

**MINUTES OF A PUBLIC MEETING OF THE
PLANNING & ADMINISTRATION COMMITTEE OF THE BOARD OF DIRECTORS
OF THE REGIONAL TRANSPORTATION AUTHORITY**

The **Planning & Administration Committee** of the Board of Directors of the Regional Transportation Authority met in public session on **Thursday, April 19, 2018**, at 9:05 a.m., in Suite 1650, 175 West Jackson Blvd., Chicago, Illinois, pursuant to notice.

Committee Vice Chairman Ross presided.

ROLL CALL

Committee members present (7): Frega, Durante, Fuentes (phone), Higgins, Hobson, Pang, Ross
Other Board members present: Anderson, Coulson, DeWitte, Kotel, Lewis, Magalis, Melvin, Troiani (phone), Chairman Dillard

Approval of minutes from the meeting held on January 18, 2018

Director Pang moved, and Director Durante seconded that the minutes from the meeting held on January 18, 2018 be approved as submitted. The motion carried on the following roll call vote:

7 Yeas: Directors Durante, Frega, Fuentes, Higgins, Hobson, Pang, Ross

Presentation of the 2016 Peer Performance Reports

Ms. Karin Allen presented the 2016 Regional Peer Review and Sub-Regional Peer Review, which provide performance results for the region's peer transit providers, both on an aggregated (regional) basis as well as by mode (sub-regional). Both reports cover the 2016 report year. The data come from the FTA's National Transit Database.

Overall, regional performance was strong, with the Chicago region ranking in the top half for 14 of 16 measures and in the top 3 for 7 of them. Chicago did not rank in the bottom for any of the measures contained within the report.

A series of slides were shown to demonstrate the 1-10 ranking for each measure of service performance. In the coverage area, the Chicago regional performance was strong, ranking in the top half for each of the six measures. Although Chicago reported a ridership decline in 2016 (along with 6 peer regions), it moved up one rank position to second for the first time, surpassing Los Angeles, with preliminary 2017 data showing that this position was maintained last year. For service efficiency and effectiveness, the Chicago region ranked first for operating cost per passenger mile for the sixth consecutive year, 24% lower than the peer average.

In the service maintenance and capital investment area, the Chicago region has made improvement in the percent of vehicles beyond useful life although its position was unchanged. The Chicago region moved down three rank positions for the reliability measure miles between major mechanical failures.

**APPROVED BY THE PLANNING & ADMINISTRATION COMMITTEE
MAY 17, 2018**

In the solvency area, the Chicago region saw upward movement for two measures, and ranked in the top half for four measures. Chicago's capital program expenditures per resident moved down one rank position in 2016 as the region spent \$7 less per resident compared to 2015. Overall, regional performance was favorable to peers.

The sub-regional peer review is conducted to look at each mode separately and allows agencies to benchmark performance and see unique characteristics or circumstances that may constrain performance. Overall, the Chicago operators perform well in service efficiency and effectiveness, a trait that has been noted in prior reports as well. CTA bus is a strong performer, ranking first or second for five of 11 measures. A challenge for CTA bus is its last-place ranking for the reliability measure Miles between Major Mechanical Failures, which is being reviewed by CTA staff. CTA rail outperformed its peers for five of 11 measures, and had a notable improvement in its average fleet age, going from last place in 2012 to first place for each year since 2014. CTA rail solvency measures present a challenge that is being met by the implementation of a fare increase in January 2018.

Metra continues to outperform its peer average for 5 of 11 measures. Fares continue to present a challenge to Metra, which has consistently ranked low for fare-related measures; fare increases and a fare structure study are in place to meet this challenge. Pace bus has maintained the top ranking for operating cost per vehicle revenue hour for eight years in a row, and also performs well for the cost effectiveness measure operating cost per passenger mile, ranking second for five years in a row. Pace has been challenged by declining ridership numbers, although this may be due to route streamlining which reduces rider transfer points but negatively impacts ridership figures.

Pace's vanpool service also performed well for operating cost per vehicle revenue hour and operating cost past passenger trip. A ridership decline of 15% over the past five years is a challenge that likely has occurred to the increase in telecommuting and a shift from traditional Monday-Friday work schedules; Pace is looking to develop a more flexible fare structure to accommodate rider needs. The final mode, ADA Paratransit, continued to meet or beat its peer average for 9 of 10 measures, with a challenge in the reliability area, although improvement in rank was noted in 2016.

Several directors voiced support of printing the actual cost of a passenger trip and fare recovery information on riders' tickets, to inform riders of the total cost of a trip and what their contribution is to that cost.

Chairman Dillard and Director Magalis requested follow-up from CTA regarding bus breakdowns.

Director Ross asked for clarification on the definition of Major Mechanical Failures. Ms. Allen responded that a major mechanical failures is defined as "a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns" (NTD).

Director Higgins requested inclusion of more safety performance measures in future reporting. Ms. Allen replied that this year, the Performance Measurement Task Force is taking a fresh look at all the performance measures to see if any should be excluded or added to the mix for the next round of reporting, and safety and security were already identified as warranting more attention in future reports

Director Lewis asked how New York seems to perform so well for so many measures. Ms. Allen explained that New York has a much more extensive network of transit options available, a much larger population, population density, and has significantly higher costs of car ownership and parking fees. She added that New York transit does have its share of challenges, operationally and financially, as other systems do.

Director Magalis and Chairman Dillard noted that while the CTA is constrained by the size of its cars, it performs well and should get more credit for that. Ms. Allen answered that within these reports we do attempt to point out challenges and successes of each service mode. She added that the Planning staff will work with Communications to develop more 'success story' highlights for our website and social media outreach efforts.

Ordinances authorizing contracts for Enterprise Resource Planning (ERP) software, implementation, and related services

Mr. Mark Minor made a presentation on the process by which the recommended ERP was selected and the benefits the new system would provide the RTA. Multiple Board members asked questions about the return on investment that RTA would receive from a nearly \$6M investment and requested that staff conduct a Return on Investment (ROI) analysis. Director Pang asked how the Service Boards would interact with the new ERP. Mr. Minor responded that the proposed ERP offers a variety of ways that the RTA and Service Boards can exchange data and that further discussion was needed between the agencies to find the most effective and efficient way for each type of data exchange. The Committee agreed this item should be tabled until staff completed the requested ROI analysis.

Director Hobson made a motion to table this item until May to allow staff time to complete the requested ROI analysis. Director Frega seconded the motion. The motion carried on the following roll call vote:

7 Yeas: Directors Durante, Frega, Fuentes, Higgins, Hobson, Pang, Ross

No further action was considered at this time.

ADJOURNMENT

There being no further business to come before the meeting of the Planning & Administration Committee, Director Durante moved, and Director Pang seconded that the meeting adjourn. The motion carried on the following voice vote:

7 Yeas: Directors Durante, Frega, Fuentes, Higgins, Hobson, Pang, and Ross

The meeting ended at 10:25 a.m.

Audrey MacLennan

AUDREY MACLENNAN
Secretary of the Authority