

Meeting of the RTA Board of Directors

August 15, 2024

Welcome! Meeting Starts at 9 a.m.

Meeting Agenda: rtachicago.org



1. Call to order

Pledge of allegiance



RTA Board of Directors meeting

- Roll call
- Approval of minutes

4. Public comment



5. Executive Director's report



Today's agenda



6. Information items

6a. State of Metra briefing



2024 MIDYEAR METRA UPDATE TO RTA BOARD

August 15, 2024



FEBRUARY 2024




- **New Fares and Fare Structure**
 - **Customer Response Team (CRT)**
- **Revision to onboard bike policy**
- **Launched the ACCESS Pilot program**



2024 FARE POLICY



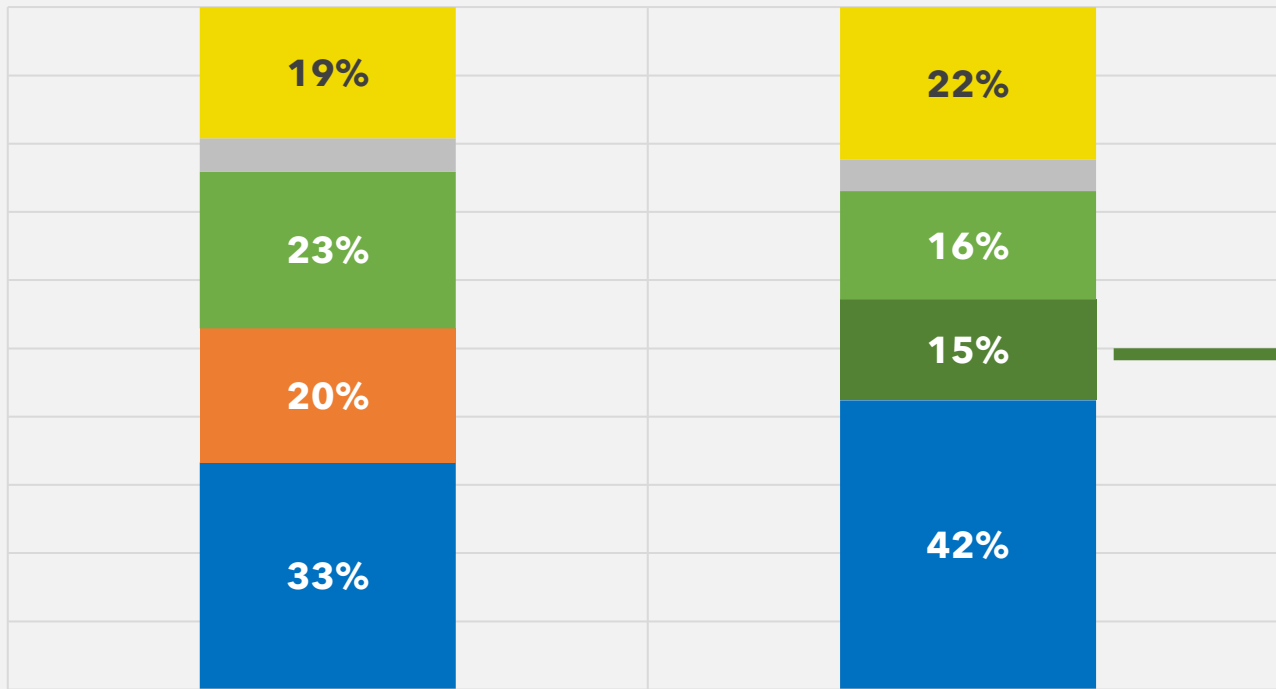
Ticket Options and Fares

	Full Fare by Zone				Reduced Fare* by Zone				Purchase Options		
	1 2	1 2 3	1 2 3 4	2 3 4	1 2	1 2 3	1 2 3 4	2 3 4	AT Station 	ON Phone 	ON Train 
	Trips not going to Zone 1 should use the pricing listed in the 2-3-4 column.										
One-Way	\$3.75	\$5.50	\$6.75	\$3.75	\$1.75	\$2.75	\$3.25	\$1.75	•	•	•
Day Pass	\$7.50	\$11.00	\$13.50	\$7.50	\$3.50	\$5.50	\$6.50	\$3.50	•	•	
Day Pass 5-Pack	\$35.75	\$52.25	\$64.25	\$35.75	\$17.50	\$26.00	\$32.00	\$17.50		•	
Monthly Pass	\$75.00	\$110.00	\$135.00	\$75.00	\$37.50	\$55.00	\$67.50	\$37.50	•	•	
Saturday, Sunday, or Holiday Day Pass	\$7.00				\$7.00				•	•	•
Weekend Pass	\$10.00				\$10.00					•	
Regional Connect Pass	Cost of Monthly Pass + \$30.00				Cost of Monthly Pass + \$30.00					•	

* Reduced fares are available for those who have an RTA-issued Reduced Fare Permit, which includes senior citizens 65 or older, customers with disabilities and Medicare cardholders. Reduced fares are also available for K-12 students and active duty military personnel with identification.

2024 FARE CHANGE: TICKET TYPE PREFERENCE

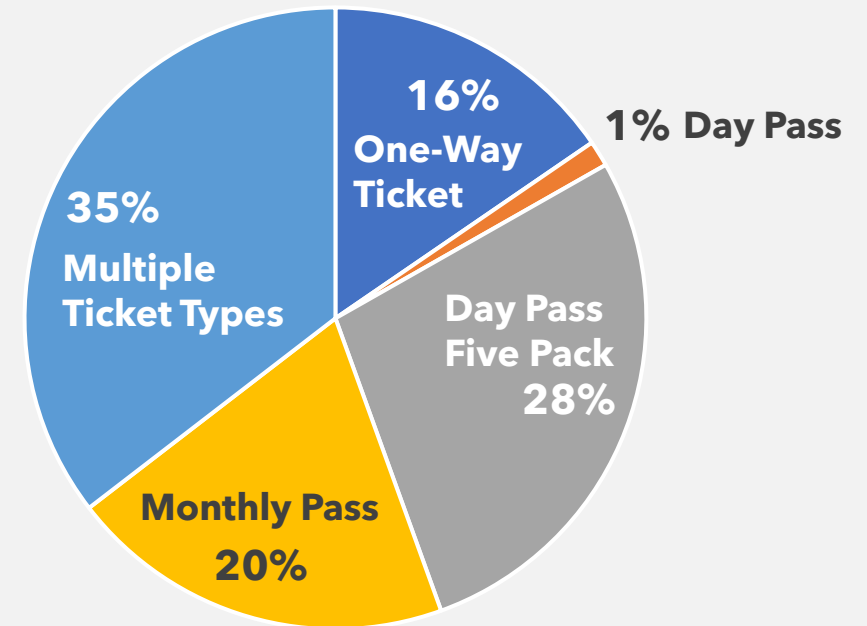
Ridership by Ticket Type



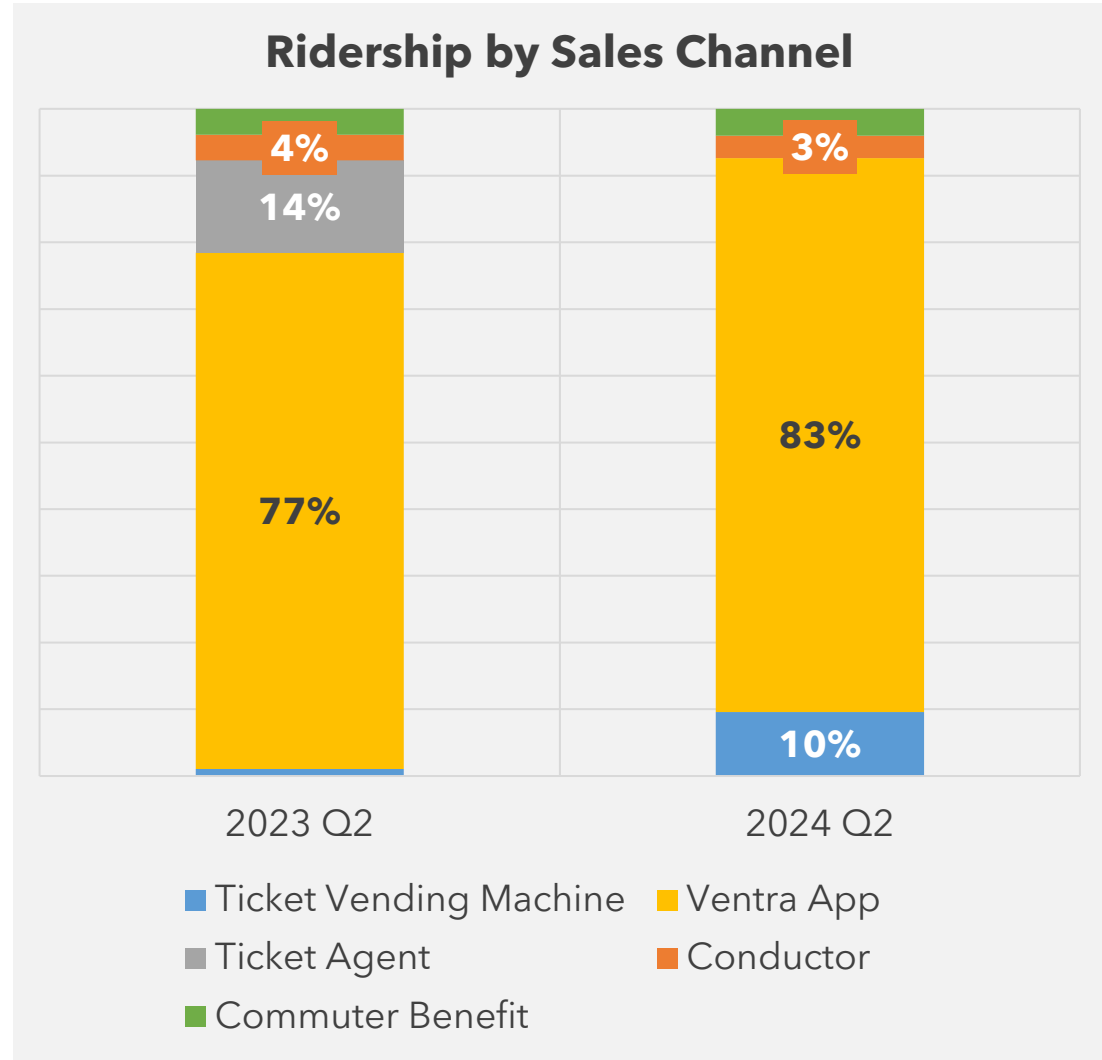
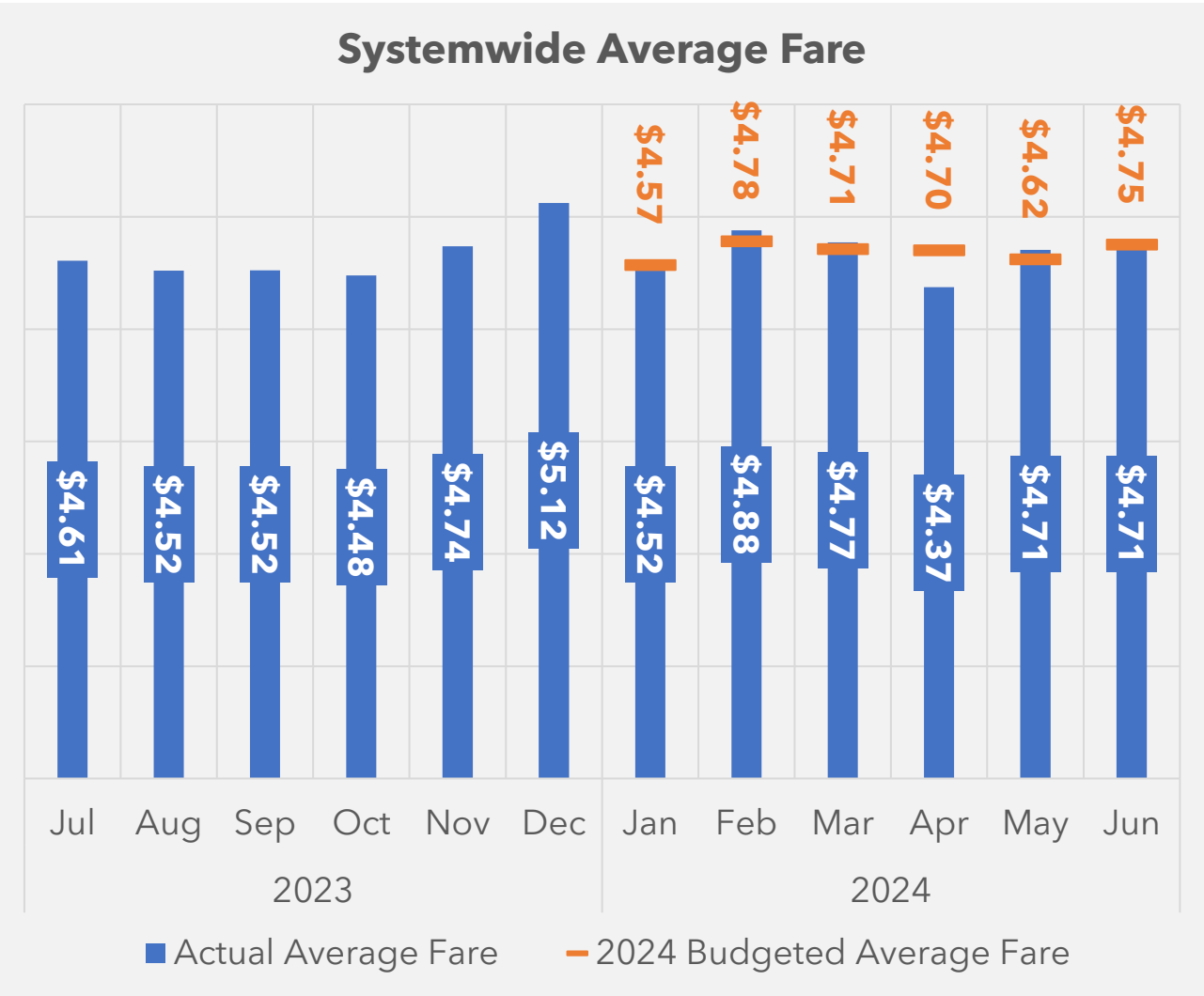
- Monthly Pass
- Ten Ride
- One & Two Day Weekend Pass
- Day Pass 5-Pack
- Day Pass
- One Way

What ticket are riders who used the 10-Ride using now?

January 2024 10-Ride Ticket riders who rode at least once per week in June 2024 used the following tickets in June 2024:



2024 FARE CHANGE: AVERAGE FARE & SALES CHANNEL PREFERENCE



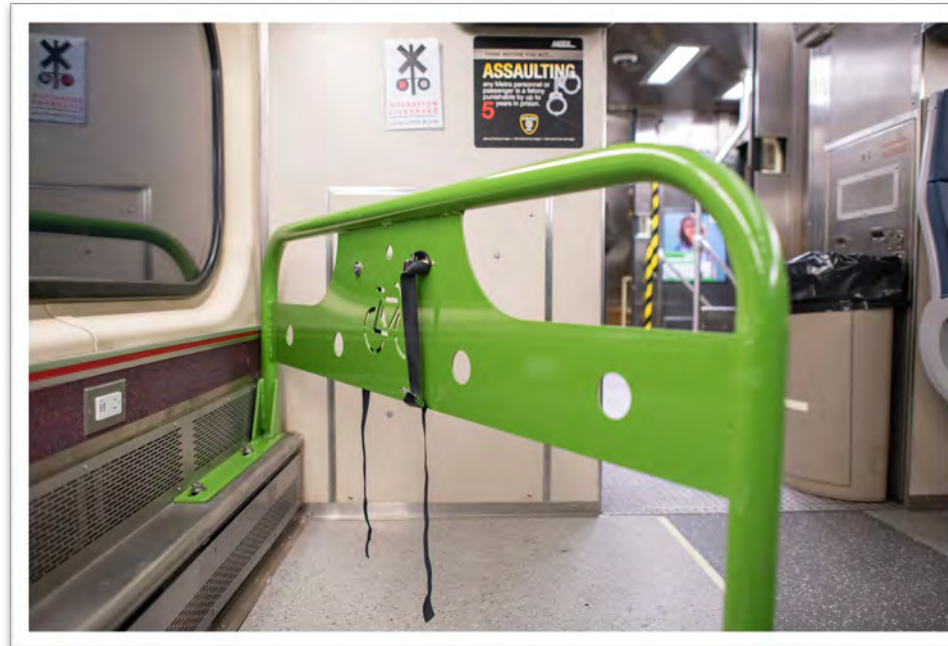
Source: Metra Ticket Sales

TICKET VENDING MACHINES



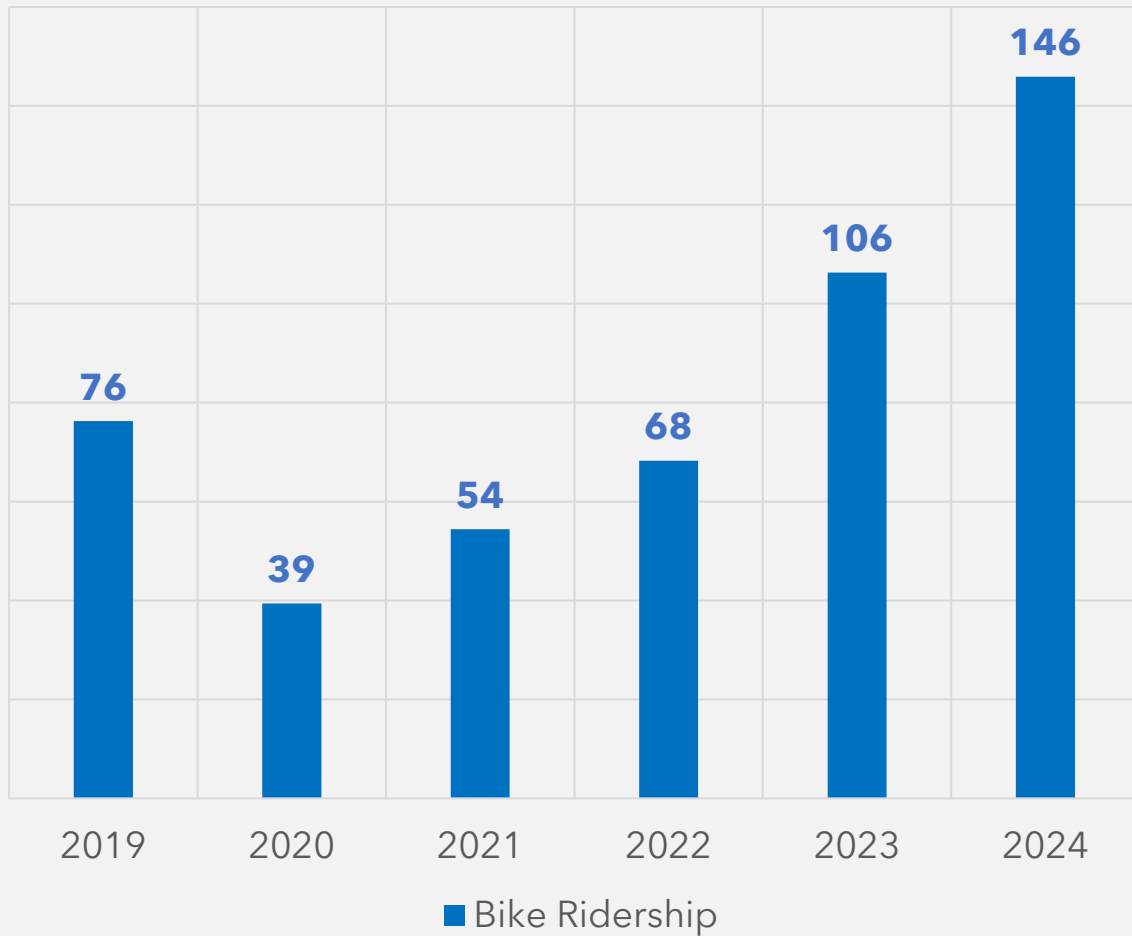
BIKE CAR 1.5

- Replaces three bench seats with a bike rack accommodating between 2 and 4 bikes, as well as scooters and other bulky items
- Uses easily sourced materials, and is manufactured and installed in-house
- Requires no permanent modifications to the rail car
- Phase 1: Installation on 50 rail cars completed by the end of spring, deployed on trains with highest reported bike ridership

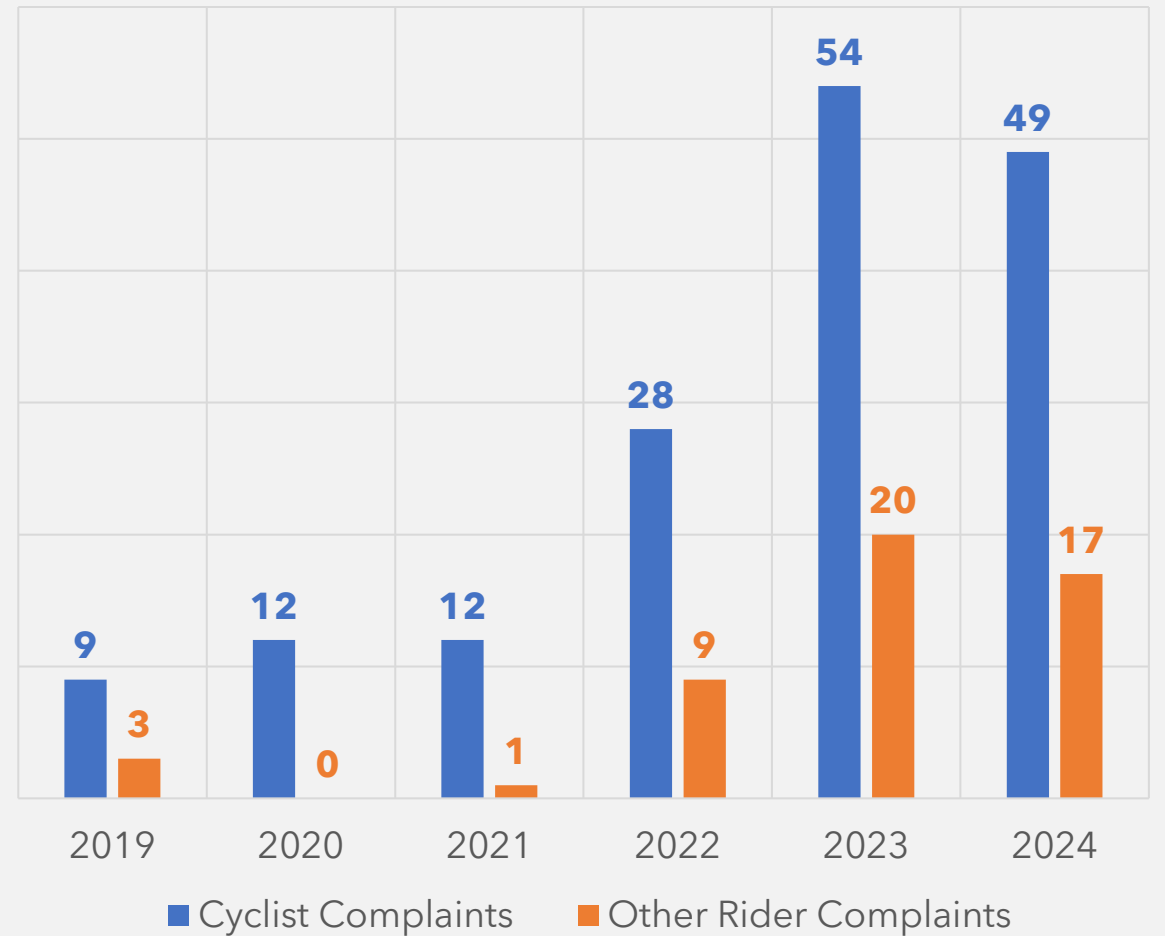


BIKES ON TRAINS POLICY

Bike Ridership Jan-June (in thousands)

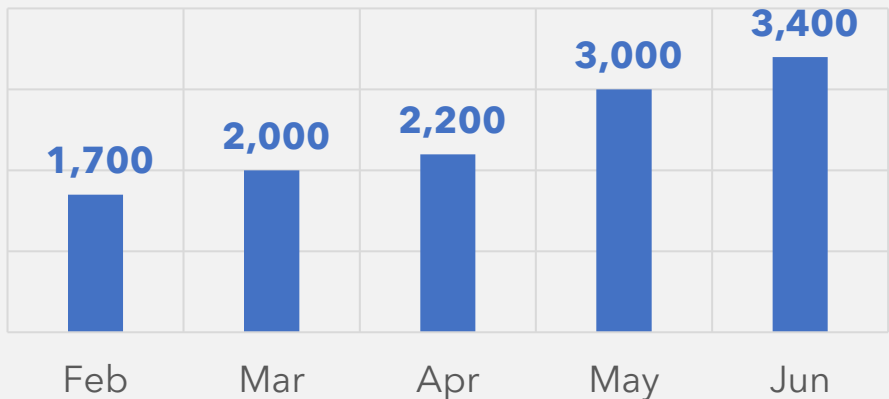


Bike-Related Complaints Jan-June

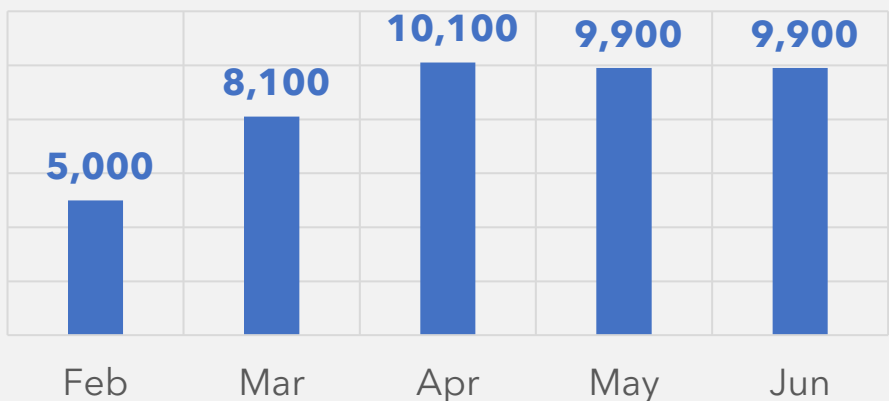


RTA ACCESS PILOT

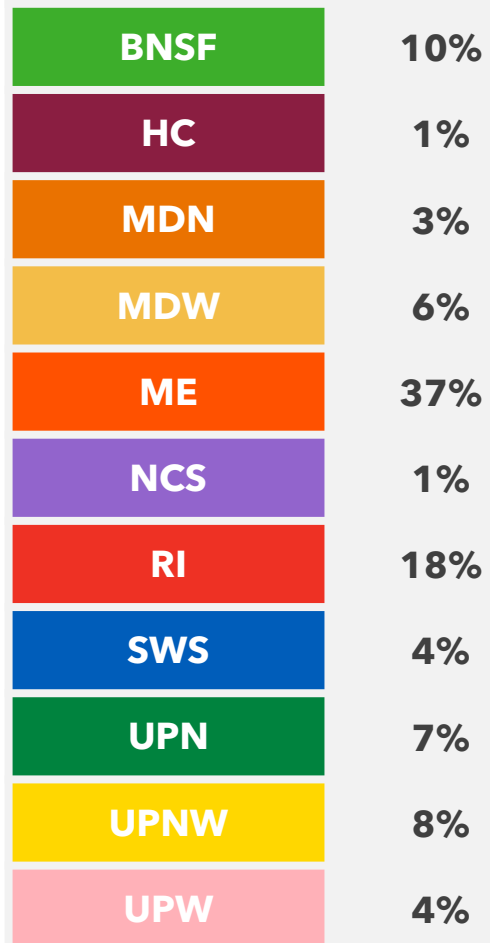
RTA Access Pilot Eligible Participants



RTA Access Pilot Ridership

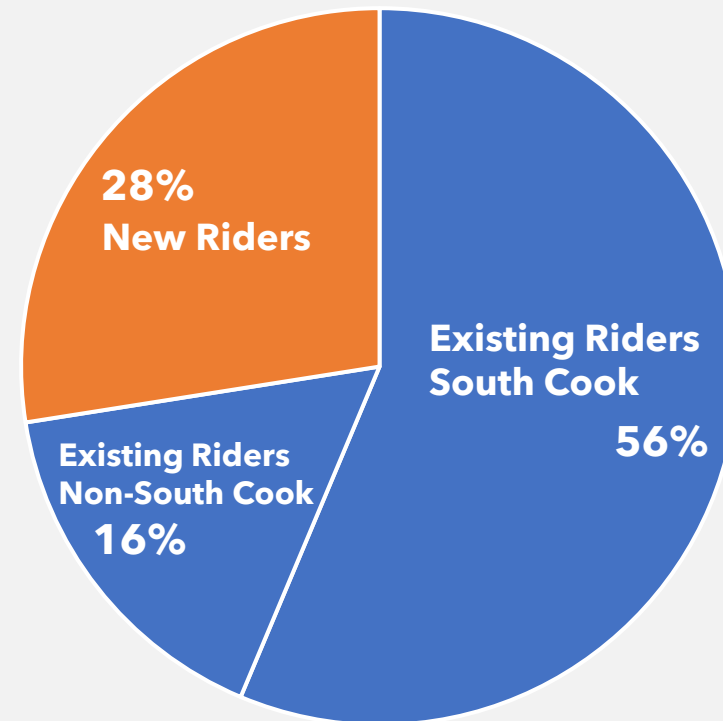


RTA Access Pilot: Share of Ridership by Line



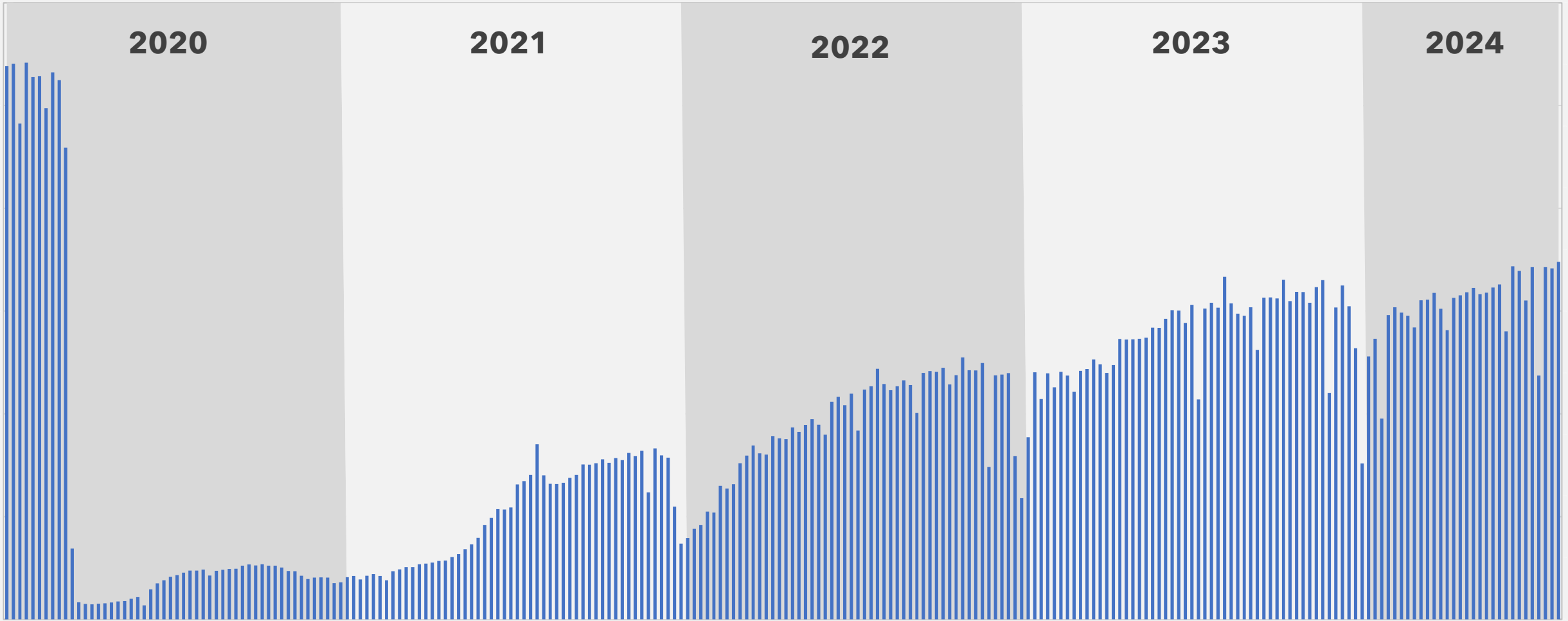
What were RTA Access Pilot users doing prior to the program?

January 2024 ridership status of February 2024 RTA Access Pilot users who rode at least once per week in February 2024:



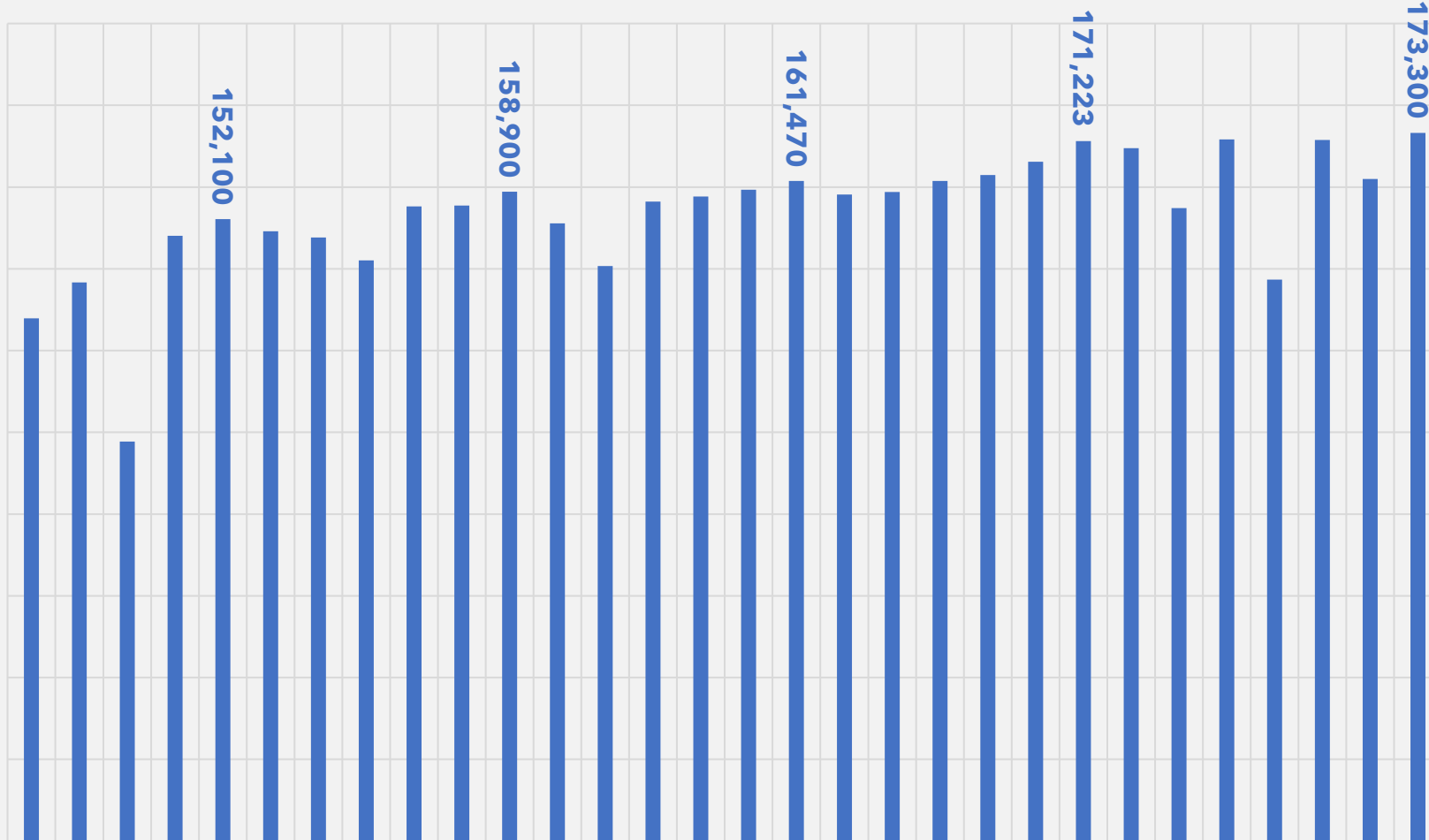
SYSTEMWIDE RIDERSHIP

Average Weekday Ridership by Week (Jan 2020-Jul 2024)



SYSTEMWIDE RIDERSHIP 2024

2024 Average Weekday Ridership by Week

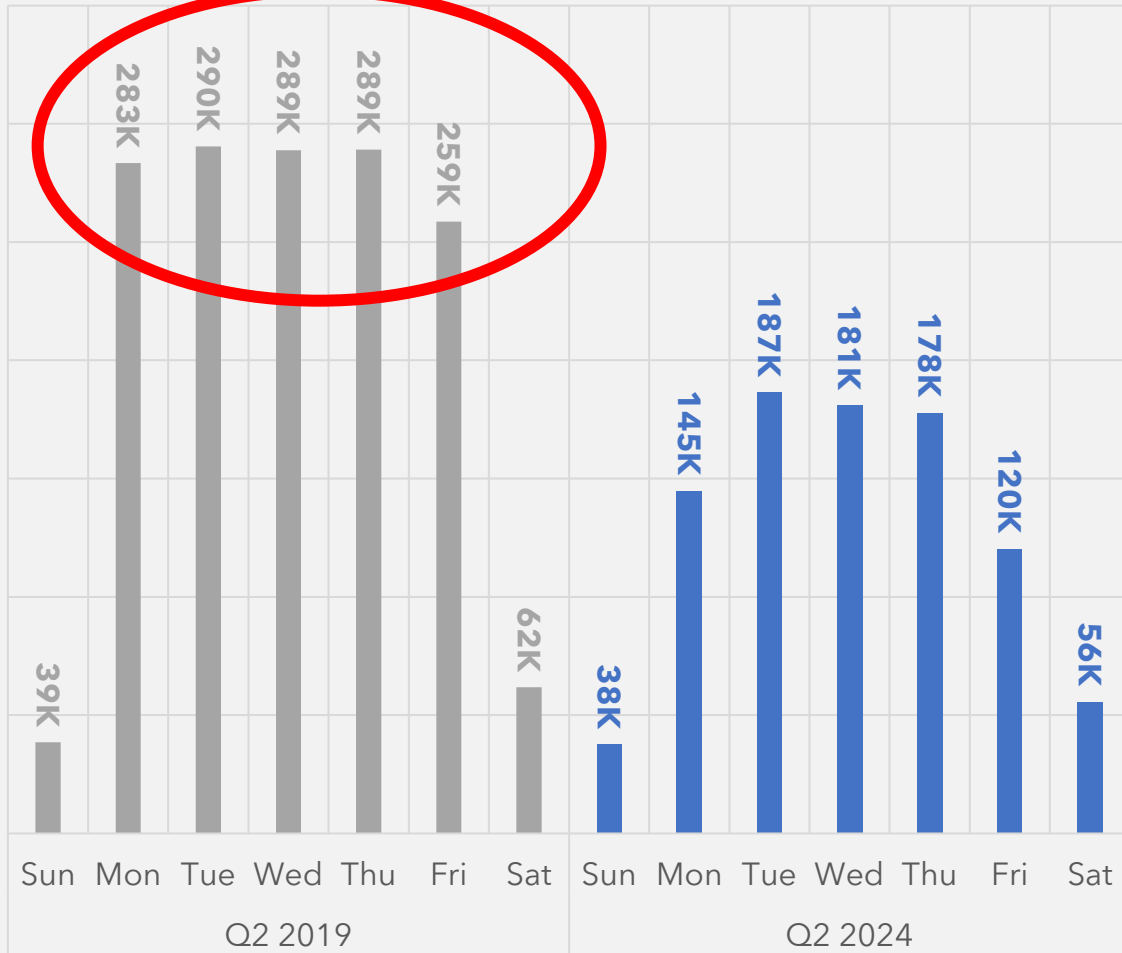


Top 10 COVID-Era Ridership Days

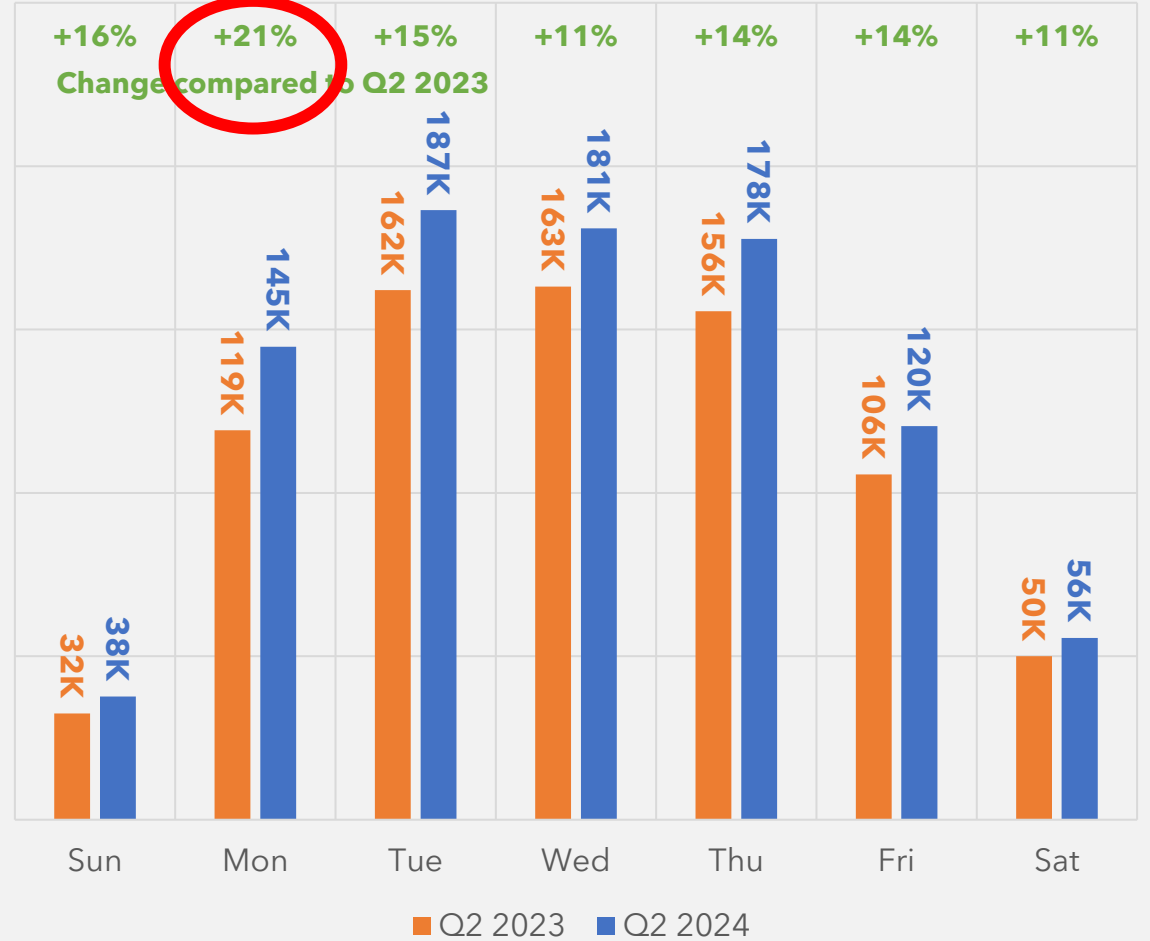
1	August 1, 2024	224,706
2	July 31, 2024	206,269
3	July 30, 2024	199,047
4	July 23, 2024	198,385
5	May 21, 2024	197,520
6	August 7, 2024	197,646
7	August 6, 2024	196,810
8	June 26, 2024	196,060
9	July 9, 2024	194,994
10	June 4, 2024	194,655

SYSTEMWIDE RIDERSHIP

Average Daily Ridership by Day of Week (2019 vs. 2024)



Average Daily Ridership by Day of Week (2023 vs 2024)



O'HARE SERVICE

Proposed:

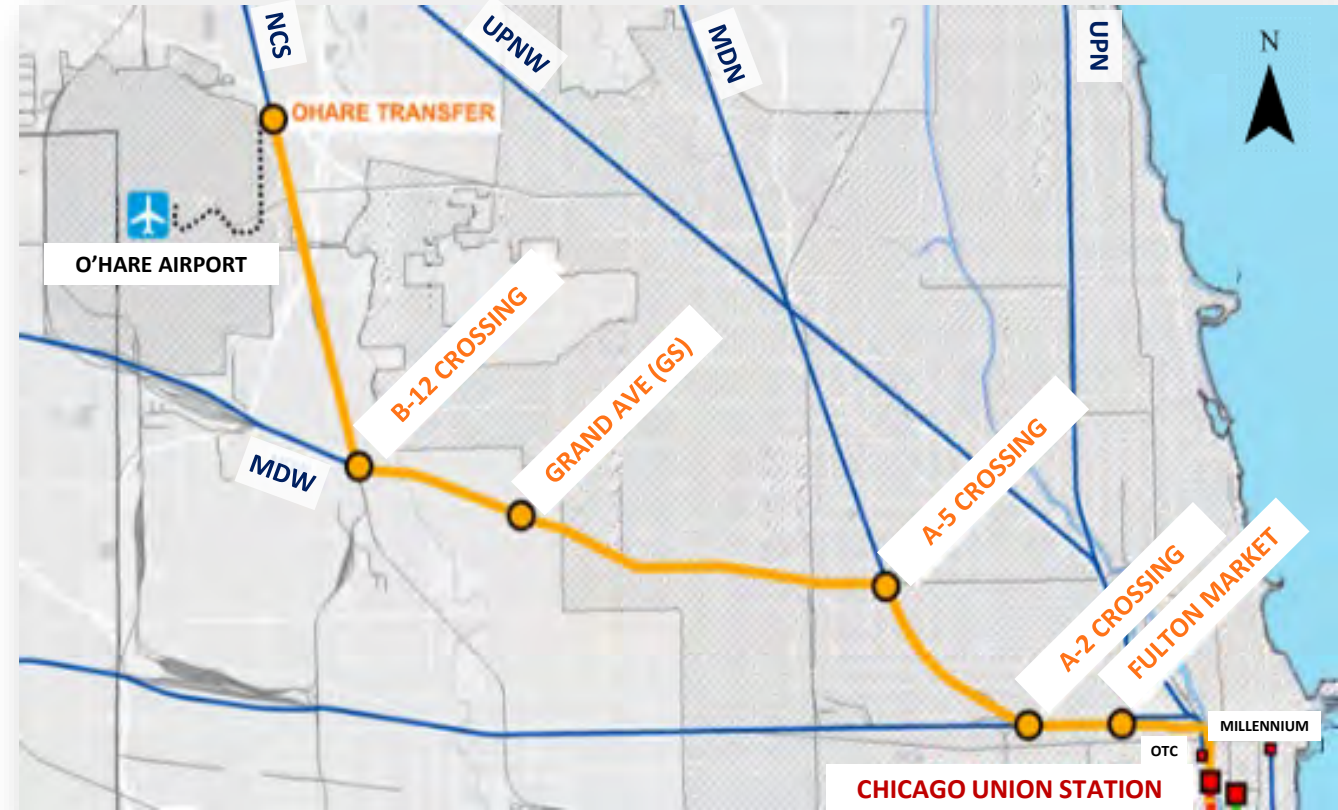
- Frequent rail service connecting Chicago Union Station to O'Hare Airport with multiple trips every hour
- Trip time under 30 minutes

Existing:

- Service in operation
- 7 weekday trains (no weekends) each direction
- 34-40 minutes travel time

Benefits:

- Dedicated frequent, reliable service to O'Hare
- Improvements to existing Metra services as a result of infrastructure improvements



Route:

- Metra-owned Milwaukee West line CUS-B12
- Canadian National-owned (used by Metra North Central Service) B12-O'Hare

ACTIONS TO IMPLEMENT IMPROVED O'HARE SERVICE

Currently underway:

- Network strategy planning study
- Planning for property for expanded maintenance/ storage yard for new vehicles

Not underway:

- Acquire new/additional zero-emission equipment
- Host railroad agreements
- Significant infrastructure improvements, including bridges
- **Significant funding is required**



MILWAUKEE AVE. BRIDGE A-32



PREVIOUS CONFIGURATION



Shoofly construction
completed in 2022

MILWAUKEE AVE. BRIDGE A-32



GIRDER INSTALLATION



MILWAUKEE AVE. BRIDGE A-32



PETERSON/RIDGE STATION OPENED MAY 20



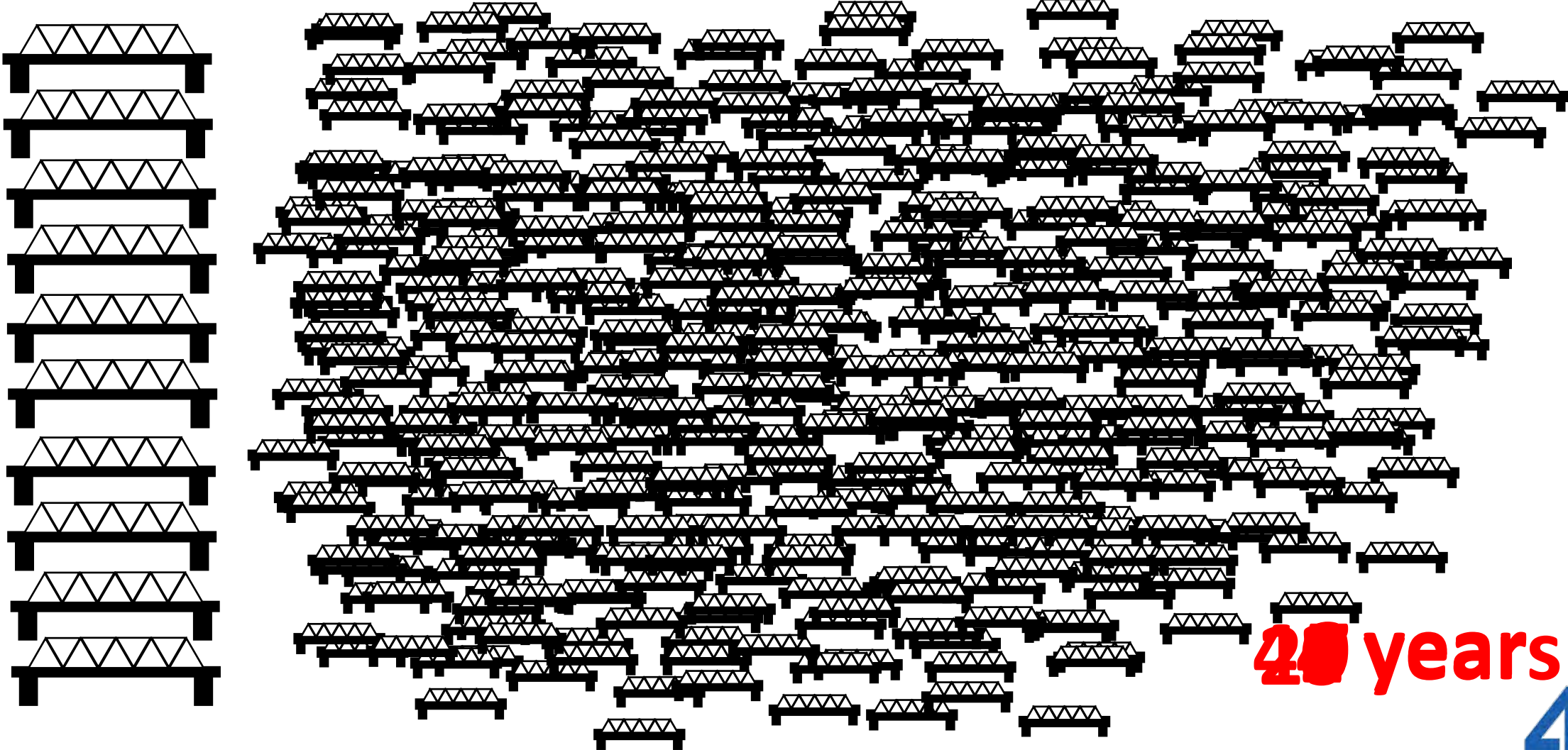
COMPREHENSIVE APPROACH TO BRIDGES



- Comprehensive inspections
- Data-driven analysis
- Programmatic approach to upgrading bridges
- Bridge inventory in place



CENTURY-OLD BRIDGES



NEXT STEP: FUNDING THE PLAN



Current Approach

Replacing 3 bridges per year on average systemwide.



Proposed Plan

20 year program replacing 5 bridges and rehabilitating 5 bridges per year.



100 bridges replaced



100 bridges rehabilitated



\$140M per year/\$2.8B total*



Enhanced Proposed Plan

20 year program replacing 12 bridges and rehabilitating 5 bridges per year, addressing all 210 bridges below desired standards.



240 bridges replaced



100 bridges rehabilitated



\$280M per year/\$5.6B total*

*Does not account for future escalation for program year start or escalation over 20-year program.

THE WAY THE METRA SYSTEM SHOULD OPERATE

REGIONAL RAIL

- Service at regular intervals, whenever possible
- Not just CBD trips
- All-day transportation
- Increased intervals during peak periods



A VISION FOR REGIONAL RAIL

VISION - what we aspire to

To proactively address evolving transportation needs, Metra will provide **regional rail** service that supports sustainable connected communities.

Regional Rail Characteristics

Whenever possible, includes service at regular intervals with consistent stopping patterns throughout the day

Service is not just oriented around bringing commuters to the urban center

Provides an all-day transportation option for all trip types throughout the region

Significant service during rush-hour to meet travel demand, but less frequent peak service than traditional commuter rail

- Metra's vision for **regional rail** was identified in our 2023-2027 Strategic Plan: **My Metra, Our Future**
- Infrastructure needs and optimized train schedules for regional rail are being developed in Metra's ongoing **Systemwide Network Plan**
- Based on previous work, estimates indicate that it could cost **\$15-20 billion to build** and an additional **\$300-500 million per year to operate regional rail service.**



CREATE

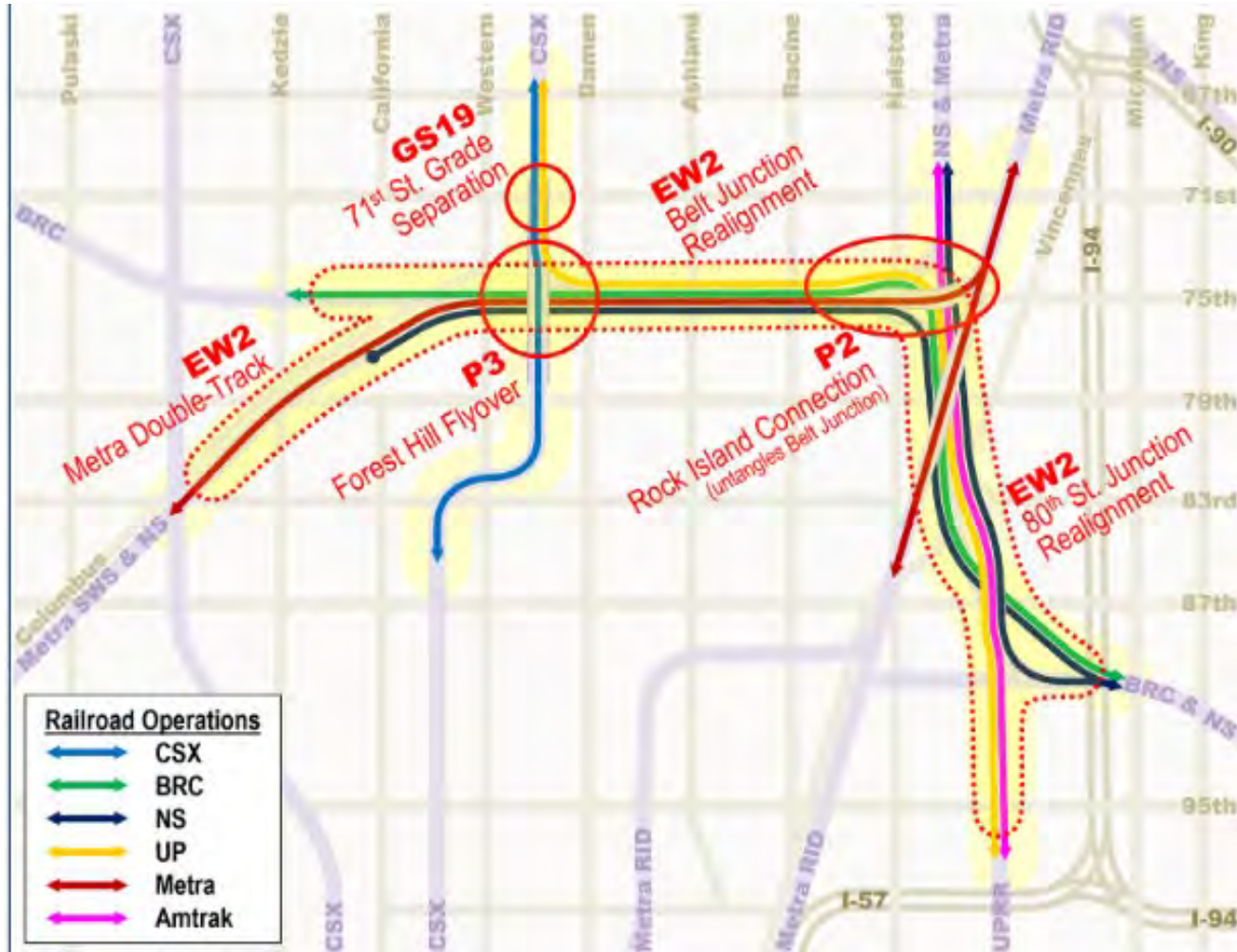
- **Public-private partnership since 2003**
- **70+ projects to detangle and modernize America's busiest rail hub**
- **Projects benefit commuter and freight partners**
- **\$31.5 billion generated in economic benefits**

CREATE Projects Benefiting Passenger Rail



CREATE

75TH STREET CIP



P3 & GS19 funded & under construction

EW2 & P2 in design, construction not funded

RID3 PE/ NEPA (Grant application for final design)

75TH ST CIP

- **Most complex piece of the CREATE program**
- **Four projects along 2 passenger and 4 freight lines**
- **Will eliminate 18,500 hours of passenger train delays annually**

75TH STREET CORRIDOR IMPROVEMENT PROJECT – P3



QUESTIONS?



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



6c. Presentation of the 2024 Community Planning Program of Projects



Program History

- Community Planning Program's 26th year
- Technical assistance for land use and transportation planning
- Planning for housing and jobs near transit.
- Developing walkable communities with access to transit.
- Look for "Implementation Report" on our website: rtachicago.org/cp



Call for Projects

- February 26 – March 22, 2024
- Partnered with CMAP
- Received 21 applications
- Application review process
- Service Board feedback

2024 Community Planning Program of Projects

Planning Focused

- Chicago – Archer Ave. Corridor Study
- Hazel Crest – Metra ETOD Plan
- Lockport – Metra ETOD Plan
- Maywood – Roosevelt Rd Corridor Study
- Morton Grove – Dempster St. Corridor Study

Implementation Focused

- Itasca – TOD Zoning Code Updates
- Round Lake – Developer Dialogue
- Waukegan – Developer Dialogue



Questions

- rtachicago.org/cp

6d. Transit is the Answer update





PROJECT UPDATE



Economic Impact Assessment



Our Process

1

**Ridership
Elasticity Model**

2

IMPLAN

3

Outputs

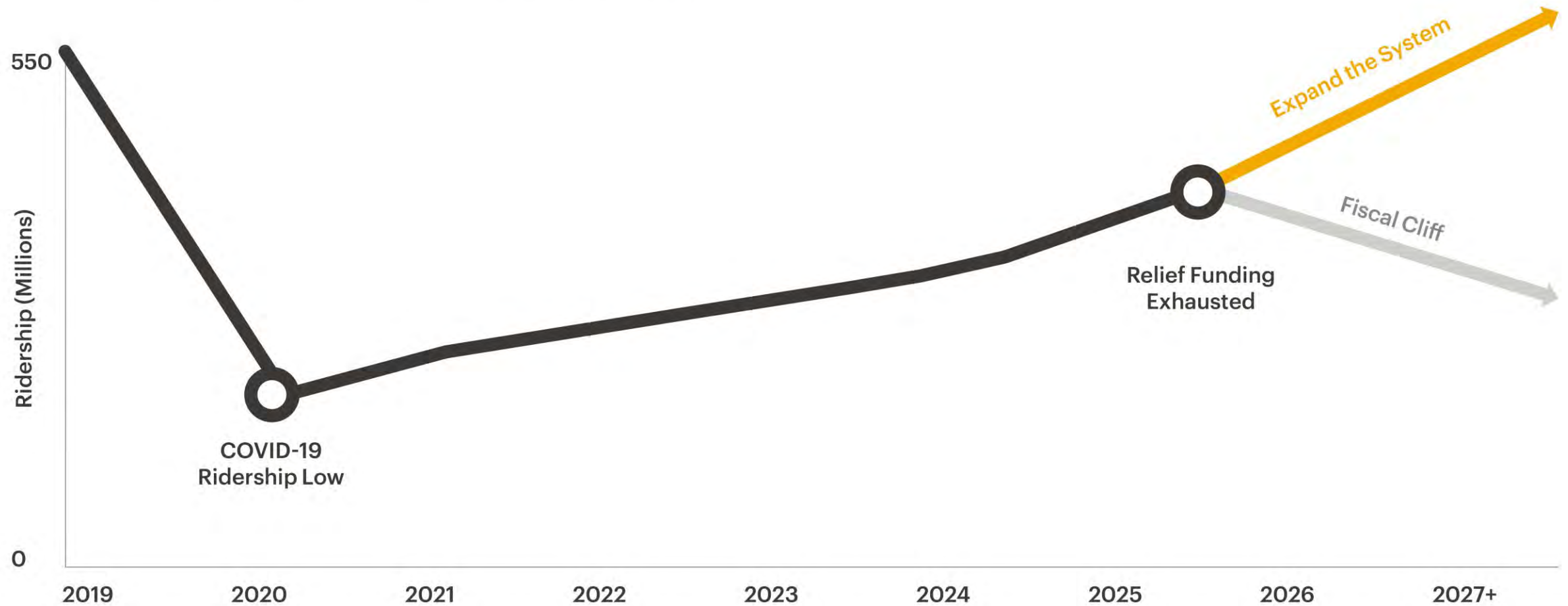


IMPLAN Economic Model Design

- Employment (Jobs)
- Labor Income
- Value Added
- Output
- Tax Revenue

Ridership Impacts

2026 is a critical pivot point



Year 1 Impacts – Service Scenarios

Fall off the Fiscal Cliff

20%

Budget **Cut**

30–40%

Service **Cut**

25 min 

15 min Headway

75 min 

45 min Headway

Expand the System

20%

Budget **Increase**

30–40%

Service **Increase**

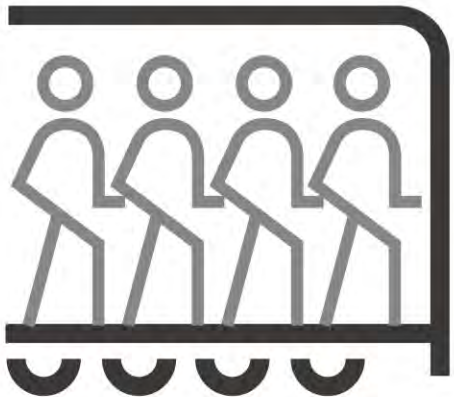
10 min 

15 min Headway

30 min 

45 min Headway

JOB ACCESS



OVERCROWDING

Fall off the Fiscal Cliff

\$2.6B ↓

Regional Economic GDP **Losses**

27,000

Jobs **Lost**

\$1B

Wages **Lost**

Expand the System

\$2.7B ↑

Regional Economic GDP **Gains**

28,000

Jobs **Gains**

\$1B

Wages **Gains**

Fall off the Fiscal Cliff

\$372M ↓

Tax Revenue **Lost**

\$50M

Productivity **Lost**

\$41M

Education Benefit **Lost**

Expand the System

\$379M ↑

Tax Revenue **Added**

\$34M

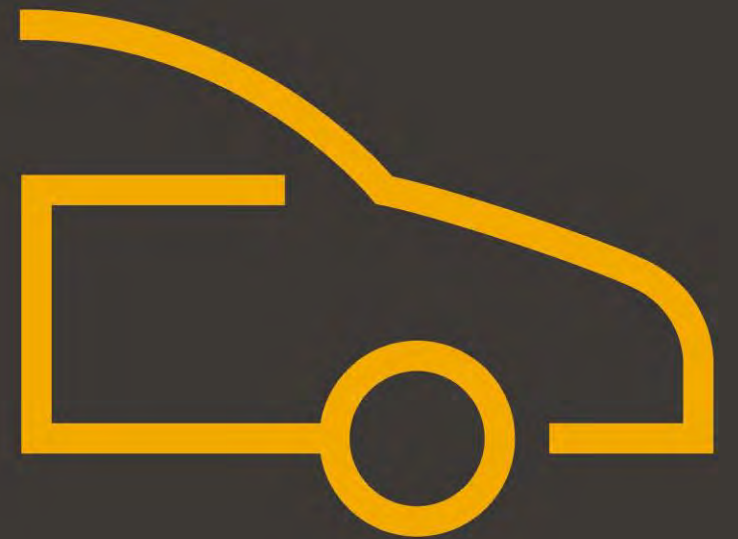
Productivity **Saved**

\$33M

Education Benefit **Saved**

Reduces Congestion

Chicago ranks **5th**
globally, 2nd in the
US for congestion.



Year 1 Impacts — Costs & Public Assistance

Fall off the Fiscal Cliff

\$242M 

Additional Public Assistance Costs

\$23M 

Additional Health Care Costs

Expand the System

\$192M 

Lower Public Assistance Costs

\$18M 

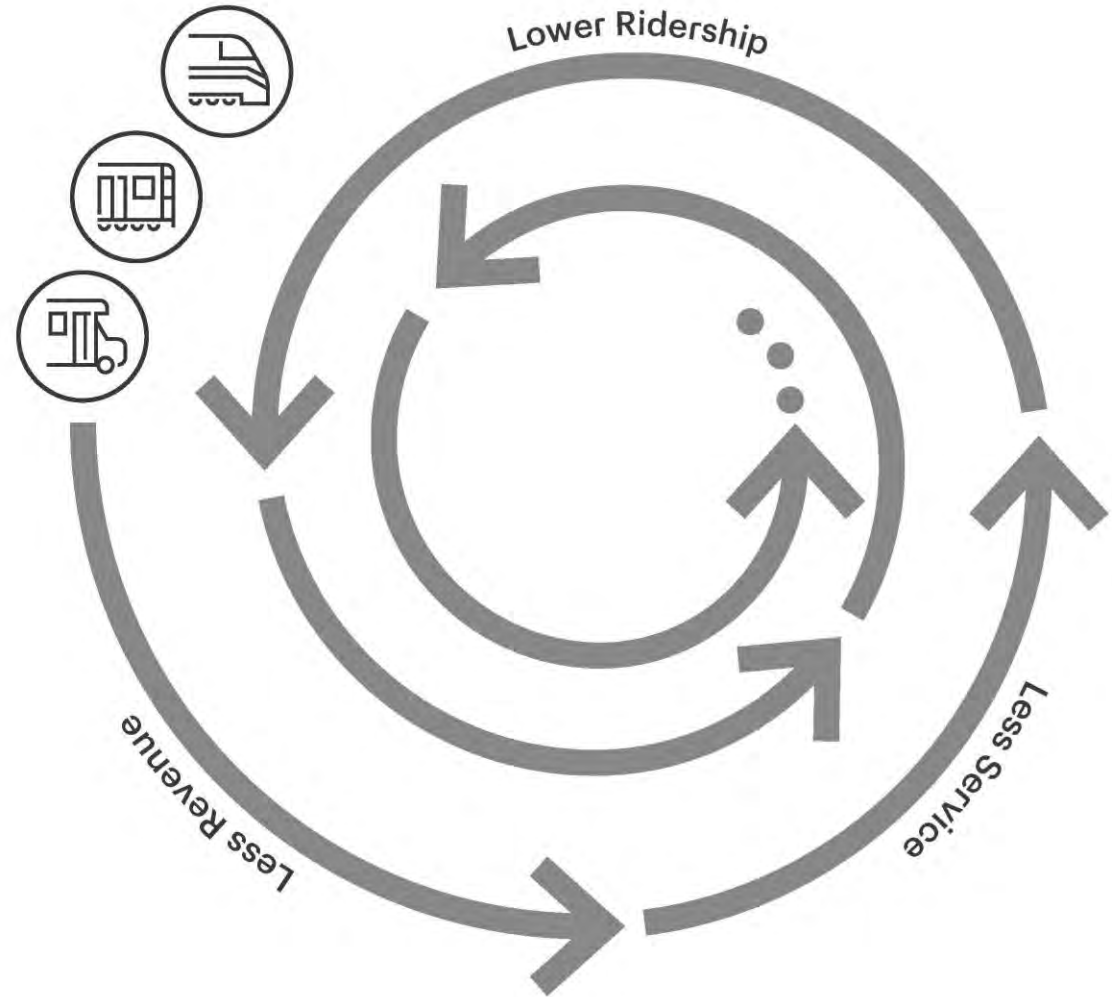
Lower Health Care Costs

Fiscal cliff is not a one-time event

Fiscal cliff begins a negative feedback cycle.

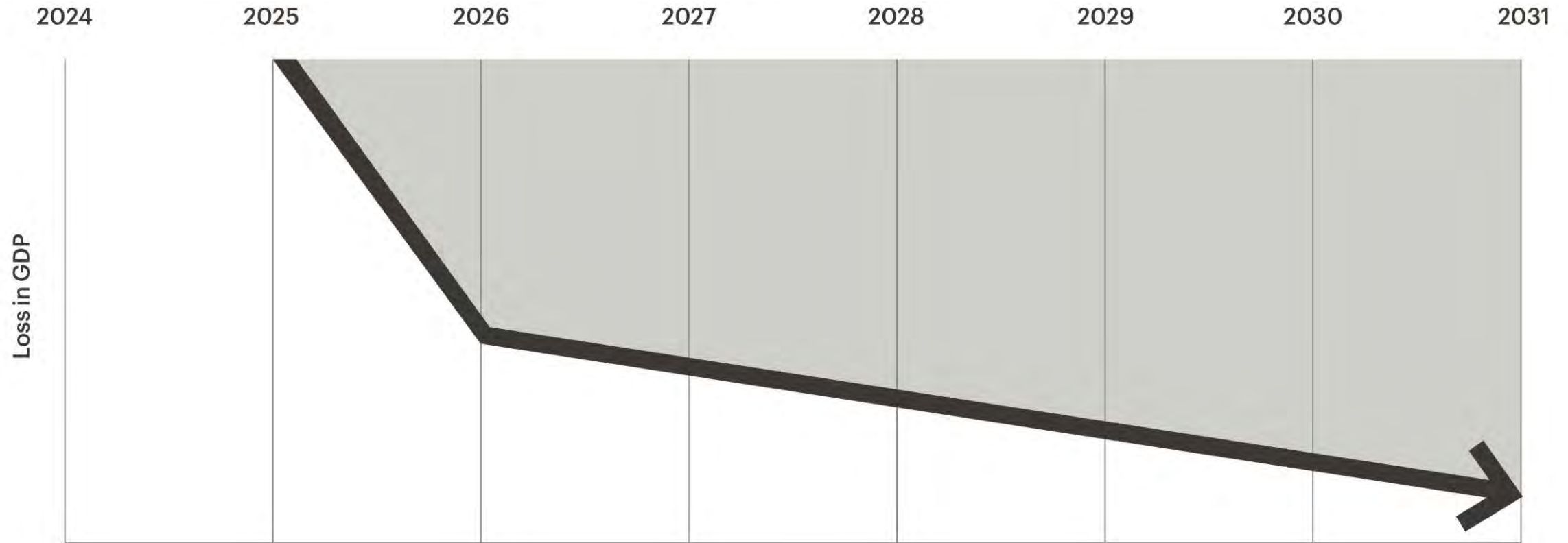
Revenue shortfall and a declining annual operations budget is the new normal for the Service Boards.

Year 1 is a 40% cut in service but each following year will bring additional cuts.



Growing Problem Over Time

Fiscal cliff impacts grow over time





ENGAGEMENT



Transit is the Answer Coalition recap

- More than 140 riders, agency staff, legislative staff, advocates, and other stakeholders participated
- Agenda
 - System Updates
 - Legislative Developments
 - Proposed Reforms
 - Breakout Group Discussion



Policy Context for Reforms

- Senate Transportation Committee Public Hearings
- Proposed MMA legislation
- CMAP Plan of Action for Regional Transit



Regional Service Standards

- **Current Structure:** CTA, Metra, Pace each individually set frequency and schedule of bus and train service.
- **Proposed Structure:** RTA sets regional standards for frequency of service to ensure the system is reliable and adapting to the changing needs of riders.
 - **Benefit:** Riders can travel across services with ease, service is designed to meet needs of the region.

Regional Fare Policy

- **Current Structure:** CTA, Metra, and Pace set fare levels and policy individually.
- **Proposed Structure:** Regional fare policy with more RTA decision-making and oversight.
 - **Benefit:** Expand fare coordination, simplify free and reduced fare programs.



Capital Project Prioritization

- **Current Structure:** CTA, Metra, Pace each select and program capital projects independently.
- **Proposed Structure:** Regional capital vision and prioritization.
 - **Benefits:** RTA can lead in prioritizing which major capital projects move forward that achieve broader goals like equity or accessibility, increased efficiency.



Feedback from Coalition

- **Service Standards:** Desire for all three agencies to align schedules and make transfers seamless.
- **Fare Policy:** Calls for farecapping to ensure riders who pay per trip never pay more than the cost of a daily, weekly, or monthly pass.
- **Capital Projects:** State of good repair should take priority over expansion; more BRT.

Proposed Reform Concepts

- Current Structure
 - Current challenges
- Proposed Structure
 - Benefits to riders, the region, the economy, climate change...



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LEGISLATIVE



UPDATE

Next Steps

- Incorporate feedback into ongoing conversations with legislators
- Advocacy campaign leading into 2025 legislative session

Key Dates

- August 28 – Senate Hearing 4: Transit is crucial for public health
- September 18 – Senate Hearing 5: Transit mitigates climate impact
- October 16 – Senate Hearing 6: Funding transit is a statewide priority
- November 5 – Election Day
- Nov. 12-14; Nov 19-21 – General Assembly Veto Session

7. Action items

7a. Quarterly Performance Report and Resolutions certifying Financial results - Second Quarter 2024



Illinois Public Act 103-0281

Omnibus data requirements

- Staffing: *positions budgeted / filled / hired and lost by month / absenteeism rates*
- Service: *scheduled and delivered service, excess wait times*
- Safety: *crime incidents, safety & security 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.

Report Details

Select Months Shown:

6/1/2023 6/30/2024

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	Courteous	Customer Service
On-time	Bus On-time	Rail Delays	Rail Headways	Rail Excess Wait Time		Facilities Uptime
Efficient	Bus Excess Wait Time				Safe	Safety
	Mileage & Slow Zones	Bus Fleet	Rail Fleet	Rail Service % Delivered		Clean
	Rail Scheduled & Delivered	Bus Service % Delivered	Bus Scheduled & Delivered			



Bus Excess Wait Time

Average Excess Wait Time from Schedule

The average additional time that passengers wait for a bus in minutes.

Calculated from 6 AM to 9 AM and 3 PM to 6 PM.

Blank values are shown when data is not available due to schedule, reroutes or incidents. Please note scale differs by route.

Hover here for excess wait time calculation.

Select Timepoint on Route

Select a route (on left) for list of available timepoints, which are represented as stops along the route.

- 35th Street & King Drive
- 47th Street & Cottage Grove
- 55th Street & Cottage Grove
- 63rd Street & Cottage Grove (Green Line)
- 95th Red Line Station
- Columbus & Randolph
- Cottage Grove & 79th Street
- Cottage Grove & Burnside
- Michigan & 11th Street
- Michigan & 16th Street
- Pershing & Cottage Grove

Timepoints are key points used to measure route performance. Not all stops or directions are available.

System

1

2

3

4

X4

6

7

8

8A

9

X9

10

11

12

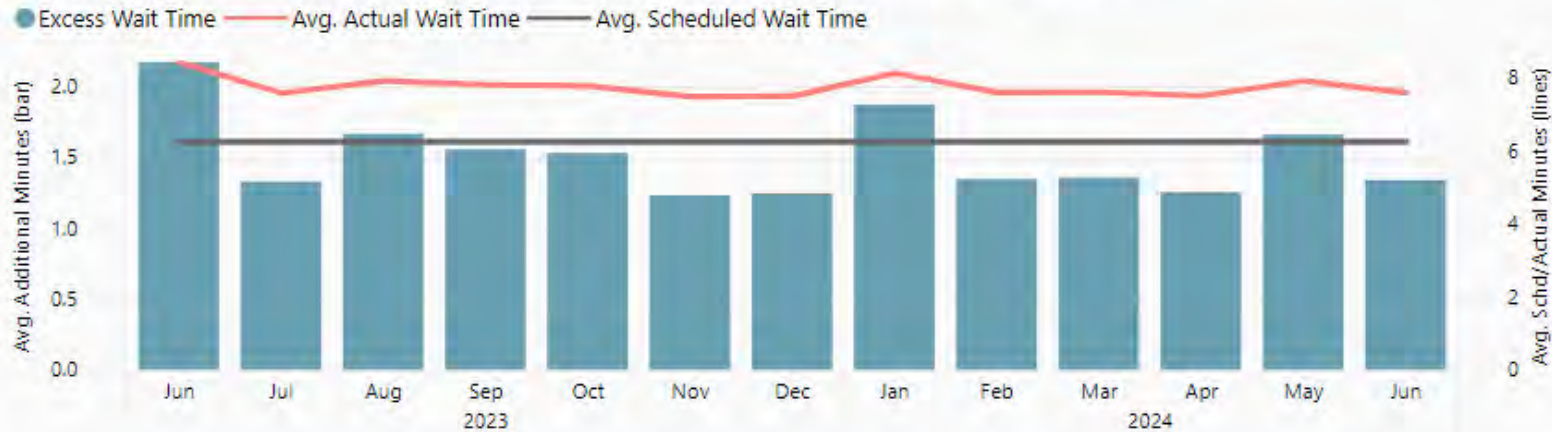
J14

15

18

Bus Excess Wait Time: Cottage Grove Express

Difference between scheduled and actual average wait times.

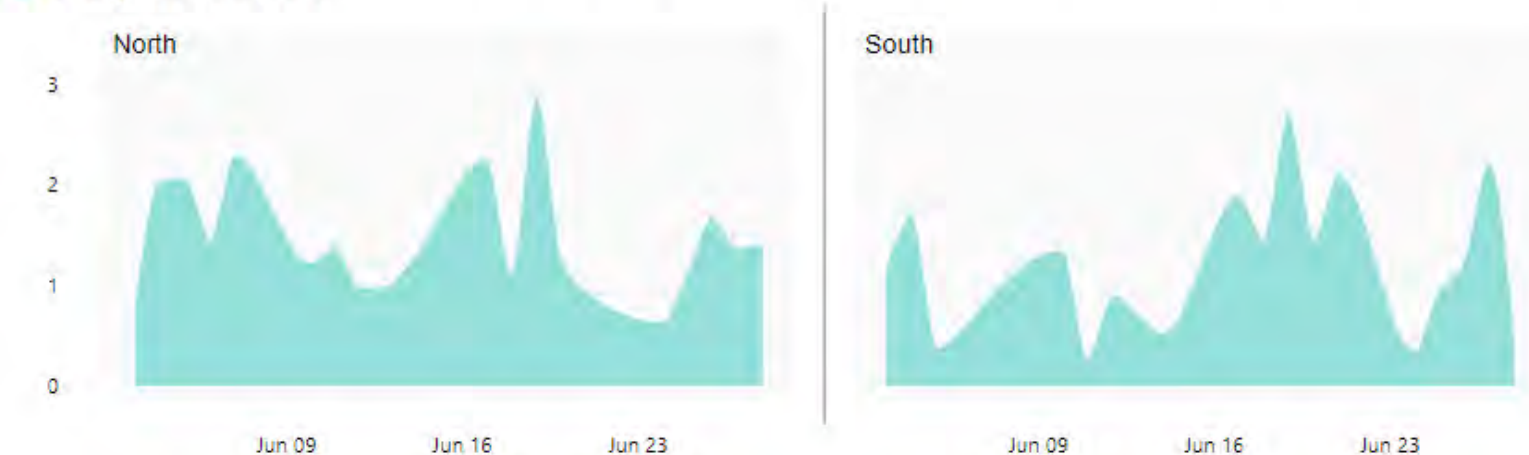


Select Month

June 2024

Daily Excess Wait Time

Cottage Grove Express





Efficient:
Rail Scheduled & Delivered
 Performance Metrics



Rail Scheduled & Delivered Trips

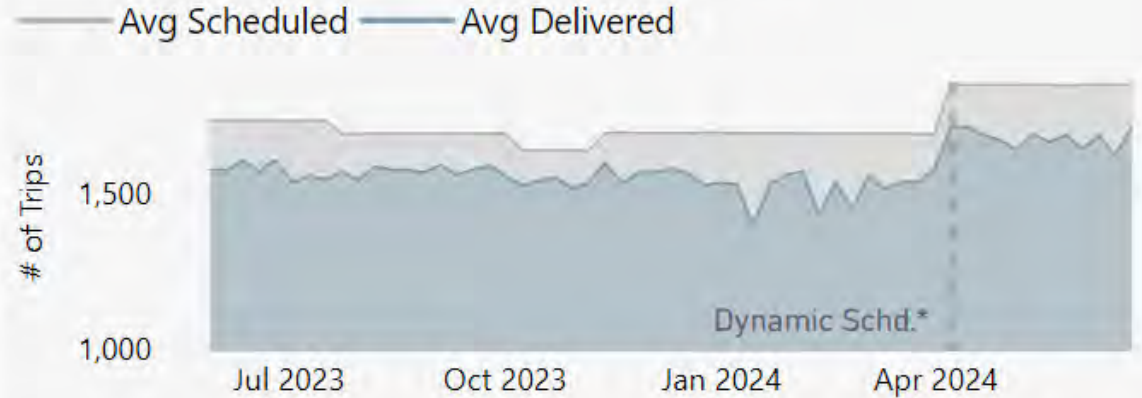
The average daily number of delivered and scheduled rail trips by week. Trips are detected in both directions for each line.

Holidays and days with data outages are not included. Schedule changes typically occur bi-annually. The schedule includes all planned service. It does not include any temporary adjustments for construction. Dynamic schedules* were implemented in early April 2024 and allow CTA to increase published trips as the number of available operators increases. All potential trips are shown here and are being added to the published schedule as the availability to provide consistent service is confirmed.

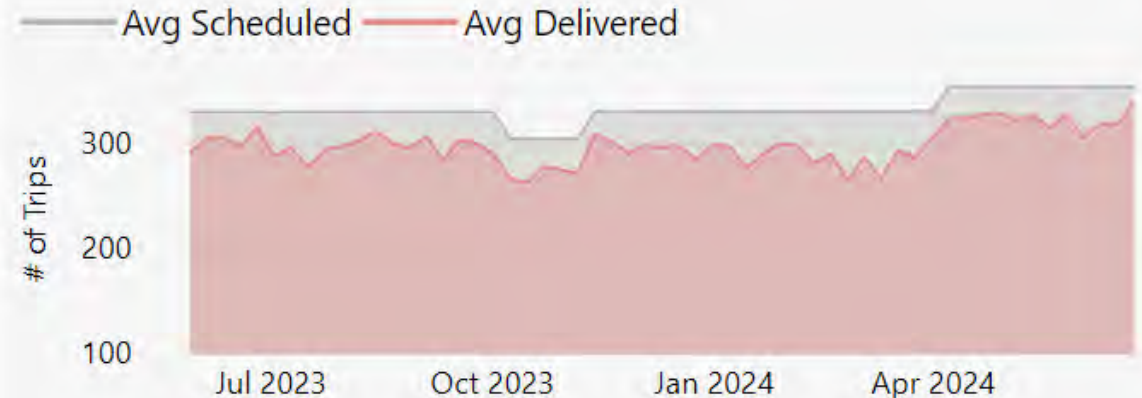
- Weekday
- Saturday
- Sunday

Hover here for measured locations.

System-wide



Red



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

Service Data

Report Month

2024-06

Scheduled & Completed Trips

Scheduled & On-Time Trips

Excess Wait Time

Vehicle Revenue Miles

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	180		100	120	410		165		134	170	100	1,379
Sunday	180		90	90	220		145		93	105	92	1,015
Weekday	1,820	120	1,080	1,040	2,620	280	1,600	600	1,414	1,560	1,160	13,294
Total	2,180	120	1,270	1,250	3,250	280	1,910	600	1,641	1,835	1,352	15,688

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	180		99	120	410		165		134	170	100	1,378
Sunday	171		88	88	220		145		93	105	92	1,002
Weekday	1,812	120	1,071	1,031	2,614	280	1,597	597	1,403	1,559	1,150	13,234
Total	2,163	120	1,258	1,239	3,244	280	1,907	597	1,630	1,834	1,342	15,614

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%		99.0%	100.0%	100.0%		100.0%		100.0%	100.0%	100.0%	99.9%
Sunday	95.0%		97.8%	97.8%	100.0%		100.0%		100.0%	100.0%	100.0%	98.7%
Weekday	99.6%	100.0%	99.2%	99.1%	99.8%	100.0%	99.8%	99.5%	99.2%	99.9%	99.1%	99.5%
Total	99.2%	100.0%	99.1%	99.1%	99.8%	100.0%	99.8%	99.5%	99.3%	99.9%	99.3%	99.5%



Service Data

Report Month

2024-02

Scheduled & Completed Trips

Scheduled & On-Time Trips

Excess Wait Time

Vehicle Revenue Miles

Delayed Train

Any regularly scheduled train arriving at its last station stop six or more minutes behind schedule

Delayed Trains by Duration

Delay Grouping	BNSF	HC	MD-N	MD-W	ME	NCS	RI	SWS	UP-N	UP-NW	UP-W	Total
On Time	2,072	116	1,158	1,212	3,204	262	1,879	578	1,610	1,777	1,245	15,113
Less than 15 Minutes	21	6	49	30	22	21	23	30	17	37	48	304
15 Minutes or More	13	4	30	14	13	10	18	21	16	30	64	233
Annullments	5		7	4	16	1	8	1	3	14	13	72
Total	2,111	126	1,244	1,260	3,255	294	1,928	630	1,646	1,858	1,370	15,722

Delayed Trains by Duration

Percent of Delayed Trains by Duration

Delay Grouping	BNSF	HC	MD-N	MD-W	ME	NCS	RI	SWS	UP-N	UP-NW	UP-W	Total
On Time	98.2%	92.1%	93.1%	96.2%	98.4%	89.1%	97.5%	91.7%	97.8%	95.6%	90.9%	96.1%
Less than 15 Minutes	1.0%	4.8%	3.9%	2.4%	0.7%	7.1%	1.2%	4.8%	1.0%	2.0%	3.5%	1.9%
15 Minutes or More	0.6%	3.2%	2.4%	1.1%	0.4%	3.4%	0.9%	3.3%	1.0%	1.6%	4.7%	1.5%
Annullments	0.2%		0.6%	0.3%	0.5%	0.3%	0.4%	0.2%	0.2%	0.8%	0.9%	0.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%



Employee data

The following statistics track the number of bus operators (drivers) who work directly for Pace.

METRIC	JAN 2024	FEB 2024	MAR 2024	APR 2024	MAY 2024	JUNE 2024	JULY 2024	AUG 2024	SEP 2024	OCT 2024	NOV 2024	DEC 2024
Number of budgeted positions as of first of the month	1,138	1,138	1,137	1,137								
Current positions employed as of first of the month	981	995	1,006	1,005								
Operators hired during the month	34	28	26	28								
Operators lost to attrition during the month	19	14	15	28								
Operators in training as of first of the month	79	75	68	90								
Operator absenteeism rate during the month	12.15%	11.92%	12.51%	12.48%								

<u>Average Excess Wait Time (Minutes)</u>							
(Negative = Minutes beyond scheduled time)							
	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Row Labels	4/1/2024	4/2/2024	4/3/2024	4/4/2024	4/5/2024	4/6/2024	4/7/2024
100	(1.9)	(1.7)	(1.7)	(1.9)	(2.4)	(4.5)	(1.8)
North	(1.9)	(1.7)	(1.9)	(1.9)	(2.4)	(4.4)	(1.3)
Dempster Station	(3.3)	(3.2)	(3.4)	(3.3)	(4.2)	(5.7)	(2.9)
Devon Station	(1.6)	(1.4)	(1.5)	(1.5)	(1.9)	(3.7)	(1.2)
Golf Mill Station	(1.4)	(1.0)	(1.2)	(1.1)	(2.1)	(4.8)	0.4
Jefferson Park Transit Center	(1.0)	(1.1)	(1.3)	(1.3)	(1.5)	(4.3)	(1.7)
Touhy Station	(2.2)	(1.9)	(2.1)	(2.1)	(2.5)	(3.4)	(1.2)
South	(1.9)	(1.7)	(1.4)	(1.9)	(2.3)	(4.7)	(2.4)
Dempster Station	(1.5)	(1.3)	(1.0)	(1.1)	(1.4)	(4.8)	(2.5)
Devon Station	(3.2)	(3.0)	(2.8)	(3.3)	(4.0)	(5.9)	(4.3)
Golf Mill Station	(1.1)	(1.0)	(0.8)	(0.9)	(0.8)	(4.0)	(0.9)
Jefferson Park Transit Center	(1.5)	(1.3)	(1.2)	(2.2)	(2.9)	(3.4)	(0.8)
Touhy Station	(2.1)	(1.8)	(1.3)	(1.9)	(2.4)	(4.9)	(3.3)

Links to Performance Dashboards

CTA

<https://www.transitchicago.com/performance/#kpis>

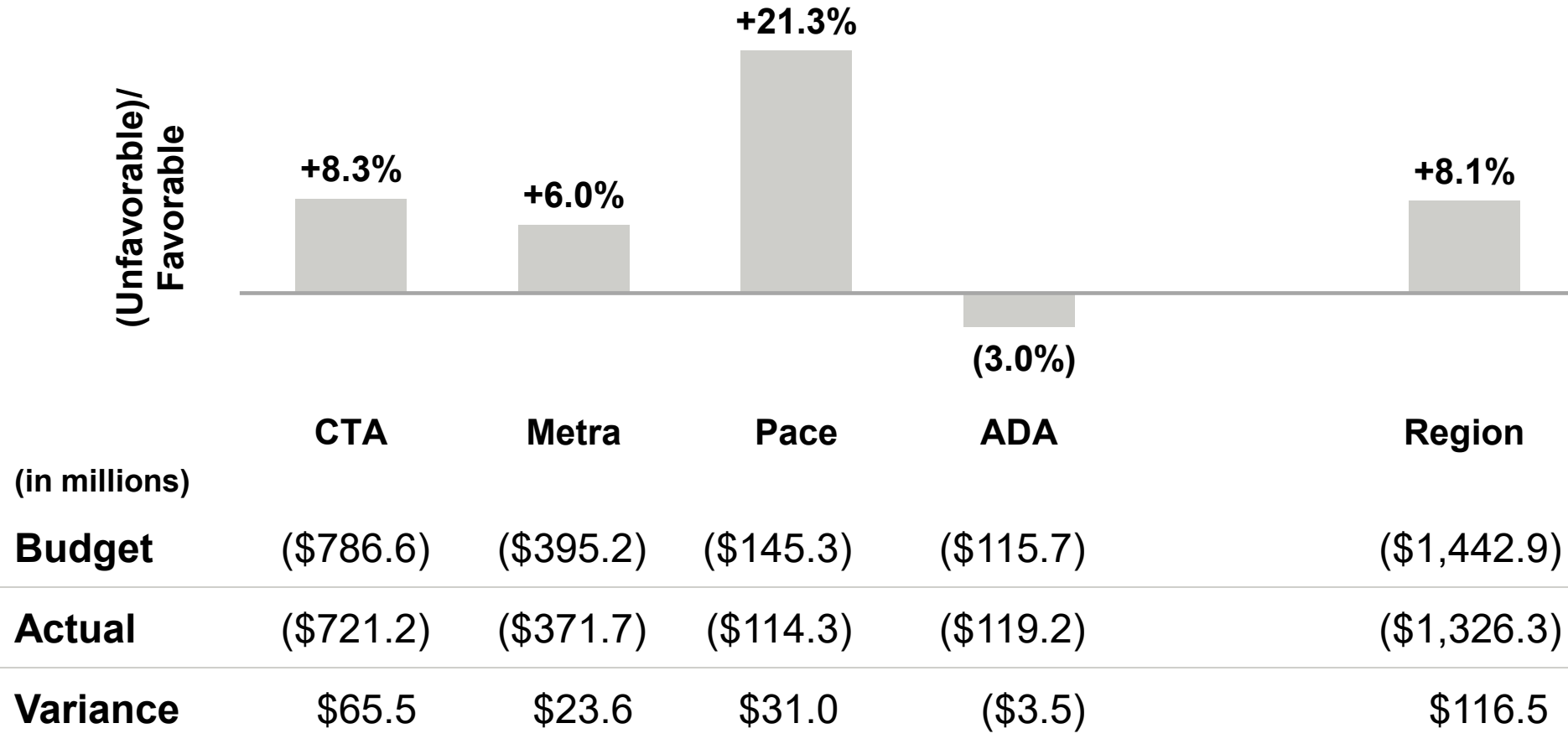
Metra

<https://www.metra.com/performance-measures>

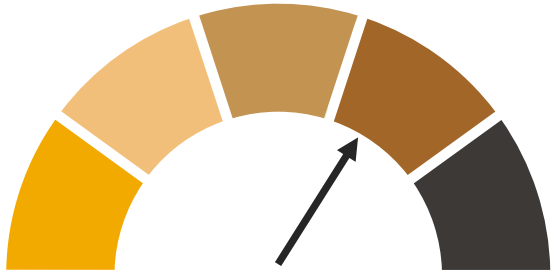
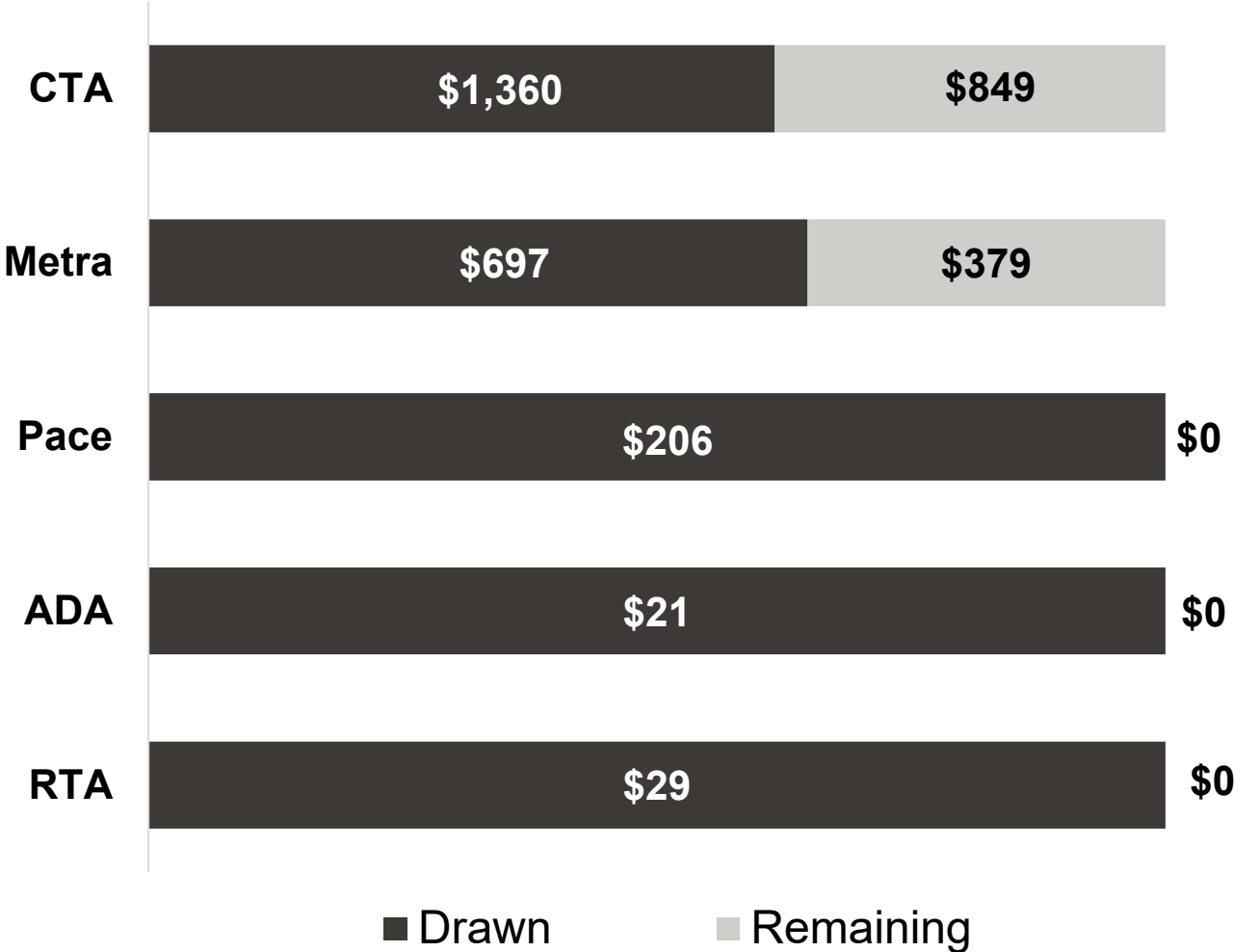
Pace

<https://www.pacebus.com/performance-measures>

Operating deficit variances from budget YTD through June



Relief funding drawn (in millions)



**Region Total
Drawn = 65.3%**

**\$2.312B
of
\$3.540B**



7b. Ordinance establishing estimates of funding amounts available to the Service Boards for the 2025-2027 Operating Budgets, the required Recovery Ratios for 2025, and the preliminary 2025-2029 Capital Program funding amounts

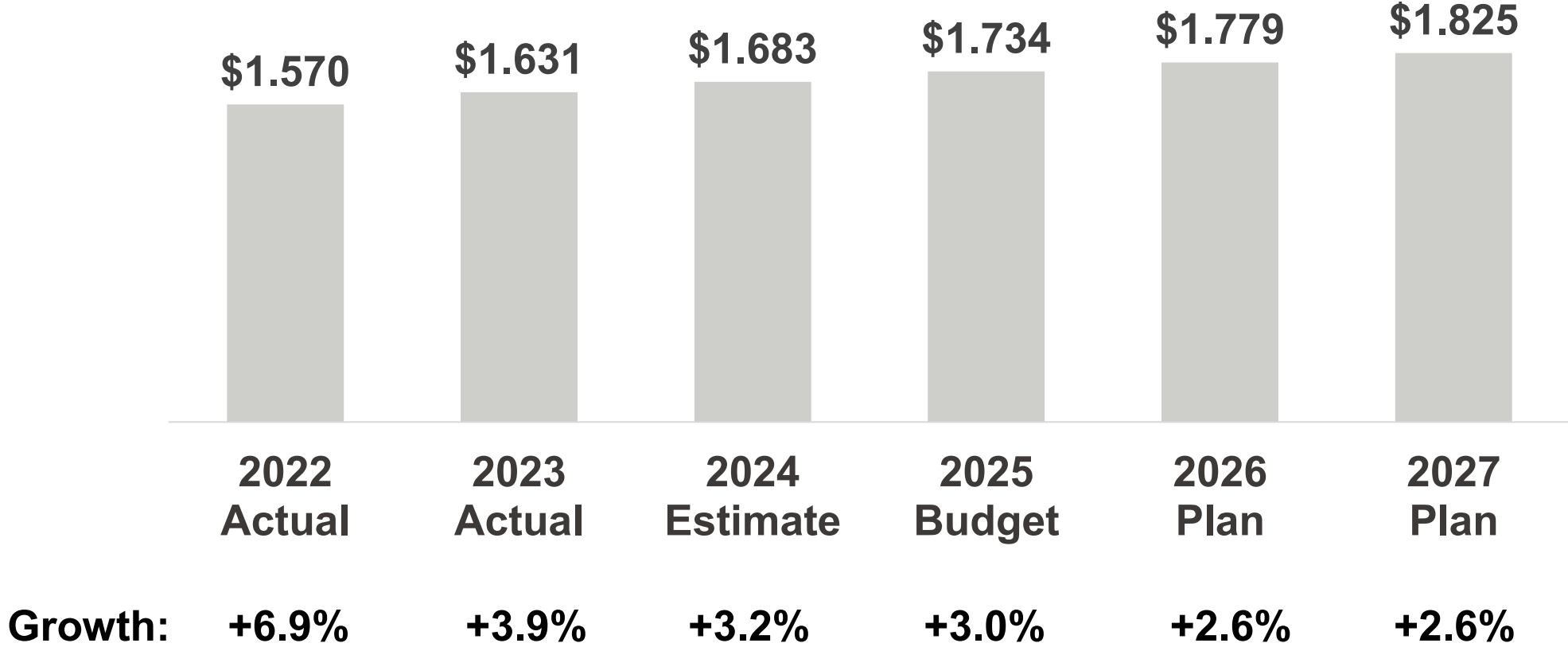


Operating Funding Considerations

- RTA Act requires funding amounts for upcoming year to be established by September 15th
- Service Boards develop budgets utilizing the funding amounts set by the RTA Board
- RTA funding will combine with federal relief funding and system-generated revenue to support operating expenses



RTA Sales Tax Forecast (in billions)



Additional Operating Funding Assumptions

- State FY 2025 budget includes:
 - PTF at full 30% match of sales tax and RETT
 - Reduced Fare Reimbursement = \$21.0M (10% increase)
 - ADA Paratransit funding = \$10.0M (10% increase)
 - ASA/AFA = \$103.4M



Proposed RTA Operating Funding (in millions)

	2024 Budget	2025 Proposed	\$ Change	% Change
CTA	\$1,095.9	\$1,129.8	+\$33.9	+3.1%
Metra	\$560.4	\$599.0	+\$38.6	+6.9%
Pace	\$227.5	\$242.4	+\$14.9	+6.5%
ADA Paratransit	\$236.0	\$266.2	+\$30.2	+12.8%
Debt Service and JSIF	\$79.7	\$62.5	-\$17.2	-21.6%
RTA Agency	\$38.4	\$40.3	+\$1.9	+5.0%
Total	\$2,237.9	\$2,340.2	+\$102.3	+4.6%

Includes sales tax, PTF, and RETT.



System-Generated Revenue Recovery Ratios

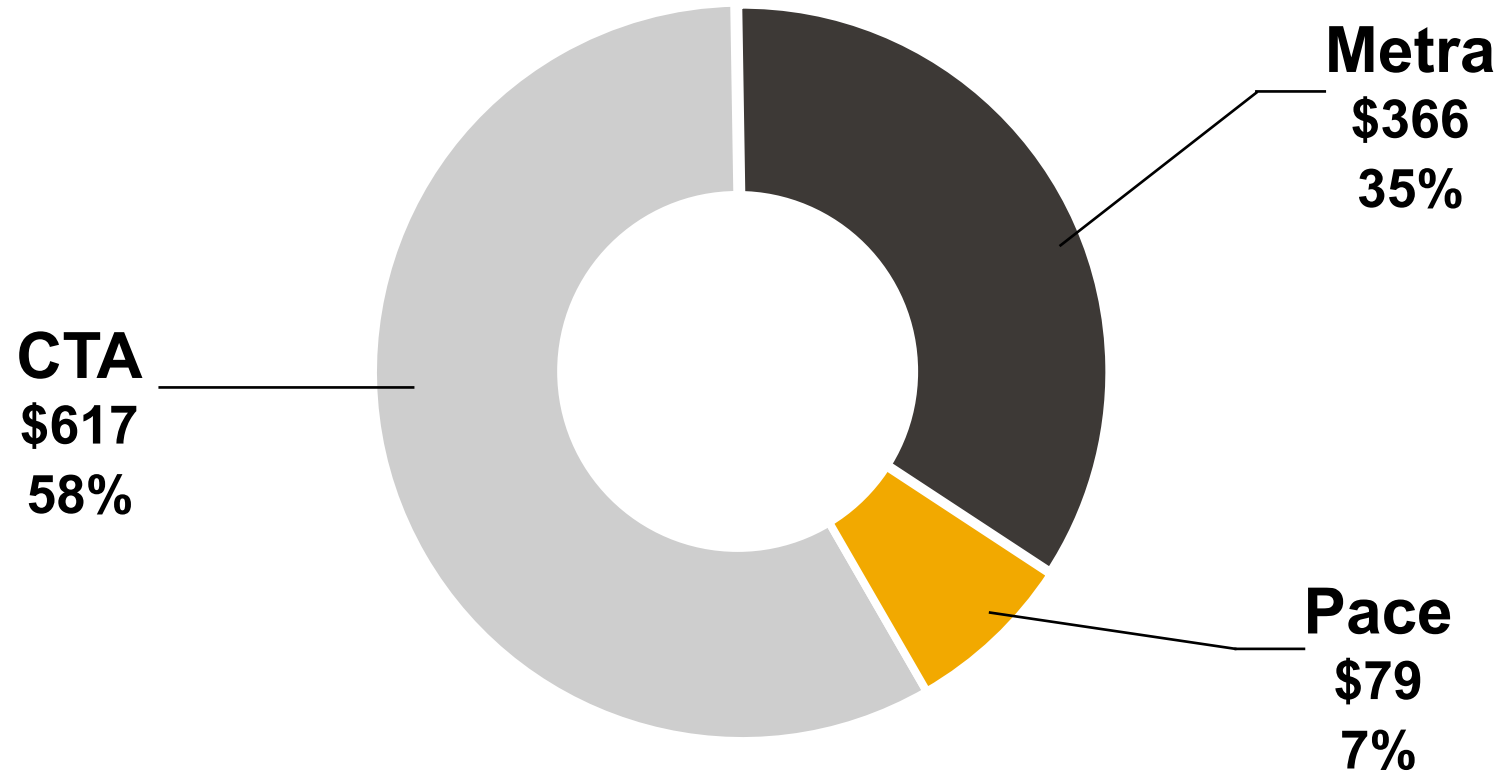
	2023 Actual	2024 Requirement	2025 Proposed
CTA	46.2%	42.0%	42.0%
Metra	43.3%	39.0%	39.0%
Pace	24.0%	17.0%	17.0%
ADA Paratransit	10.3%	7.5%	7.5%
Region	42.8%	37.0%	37.0%

2025 Capital Program by Funding Source

Funding Source	2025 Capital Funding	%
Federal Formula	\$739M	70%
Federal Discretionary	\$36M	3%
State	\$270M	25%
RTA	\$17M	2%
Service Board/ Local	\$1M	0%
Total	\$1.062B	100%



2025 Capital Program Allocation (in millions)



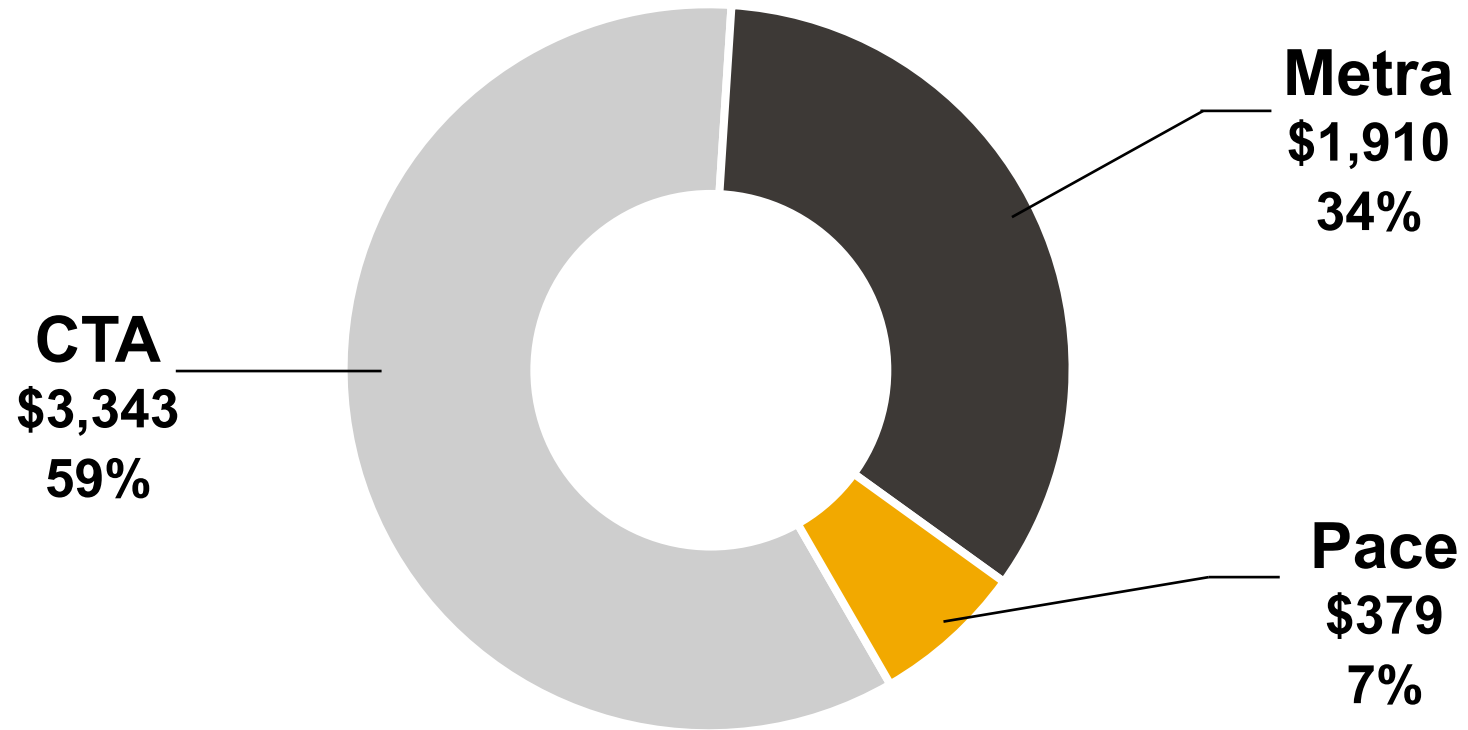
Total: \$1.062 billion



2025-2029 Capital Program by Funding Source

Funding Source	2025-2029 Capital Funding	%
Federal Formula	\$3,769M	67%
Federal Discretionary	443M	8%
State	1,350M	24%
RTA	69M	1%
Service Board/Local	1M	0%
Total	\$5.632B	

2025-2029 Capital Program Allocation (in millions)



Total:\$5.632 billion



Funding Allocations

Funding Source	2025	2026	2027	2028	2029
Federal Formula	\$739M	\$746M	\$753M	\$761M	\$769M
State - Paygo	\$270M	\$270M	\$270M	\$270M	\$270M



2025 Budget Calendar

- May 16 Board Adoption of Budget Call
- Early July Release of Preparatory Funding Amounts
- Jul 12 Service Board Submittals of Capital Funding Estimates
- Aug 15 RTA Board Considers Adoption of 2025-2029 Funding Amounts
- Sep 27 Deadline for Capital Evaluations to RTA
- Oct 4 Deadline for Capital Budgets to RTA
- Oct 11 Deadline for Service Board Budget Submittals to RTA
- Oct/Nov Service Board Budget and Capital Program Public Hearings
- Nov 22 Service Boards Present Budgets at RTA Board Meeting
- Early Dec RTA Regional Budget and Capital Program Public Hearing
- Dec 19 Budget and Capital Program Considered for Adoption

7c. State Legislative Consulting Services Contracts



7d. Ordinance Authorizing a Consultant Contract for Creative Services



7e. Ordinance approving a contract for Microsoft subscriptions and services



**7f. Ordinance
approving a
contract for
miscellaneous
technology
supplies**



**7g. Ordinance
approving a
contract
amendment for
mobile devices
and services**



7h. Approval of travel expense reimbursement(s)



8. New business

Adjournment

The next meeting of the RTA Board of Directors is scheduled for Thursday, September 12.

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