

**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, August 20, 2020 pursuant to notice.

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

The pledge of allegiance was recited by the Chairman.

Prior to the start of the meeting Chairman Dillard spoke on the passing of Governor James Thompson. He stated that Governor Thompson was in office in 1983 and signed the RTA reform legislation which paved the way for the modern-day RTA as we know it. This included formation of Metra and Pace to run consolidated rail and suburban bus operations. Historically, prior to the formation of the modern-day RTA system, private transit operators faced numerous financial issues over the years resulting in bankruptcies and complicating transit service in this region. But the structure designed in 1983, with Governor Thompson at the helm, has largely been able to stand the test of time and keep the trains, buses and the economy of this region moving.

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 meeting held on July 16, 2020

Director Canty moved, and Director Groven seconded that the minutes from the meeting held on July 16, 2020 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, Lewis, Melvin, Ross, Sager, Chairman Dillard

1 Absent: Pang

Public Comment

There were no public comments submitted for this meeting.

**APPROVED BY THE BOARD OF DIRECTORS
SEPTEMBER 10, 2020**

Executive Director's Report

Ms. Leanne Redden summarized system-wide efforts by the RTA, CTA, Metra, and Pace in response to the COVID-19 pandemic. Included in her report were remarks by Jim Derwinski (Metra), Rocky Donahue (Pace), and Nora Leerhsen (CTA). Ms. Redden began by noting that in last month's meeting, Chairman Dillard echoed comments by Directors Pang and Holt regarding the importance of communicating clearly about our regional response to COVID's effects on transit. Those comments are quite similar to what staff are hearing as they work with business leaders, including the Greater Chicagoland Chamber of Commerce. Businesses indicate that the economic recovery will depend on public transportation, yet they fear that the pandemic's financial toll on our transit system could stymie the economy's ability to rebound.

Despite so many unknowns about the pandemic, Ms. Redden said, data analysis must drive the RTA response as always. RTA staff have developed several data-driven scenarios that will be shared with stakeholders for anticipating potential economic outcomes and their impacts on transit. The RTA COVID Transit Dashboard (www.rtachicago.org/covid-dash) is updated continually to show the ongoing impacts on operations and revenues.

Working jointly with the transit agencies, the City of Chicago, and other stakeholders, the Chamber surveyed nearly 500 businesses that employ about 98,000 residents in our region. The survey, sent out in June, found that: Prior to COVID-19, about 60% of the businesses' employees commuted by public transit. Many businesses were not sure then if and how they would bring back a majority of their workforce to their offices. Less than half of all responding businesses plan to bring their employees back before 2021. Only one-third of large businesses (more than 500 employees) plans to bring them back before 2021. About 60% of companies plan to have staff alternate days in the office. About 40% of companies plan to shift working hours earlier or later.

Ms. Redden noted that this was a snapshot from more than a month ago, and those numbers are extremely fluid due to shifting factors of health and the economy. The need for masks and social distancing is paramount. Riders also want to know their health is being protected. As CTA, Metra, and Pace officials will attest, she said, their trains and buses have never been cleaner.

On August 6th, WTTW's Chicago Tonight had the four transit chief executives on as a panel to discuss COVID effects and recovery. This was a chance to describe heroic efforts by transit workers who kept the system running so other essential workers could carry on, she said. It was also a chance to describe the extensive cleaning and other safety measures by CTA, Metra, and Pace. The panelists talked about how the \$1.4 billion of relief from the federal CARES Act has enabled operations to continue uninterrupted during 2020.

After showing a two-minute excerpt of the video, Ms. Redden noted that today the RTA, CTA, Metra, and Pace executive directors issued a joint statement to reinforce the need for an additional \$32 billion for transit nationwide in the next federal COVID package. She said that the legislation has stalled because Senate Republicans and House Democrats disagree about its size and scope. While the House HEROES Act proposes over \$15 billion in additional transit funding, Ms. Redden said, Senate Republicans' COVID relief proposal contains no additional money for transit or any other state or local government.

In turn, Mr. Donahue, Mr. Derwinski, and Ms. Leerhsen described their respective agencies' extensive responses to keep trains and buses providing safe rides to customers across the region. Mr. Donahue described how Pace modified service on lower-performing routes, freeing up equipment to serve workplaces like UPS, Amazon, and FedEx that were hiring during the shutdown. Pace had to adjust its commitment to ride sharing, because single-ride trips were necessary for vulnerable passengers. In addition to COVID challenges, civil unrest this summer led Pace to cease operation for three days. He said Pace created a new website, which facilitates real-time messages for passengers. Employees have their temperature taken daily and complete a 17-point questionnaire to screen for potential exposure to the virus.

Similarly, Mr. Derwinski told of Metra challenges, including the April 16th low point of ridership, which dropped to 97.7 percent less than pre-COVID levels. Ridership has since bounced back to about 10 percent. Metra's alternate schedule, designed for major snow events was put into effect, and though some lines have since been added, ridership during Phase 4 seems to have plateaued, he said. "The supply chain was decimated," he said, and like Pace they scrambled to obtain disinfectant resources, but they use a "fogger" daily on each train and some facilities. They experimented with UV lighting and may add it to filtration systems so, he said, the air inside the cars will be cleaner than outside. Riders say they notice the difference in cleanliness and on-board announcements remind passengers to social distance and wear masks. A web dashboard uses recent data to show riders relative crowding on scheduled trains and to help maintain distancing.

Representing CTA President Dorval Carter, Jr., who couldn't attend, CTA Chief of Staff Nora Leerhsen said they have maintained "steadfast" service 24 hours a day, seven days a week. She explained that, prior to the pandemic, CTA's cleaning regimen was already among the industry's most rigorous. Those efforts have increased significantly and meet public health guidelines. Misting gets into "every crack and crevice," she said, and they are staying abreast of the latest cleaning technologies. Riders are encouraged to wear masks and distance socially. At its lowest point during the pandemic, she said, CTA ridership of 250,000 people daily was still more than most transit agencies nationwide; it has since bounced back to about 400,000 daily.

Targeted initiatives include passenger capacity limits, and extra buses are added to ease crowding. The CTA's bus crowding dashboard shows possible space availability based on recent ridership patterns. She said the CTA has mandated that riders wear a facial covering, which also applies to operators. They've distributed nearly 12,000 "travel healthy" kits with sanitizer and masks, among many other efforts to increase safety in vehicles and facilities.

Chairman Dillard praised the Service Boards' efforts, saying, "We can't thank you enough for all you've done." Director Sager echoed this, saying, "I can't begin to say how impressed I am" by the agencies' efforts to preserve safety, inform the public, and plan for financial challenges. Chairman Dillard noted that the 24/7 aspect of CTA's service is unusual in the industry and has been crucial for taking essential workers to their jobs.

"Together, we have created a culture of COVID safety," Ms. Redden summarized. "While our system has met the challenges of this year, more challenges lie ahead." The four transit agencies are committed to working closely on this year's budget process, which will be shaped by the new regional Framework for Transit Investments, whose public comment period ends next week before coming to the RTA Board for adoption in September. She thanked the RTA Board in advance for their support as the four agencies take on the difficult choices ahead.

Ms. Redden concluded her report with two finance items. First was an update on the state delinquency figures: Through the end of July, the State owes the RTA \$214.5 million of ASA, AFA, and PTF. The State is 13 months behind on ASA, while they are 12 months behind on AFA and the equivalent of 3 months behind on PTF. The year-to-date cost of short-term debt is \$3.2 million.

Second, as a preview of agenda item 7a., "Ordinance amending the 2020 Regional and Service Board budgets," Ms. Redden said that 2020 Pace ADA Paratransit funding has been hit hard by COVID-19, creating a shortfall that could not be foreseen when budgets were revised in May. She described a two-step approach. first, staff will ask the Board to act on one portion - approval of \$18 million more than the May estimate - and a further \$13 million will be requested in September. In both cases, the source will be the ADA Paratransit reserve, rather than current year sales tax revenues

Information Items

Presentation of the Quarterly Performance Report – Second Quarter 2020

Ms. Jill Leary presented the Second Quarter Performance Report. This report uses the three goals from *Invest in Transit*. This quarterly report covers the first half of 2020, that includes 2½ "normal" months and 3½ COVID-19 impacted months. The first strategic goal, "Deliver Value on Our Investment", focuses on two key questions: "Did we get more funding?" and "Are we

efficient stewards of the funds that we have?” Progress continues to be made with the capital program and capital construction at each of the agencies, as was evident in the stats earlier. The biggest change since the last quarterly report is that Rebuild Illinois Bond Funds are now in signed Grant Agreements. This required significant coordination with IDOT and the Service Boards. The RTA also applied for the 2020 PayGo funding and we are awaiting the grant from IDOT. Work continues on the New Investment Framework for Transit Capital. Comments on that document are open until August 28th and will be presented in a final document for approval in September.

The second goal is “Build on the Strengths of Our Network,” where we ask the questions: “Did the region become more transit-friendly” and “Are we focusing our limited resources wisely?” For this goal, we have been measuring vehicle revenue miles, or the amount of service available to our riders, over the past ten years. Before the pandemic, the trend had been generally upward over the last decade. However, Metra and Pace and have had reduced service plans in place since March in order to maintain operations for essential service providers, limit exposure for our front-line workers, and to reflect decreased demand on the system. So, Vehicle Revenue Miles for the first half of 2020 was 15% lower than the first half of 2019. The second goal spotlight looks at how our service reductions compared to our peer regions across the country; the Chicago region kept a significant portion of its service intact and we reduced service to a lesser extent than our peers compared to the first half of 2019, in 2020. Over this time period, the CTA reduced its service hours by 6.5%, primarily driven by the shutdowns of service during the social unrest events in early June. Metra reduced its service hours by 24% as a significant portion of its riders had the ability to telecommute. Pace Suburban Services were reduced by 19%, affecting 100 of its routes. ADA Paratransit service hours were down 33% as shared rides were significantly reduced.

The third goal is “Stay Competitive,” which asks: “Are we providing the kind of services that people want to ride?” and “And are people satisfied with it when they do?” For this goal, we track ridership, as well as metrics related to speed and reliability, which influence whether people use transit. Systemwide ridership for the first half of the year was 145 million, a decrease of 46% compared to 2019. The system-wide average speed was 14.6 miles per hour, down 2.5% from 14.9 mph in 2019. The CTA’s on-time performance averaged 84% for bus for the first half of 2020. Rail stats were not available at this time. Metra’s on-time performance averaged 96.7% over the first half of 2020, exceeding their target of 95.0%. Pace’s average on-time performance through the second quarter was 84%, less than one percentage point lower compared to 2019.

The RTA system uses ridership data from nine peer agencies. The Chicago region's ridership loss of 46%, was somewhat better compared to the older systems in the more densely populated cities such as New York, Philadelphia, and Boston. The lowest ridership losses, in Houston and Dallas, reflect the decision by the Texas governor to end their shutdown significantly earlier than other regions.

In summary, the first half of 2020 shows the impacts of COVID-19. Capital work has continued but operations have been affected.

Overview of the Strategic COVID-19 Recovery Planning for Regional Transit

Ms. Jessica Hector-Hsu provided an overview of the RTA's scenario planning work that is being used to frame a discussion about how to prepare the region's transit systems to successfully navigate the next 1-2 years of uncertainty brought about by impacts from COVID-19. RTA staff has identified several different scenarios and evaluated their impacts on the regional economy, commuting levels, and transit mode share. Ms. Hector-Hsu detailed three of the scenarios – the "Stalled Economy" scenario, the "Congested Recovery" scenario, and the "Regional Remix" scenario, describing how regional transit funding levels could be impacted in such scenarios. The next step will be to gather input from stakeholders on helpful strategies to pursue the vision and goals of *Invest in Transit* in what may be a different environment.

Director Holt commented that it seemed the first two scenarios would happen without intervention while the third "Regional Remix" scenario required policy changes to achieve. She asked why the regional remix scenario was selected to be highlighted accordingly. Ms. Hector-Hsu answered that the team initially looked at six scenarios but chose to highlight a few for discussion purposes. The "Regional Remix" was selected because it is one that the agencies can aim toward and focus on what they want to happen. Director Holt also commented that, as the scenarios become reality, the RTA needs to think about what changes it needs to see, what service levels make sense, how to meet the needs of those that don't have other options, and what the network should look like. The conversation should be expanded beyond socializing the conversation and be used as a vehicle to have difficult conversations and make choices.

Director Carey agreed with Director Holt and said that the RTA will need to have difficult conversations as the transit system looks at how to recover. The current circumstance has shown who really needs public transit. If the region was starting from scratch in designing a transit system, it would take the approach of asking where agencies need to provide critical services. Pre-COVID, there was discussion for innovative services such as suburb-to-suburb connections. When the RTA looks forward, it should not start from scratch, it should look at who needs the service and how to provide it. Transit shouldn't go back to where it was in March but should take this opportunity to rise out of the ashes and look at things differently.

Director Canty echoed the previous comments. She encouraged the Board and RTA to seize this opportunity to create some change. She said that the RTA should not think of this as having difficult conversations just because people are framing the conversion in terms of what needs to stop or go away. Instead, the RTA should look at it as an opportunity to build a better system and bring everyone into the fold.

Director Groven commented this is a great approach. He reinforced what Director Sager said earlier in the meeting by applauding the focus of safety that the Service Boards are taking. He suggested the RTA focus on three timeframes: Pandemic, recovery, and new normal. He noted that it is important to focus on the right things and put time and attention into them. Director Groven also asked who the stakeholders are with whom the RTA is meeting. Ms. Hector-Hsu responded that the list included government partners, advocacy groups, and private companies. Ms. Redden also noted that municipal partners through planning liaisons are also on the list.

Director Sager stated that it is very common right now for people to say that they will “hang in there,” or retrench or defend where they were in the past. The RTA needs to seek bold innovation. The RTA should prepare for dramatic change and seek to redefine, reinvent, reinvest, rather than maintaining the status quo. Director Sager also noted that the scenarios will likely be combined, and the RTA will need to work on addressing a combination of circumstances. He encouraged the RTA to seize the opportunity and be innovative. He noted he is supportive of those efforts as a director.

Action Items

Ordinance amending the 2020 Regional and Service Board Budgets

Mr. Bill Lachman presented an ordinance amending the 2020 operating budgets of the Service Boards and RTA Agency. Revised Service Board and RTA budgets were required by the May funding amendment, which decreased RTA regional funding by an estimated \$543 million due to the expected impact of COVID-19 on sales tax collections. The May ordinance also allocated and authorized federal CARES Act funding to “count” towards recovery ratio requirements as a temporary response to plummeting fare revenue. The revised 2020 Service Board budgets were received from the Service Board in early August and vetted by RTA staff. While each Service Board approached their revised budget a little differently, the proposed budgets are balanced and meet each of the RTA Act criteria for adoption.

The three months that have passed since the May funding amendment allowed enough time for actual results to vary significantly from the May projections. For example, actual sales tax receipts for March, April, and May have been higher than expected. This should lead to a better result than the proposed budgets would suggest, particularly with respect to the longevity of the CARES Act funding.

The proposed budgets foresee system ridership of about 240 million for the year, somewhat worse than estimates of around 300 million made back in April. The CTA reflected a late adjustment to their fall ridership levels due to the CPS decision on remote learning, and the individual Service Boards anticipate ridership declines of 47% to 60%. Overall regional ridership is expected to decline more than 50% from 2019, resulting in corresponding losses of fare revenue.

The May funding amendment left the decision about 2020 service and expense levels to the individual Service Boards. Each Service Board took a slightly different budgeting approach: While the CTA recognized year-to-date savings of \$11.8 million through June, their full year expenses have increased by \$21.6 million or 1.4%. Metra recognized \$32.2 million of year-to-date savings through May and held their June through December expenses at the originally budgeted levels, for a total expense decrease of 3.9%. Pace chose to leave their originally budgeted levels in place for the full year, so total budgeted expenses are unchanged. Both Pace and Metra continue to operate reduced service levels, which should lead to favorable results versus budget for the balance of the year. The CTA continues to operate a full schedule.

ADA Paratransit is one area where much has changed in 3 months. The ADA expense budget under consideration is almost \$42 million lower than the original budget, but the ADA funding requirement continues to evolve. The May funding amendment pulled ADA funding down by about 30% to \$129 million. This estimate was based on the ridership drop-off before the impact of COVID-19 on ADA operations was better understood. Pace staff subsequently informed the RTA that the \$129 million would likely not be sufficient due to COVID-19 protection efforts, including the elimination of shared rides. For example, two or more passengers who normally would share a vehicle for some or most of a trip now each will travel alone. In short, the COVID-19 pandemic wiped out years of hard-earned productivity gains in ADA Paratransit operations. In Pace's revised ADA budget under consideration today, COVID-19 mitigation efforts were anticipated through the second quarter. Subject to the approval of the RTA Board, Pace has proposed the use of \$18.4 million from the ADA Paratransit reserve in addition to the \$129.4 million provided by the May funding amendment. In the meantime, Pace has determined that the need to extend COVID-19 mitigation efforts will require an additional \$13 million of 2020 funding, for a total of \$31.4 million more than the May funding amendment provided. Staff recommended addressing that additional need in September with

a second 2020 funding amendment for ADA Paratransit. Currently, the RTA Board was asked to approve only the additional \$18.4 million. Staff recommended sourcing all incremental ADA funding from reserve funds in order to maximize the amount of current year sales tax flowing to the mainline Service Boards, including Pace Suburban Service.

The inclusion of almost \$650 million of projected CARES Act funding in operating revenue has restored each of the mainline Service Boards' proposed recovery ratios to meet or exceed the original 2020 requirements. The proposed regional recovery ratio has risen from the original budget of 50.2% to 51.3%, exceeding the statutory requirement of 50%. To achieve the required 10% recovery ratio for ADA Paratransit in the absence of CARES Act funding, Pace has incorporated a security expense exclusion reflecting the impact of the COVID-19 pandemic on productivity.

The May funding amendment also sharply reduced the RTA's sales tax allocation. Actions needed to be taken to keep the RTA's needs in balance with the projected sales tax and available CARES Act funding included the following: \$3.5 million of savings were identified in the RTA Agency budget of \$35.1 million, a reduction of 10%. Due to lower interest rates, projections of short and long-term debt service were reduced to provide the balance of the \$7.7 million of required reductions.

Finally, Mr. Lachman again noted that the budget assumptions have changed in the last three months, and that the budgets in hand are based on the gloomy sales tax projections made back in May. Based on those projections, over \$1 billion of the total \$1.4 billion of CARES Act funding will be consumed in 2020 with the remainder available for 2021. However, better than previously, sales tax and PTF results should reduce the 2020 consumption of CARES Act funding by all of the region's transit Agencies, including the RTA.

Director Holt asked Mr. Lachman to further explain the security expense exclusion that will allow Pace to reach the required 10% recovery ratio for ADA Paratransit Service. Mr. Lachman replied that in the ADA Paratransit recovery ratio calculation Pace is including a security expense exclusion reflecting the loss of productivity necessary to secure the health of both riders and drivers.

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

2020-35 This ordinance amends the 2020 Regional Operating Budget, including revised operating budgets for the CTA, Metra, Pace Suburban Service, ADA Paratransit, and the RTA Agency. The revised mainline Service Board budgets incorporate the RTA funding amounts from the May funding amendment, 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 replace

fare revenue and funding in order to support projected 2020 operating expense levels. Pace's revised ADA Paratransit budget proposes the allocation of \$18.4 million from the ADA Paratransit reserve held by the RTA. Due to the ongoing impact of COVID-19 mitigation efforts on the ADA Paratransit operation, Pace has also informed RTA that up to an additional \$13.1 million may be required from the ADA Paratransit reserve for 2020 ADA funding needs.

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

Resolutions certifying financial results – Second Quarter 2020

Ms. Bea Reyna-Hickey presented the year-to-date financial results through June 2020. She reminded the Board the results are now being compared to the amended 2020 budget, which recognizes the inclusion of federal CARES Act funding, as well as the amended RTA funding levels established in May. Because the Service Boards mostly incorporated actual results for the first half of the year into their revised budgets, many of the variances from budget for the year-to-date are zero or close to zero. She recommended the Board certify that the results of operations of each Service Board, and the region as a whole, are in substantial accordance with the just-adopted 2020 budget amendment.

System ridership through June was 46.5% below prior year, and 0.1% unfavorable to the amended budget. April, the first full month of COVID-related impacts produced the lowest ridership result, down more than 80% from prior year. On a positive note, ridership increased slightly in May and June as the State and City progressed through their phased reopening plans. She pointed to a graph with a dotted line that illustrated the revised Service Board budgets assume ridership recovering to only about 35%-40% of normal levels by the end of the year.

Next, total operating revenue of \$538.5 million was \$4.5 million, or 0.8%, unfavorable to budget through the second quarter. With the exception of Metra, each Service Board reported operating revenue equal to their amended budgets. Metra's revised budget contained actual results through May, so their June result is producing the 2.4% unfavorable variance. The Service Boards included \$225 million of CARES Act funding in their operating revenue requisitioned for fare revenue losses through June, as authorized by the May funding amendment.

Ms. Reyna-Hickey proceeded to present the public funding results. Continuing the trend seen in April, May sales tax is projected to come in about 24% below prior year, significantly better than the 50% drop we had initially estimated, benefitting each of the Service Boards. The Real Estate Transfer Tax (RETT) also outperformed the amended budget by 15.5% through the second quarter, which contributed to the CTA's positive budget variance of 7.1%. ADA Paratransit funding was adjusted to the level contained in the May funding amendment beginning with June's payment to Pace, resulting in a zero variance. Total regional public funding through June is expected to surpass budget by \$35.9 million, or 4.8%, highlighted in light blue.

System-wide operating expenses through June were \$24.1 million, or 1.8%, favorable to budget. The Service Boards have continued to manage their overall expenditures well, despite increased cleaning costs related to the pandemic. Because Pace's revised budget left expenses at originally budgeted levels, their year-to-date results reflect a significant 13% favorable variance. Metra also reported favorable to budget results associated with their June performance. Each Service Board benefitted from favorable fuel prices resulting in a combined savings of \$4.3 million, amplified by ongoing reductions in service levels at Metra and Pace.

Better than expected sales tax and RETT receipts at the CTA produced a positive net result variance of \$28.6 million through June. Cost savings and favorable public funding results more than offset an operating revenue shortfall at Metra and Pace, keeping their net results favorable to budget. The system net result through the second quarter was \$55.5 million favorable to budget.

Ms. Reyna-Hickey reported that due to the inclusion of CARES Act funding the regional recovery ratio has improved to 48.9% through June, now 0.6 percentage points above budget. In the absence of the \$225.8 million of CARES Act funding, the Service Boards have recognized a fare revenue replacement on a year-to-date basis, recovery ratios would be around 30% or less. With the CARES Act funding included, the CTA and Metra reported recovery ratios which were flat to budget, while Pace's solid expense performance brought their recovery ratio up slightly. The ADA Paratransit recovery ratio finished slightly below budget but is expected to improve in the coming months.

Focusing on the certification of year-to-date financial results through the second quarter, Ms. Reyna-Hickey presented the Service Boards' operating deficit from budget. Pace Suburban Service had a favorable variance of 16.5% while the CTA and ADA Paratransit were at budget and Metra's operating deficit finished 2% favorable. The combined regional operating deficit was \$19.6 million or 2.4% favorable to budget. Accordingly, staff recommends that the results of operations of each Service Board, and the region taken as a whole, be found in substantial accordance with the amended budget through the second quarter.

Ms. Reyna-Hickey reiterated that \$225 million of CARES Act funding for fare revenue replacement had been included in the Service Boards' June results. Adding the \$85 million of CARES Act funding requisitioned for public funding replacement by the CTA, Metra, Pace, and RTA, the region has requisitioned a total of \$310 million of CARES Act money, or about 22% of the total \$1.4 billion available. The CARES Act funding for fare revenue replacement is also being reported by the CTA, Metra, and Pace to restore the regional recovery ratio to 48.9%, an acceptable level for this time of year.

Director Kotel moved, and Director Pang seconded the adoption of the following resolutions:

2020-36 These resolutions certify that the operating financial results of each Service
2020-37 Board and the region as a whole, through the second quarter of 2020, are
2020-38 substantially in accordance with budget. The system- wide operating deficit
2020-29 of the Service Boards, including Pace ADA Paratransit, was \$812.8 million.
2020-40 This result is \$19.6 million, or 2.4%, favorable to the amended budget. The
 regional system-generated revenue recovery ratio of 48.9%, which excludes ADA
 Paratransit, was 0.6 percentage points favorable to the amended budget. A total
 of \$225.7 million of federal CARES Act funding was included in operating revenue
 and counted towards the Service Board and regional recovery ratio
 requirements, as authorized by the May funding amendment ordinance

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 authorizing the amendment of the 2020-2024 Capital Program and amending ICE funded

Ms. Jill Leary presented two ordinances for Board consideration. The first ordinance authorizes an amendment to the 2020-2024 Capital Program incorporating changes in program revenues and expenses for CTA, Metra, and Pace. The second ordinance is a time extension for CTA, Metra, and Pace's Innovation, Coordination, and Enhancement (ICE) funded projects. This quarter we are asking you to approve a total net funding increase to the five-year Capital Program of \$16.4M that affects both current and out-years. The total net increase is \$8.63M for CTA, \$7.8M for Metra, and net zero for Pace.

The CTA \$8.63M increase consists of:

- \$35.86M – A shifting of funds for debt repayment that will result in a decrease of almost \$36 million
- \$0.90M – An increase of just less than \$100,000 in federal discretionary funds
- **(\$28.13M)** – And a decrease of \$28 million in CTA bond issuances

For Metra \$7.8M increase consists of:

- \$12.48M – A \$12.5 million increase in federal discretionary funds
- \$0.11M – A little over \$100,000 increase in reprogrammed/carryover funds
- **(\$4.79M)** – And just under a \$5 million decrease in service board funds.

Pace is adjusting its 2020 program funding allocations to accommodate a few projects, including a couple of COVID-related initiatives for vehicles and facilities.

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

- 2020-41 This ordinance approves an amendment to the 2020-2024 Capital Program and incorporates changes in program revenue and expenses for CTA, Metra, and Pace.
- 2020-42 This ordinance approves time extensions for implementation of CTA, Metra and Pace's Innovation, Coordination, and Enhancement (ICE) funded projects.

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 approving the FTA's federally mandated Title VI Plan for the period 2020-2023

Ms. Nadine Lacombe explained that recipients and subrecipients of financial assistance from the FTA are required to adopt Title VI programs to ensure non-discriminatory practices and meaningful access to benefits, services information, and important activities for all persons regardless of race, color or national origin. The program must also contain the Agency's plan for meaningful participation by individuals with limited English proficiency. Programs approved by the FTA remain in effect for three years. The RTA last submitted a Title VI program to the FTA in October of 2017, which expires on November 30, 2020. She concluded by stating that the proposed ordinance approves the RTA's federally mandated Title VI Plan for the period from 2020-2023.

Director Canty moved, and Director Fuentes seconded the adoption of the following ordinance:

2020-43 This ordinance approves the RTA's federally mandated Title VI Plan for the period from 2020-2023.

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 contracts for state consulting services

Mr. Jeremy LaMarche briefing reported that the recommended firms will provide the RTA with additional resources and expertise as we continue to navigate the state's legislative process. He added the RTA has partnered with all of these consulting firms in the past and the majority of the firms have been under contract with the RTA for over 9 years, so they are very familiar with all of the legislative and regulatory issues facing our agency. He concluded by stating that due to the current fiscal constraints, this ordinance proposes to scale back the total expenditure on these contracts over the previous year-so there is a cost savings.

Director Andalcio moved, and Director Coulson seconded the adoption of the following ordinance:

2020-44 This ordinance authorizes contracts to be initiated for our state legislative consulting team. The contract for the consultants will run from September 1, 2020 through August 31, 2021. The total expenditure for all contracts is \$270,000. The consultants that will represent the RTA are Leinenweber, Baroni and Daffada Consulting, LLC, Thomson Weir, LLC, the Law Offices of Paul L. Williams & Associates, Elking Consulting, LLC and Governmental Consulting Solutions

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

Travel Expense Reimbursements

Director Kotel moved, and Director Frega seconded the travel expenses 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

The Chairman advised the Board that the next regular meeting would take place on September 10th.

ADJOURNMENT

There being no further business to come before the Board of Directors, Director Pang moved and Director Sager 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 concluded at 11:35 a.m.

AUDREY MACLENNAN
Secretary of the Authority