

**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, May 21, 2020 pursuant to notice.

Chairman Dillard called the meeting to order at 9:00 a.m.

ROLL CALL

Board members present (16): Andalcio, Carey, Coulson, Frega, Fuentes, Groven, Higgins, Holt, Kotel, Lewis, Melvin, Pang, Ross, Sager, Troiani, Chairman Dillard

Approval of minutes from the meeting held on April 16, 2020

Director Kotel moved, and Director Troiani seconded that the minutes from the meeting held on April 16, 2020 be approved as submitted. The motion carried on the following roll call vote:

16 Ayes: Andalcio, Carey, Coulson, Frega, Fuentes, Groven, Higgins, Holt, Kotel, Lewis, Melvin, Pang, Ross, Sager, Troiani, Chairman Dillard

Executive Director's Report

Ms. Leanne Redden began by outlining the state's delinquency figures tied to regional transit funding. She explained that the RTA has continued to be in weekly communication with the Governor's office, Illinois Senate and House legislative leaders and the Illinois Congressional Delegation. Ms. Redden reported that RTA Chairman Kirk Dillard sent a letter to Governor Pritzker and the Illinois General Assembly detailing some of the current and potential future impacts of COVID-19 on the region's transit system.

On the federal side, Ms. Redden stated that on May 15th, the House passed a \$3 trillion relief package entitled the Heroes Act. The package includes over \$15 billion of additional federal operational relief for struggling transit agencies. Like the CARES Act, the Heroes Act relies mostly on existing formula programs to distribute the majority of the funding with approximately 75% of all funding being distributed via formula. However, unlike the CARES Act, only transit agencies from the 14 largest urbanized areas in the U.S. would be eligible for the formula funding. This funding structure would likely result in more than \$1.3 billion in funding for the RTA region. Approximately 25% of the funding contained in the Heroes Act will be used in a discretionary funding program set aside for funding for transit agencies who need additional assistance due to COVID related economic harm. Despite passing the House, at the time of the Board meeting, the future of the Heroes Act was uncertain as Senate Republicans had stated that it was unlikely they would take up the legislation in its current form.

**APPROVED BY THE BOARD OF DIRECTORS
JUNE 18, 2020**

Ms. Redden then spoke about transit-related COVID-19 recovery efforts. She listed the substantive items on the meeting agenda that were impacted by the pandemic. They included the quarterly performance report and certifying quarterly financials; initiating a 2020 budget amendment; and the kick-off for the annual budget call.

Ms. Redden then touched on overall issues related to planning for the recovery phase. She stated that as the state and the region contemplate plans for re-opening the economy, transit systems will need to adapt in order to meet the evolving needs of their constituents in a safe and fiscally responsible manner. This will be a significant challenge as the decrease in economic activity, change in travel patterns, and cultural fears regarding crowding may have a long-standing or even permanent impact on mass transportation. She emphasized that transit is essential. Considering this, she highlighted a few ways the RTA is working to plan for these changes. These include that she is now a member of the Mayor's COVID-19 Recovery Task Force and on CDOT's advisory committee regarding transportation reopening. She also stated that the RTA is working to coordinate with CMAP and the County Board Chairs and is engaged at the federal level with APTA's Task Forces.

Ms. Redden also stated that RTA staff is initiating a recovery scenario planning exercise in which RTA staff plans to engage stakeholders as the agency works towards to determine how transit will be impacted in 2021 and beyond. She also stated that as the agency kicks off the annual budget call, the agency will examine other tools, programs, and resources that should be explored to plan and respond appropriately to the effects of the pandemic. Finally, she stated that the agency continues to develop a communication and coordination strategy for this phase that builds off the agency's current efforts, that includes weekly briefings and expands as more information is available. She referred to a dashboard that would be posted on the RTA website detailing the effects of the pandemic on ridership, service changes, and transit finances.

Ms. Redden then shared other ongoing agency work. The first project discussed was a free, four-part webinar series the RTA launched in place of its Annual Planning Workshop due to the ongoing COVID-19 pandemic. The "Transportation Tuesday" series features RTA staff and regional leaders in transportation planning, community zoning and mobility services management leading discussions about the opportunities, challenges, and resources available to the Chicago region.

Next, she explained the agency is updating the 2013 Human Services Transportation Plan (HSTP). The plan's goal is to build on the existing network of transportation services provided by public, private, and human service organizations. As part of the plan update, the RTA has distributed online surveys, to hear from riders or those who work in the sector. Responses are due June 8th.

The last project addressed was the agency's signage construction program. The RTA is adding wayfinding signs, transit maps and service information at key interagency transfer locations throughout the region through the RTA Interagency Signage Program. She stated that the agency has completed fabrication and installation of signs at six additional locations, including: Irving Park, Jefferson Park, Evanston - Main Street, Oak Park - Harlem/Lake, Waukegan, and Wheaton. She stated she was pleased to report that the agency completed the work this spring, despite the COVID-19 pandemic, through careful coordination with the Service Boards and our municipal partners, and in compliance with the required safety protocols. The RTA has now installed signs at over 3/4 of the region's major transfer locations and is now ready to install signs at the third, and likely final, Bundle of interagency locations ("Bundle 3") – which will complete this program.

Public Comment

There were no public comments submitted for this meeting.

Information Items

Presentation of the Quarterly Performance Report – First Quarter 2020

Ms. Jill Leary presented to the Board the Quarterly Performance Report & *Invest In Transit* Annual Progress Report. Ms. Leary presented the following goals of the report:

Goal 1: Deliver Value on our Investment - COVID-19 has impacted the regional transit since mid-March. The presentation includes data from two relatively "normal" months in January and February, and one abnormal month in March. First quarter annual capital funding was 83% higher compared to 2019. Capital expenditures were 13% lower. Service Board saw reduced spending in 2020 compared to 2019. Systemwide operating cost per passenger trip was up 14.4%. This is the result of 2% increase in operating cost paired with 10.9% decrease in ridership. Average fare paid was up 2% to \$1.84 a ridership decrease of 8.7% in loss of fare revenue because of COVID-19.

For our spotlight this quarter, an update was presented on the Status of Capital Funding and Rebuild Illinois. The future is now somewhat uncertain because the PAYGO funds and the bond funds estimated to come through Rebuild Illinois are dependent upon revenues that may or may not materialize in the current economy.

RTA worked with IDOT to improve the processes related to selecting projects to fund and developing grant agreements. RTA worked toward an updated investment framework through the performance-based capital allocation committee and the committee has come to a consensus about doing more communication about capital program goals, process, and outcomes. RTA staff is working on a document summarizing this work that we plan to bring to the Board in July for release for public comment.

Goal 2: Build on the Strengths of our Network - For this goal, we have been measuring vehicle revenue miles, or the amount of service available to our riders, over the past ten years. Vehicle revenue miles trend is upward with a 4.4% increase compared to 2011. Compared to 2019, Vehicle Miles for first quarter was 1.4% lower. Decrease is due to stay at home order effective March 21.

For the second goal spotlight we're going to talk about the work that our agencies have been doing to maintain service during the pandemic.

RTA has been monitoring actions of peer agencies. Actions include:

- Reducing service in areas of low demand while increasing services for essential workers,
- Instituting rear-door boarding on buses,
- Offering free fares for first responders
- Limiting the number of people who board a bus or train to maintain social distancing
- Keeping the public aware of initiatives to maintain cleanliness.

The Service Boards have implemented most of the same policies. They have also been undertaking significant efforts to communicate with the public about their services.

Maps were displayed that focuses on service changes throughout the region. Each of the Service Boards has tailored its operations to maintain the level of service they think is necessary to safely carry the riders who still need transit right now.

Goal 3: Stay Competitive - For this goal, ridership is tracked as well as metrics related to speed and reliability, which influence whether people use transit. Systemwide ridership for the first quarter was 114.3 million, a decrease of 10.9% compared to 2019. The system-wide average speed was 14.9 miles per hour, similar to 2019. CTA's on-time performance averaged 86% for bus and 77% for rail for the first quarter. Metra's on-time performance averaged 96.4% over the first quarter, exceeding their target of 95.0%. Pace's on-time performance was 86.7%, a less than 1% improvement from 2019.

For this quarterly spotlight, the focus was on Transit Ridership and movement around the region right now comparing transit ridership and overall daily trips and the impact of COVID-19. Two charts were displayed.

Additionally, the RTA has been compiling this information weekly and sharing it with the RTA Board, the Governor's Office, and other stakeholders. RTA is also starting to look ahead to recovery and future stability, and collaborating on several recovery planning activities. We will share some potential scenarios and actions with the Board in the coming months.

Action Items

Resolutions certifying financial results – First Quarter 2020

Ms. Bea Reyna-Hickey presented the year-to-date financial results using the summary page of the dashboard only. Bea stated that the Service Boards started the year with a very solid 2 ½ months before the onset of COVID-19 impacts. Ridership collapsed in the final two weeks of March, and the regional recovery ratio finished the quarter at 43.5%, or 3.5 percentage points unfavorable to budget. For March, the recovery ratio was more than 12 points unfavorable, eliciting a staff recommendation of not in substantial accordance for each of the Service Board budgets and for the region as a whole.

Ms. Reyna-Hickey noted that ridership has fallen to about 30% of normal at Pace, 20% of normal at CTA, and 5% of normal at Metra. This in turn dragged operating revenue lower, finishing the quarter at 9.8% unfavorable to budget. Operating revenue was 28.6% unfavorable to budget in March. She noted that, except for the RETT, public funding results have been good thus far, with positive sales tax growth in January and February, but that a sharp drop off was expected beginning in March. Service Board expense performance was good during the quarter, despite the introduction of COVID-19-related expenses. At the regional level, operating expenses were favorable to budget by \$15 million, including \$4 million of fuel expense savings.

The good expense performance translated into mixed net results for the quarter, with Metra and Pace finishing favorable to budget, while the CTA and ADA Paratransit net results were unfavorable. Ms. Reyna-Hickey stated that the Metra and Pace recovery ratios were close to budget for the quarter due to good expense performance, but the substantial accordance guidelines also require us to look forward and consider all known factors. That view clearly shows that the regional recovery ratio is projected to finish the year well below the 50% statutory requirement, with all Service Boards expected to contribute to the shortfall. As a result, staff recommended that each Service Board and the region as a whole be found not in substantial accordance with the 2020 budget due to rapidly deteriorating financial results.

Ms. Reyna-Hickey closed by noting that such a finding would normally trigger a requirement for revised operating budgets, but that aspect would be addressed in the next agenda item, the 2020 funding amendment. Instead, this not in substantial accordance finding will be used to communicate to the Governor and Legislature the need for recovery ratio relief once the CARES Act funding is exhausted.

Director Andalcio moved, and Director Groven seconded the adoption of the following resolutions:

2020-15 These resolutions certifying that the operating financial results of the Service
2020-16 Boards, ADA Paratransit, and the region as a whole, through the first quarter of
2020-17 2020, are not in substantial accordance with budget. The system-wide operating
2020-28 deficit of the Service Boards, including Pace ADA Paratransit, was \$405.5 million
2020-19 for the first quarter. This result is \$12.3 million, or 2.8%, unfavorable to the adopted
budget. However, for the month of March, the system-wide operating deficit was
14.6% unfavorable to budget due to the onset of COVID-19 mitigation efforts. The
regional system-generated revenue recovery ratio of 43.5%, which excludes ADA
Paratransit, was 3.5 percentage points unfavorable to budget for the first quarter,
but was 12.4 percentage points unfavorable for the month of March, indicating a
rapid deterioration of the Service Board financial results

The motion carried on the following Aye-Nay vote:

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

1 Absent: Lewis

Ordinance authorizing the funding amendment for 2020

Ms. Reyna-Hickey introduced a 2020 funding amendment which recognizes expected decreases in RTA and Service Board funding due to COVID-19 mitigation efforts and related job losses. The amendment also recognizes the imminent availability of federal CARES Act funding to offset the lower RTA funding levels.

Ms. Reyna-Hickey explained how the Stay-at-Home order is expected to dramatically impact RTA sales tax, Public Transportation Fund (PTF), and Real Estate Transfer Tax (RETT) results, and how the RTA Act requires the Board to inform the Service Boards of the reduced funding via a funding amendment. In turn, the Service Boards are required to submit revised operating budgets to the RTA. She said that the estimates contained in the funding amendment were just that, best guesses developed in coordination with the Service Board finance teams. She revealed that RTA sales tax receipts are expected to decrease by as much as 50% in the short term, with some recovery expected later in the summer. Subsequent deterioration in sales tax receipts is expected as we move into the winter months when a resurgence in COVID-19 cases is anticipated by public health officials. Overall RTA sales tax receipts are expected to decline by 28.5% versus 2019, with commensurate decreases in PTF and RETT results. These assumptions result in an expected \$543 million decrease in RTA funding, representing about a 30% shortfall from 2020 budgeted levels, to be mostly offset by federal CARES Act funding.

Since CARES Act funding does not come into play for ADA Paratransit, the estimated ADA funding level will be backed up by use of the ADA Paratransit reserve, if necessary.

Ms. Reyna-Hickey said that the ordinance also clarifies the federal CARES Act funding apportionments among the transit agencies: CTA \$817.5 million, Metra \$479.2 million, Pace \$112.8 million, and RTA \$28.8 million. Bea stressed that the CARES Act funding is intended to replace both lost public funding and lost fare revenue. About \$500 million is expected to be needed to replace the 2020 funding shortfalls, and the Service Boards will estimate how much is needed to replace their lost fare revenue when they submit their revised budgets. The ordinance also authorizes and requires the Service Boards to report CARES Act funding requisitioned for fare revenue replacement as operating revenue with their monthly financial results, for proper inclusion in recovery ratio calculations.

Ms. Reyna-Hickey closed by noting that the ordinance requires the Service Boards to submit revised operating budgets which conform to the amended funding amounts and meet all other criteria for adoption within 75 days (August 4). Any adjustments to budgeted service and expense levels will be left to the discretion of the CTA, Metra, and Pace Boards of Directors. The revised Service Board budgets will be reviewed by RTA staff and consolidated, along with a revised Agency budget, into a proposed regional budget to be considered for adoption at the August RTA Board meeting. She noted that the economic situation remains fluid. Sales tax trends will continue to be monitored, and the amount of CARES Act funding estimated to be needed for 2020 will continue to be refined as the year progresses.

Director Kotel moved, and Director Sager seconded the adoption of the following ordinance:

2020-20 This ordinance amends the 2020 RTA operating funding amounts. The proposed amendment recognizes the imminent availability of federal CARES Act funding, which is intended to backfill lost fare revenue and anticipated shortfalls in public funding caused by COVID-19 mitigation efforts and related job losses. In accordance with section 4.11(c)(1) of the RTA Act, revised 2020 operating budgets are required to be submitted by the Service Boards by August 4, 2020 for consolidation into a revised 2020 regional operating budget to be considered for Board adoption. The revised mainline Service Board budgets shall incorporate the amended RTA funding amounts contained herein, provide an updated ridership and fare revenue forecast, and indicate the resulting amount of each Service Board's apportionment of CARES Act funding expected to be needed to support 2020 operating expense levels. Funding for ADA Paratransit is proposed to be amended lower due to sharply reduced demand for this service during the pandemic. Reducing the ADA Paratransit funding level releases additional sales tax to the mainline Service Boards, mitigating the overall RTA funding shortfall.

The motion carried on the following Aye-Nay vote:

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

1 Absent: Lewis

Ordinance approving the 2021 Budget Call for the Annual Budget, Two-Year Financial Plan, and Five-Year Capital Program

Mr. William Lachman explained that the Budget Call lays out the budget and capital programming process in detail. The RTA and the Service Boards will work through each step leading to a comprehensive 2021-2023 Regional Budget and Financial Plan and 2021-2025 Capital Program. Mr. Lachman explained that the basic steps of the budget development process should remain the same despite the extreme uncertainty that the COVID-19 pandemic has injected into public transportation planning.

Transit ridership has plunged by about 80% following the governor's Stay-at-Home order, and the ridership recovery timeline is unclear. Similarly, RTA sales tax receipts are expected to plummet beginning with the March results, and due to changes in behavior we may never regain previously planned RTA funding levels. Federal CARES Act funding will be of immense help in the short term, but recovery ratio relief will be needed from the State legislature in the longer term due to reduced ridership and fare revenue. The finances of the State of Illinois have been subjected to the same COVID-19-related pressures as those of the RTA and the Service Boards, with the impact of the State budget on RTA operating and capital funding yet to be determined.

The Budget Call provides sample schedules of the information requested by the RTA. This information includes revenues and expenses by category, recovery ratios, staffing levels, service plans, operating statistics, and financing parameters for any planned debt issuances. New this year, the Service Boards will include projections of the amounts of CARES Act funding needed to balance their budgets and meet recovery ratio requirements. The capital program for each Service Board identifies the projects to be undertaken in the 2021-2025 program period within projected funding levels. The RTA also requests that the Service Boards provide preliminary estimates of additional capital funding from local sources, Service Board funds, and Service Board bond issuances planned for the Five-Year Capital Program.

This year, the capital funding allocation process is being modified to incorporate a performance-based approach as directed by the RTA Board last December, and the Service Boards will be required to provide descriptions of all planned projects and how those projects tie to capital program strategic core requirements and regional strategic plans. Based on RTA

Board direction last December, a performance-based capital allocations committee was formed of RTA and Service Board staff. Still in progress, the committee's work is and will be presented to the Board in draft form at the July Board meeting. It will then be released for a 45-day public review and comment period, followed by a final draft and a request for Board approval. In anticipation of the approval of the committee's work later this year, it is necessary as a part of the Budget Call to collect the information to implement the new Investment Framework that is under development. Therefore, beginning this year we are requesting the following additional information to support the Investment Framework: Each project will include an estimated or actual project start date and estimated project completion date to be used to monitor project status, the capital program strategic core requirements and goals that are most impacted by the project to be used to communicate the impact of the capital program on achieving the goals and requirements of Invest in Transit, and the regional and agency plans that include the project to be used to communicate the impact of the capital program on achieving the goals of regional and agency plans.

Mr. Lachman closed the presentation with a summary of the 2021 Budget Call timeline. In July, the RTA will provide the Service Boards with preliminary estimates of 2021-2023 funding levels as a basis for discussions with the Service Board budget teams. On August 20th, RTA staff intends to present the proposed funding amounts and recovery ratios to the RTA Board for consideration. However, the need to gather as much information as possible before setting the funding levels may require this presentation to be deferred to the September Board meeting. The October 16th deadline for the submission of Service Board proposed budgets and capital programs is a week later than last year. After consolidating the Service Board submissions into a proposed regional budget and capital program, the RTA will conduct the required public hearings and County Board presentations in late November and early December. On November 19th, the RTA Finance Committee will hold a special meeting to review the Service Board budgets. Finally, the regional budget and five-year capital program will be considered for adoption at the December 19th RTA Board meeting.

Director Ross moved, and Director Groven seconded the adoption of the following ordinance:

2020-21 This ordinance approves and releases the 2021 Budget and Capital Program Call (the "Budget Call"). The Budget Call defines the schedule and information requirements that the Service Boards must follow for the development of the 2021 Budget, which includes the 2021 Operating Budget, 2022-2023 Two-Year Financial Plan, and 2021-2025 Five-Year Capital Program. These requirements focus on ensuring that the RTA has sufficient information to adequately evaluate the Service Boards' budgets, coordinate resource allocation, and ultimately recommend adoption of the consolidated regional budget and capital program as outlined by the RTA Act.

The motion carried on the following Aye-Nay vote:

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

1 Absent: Lewis

Ordinance authorizing an amendment to the 2020-2024 Capital Program

Ms. Leary requested approval of an ordinance authorizing an amendment of the 2020-2024 Capital program incorporating changes in program revenues and expenses for CTA, Metra, Pace and Pace ADA, to approve a redistribution of Rebuild Illinois capital funding within the five-year Capital Program with no change to the overall five-year funding amount. The purpose is to align the Five-Year Capital Program with the 2020 spring grant application submitted to IDPT for Rebuild Illinois capital funding.

Rebuild Illinois Funding of just over one billion dollars is being moved from the 2021-2024 outyears to 2020 to advance capital projects that the Service Boards plan to initiate this year and advance the implementation of Rebuild Illinois.

Director Holt moved, and Director Pang seconded the adoption of the following ordinance:

2020-22 This ordinance amends the 2020-2024 Capital Program and incorporating changes in program revenue and expenses for CTA, Metra, Pace, and Pace ADA. This amendment redistributes Rebuild Illinois Bond funds within the five-year Capital Program. The overall regional amount and amount allocated to each Service Board remains the same. However, there are changes to the year in which the funding is allocated as well as to some projects funded by Rebuild Illinois. This amendment moves all funding for projects that are included in the spring 2020 IDOT funding application to the current year in the Capital Program, so that once the applications are approved RTA can grant the funds to the Service Boards.

The motion carried on the following Aye-Nay vote:

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

1 Absent: Lewis

Contract/Expenditure Items

Ordinance authorizing a contract for aerial photography

Ms. Leary presented to the Board an ordinance to authorize a contract that will allow RTA, Metra, and Pace to join contracts. Ms. Leary commented that it has unlimited access to online, seamless high-resolution aerial photography. Having this access and data is useful for both planning and capital programming and it is updated three times a year.

Director Coulson questioned whether this is necessary now and asked if it be deferred or justified at this time. Ms. Leary responded that the RTA does have access to aerial photography and that this is a new contract. As, all three Service Boards had separate contracts. This contract would provide economies of scale, increased efficiencies, and many new features.

Chairman Dillard decide this item will be deferred to next month so staff can provide additional information to the Board.

The following items were taken in one consolidated vote following a brief description by staff as provided:

Ordinance authorizing a contract for Interagency Sign, Fabrication, Maintenance, Installation and Storage

Ms. Leary presented a proposed ordinance to execute a contract with Western Remac to provide professional, on-call maintenance and storage services to address any interagency transit information products throughout the region for a five-year contract term not to exceed \$405,840. The RTA is funding 100% of this contract.

Ordinance authorizing a contract for Interagency Signage, Fabrication and Installation at additional locations (Bundle 3)

Ms. Leary presented a proposed ordinance to execute a contract with Western Remac to fabricate and install interagency transit signs at six expansion locations for an amount not to exceed \$442,755. Ninety percent of contract funded through CMAQ program. The RTA is providing the required 10% local match of \$44,275.50 from RTA budgeted funds.

Ordinance authorizing the 2020-2021 renewal of excess liability insurance by the Loss Financing Plan & Joint Self-Insurance Fund

Ms. Nadine Lacombe explained that the unusual nature of the request in that excess liability premiums and carriers remain uncertain while RTA's broker, Aon Risk Services, continues to negotiate the 2020-2021 renewal of coverage. Ms. Lacombe asked the Board for authority to bind coverage at a rate up to 25% above last year's premiums, an amount not to exceed approximately \$7m, and beyond that amount with the four agency Committee and the Chairman's approval. Despite best efforts to bring the matter before the Board early this year, the markets do not typically provide quotes far in advance, for fear of an interim loss.

Additionally, the advent of the COVID pandemic forced new applications and caused the market to be inundated. Ms. Lacombe noted that we cannot allow excess liability coverage to lapse for the entire system. Two executives from Aon's Rail Practice Group joined the meeting to answer any questions. There were no questions asked of Ms. Lacombe or Aon.

Ordinance authorizing a contract amendment with Omicron Technologies for enhancements of the RTA fare programs permit production process

Mr. Michael VanDekreke reported that the amendment included the development of two new secure portals into the fare programs' database. One of these portals protects personal identifying information when customer documents need to be uploaded from an offsite location, and the second is to allow customers to apply for and manage their fare permits online. Also, the amendment allows for the development of a remote call center operation in response to COVID-19, as well as changes to pricing for our call center operations.

Ordinance authorizing a contract amendment with Barton Malow Company

Mr. VanDeKreke briefly explained that the amendment addresses costs that were accrued due to unexpected issues that cause construction delays and changes to aspects of the architectural drawings. The changes to the architectural plans resulted in changes in building materials and increased labor expenses. Mr. VanDekreke also indicated that when staff sought approval of the contract with Barton Malow, a contingency for these types of unforeseen issues was not included.

Director Troiani asked why the contingency was not included. Mr. VanDekreke responded that it was an oversight and should have been.

Director Lewis asked if it was anticipated that there would be any additional expenses that may come up as construction wraps up. Mr. VanDekreke stated that none were anticipated.

Director Carey moved, and Director Troiani seconded the adoption of the following ordinances:

2020-23 This ordinance authorizes the execution of a contract with Western Remac to provide professional, on-call maintenance and storage services to address any interagency transit information products throughout the region. The proposed contract term is for five years at an amount not-to-exceed \$405,840. The RTA is funding 100% of this contract. Western Remac will meet the 5% DBE goal established for this contract by retaining a certified DBE sub-consultant.

- 2020-24 This ordinance authorizes the execution of a contract with Western Remac to fabricate and install interagency transit signs at six expansion locations for an amount not-to-exceed \$442,755.00. Ninety percent of this contract will be externally funded through a federal grant from the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The RTA is providing the required 10% local match of \$44,275.50 using RTA funds already budgeted for this purpose. Western Remac will meet the 12% DBE goal established for this contract by retaining a certified DBE sub-consultant.
- 2020-25 This ordinance authorizes the purchase of excess liability insurance policies by the RTA's Loss Financing Plan/Joint Self-Insurance Fund. The RTA's current policies expire on June 15. Renewal policies are required in order to ensure continuous coverage in the event of a claim. At the present time, in light of COVID-19 related changes to regional applications for coverage, the RTA's broker continues to negotiate terms with underwriters in order to obtain the best pricing on premiums. The attached ordinance requests authorization to negotiate and enter into contracts for coverage not exceeding 25% above 2019 premiums. The total cost of coverage would therefore not exceed \$7,058,000 plus applicable taxes. In the alternative, should quotes be received exceeding that figure, the ordinance also grants authority to bind coverage at the higher rates with approval of the Loss Financing Plan/Joint Self-Insurance Fund Committee and the RTA Board Chairman.
- 2020-26 This ordinance authorizes an amendment to a contract with Omicron Technologies, Inc. (Omicron) to add \$295,147 to the contract value. The changes to the contract include: (1) the creation of a portal to increase the protection of PII information exchanged between the RTA and Omicron, (2) enhancements to the database to allow customers to apply for the fare programs and request replacement permits online rather than a paper in-person process, (3) the creation of a remote call center operation to address contractual staff's need to work remotely during the coronavirus pandemic, (4) an increase in the rates relative to the customer call center due to a significant increase in the volume and length of customer interactions compared with what was contemplated in the contract and (5) a robust data clean-up process to ensure accurate demographic data for customer contact and mailings.
- 2020-27 This ordinance authorizes an amendment to a contract with Barton Malow to add \$330,000 to the contract value

The motion carried on the following Aye-Nay vote:

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

1 Absent: Lewis

ADJOURNMENT

There being no further business to come before the Board of Directors, Director Andalcio moved and Director Higgins seconded that the meeting adjourn.

The Board meeting concluded at 10:30 a.m.

Audrey Macleannan

AUDREY MACLENNAN

Secretary of the Authority