that the proposed ordinance be approved as submitted. The motion carried on the following roll call vote:

15 Ayes: Andalcio, Canty, Carey, Coulson, Frega, Fuentes, Gathing, Groven, Holt, Kotel, Melvin, Pang, Ross, Sager, Chairman Dillard

1 Absent: Lewis

Report on monthly financial results - January 2021

Mr. Bill Lachman presented the first financial results of 2021, which were generally favorable. Mr. Lachman displayed a chart in which the blue bars depicted the ridership plunge experienced in 2020. By contrast, the dashed line showed the ridership recovery profile assumed in the current Service Board 2021 budgets. Even at its peak in October 2021, the current system ridership assumption is at only about 57% of normal (2019) levels.

System ridership in January was 5.2% below the adopted budget, almost 73% below pre-pandemic January 2020. Metra and Pace Suburban Service results were very unfavorable to budget because the current budgets contain ridership assumptions made in mid-2020. The Service Boards will have an opportunity to update their ridership forecasts with the first budget amendment of 2021, which was discussed later in the meeting.

Total operating revenue of \$103.6 million was \$0.6 million, or 0.6%, favorable to budget. Metra's favorable variance of \$1.2 million was driven by strong ancillary revenue, while ADA Paratransit revenue was unfavorable by 43% as only a very small amount of ancillary revenue was reported to start the year. A total of \$70.2 million of federal CARES Act funding was included in operating revenue for January and counted towards the Service Board and regional recovery ratio requirements.

As discussed in the previous agenda item, 2020 sales tax performance continues to be better than expected. Although RTA has not received any 2021 sales tax results yet, the PTF results, which lead the sales tax by 3 months, have pushed CTA and Metra funding above budget. Pace results are under budget due to the timing of their CARES Act requisitions. Total public funding currently exceeds the adopted 2021 budget by \$1.3 million or 1.2% in January.

Continuing the trend from 2020, system-wide operating expense in January was \$5.8 million, or 2.5%, favorable to the adopted budget. CTA expense was \$3.6 million under budget, while Metra exceeded budget by \$1.2 million driven by maintenance, fuel, and power expense. Pace reported a favorable expense variance of \$3.6 million, or 18.2% with cost savings across all expense categories. ADA Paratransit expense was \$0.2 million unfavorable to budget due to recovering ridership and increased purchased transportation expense.

The total system-generated net result of negative \$20.5 million was \$7.7 million favorable to budget in January as each Service Board reported favorable net results, except for ADA Paratransit. Favorable expense performance at CTA and Pace contributed to favorable net result variances. The ADA Paratransit net result determines if an additional funding need is developing, which is the case for 2021 due to recovering ridership. The plan to meet that additional ADA funding need was addressed with the CRRSAA allocations later in the meeting.

With CARES Act funding each of the Service Boards' January recovery ratios was favorable to budget attributable to strong expense performance. The regional revenue recovery ratio of 55% finished January 3.6 percentage points favorable to budget. However, the "without-CARES" recovery ratios for January hovered around 20% for the system.

Summary of public comments on Sustaining Critical Transit in 2021 and proposed allocation recommendation for the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and Ordinance authorizing the execution of Emergency COVID-19 Federal Funding Allocation Agreements, allocation of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funding, and amendment of the 2021 Service Board and Agency Operating Funding Amounts

Ms. Jill Leary presented an update about Step2 of the RTA COVID-19 Recovery Process outlined last October. She explained that the overall plan consists of three steps:

- Adopt a 2021 budget that reflects the current crisis that was finished in December. (Oct – Dec 2020)
- Execute the 2021 budget and make decisions as needed to sustain transit during a time of uncertainty. This step is underway. (Jan – June 2021)
- Engage in strategic recovery planning and consider how to reinvent transit. (May 2021)

Back in October, the following policy priorities to guide each step toward COVID-19 recovery were outlined:

- Identify immediate funding solutions
- Critical transit services are sustained
- Take an increasingly transparent, collaborative approach to communicating

The focus continues on Step 2 of the recovery process. First by sharing the public feedback received about our work to define transit Critical Need Areas (CNAs) for 2021 and use those to allocate CRRSAA funds. Next, we will review the details of the budget amendment that is on the agenda.

Last month we talked about funding solutions available to RTA. The main solution immediately available to us is the second round of emergency COVID relief funding for transit nationwide that was passed by Congress in December, known as CRRSAA. It will provide about \$486.2 million to our region. Since last month, another federal aid package was passed which will bring additional funding to our region.

As discussed last month, staff recommends that the Board proactively state and gain regional consensus about the geographic areas in which it is critical to maintain transit presence throughout 2021 based on where transit is most likely to be used and most likely to be needed and use this as a basis for allocating federal relief funds.

Last month we recommended a method for defining Transit CNAs that was based on a combination of propensity to ride transit, equity, and a high-mobility industry analysis. We then related the provision of service to the CNAs. We used GTFS data or the data behind the transit schedule to reflect both the presence of transit – does a train or bus stop in this census tract? – and the frequency of transit – if a train or bus does stop here, how many times over the course of a week? And we're using the GTFS output from December of 2020 to reflect service changes that Metra and Pace have put in place. Of all Regional Transit, 85% of service is operating within the Combined CNAs. Then taking that 85% and proportioning out the service by operator, we can see 77.5% is operated by CTA, 17.9% by Metra, and 4.6% by Pace.

This work resulted in the recommendation that CRRSAA funds be allocated based on the proportion of the service being provided by each Service Board in the Transit CNAs, as summarized as: 77.5% to the CTA, 17.9% to Metra, and 4.6% to Pace.

This analysis is documented more thoroughly in the Sustaining Critical Transit report that was included with the board materials last month and made available for public comment for two weeks.

In summarizing public comment, a reminder that a third component of the 3-step Recovery Strategy is to take an increasingly transparent and collaborative approach to communicating with stakeholders and the public through this process. The analysis shared last month was put out for public comment in the form of a document, Sustaining Critical Transit, and a storymap showing the CNA analysis. Both were available via the RTA COVID Recovery Page, with a comment period from February 18th to March 5th.

In total, the COVID Recovery page received 538 page views during the comment period (more than double the page views for the 2021 budget comment period), 23,000 impression via social media posts and promotion. And lastly, was covered in a variety of traditional and online media, including the Daily Herald and Streetsblog.

Eleven formal public comments were received from groups that include Chicago Metropolitan Agency for Planning (CMAP), the Pace Board, suburban mayors and county officials, a number of transit advocacy agencies, and individual members of the public. Several comments submitted included support for the CAN methodology and its application. Several comments included critiques of both. Four common themes emerged from the more critical comments and feedback that warrant additional discussion. These included the following:

Density favors the city of Chicago – The RTA serves a large and diverse region with a variety of development patterns, transit offerings, and mobility needs. That said, traditional transit is most used and most efficient to operate where development is more compact and people can safely walk to stops and stations, as the RTA advises in our Transit Works brochure. In an era of constrained resources, the region should prioritize resources where there is a high-density of people likely to need transit. The densest population centers in our region – including the City of Chicago, Joliet, Aurora, Elgin, Waukegan, and several other suburban tracts – all were highlighted in this analysis not out of favoritism for a particular municipality but because these areas of the region are home to the most people with the most need in 2021. That said, as the region rebuilds from the pandemic, travel patterns are expected to change significantly. In Step 3 of recovery, the RTA will create a forum for discussing how the region’s transit system can effectively meet the needs of more residents including some of the lower-density suburban areas served prior to the pandemic in 2022 and beyond.

Using 2020 Expenditures to weigh transit data penalizes Metra and Pace for cost cutting measures - RTA staff used the expenditure data from 2020 as a proxy for the cost of operating the transit services currently in place and measured in the analysis. The costs are in alignment with the amended 2020 budget and account for the services provided by each agency as well as the costs to operate during the pandemic including additional cleaning. The different approaches used by each Service Board to manage its fiscal and operational responsibilities were approved by the RTA Board as part of the 2020 budget amended throughout the year and 2021 regional operating budget adopted in December.

Request for funding for municipally provided transit and Dial-a-Ride – The RTA cannot make direct grants to municipalities with the CRRSAA funds included in this Board Action, as they are designated as Federal Section 5307 funds limited to designated recipients identified by the Federal Transit Administration. The region also received Federal Section 5310 funds to

distribute as a part of the program that the RTA administers to support transportation for older adults and people with disabilities. The RTA will award the CRRSAA 5310 appropriation to Pace to support their ongoing Regional Call Center operations, which support many local ongoing Section 5310 operating projects. Separately, a regular call for 5310-funded projects will be issued later this year.

This methodology could set a precedent for future funding allocation – This action continues a precedent for RTA using performance-based methods of allocating funds, but as described in the Sustaining Critical Transit in 2021 document, the specific method that RTA has created to define transit CNAs and relate them to existing service is for the purposes of informing the RTA’s funding decisions in 2021. Likewise, the application of the work to a recommended allocation of the region’s CRRSAA federal relief money is unique to the moment and does not set a precedent for future allocations of any funding.

Ms. Bea Reyna-Hickey started by reminding the Board that during the 2020 funding amendment item, sales tax has been performing better than expected. That improved 2020 base in turn raises our projections for 2021 RTA funding to the Service Boards, as shown in this table. These amounts, totaling almost \$117 million, are incorporated into our first 2021 funding amendment in the ordinance under consideration. In response, the Service Boards, including ADA Paratransit, and the RTA will be required to submit revised operating budgets to the RTA within 45 days (May 3rd) which conform to the new funding amounts. This submittal will also provide the Service Boards with an opportunity to update their ridership, fare revenue, and expense projections, and will form the basis for our first 2021 operating budget amendment, planned for the May Board meeting.

We have not yet increased our sales tax growth assumption for 2021, but merely refreshed the 2020 base. In that respect, the increases from budget proposed here represent what we expect is a relatively conservative funding forecast which will continue to improve. As we receive our first actual 2021 sales tax results beginning next month, we will begin to develop a second 2021 funding amendment to be considered by the Board this summer.

The increases in the RTA Funding Change should be kept in mind as the Board considers the adoption of the CRRSAA allocations. Prior to allocating CRRSAA funding to CTA, Metra, and Pace Suburban Service, it is proposed that \$20 million be used to address the additional 2021 ADA funding need resulting from recovering ridership. Satisfying the additional ADA funding need from a source other than sales tax will preserve as much RTA operating funding as possible for CTA, Metra, and Pace Suburban Service as we move through 2021, and will also provide a resource for meeting the 10% ADA recovery ratio requirement.

It is recommended that the remainder of the available CRRSAA funding be allocated among the three Service Boards consistent with the RTA's Critical Need Area (CNA) analysis. The projected RTA funding increases, combining with the proposed CRRSAA allocations to produce a total funding change which will reduce or eliminate the funding shortfalls contained in the adopted CTA and Metra operating budgets.

In summary, the proposed ordinance contains several related actions. We are asking the Board to approve the Letter of Understanding with Northwest Indiana and allocate the \$486.2 million of CRRSAA funding among the Service Boards. The ordinance also amends the 2021 RTA funding levels upwards and requires revised operating budgets to be submitted within 45 days. Finally, the ordinance authorizes the inclusion of CRRSAA funding as operating revenue in the calculation of the CTA, Metra, Pace, ADA Paratransit, and Regional recovery ratios.

Director Sager commented that he understands the difficult times we are in and that we have discussed the concept of unique funding. But it is important to repeat his concerns of previous meetings and that of the public as reported by Ms. Leary that we continue to use the terminology "unique to the moment." He added he will support the immediate ongoing need in a constructive manner, but wanted to reiterate the percent distribution of these funds cannot be used as a generalized approach as we head to the future. He pointed out that McHenry County relies heavily on public transportation, Metra specifically, so we need to be mindful with planning and appropriate distribution of funding going forward.

Director Coulson concurred with Director Sager's comments and added that if downtown Chicago is to reopen, we need Metra to be at near or full capacity. He pointed out that Metra funnels people from low density areas to the dense city. We will need to be mindful of the needs of Metra will increase as downtown Chicago tries to reopen.

Chairman Dillard commented that the Sales Tax numbers show the importance of Metra in bringing people to central city and that Director Sager's and Director Coulson's comments are well-taken.

Director Gathing moved, and Director Melvin seconded that the proposed ordinance be approved as submitted. The motion carried on the following roll call vote:

15 Ayes: Andalcio, Canty, Carey, Coulson, Frega, Fuentes, Gathing, Groven, Holt, Kotel, Melvin, Pang, Ross, Sager, Chairman Dillard

1 Absent: Lewis

Ordinances authorizing the execution of 2021 Federal Funding Allocation Agreements between NE-IL and NW-IN, amending the 2021-2025 Capital Program and amending and extending ICE Funded Projects

Ms. Tara O'Malley presented a summary of three ordinances related to the region's five-year transit capital program. The first ordinance is for the execution of the full 2021 federal formula allocation attachments to the Letter of Understanding among Northeastern Illinois, Northwestern Indiana and Southeastern Wisconsin. On January 19, 2021, the Federal Transit Administration or "FTA" published the 2021 full Federal Fiscal Year allocations for the four federal formula programs, which are 5307, 5337, 5339, and 5310. The first three formula programs fund capital projects. The RTA is the designated recipient of these funds and charged with calculating the apportionments among Northeastern Illinois, Southeastern Wisconsin and Northwestern Indiana. The Illinois portion of the capital funding is split among the service boards in accordance with historically established shares. The Section 5310 funds go directly to the RTA for competitive distribution within the region. Overall, the 2021 appropriations are a little over \$526 million, an increase of just over \$2 million compared to the previous year, but about \$31 million less than the estimated amount resulting in decreases in the capital program for all three service boards. To clarify, this funding is separate from the federal relief funding that was passed as part of the CRRSAA funding that was discussed in the previous agenda item. The federal funding allocations were also approved as required by the CMAP Policy Committee on March 11.

The second ordinance covered an amendment of the 2021-2025 Capital program incorporating changes in program revenues and expenses for CTA, Metra and Pace. This quarter was an amendment to the five-year Capital Program, which resulted in a total net funding decrease to the five-year Capital Program of nearly (\$5M) that affects both current and out-years. The total net decrease for CTA is about (\$12M), a net increase for Metra of nearly \$10M and a net decrease for Pace of (\$2M). The total regional net decrease includes about \$25M of additional Reprogrammed/Carryover funding, about \$1M in additional service board/local funds and a decrease of nearly \$31M stemming from the FTA 2021 Federal Fiscal. The project and budget changes in the capital program are included in the memo of your board materials and in the Schedules II-A and II-B attached to the ordinance.

The third ordinance included the twelve-month extension for one CTA, and three Metra projects; and requesting the approval of reprogramming of ICE funds for two CTA projects and three Pace projects, that are outlined in your board memo. RTA staff have reviewed these requests and found them to be justified as outlined.

Director Andalcio moved, and Director Ross seconded that the proposed ordinances be approved as submitted. The motion carried on the following roll call vote:

15 Ayes: Andalcio, Canty, Carey, Coulson, Frega, Fuentes, Gathing, Groven, Holt, Kotel, Melvin, Pang, Ross, Sager, Chairman Dillard

1 Absent: Lewis

Ordinance authorizing the updated Human Services Transportation Program (HSTP)

Ms. Heather Mullins presented an overview of the recently completed Human Services Transportation Plan (HSTP), which identifies the transportation needs and solutions of individuals with disabilities, seniors and people with low incomes. This included details on the project timeline, project advisory committee, background data analysis and public and stakeholder engagement activities. She reviewed seven areas of need identified by the project advisory committee and nine recommendations to address those needs. Ms. Mullins also provided details on the upcoming Section 5310 Call for Projects, which will open on March 22nd. Approximately \$9.5MM in funding is available for operating, capital and mobility management projects. Applications will be due on April 22nd and projects selected in August.

Director Carey moved, and Director Groven seconded that the proposed ordinance be approved as submitted. The motion carried on the following roll call vote:

15 Ayes: Andalcio, Canty, Carey, Coulson, Frega, Fuentes, Gathing, Groven, Holt, Kotel, Melvin, Pang, Ross, Sager, Chairman Dillard

1 Absent: Lewis

Ordinance authorizing a contract for operations of the RTA ADA Paratransit Certification & Travel Training Programs

Mr. Michael VanDekreke requested Board approval of an Ordinance authorizing a contract with Transdev Services, Inc. for the operations of the RTA's ADA Paratransit Certification & Travel Training Programs. He indicated that information about Transdev and the contract were provided in the board materials.

Director Sager stated that it is important that we make sure the procurement process was competitive and that we received a bid that was reasonably priced. He asked staff to address those concerns. Mr. VanDekreke indicated that the RTA issued an RFP and received two (2) responsible and responsive bids. That both vendors were interviewed and there were two (2) rounds of scoring utilizing a cross-departmental evaluation committee for different perspectives when scoring. Transdev Services Inc had a significantly higher overall score related to the quality of their approach, their experience, and cost. Mr. VanDekreke added that in terms of the cost, the proposed contract represents a 1% decrease in the average annual cost

from our current contract and was the lower of the two bids. He went on to explain that the full contract value the Board was being asked to consider is the total cost for 10 years. However, the initial term is 65 months, which costs just over \$22M. After the initial base term, the RTA can choose to implement the 5 1-year option years, or not depending on how we feel the vendor is performing or if we decide we want to change our approach.

Director Sager moved, and Director Gathing seconded that the proposed ordinance be approved as submitted. The motion carried on the following roll call vote:

15 Ayes: Andalcio, Canty, Carey, Coulson, Frega, Fuentes, Gathing, Groven, Holt, Kotel, Melvin, Pang, Ross, Sager, Chairman Dillard

1 Absent: Lewis

Ordinance authorizing a contract amendment with Granicus, LLC for Board meeting services

Ms. Bea Reyna-Hickey stated that the proposed ordinance authorizes amendment of the Granicus contract for Board meeting documentation and audiovisual services with a 12-month extension at a cost of \$22,000. The extension will provide time for the RTA to explore replacement options for Board management software over the next year.

Director Melvin moved, and Director Frega seconded that the proposed ordinance be approved as submitted. The motion carried on the following roll call vote:

15 Ayes: Andalcio, Canty, Carey, Coulson, Frega, Fuentes, Gathing, Groven, Holt, Kotel, Melvin, Pang, Ross, Sager, Chairman Dillard

1 Absent: Lewis

Ordinance authorizing a settlement for unbilled Transit Benefit refunds

Ms. Leary briefly explained that Edenred has provided Transit Benefit Fare Program services including administrative, customer, technical and business support pursuant to two separately procured contracts since 2013, and at various points prior as different corporate entities. The RTA and Edenred desire to settle a claim made by Edenred under the terms of the 2013 Professional Services Agreement. The agreement terminated on February 6, 2018. The ordinance authorizes a settlement Agreement in a sum not to exceed \$209,000.

Director Carey moved, and Director Ross seconded that the proposed ordinance be approved as submitted. The motion carried on the following roll call vote:

15 Ayes: Andalcio, Canty, Carey, Coulson, Frega, Fuentes, Gathing, Groven, Holt, Kotel, Melvin, Pang, Ross, Sager, Chairman Dillard

1 Absent: Lewis

Approval of Travel Expense Reimbursement(s)

Director Gathing moved, and Director Andalcio seconded that the proposed ordinance be approved as submitted. The motion carried on the following roll call vote:

15 Ayes: Andalcio, Canty, Carey, Coulson, Frega, Fuentes, Gathing, Groven, Holt, Kotel, Melvin, Pang, Ross, Sager, Chairman Dillard

1 Absent: Lewis

ADJOURNMENT

There being no further business to come before the public portion of Board of Directors meeting, Director Andalcio moved, and Director Canty seconded that the meeting adjourn. The motion carried on the following voice vote:

15 Ayes: Andalcio, Canty, Carey, Coulson, Frega, Fuentes, Gathing, Groven, Holt, Kotel, Melvin, Pang, Ross, Sager, Chairman Dillard

1 Absent: Lewis

The Board meeting ended at 10:35 a.m.

Audrey Cole

AUDREY COLE

Secretary of the Authority