Meeting of the RTA Board of Directors

September 14, 2023

Welcome! Meeting Starts at 9 a.m.

Meeting Agenda: rtachicago.org

Regional Transportation Authority

1. Call to order

Pledge of allegiance

RTA Board of Directors meeting

2. Roll call

3. Approval of minutes

4. Public comment

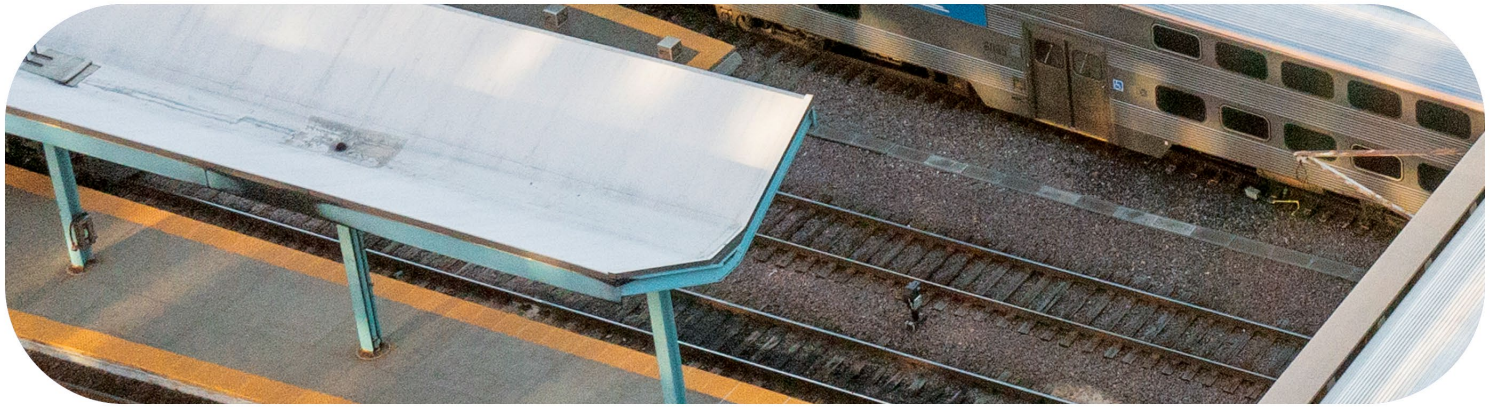
5. Executive Director’s report

Legislative update

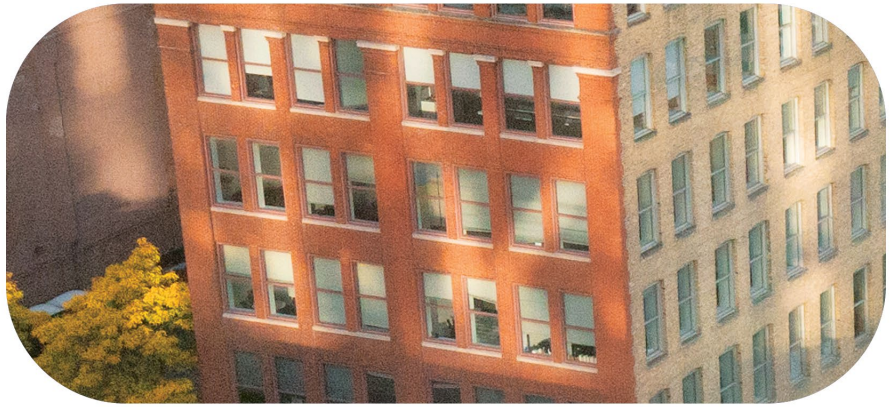
Today’s agenda

6. Information items

6a. *Transit is the Answer* update



LEGISLATIVE UPDATE



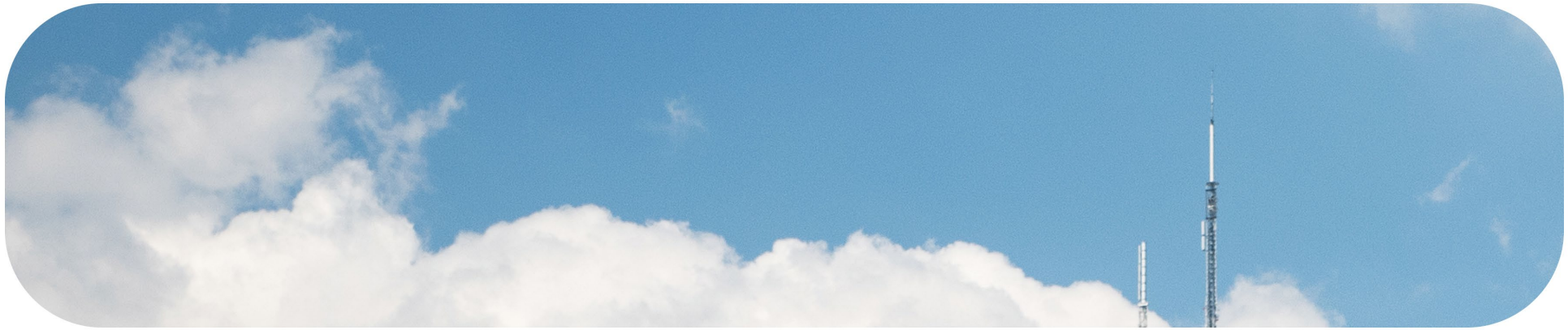
Legislative update

- Ongoing outreach to Illinois General Assembly
- Legislative implementation
  - Transit Benefits Program Expansion
  - Transit Omnibus
- Veto Session Dates
  - October 24-26
  - November 7-9

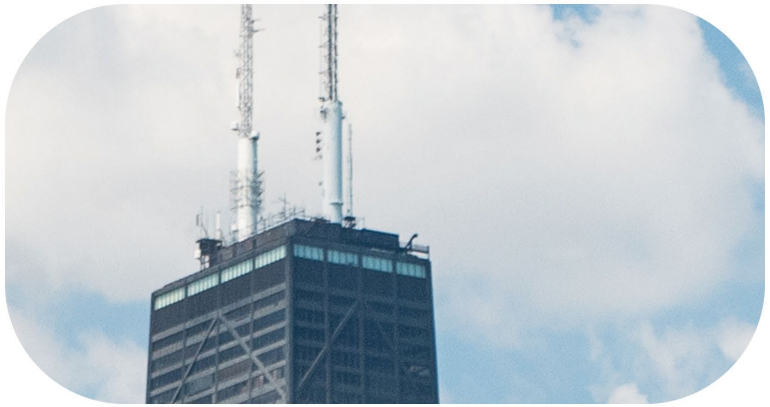
Domestic Violence and Sexual Assault RTA Public Transportation Assistance Program

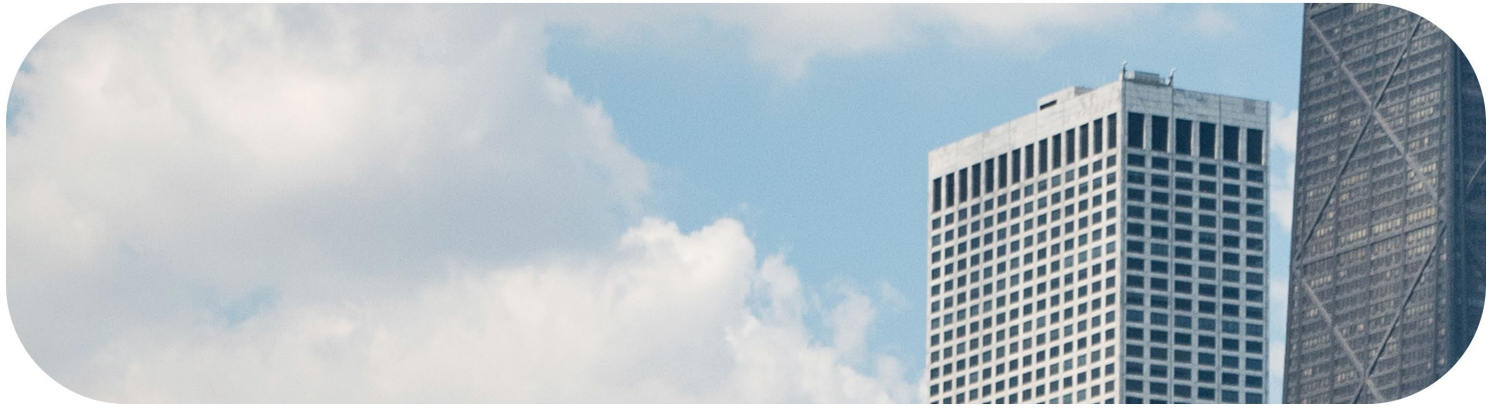
- IGA with CTA updated to coordinate the distribution of the pre-loaded Ventra card stock
- Coordination with The Network: Advocating Against Domestic Violence
- 25,000 - $20 preloaded fare cards will be provided to survivors of domestic violence and sexual assault
- The program has an estimated cost of $532,000
- The Network assigned a member organization representative to serve on RTACAB

The Network
ADVOCATING AGAINST DOMESTIC VIOLENCE

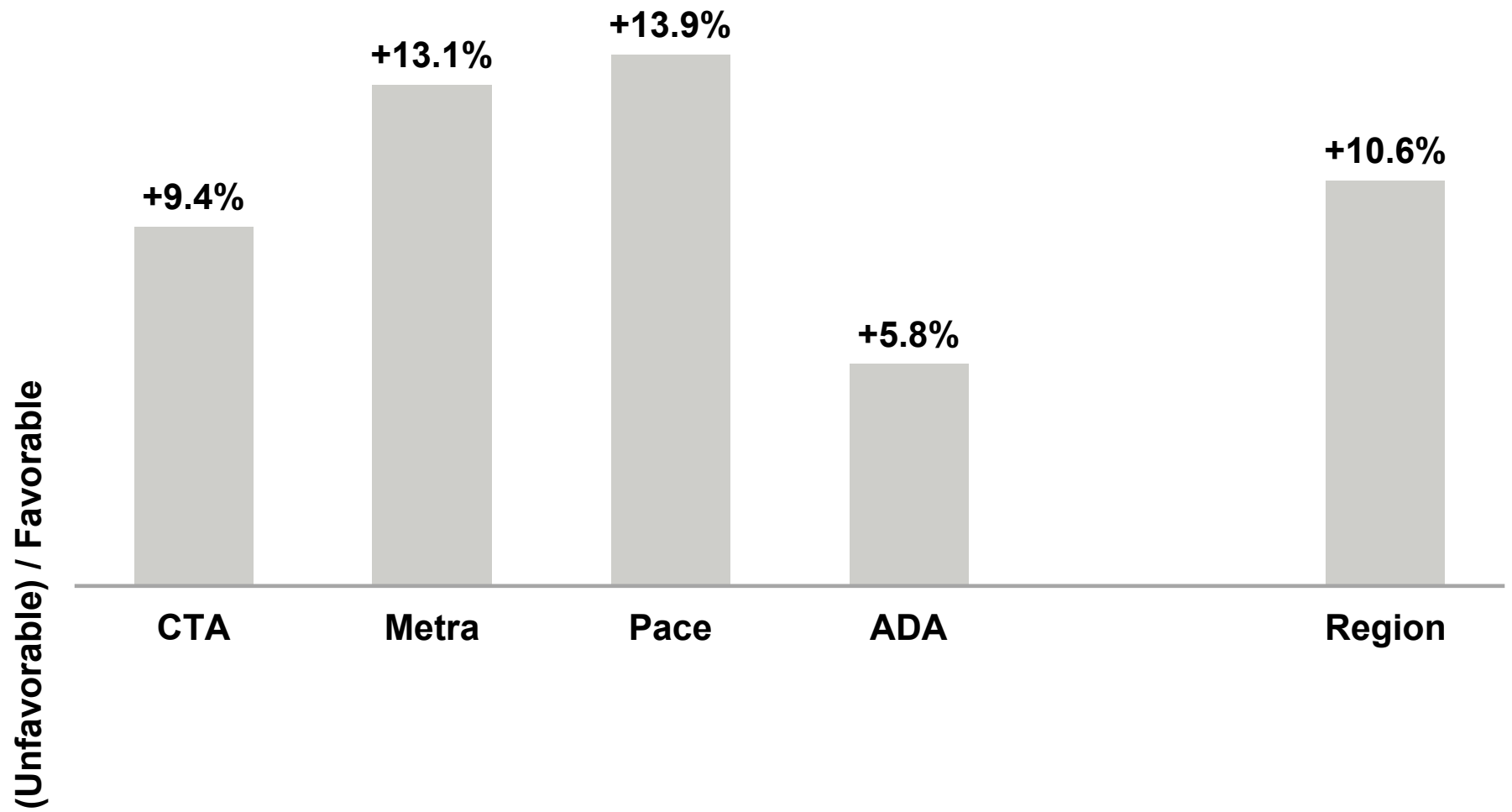


FINANCE

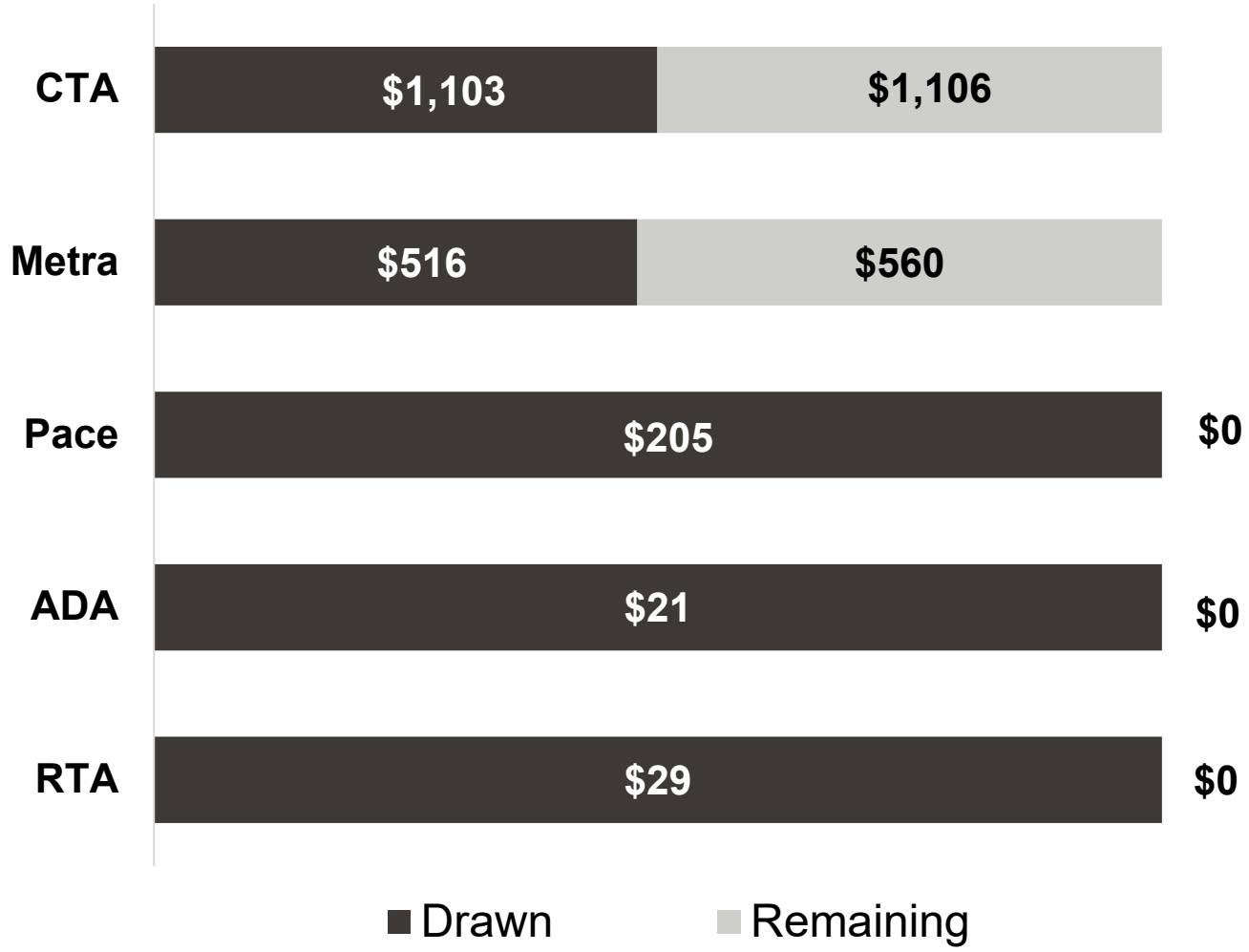


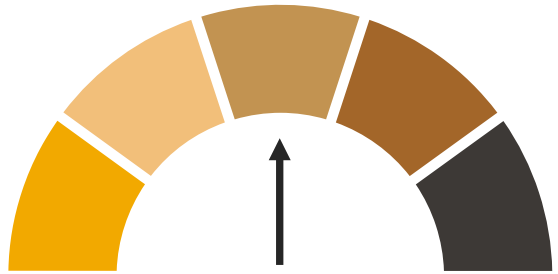


Operating deficit variances from budget YTD through July



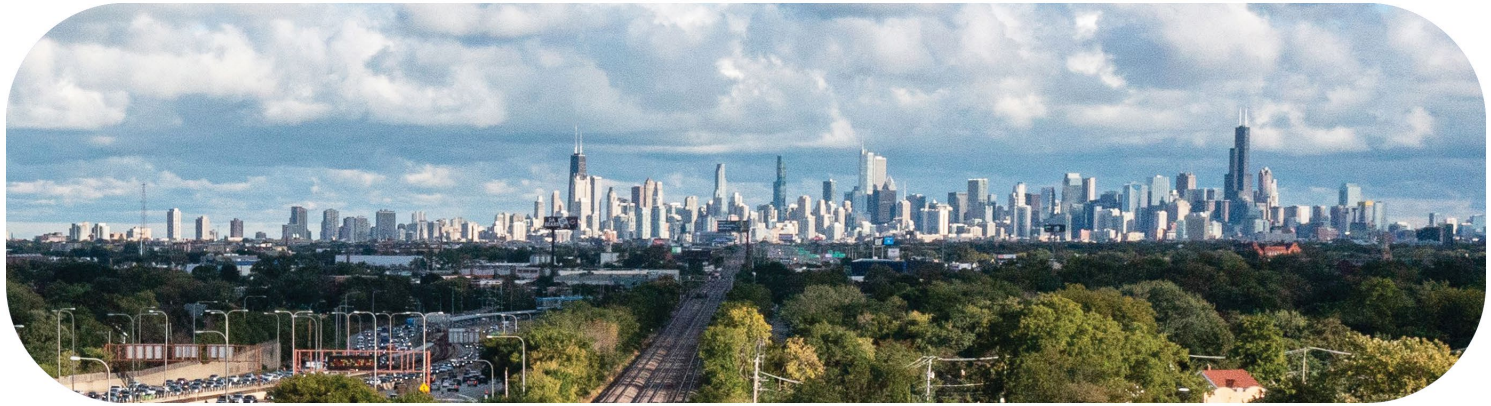
Relief funding drawn (in millions)



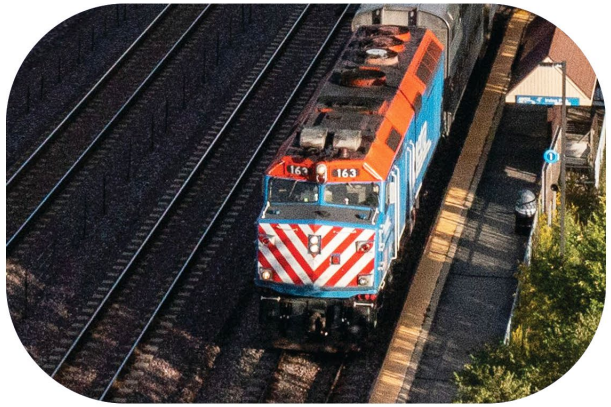


Region Total Drawn = 52.9%

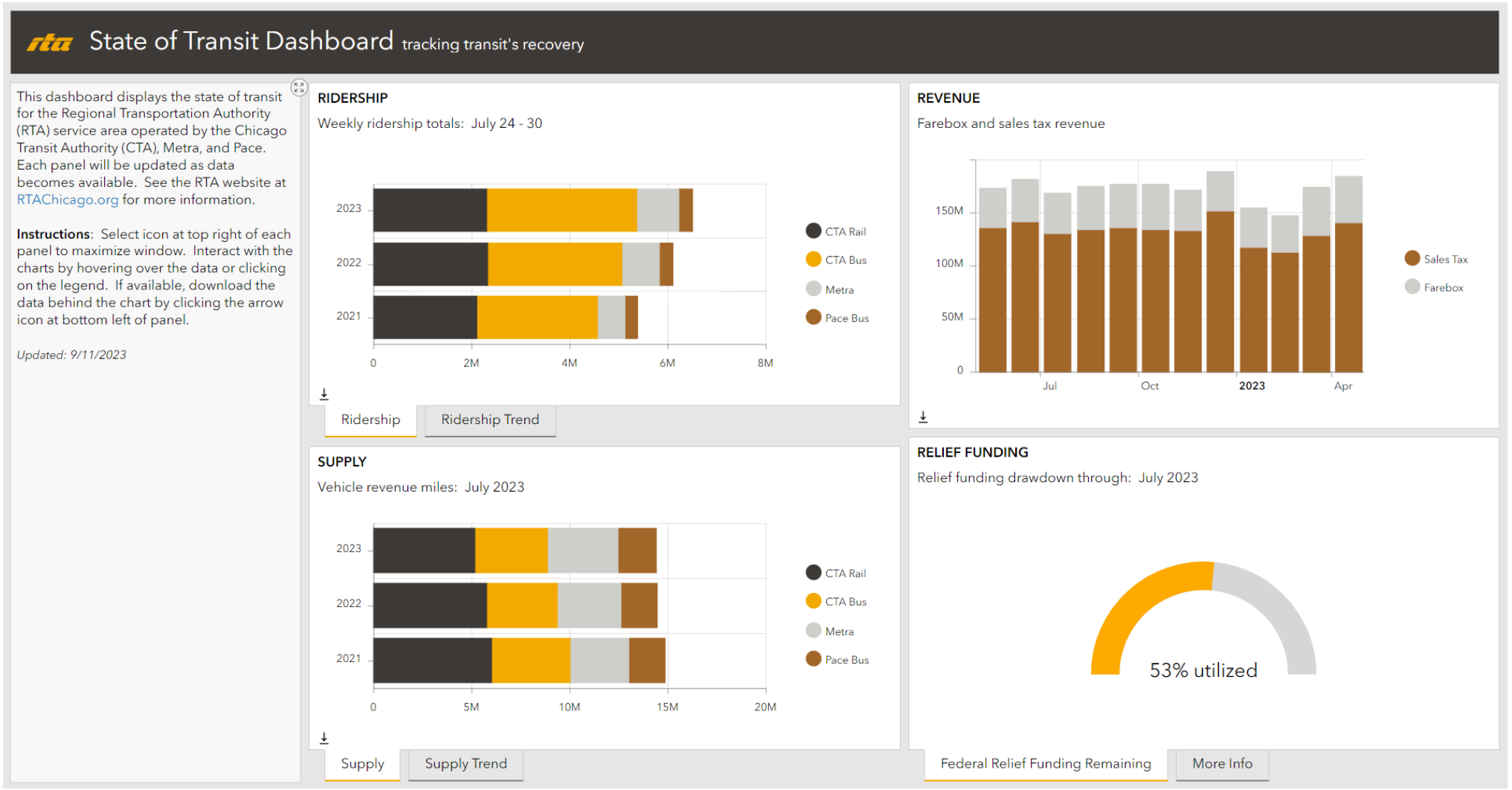
$1.874B of $3.540B



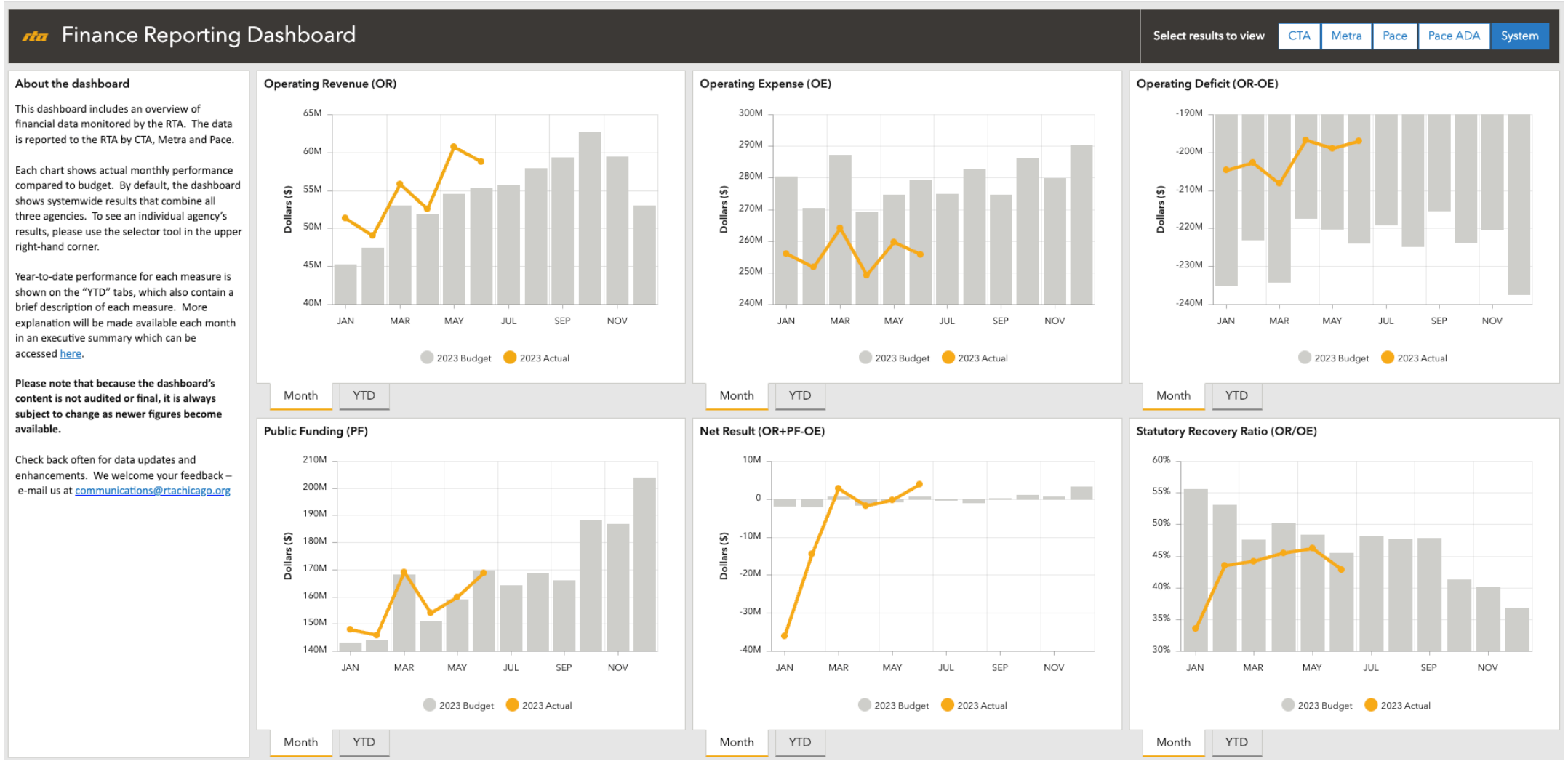
PERFORMANCE MEASURES



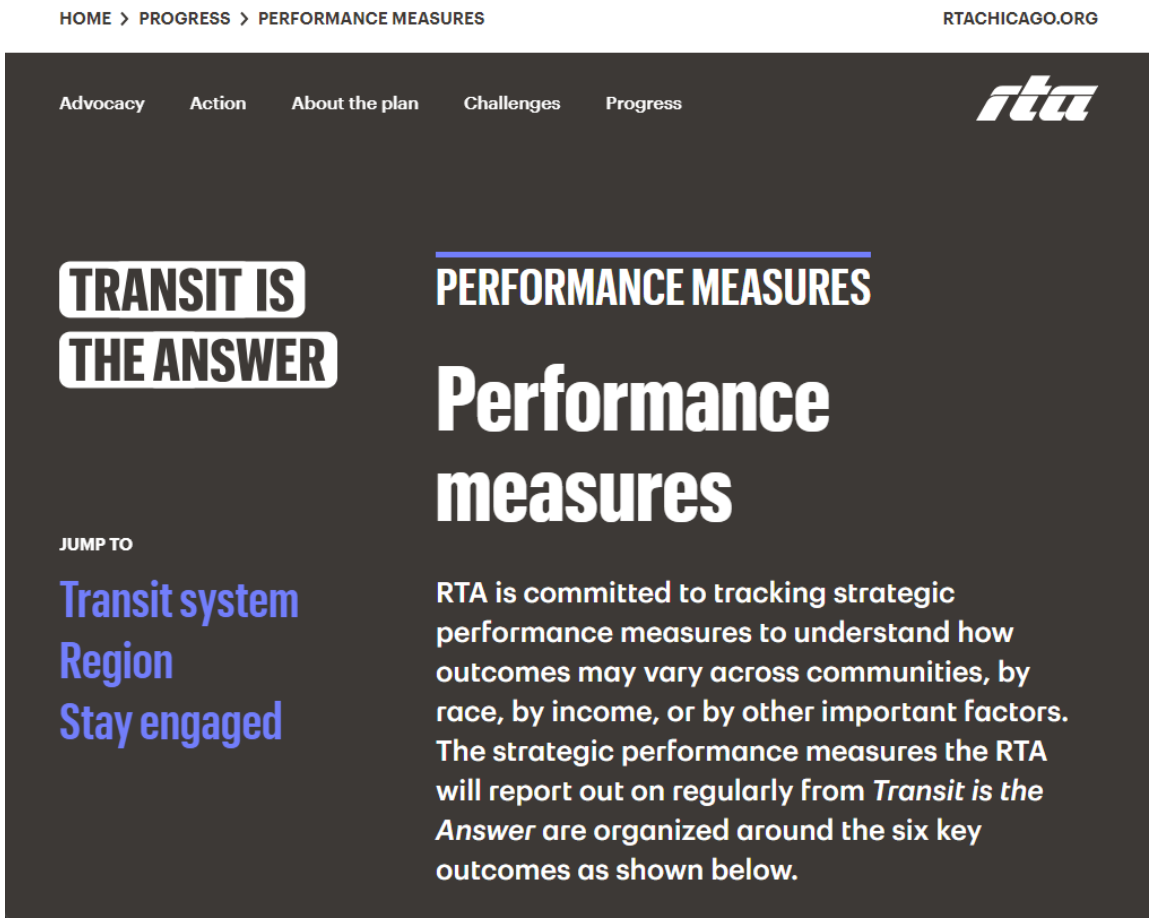
State of Transit Dashboard



Finance Dashboard



Measuring our progress



Transit System outcome areas:

- Safe, accessible, reliable, and useful for riders
- State of good repair
- Financially stable

Transit System: Safe, accessible, reliable & useful

Safe, accessible, reliable, and useful for riders

Select results to view: CTA Bus | CTA Rail | Metra | Pace ADA | Pace Bus | Pace DAR | Pace Vanpool | System

YTD 2023 current through July

The metrics on this dashboard reflect how our transit system is safe, accessible, reliable, and useful to our riding public. By default, results are shown for the whole RTA system, but results are available for each mode of service operated within the RTA system by using the selector tabs across the top of the page.

Ridership: total number of trips taken on transit service.

Average Speed is calculated as the total vehicle revenue miles divided by the total vehicle revenue hours.

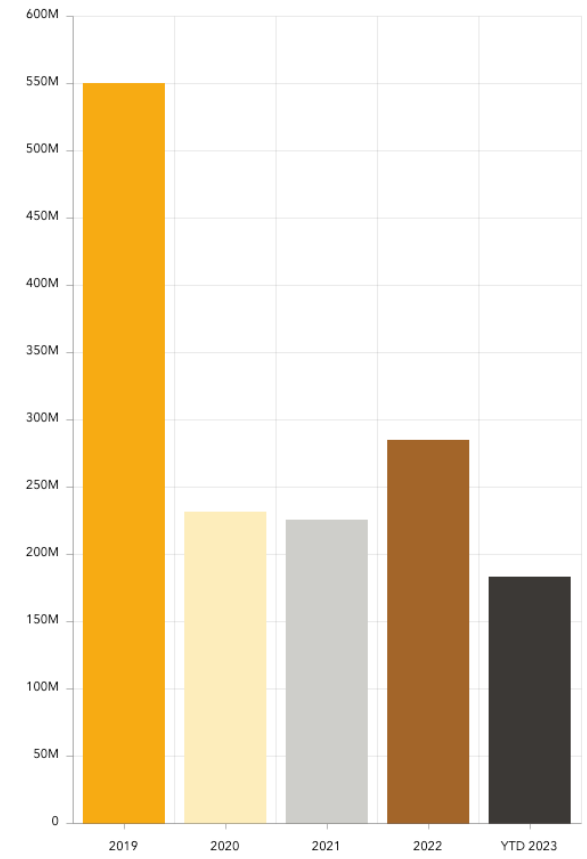
Efficiency: the number of passenger trips per hour of transit service.

Reportable Events per Million Passenger Trips includes all safety and security incidents meeting the thresholds established by the Federal Transit Administration and Federal Railroad Administration (for commuter rail), expressed on a per million passenger trip basis.

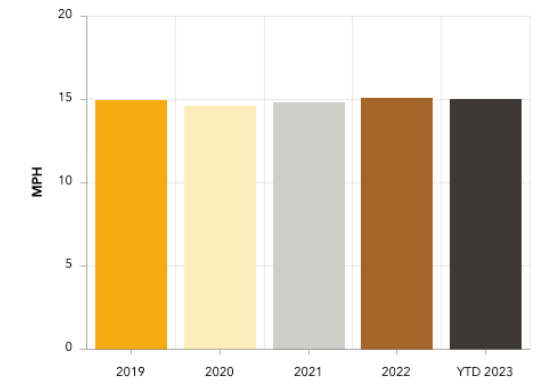
Service Density: total annual vehicle miles of service per square mile of the transit operator's service area.

2019-2021 data have been audited, finalized, and published by the National Transit Database (NTD). 2022 and 2023 data are not audited or final and will be updated at least quarterly.

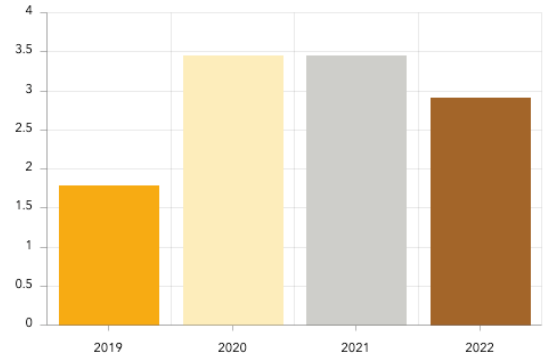
RIDERSHIP



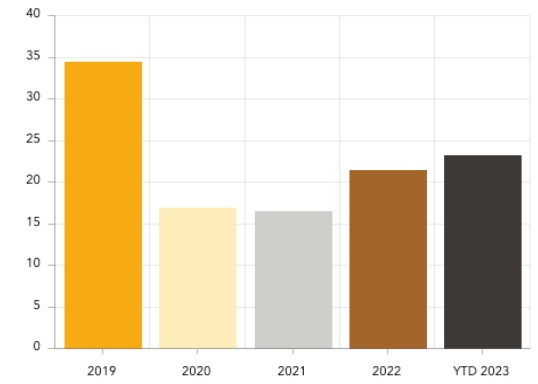
AVERAGE SPEED



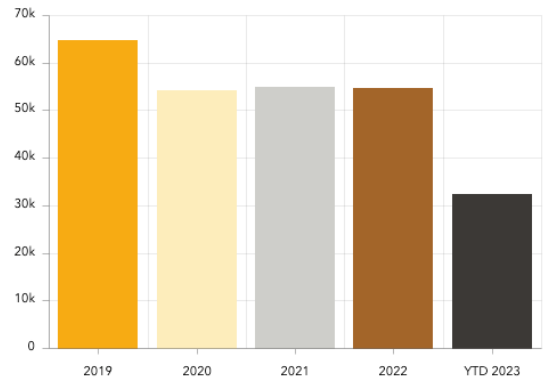
REPORTABLE SAFETY & SECURITY INCIDENTS PER MILLION PASSENGER TRIPS



EFFICIENCY: PASSENGER TRIPS PER VEHICLE HOUR

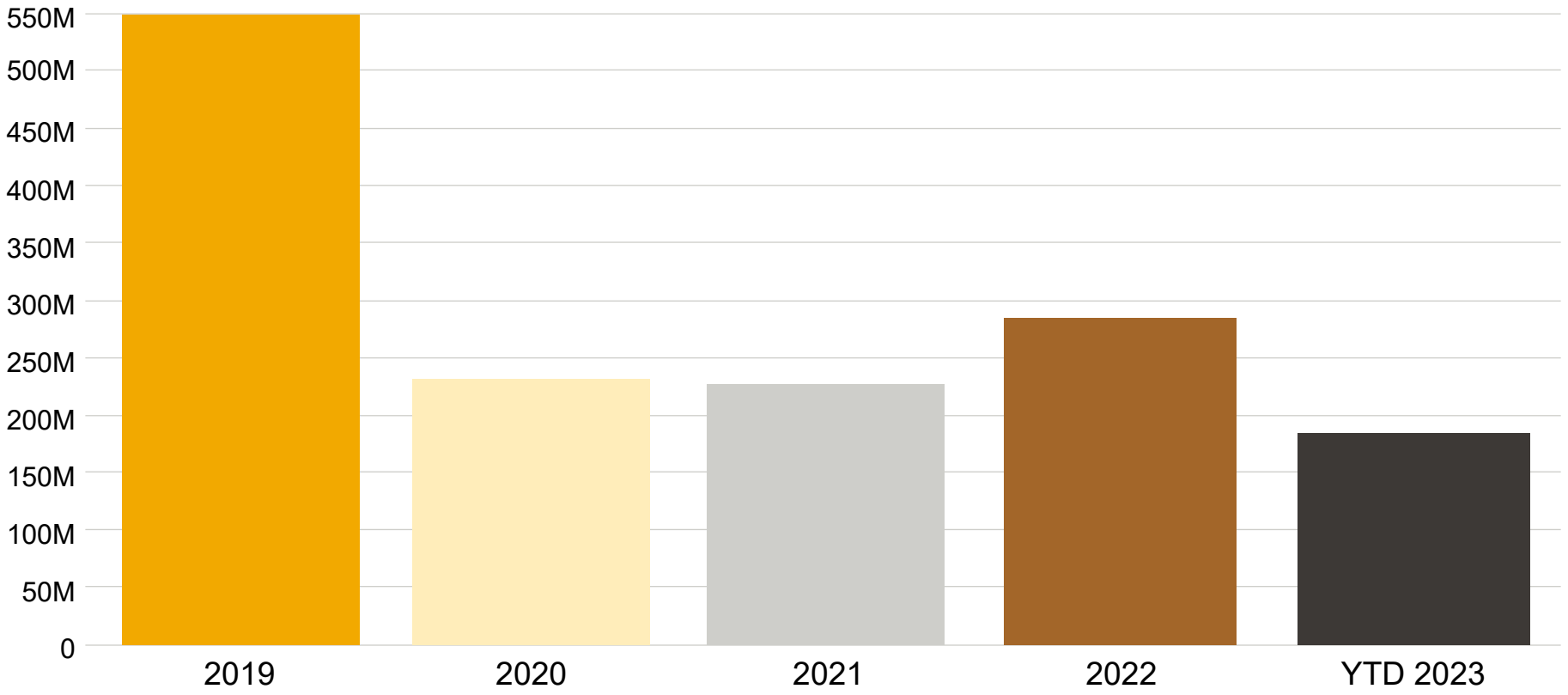


SERVICE DENSITY: VEHICLE MILES PER SQUARE MILE



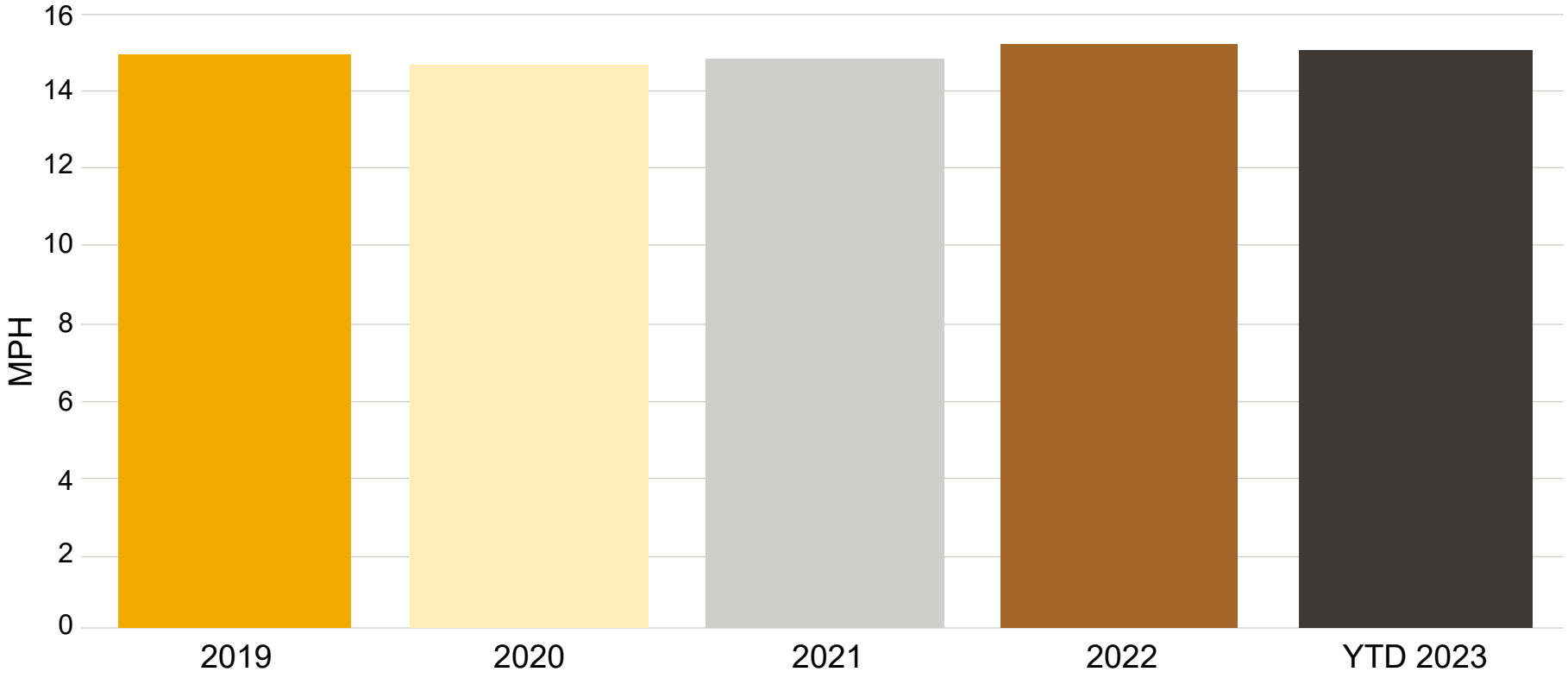
Transit System: Safe, accessible, reliable & useful

Ridership



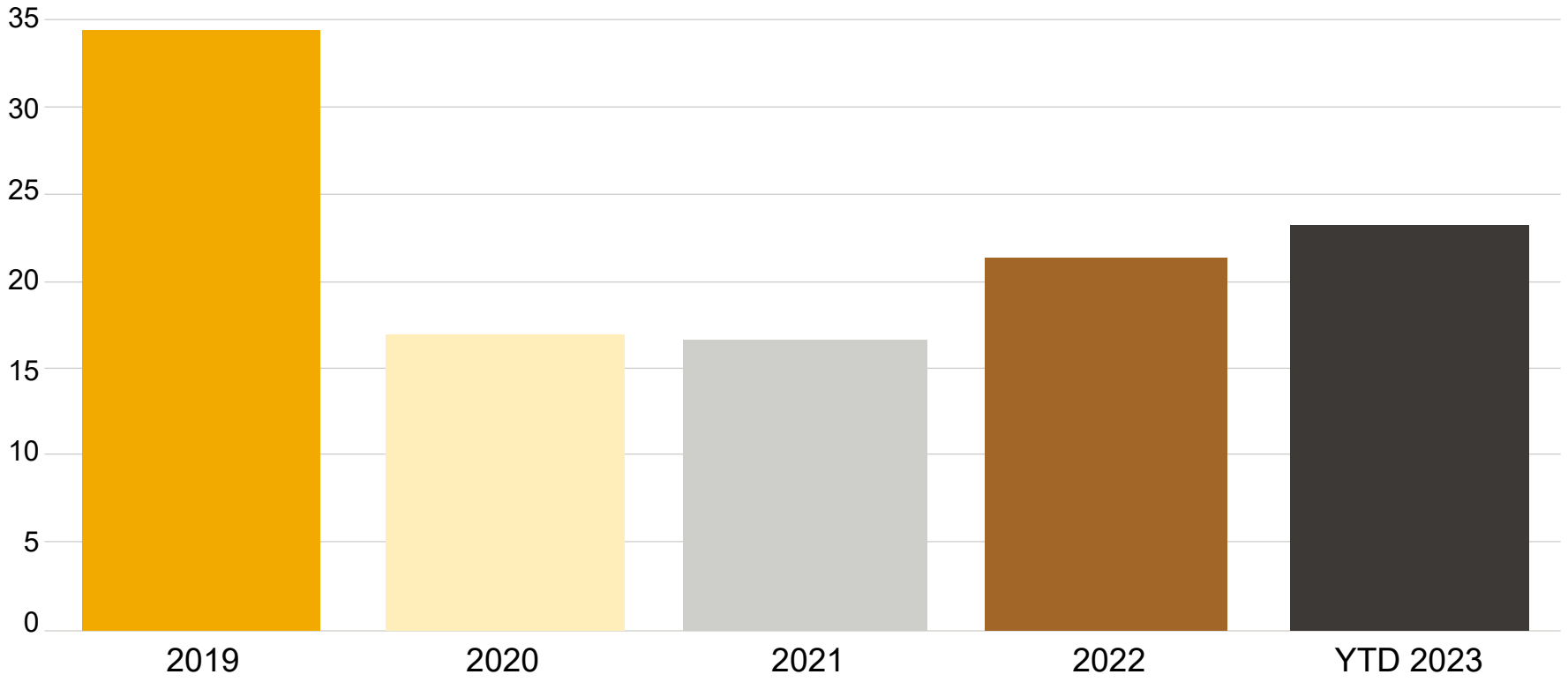
Transit System: Safe, accessible, reliable & useful

Average speed



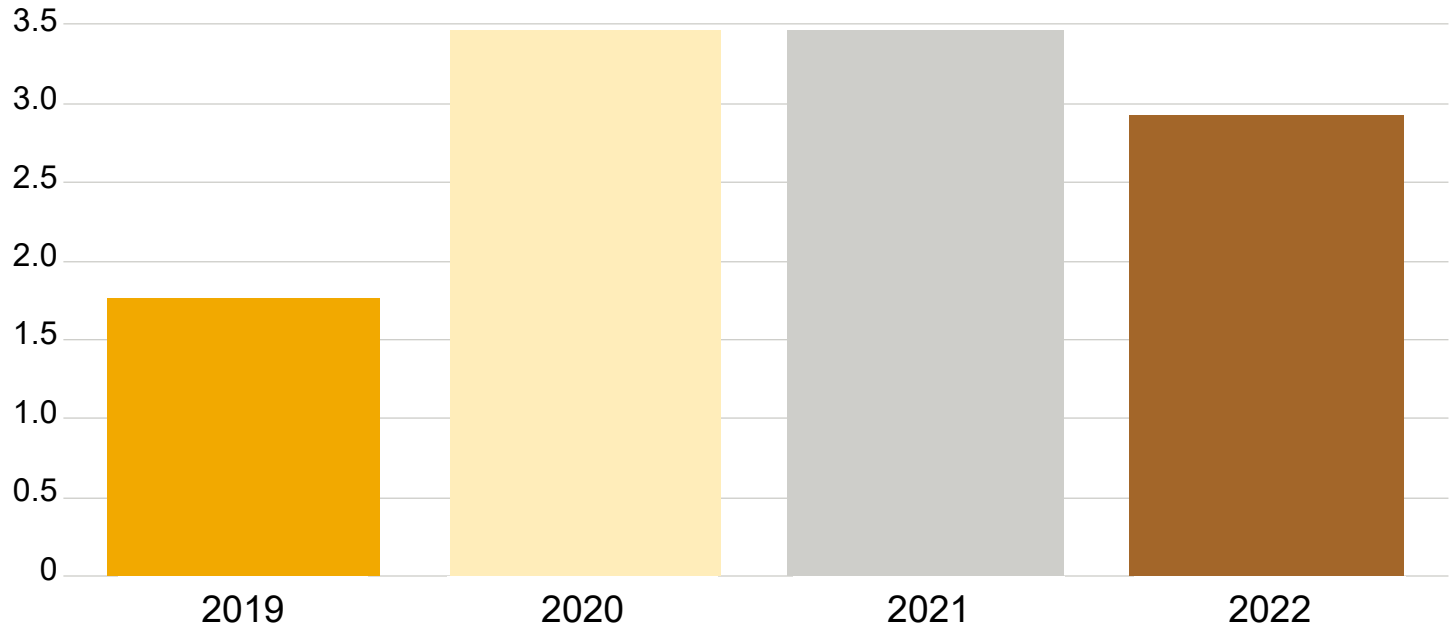
Transit System: Safe, accessible, reliable & useful

Efficiency: passenger trips per vehicle hour



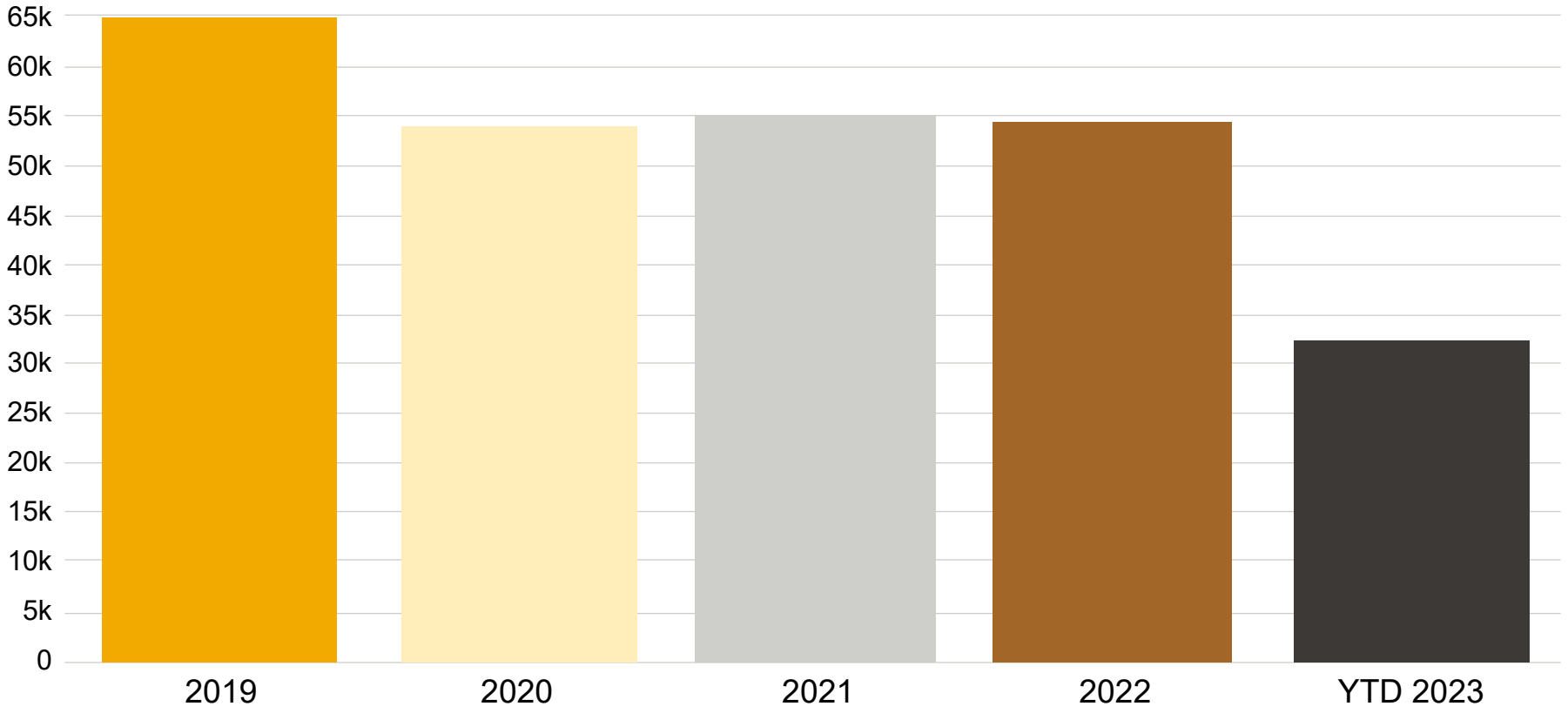
Transit System: Safe, accessible, reliable & useful

Reportable safety & security incidents per million passenger trips



Transit System: Safe, accessible, reliable & useful

Service density: vehicle miles per square mile



Transit System: A state of good repair

A state of good repair

Select a category: System | Pace ADA | Pace | Metra | CTA

YTD 2023 current through July

The metrics on this dashboard reflect whether the condition of the system's capital assets is sufficient to operate at a full level of performance. By default, results are shown for the whole RTA system, but results are available for each service operator within the RTA system by using the selector tabs across the top of the page.

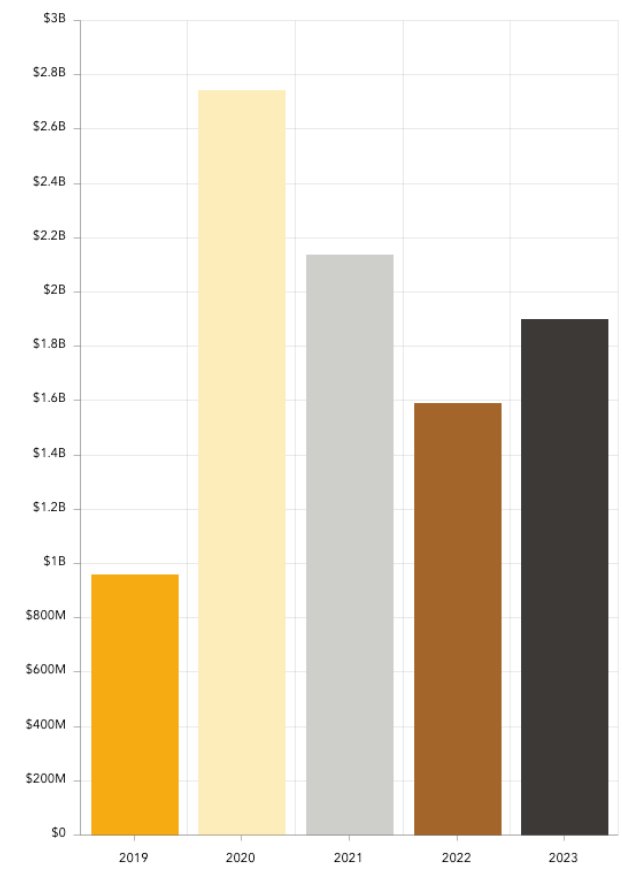
Annual Capital Funding are the amounts budgeted to be expended on capital projects for a given year. Funding allocated in one year is generally expended over a number of subsequent years as projects move through planning, design and construction phases. Annual budgeted amounts can be updated via capital budget amendments. Annual capital amounts shown for 2019-2022 reflect final capital funds; the YTD 2023 amount shown reflects the most recent capital amendments.

Capital Expenditures are expenses related to the purchase of capital equipment and financing capital projects.

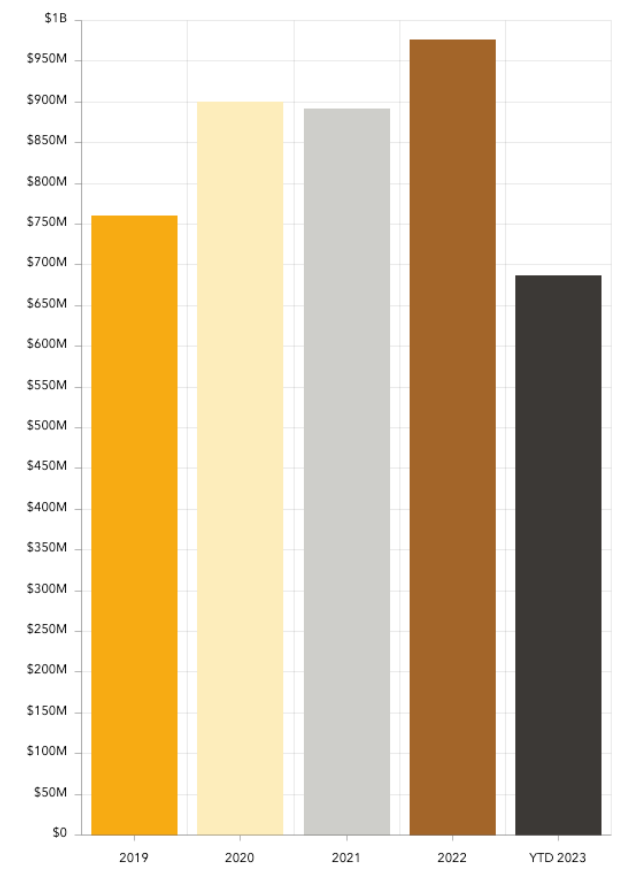
ADA-Accessible Stations are passenger facilities which, in compliance with ADA requirements, provide ready access and do not have physical barriers that prohibit and/or restrict access by individuals with disabilities, including individuals who use wheelchairs.

Miles between Major Mechanical Failures are the average number of service miles that transit vehicles travel between failures of some mechanical element that prevents the vehicle from completing a scheduled trip or from starting the next scheduled trip due to limited actual movement or safety concerns.

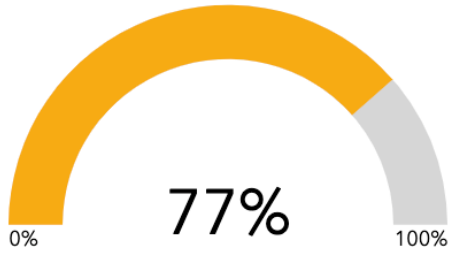
ANNUAL CAPITAL FUNDING



CAPITAL EXPENDITURE

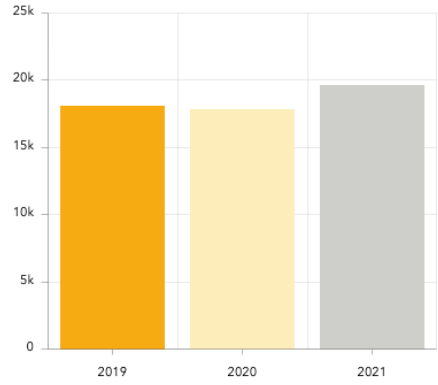


ACCESSIBLE STATIONS



2021

MILES BETWEEN MAJOR MECHANICAL FAILURES



Transit System: Financially stable

Financially stable

Select a category: System | Pace ADA | Pace | Metra | CTA

YTD 2023 current through July

The metrics on this dashboard reflect the financial stability of our transit system. By default, results are shown for the whole RTA system, but results are available for each service operator of the RTA system by using the selector tabs across the top of the page. All data are inflation-adjusted and shown over a period of five years.

Operating Cost per Hour is the expense associated with the operation of the transit agency, per hour that vehicles travel while in revenue service.

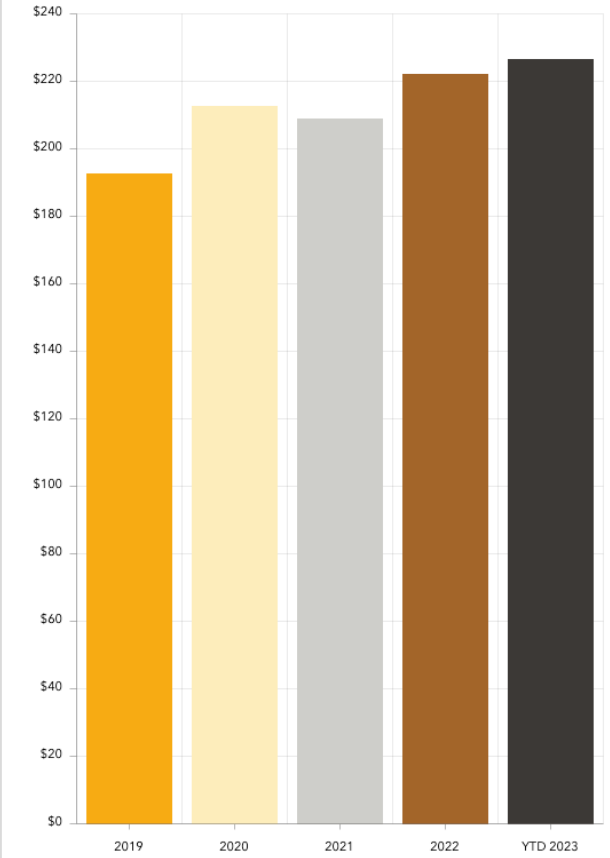
Average Fare is fare revenue as defined by the NTD to include all income received directly from passengers, paid either in cash or through pre-paid tickets, passes, etc., divided by the total number of passenger trips taken, including reduced and free rides and transfers.

Recovery Ratio is the percentage of the operating cost of transit service that is covered by income received directly from passengers (paid either in cash or through pre-paid tickets, passes, etc.).

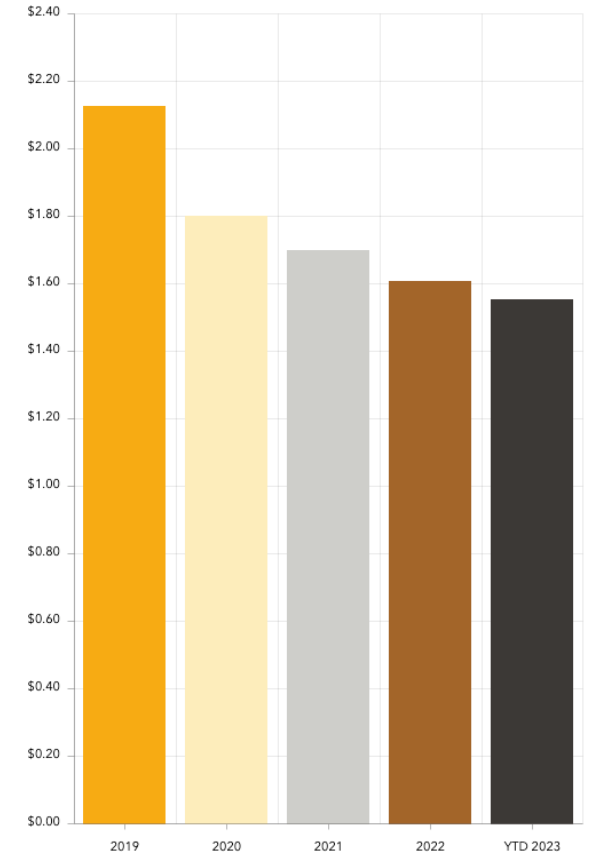
Auxiliary Revenue results from business-type activities in which an agency earns supplemental revenues, including advertising and concessions.

2019-2021 data have been audited, finalized, and published by the National Transit Database (NTD). 2022 and 2023 data are submitted on a monthly basis from our service operators and are not audited or final, and will be updated at least quarterly.

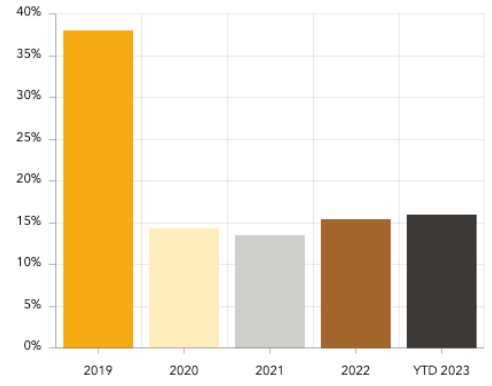
OPERATING COST PER HOUR



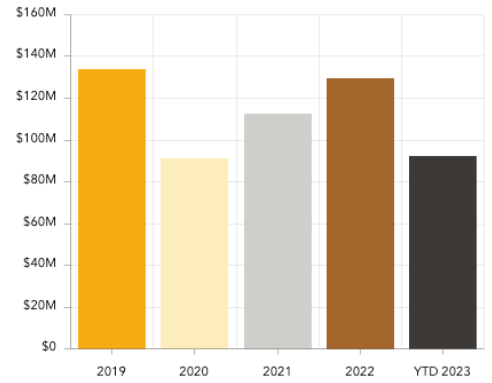
AVERAGE FARE



RECOVERY RATIO



AUXILIARY REVENUE



Next steps

- Continued refinement
  - Data updates
  - New metrics coming under development
  - New outcome areas to be included
- Social media usage to discuss results

7. Action items

7a. Ordinances approving the amendment of the 2023-2027 Capital Program, and extensions to ICE funded projects

2023-2027 Funding changes (in millions)

2023-2027 Capital Program Funding Changes	Current	Change	Proposed
CTA	$2,949.14	$251.99	$3,201.13
Pace	$387.53	$4.22	$391.75
Service Board Changes Subtotal	**$3,336.67**	**$256.21**	**$3,592.88**
Metra	$2,105.88	$0.00	$2,105.88
2023-2027 Capital Program Total Available	**$5,442.55**	**$256.21**	**$5,698.76**

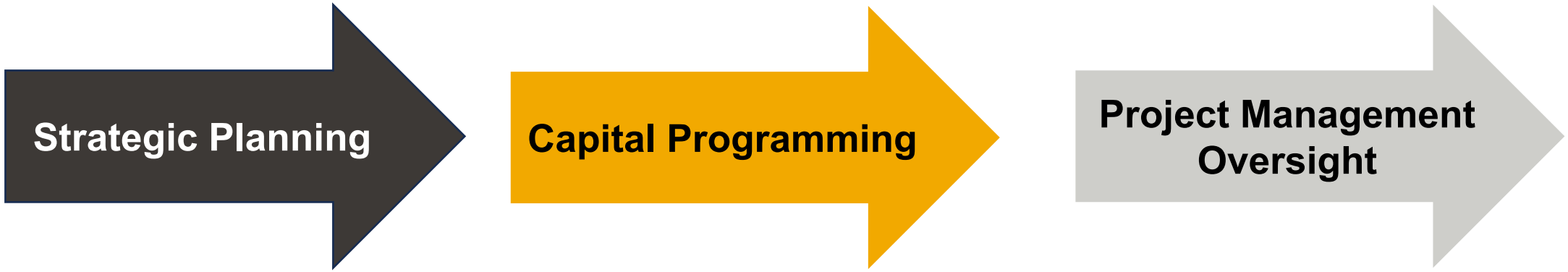
CTA Federal discretionary grants: $241M

- Rail Vehicle Replacement Program: $200M
- Rebuilding American Infrastructure Sustainability and Equity (RAISE): $25M
- Department of Homeland Security (DHS): $13M ($7M increase)
- Transit Infrastructure Grant (TIG): $8M
- Areas of Persistent Poverty (AoPP): $0.8M

Pace: Electric bus program

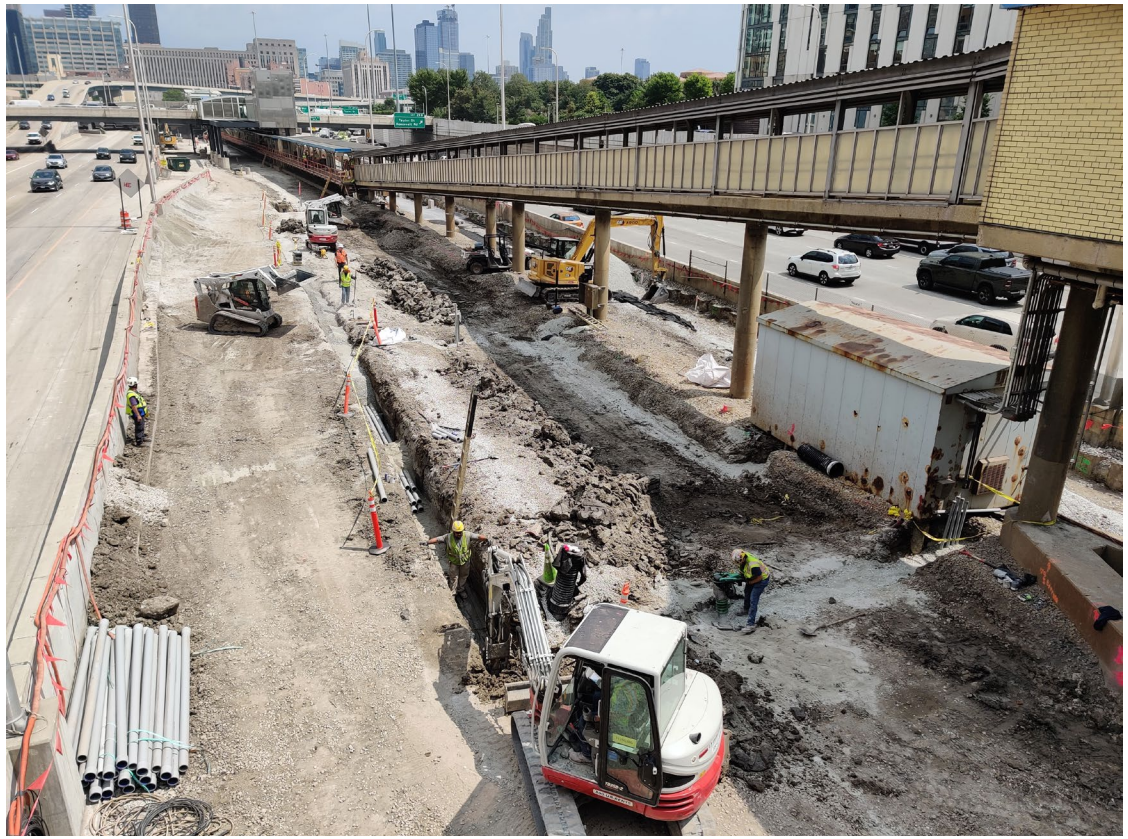
- Pace Electric Bus Purchases
  - $4M FTA TIG and Reprogrammed RTA Bonds

Capital oversight at RTA



Project highlights - CTA

- Forest Park Branch Rebuild – Phase I
  - Track replacement
  - Removal of slow zones
  - Budget $158M
- Status
  - Part A completed on time
  - Alternate service options
  - Planned completion – March 2024



Project highlights - Metra

- 79th Street, 87th Street, 103rd Street Station Rehabilitation
  - Accessible stations with elevators
  - Project budget- $61M
- Status
  - Staged construction
  - 79th Street Station closed 7/10/2023
  - Demolition activities completed
  - Planned completion – September 2024

Project highlights - Pace

- ADA Transfer Facility - Schaumburg
  - Indoor waiting area and restrooms
  - ADA and fixed route connections
  - Additional parking with EV charging stations
  - Budget $6M
- Status
  - Post Office demolition completed
  - Permitting in process
  - Planned completion July 2024

Innovation, Coordination and Enhancement (ICE) extensions

- Metra is requesting the extension of the following six projects
  - Mobile application development
  - Passenger information displays
  - Platform heating technology
  - Luminous platform signs
  - LED lighting conversion
  - Hybrid vehicles purchase

Proposed ordinances for approval

- Amendment to the 2023-2027 Capital Program
- Project extensions to the ICE program

7b. Ordinance approving the Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities Program of Projects

Section 5310 Program overview

- Federal Transit Administration (FTA) funding assistance for public transportation projects that focus on enhancing mobility for seniors and individuals with disabilities.
- Co-designated recipient with IDOT for Northeastern Illinois
- RTA administers funding for operating, mobility management and administration projects.

Human Services Transportation Plan

Identifies critical transportation needs for:

- Older adults
- Individuals with disabilities
- People with low incomes

Recommends goals, strategies/projects

- To address needs and gaps
- To help people access their community with independence

Goals and strategies to meet transportation needs

1. Establish mobility management and travel training networks
2. Expand service areas and hours
3. Coordinate fare media and implement capped fares for certain trips
4. Coordinate volunteer driver support programs
5. Improve access to suburban jobs for residents with low incomes
6. Expand consolidated vehicle procurement types
7. Explore collaboration/consolidation of similar services
8. Establish a regional 1 call/1 click service
9. Create an accessibility infrastructure database

Call for projects timeline

March 22	• Call for Projects opens
April 21	• Applications due
May and June	• Applicant presentations to the Project Selection Team
July 10-August 9	• Public comment period
September 14	• RTA Board approval of program of projects

Funding details

- Total of $19.2M in federal funding from FY22 & FY23
  - $5.5M to IDOT for vehicle procurements
  - $13.7M to RTA for Operating, Mobility Management and Capital projects
- ~$6M in increased federal funding over the FY20-21 Call for Projects

Recommended program

Applicant	Project	Federal Award
CTA	Tactile Signage at Bus Stops	$1,357,600
Clearbrook	Community Connections for Adults with Disabilities	$400,000
CTF Illinois	Point-to-Point for Individuals with Disabilities	$308,534
DuPage County	Transportation to Work Program	$607,086
Kane County	Ride in Kane Phase 21 & 22 (Mobility Management)	$96,000
Kendall County	Kendall Area Transit	$905,020
Little City Foundation	Transportation Program	$620,000

Recommended program

Applicant	Project	Federal Award
McHenry County	McRide Dial-A-Ride	$1,500,000
Pace	Phase Regional Call Centers Project	$3,000,000
Ray Graham Association	RGA's Comprehensive Transportation Program	$463,769
Metra	Metra ADA Signage	$2,000,000
Will County	Will Ride Transportation Service (Mobility Management)	$120,000
Pace	Mobility as a Service Pilot (MaaS App)	$2,398,000

Next steps

- Notification to all applicants
- Application development for submission to the Federal Transit Administration
- Issuance of RTA grant agreements to our grantees

7c. Ordinance approving the RTA's Title VI Plan 2023-2026

7d. Ordinance authorizing a consultant contract for the Far South Halsted Corridor Study

7e. Ordinance authorizing a contract for the Regional Transit Economic Impact Assessment

7f. Approval of travel expense reimbursement(s)

8. CMAP Plan of Action for Regional Transit (PART) process

PART

Plan of Action for Regional Transit

Northeastern Illinois

RTA Board

Sept. 14, 2023

Chicago Metropolitan Agency for Planning

Transit is about people.

Mobility

Transit moves riders and non-riders

Economy

Transit drives the region's economy

Climate

Transit improves air quality and our climate

Equity

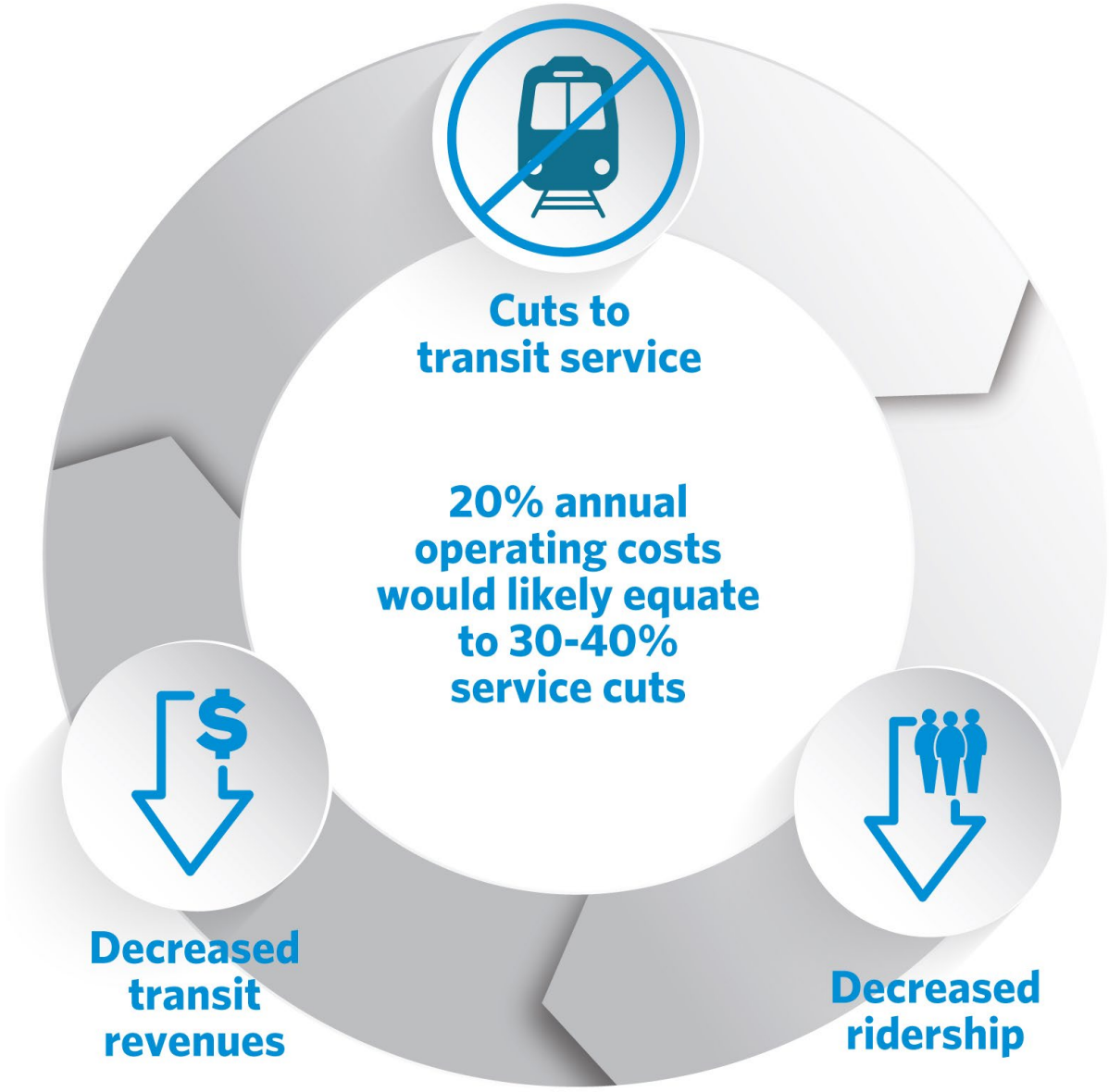
Transit connects people to opportunities

Chicago Metropolitan Agency for Planning

“Regional success relies on transit.”

- ON TO 2050

The creators of this report believe the **cost of inaction** is far **greater** than the **cost of action.**



Chicago Metropolitan Agency for Planning

The system we want

- Focus on transit service
- Provide integrated and affordable fares
- Enable faster and more reliable bus service
- Bolster public confidence in the system
- *Rebuild a ridership base:* Enable the system's evolution into regional rail
- *Rebuild a ridership base:* Foster transit-supportive land use and development
- Invest in a universally accessible system

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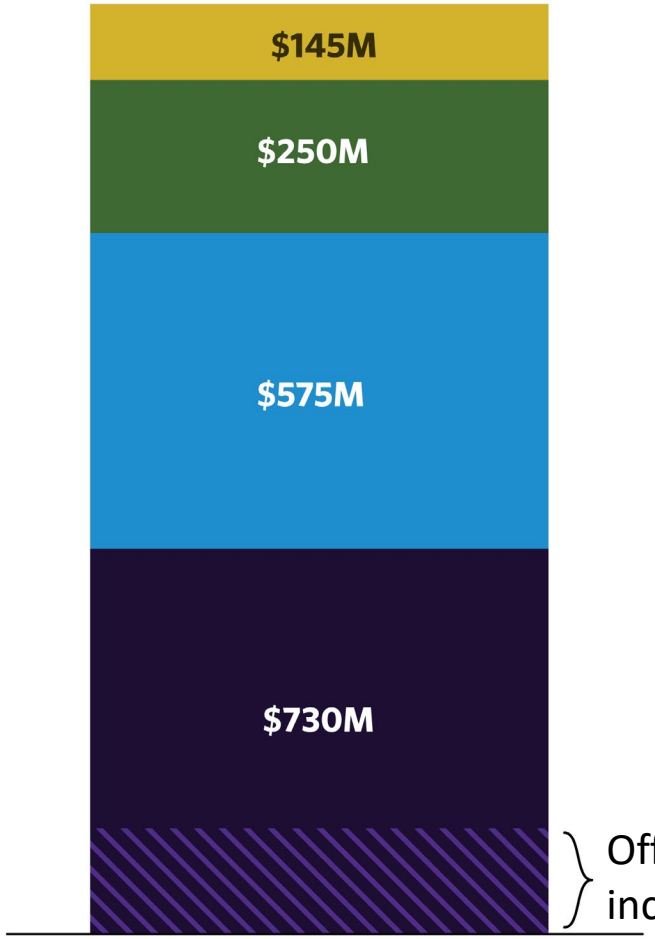
The system the region wants requires investment

- Everything else
- Fare integration and affordability
- Increased service (includes regional rail)
- Close the gap



Supported by $1.5 billion in new public revenue

Both packages also require additional capital investment

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Funding priorities

- The transit system itself must continue to contribute significantly to satisfying operating needs.
- More robust state support for transit is critical.
- Stable, dedicated funding is needed for paratransit.
- Transportation revenues should fund transportation investments.
- Funding solutions should deliver co-benefits for equity and climate goals.
- Revenues should maintain buying power over time.

Revenue categories across packages

System-generated revenues
Fares, containing cost growth

Baseline actions
State recommendations on paratransit and funding current reduced fare programs

Durable sources
New revenues that make sense to implement and keep over the long-term

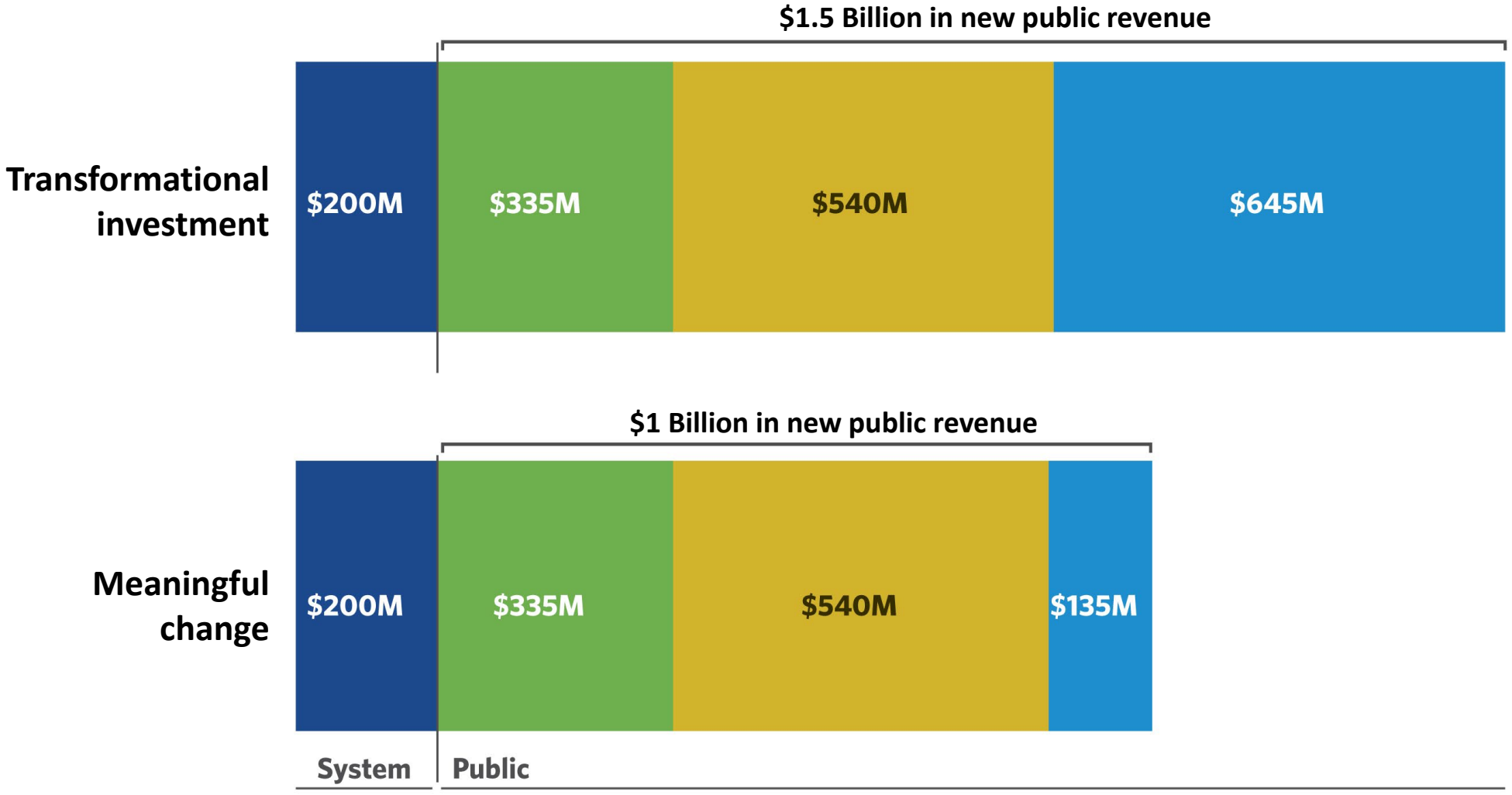
Diminishing / stop-gap sources
Revenues that make sense to implement now but retire over the long-term

Capital sources
Funds to support package investments over time

Two funding packages

Operating revenues

- System generated
- Baseline actions
- Durable sources
- Diminishing or stopgap sources

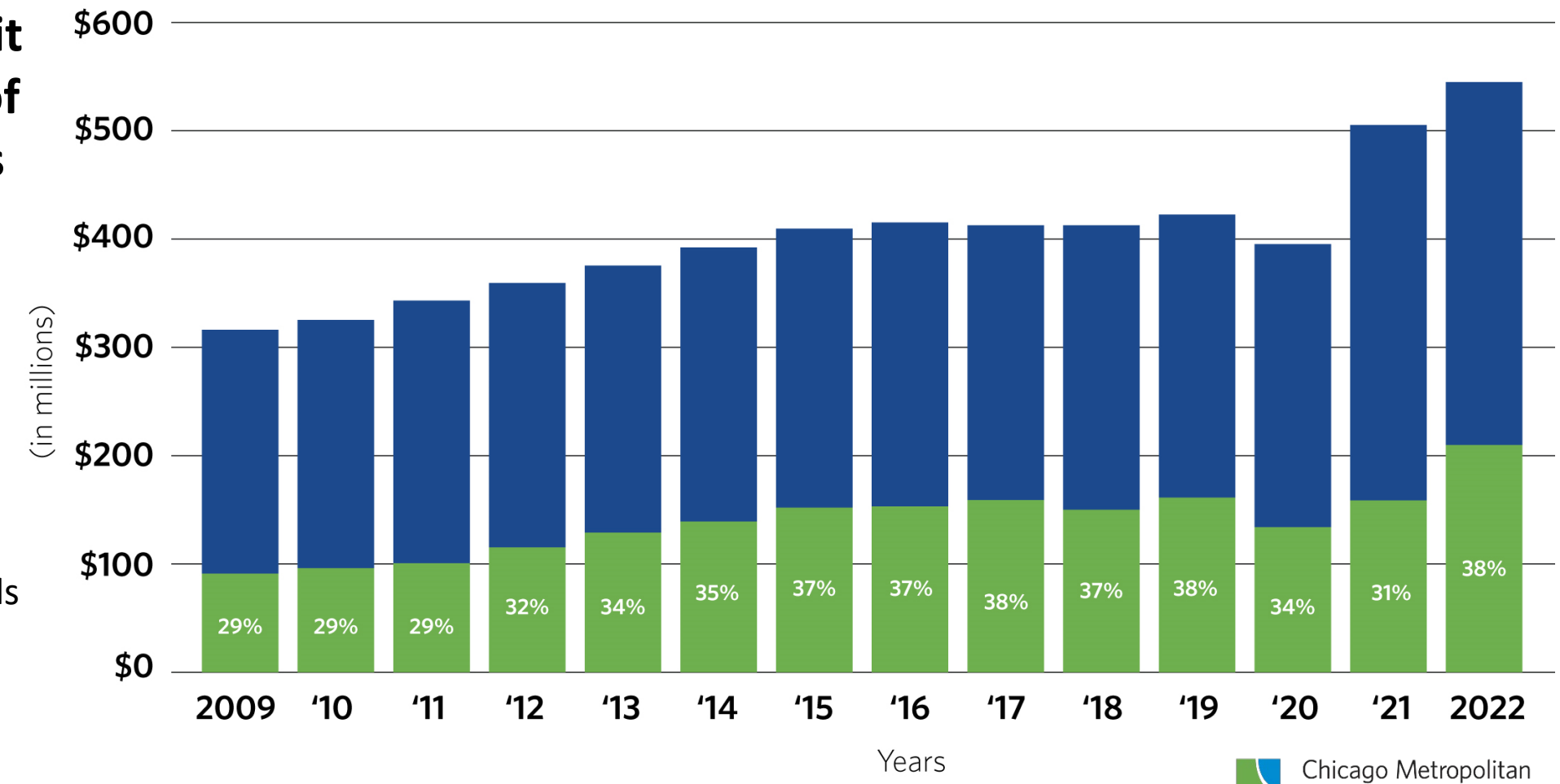


Note: Values are approximate and illustrative of scale.

Increased state support is warranted

Statutory paratransit funding as a share of sales tax II revenues and the associated state match, 2009-2022

- Total Sales Tax II & PTF II funds
- Pace ADA drawdown of Sales Tax II & PTF II funds



Source: CMAP analysis of RTA budget data.

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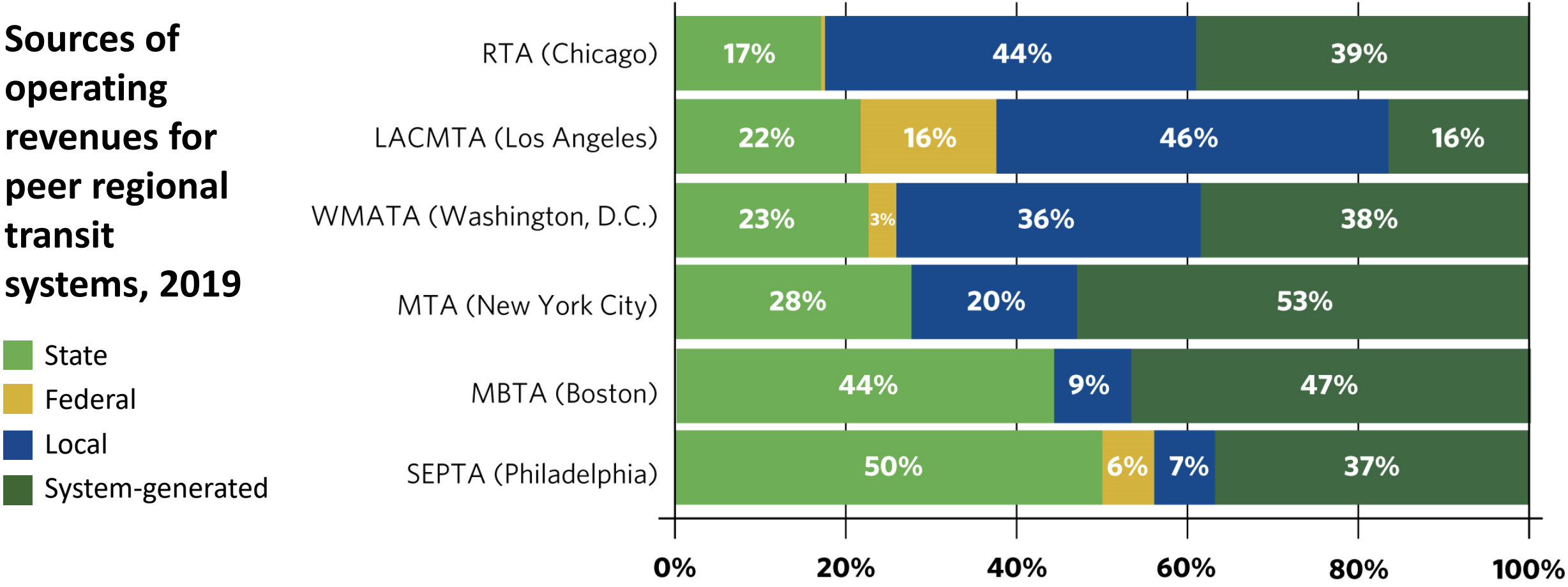
Peer states contribute more

Sources of operating revenues for peer regional transit systems, 2019



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Both packages rely on a suite of new revenue proposals

Both packages include a core of shared revenue sources

System-generated revenues $200 million	Baseline actions $335 million	Durable sources $540 million
• Raise fares • Savings/contain cost growth	• Full state funding for paratransit and reduced fares • Remove state surcharge on RTA sales tax	• Expand sales tax base on services (broad) • Extend PTF match to new sales tax • Parking tax in the Chicago CBD • Raise vehicle registration fees in region $10/car

Diminishing or stop-gap sources vary between packages (specific revenues could be swapped or replaced)

Transformational investment *- $645 million*	***Meaningful change*** *- $135 million*
• Raise RTA sales tax in region by 0.25% • Raise tolls on Tollway facilities (excludes trucks)	• Raise the Motor Fuel Tax by 5 cents/gallon

Capital investment resources are also needed across both packages

Short-term capital options	Medium and long-term capital options
MFT surcharge Flex IDOT federal funds to transit capital Raise tolls on existing Tollway facilities	Road usage charge (RUC) Congestion pricing Toll IDOT freeways CBD cordon Financialize future carbon policies

	Transformational investment	Meaningful change
Annual costs	$400M+	$200M
One-time costs	$220M	$220M

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Principles for governance reform

Funding allocation

Prioritize regional goals and decision-making instead of statutory funding formulas

Grant more regional discretion over how funds should be allocated

Regional coordination

Implement the regional decision-making and oversight necessary to advance system goals

Provide sufficient tools to strengthen the regional entity

Performance metrics

Reduce the farebox recovery ratio requirement

Empower the regional agency to look beyond the fare recovery ratio and set updated performance metrics based on regional strategies and goals

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Governance reform: Regional board appointments

Design board appointment and voting structures to advance regional progress while building local consensus

Integrate more regional perspectives

Provide avenues for local input

Ensure that regional board membership reflects population, ridership, and funding sources

Appoint board members with relevant and diverse experiences

Provide a greater role for the state, especially as it increases its funding support

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Structural reform options

Evaluated multiple options

Integrate service boards into one regional agency

Strengthen RTA and keep service boards

Two options recommended

Keep structure the same, but revise funding allocation

Status quo

Minimize role of RTA

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Integrated agency

Regional board + agency executive

Regional entity

Regional transit functions:

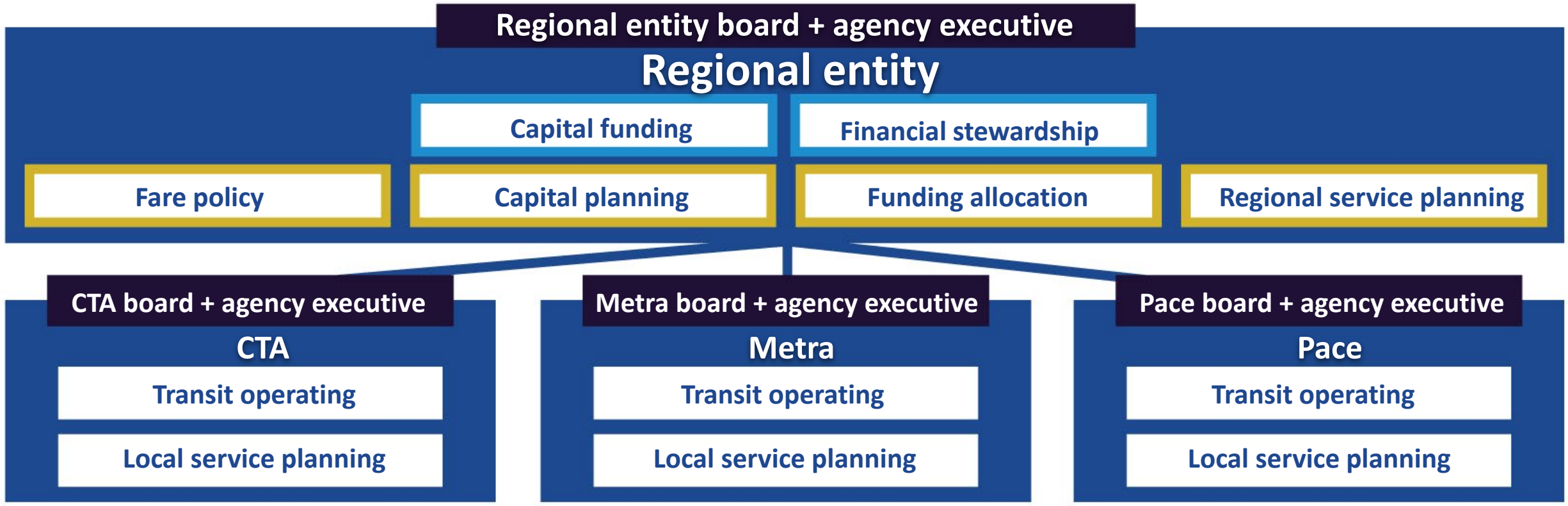
- Fare policy
- Financial stewardship
- Capital planning
- Capital funding
- Service planning
- Strategic planning

Regional corporate functions

- HR & admin
- Selection of agency executive
- Pensions
- Procurement
- Communications
- Labor negotiations

Service committee	Service committee	Service committee	Service committee
Metra *Transit operations, daily service decisions*	**CTA** *Transit operations, daily service decisions*	**Pace** *Transit operations, daily service decisions*	**Paratransit, On Demand** *Transit operations, daily service decisions*

Strengthened and re-envisioned RTA



Each agency is responsible for its own:

- HR & admin
- Selection of agency executive
- Pension
- Procurement
- Communications
- Budgeting
- Labor negotiations (where applicable)

New functions for the RTA

Current functions of the RTA to be strengthened

Functions each agency is individually responsible for

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Next Steps

Resolution approval sought from Board/MPO on October 11

Deliver report to General Assembly and Governor's office

Provide briefing to General Assembly

Support legislative actions

Provide further analysis & research

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Thank you!

Visit **cmap.is/PART** for information and resources.

If you have any questions, please contact Laura Wilkison at lwilkison@cmap.illinois.gov.

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9. New business

Adjournment

The next meeting of the RTA Board of Directors is scheduled for Thursday, October 19.

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