

# Meeting of the RTA Board of Directors

February 19, 2026

Welcome! Meeting Starts at 9:00 a.m.

Meeting Agenda: [rtachicago.org](https://rtachicago.org)



# 1. Call to order

# **Pledge of allegiance**



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# RTA Board of Directors meeting

- Roll call
- Approval of minutes

**6d. Proposed  
Railroad  
Rehabilitation and  
Improvement  
Financing (RRIF) loan  
for Metra's Bridge  
Improvement  
Program**





# METRA BRIDGE PROGRAM

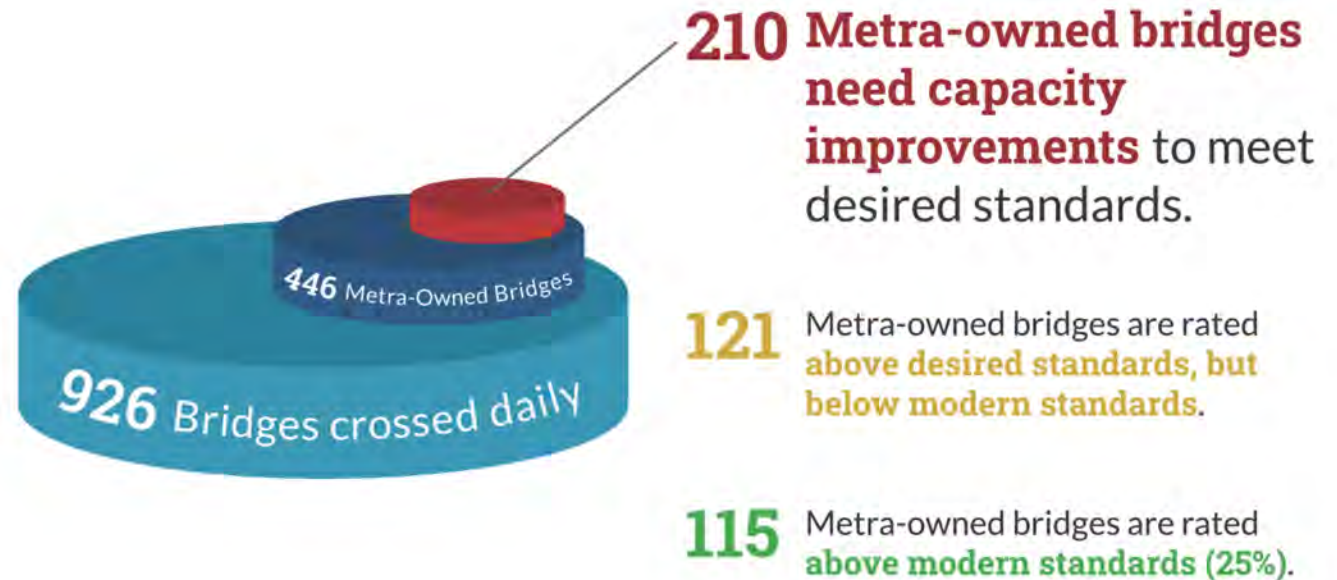
RTA Board  
Feb. 19, 2026

# BIG PICTURE

- Metra's State of Good Repair backlog exceeds **\$12 billion** and grows annually
  - Bridges account for at least **\$2.8 billion** of the backlog
- **Capital funding sources, even with projected increases and recent discretionary grant success, are insufficient to address the backlog**
- Several bridge rehabilitation and replacement projects are advancing but need additional funding
- A new funding source to address bridges would allow Metra to use existing sources for the rest of the system
  - USDOT loans present an excellent opportunity, and we want to continue with the application process to set NITA up for early success

# CLOSER LOOK AT METRA BRIDGES

- Bridge Inventory
  - Operating over 926 bridges
- Metra owns 446 bridges
  - 227 bridges more than 100 years old and many are more than 140 years old
  - Service life for steel bridges is 75 years
  - 80% are more than 75 years old
- 210 bridges exceed normal load rating
  - Increases bridge degradation
  - Decreases remaining life
  - Can reduce speed to extend life
- **Urgent need for attention to bridges**



# BACKGROUND

- **2014:** Metra Ordinance identified **Rolling Stock Modernization** as a priority but also identified **Bridges** as an unfunded need

- Ordinance directed staff to find “self-help” funding sources

**Rolling Stock Modernization** continues with discretionary grants and formula funds, but **work is incomplete:**

- Metra has funding for 200 cars from Alstom (but 500 are needed) and 8 trainsets from Stadler
- Metra is buying 42 locomotives from Progress Rail (but we need 40 more just to replace locomotives that are more than 40 years old)
- **2019:** Preliminary discussions of the need to develop funding for **Bridges**
- **2020-2021:** Bridge inventory/assessment conducted
- **2022:** Bridge Improvement Program identified and fleshed out with Board working group



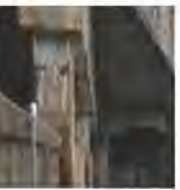
# BRIDGE IMPROVEMENT PRE-PROGRAM AND PROGRAM

## Pre-Program

- Metra has 19 bridge projects currently in planning stages that are not yet fully funded (including major UP North Bridge Project)
- Cost of fully funding these 19 bridges is **\$230 million** (which is our immediate funding need)

## Program

- Looking forward, Metra proposes a **20-year Bridge Improvement Program** (BIP) that would include 5 bridge rehabilitations and 5 bridge reconstructions per year
- **200 total bridges** over the 20-year period (in addition to the bridges in the Pre-Program)
- **Annual cost of approximately \$160 million**, including all phases of each bridge
  - Approximately \$10 million of each of the first three years is funded, which will cover PE/NEPA
  - There is **no funding** for Final Design and Construction for these groups
  - There is **no funding** for Groups 4-20



# BAB LOAN FEATURES AND OPTIONS

- **United States Department of Transportation's Build America Bureau (BAB) Loan Programs**

- **Interest rate:** Treasury rates, plus a few points (currently 4.92%)
- **Draw as you go:** Loan proceeds are used only as projects expend funds. Interest only accrues on expended loan proceeds
- **Prepayment:** Spent loan proceeds can be repaid early with no penalty, and there is no penalty for not using all loan proceeds
- **Deferred Repayment:** Repayment does not need to begin until 5 years after full project completion



## Railroad Rehabilitation and Improvement Financing (RRIF)

- Finance up to 100% of eligible project costs
- Credit Risk Premium (CRP)

## Transportation Infrastructure Finance and Innovation Act (TIFIA)

- Finance up to 49% of eligible project costs



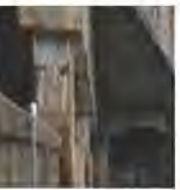
## PREFERRED LOAN OPTION AND ALTERNATIVES

Metra is proposing a **\$230 million RRIF loan** to complete funding for the 19 bridges in the Pre-Program, and additional future loans for 200 bridges in the **Bridge Improvement Program**



# ALTERNATIVES TO RRIF LOAN

- **Delay Pre-Program and BIP bridge projects**
  - Increases maintenance costs, and construction costs due to inflation
    - Example: UP North Bridges – North 11 bridges and Ravenswood Station cost \$169 million (2011-2021), next 11 (without station) projected to cost \$420 million (2026-2030)
  - Slow zones and service disruptions
- **Defer station, rolling stock, track & retaining wall, customer projects**
  - Reallocate \$40M-\$60M per year for next 4-6 years to fund Pre-Program bridges
    - No certainty that we can re-fund these existing projects – completion is put at risk
  - Do not advance BIP Groups 1-3 beyond PE/NEPA
  - Absorb **inflationary cost increases** in all deferred projects (**10% per year - \$4M-\$6M per year**)
- **Several revenue bond issuances**
  - Significant costs and limitations



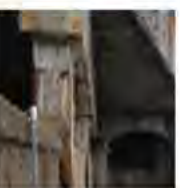
## PROCESS SO FAR

- ▶ **2023-2024:** Metra staff engaged with Build America Bureau (BAB) for exploratory discussions
- ▶ **January 2025:** Metra Board approved formal engagement with BAB
- ▶ **Spring-Summer 2025:** Metra staff met BAB staff in-person for intake meeting, submitted a signed Letter of Interest, and initiated underwriting review
- || **Fall 2025:** Process paused as NITA Act approved; prohibits Service Boards from taking on new debt and removes NITA's debt limit



## PROPOSED WAY FORWARD

- ▶ In partnership with RTA, continue groundwork to set NITA up to successfully execute loan
- ▶ Sign agreement to reimburse BAB's legal costs (~\$400K to \$600K) associated with developing a loan
  - The reimbursement agreement would not commit NITA or BAB to enter into loan agreement
- ▶ RTA staff evaluate initial RRIF Loan and engage with BAB for creditworthiness review
- ▶ NITA alone negotiates terms and executes RRIF Loan



## WHY NOW?

- **Problem is not going away:** a 140-year-old bridge this year is a 141-year-old bridge next year
- The time to act is before older bridges **become unsafe or impact service**
- Provides **budget certainty** with fixed rate at loan signing
- **Cost escalation** alone justifies minimal expense
- **Bridge strikes** are costly and impact on-time performance; newer bridges have higher clearances



# 4. Public Comment

# 5. Executive Director's report



# Legislative update



# Today's agenda



# 6. Information items

# 6a. Update on the activities of the RTA Transit Access Citizens' Advisory Board

Midway 

Harlem

Midland/63rd

Cottage Grove

Linden

54th/Cermak

Kimball

# **6b. NITA Act Implementation Update**



# NITA Transition Timeline

-  Major Event
-  Agency-led
-  Safety-related
-  External stakeholder-led



# Q1 2026 Working Groups

Leadership Committee

Budget

Fares

Transit  
Service

Land Use

Rider  
Information



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# Goals of the Working Groups

- Focus on identifying timelines, issues, and critical decision-making points for early NITA priorities that are due by January 1, 2027
- Define quick wins for riders and cost estimates to advance them
- Create a budget amendment proposal that requests the RTA Board to allocate a portion of the approx. \$300M in 2026 regional funding to these priorities
- Sketch initial timelines for longer-term NITA priorities
- Collaborate as external transition requests come in (IDOT for example) so transit agency responses are coordinated

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# Public Safety

- Cook County Sheriff's Office establishes NITA Law Enforcement Task Force of police departments
- NITA establishes Office of Transit Safety and Experience and NITA Executive Director designates full-time Chief Transit Safety Officer
  - Responsibilities include developing and implementing a regional safety strategy and coordinating across law enforcement agencies
  - Assemble and manage Coordinated Safety Response Council, which includes representatives from NITA, Service Boards, Cook County State's Attorney's Office, law enforcement agencies, social services organizations, and more
- December 2026: NITA Law Enforcement Task Force submits report of recommendations to the Coordinated Safety Response Council

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# Budget Working Group

## 2026 Budget amendment

- Potentially as early as April
  - Concurrent funding and budget amendment to allocate some of additional \$300M
  - Will be informed by recommendations of the other working groups

## 2027 Budget calendar

- Establish 2027 budget timeline for May Budget Call
  - Earlier milestones due to November 30 adoption deadline

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# Budget Working Group (continued)

## New, simplified operating funding formula for 2027

- Single pool of existing and new sales tax and PTF
  - NITA expenses including regional debt service, and ADA Paratransit funded off the top
  - Service Boards

## Recovery Ratio

- 25% requirement for 2027, 2028 and 2029 budgets
  - All exclusions eliminated except security

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# Budget Working Group (continued)

## New State Capital Funding:

- Service Board proposals for use of funding

## Capital Evaluations:

- New Themes and Updated Evaluations for 2027-2031 Capital Program
  - Improving Physical Access to Stops/Vehicles/Transit Facilities – new theme
  - Service Standards – new theme
  - Environmental Protection – updated theme
  - Racial Equity and Mobility Justice – updated theme

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# Fares Working Group

## Immediate Actions

- Expansion of Access Pilot
- Transit Benefits Merger
- Ventra 3.0
- Harmonizing fare policies and programs

## Medium-Term Actions

- Fare capping
- Regional fare payment, schedule, and real-time transit customer information application

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# Transit Service Working Group

## Immediate Actions

- 2026-2027 service enhancements:
  - CTA Frequent Bus Network, Metra System Network Plan & Regional Rail pilot, Pace Revision
- Regional service planning
  - Transit use propensity, land use density, service gaps
  - Inter-agency/modal connectivity

## Medium-Term Actions

- Regional service plan process development
- Service standard development

# Land Use Working Group

## People Over Parking Act

- Map impacted areas in coordination with Service Boards and CMAP staff
- Technical assistance to local municipalities

## Transit-Supportive Development

- Complete in-progress Joint Development Study
- Launch Joint Development Program



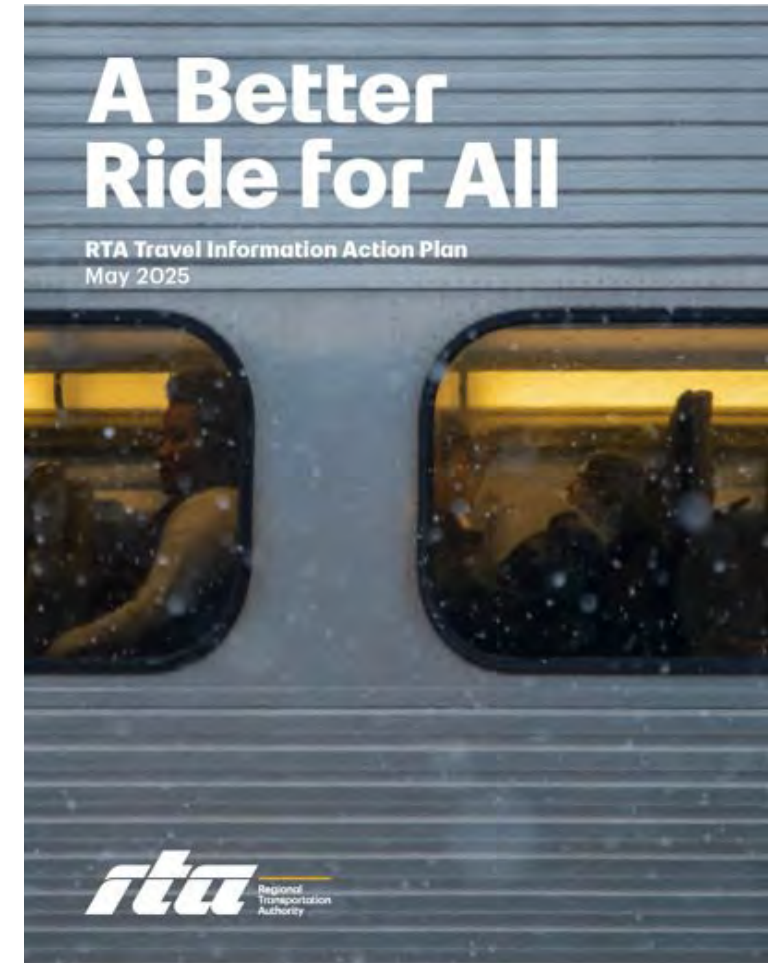
# Rider Information Working Group

## Immediate Actions

- Travel Info Action Plan
- Comms coordination for translation

## Medium-Term Actions

- Language Access Plan
- Develop technical standards for info sharing



# 6c. Capital Planning, Programming, and Prioritization Overview



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# Past and future of capital planning

- RTA capital planning today and its evaluation over the past 5 years
  - Evaluations of capital projects
  - Improved transparency
- The work done lays a strong foundation for NITA to shift from evaluation to prioritization
- What the NITA Act calls for and steps to get there

# Capital Programming Before/After NITA

## Before:

- RTA/Service Boards define funding needs and funding availability
- Service Boards and RTA can issue debt for capital projects to meet the need
- Service Boards conduct planning of large projects
- Service Boards propose individual projects and approve them through their Boards
- RTA conducts regional project evaluations, published in RTAMS and the Budget Book
- RTA Board approves the overall capital program that includes service board projects, RTA evaluation of the projects

## After:

- NITA/Service Boards define funding needs and NITA determines funding availability
- NITA can issue debt for capital projects and CTA can issue debt only for RPM and RLE
- NITA will conduct early planning of large projects and then assign the capital delivery of each project to an entity to construct
- Service Boards can continue to propose individual projects in collaboration with NITA
- NITA will evaluate projects with more themes included in the NITA Act and use these details to help prioritize projects
- NITA board approves the regional capital program

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# Existing State Requirement on Project Evaluations

State Passes Public Act 102-0573 requiring all State Funded projects to be evaluated using seven key criteria:

1. Access to Key Destinations
2. Reliability Improvement
3. Capacity Needs
4. Safety
5. State of Good Repair
6. Racial Equity and Mobility Justice
7. Economic Development

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# Strategic Plan Development: Regional Priority Project List

1. Maintain the existing Priority Project list and process
  - Service boards continue to submit an annually updated list of key projects they would complete over a 10-year period if unlimited funding were available
  - RTA to include the Priority Projects list in the budget book to show the estimated 10-year need
  - Projects in the Capital Program are identified by the Priority Project they address

# Priority Projects:

Agency	Priority Project	Mode	2026 Funding	2026-2030 Funding	10 Year Funding Needed	10 Year Unfunded Need
 CTA	Red Line Extension	Rail	\$943,463,828	\$3,802,878,973	\$4,200,183,573	\$397,304,600
 Metra	Next-Gen Regional Rail Fleet	Rail	\$236,599,137	\$746,607,378	\$2,240,000,000	\$1,493,392,622

This project will acquire the next generation of Metra's rail fleet in relation to its goals to shift to a regional rail model. Metra plans to purchase hundreds of new multi-level railcars with modern amenities, several doors, and near-level boarding. Metra will be among the first in the nation to pilot battery-electric passenger trainsets and locomotives. These investments will renew and expand Metra's transit fleet and offer additional capabilities to add service, gain efficiencies, and adapt the operating model to better serve riders.

Project Title	Asset Category	Mode	2026 Funding	2026-2030 Funding	PMO
 Battery Electric Train Infrastructure	Rolling Stock	Rail	\$3,000,000	\$14,150,000	
 Battery Powered Locomotives	Rolling Stock	Rail	\$9,024,137	\$29,024,137	
 New Bi-Level Rail Cars Purchase	Rolling Stock	Rail	\$141,000,000	\$490,923,938	✓
 Switcher Locomotive Procurement	Rolling Stock	Rail	\$1,000,000	\$29,000,000	
 Zero-Emissions Locomotives	Rolling Stock	Rail	\$0	\$0	✓
 Zero-Emissions Trainsets	Rolling Stock	Rail	\$82,575,000	\$183,509,303	✓

# Strategic Plan Development

## Project Evaluation

2. Use the 5-year Capital Program to evaluate ALL projects based on twelve themes and fifteen measures that are identified in legislation, from public input or via service board current practices

	Regulatory Requirements		Impact to Operating Costs		Accessibility Improvements
	Equity based on Residential Geography		Economic Impact		Access to Key Destinations
	Benefits to Riders		Capacity Benefit and Need		Impact to Service Speed and Reliability
	Asset Condition & Useful Life		Climate Agency Operating Impacts & Ridership/Mode Shift		Impact on Safety & Impact on Security

# Project Evaluations: Budget Book

Metra Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset Condition	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
<b>Metra Priority Project: Next-Gen Regional Rail Fleet 10-Year Need: \$2,240,000,000</b>																
Battery Electric Train Infrastructure	↑↑	↑↑	↑↑	↑	↑↑	-	-	-	⚙️	-	↑↑	↓↓	-	-	↔️↑	14,150,000
Battery Powered Locomotives	↔️	-	↔️	↑↑	-	↑↑	↑	↑	-	⚙️	↑↑	↓↓	-	-	↓↓	29,024,137
New Bi-Level Rail Cars Purchase	↔️	-	↑↑	↑↑	-	↑↑	↑	↑	-	⚙️	↑↑	↓↓	↑	✓	↓↓	490,923,938
Switcher Locomotive Procurement	-	-	-	-	↑↑	↑	↑	-	-	⚙️	↔️	↓↓	-	-	↓	20,000,000
Zero-Emissions Trainsets	↔️	-	↔️	↑↑	-	↑↑	↑	↑	-	⚙️	↑↑	↓↓	↑↑	✓	↓↓	183,509,303



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# Strategic Plan Development: Increased Information Sharing

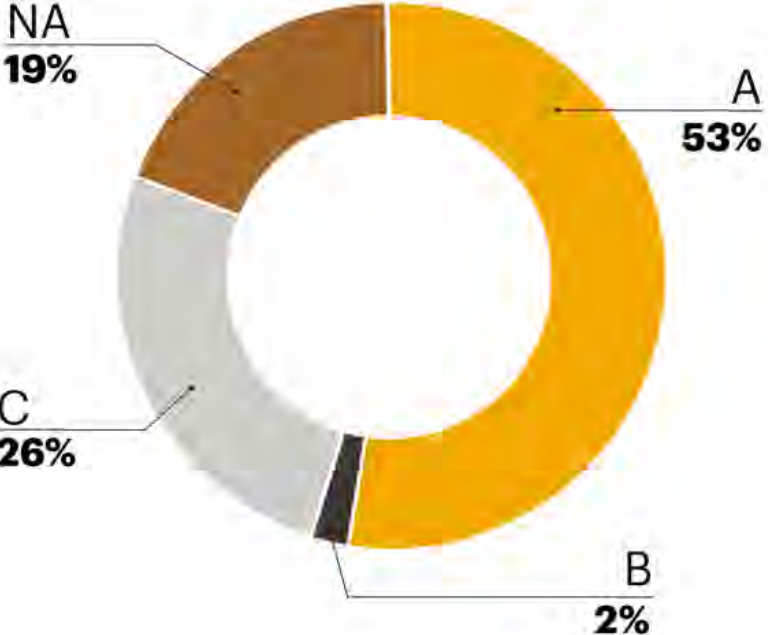
3. Increased public engagement through information sharing
  - Budget Presentations
  - Capital Program on RTAMS
  - Evaluation data on all projects included in Budget Book and RTAMS

# Increased Information Sharing: Board Presentations

## Capacity benefit and need

Project impact on overall capacity, reflecting current and planned levels of utilization

- A:** Project increases capacity of transit operations or facilities where current or planned utilization is near capacity
- B:** Project increases capacity of transit operations or facilities where current or planned utilization is not near capacity
- C:** Project maintains/returns system to original capacity
- NA:** Not related to capacity of transit operations or facilities



# Increased Information Sharing: RTAMS and Budget Book

### CREATE - 75th CIP Rock Island District Connection


[View Project Description Below](#)

Agency	Asset Category	Mode	2026 Funding	2026-2030 Funding	PMO
Metra	Track & Structure	Rail	\$0	\$0	✓

**Key Regional Goal(s) Addressed**

Expansions / Upgrades

**Project Map** ⓘ



**Capital Evaluation Metrics** ⓘ



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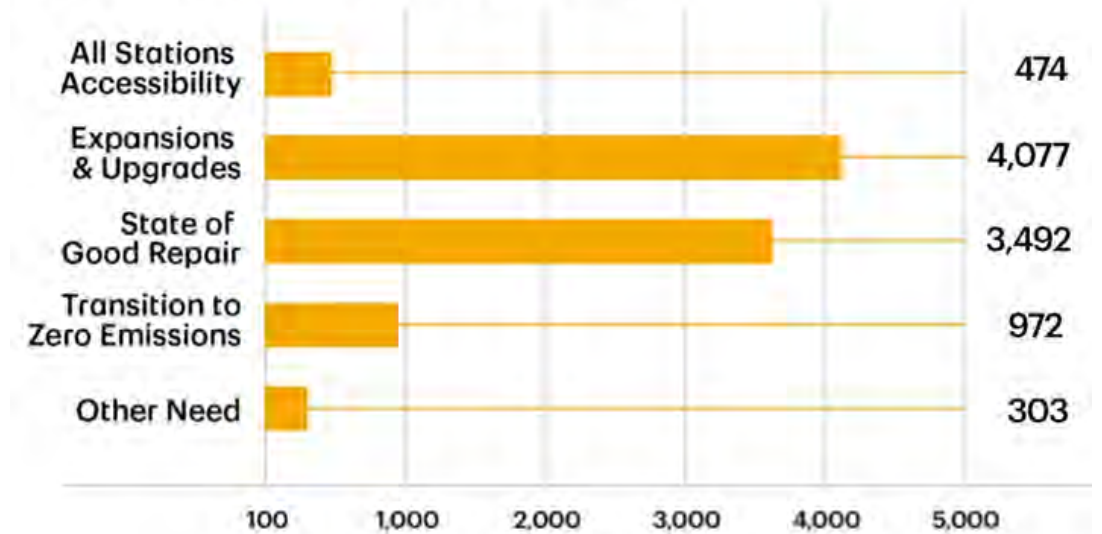
# Annual Capital Programming Calendar

- Winter: RTA works on preparing the budget call which includes annual updates to guidance on evaluating projects
- May/June: Budget Call to be released
- September: Service Boards share proposed capital program with projects evaluations to RTA Staff
- October: RTA Staff reviews evaluations, sends feedback and adjusts proposed program
- November: Service Boards approve their Budgets and present them to NITA Board
- December: Board reviews and approves the capital program

# Key Regional Goals:

- State of Good Repair
- Transition to Zero-emissions
- All Stations Accessibility
- Expansions and Upgrades
- Other Need

Figure 27. Regional Goals (dollars in millions)




## Zero-Emissions Trainsets

[View Project Description Below](#)

Agency	Asset Category	Mode	2026 Funding	2026-2030 Funding	PMO
Metra	Rolling Stock	Rail	\$82,575,000	\$183,509,303	✓

### Key Regional Goal(s) Addressed

 Transition To Zero Emissions



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# What's Next: NITA Act requirements for capital programming

- Update capital programming process for the 2028-2032 budget
  - Board input on:
    - Goals for the updated process
    - Timeline of creating the annual capital program
    - Evaluation and prioritization of projects
- Determine new criteria to evaluate capital projects based on NITA Act for the 2027 Budget Call
- Prioritize use of and program 2026 additional state capital funding
- Develop a report to the General Assembly describing the prioritization process
- Update the NITA website to include a summary of the project evaluation process, measures, program, and scores or prioritization criteria for all candidate projects

# 6e. Safety and Security Discussion



# 7. Action items

**7a. Resolutions  
certifying Financial  
results and  
Performance  
measures data-  
Fourth Quarter 2025  
and Quarterly  
Performance  
measures**



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# Illinois Public Act 103-0281

## Omnibus Data Requirements

CTA, Metra, and Pace to provide monthly metrics on key operational areas:

- Staffing: positions budgeted, filled, hired, training, attrition, absenteeism rates
- Service: scheduled and delivered service, revenue miles, excess wait times
- Safety: crime and code of conduct incidents, effectiveness of security and safety investments

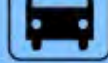
## RTA's Role

- Annual certification statement

## What's at Stake

- Free and reduced fare reimbursement





## CTA Public Performance Metrics

Performance metrics are designed to measure the Chicago Transit Authority's success in meeting its goal of providing on-time, efficient, courteous, safe and clean service.

The purpose of CTA's monthly performance metrics is to set internal goals for agency performance to encourage improvement and establish accountability.

### **i** Report Details

Select Months Shown

1/1/2022 1/31/2026

Data Available from January 2022.

Data is updated through the prior month unless otherwise noted.

Right click on any graph to view data as table.

### System

Ridership

Headcount

Hiring

Absenteeism

### On-time

Bus On-time

Rail Delays

Rail Headways

Rail Excess Wait Time

Bus Excess Wait Time

### Efficient

Mileage & Slow Zones

Bus Fleet

Rail Fleet

Rail Service % Delivered

Rail Scheduled & Delivered

Bus Service % Delivered

Bus Scheduled & Delivered

### Courteous

Customer Service

Facilities Uptime

### Safe

Safety

### Clean

Cleans

# Performance measures on this page are published monthly in accordance with Illinois Public Act 103-0281

## Service

Report Month

2025-12



<b>Scheduled &amp; Completed Trips</b>	<b>Scheduled &amp; On-Time Trips</b>	<b>Excess Wait Time</b>	<b>Vehicle Revenue Miles</b>
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### Scheduled Service

Includes all trains as shown in the regularly published timetables, not including any extra trains or special event trains

### Scheduled Service

Schedule Type	BNSF	HC	MD-N	MD-W	ME	NCS	RI	SWS	UP-N	UP-NW	UP-W	Total
Saturday	120		60	72	246		99		90	102	60	<b>849</b>
Sunday	320	8	154	166	391	20	248	33	240	211	149	<b>1,940</b>
Weekday	1,940	120	1,080	1,040	2,620	280	1,600	600	1,420	1,560	1,160	<b>13,420</b>
<b>Total</b>	<b>2,380</b>	<b>128</b>	<b>1,294</b>	<b>1,278</b>	<b>3,257</b>	<b>300</b>	<b>1,947</b>	<b>633</b>	<b>1,750</b>	<b>1,873</b>	<b>1,369</b>	<b>16,209</b>

### Delivered Service (Non-Annulled Trains)

Includes all trains from the Scheduled Service table that complete their trip

### Delivered Service (Non-Annulled Trains)

Schedule Type	BNSF	HC	MD-N	MD-W	ME	NCS	RI	SWS	UP-N	UP-NW	UP-W	Total
Saturday	120		60	72	246		99		90	102	60	<b>849</b>
Sunday	309	8	154	166	389	18	248	33	237	208	149	<b>1,919</b>
Weekday	1,910	120	1,068	1,022	2,617	279	1,595	600	1,416	1,542	1,159	<b>13,328</b>
<b>Total</b>	<b>2,339</b>	<b>128</b>	<b>1,282</b>	<b>1,260</b>	<b>3,252</b>	<b>297</b>	<b>1,942</b>	<b>633</b>	<b>1,743</b>	<b>1,852</b>	<b>1,368</b>	<b>16,096</b>

### Percent Delivered Service

Percent of Trains Non-Annulled

Schedule Type	BNSF	HC	MD-N	MD-W	ME	NCS	RI	SWS	UP-N	UP-NW	UP-W	Total
Saturday	100.0%		100.0%	100.0%	100.0%		100.0%		100.0%	100.0%	100.0%	<b>100.0%</b>
Sunday	96.6%	100.0%	100.0%	100.0%	99.5%	90.0%	100.0%	100.0%	98.8%	98.6%	100.0%	<b>98.9%</b>
Weekday	98.5%	100.0%	98.9%	98.3%	99.9%	99.6%	99.7%	100.0%	99.7%	98.8%	99.9%	<b>99.3%</b>
<b>Total</b>	<b>98.3%</b>	<b>100.0%</b>	<b>99.1%</b>	<b>98.6%</b>	<b>99.8%</b>	<b>99.0%</b>	<b>99.7%</b>	<b>100.0%</b>	<b>99.6%</b>	<b>98.9%</b>	<b>99.9%</b>	<b>99.3%</b>

# Service data

The metrics linked below track Pace's performance on several service measures.

[Service Data - December 2025](#)

[Service Data - November 2025](#)

[Service Data - October 2025](#)

[Service Data - September 2025](#)

[Service Data - August 2025](#)

[Service Data - July 2025](#)

[Service Data - June 2025](#)

[Service Data - May 2025](#)

[Service Data - April 2025](#)

[Service Data - March 2025](#)

[Service Data - February 2025](#)

[Service Data - January 2025](#)

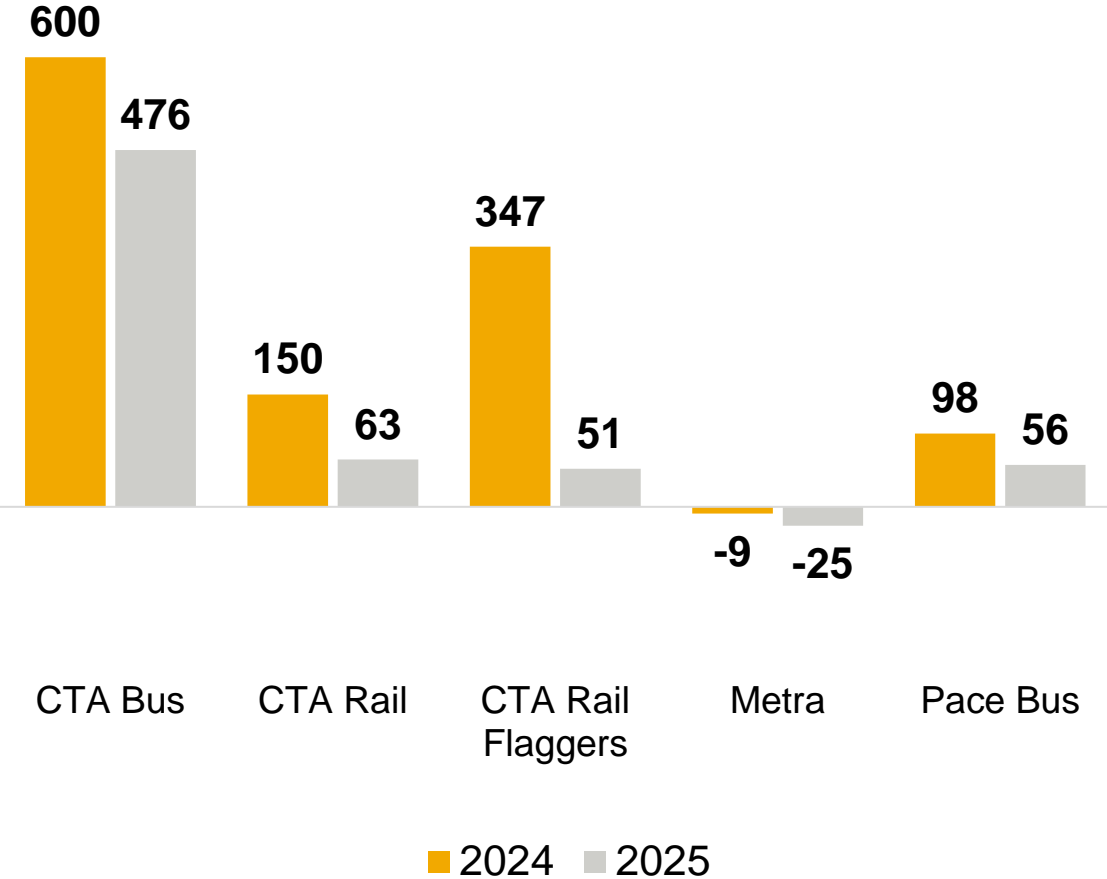
[PACE'S PAST MONTHLY PERFORMANCE MEASURES](#)

**Pace:** [pacebus.com/performance-measures](https://pacebus.com/performance-measures)

# Staffing

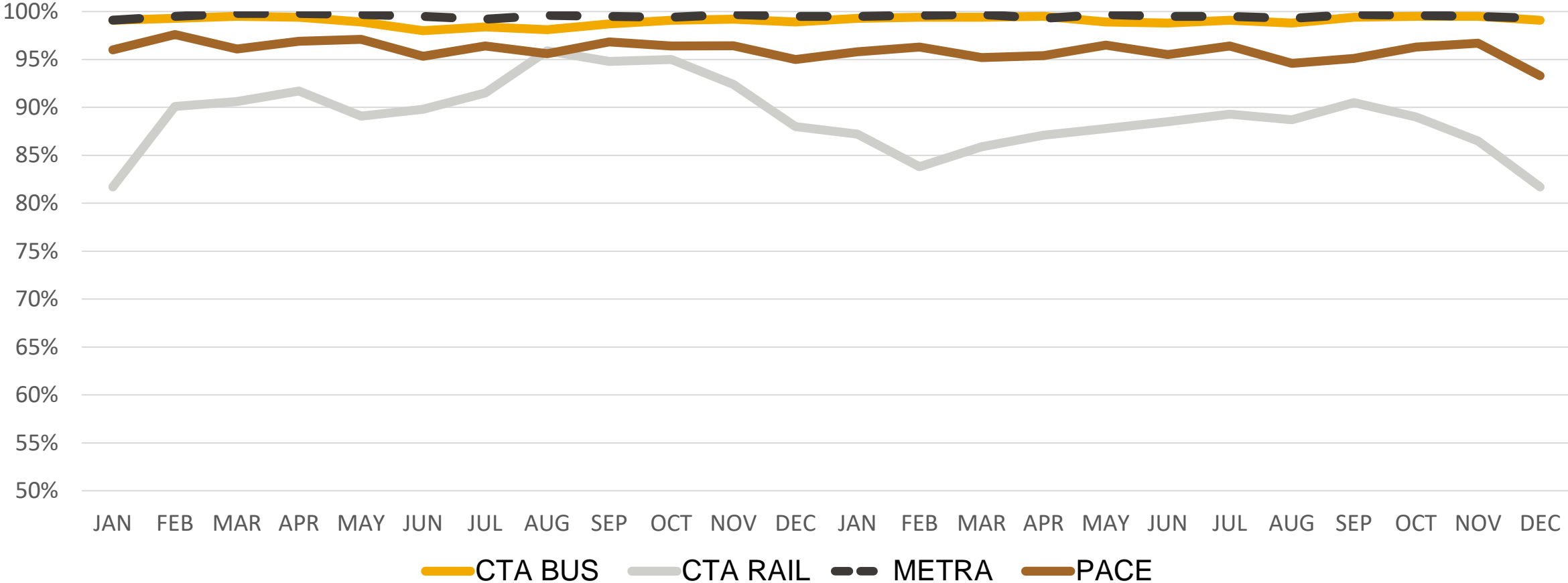
- CTA Bus Operator headcount has grown from 3,832 FTEs pre-pandemic to 4,276 in Dec 2025
- CTA Rail Operator headcount at 880 matches 2019 levels
- Metra has 478 operations staff, 38 more than needed to operate current service
- Pace has hired 154 new bus operators since Jan 2024. Their current headcount of 1,137 is 94% of budgeted levels

### Service Operator Hiring



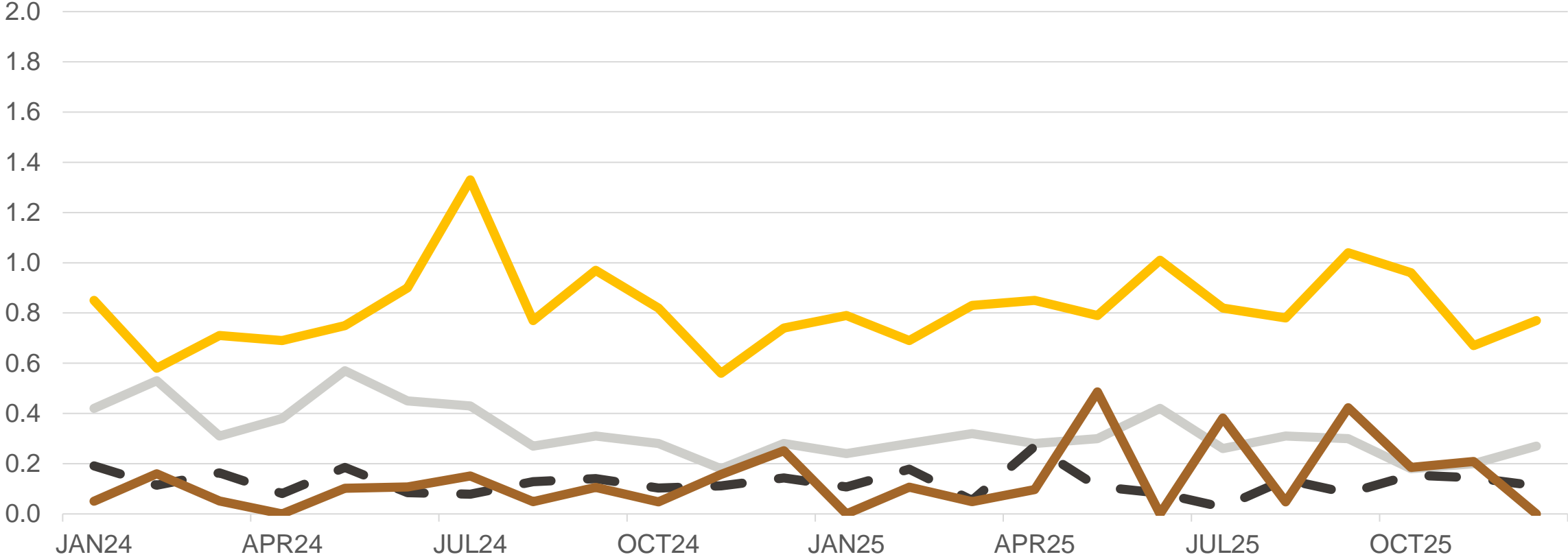
# Service Delivery

% Scheduled Service Delivered, by Agency



# Safety & Security Incidents

per 100,000 Vehicle Revenue Miles

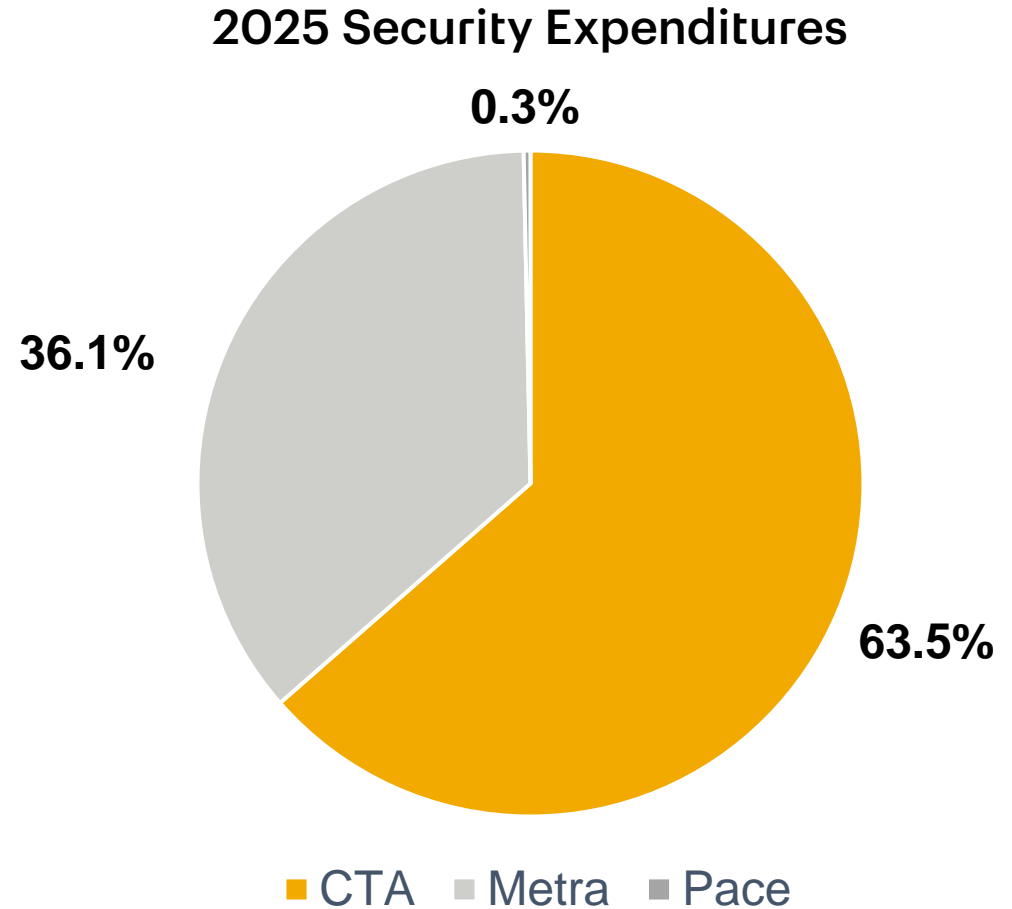


CTA Bus CTA Rail Metra Pace Bus



# Contractual Security Expenditures

- 2025 average monthly expenditures:
  - CTA: \$7.2 million
  - Metra: \$4.1 million
  - Pace: \$37 thousand
- Systemwide totals
  - 2024: \$136,552,997
  - 2025: \$136,234,371



# Customer feedback

On a scale of 1-10, please indicate how strongly you would agree with the statements below using your primary mode of travel?

## Sense of personal safety remains consistent

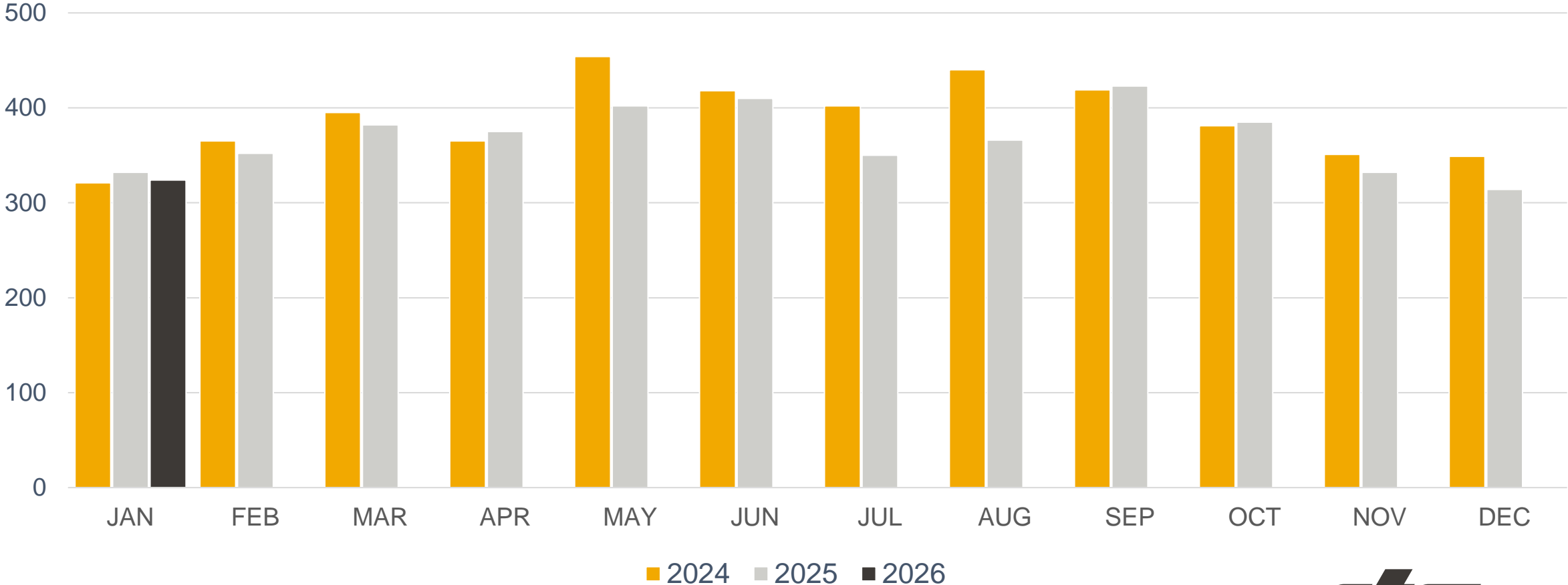
Scores of six or higher	Q4	Q3	Q2	Q1
I feel safe when traveling from home to my first station	68.4%	70.3%	71.3%	70.9%
I feel safe when waiting at stations/stops	60.7%	62.1%	63.9%	63.4%
I feel safe on the bus or train	56.6%	61.5%	63.5%	60.5%
I feel safe when traveling to my final destination from where I get off my bus/train	69.4%	70.3%	71.5%	71.4%

n varies



# Safety & Security: CPD Data

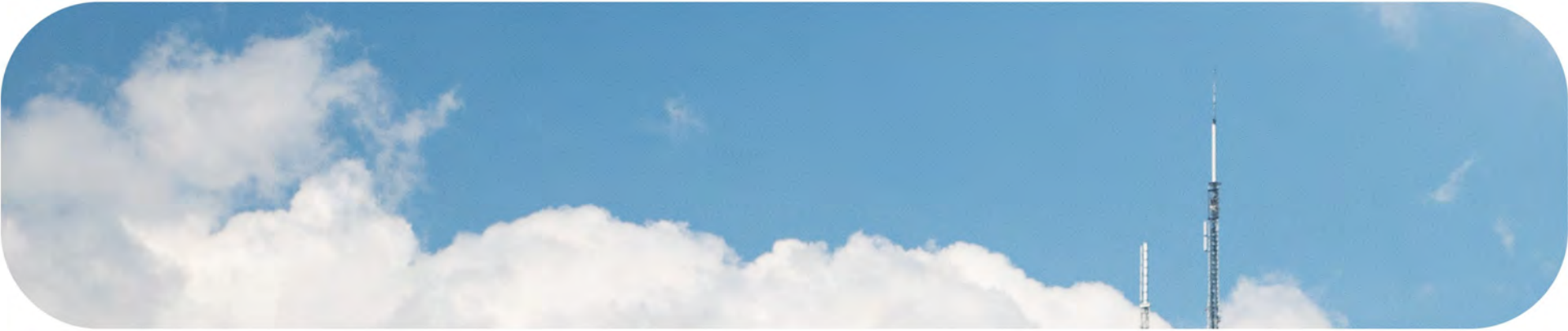
Total Reported Crimes on CTA Property by Month and Year



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# Next Steps

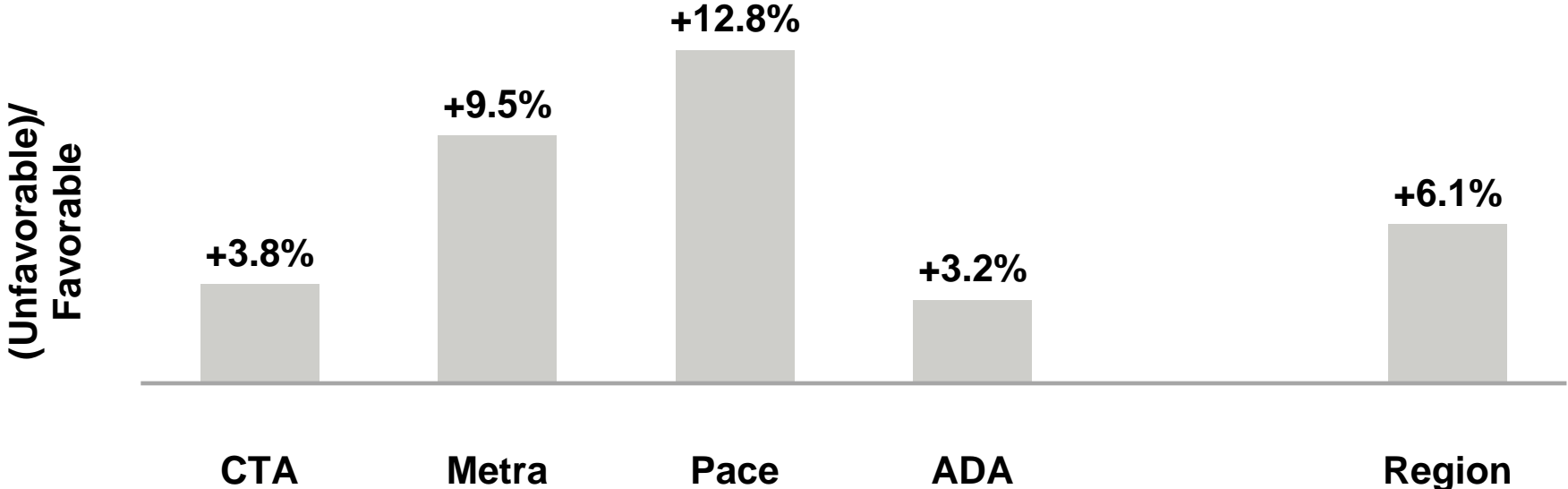
- Requesting RTA Board vote for certification
- Review the new requirements on performance reporting in the NITA Act



**FINANCE**



# Operating deficit variances from budget YTD through December 2025

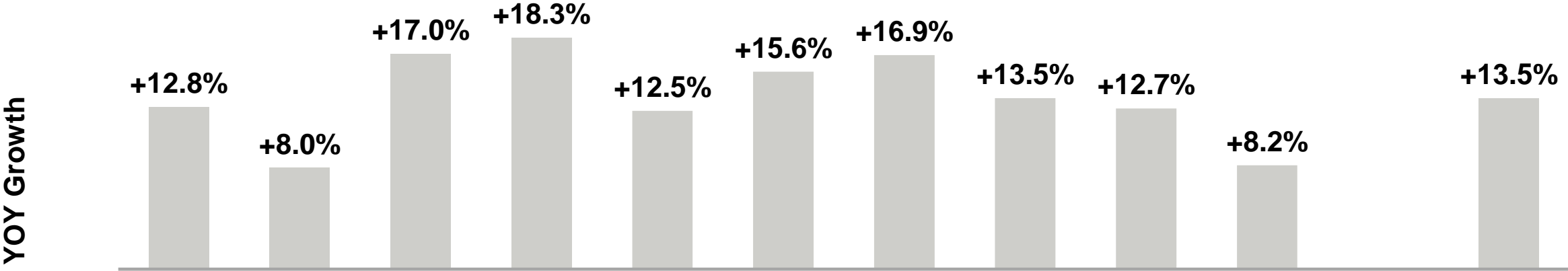


(in millions)

	CTA	Metra	Pace	ADA	Region
<b>Budget OD</b>	(\$1,700.6)	(\$830.9)	(\$287.3)	(\$311.3)	(\$3,130.0)
<b>Actual OD</b>	(\$1,636.7)	(\$751.7)	(\$250.3)	(\$301.4)	(\$2,940.0)
<b>Variance</b>	\$63.9	\$79.2	\$36.9	\$9.9	\$189.9



# Monthly sales tax growth through October 2025



(in millions)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	2025 YTD
<b>2024 receipts</b>	\$121.9	\$119.7	\$138.5	\$132.3	\$146.1	\$142.6	\$143.7	\$145.7	\$145.9	\$157.9	\$1,394.3
<b>2025 receipts</b>	\$137.4	\$129.2	\$162.2	\$156.5	\$164.3	\$164.9	\$168.1	\$165.4	\$164.4	\$170.7	\$1,583.1
<b>Growth</b>	\$15.6	\$9.6*	\$23.6	\$24.2	\$18.2	\$22.3	\$24.3	\$19.7	\$18.5	\$12.9	\$188.8

\*YOY growth was reduced by the leap year of 2024

**7c. Ordinance  
authorizing a  
contract  
amendment for  
energy  
management and  
data hosting**



**7d. Ordinance authorizing a contract for the provision of information technology products and related services**



**7e. Ordinance  
authorizing an  
amendment to  
the consultant  
contract for  
the Joint  
Development  
Study**



# **7f. Approval of travel expense reimbursement(s)**



# 8. New Business

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# Adjournment

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

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