



TODAY'S RTA: MOVING TRANSIT FORWARD



Regional
Transportation
Authority

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WHAT IS THE RTA?

The Regional Transportation Authority (RTA) is the unit of local government charged with regional financial and budgetary oversight, funding and transit planning for the Chicago Transit Authority (CTA), Metra and Pace bus and Pace Americans with Disabilities Act (ADA) Paratransit Service (also known as the Service Boards). The RTA region's system provides more than two million rides each weekday on bus and rail services in Cook, DuPage, Kane, Lake, McHenry, and Will Counties. The system covers approximately 3,700 square miles and serves approximately 8.4 million residents. The RTA also provides rider services, including online and telephone travel planning assistance and travel training for seniors and people with disabilities.



The RTA provides regional transit leadership in:

- Planning and Market Development
- Financial Oversight
- Advocacy
- Rider Services

Agency Leadership

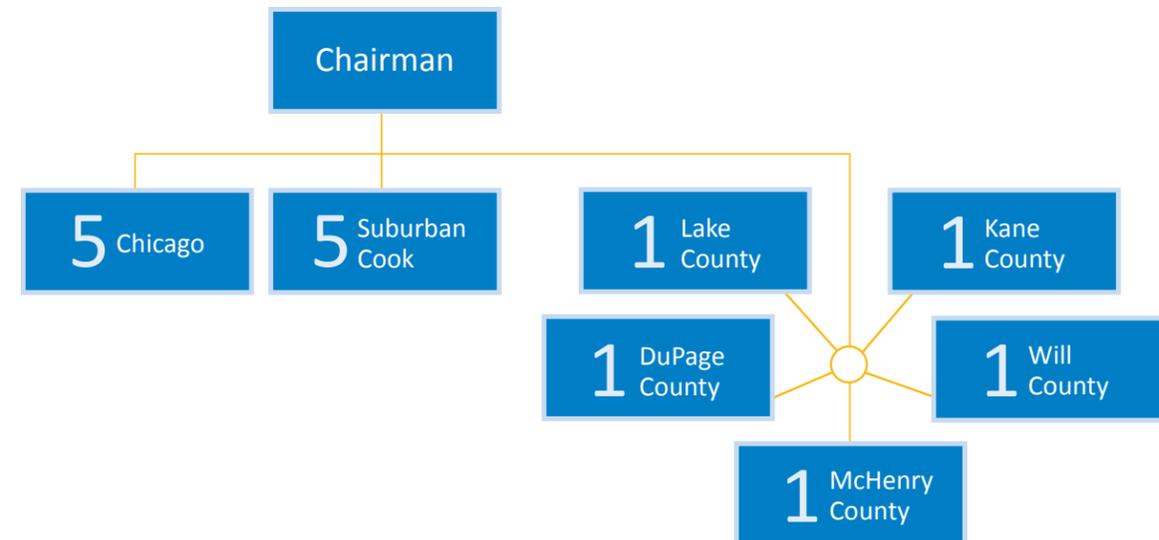
The RTA region's transit system is the second largest in the country by passenger miles traveled, behind only New York, and the third largest in the country by ridership, behind New York and Los Angeles. The RTA is responsible for viewing the regional system holistically and for providing oversight to all three Service Boards.

The RTA is led by a chairman and board of directors, comprised of 15 directors who are appointed from within the six-county region: five directors by the mayor of the City of Chicago; four directors by the suburban members of the Cook County Board; one director by the president of the Cook County Board (from Suburban

Cook County); and one director each by the county board chairman of DuPage, Kane, Lake, McHenry and Will counties. The chairman of the RTA Board is the 16th member and is elected with the concurrence of 11 of the other RTA Board members, including at least two each from Chicago, suburban Cook County and the collar counties.

RTA Board of Directors

APPOINTED BY REGIONAL ELECTED OFFICIALS



Strategic Plan Vision: A world-class public transportation system providing a foundation to the region's prosperity, livability and vitality.

Strategic Plan

In 2013, the RTA collaborated with the Service Boards, and stakeholders across the region, to develop the Regional Transit Strategic Plan, which was adopted by the RTA Board of Directors. The Strategic Plan presents a unified regional vision for the transit system and contains goals and objectives to guide the region's transit activities going forward.

The plan describes four primary goals:

- Provide valuable, reliable, accessible and attractive transportation options.
- Ensure the system's financial viability.

- Promote a green, livable and prosperous region.

- Continue to advocate for and be a trusted steward of public transportation.

The RTA uses the Strategic Plan to guide agency activities and funding priorities in its regional oversight.



Regional Ridership

A healthy economy creates jobs, which require access to transportation. As the economy began to improve following the economic crisis that struck the nation in 2008, ridership in the RTA region also began to improve in 2011 after two years of decline.

In fact, the RTA recorded the highest level of ridership in 22

years in 2012 with **666 million passenger trips**. Compared to 2012, 2013 ridership was down by 2.2%, with CTA experiencing a 3% decline while Metra and Pace ridership increased modestly by about 1.5%. CTA's ridership was affected by the five-month closure of the southern branch of the Red Line and a fare increase implemented in January 2013.

CTA ridership was by far the largest of the RTA Service Boards with **529 million trips** taken in 2013. That number was expected to increase about 1% in 2014. Metra, with about **82 million rides** in 2013, forecasted growth of 1.3%; Pace, with **36 million trips**, anticipated ridership growth of 2.7%; and Pace ADA Paratransit's ridership of four million was expected to grow 5%.

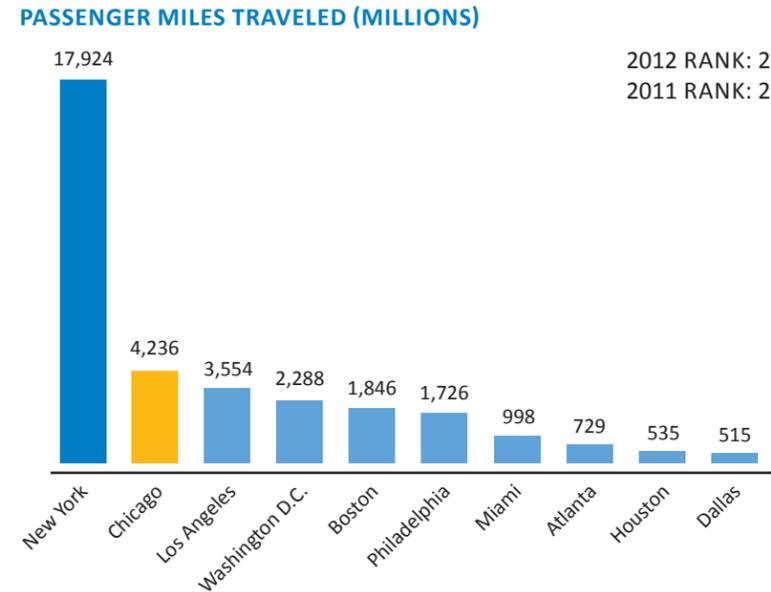


Performance Measures: The RTA Measures Up

The RTA considers measuring the Service Boards' performance against their peers in other major metropolitan areas an important element of its oversight responsibility. The agency develops peer performance reports based on data drawn from the National Transit Database. These reports indicate the Service Boards are succeeding in performing well and operating the transit system safely and efficiently.

The Service Boards achieve these results against a backdrop of:

- Fluctuating ridership demand
- Higher costs for labor, insurance, interest and fuel
- Challenges in obtaining capital funding

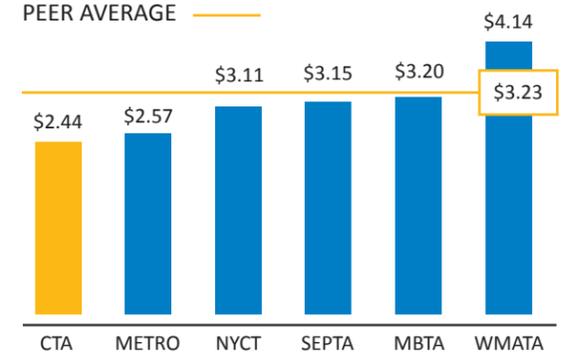


2013 PASSENGER TRIPS

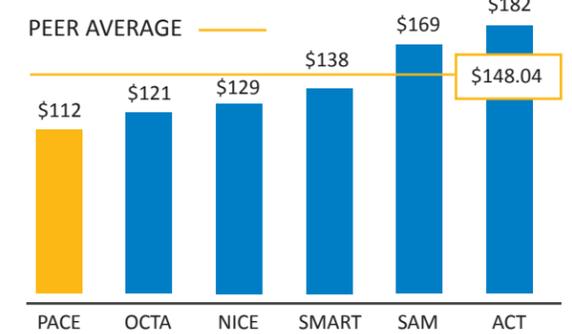
651 MILLION RIDERS IN 2013: AVERAGE 2 MILLION EACH WORKDAY

	CTA	Metra	Pace	Pace ADA	System
Annual Rides (in Millions)	529.2	82.3	35.9	4.0	651.4
Percentage of Totals	81%	13%	5%	1%	100%

CTA BUS: OPERATING COST PER PASSENGER TRIP

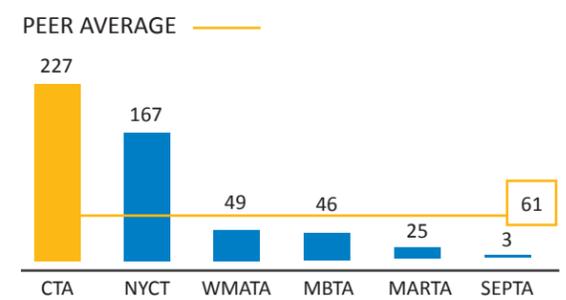


PACE BUS: OPERATING COST PER VEHICLE REVENUE HOUR

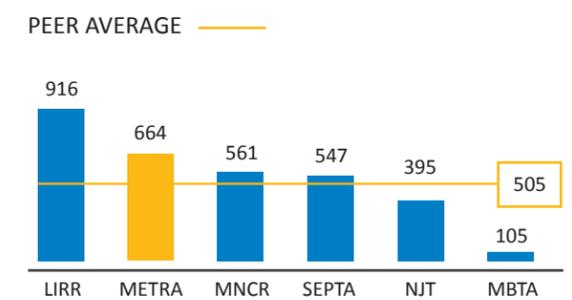


*Each of the Service Boards performs strongly in efficiency and effectiveness compared to its peer group. CTA bus ranked first among its peers for operating cost per passenger trip and for operating cost per vehicle revenue hour (meaning its cost was the lowest), and Pace bus ranked first among its peers for operating cost per vehicle revenue hour (also meaning its cost was the lowest).

CTA RAIL: MILES BETWEEN MAJOR MECHANICAL FAILURES (THOUSANDS)



METRA: MILES BETWEEN MAJOR MECHANICAL FAILURES (THOUSANDS)



*CTA rail and Metra have the oldest vehicle fleets as compared to their peers. However, their fleets are well maintained and provide extremely reliable service, as illustrated in the charts titled Miles Between Major Mechanical Failures. Ranking highly for this metric indicates that CTA and Metra rail cars travel longer between service-disrupting failures.

GRAPHIC KEY

- ACT - Alameda-Contra Costa Transit District
- CTA - Chicago Transit Authority
- LIRR - Long Island Rail Road
- MARTA - Metropolitan Atlanta Rapid Transit Authority
- MBTA - Massachusetts Bay Transportation Authority
- METRO - Los Angeles County Metropolitan Transportation Authority
- MNCR - Metro-North Commuter Railroad
- NICE - Nassau Inter-County Express
- NJT - New Jersey Transit
- NYCT - New York City Transit
- LIRR - Long Island Rail Road
- OCTA - Orange County Transportation Authority
- PACE - Pace Suburban Bus
- SAM - San Mateo County Transit District
- SEPTA - Southeastern Pennsylvania Transportation Authority
- SMART - Suburban Mobility Authority for Regional Transportation
- WMATA - Washington Metropolitan Area Transit Authority

*2012 National Transit Database

REGIONAL PLANNING AND MARKET DEVELOPMENT

Strategic Plan Goal: Provide valuable, reliable, accessible and attractive transportation options.

The RTA Planning and Market Development department implements projects and administers programs that grow ridership and improve mobility. Additionally, the department provides technical and analytical expertise to municipalities and transportation agencies across the region to support public transit initiatives.

Market Development

In collaboration with the Service Boards, the RTA is pursuing opportunities to grow ridership in three target markets:

- Reverse Commuters
- Occasional Riders
- Older Adults

The RTA believes that small service enhancements, increased marketing and better customer information will allow ridership in these markets to grow without requiring major operational or infrastructure investments.

Marketing

The RTA's marketing efforts showcase the benefits of transit and the rider services it provides. The RTA is conducting a series of marketing campaigns, including a three-year, \$5 million regional consumer marketing campaign to grow ridership, as well as a DuPage County campaign, a collaboration with the RTA, Service Boards, county officials and transit advocates. Both use compelling messages to encourage residents who may not usually ride transit

to begin to factor the region's system into their travel plans and use the RTA Trip Planner to make these plans. Additionally, the RTA participates in National Dump the Pump Day and International Car Free Day, both of which promote the use of transit.



Enhancing the Transit Experience

The RTA supports planning, capital and operating projects sponsored by transit service providers, local governments and other agencies through a variety of technical assistance and funding.

More than 220 grant recipients have benefited from the programs, and the agency is working on 24 community planning projects to make it easier for residents to use public transit.

The Community Planning Program (CPP): This program provides funding and technical assistance for planning and implementation of projects that benefit the region's communities and transit system.



The RTA's Community Planning program funded a plan to redevelop the area around the Wheeling Metra Station (Cook County). This rendering reflects the overall project tied to the community's efforts to create a new Wheeling Town Center.

Innovation, Coordination and Enhancement (ICE) Program: This program provides funds to enhance the coordination and integration of public transportation and to develop and implement innovations to improve the quality and delivery of public transportation.



Recently, in Batavia (Kane County), \$880,000 in grants from the Federal Transit Administration and RTA's ICE program provided funding for bus shelters and pads along Randall Road.

"The new pads and shelters will especially benefit our riders with disabilities, as they no longer have to wait in the grass in their wheelchairs or other mobility aids."

– Batavia Mayor, Jeff Schielke

Job Access Reverse Commute (JARC), New Freedom (NF) and Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program: These federal programs provide funds to the RTA to distribute throughout the region for capital and operating projects that meet the needs of reverse commuters, older adults and people with disabilities. Specifically, federal Section 5310 funds are used for projects that remove barriers to transportation services and expand transportation mobility options for seniors and persons with disabilities.

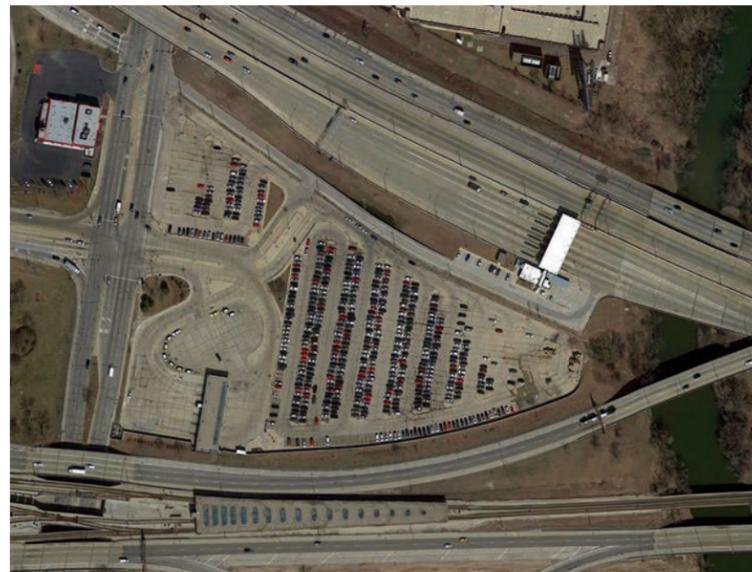


The RTA awarded more than \$3.4 million in federal and local funds to the Ride DuPage Program. In 2013, more than 28,000 trips to and from work were provided to those in need of travel assistance.

The Village of Melrose Park received an \$80,000 federal grant, combined with a \$20,000 local match of its own dollars to fund a study to look at improvements such as installing shelters, sidewalks and beautification elements along its primary transit corridor.

Melrose Park Mayor Ron Serpico believes the partnership between the RTA and the village may revitalize and enhance the quality of life for many in the community.

The RTA Board of Directors recently approved a \$250,000 study to improve access to Rosemont's CTA Blue Line station and assess the potential for Transit-Oriented Development on adjacent land.



As this aerial photo shows, the CTA Rosemont Blue Line station is a key transfer point for reverse commuters and serves approximately 6,000 riders a day.



“The Rosemont stop is now a linchpin for commuters, businesses and economic activity well beyond the village borders.”

– Rosemont Mayor, Brad Stephens

RTA'S WORK Throughout The Region

McHenry

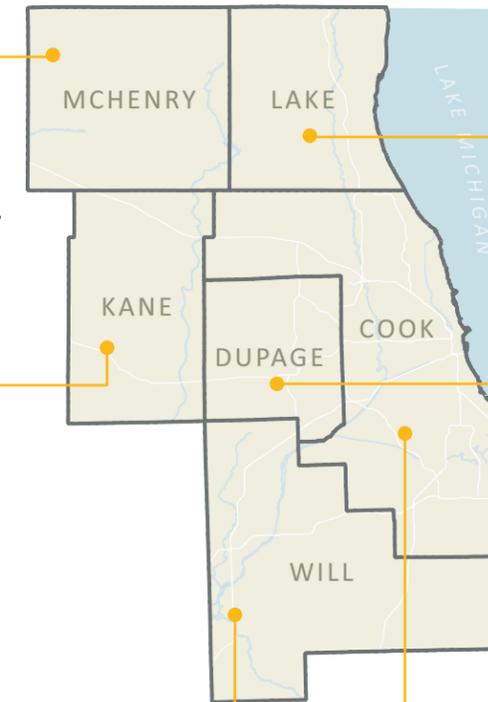
McHenry McRide

Since 2011, the RTA has allocated \$1.4 million in JARC/New Freedom/5310 federal funding for this program. By initially integrating the services of four dial-a-ride projects, this project now serves a geographic area covering seven communities, providing transportation services primarily for older adults and individuals with disabilities. It provides nearly 7,000 trips per month.

Kane

Randall Road Shelters/Sidewalks

Kane County completed an RTA-funded Randall Road Access to Transit Plan through the Community Planning program in 2010. In spring of 2011, Pace was awarded a Federal Transportation Administration (FTA) grant for \$800,000 to install bus shelters and sidewalk connectors along Randall Road. All shelters under this grant have been installed at 28 stops along the route, along with necessary sidewalk connectors in certain locations. The RTA provided an additional \$80,000 in Innovation, Coordination and Enhancement (ICE) funding to install an additional five shelters. In late 2013, Pace also received Congestion Mitigation and Air Quality (CMAQ) program approval for additional concrete pads and sidewalks along the corridor.



Will

Joliet Intermodal Transportation Center Plan

The RTA provided funds to the City of Joliet to examine the feasibility of creating a new multi-modal transportation center in the City Center, adjacent to the historic Joliet Union Station. The first phase of the project broke ground in 2012 and is slated to be completed in the fall of 2015.

Lake

Mundelein Transit-Oriented Development

The Village of Mundelein completed an RTA-funded Transit-Oriented Development (TOD) Plan through the Community Planning program in 2005. Since the completion of the plan, the Village acquired approximately 24 acres of land in the TOD area. In spring 2013, the Village officially broke ground on the first phase of a master plan to redevelop more than 10 acres of its Village Center located adjacent to the Metra station. A new Village Hall opened in fall 2014.

DuPage

Ride DuPage to Work Program

Since 2006, the RTA has allocated \$2 million in Job Access Reverse Commute, New Freedom and Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (JARC/NF/Section 5310) federal funding for this service which provides more than 2,300 trips to and from work per month for persons with developmental disabilities.

Cook

Real-Time Transit Information Signage

Since 2008, the RTA has awarded \$7.4 million in Innovation, Coordination and Enhancement (ICE) funding to the CTA to install various forms of real-time information signage throughout its service area. More than 200 signs have been installed with more to come.



Metra

8206

FINANCE

Strategic Plan Goal – Ensure the system's financial viability.

The RTA region encompasses a complex transit network, providing service on multiple transit modes: bus, urban rail (subway and elevated lines), commuter rail, vanpool and paratransit services. This system is comprehensive, covering the entire six-county region and providing some around the clock services.

The RTA plays a vital role in financing the region's system. The operating and capital funds needed to operate such a system are significant, more than \$4 billion each year.

The RTA must anticipate and respond to a broad range of economic and operational issues in analyzing and developing financial plans. The agency is responsible for developing revenue estimates and forecasts of regional sales tax receipts, borrowing cash as needed to ensure adequate cash flow is available to meet daily expenses, issuing bonds to provide funding for capital investments and overseeing the regional operating budget and capital program.

The RTA reviews, recommends for its Board's approval and monitors the annual budgets, two-year plans and five-year capital programs of each of the Service Boards. It also conducts individual audits no less frequently than every five years. These audits examine management, performance, financial and infrastructure issues and can also be project or service-specific to evaluate how well Service Board goals and objectives are met.



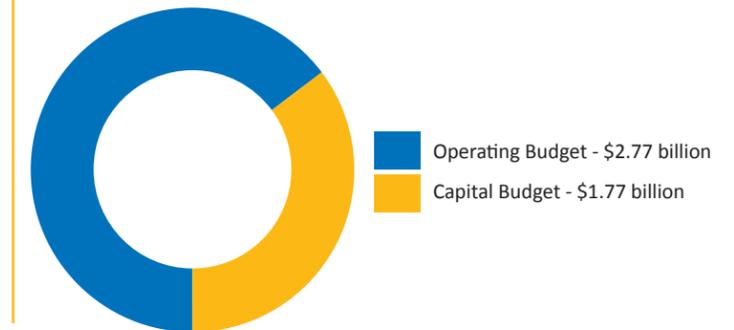
Operating Revenue

The RTA region's operating and capital budget for 2014 total \$4.5 billion. This amount is comprised of an operating budget of approximately \$2.77 billion and a capital budget of approximately \$1.77 billion.

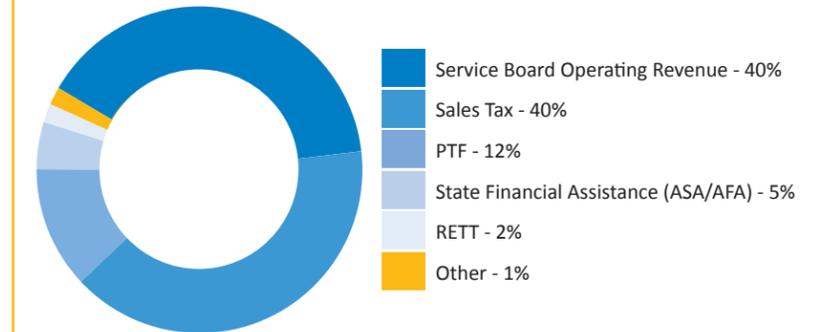


Operating revenue, which includes fares, from CTA, Metra and Pace and the regional sales tax are the two largest operating budget contributors, each accounting for about 40% or \$1.1 billion of total revenue.

2014 OPERATING AND CAPITAL BUDGET



2014 RTA SYSTEM REVENUES (\$2.77 BILLION)



The State of Illinois supports the RTA transit region's budget in several ways, contributing 18% of the region's operating budget in the following manner:

- The Illinois Public Transportation Fund matches 30% of both sales tax and Chicago's Real Estate Transfer Tax (RETT) and represents about 12% of revenue.
- Additional financial assistance—about \$130 million, or 5% of revenue—is provided for reimbursement of debt service on bonds issued for the Strategic Capital Improvement Program (SCIP).
- The State also provides an additional \$34 million or 1% for reduced fare and mandated fare programs for older persons, students and persons with disabilities.
- The RETT, which supports CTA service, accounts for approximately 2% of the funding pie. Finally, 1% comes from investment income and RTA regional programs and grants.



The RTA and Service Boards have benefited as sales taxes in Northeastern Illinois have grown, along with an improving economy. Sales tax revenue grew by 4.8% in 2013, representing a fourth consecutive year of sales tax growth greater than 4%.

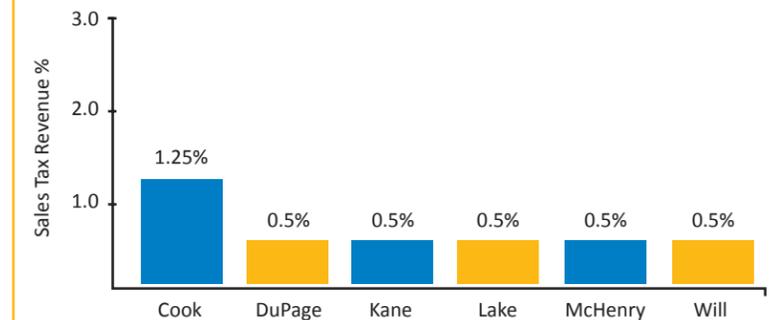
The rates of the RTA sales tax vary across the region, reflecting differing transit service levels. In Cook County, the tax is 1.25%, while the tax is 0.5% in DuPage, Kane, Lake, McHenry and Will counties. On a practical level, this means that a \$100 purchase will generate \$1.25 in taxes for transit in Cook County and \$0.50 in the surrounding counties.

The CTA accounted for half of total regional expenses in the 2014 budget followed by 26% for Metra, 8% for Pace suburban service and 6% for Pace ADA Paratransit. Another 8% was needed for regional debt service and 1% for the RTA's administrative expenses and regional programs.

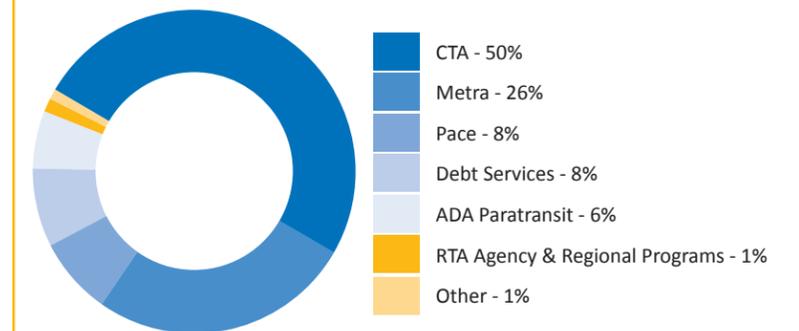
For 2013, the RTA system ended the year within budgeted levels. Higher-than-budgeted public funding with close-to-budgeted operating revenues and expenses led to favorable net results.

The region's budget for 2014 was based on stable service levels and no fare increases. Operating expenses were budgeted to increase at a little less than 3% for the region.

RTA SALES TAX ACROSS THE REGION



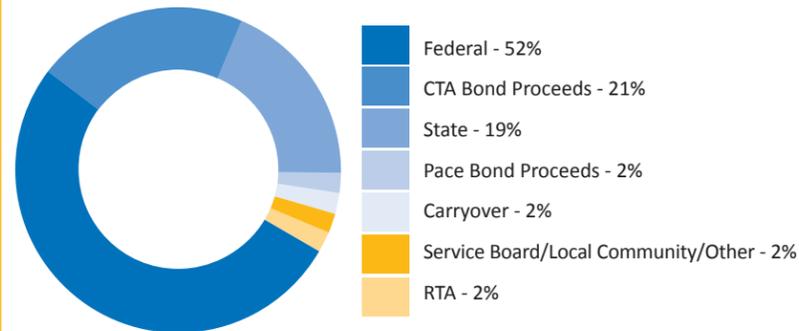
2014 RTA SYSTEM EXPENSES (\$2.768 BILLION)



Capital Funding Sources

About one half of the RTA's capital funding comes from the federal government. The RTA five-year capital program, for the period 2014-2018, totals \$4.7 billion with \$1.8 billion for 2014 alone. Other capital sources include agency bond issues and state funding. In 2014, the RTA issued \$100 million of bonds to provide funding for Service Board capital projects.

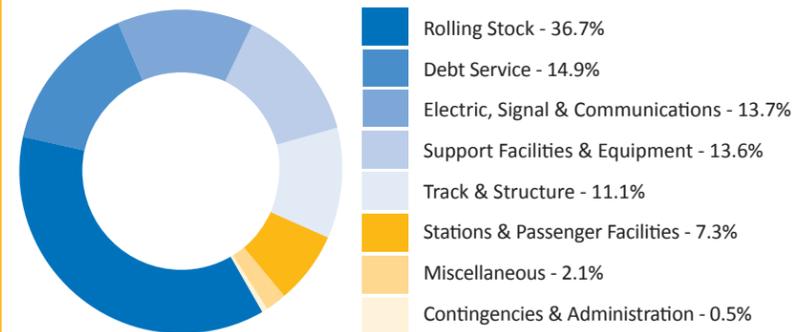
RTA 2014 - 2018 CAPITAL PROGRAM FUNDING



Capital Expenditures

The value of the RTA region's assets is considerable. It's estimated to be more than \$154 billion measured in terms of its replacement value. That includes the value of subway tunnels which are valued at \$100 billion alone. Nearly 40% of capital funding is used by the CTA for railcars and buses, by Metra railcars and locomotives, and by Pace for the purchase of diesel and Compressed Natural Gas (CNG) buses, paratransit vehicles and vans. Debt service, the amount required to cover the repayment of interest and principal on a debt, is the second-largest area of capital expenditure, accounting for 15% of the five-year program.

RTA 2014 - 2018 CAPITAL PROGRAM USES



Capital Assets

Achieving a State of Good Repair

Each year, the RTA's Asset Management Oversight team, in collaboration with the Service Boards, conducts an analysis of the condition of the region's public transit assets and the need to invest capital funds. The work identifies the general condition of the assets in terms of need for repair, safety, ridership, reliability and maintenance. That information is then used to determine capital investment needs over a ten-year period to ensure the strategic investment of limited capital dollars.

In addition, the RTA created a Capital Optimization Support Tool (COST). This tool is a mechanism used to analyze the asset inventory and establish investment priorities to achieve and maintain a State of Good Repair (SGR). These priorities will determine when to replace assets once they have reached the end of their useful life. The goal is to better allocate scarce capital funding to maintain and improve the regional transit system.

The Capital Asset Condition Report issued recently by the RTA shows the region's capital needs as of 2013 were \$33.4 billion. That number can be divided into two categories.

The first is the region's SGR backlog—or what it would take



RTA Capital Asset Condition Assessment

(All Service Boards)

2013 RESULTS

Backlog	\$20.0 B
Ten Year Capital Needs	\$13.4 B (1.3 Billion per year)
Total Needs	\$33.4 B

to "catch up" and fund the unmet needs that have accumulated over time—which is \$20 billion. This \$20 billion SGR backlog is made up of deferred investments in asset rehabilitation, replacement and annual capital maintenance.

The second category, the transit region's ten-year capital needs (made up of normal replacement, rehabilitation and capital

maintenance) totals \$13.4 billion.

In essence, over the next decade, the region's needs total \$1.3 billion annually. However, the region's annual capital revenues are about half that amount, or approximately \$700 million. This clearly illustrates the region's needs and the importance of obtaining additional funding for the region's transit system.

State of Good Repair Bonding

The Regional Transportation Authority (RTA) Board of Directors authorized issuance of up to \$100 million of 30-year RTA bonds to finance multiple SGR projects to bolster the condition of the region's transit infrastructure. These funds were programmed in the 2014 RTA capital programs of the CTA, Metra and Pace. None of the proceeds from the bond sale was used to expand the system.

CTA projects total \$50 million

The CTA will fund a portion of its 95th Street Terminal improvement project and will perform mid-life bus overhauls.

Metra projects total \$45 million

Metra will fund system-wide improvements that include the installation of Positive Train Control; station platform upgrades to meet Americans with Disabilities Act standards, essential right of way equipment including winterization enhancement purchases and the improvement of yards, shops and facilities. These dollars will also fund rail replacement and renewal of switching equipment necessary to safely and efficiently move train traffic departing from Ogilvie Station, as well as overhead electric equipment needed on the Metra Electric line.

Pace projects total \$5 million

Pace will use these funds to support the improvement and maintenance of passenger facilities system wide. This work will include a bus washer at the North Division garage and renovation of passenger facilities and improvements at the Northwest Division garage and

transportation center. In addition, these funds will go toward creating additional parking at the Bolingbrook Park and Ride. This project, which allows commuters to park their cars and ride the Pace Express bus on the shoulder along I-55, is so successful that more parking is needed.



ADVOCACY

Strategic Plan Goal: Continue to advocate for and be a trusted steward of public transportation.

The RTA is a powerful advocate for increased regional transit funding. The agency works to seek additional federal funding which can positively impact the region's capital revenues. In addition, the RTA works to assure that companies doing business in the region pay the appropriate rate of sales tax, which can also positively impact the region's operating revenues.

national backlog needed to bring the country's public transit systems into a State of Good Repair. GATW is made up of 100 organizations and is working to make transit a national priority by raising local awareness of capital funding needs, developing advocacy tools that can be replicated and used by transit supporters across the country and encouraging other

transit agencies and supporters to join the coalition.

The RTA and the coalition were instrumental in creating the first-ever Congressional Public Transportation Bipartisan Caucus. The caucus is aimed at addressing funding issues facing rail, light rail, bus rapid transit and traditional bus service.

The RTA is engaging in a broad lobbying strategy to educate legislators in Springfield and Washington, the media and the public that public transit is critical to our nation's transportation system and to assure that a new federal transportation bill provides funds for Northeastern Illinois mass transit.

Getting America to Work

The RTA spearheaded the creation of the Getting America to Work (GATW) coalition, a group dedicated to finding innovative solutions to fund America's transit infrastructure and the \$78 billion



GETTING AMERICA TO WORK



RTA Recovers Critical Tax Dollars

The RTA filed a series of lawsuits against companies and towns outside of the RTA region that have entered into arrangements to avoid paying sales taxes to the RTA and other local governments. The lawsuits contend that the companies are establishing sham sales offices in these small

communities. The communities attract the companies with a reduced tax rate, and the companies benefit not just from a lower tax rate but from refunds on taxes the communities return to them in the form of rebates. The companies and their employees enjoy the services provided by the RTA and the

Service Boards, while depriving the RTA of tax money for the transit network.

The RTA is tasked with distributing sales tax proceeds to the CTA, Metra and Pace to fund their operations. These dollars are critical to the operation of the transit system in the RTA region.



WHAT RTA DOES FOR THE RIDER

Customer Service

Making sure everyone—regardless of income, age or physical ability—has access to and understands how to best use transit is one of the RTA's most important priorities. RTA offers a range of customer services. As one RTA staffer puts it:

"We do our best to make sure our customers are getting the best we have to offer. We're here to help them."

— Annette Long



The RTA operates three programs to assist riders. The first program is the Trip Planner, which is an online service found on the RTA website, that helps riders find the best way to get around the RTA region using transit. The second is the Travel



Annette Long is an RTA Customer Service Supervisor.

Information Center (TIC), whose agents answer more than five million calls a year, helping riders reach their destinations. The third service is the Customer Service Center, which is specifically tasked

with serving the 550,000 riders who qualify for a reduced fare, ride free or ADA Paratransit permit.

Travel Training Program: Making Transit Accessible to All

The RTA Travel Training Program annually teaches 1,500 individuals with disabilities and older adults how to use CTA, Metra and Pace buses and trains. The program is free, except for the cost of transit fares during training sessions, and offers three types of training tailored to meet each participant's need. They include:

- Trip Training: Participants work one-on-one with a travel trainer to practice using buses and trains to learn how to travel to the places they go on a regular basis.
- Individual Transit Orientation: Participants work one-on-one with a Travel Trainer to receive a general introduction to bus and train accessibility.
- Group Transit Orientation: Travel trainers provide group presentations at agencies that serve people with disabilities and older adults throughout the six-county region.

Americans with Disabilities Act Paratransit Certification Program

The RTA manages the ADA Paratransit Certification Program. This program determines eligibility for paratransit service which is operated by Pace throughout the region's ADA service area. More than 15,000 applications

are received each year, and there are more than 57,000 eligible customers across the RTA region. The RTA ADA Paratransit Certification Program is nationally recognized as a best-practice model, and the region's ADA Paratransit service is fully

compliant with the ADA regulations. ADA Paratransit service is an advanced reservation, shared ride, origin-to-destination service for persons who are unable to use the CTA or Pace systems for some or all of their trips because of their disability or health condition.



Getting Around the Region



The RTA, with the Service Boards and municipal partners, has led the work to fund, design, engineer and install new signage and information displays that make passenger connections easier at major transfer locations with CTA, Metra and Pace service. The new signs help all riders throughout

the region—regular riders, reverse commuters, occasional riders and tourists—seamlessly navigate the entire transit system for all types of travel.

The RTA plans to install these signs at an additional 20 locations across the region in the next few years,

including Chicago's downtown Union Station, Ogilvie Transportation Center, LaSalle Street Station and Millennium Station, and other major train-to-train and bus-to-train transfer locations. Eventually, the RTA plans to install the new signs system-wide at 100 transfer hubs.



RTA Saves the Commuter and Employer Tax Dollars

The RTA's Transit Benefit Fare Program serves more than 1,500 small and medium-sized companies, allowing them to offer their employees an important transit-related benefit and realize tax savings themselves. The program allows employees to pay for public transit using pre-tax deductions from their paychecks, saving up to 40% on payroll taxes. The program benefits employers as well, providing a savings of up to 10% in reduced payroll taxes.



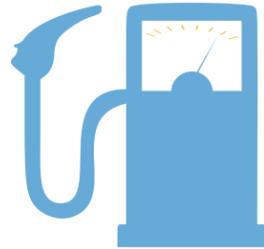
“My business implemented the transit benefits program ten years ago, simply by calling the RTA. It’s a great way to have employees save on commuting, and it’s also a nice incentive to get people to take transit, rather than drive and park.”

– Julie Hubbard of the Spencer Foundation

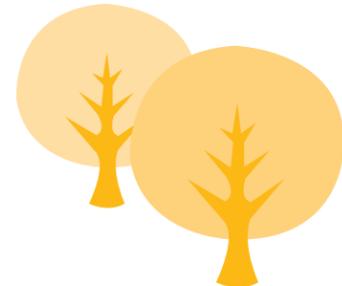
BENEFITS OF TRANSIT

Strategic Plan Goal: Promote a green, livable and prosperous region.

1 Using public transportation saves 4.2 billion gallons of gasoline annually in the United States.



2 Communities that invest in public transit reduce the nation's carbon emissions by 37 million metric tons annually: — equivalent to New York City; Washington, DC; Atlanta; Denver; and Los Angeles combined stopping using electricity.



3 Every \$1 invested in public transportation generates approximately \$4 in economic returns.

4 Households near public transit drive an average of 4,400 fewer miles than households with no access to public transit.

5 One person with a 20-mile round trip commute who switches from driving to public transit can reduce his or her daily carbon emissions by 20 pounds, or more than 4,800 pounds in a year.

6 In 2013, Americans took 10.7 billion trips on public transportation — the highest in 57 years.

7 The latest research shows that in 2011, U.S. public transportation use saved 865 million hours in travel time and 450 million gallons of fuel in 498 urban areas.



8 Households that are likely to use public transportation on a given day save more than \$9,700 every year.



9 The U.S. Center for Disease Control recommends that adults average at least 22 daily minutes of moderate physical activity, such as brisk walking, to stay fit and healthy. Although less than half of American adults achieve this target, most public transportation passengers do exercise the recommended amount while walking to and from transit stations and stops.

10 Public transportation provides personal mobility and freedom for people from every walk of life.

Source: American Public Transportation Association



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