

RTAChicago.org

MEETING OF THE RTA BOARD OF DIRECTORS JANUARY 21, 2021

Welcome!

Meeting Starts at 9 a.m.

Meeting Agenda

@ RTAChicago.org/about-us/boardmeetings



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RTA BOARD OF DIRECTORS MEETING

1. CALL TO ORDER

Please feel free to listen to the meeting and view slides related to it here.

The meeting agenda can be found at rtachicago.org/about-us/boardmeetings

PLEDGE OF ALLEGIANCE



1/21/2021

Meeting of the RTA Board of Directors



RTA BOARD OF DIRECTORS MEETING

2. ROLL CALL

3. APPROVAL OF MINUTES

4. PUBLIC COMMENT

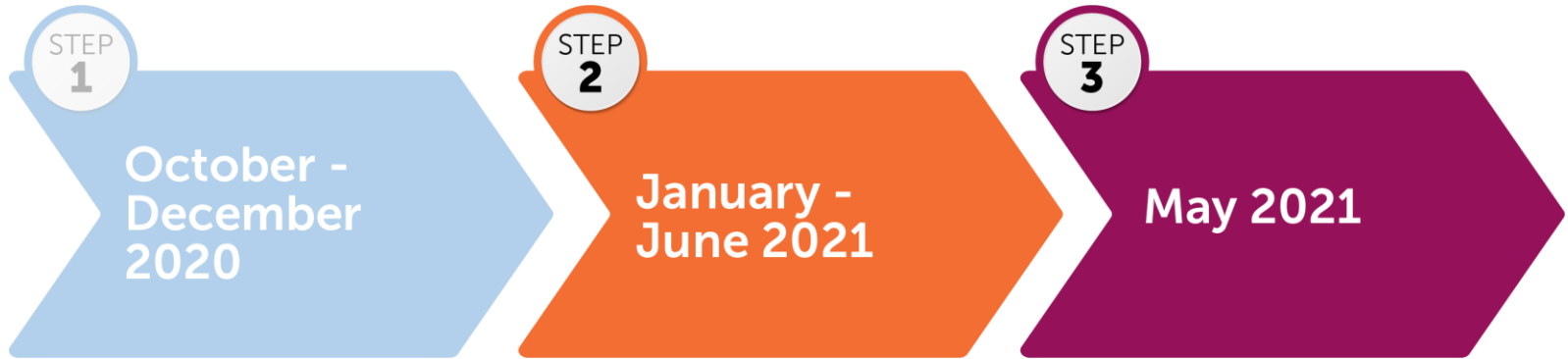
Public comments were accepted online in advance of this meeting.

5. EXECUTIVE DIRECTOR'S REPORT

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THREE-STEP RECOVERY STRATEGY



STEP 1
October -
December
2020

Adopt a 2021 budget that reflects the realities of this current crisis.

STEP 2
January -
June 2021

Execute the 2021 budget and make decisions as needed to sustain transit during a time of uncertainty.

STEP 3
May 2021

Engage in strategic recovery **planning** and consider how to reinvent transit in the region, with an outlook of 2023 and beyond.

GOVERNMENT AFFAIRS UPDATES



STEP 3



Engage in strategic recovery planning and consider how to reimagine transit in the region, with an outlook of 2023 and beyond.

2021 COMMUNITY PLANNING CALL FOR PROJECTS

- Partner with CMAP Local Technical Assistance program for joint web-based application
- Call open January 20 to February 3
- Special focus on high need communities

STATE DELINQUENCY FIGURES

Month	Amount Delinquent
December	\$187.8 million
November	\$190.8 million
2021 Cost of Short-Term Borrowing YTD	\$5.1 million
2020 Cost of Short-Term Borrowing	\$4.6 million
Short-Term Borrowing Authority	\$400 million
Outstanding Short-Term Borrowing	\$150 million

6. INFORMATION ITEMS

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6a. REPORT ON MONTHLY FINANCIAL RESULTS - NOVEMBER 2020



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6a. REPORT ON MONTHLY FINANCIAL RESULTS – YTD THRU NOVEMBER 2020

RIDERSHIP				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	186.4	183.4	3.0	1.6%
Metra	18.1	19.0	(0.9)	(4.8%)
Pace	13.6	14.1	(0.5)	(3.2%)
<u>Pace ADA</u>	<u>2.4</u>	<u>2.0</u>	<u>0.3</u>	<u>16.1%</u>
Total	220.4	218.4	2.0	0.9%



6a. REPORT ON MONTHLY FINANCIAL RESULTS – YTD THRU NOVEMBER 2020

OPERATING REVENUE				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	\$610.1	\$631.3	(\$21.2)	(3.4%)
Metra	\$298.0	\$333.0	(\$35.0)	(10.5%)
Pace	\$41.3	\$48.3	(\$7.0)	(14.5%)
<u>Pace ADA</u>	<u>\$6.0</u>	<u>\$7.5</u>	<u>(\$1.5)</u>	<u>(20.1%)</u>
Total	\$955.4	\$1,020.1	(\$64.7)	(6.3%)



6a. REPORT ON MONTHLY FINANCIAL RESULTS – YTD THRU NOVEMBER 2020

PUBLIC FUNDING				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	\$792.3	\$776.1	\$16.3	2.1%
Metra	\$357.3	\$340.1	\$17.2	5.1%
Pace	\$146.0	\$144.1	\$1.9	1.3%
<u>Pace ADA</u>	<u>\$142.7</u>	<u>\$142.7</u>	<u>(\$0.0)</u>	<u>(0.0%)</u>
Total	\$1,438.3	\$1,403.0	\$35.4	2.5%



6a. REPORT ON MONTHLY FINANCIAL RESULTS – YTD THRU NOVEMBER 2020

EXPENSES				
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>% Variance</u>
CTA	\$1,405.8	\$1,427.9	\$22.1	1.6%
Metra	\$656.0	\$673.1	\$17.1	2.5%
Pace	\$186.7	\$198.4	\$11.7	5.9%
<u>Pace ADA</u>	<u>\$165.4</u>	<u>\$156.5</u>	<u>(\$8.9)</u>	<u>(5.7%)</u>
Total	\$2,413.8	\$2,455.9	\$42.1	1.7%

6a. REPORT ON MONTHLY FINANCIAL RESULTS – YTD THRU NOVEMBER 2020

NET RESULTS			
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>
CTA	(\$3.3)	(\$20.5)	\$17.2
Metra	(\$0.7)	\$0.0	(\$0.7)
Pace	\$0.7	(\$5.9)	\$6.6
<u>Pace ADA</u>	<u>(\$16.8)</u>	<u>(\$6.4)</u>	<u>(\$10.4)</u>
Total	(\$20.1)	(\$32.9)	\$12.8

6a. REPORT ON MONTHLY FINANCIAL RESULTS – YTD THRU NOVEMBER 2020

YEAR-TO-DATE RECOVERY RATIOS					
	Without		With		Variance
	<u>CARES</u>	<u>CARES \$</u>	<u>CARES</u>	<u>Budget</u>	
CTA	27.5%	\$314.2	53.6%	54.4%	(0.9)
Metra	22.9%	\$159.8	49.1%	53.3%	(4.3)
Pace	21.1%	\$13.5	28.9%	30.9%	(2.1)
<u>Pace ADA</u>	<u>9.0%</u>	<u>\$0.0</u>	<u>9.0%</u>	<u>10.3%</u>	<u>(1.4)</u>
Total	25.4%	\$487.4	48.9%	50.7%	(1.8)

6b. COVID-19 RECOVERY PLANNING: STEP 2 OF RTA RECOVERY PROCESS

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RTA RECOVERY PROCESS



Adopt a 2021 budget that reflects the realities of this current crisis.

Execute the 2021 budget and make decisions as needed to sustain transit during a time of uncertainty.

Engage in strategic recovery planning and consider how to reinvent transit in the region, with an outlook of 2023 and beyond.

RECOVERY POLICY PRIORITIES

- Identify immediate funding solutions
- Sustain critical transit services
- Take an increasingly transparent, collaborative approach to communicating

STEP 2: EXECUTE THE 2021 BUDGET AND MAKE DECISIONS AS NEEDED TO SUSTAIN TRANSIT

- 1. How can the RTA Board work to **identify immediate funding solutions**?
- 2. How should the RTA Board support the Service Boards' efforts to **sustain critical transit services**?
- 3. How can the RTA Board guide the agency to **take a transparent, collaborative approach to communicating with stakeholders and the public**?

IDENTIFY IMMEDIATE FUNDING SOLUTIONS

Option	Potential Availability
Federal Relief	Q1
State Relief	Q2-Q4
Re-allocation of existing funds on emergency basis	Q4
RTA Borrowing	Q4+

SUPPORT EFFORTS TO SUSTAIN CRITICAL TRANSIT SERVICE

- Transit is critical to the region's recovery
- Best case is to provide transit at budgeted levels
- In the event that budget gap is not filled, consensus on critical need can direct relief funds to sustain transit where most needed

TAKE A TRANSPARENT, COLLABORATIVE APPROACH TO COMMUNICATING

- RTA is committed to:
 - Welcoming ongoing dialogue
 - Inviting collaboration with Service Boards
 - Partnering with others to advocate for aid
- Recommendations include:
 - Discussing process publicly (as presentation today)
 - Inviting public comment on allocation methods

TIMELINE

- **January** - Inform and discuss
- **February** – Discuss progress and release proposed recommendations regarding relief fund distribution for public comment through March 5.
- **March** – Approve Policy and Funding Amendment
- **April and Beyond** – Pursue additional relief funding, monitor budgets, and initiate Recovery Step 3

SUSTAINING CRITICAL TRANSIT

STEP 2: EXECUTE THE 2021 BUDGET AND MAKE DECISIONS AS NEEDED TO SUSTAIN TRANSIT

- 1. How can the RTA Board work to **identify immediate funding solutions**?
- 2. How should the RTA Board support the Service Boards' efforts to **sustain critical transit services**?
- 3. How can the RTA Board guide the agency to **take a transparent, collaborative approach to communicating with stakeholders and the public**?

AGENDA FOR TODAY

- Look at how people are moving around and riding transit right now
- Discuss three options for defining critical need areas (Transit CNAs)
- Talk about how each would impact relief funding allocations

KEY POINTS TO KEEP IN MIND

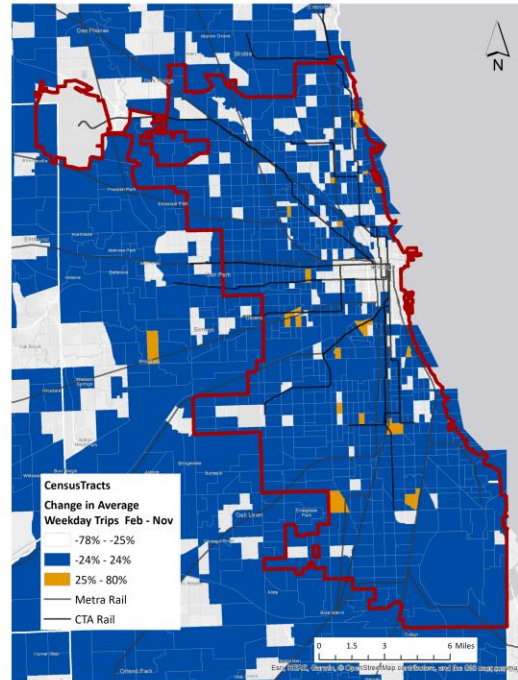
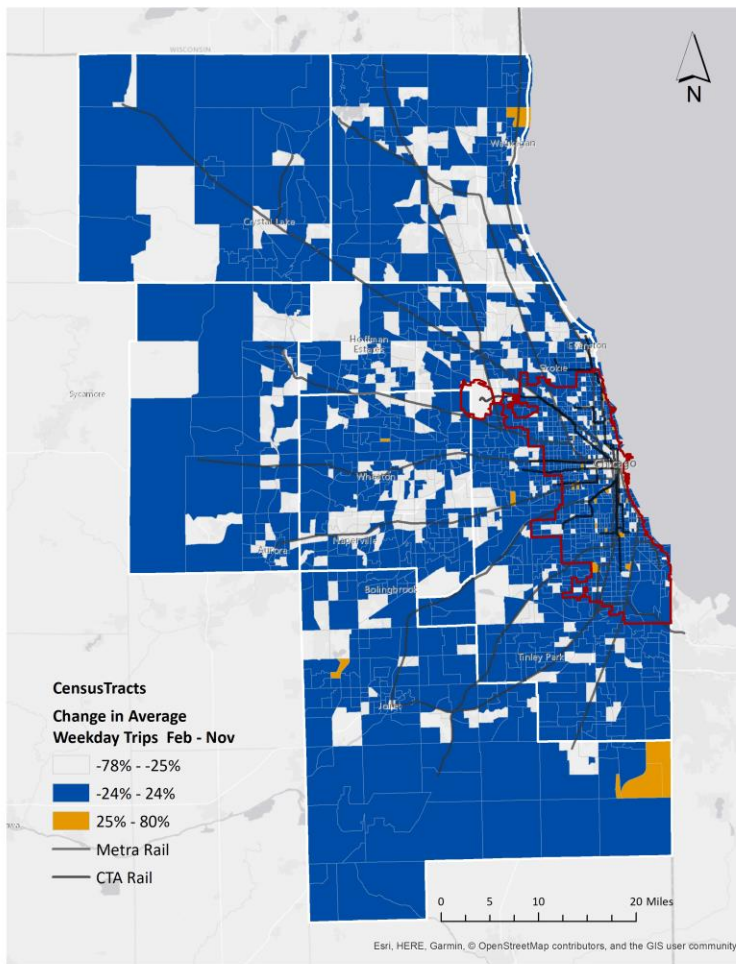
- RTA is a regional body that represents a large and diverse constituency
- RTA sets funding levels; Service Boards conduct service planning and delivery
- This discussion is applicable to this unique moment – the world looked different before COVID and will look different after.

UPDATE ON MOVEMENT AND TRANSIT USE

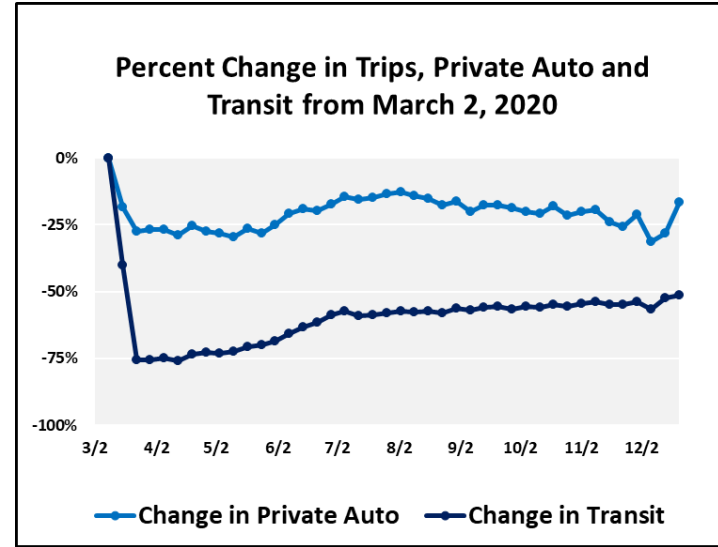
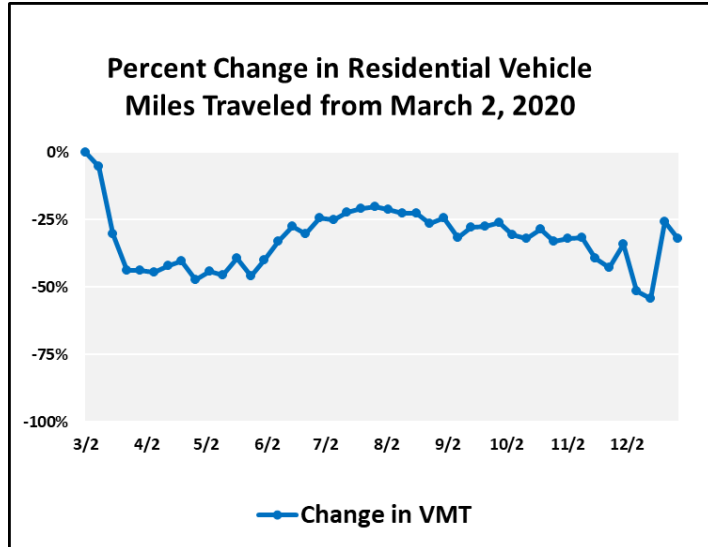
CHANGE IN TRANSIT RIDERSHIP

- Transit Ridership System-wide down -70% year over year
- All travel down -38% from first week of March, 2020

REPLICA: CHANGE IN TRIPS



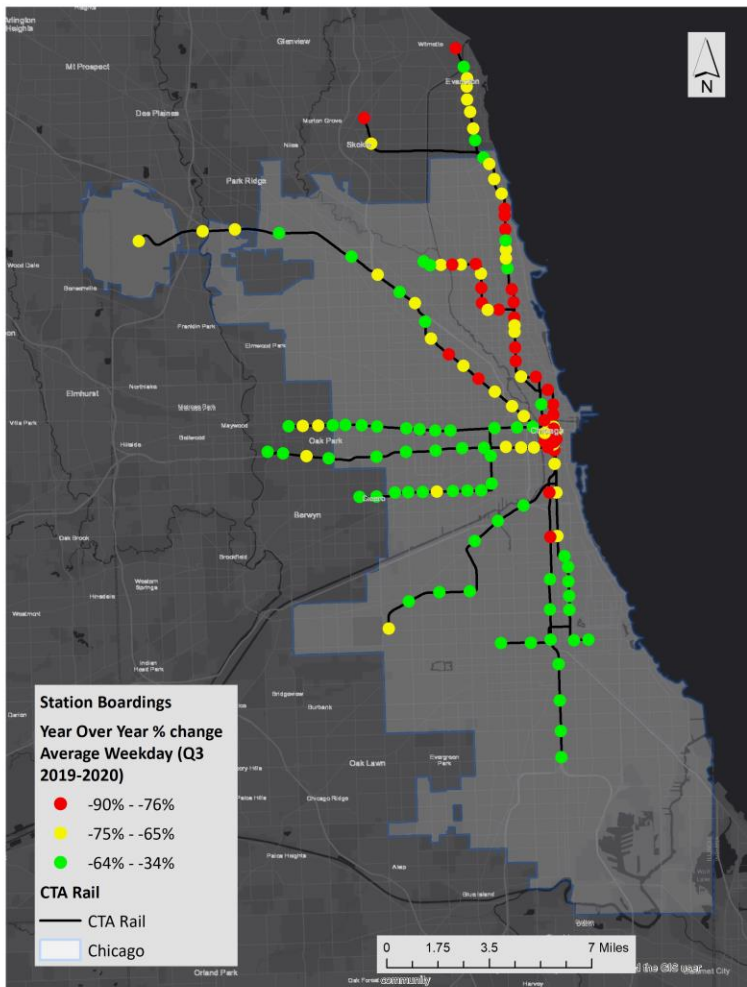
REPLICA



CTA RAIL

- Year over year comparison: Q3 2019 - Q3 2020
- Regional System-wide YOY: -75% - -65% (yellow)

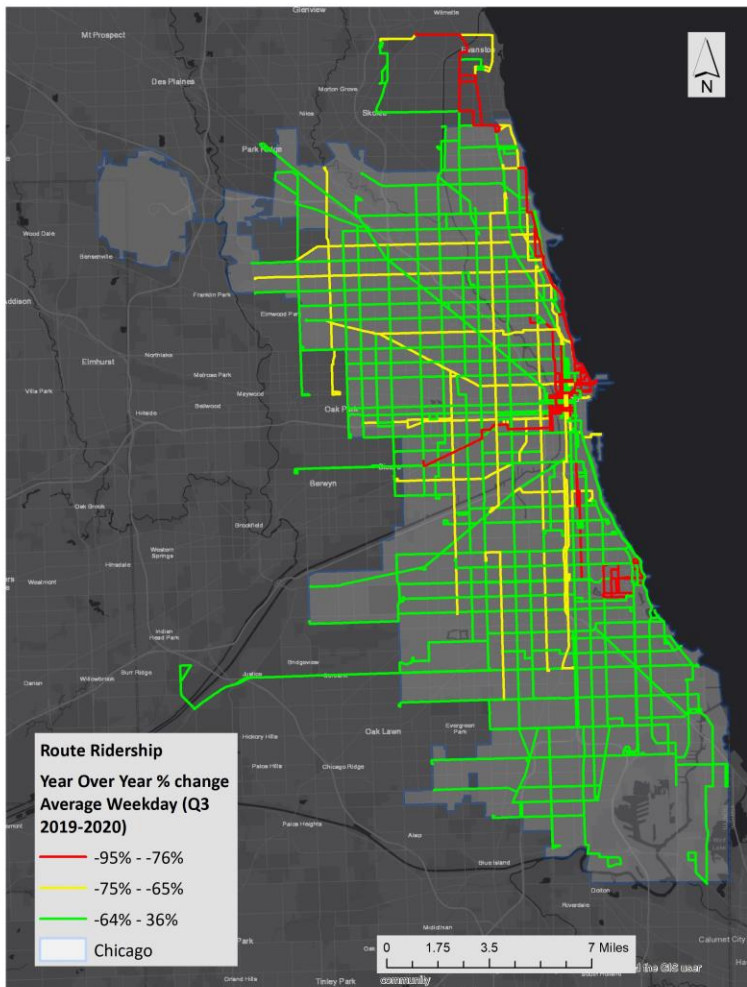
Color	Range
Red	-95% - -76%
Yellow	-75% - -65%
Green	-65% +



CTA BUS

- Year over year comparison: Q3 2019 - Q3 2020
- Regional System-wide YOY: -75% - -65% (yellow)

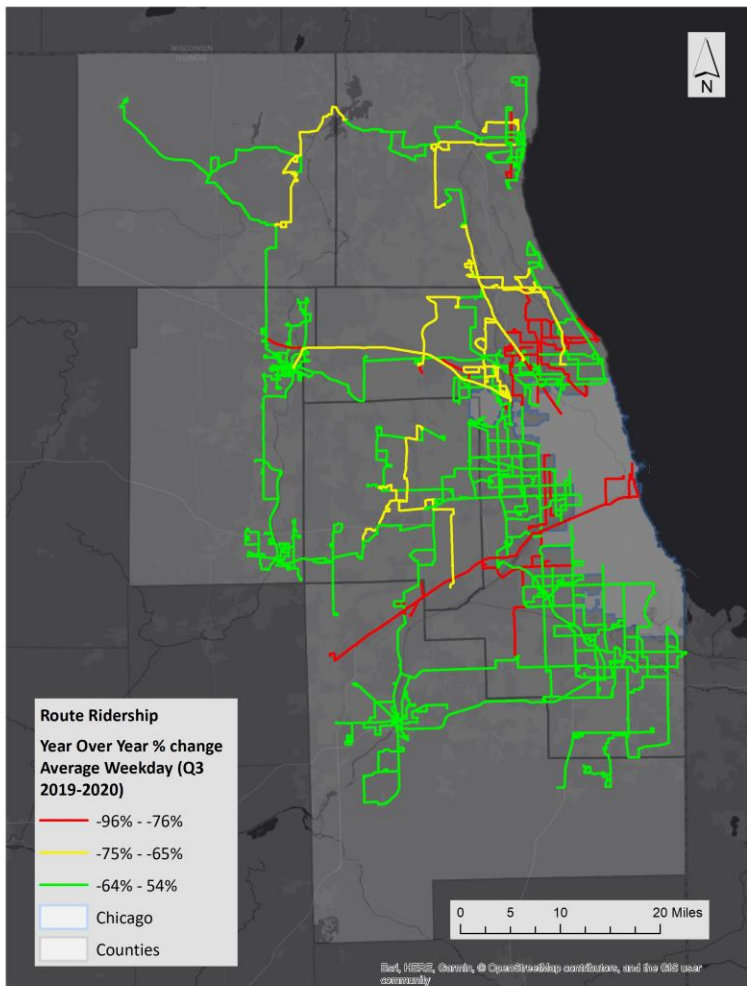
Color	Range
Red	-95% - -76%
Yellow	-75% - -65%
Green	-65% +



PACE

- Year over year comparison: Q3 2019 - Q3 2020
- Regional System-wide YOY: -75% - -65% (yellow)

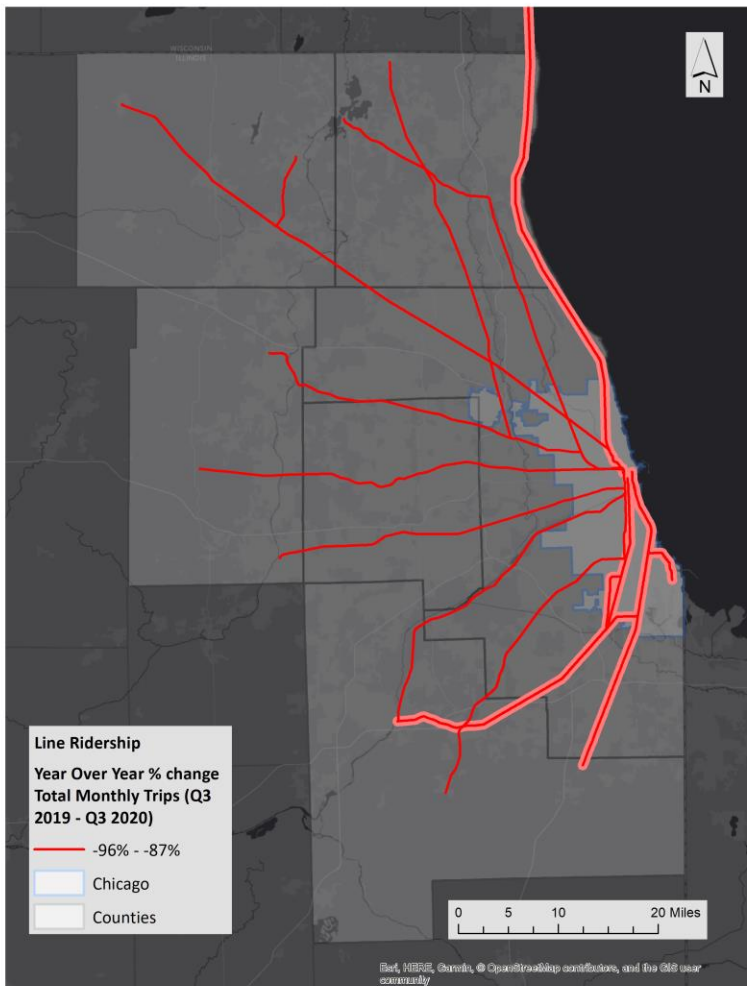
Color	Range
Red	-95% - -76%
Yellow	-75% - -65%
Green	-65% +



METRA

- Year over year comparison: Q3 2019 - Q3 2020
- Regional System-wide YOY: -75% - -65% (yellow)
- RID, ME, and UP-N have seen less of a decrease

Color	Range
Red	-95% - -76%
Yellow	-75% - -65%
Green	-65% +



Transit CNAs

DEFINING CRITICAL NEED AREAS

THREE CONCEPTS FOR DEFINING CRITICAL TRANSIT IN 2021

- Who is most likely to use transit?
 - Critical from a **propensity perspective**
- Who is most likely to need transit?
 - Critical from an **equity perspective**
- What industries are most likely to need transit?
 - Critical from a **high-mobility industry perspective**

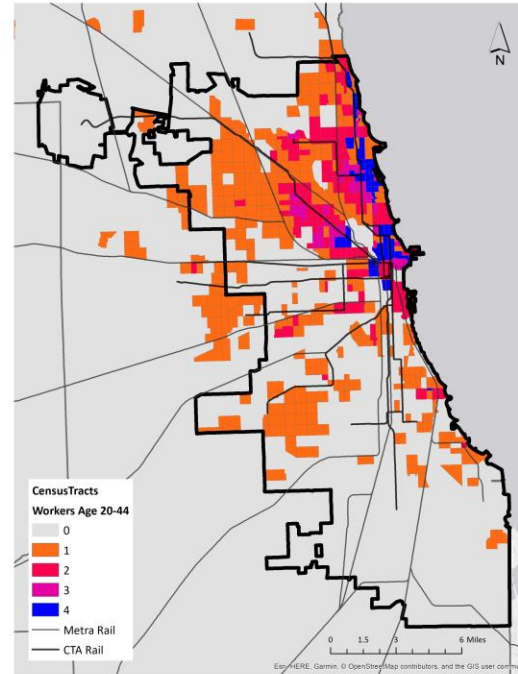
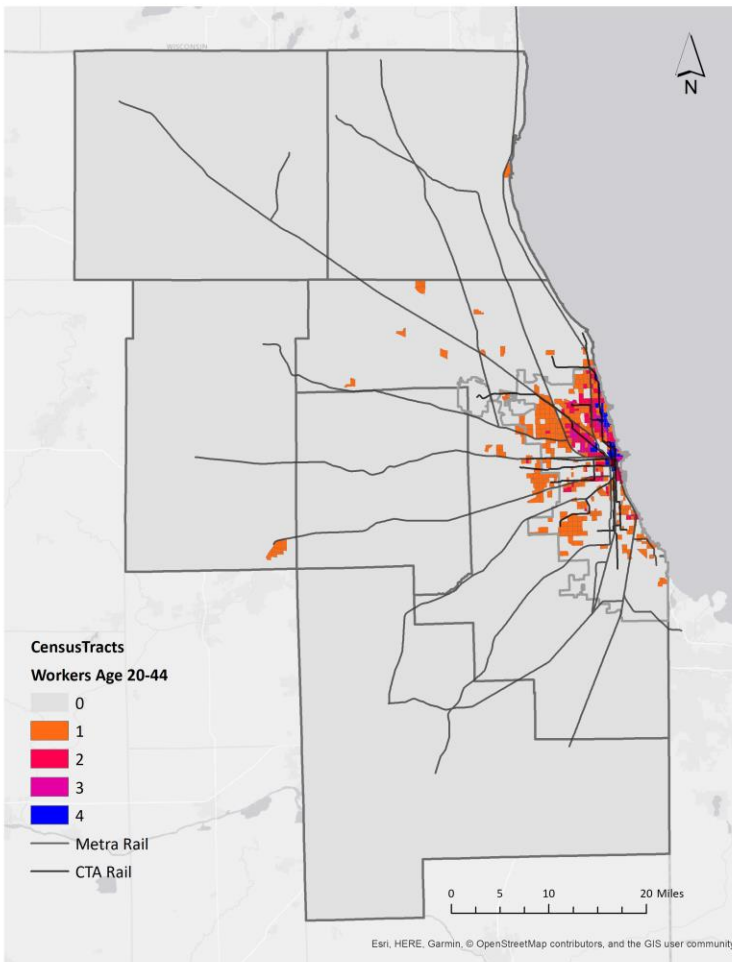
THE PROCESS

- Start with people
- Look at where people live
- Focus on areas that stand out because they have higher-densities than the regional average for groups in potentially “critical” categories.

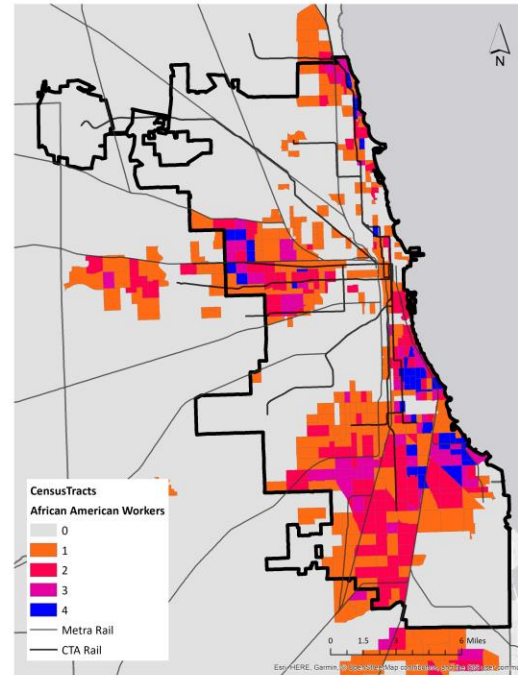
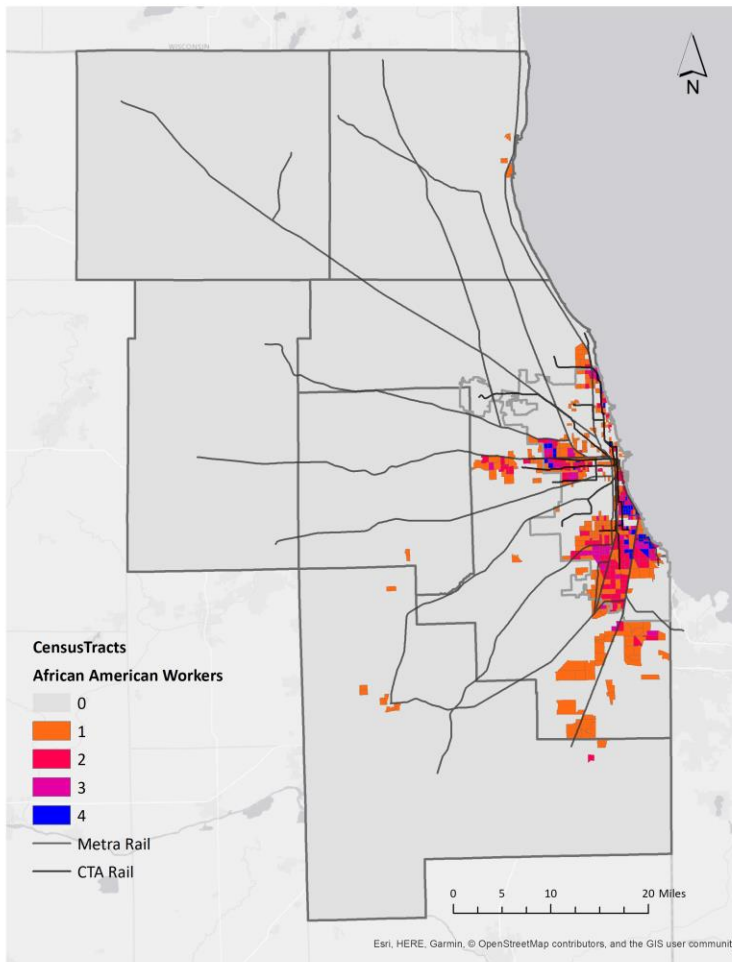
CRITICAL NEED BASED ON PROPENSITY

- Identify workers likely to use transit for their commute. Both individual demographics and a composite of multiple demographics.
- Demographics identified in previous RTA work (TUP Index):
 - Workers age 20 – 44
 - African American workers
 - Workers without a vehicle available
 - Workers making very low wage
- Data: US Census American Community Survey (2019)

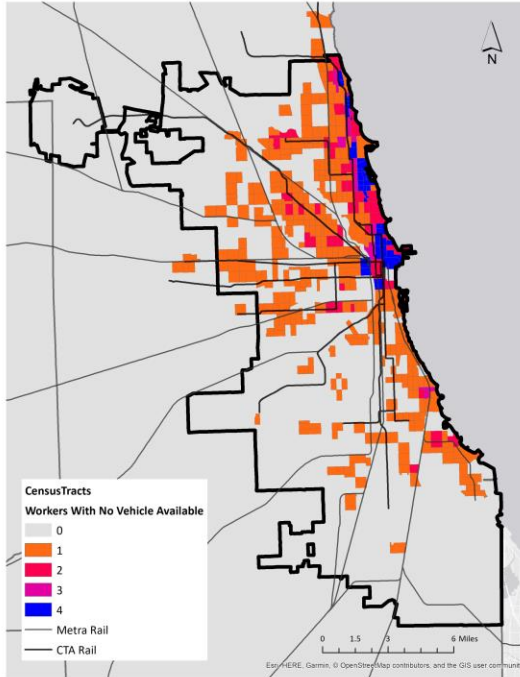
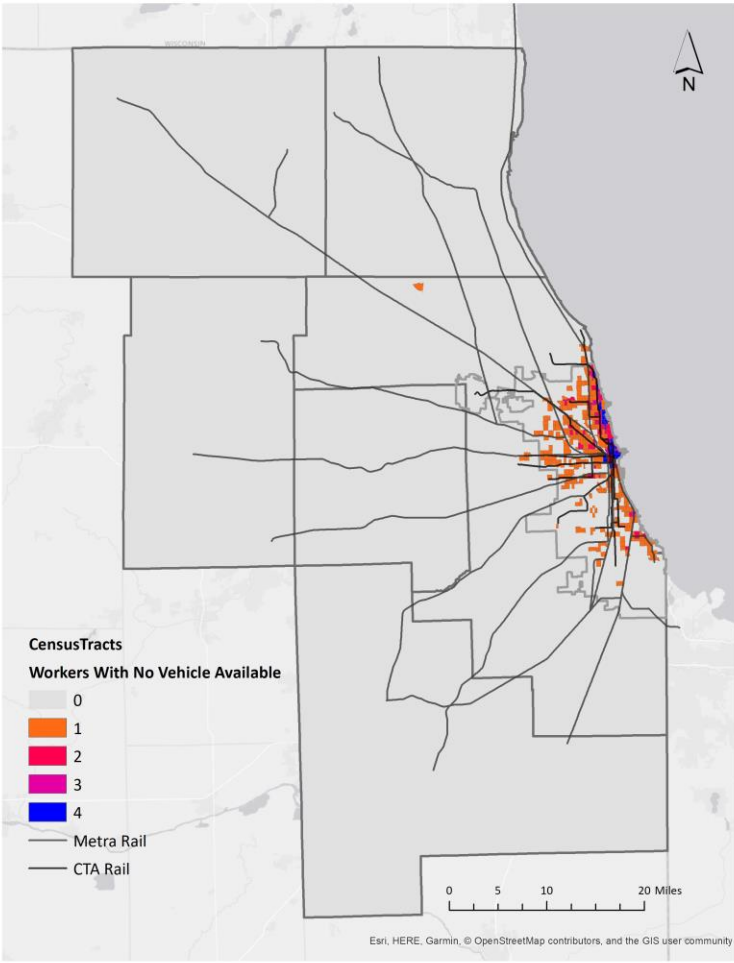
WORKERS AGE 20-44



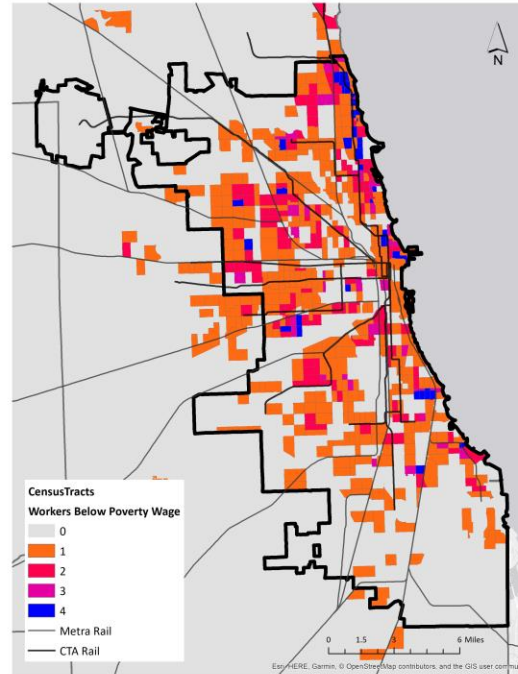
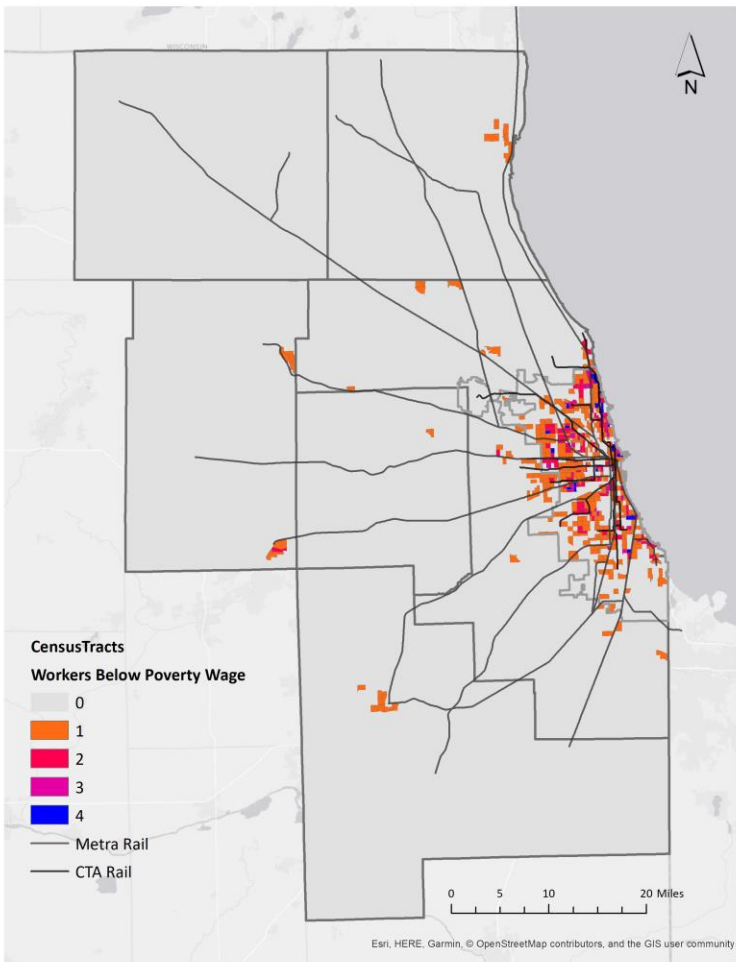
AFRICAN AMERICAN WORKERS



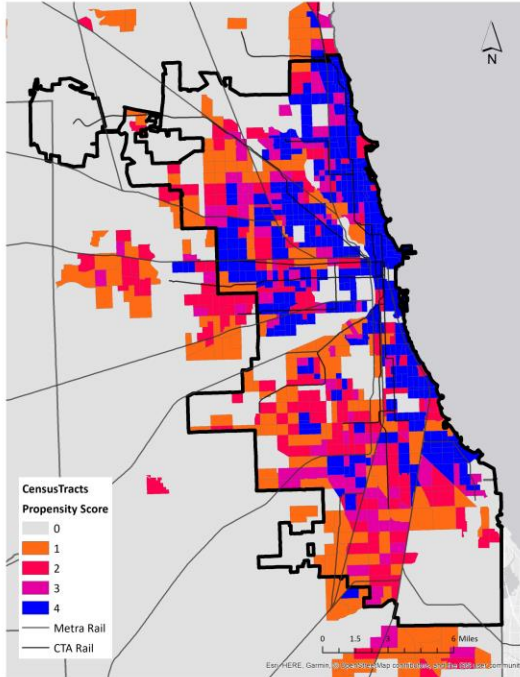
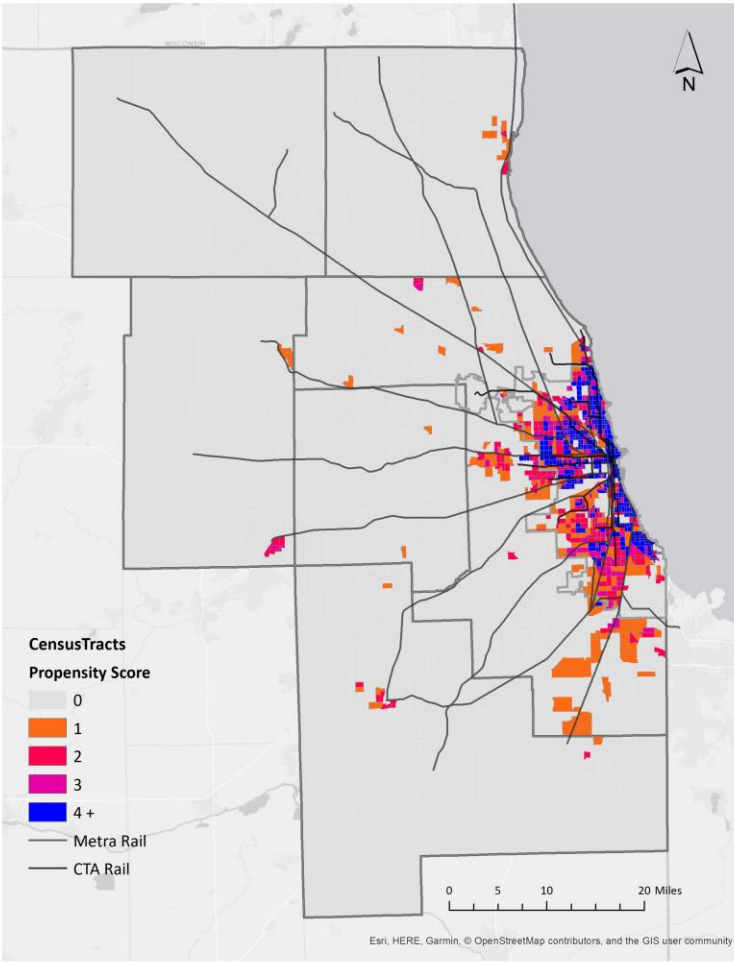
NO VEHICLE AVAILABLE



LOW WAGE WORKERS



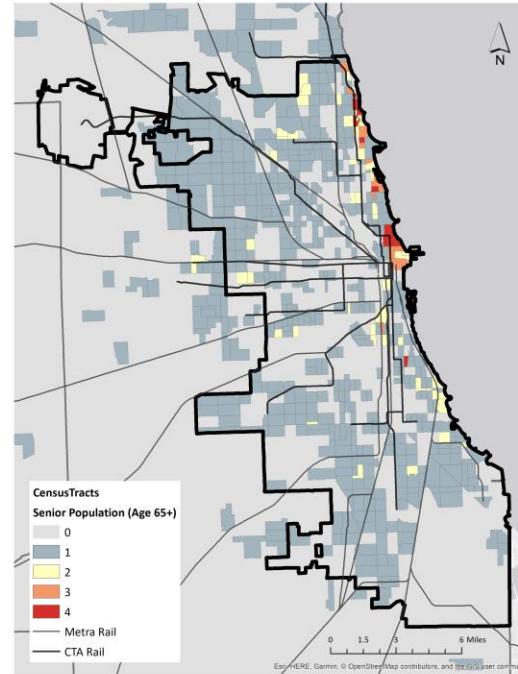
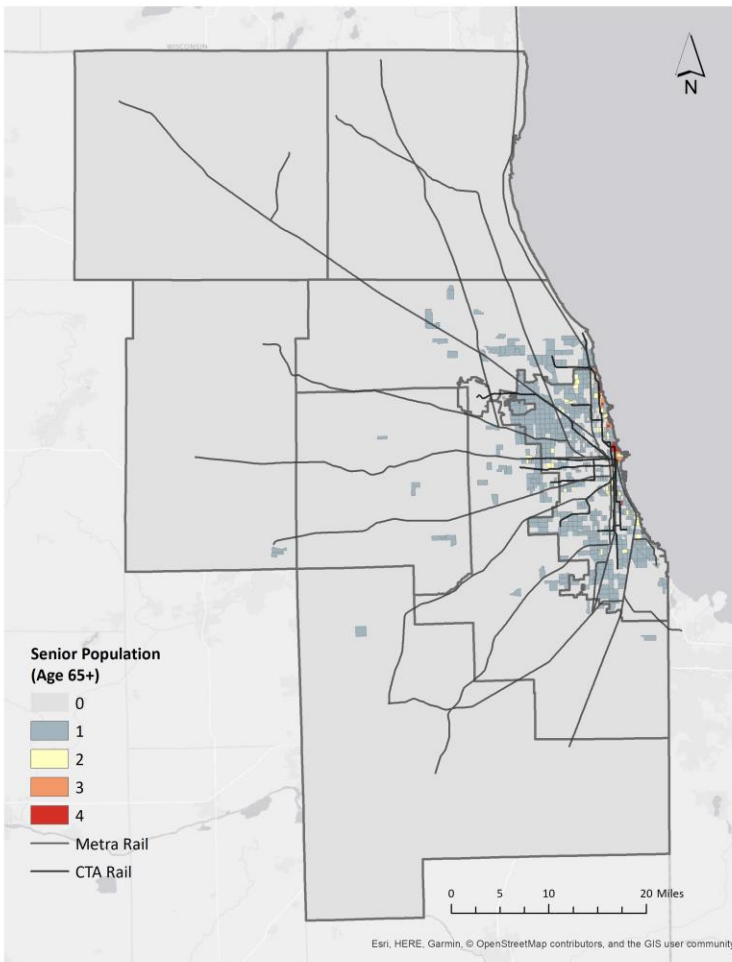
PROPENSITY TRANSIT CNA



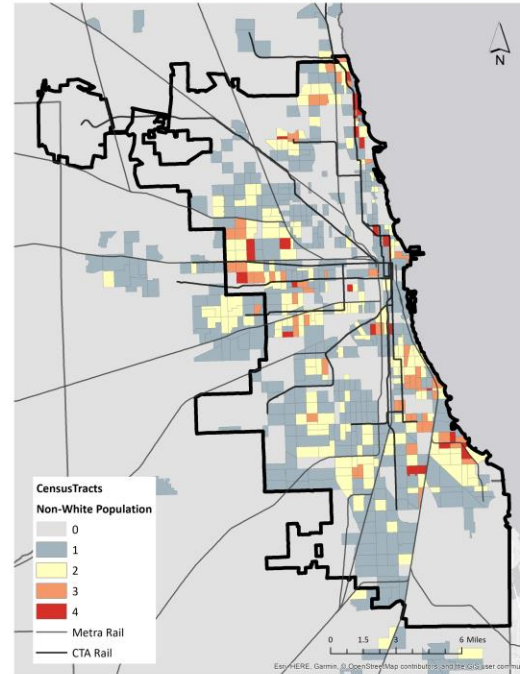
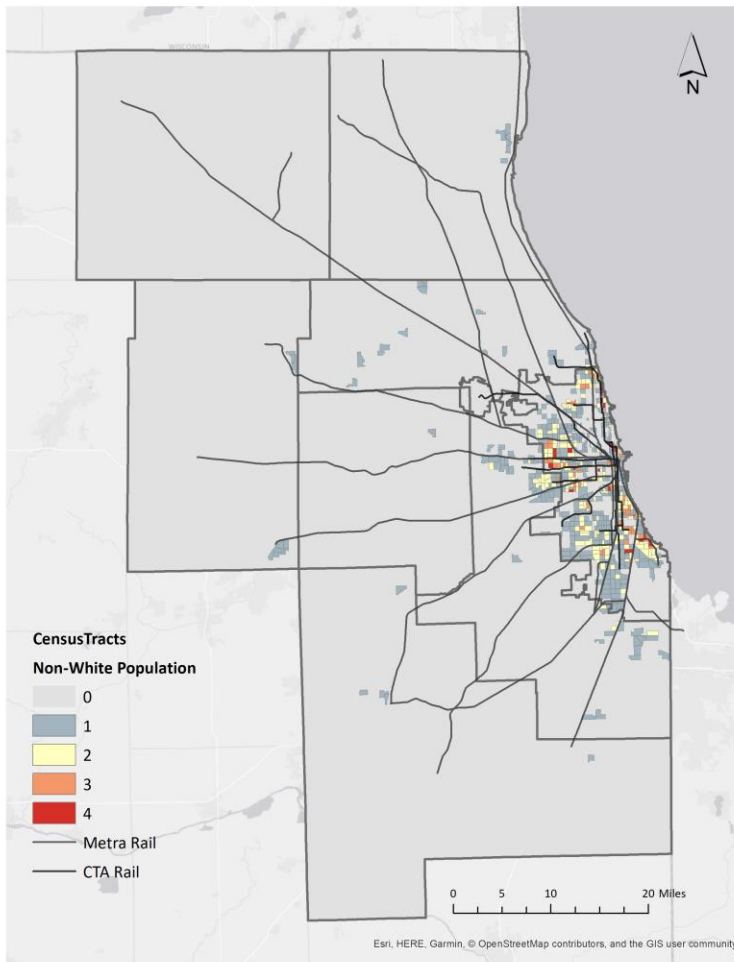
CRITICAL NEED BASED ON EQUITY

- Identify populations likely to need transit to access critical goods and services. Both individual demographics and a composite of multiple demographics.
- Demographics replicate similar efforts:
 - Seniors (population age 65+)
 - Non-white population
 - Low Income households
 - ADA Paratransit Registrants
 - Limited English Proficiency population
- Data: US Census American Community Survey (2019) and RTA Mobility Services (2020)

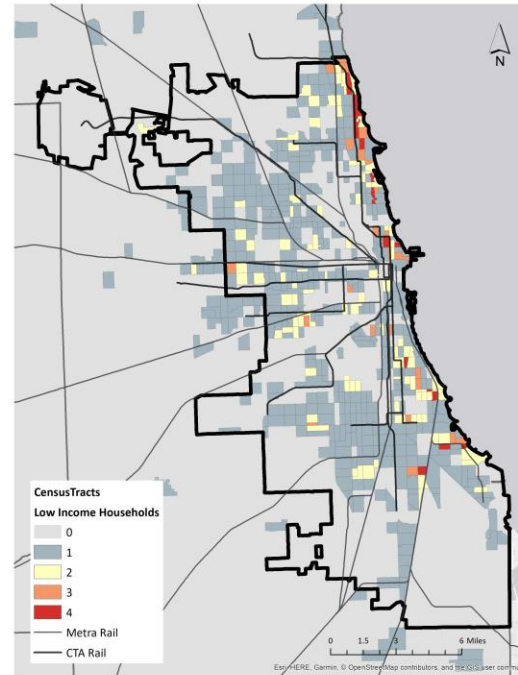
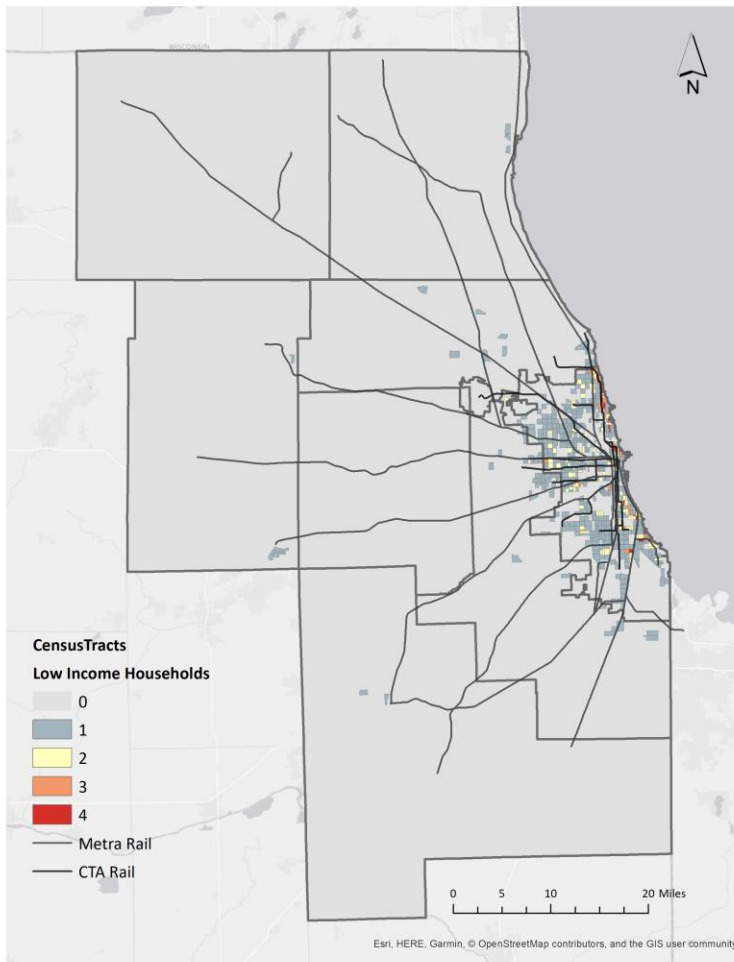
SENIOR POPULATION (AGE 65+)



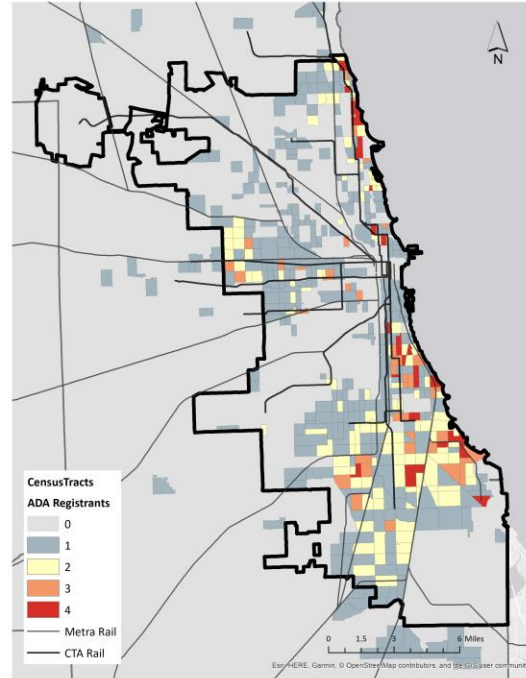
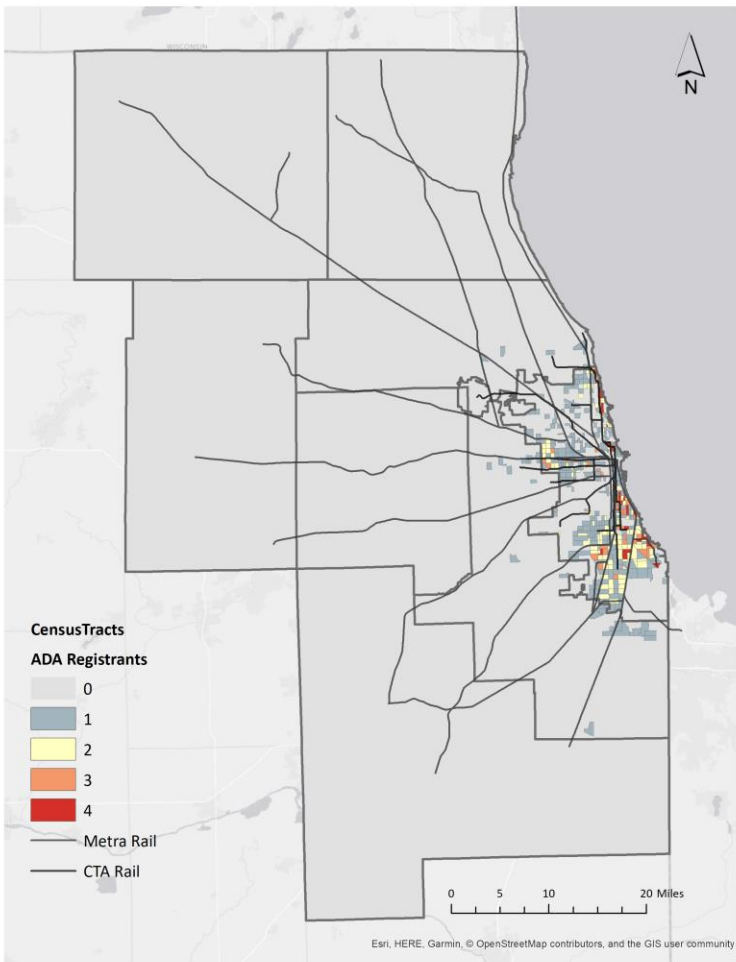
NON-WHITE POPULATION



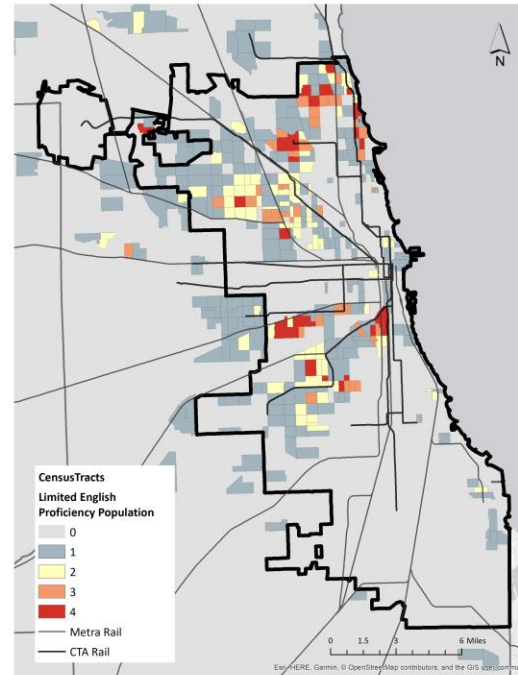
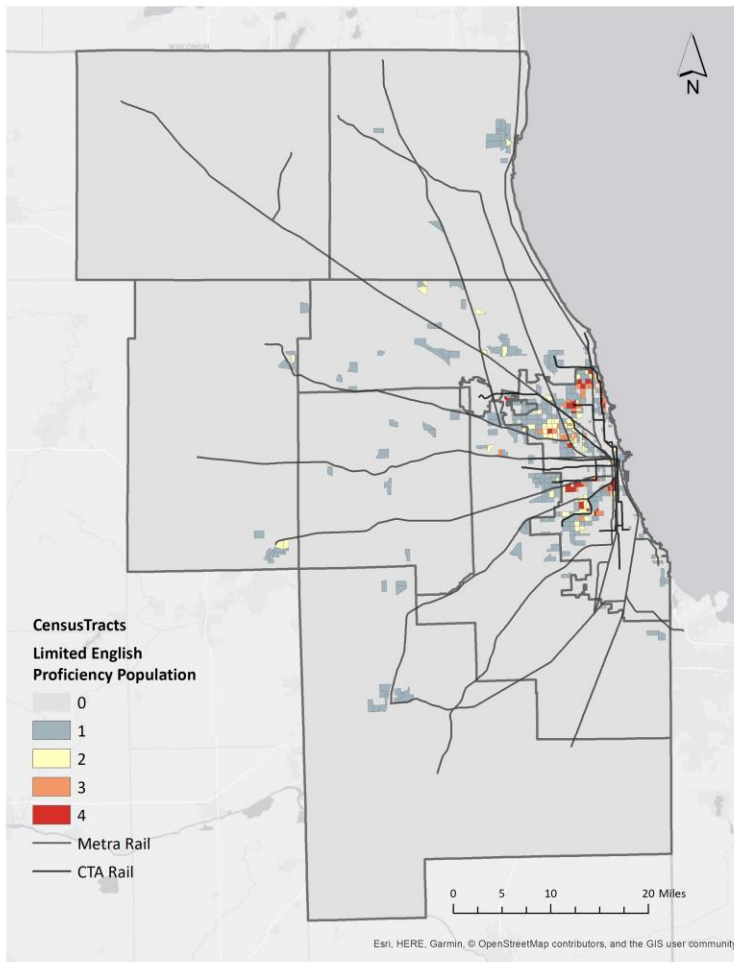
LOW INCOME HOUSEHOLDS



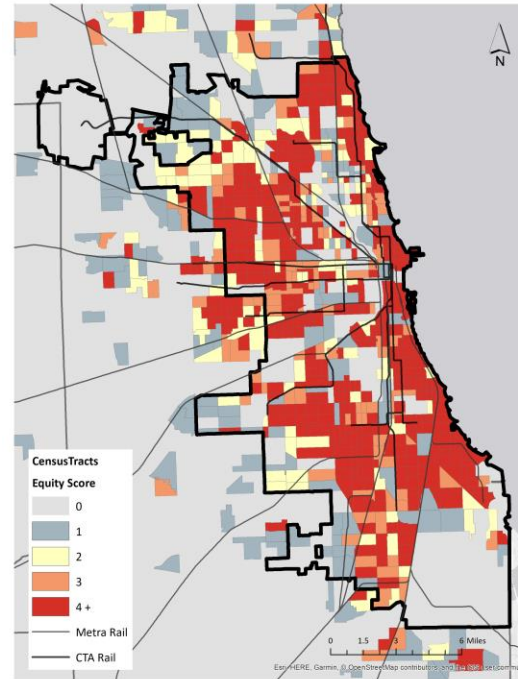
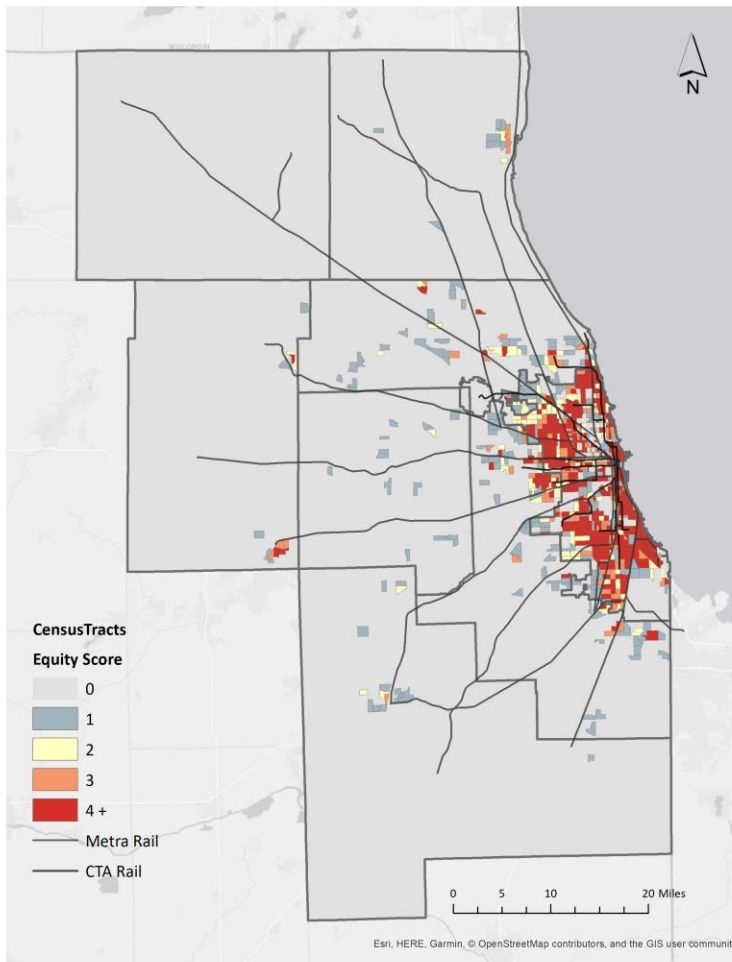
ADA REGISTRANTS



LIMITED ENGLISH PROFICIENCY



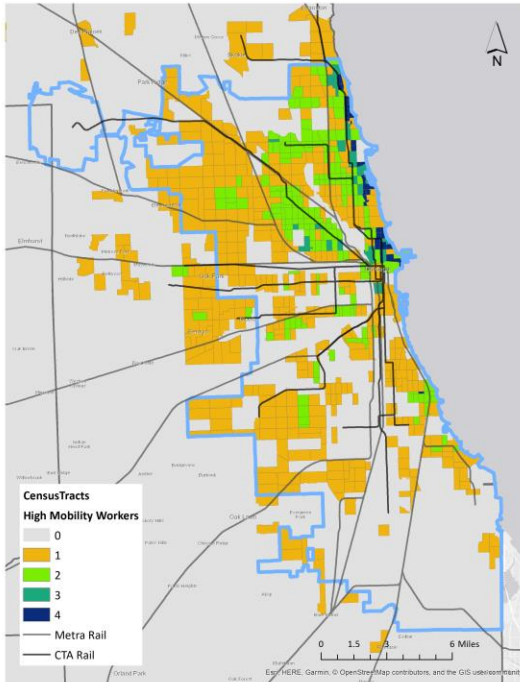
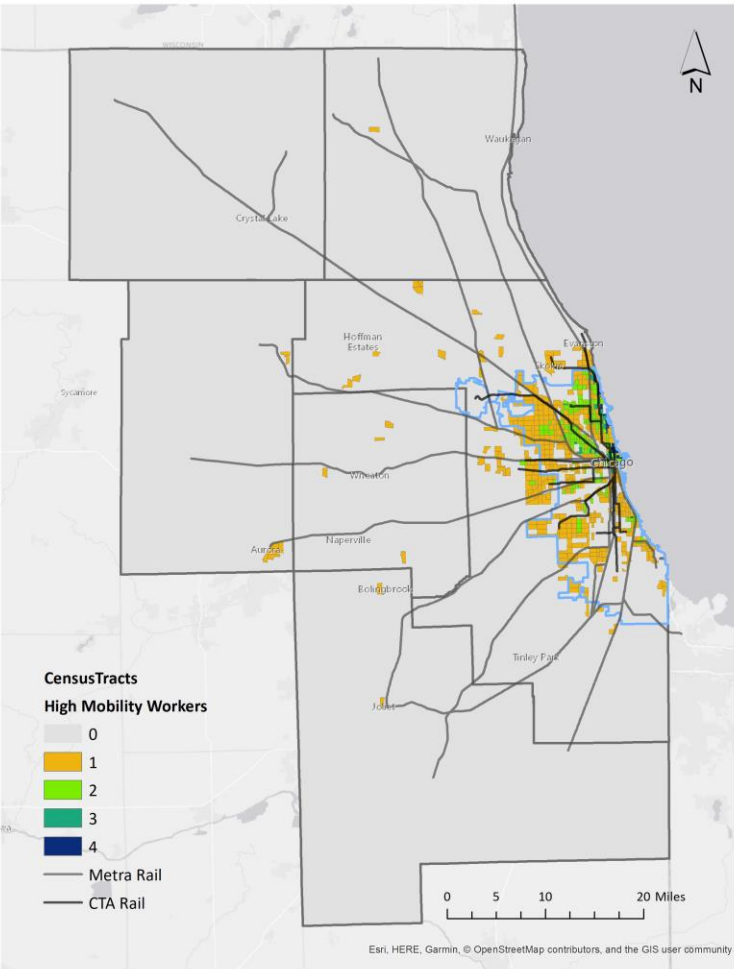
EQUITY TRANSIT CNA



CRITICAL NEED BASED ON INDUSTRY

- Identify workers from industries that need to operate on-site and in-person, “High Mobility Industries.”
- Industries selected by RTA working group:
 - Broader than “essential”
 - Includes: Healthcare, Education, Retail
 - Does not include: Professional Services, FIRE
- Data: US Census Longitudinal Employment-Household Dynamics (2018)

HIGH MOBILITY TRANSIT CNA

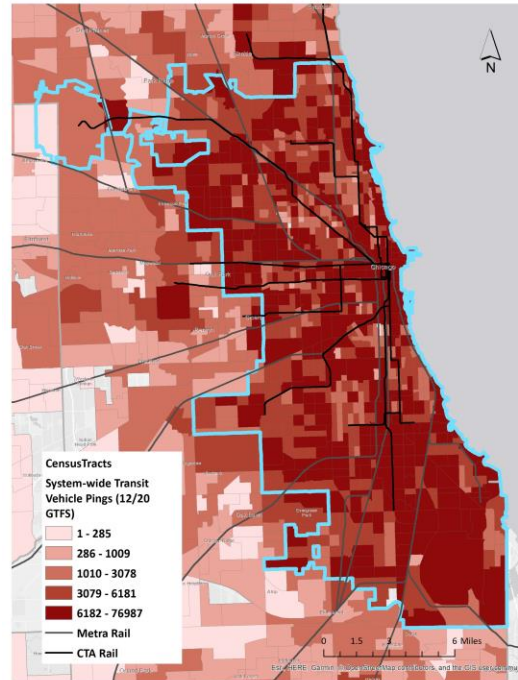
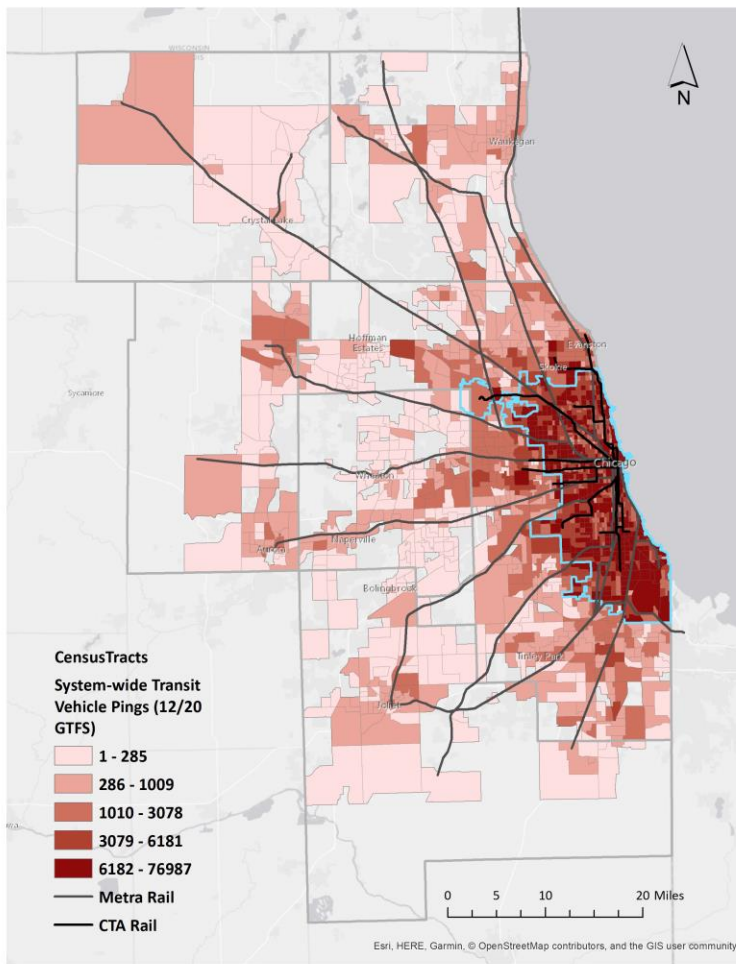


CRITICAL SERVICE

RELATING SERVICE TO CRITICAL NEED

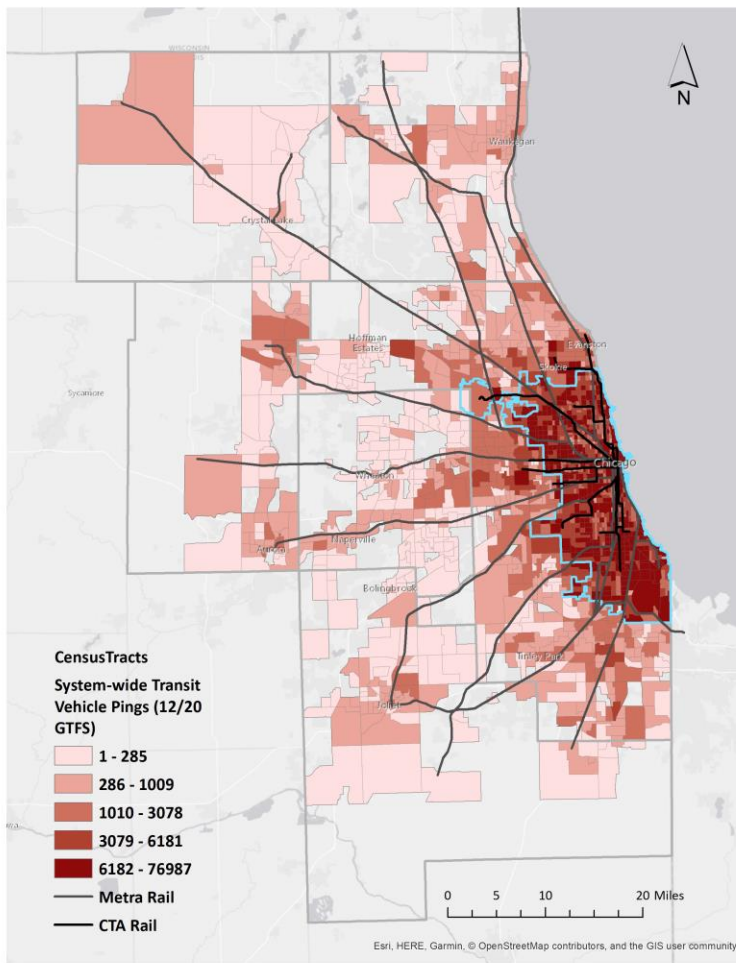
- GTFS data
- Aggregated by Census Tract
- Weighted for Q3 Expenditures
 - Cost of current operations
 - Differences in modes

SYSTEM-WIDE SERVICE



SYSTEM-WIDE SERVICE

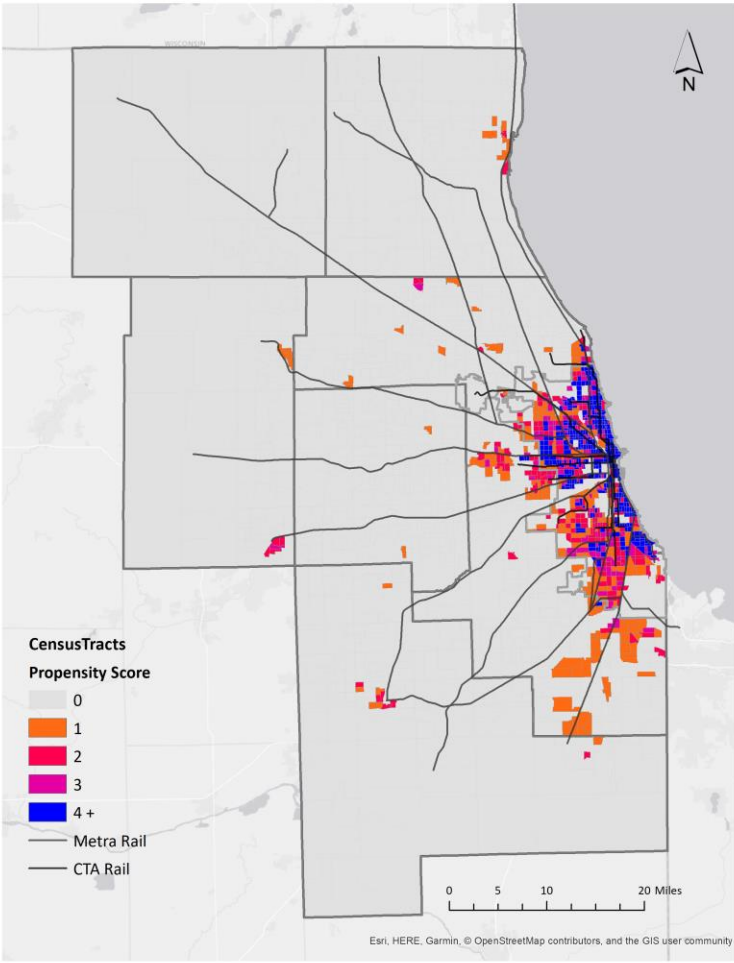
- How well does the Regional network serve Transit CNAs?
- Of the Regional network serving Transit CNAs, what proportion is operated by each Service Board?



PROPENSITY TRANSIT CNA

- 77% of the Regional Network serves Propensity Transit CNAs.

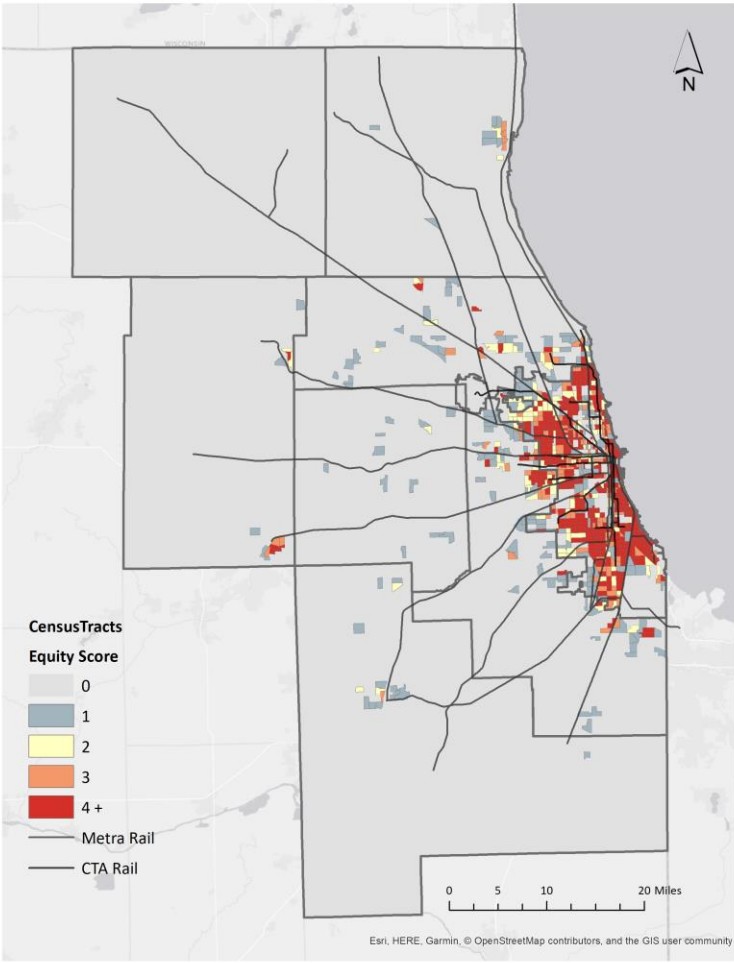
Propensity Transit CNA Regional Service Proportion by Service Board		
CTA	Metra	Pace
79%	18%	3%



EQUITY TRANSIT CNA

- 81% of the Regional Network serves Equity Transit CNAs.

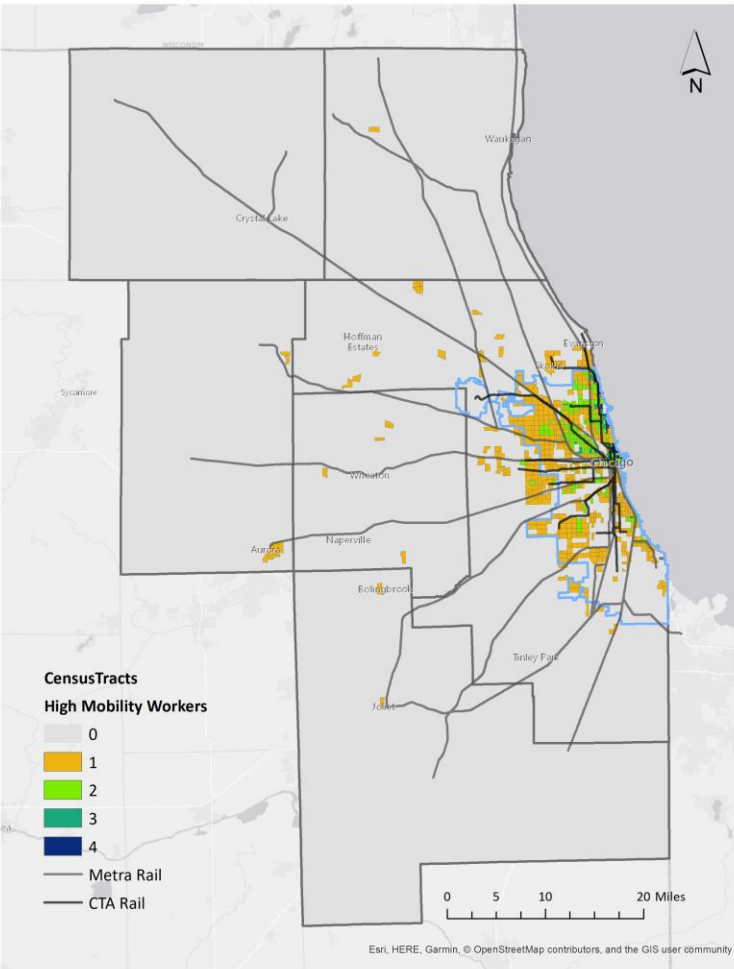
Equity Transit CNA Regional Service Proportion by Service Board		
CTA	Metra	Pace
79%	17%	4%



HIGH MOBILITY TRANSIT CNA

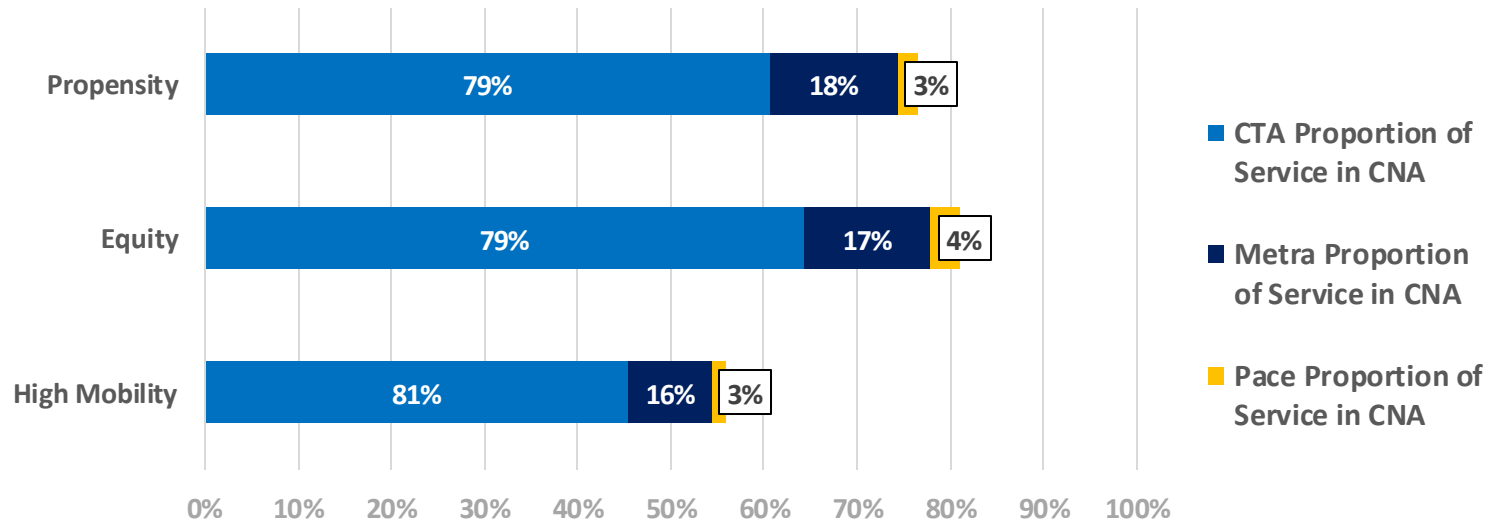
- 56% of the Regional Network serves High Mobility Transit CNAs.

High Mobility Transit CNA Regional Service Proportion by Service Board		
CTA	Metra	Pace
81%	16%	3%



SERVICE BY TRANSIT CNA

Proportion of Current Regional Service in CNAs Overall and by Service Board



7. ACTION ITEMS

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7a. TRAVEL EXPENSE REIMBURSEMENTS



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8. NEW BUSINESS



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NEXT MEETING AND ADJOURNMENT

The next meeting of the RTA Board of Directors is scheduled for Thursday, February 18.

We will advise you of the location or virtual nature of this meeting as the date approaches and the status of the COVID-19 situation is updated.

STAY CONNECTED



RTAChicago.org



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Youtube.com/RTAChicagoland