

Meeting of the RTA Board of Directors

December 19, 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



Legislative update



Today's agenda



6. Information items

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



6b. Presentation of the Semi-Annual Project Management Oversight Report



PMO Program

- RTA Requirement
- Project Implementation and Delivery
- Transparency
- RTA website and RTAMS



State Project Lifecycle



PMO Projects

Projects	Budget (\$ million)	Total Number of Projects
State Funded	\$10,521.9	85
\$10M or More	\$4,208.4	27
Total Projects	\$14,730.3	112

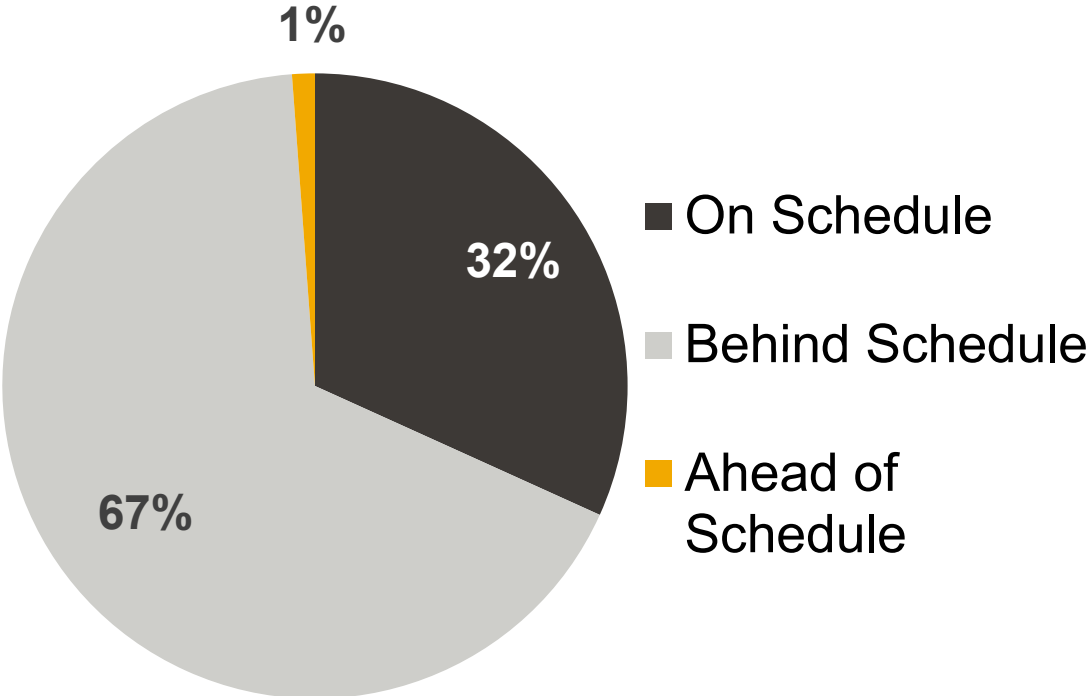


State Funded Program Expenditures

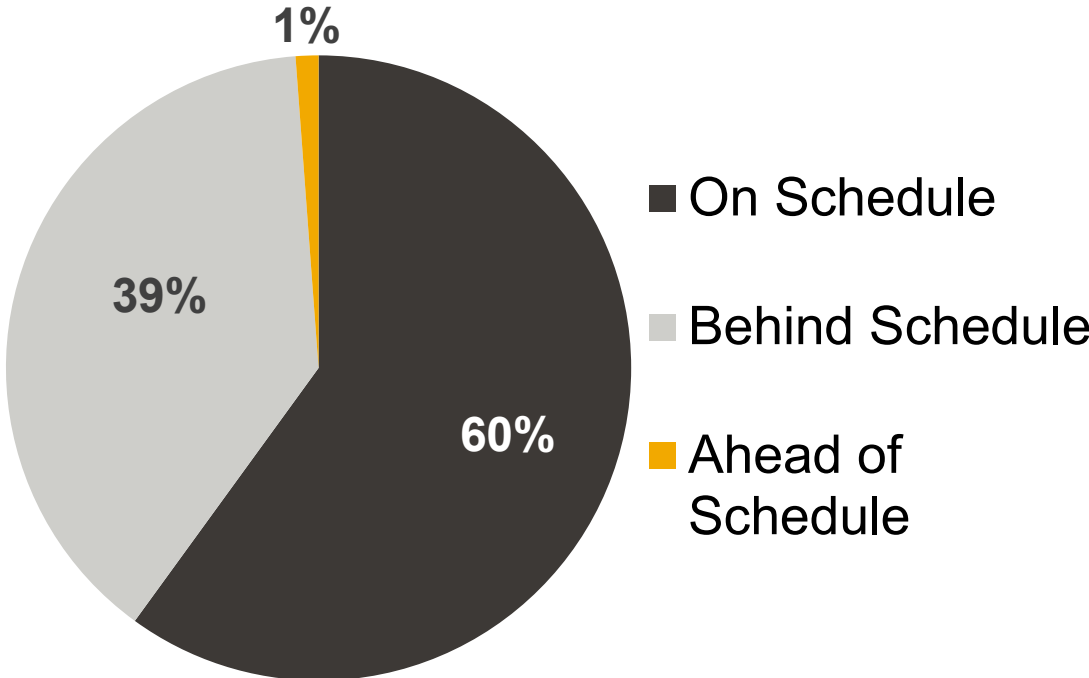
Funding Source	Total Awarded (\$ million)	Expended (\$ million)
Rebuild Illinois	\$2,603.0	\$897.5
PAYGO	\$1,135.0	\$731.2

Project Schedule Performance

Preliminary Schedule



Project Implementation Schedule



Project Highlights - CTA

- Racine Station, Morgan Substation and Hermitage Traction Power Improvements
 - Fully ADA accessible station
 - New Morgan substation
 - Traction power improvements
 - Budget \$102M
- Status
 - Steel erection
 - Masonry and platform work
 - Planned completion – December 2025



Project Highlights - Metra

- 147th Street/Sibley Station
 - Metra's Electric Community Initiative
 - Accessible station with elevators
 - Budget - \$21M
- Status
 - Completed October 2024



Project Highlights - Pace

- North Division Electrification/Expansion
 - Bus charging equipment and electrical upgrades
 - Outdoor vehicles storage
 - Budget \$16M
- Status
 - Design 60%
 - Phase 1
 - Planned completion July 2025



Future Capital Needs

- Rebuild Illinois and PAYGO provided a helpful infusion of funding but it's not enough to address the long-term back log
- Transit is the Answer – annual investment of \$4 billion needed over the next 10 years

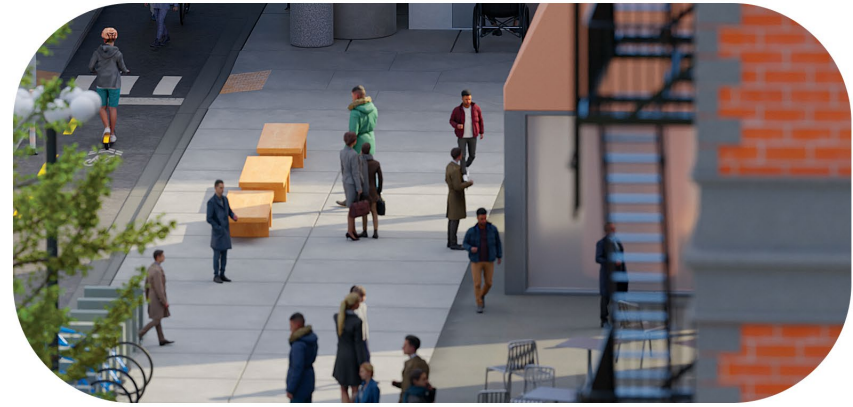


Questions



6c. Transit is the Answer Update





PROJECT UPDATE



Station Activations Pilot Preliminary Results



Station
Activations



Background

- Offered new, pilot category as part of the 2024 Community Planning Call for Projects
- Recommendation from *Transit is the Answer* and the Transit Safety & Security Summit
- Open to non-traditional applicants, such as chambers of commerce, community-based organizations, etc.
- Awarded 8 projects
- Total budget: \$123,000



Pilot Projects

- CTA Cicero Green Line
- CTA 63rd & Cottage Grove Green Line
- CTA Morse Red Line
- CTA Loyola Red Line/Routes 147, 151



Pilot Projects cont.

- CTA Broadway/Lawrence Routes 36, 81
- Metra 147th Street stations
- Pace Joliet Transit Center
- Maywood Metra Station



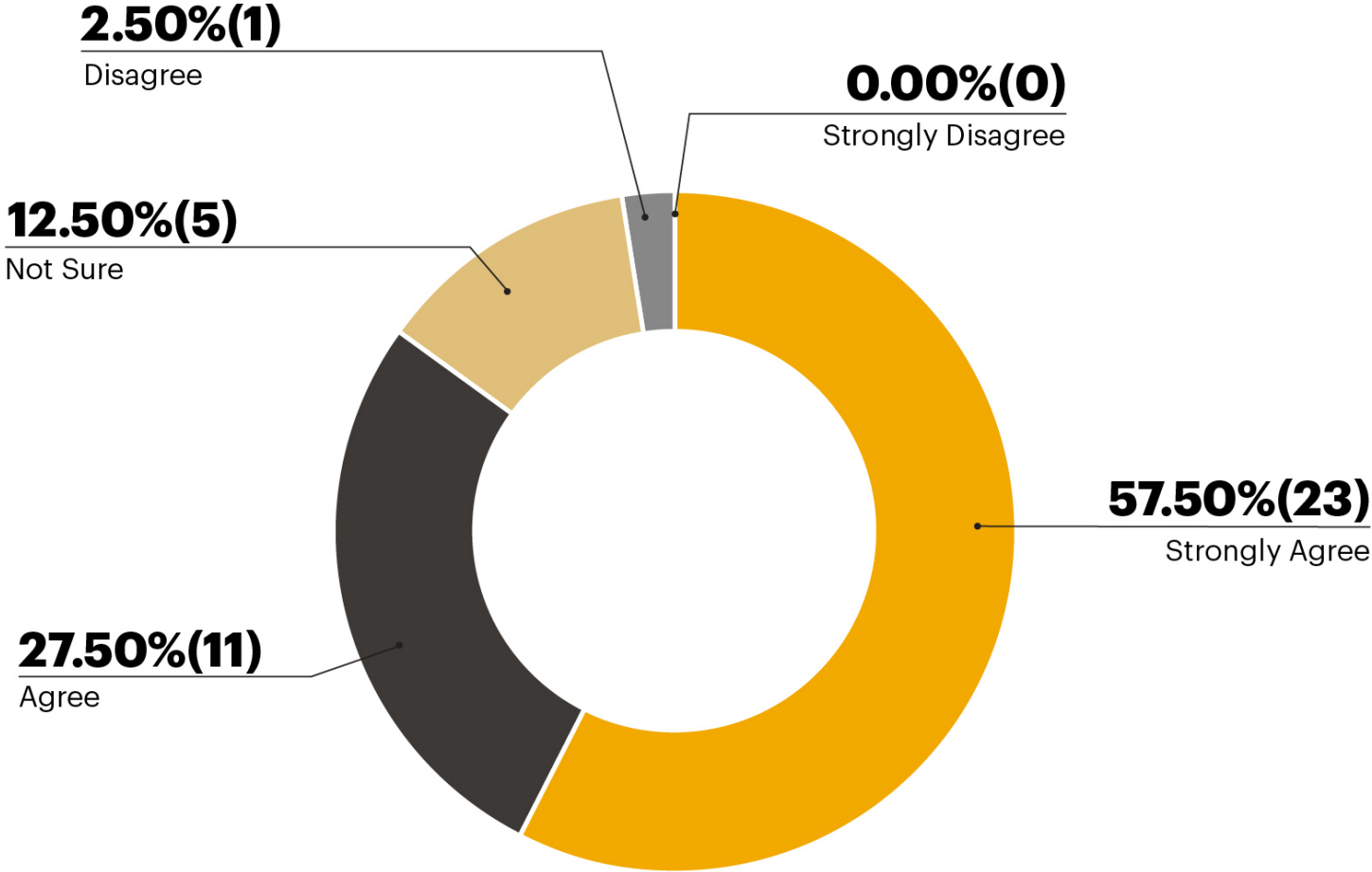
Preliminary Results

- ~800 attendees across all activations
- Majority of partners ranked “Successful / Very Successful” and 1 ranked as “neutral”
- Majority of project partners said their activation event positively impacted safety and security.



Preliminary Results

Events like today's event make you feel more comfortable using transit.



Questions

- rtachicago.org/cp

The German Transit Model: Organizational and Funding Structures



German Transit Governance: The *Verkehrsverbund*

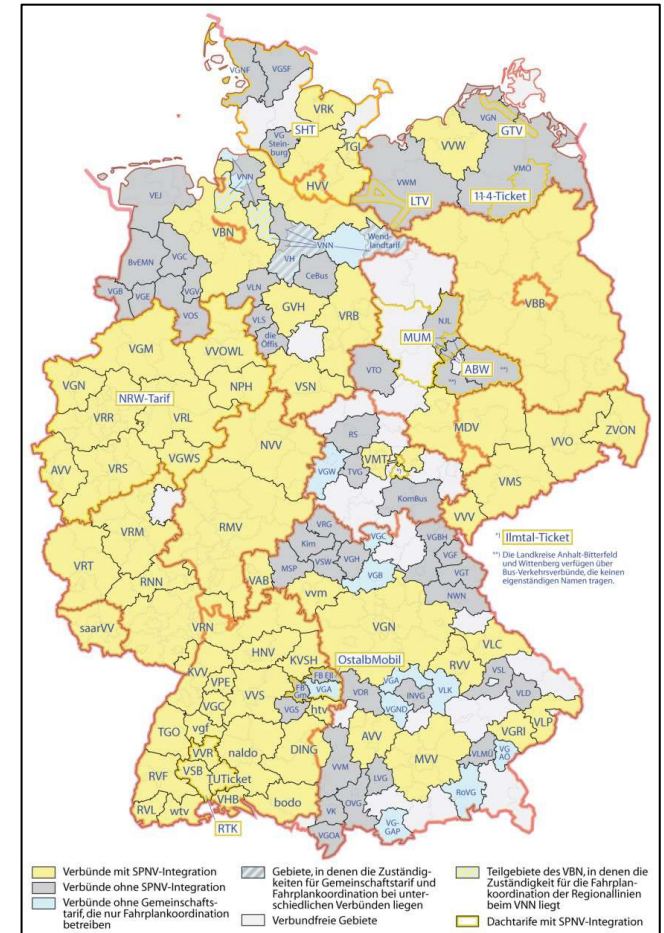
Central to the German public transit model is the *Verkehrsverbund*, or Public Transport Association.

Public Transport Associations:

- Do not operate any transit themselves
- Coordinate operations at a regional level between many different member operators, including many private providers.
 - May directly contract bus services
- Integrate fare management and single ticket systems.
- Manage unified wayfinding and design.

In many ways, a stronger RTA model as we propose resembles the German structure.

Map of German Public Transport Associations (*Verkehrsverbünde*)



Source: traffiQ (Frankfurt)

Key Driving Forces in Germany for Funding, Ridership, Governance

External Factors

- Historical residential density
- Expensive car ownership, lower car use in Germany
 - Berlin region has 4x more car-free households and Munich has 2x compared to the RTA region
- 2x gas prices in Germany
- Larger transit capital investment

Transit Factors

- PTAs have more authority than RTA to provide a unified transit customer experience
- Significantly more private competition, not a consolidated structure
- 10x Annual reimbursement for free and reduced fares (\$250M a year v. \$20-30M)
- Cost per service mile delivered in Berlin and Munich is similar to the RTA region

Questions





LEGISLATIVE



UPDATE

Preparing for major legislative action in 2025

- 2025 Regional Transit Budget Presentations
- Councils of Government resolutions in support of transit
- Key Dates:
 - Lame Duck: January 4-7
 - Inauguration: January 8
 - Spring Session: January 28 – May 31

7. Action items

**7a. Ordinance
authorizing the
amendment of the
2024-2028
Capital Program**



2024-2028 Funding changes (in millions)

2024-2028 Capital Program Funding Changes	Current	Change	Proposed
CTA	\$3,865.35	\$2,509.32	\$6,374.67
Metra	\$1,956.00	\$47.46	\$2,003.46
Pace	\$529.09	\$1.81	\$530.91
Service Board Changes Subtotal	\$6,350.44	\$2,558.59	\$8,909.04
City of Chicago	\$5.00	\$0.00	\$5.00
2024-2028 Capital Program Total Available	\$6,355.44	\$2,558.59	\$8,914.04

2024-2028 Annual Change (in millions)

2024-2028 Capital Program Funding Changes	Original Budget	New Funds	Reprogrammed Funds	Final Budget
CTA	\$2,622.7	\$3,722.6	\$29.4	\$6,374.7
Metra	\$1,947.1	\$4.8	\$51.6	\$2,003.5
Pace	\$412.6	\$40.5	\$77.8	\$530.9
City of Chicago	\$0.0	\$5.0	\$0.0	\$5.0
2024-2028 Capital Program Total	\$4,982.4	\$3,772.9	\$158.8	\$8,914.0

CTA Red Line Extension (RLE) December Amendment

- Increase of \$2.493 billion
 - Section 5309 – New Starts Grant: \$1.710 billion
 - City of Chicago Transit Tax Increment Financing (TIF): \$783 million



CTA Red Line Extension (RLE) Amendment Changes (in millions)

RLE Funding Programmed to Date	Current and past programs	Additions	Proposed
Federal	\$132.00	\$1,710.00	\$132.00
State	\$281.90	\$0.00	\$281.90
CTA Bonds	\$1,484.91	\$0.00	\$1,484.91
City of Chicago Tax Increment Financing (TIF)	\$0.00	\$782.56	\$782.56
Total RLE Funding	\$1,898.81	\$2,492.56	\$4,391.37

Metra RTA Bonds

Project	Budget
Rail Car Rehab	\$12.0M
Jackson Substation	\$12.0M
Western Ave Yard	\$22.9M
Harvey Transportation Center	\$23.7M
Locomotive Purchase	\$34.0M
Zero-Emission Trainsets	\$25.4M
Total	\$130.0M



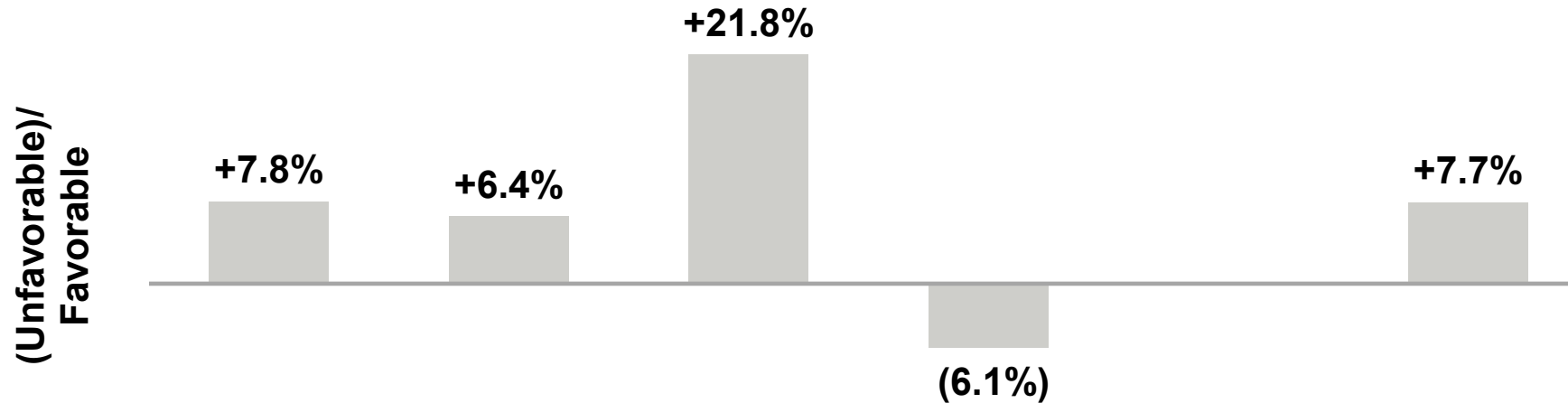
Proposed ordinance for approval

- Amendment to the 2024-2028 Capital Program

7b. Resolutions certifying Financial results - Third Quarter 2024



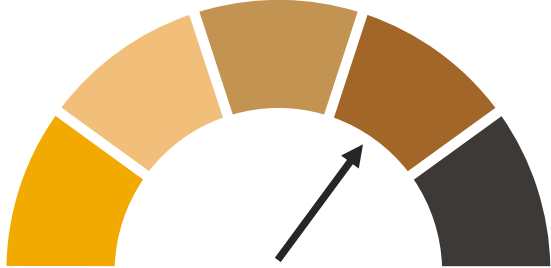
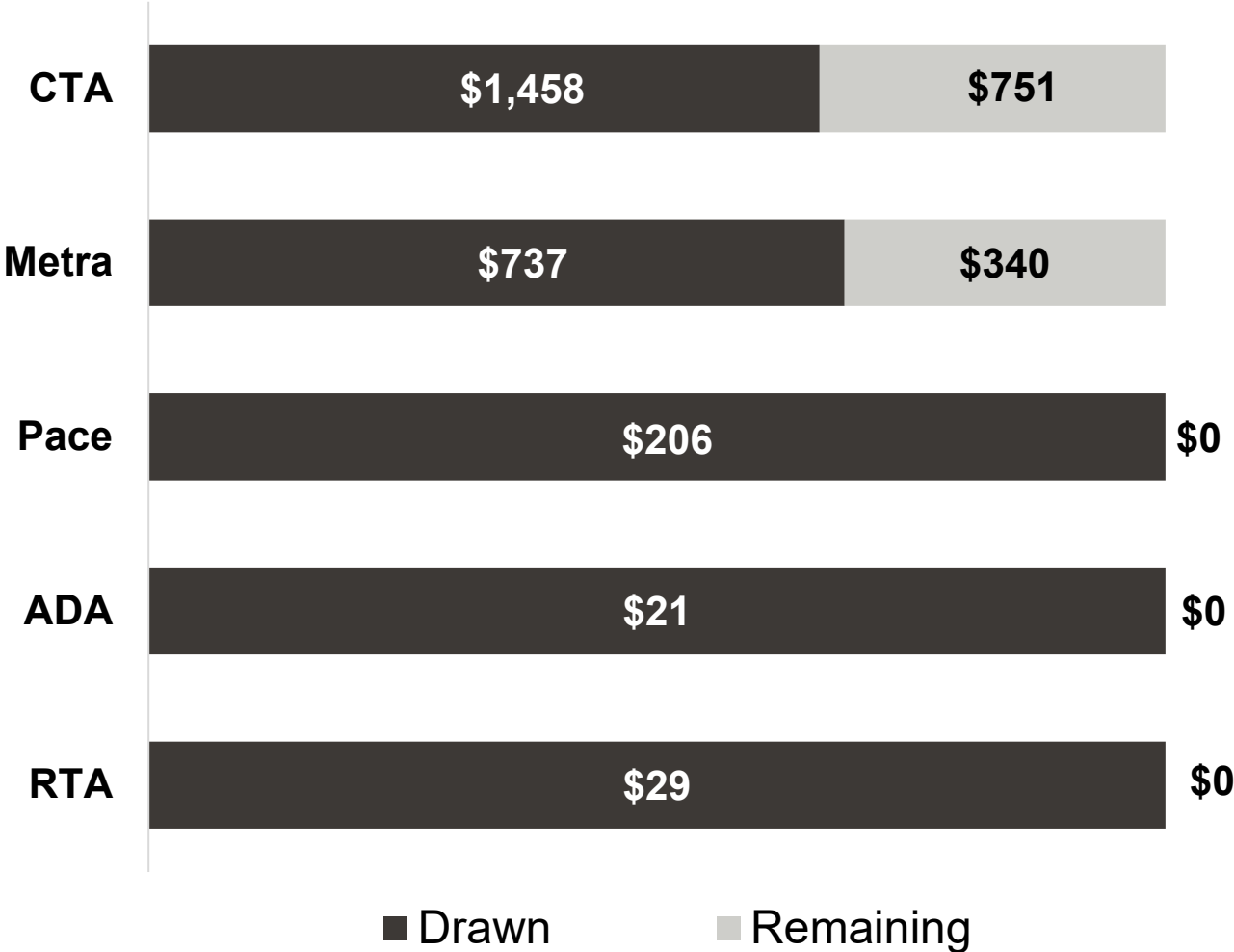
Operating deficit variances from budget YTD through September



(in millions)	CTA	Metra	Pace	ADA	Region
Budget	(\$1,176.3)	(\$586.3)	(\$219.0)	(\$174.7)	(\$2,156.4)
Actual	(\$1,084.0)	(\$549.0)	(\$171.4)	(\$185.4)	(\$1,989.8)
Variance	\$92.3	\$37.3	\$47.6	(\$10.7)	\$166.7



Relief funding drawn (in millions)



**Region Total
Drawn = 69.2%**

**\$2.450B
of
\$3.540B**



**7c. Ordinance
Certifying
Substantial
Accordance with
Illinois Public Act
103-0281**



**7d. Ordinance Adopting the
2025 Budgets, 2026-2027
Financial Plans, and 2025-
2029 Capital Programs of the
Service Boards and Authority
and Appropriating Funds for
the 2025 Budgets**



RTA budget hearings

County Board Presentations

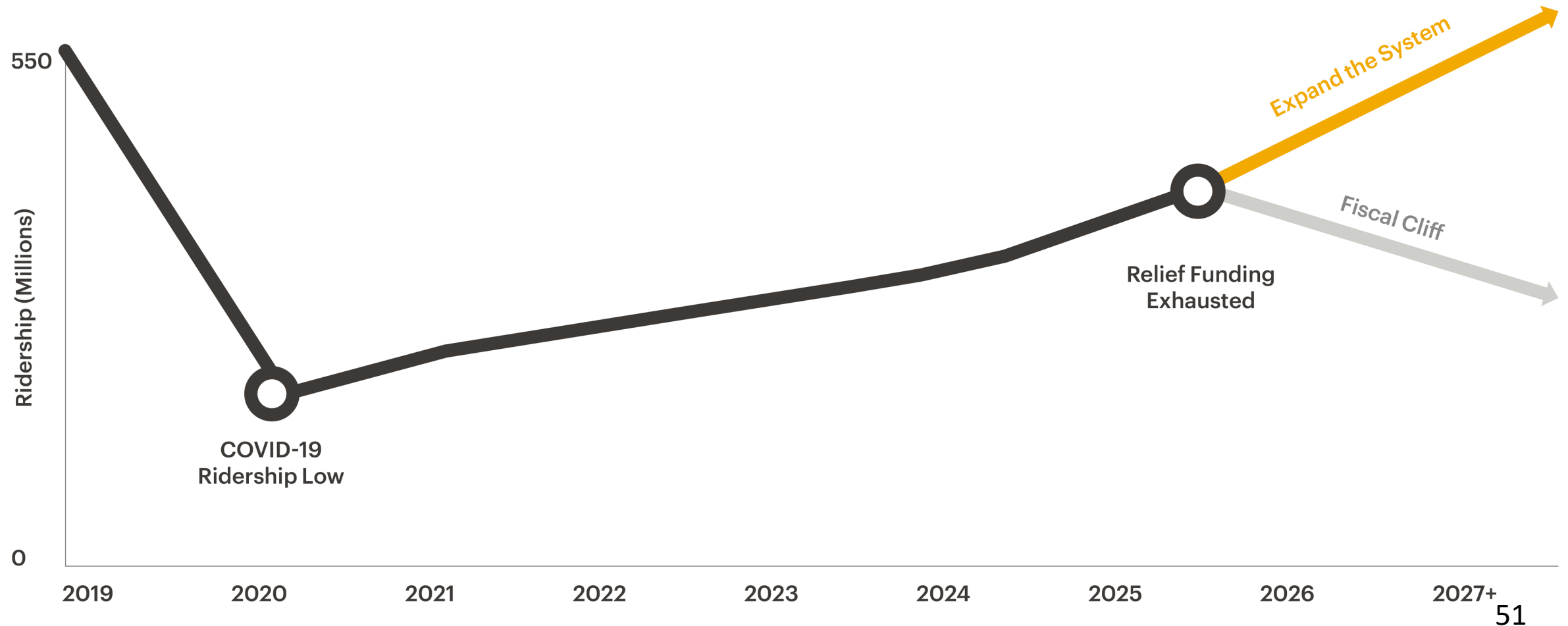
10/23/24	Cook	11/14/24	McHenry
11/12/24	DuPage	12/10/24	Kane
11/12/24	Lake	12/10/24	Will

RTA Public Hearing

12/3/24 Virtual via Zoom, 1 attendee provided testimony



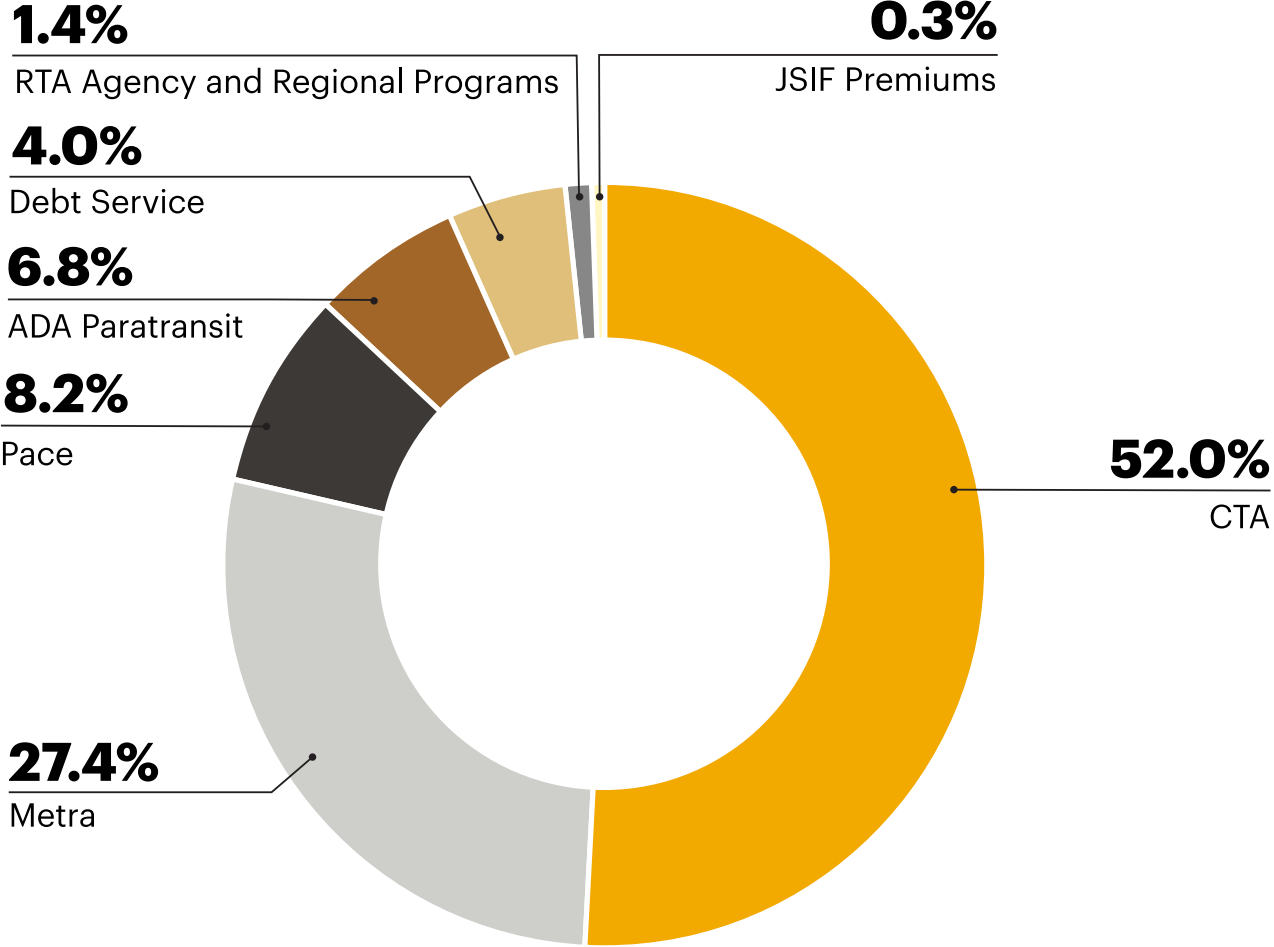
2026 is a critical pivot point



Regional operating budget

Proposed 2025 regional operating budget: \$4.147 billion

- 5.7% increase over 2024 budget
- 11.3% increase over 2024 estimate



2025 Service Board budgets, with expected federal relief funding exhaustion in 2026

CTA - early 2026

- Increased service on bus and rail
- No fare adjustments

Metra - mid 2026

- Weekday service near pre-COVID levels; weekend service exceeding pre-COVID levels
- No fare adjustments

Pace Suburban Service - mid 2026

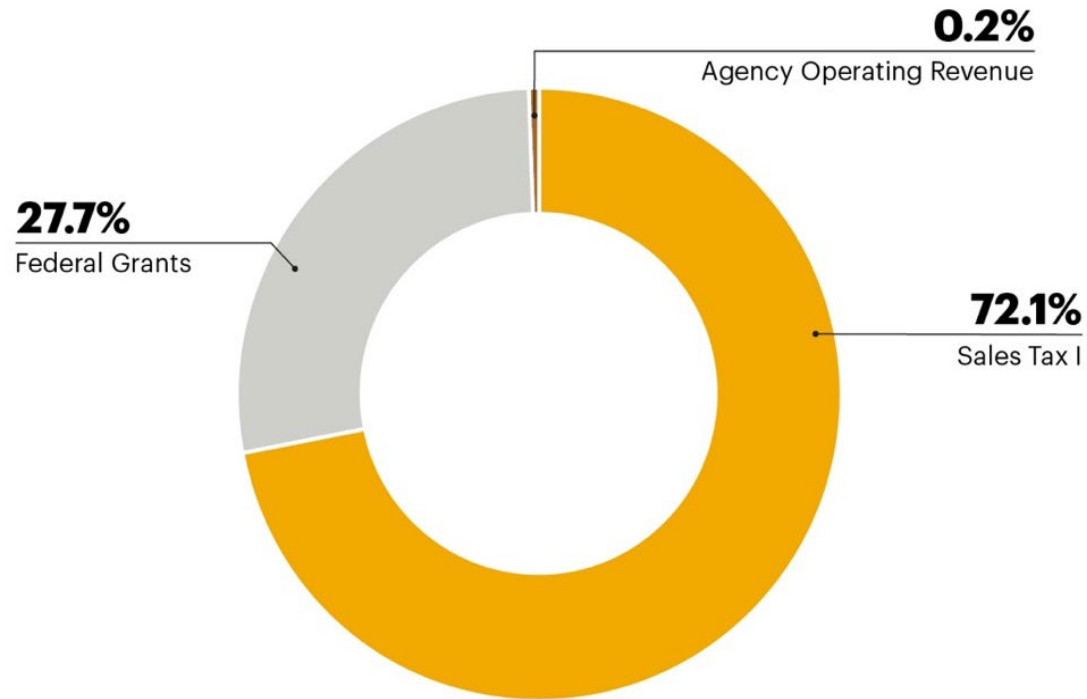
- Increased service on high demand routes
- Expansion of OnDemand services
- No fare adjustments

Pace ADA Paratransit

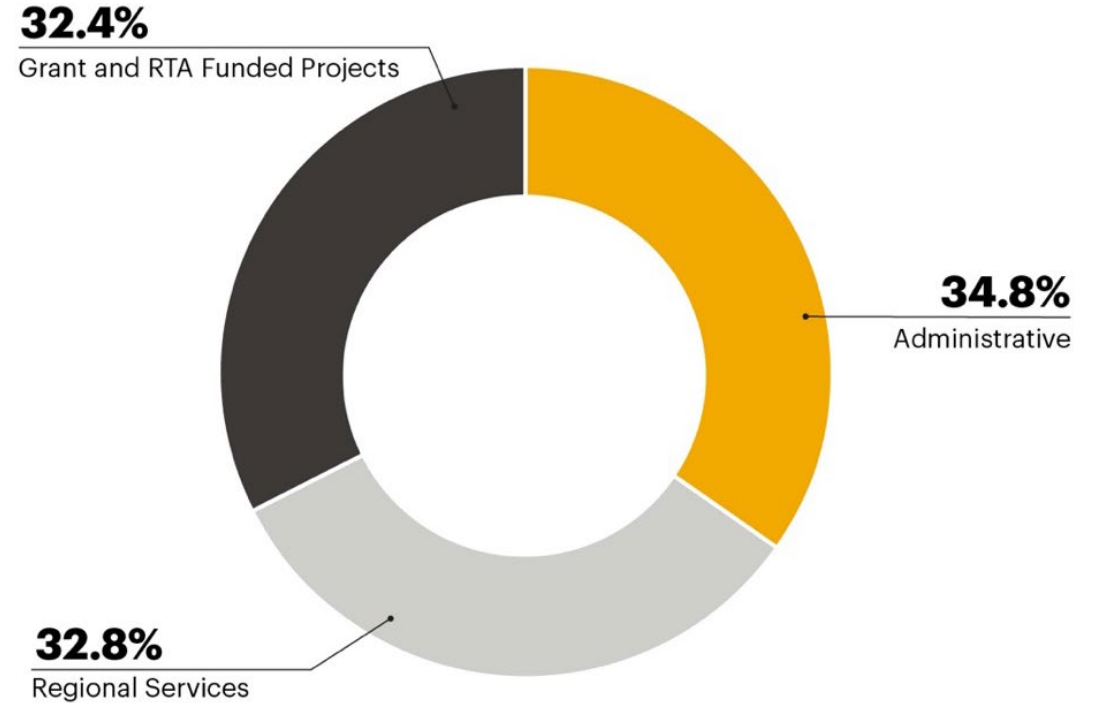
- Increased traditional service
- Emphasis on new Rideshare Access Program

2025 RTA agency budget

Revenues = \$56.0 Million



Expenses = \$56.0 Million



Recovery ratios

System-Generated Revenue Recovery Ratios	RTA Requirement	2025 As Budgeted	2026 As Planned	2027 As Planned
CTA	42.0%	55.6%	55.4%	55.6%
Metra	39.0%	50.9%	51.0%	49.3%
Pace Suburban Service	17.0%	17.0%	17.0%	17.0%
Region (statutory)*	37.0%	49.8%	50.0%	50.0%
ADA Paratransit	7.5%	7.5%	10.0%	10.0%
Region (excluding federal relief funding)	---	25.7%	23.0%	21.5%

* Includes non-specific regional level-revenue credit of \$110 million and \$120 million to meet 50% requirement in 2026 and 2027, respectively.



Proposed ICE projects

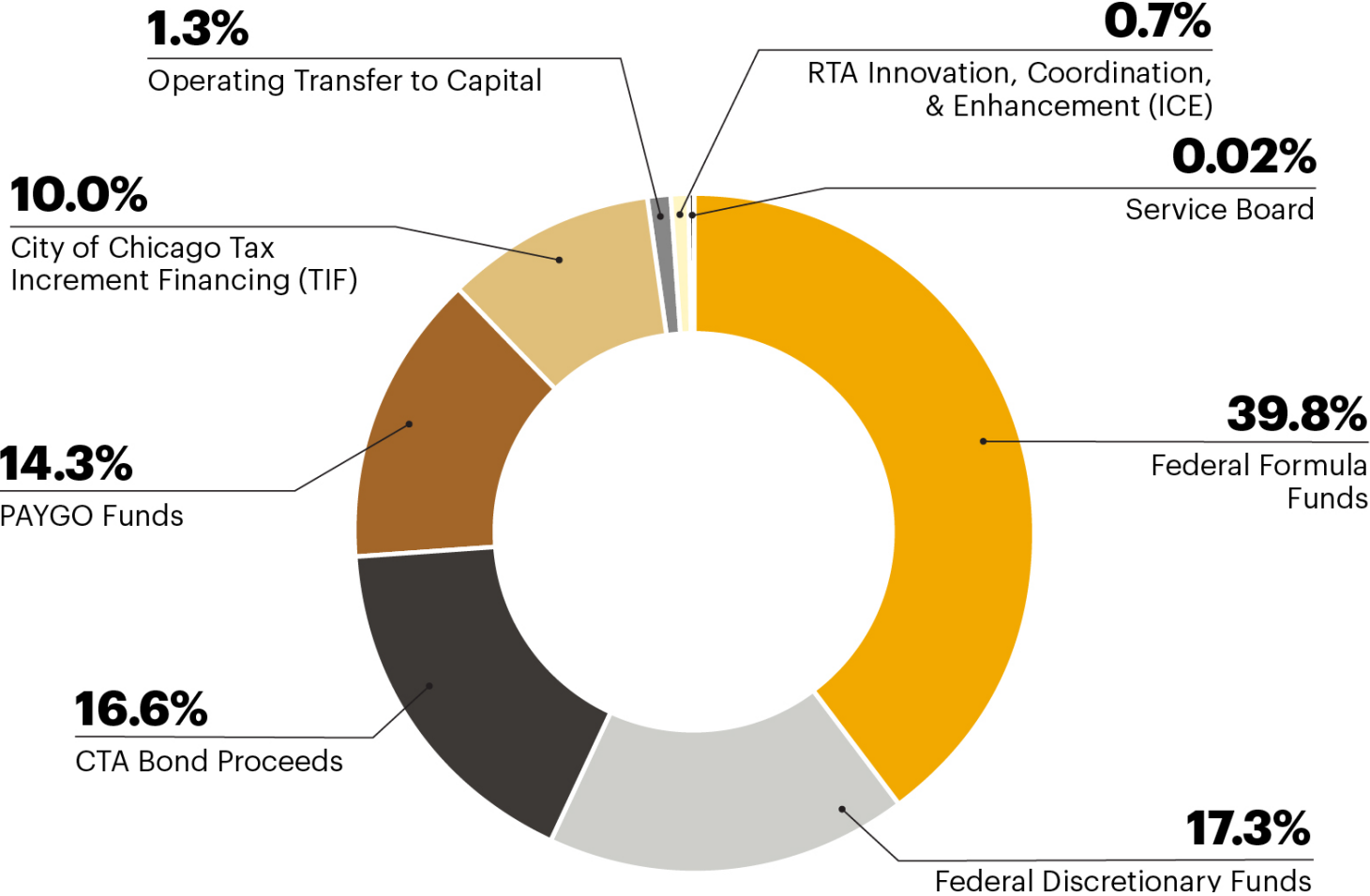
Expenditures (in millions)	2025 Capital	
CTA	Train tracker digital signage upgrade	\$7.97
Metra	Battery electric & hybrid support vehicles	\$6.47
	Automatic passenger counters	
	Labor apprenticeship & development	
Pace Suburban Service	Hydrogen Paratransit vehicles	\$2.16
Region		\$16.60



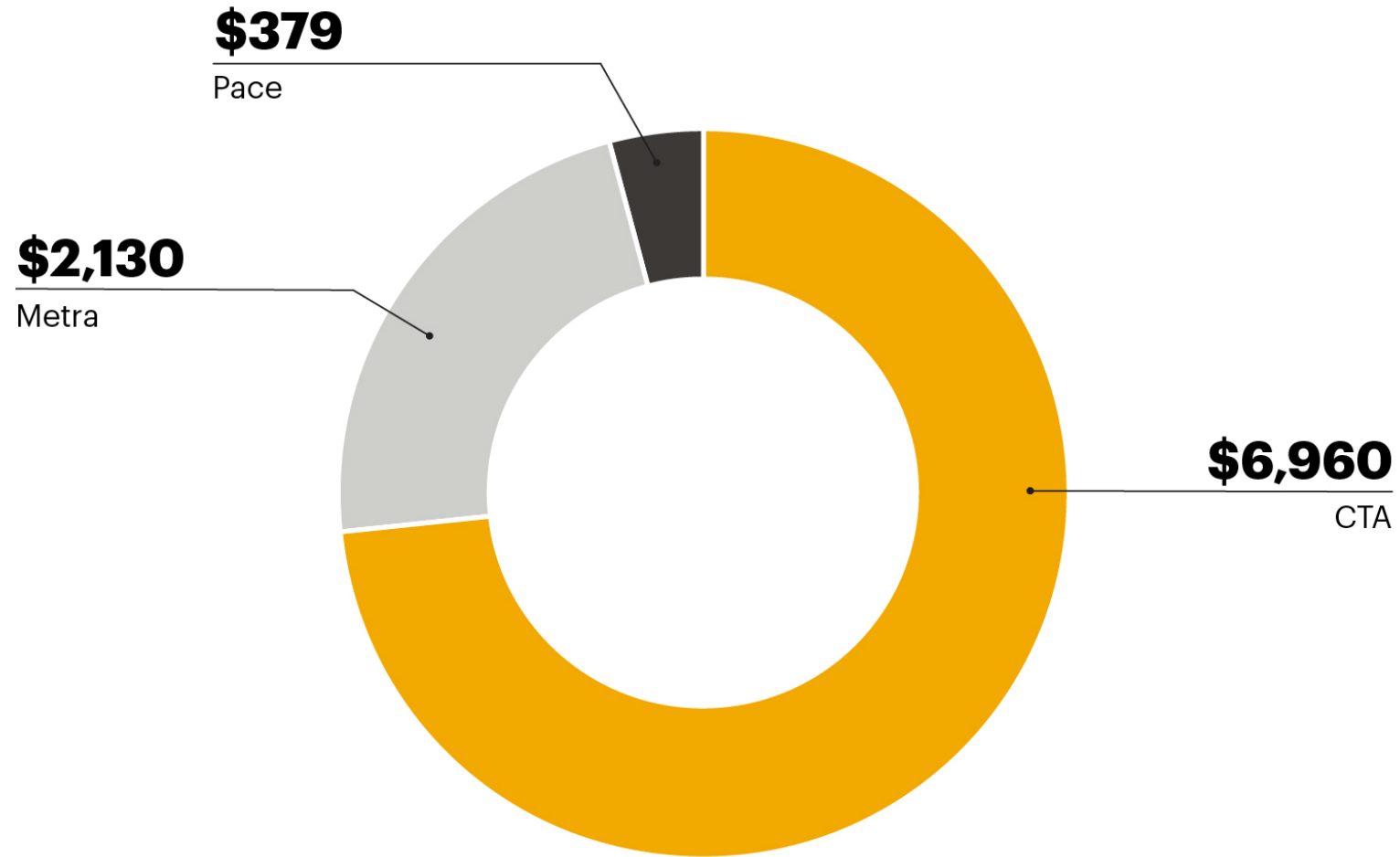
Capital Program



Proposed 2025-2029 Regional Capital Program: \$9.5 Billion



2025-2029 Funding by Service Board (dollars in millions)



Capital Program: Evaluation Metrics



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

Capital Program: Evaluation Metrics

CTA Project Description	Access	Equity	Benefit	Capacity	Economic Impact	Reliability	Safety	Security	Asset	Useful Life	Mode Shift (Climate-related)	Climate Impact	Accessibility	Regulatory Requirements	Operating Cost	Five-Year Program
Bus Turnaround ADA & Site Improvements- Halsted and 79th Street	↑	↑↑↑↑	↑	↔	↑	-	↔	↔	⚙️	-	↔	-	↑	✓	↑	\$7,900,000
Bus Turnaround Improvements - Employee Restrooms	-	-	↑	-	-	-	↑	↑↑	⚙️	-	-	-	-	✗	↑	\$25,725,000
Bus Turnaround Improvements - Priority Locations	↑↑	-	A	↔	↑	-	↑↑	↑↑	⚙️	-	↑↑	-	↑	✗	↑	\$26,300,000
CTA Bond Repayment - Principal/Interest	-	-	-	-	-	-	-	-	-	-	-	-	-	✗	-	\$986,076,479
Embankment and Viaduct Rehabilitation - Systemwide	↑	-	↑	↔	↑↑	↑	↔	-	⚙️	-	↔	-	-	✗	↓	\$46,780,000
Equipment and Non-Revenue Vehicles Program	-	-	↔	-	-	↑	↔	-	-	⚙️	↔	↔	-	✗	↓	\$2,761,025
Facilities Critical Needs	-	-	↔	-	↑	-	↔	-	⚙️	-	↔	↔	-	✗	↓	\$10,000,000



Equity

Service Board	Project	2025-2029 Program
CTA	Red Line Extension	\$3,956 Million
	103 rd Street Garage Electrification	\$133 Million
Metra	Bridge 86 Auburn Park Station 78 th St. Entrance	\$33 Million
	Harvey Transportation Center	\$8 Million
Pace	River Division Electrification	\$82 Million
	Southwest Division Electrification	\$92 Million



Accessibility

Service Board	Project	2025-2029 Program
CTA	All Stations Accessibility Program	\$78 Million
Metra	Rogers Park Station	\$35 Million
	Olympia Fields Station	\$27 Million
Pace	Hydrogen Paratransit Vehicles	\$4 Million
	Paratransit Vehicle Purchases	\$40 Million

Climate Impact

Service Board	Project	2025-2029 Program
CTA	Articulated Electric Buses & Charging Equipment	\$305 Million
	Bus Garage Electrifications	\$133 Million
Metra	Zero-Emission Trainsets	\$206 Million
	Battery Powered Locomotives	\$38 Million
Pace	Garage Electrifications	\$174 Million
	Hydrogen Paratransit Vehicles	\$4 Million

Conclusion

Staff recommends adoption of the proposed ordinance approving the regional operating budget and program:

- 2025 Service Board and RTA Agency operating budgets
- 2026-2027 financial plans
- 2025-2029 capital programs

7e. Resolutions honoring Board Members



7f. Approval of travel expense reimbursement(s)



8. New business

Adjournment

The next meeting of the RTA Board of Directors is scheduled for Thursday, January 16.

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