

**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, June 17, 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 (16):** Andalcio, Canty, Carey, Coulson, Frega, Fuentes, Gathing, Groven, Holt, Kotel, Lewis, Melvin, Pang, Ross, Sager, Chairman Dillard

**Approval of minutes from the meetings held on May 20, 2021**

Director Holt moved, and Director Sager seconded that the minutes from the public meeting and Executive Session held on May 20, 2021 be approved as submitted. The motion carried on the following roll call vote:

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

**Executive Director's Report**

Executive Director Leanne Redden began by recognizing this as the last meeting for Audrey Cole and Director John Frega. She noted that both have made significant contributions to the RTA over their long tenure, as would be discussed further later in the meeting.

Next, she provided a legislative update, noting that at the end of May, the Illinois General Assembly passed a \$42.3 billion fiscal year 2022 state budget with good news for transit: For the first time in five years, there were no cuts to the RTA's sales tax matching funding, commonly referred to as PTF. Annually, the state provides a 30-percent funding formula match on the total amount of sales tax generated by the RTA regional sales tax, Ms. Redden noted, but the state has reduced the matching formula in recent years, resulting in a critical loss of operating funds. Restoration of the full state sales tax matching commitment is crucial as the region's transit system continues to recover from the COVID-19 pandemic, she said.

In addition to that welcome news, Ms. Redden explained, the state FY 2022 budget also contains appropriations for a \$17.57 million reduced fare reimbursement grant, a \$8.394 million ADA paratransit operational grant, and a \$131 million state debt service reimbursement grant. With the exception of the full state sales tax matching funding, all the state transit appropriations were consistent with FY 2021 funding levels.

**APPROVED BY THE BOARD OF DIRECTORS  
JULY 15, 2021**

On the federal front, she said, President Biden continues to negotiate with Republican lawmakers on the size and scope of a potential infrastructure bill. Released on May 28, the Administration's FY22 budget request includes \$6 trillion of spending for FY 2022, with \$88 billion for the U.S. Department of Transportation. The Administration also requests \$13.5 billion for public transportation, which she said is a \$533 million increase from the FY 2021 enacted level of \$13 billion.

On the Hill, House Transportation and Infrastructure (T&I) Committee Chair Peter DeFazio introduced the INVEST in America Act reauthorization proposal, which provides \$547 billion for surface transportation infrastructure over the next five years, including \$109 billion for public transit and \$95 billion for passenger and freight rail, Ms. Redden said. She added that on June 10 the House T&I committee passed the bill out of committee, largely along party lines.

Next, she turned to the region's investments and efforts to increase accessibility. In April 2021, she said, the RTA invited applications for Section 5310 federal grants, which support enhanced mobility of seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. The March 2021 RTA Board meeting featured a presentation on the updated Human Services Transportation Plan, she said, which guides our region's investments to increase accessibility and describes multiple strategies we will pursue collaboratively to build a more inclusive regional mobility network.

A team of staff from IDOT, CMAP, Easter Seals, and the RTA, she said, reviewed 13 proposals for program eligibility and found that all projects support at least one recommendation of the recently updated Human Services Transportation Plan. Total federal funding for these projects totals nearly \$11 million, including about a million dollars from the American Rescue Plan Act. The full list of proposed project applications is on the RTA website and will be open for public comment from July 1-31.

Ms. Redden then highlighted several items on the day's agenda. She welcomed Jackie Forbes, Chief of Planning and Programming for the Kane County Division of Transportation and Chair of the RTA Transit Access Citizen Advisory Board to give a recap of their May 24 meeting.

Also, she said, two of today's presentations underscore the tremendous amount of work that continued across the region during the last 15 months and despite the restrictions of the pandemic. The first is the biannual report from the RTA Project Management Oversight team, which details progress on projects representing \$6.1 billion and implementation of the goals of Invest in Transit across the region. The second summarizes years of work placing more than one thousand wayfinding signs across the region in places where service provided by different transit agencies overlaps. While this project has been ongoing for five years, she said a significant portion of its implementation was done during the last 15 months.

Additionally, said Ms. Redden, RTA staff will present our proposed performance-based capital allocation process developed in coordination with the service boards over the past couple of months. It will go out for public comment after today's meeting.

Among several agenda items requiring Board action, she said, is the 2020 Combining Financial Report for the RTA and the Service Boards, in which the Board would certify compliance with the RTA Act's recovery ratio requirement for 2020. Also, the Board will vote on approval of the 2020 Annual Comprehensive Financial Report, as well as to authorize an amendment to the 2021-2025 Capital Program.

In a brief update on the three-step recovery strategy, she said that RTA staff have been working since early spring to define the general approach to developing the regional transit system's next five-year strategic plan under Step 3, which is anticipated as a multi-year effort. After incorporating the Board's feedback in August, she said, staff will seek public comments as this planning effort prepares to ramp up in the fall.

She concluded by citing the state delinquency figures for this month. Through the end of May, the State owes the RTA \$141.3 million of ASA, AFA, and PTF. The State is 11 months behind on AFA, and the equivalent of only 1 month behind on PTF. To the state's credit, earlier in June the RTA received from the state comptroller that month of PTF requisitioned from IDOT in late May. The YTD cost of short-term debt is \$1.5 million.

#### **Update on the activities of the RTA Transit Access Citizens' Advisory Board**

Ms. Jackie Forbes, Chairwoman of the RTACAB provided an update of the activities of the RTA Transit Access Citizens Advisory Board. She informed the Board that the RTACAB last met on May 24, 2021. During that meeting the board reviewed the responsibilities of the RTA CAB members and the chair, received a statistical report of the services offered in 2020 within the Mobility services Department, received a presentation on the various ways in which the RTA communicates with the public including the RTA Website, newsletters, the RTA blog, RTAMS, and the social media, received an update on the section 5310 call for projects, heard a presentation of the final report of the ADA Paratransit Innovations Study, and a got a briefing on a research project underway to determine the need for a regional mobility manager position. Ms. Forbes indicated that the next meeting of the RTACAB is scheduled for July 26, 2021, from 10:00 am until 12:00 pm. There were no questions posed by the RTA Board.

#### **Report on the Monthly Financial Results – April 2021**

Mr. Bill Lachman RTA Treasurer and Budget Manager presented the year-to-date Service Board financial results through April. He reminded the Board about the prior month's adoption of revised operating budgets which more accurately reflected recent ridership, revenue, and

expense trends. As a result, fewer red highlights appear on this month's presentation as results are compared to these revised budgets.

System year-to-date ridership was 1.3% favorable to the revised regional budget but was still running at about 35% of normal levels in April. Pace Suburban Service ridership lagged even the revised budget by almost 10%. Pace and the other Service Boards have been reporting steadily increasing ridership levels in May and June, so the unfavorable variances for Pace and Metra are expected to improve as we move forward.

Total operating revenue of \$390 million was \$10.9 million, or 2.7%, unfavorable to budget. Through April the Service Boards included a total of \$279 million of federal CARES Act funding in operating revenue, which counts toward the Service Board and regional recovery ratio requirements.

Through April, public funding shows a total favorable variance of \$28 million to budget, as RTA sales tax receipts continue to exceed expectations and the newly adopted budget. The latest sales tax results, for March, have set an all-time monthly record of \$125 million. That amount includes some "catch-up" receipts from previous months related to the collection of RTA sales tax on a broader range online purchases, which began in January of this year. While one month does not a trend make, the outlook for RTA operating funding is very favorable and, as noted in the Executive Director's presentation, the 5% PTF cut has not been renewed in State fiscal year 2022.

System-wide operating expenses through April were \$15.0 million, or 1.6%, favorable to the revised budget. Metra expenses exceeded budget by \$6 million as service continues to be restored. CTA, Pace, and Pace ADA each reported favorable expense variances.

Due to good sales tax and expense performance, the total system net result was \$32 million favorable to budget through April. Pace and Pace ADA net results exceeded 3% of total expenses. As the year progresses, the actual net result should migrate towards zero as the Service Boards continue to requisition just enough federal relief funding to break even.

With CARES Act funding included, the regional recovery ratio was 54.2%, 0.3 percentage points unfavorable to budget. Notably, Metra's recovery ratio was unfavorable by 3.6 points. A combination of good sales tax performance and relatively low expense levels has begun to limit the amount of CARES Act funding Metra can requisition and count towards its recovery ratio. A similar situation developed in 2020, so RTA staff will be monitoring this closely and keeping the Board apprised. The "without-CARES" recovery ratios through April are still hovering below 20%.

In summary, the latest financial results versus the revised budgets are generally good, with strong sales tax performance mitigating the need for relief funding, which in turn is causing some concern about the regional recovery ratio.

Director Melvin asked if staff had further information about the sales tax receipts corresponding to purchases transacted in previous months included in the March sales tax results. Bill explained that each month's sales tax results include some sales tax receipts collect on transactions from prior months. The information provided by the Illinois Department of Revenue, however, does not break out receipts corresponding to these transactions from those related to the current month. The impact of transactions from prior months on the March sales results is unusually high because of the broadening of online purchases subject to the RTA sales tax effective January 1, 2021.

### **Presentation of the Semi-Annual PMO Report**

Ms. Violet Gunka, Division Manager for Project Management Oversight and Compliance, presented the current report on Project Management Oversight. The RTA implements the PMO program pursuant to Section 2.01(b) of the RTA Act. The RTA is required to oversee the Service Boards capital programs and expenditures. PMO is a part of RTA's fulfillment of this requirement. The focus of the PMO program is the implementation, delivery, and completion of active projects. The RTA provides detailed information on the progress of ongoing projects. The PMO program supports the RTA's "Invest in Transit" Strategic Plan as we focus on ensuring that we are efficient stewards of the capital funding that we have. Through this program we work with the RTA Capital team and the Service Boards to ensure that capital funding is spent efficiently and effectively. The projects presented in the PMO report show how we deliver value on our investments, build upon the strong transit network that we have, and help us stay competitive. RTA and the Service Boards have been working on improving the transparency in capital investments. Providing details on the current projects in the region supports this initiative.

The PMO program includes oversight of all state-funded transit projects, regardless of budget, and all other projects with budgets of \$10 million or more, regardless of funding source. Specific involvement includes direct reports and meetings with Service Board project teams, attendance at other project meetings, project site visits, and periodic reporting to the Illinois Department of Transportation. The PMO report that you have received provides an inside look and highlights the investments that the Service Boards are making in the system. The report details the currently ongoing projects in the region. You can easily see progress, issues, and risks for the transit capital projects. The report was included in the Board packet, and it will be published on the RTA website following the Board meeting.

Violet explained that at this time there are many state funded projects starting up and entering the PMO process therefore she provided some background on when that happens. First, the Service Boards complete and submit the grant applications for the Rebuild Illinois and PayGo funding that are reviewed and approved by the RTA and IDOT. After the grant funds are

awarded, the Service Boards finish up their project planning and complete the procurement process for the project. Once the procurement process is completed at the Service Board level, the RTA concurs on the procurements and a notice to proceed is issued for the project. The RTA PMO process starts once there is an executed agreement with the contractor and project scope activities have commenced. From this point the PMO considers the project to be active. The PMO team monitors the project scope, schedule, and budget against the baseline agreed upon in the executed contract documents. All active PMO projects are included in the PMO report. A project exits the PMO process once it reaches substantial completion. After substantial completion there are still closeout administrative activities and final invoices that are reviewed and approved by the RTA Capital team, however the scope has been completed and the project is no longer included in the PMO report after substantial completion. At this time, there are many more Rebuild Illinois and PayGo projects in the procurement process at the Service Boards. They are not yet included in the PMO report, but we will be reporting on those in the future. To summarize, PMO projects are a subset of the capital program projects and the PMO report provides a snapshot in time of the currently active PMO projects.

This PMO report includes 45 active projects that have over \$1.3 billion of state funding. The number of active state funded project has more than doubled since the last reporting period. There are 8 new Rebuild Illinois projects that entered the PMO process and 19 new PayGo projects which are included in this report for the first time. The report also includes 7 state funded projects that are funded with prior years' programs as the Service Boards are still wrapping up some older projects and using up any remaining funds. The 58 current projects with budgets of \$10 million or more represented in this report show an investment of over \$6 billion into our system. This funding includes what already has been expended and what is obligated for these projects. Some of these projects span multiple years. The number of PMO projects that are \$10 million or more increased by 12 from the last reporting period.

In 2020, over \$1.3 billion in Rebuild Illinois funding was awarded to the Service Boards for 38 projects proposed in the grant applications. As of May, over \$18 million or 1.3% has been expended. This PMO report includes 24 active Rebuild Illinois projects. Two projects have been completed in the prior reporting periods and 12 projects are in the planning or procurement stage at the Service Boards. Similarly, \$227 million of PayGo funding has been awarded in 2020 for 27 projects proposed in the grant applications. At this time over \$63 million or 28% has been expended. This PMO report includes 17 active and 2 completed PayGo projects. The remaining 8 projects are in the planning and procurement stage at the Service Boards. Many of the Rebuild Illinois and PayGo funded project are just starting and entering the PMO process. The majority of the new projects have no expenditures or have very low expenditures as project milestones have not been met yet.

All of the state funded projects are on budget. With respect to scope, there were 3 change orders executed this reporting period. Most of the total change orders were for added value to the project and represent less than 1% of the total budget for all the state funded projects. All

change order justifications were reviewed and concurred by the RTA. The schedule performance for the state funded projects is strong with 42 of the 45 state funded projects on schedule. The projects that are behind schedule are CTA's 98th St Rail Shop Bridge Replacement, Metra's Union Pacific North Line Bridges and Ravenswood Station, and Pace's purchase of 15-passenger paratransit vehicles. The construction projects continued during COVID 19 implementing social distancing and other CDC recommendations at the job sites without major schedule impacts. Some of the bus procurement and rail procurement projects have experienced some delays related to COVID 19 due to plant closures last year.

In the PMO report we break down the projects into three categories which include construction, maintenance & rehabilitation, and procurements. You can see the graphical representation of the investments in these categories at each of the Service Boards. Construction includes all projects related to design or improvements to stations, bridges, and other transit facilities. Maintenance and rehabilitation includes projects like track, signal, and substation upgrades and improvements, as well as rehabilitation of rolling stock. The last category includes procurement of rolling stock and technology like cameras and Positive Train Control components.

Violet then highlighted some of the Rebuild Illinois projects. CTA has awarded a contract in 2020 to purchase material kits for the 5000 series rail car rehabilitation project. This project provides for the quarter-life overhaul of the 5000-Series rail cars. The maintenance includes major component rebuilds and needed repairs to the car bodies. Metra's design project for the rehabilitation of 5 stations on the Electric Line is in progress. The project includes the following stations: 79th St, 87th St, 95th St, 103rd St, and 111th St. The project elements may include the replacement and/or rehabilitation of station platforms, new lighting, head house rehabilitation, replacement of leaking roofs, installation of new warming shelters, new platform amenities, and other related work. The new stations will also be fully accessible and meet ADA requirements. Pace is moving forward with the design and construction of a new Northwest Division Garage in Wheeling. The new facility will replace the existing Northwest Division garage built in 1962. It will be a full service, fully furnished and equipped, heavy duty bus repair, maintenance, and storage garage. These are just a few highlights. Details on other Rebuild Illinois and PayGo projects are included in the PMO report.

Violet then covered state-funded projects that were completed in this reporting period. CTA completed the bridge replacement leading to the 98th Street Rail Shop entrance. The project also included the rehabilitation of critical elements at the rail shop to bring it to the state of good repair. Metra's Positive Train Control project achieved federal system certification. All required Metra lines are running in Revenue Service Demonstration, and testing has been completed with all tenant operators.

Director Melvin asked whether the certification of the Positive Train Control (PTC) on Metra means that the whole project is completed or is it a step in the process of getting it completed?

Violet responded that it's a major milestone and a part of the whole PTC program. The federal December 31, 2020 deadline was for meeting certain requirements to achieve certification. Metra will continue with the project. The reason we refer to it as completed in the PMO report was due to the System Integrator portion of the project being funded by the State dollars and that part is complete.

Director Melvin asked if we knew when it would be finally done. Violet responded that we don't have an exact date. She also added that the PMO can continue reporting on the project under the \$10 million or more section in the PMO report.

Leanne added that PTC is an ongoing project, and the operations and upkeep cost will be there to stay. Chairman Dillard concurred and stated that most technology projects have an operational component cost associated with maintaining them.

#### **Presentation of the Interagency Signage Program**

Mr. Mark Pitstick, Project Manager of the RTA's interagency signage program, briefed the Board on the signage program background, shared some of the recent accomplishments, and then outlined the next steps in the program. The purpose of the signage program is to provide information that will allow transit passengers to make the connections necessary to get to their destinations – especially if those connections are between agencies. RTA staff secured a federal grant of \$4.2 million to design, fabricate and install signs at 19 key interagency locations throughout the region. That work is now substantially complete, and RTA's original vision to develop and implement over 1000 signs at 19 key interagency locations throughout the region has now been realized. The work was completed under budget relative to the original grant, leaving approximately \$1.2 million of funds available for additional activity. So, staff is planning to use the remaining funds in the federal grant to expand the signage program to additional interagency locations. That will require procurement of engineering & design services later this year – followed by procurement of sign fabrication & installation services next year – all subject to approval from the Board.

Director Coulson noted that he originally questioned the value and cost of this program when it was first presented to the Board about 5 years ago. However, he now acknowledges that this is a good program for the RTA because these signs provide value to transit customers where there are gaps between signs provided by the Service Boards. Mark Pitstick thanked Director Coulson for those supportive comments and reiterated that RTA has had continuous support from staff at the Service Boards – as evidenced by the ongoing work to have CTA staff install signs on the elevated structure that were fabricated by RTA's contractor for placement near Metra's LaSalle Street Station.

Director Ross asked about who is responsible for maintaining all these signs, once they are installed. Mark Pitstick responded that the RTA is responsible, as specified in the intergovernmental agreements that RTA has with all the host municipalities and Service Boards. The sign maintenance is accomplished through a combination of basic work performed by RTA staff and more complicated work performed under RTA's multiyear maintenance contract.

Director Carey noted the earlier user research and testing and asked if there is any mechanism to obtain feedback from customers to address current needs. Mark Pitstick responded that the user research and testing was completed some years ago after the prototype signs were installed at the demonstration locations. There has been no formal user research or testing since then, but the RTA does occasionally receive random feedback from users and agency staff. Kevin Staniel added that RTA has included relevant questions in recent customer surveys.

### **Presentation of the Performance-Based Capital Allocation Process**

Ms. Jill Leary presented to the Board of Directors the Performance-Based Capital Allocation Process. The presentation covered recommendations for a Performance-Based Capital Allocation structure that can be used to distribute 2025-2026 Federal and PAYGO capital funds to the Service Boards.

In December 2019, the RTA Board commissioned a new Performance-Based Capital Allocation Process Committee to develop more rigorous communications and reporting around the capital program. In July 2020, the Committee published and invited public comments on the [Draft Framework for Transit Capital Investments](#). The document improved transparency in how public transit projects are chosen and demonstrated that capital programming does not occur in a vacuum but is part of several regional processes that consider a variety of metrics and provide several opportunities for public engagement. At the further direction of the RTA Board, the RTA and Service Boards continued the discussion in 2021.

A proposed Performance-Based Capital Allocation structure was developed by RTA staff through a series of five weekly meetings with Service Board staff between April 6 and May 4. She walked the Board through the three parts of the proposed process. It considers each agency's overall capital need, efficiency of spending, and advancement of regional policy priorities. The Service Board provided comments and those were also shared with the Board.

In terms of next steps, detail on the proposed structure will be presented to the Board for discussion at the June 17 meeting. Following the meeting, the proposed structure will be released for a public comment period from June 17 to July 1, 2021. At its meeting on Thursday, July 15, 2021, the RTA Board will consider adopting the proposal and initiating it with the 2022 Annual Capital Budget cycle.

Director Groven commented regarding the performance measures, the years before were worse and then there was improvement. Is it an Indication of better performance? Jill Leary replied that 2020 had a lot of funding with the Rebuild Illinois capital program and the measures did improve from one year to the next.

Director Sager expressed that what was presented was incredibly complex and does respond to the Board's said need for performance measure. He commended staff for the approach and work, being fair and efficient. He stated that there still remains questions and is not asking for strong response today but reiterated that there are pointed issues we need to address: Looking at performance as it related to specific years for baseline and understand there are exceptional things that occur, and we should be cognizant of outliers and see what their impact is on calculation. Second – on the 20% “withholding” the actual projection is not too large, but when you look at needs it is money that needs to be spent. He stated that we should make sure the withholding is returned specifically to capital projects and returned to the Service Boards. Jill responded that the proposal is that the withholding money is part of Strategic Plan discussion this Fall and that the capital program is annual process with quarterly amendments, all with Board approval.

Director Melvin commented that the proposal does a great job of balancing so many issues and concerns. Regarding the set aside, it is important to have as much certainty as possible. He stated that in terms of State of Good Repair, CTA issued bonds when there were no State bonds. He asked, will there be any consideration in the calculation for previous bonds? He stated that this scenario could happen again, and we do not want to create disincentive for SB's to not use borrowing.

Jill responded that the asset condition calculations are agnostic of spending source and that CTA's concern is understood on how debt has been treated in past and should be part of the conversation moving forward as the asset data is updated. The debt spending does come out of spend rate in the performance measures.

Director Andaicio asked about the performance funds withheld – will there be an opportunity to earn those back for future great performance? Jill responded that funds will not come online until 2026, so there is time to come to that decision. Additionally, it is understood that there may be desired to consider this sooner.

Director Pang commented that the RTA did great work over last year and listening to stakeholders. Reiterate previous comments that there are lots of details in something like this. Need these finalized in next phase and get it nailed down as much as possible to there are not assumptions about what is meant.

Director Holt echoed words about the great work. Reiterate that funds are withheld be return to Service Boards for capital investment and SGR. If we were in situation where there were

“excess” funds that a more discretionary process could be appropriate, that is not where we are at though.

Director Carey stated she agreed with many of the comments already given. This has been discussed in Lake County and although not fully agree on every point, on board with it in general. Assumed that withheld funds would be required to be used on state of good repair; but ensuring that it goes back to the Service Board it was withheld could defeat the purpose of the performance measures. But this work will get us to where we want to go; not 100%; and that she looks forward to Step 3.

Jill responded that yes funding would be used for capital; sources require this to begin with. As previously discussed how the withheld funding is allocated is up for discussion and there are a lot of options.

**Ordinance approving the Combining Financial Report and certifying compliance with the RTA Act recovery ratio requirement for 2020 and**

Mr. John Yu, RTA Controller provided background on the first ordinance as the compilation of the financial results of the RTA and Service Boards. He stated that the RTA Act requires this report in order to provide an overall financial picture of the entire RTA system. The RTA external auditors do not audit these financial statements, but they do review the compilation. Each Service Board’s auditors issued an unmodified opinion of the Service Board’s 2020 financial statements. This ordinance certifies that based on final audited results the RTA system achieved a 51.9% recovery ratio for region-wide mainline service and a 9.7 % recovery ratio for regional ADA Paratransit service. John also stated that the RTA has received the recovery ratio certification from all three Service Boards.

**Ordinance approving and releasing the RTA Annual Comprehensive Financial Report (ACFR)**

Mr. John Yu began by explaining the second ordinance approves the 2020 Annual Comprehensive Financial Report (ACFR). The ACFR covers only the RTA reporting entity. The RTA Act and our bond covenants require an audit of the Comprehensive Annual Report. John introduced Joe Evans, senior partner with RSM US LLP and the lead partner on the RTA audit, for the audit summary presentation. During the presentation, Joe introduced Maria Prado, partner with Prado & Renteria (DBE firm), who lead the single audit and assisted with CAFR audit including control testing and compliance procedures. Joe stated that the audit reports received unmodified clean opinions without any audit findings or recommendations. There were no exceptions in the single audit. The audits were completed on time and on budget.

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

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

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

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

**Ordinance authorizing the amendment to the 2021-2025 Capital Program**

Ms. Tatiana Jane, Manager of Capital Programs, presented the 2021-2025 Capital Program amendment. She stated that this amendment incorporates changes in program revenues and expenses for CTA, Metra, and Pace. The total net funding increase for the five-year program is \$90.89M that affects both current and out-years. The vast majority of this funding, \$98.48M, is previous capital funding that had been approved by the RTA Board in past years and is being reprogrammed to the current year due to changing priorities or project scope and budget changes. The other \$0.41M constitutes an adjustment to the federal formula funding allocations approved last quarter and a small adjustment to actual Pace ICE funds available. The total net increase for CTA is \$52.65M, for Metra \$38.10M and for Pace \$0.14M. In addition, \$11.8M of Pace ADA funding has been reprogrammed from out years to 2021 to accommodate for the grant application timing with no change to the total five-year capital program.

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

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

**Ordinance authorizing a contract for ERP managed services**

Mr. George Coleman, Director of IT briefly presented information related to the ERP managed services company, Arisma Group LLC (d/b/a Cendien). He reported that the RTA conducted a competitive procurement for a certified Infor Channel Partner that will be tasked with facilitating significant improvements in user satisfaction, supporting system administration and fully leveraging ERP capabilities. Cendien is the recommended firm based upon qualifications, relevant experience, and value. The contract will have a base term of twelve (12) months following contract execution and six (6) one-year renewal options that will be exercised depending on RTA needs. The approved 2021 budget contains sufficient funding to support the cost of this agreement.

Chairman Dillard asked if the one-year options would need to be brought back to the board, to which George replied no because the contract would not exceed \$750,000 if all option years were exercised.

Director Andalcio asked if there was DBE participation, to which George responded no.

Director Frega asked if the \$750,000 was for the total contract or for one year, to which George replied that it was for the total contract.

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

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

**Ordinances appointing a Pension Trustee to represent Pace and Metra (respectively)**

Mr. Bill Lachman, chair of the board of trustees of the RTA Pension Plan requested that the RTA Board appoint Lorri Newson and Robert Vorisek as employee members of the RTA Pension Plan Board of Trustees. Bill explained that the RTA pension plan covers all RTA employees, as well as non-represented employees of Metra and Pace. The membership of the RTA Pension Board of Trustees consists of three transit agency trustees—one each from the RTA, Metra, and Pace—and four non-employee trustees.

Pace CFO Lorri Newson would be replacing former Pace CFO Dominick Cuomo who retired on May 31st after serving as an RTA pension trustee since his appointment by the RTA board on December 2, 1999. The meeting materials contain an outline of Ms. Newson's professional background. To be brief, Ms. Newson arrived at Pace earlier this month after serving four years as RTA's Chief Auditor and Director of Capital Programs, Local Planning, and Program Management. Ms. Newson joined the RTA after six years as an independent consultant focused on programs to address health disparities, violence, homelessness, and job training, as well as a decade of increasing responsibilities with several public housing authorities. Ms. Newson earned her Bachelor of Science degree in Accounting from Roosevelt University.

Metra Treasurer Robert Vorisek would be replacing former Metra CFO Thomas Farmer who left Metra on June 4 after serving as an RTA pension plan trustee since his appointment by the RTA board on November 16, 2011. Mr. Vorisek joined Metra in 1992 and as Treasurer is responsible for Metra's investment portfolio, cash management, and banking relationships. He also serves as a member of Metra's defined contribution plan committees. Previously, Mr. Vorisek worked for Chase Bank and Wells Fargo and has held both series 7 and 63 Financial Industry Regulation Authority (FINRA) licenses. Retired Colonel Vorisek served in the US Army in active and reserve

positions. He is involved in several community organizations, including the Boy Scouts of America and the Community Youth Baseball Program.

Ms. Newson thanked the board and expressed her interest in serving as a trustee of the RTA pension plan.

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

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

**Approval of Travel Expense Reimbursements**

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

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

**Resolution honoring John V. Frega**

The Secretary read the resolution into the record. Chairman Dillard and several Board members provided compliments to Mr. Frega for his dedication and service to the RTA.

**Resolution honoring Audrey Cole**

Chairman Dillard read a resolution into the record, followed by congratulatory remarks and well wishes to Ms. Cole for your many years of service to the RTA. Each Board member then thanked and complimented Ms. Cole on her work and attention to detail. All wished her well as she pursued a new phase of life in retirement.

The Board voted to approve both resolutions. The motion carried on the following unanimous voice vote:

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

**Ordinance appointing a Secretary to the Authority**

Ms. Redden described the background and skills of the candidate for the position of Secretary, Jeremy LaMarche, as well as new duties for the position. Ms. Redden also explained that the

agency would be seeking to hire an Assistant to provide administrative support to the Board, Executive Director and Secretary of the Authority.

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

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

### **ADJOURNMENT**

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

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

The Board meeting ended at 11:45 a.m.

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Jeremy R. LaMarche  
Secretary of the Authority