



May 2008

A Monthly Report of The Regional Transportation Authority

- Jim Reilly**
RTA Chairman
- James Buchanan**
City of Chicago
- Jan Carlson**
Kane County
- William R. Coulson**
Suburban Cook County
- Rev. L. Tyrone Crider, Sr.**
Suburban Cook County
- Patrick J. Durante**
DuPage County
- Armando Gomez, Sr.**
City of Chicago
- Al Jourdan**
McHenry County
- Dwight A. Magalis**
Lake County
- Patrick V. Riley, Jr.**
Suburban Cook County
- Michael Rosenberg**
City of Chicago
- J.D. Ross**
Will County
- Judy Baar Topinka**
Suburban Cook County
- Douglas M. Troiani**
Suburban Cook County
- Stephen E. Schlickman**
Executive Director

Next RTA Board Meeting:
June 19, 2008 - 9:30 a.m.
Committee Meetings begin at
8:30 a.m.

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Transit Capital Critical to Future of System

In January 2008, the General Assembly passed legislation to authorize additional transit operating funding and to enhance coordination and efficiency at the RTA and the Service Boards. This investment in our system will provide more consistent service and end the almost constant financial crisis we have confronted over the last several years. While obtaining operating funding and reform was a critical step in remaking our transit system, we cannot fully achieve our goal of having a world-class transit system unless there is an adequate capital investment to maintain, enhance and expand the system.

It has been nine years since the state of Illinois last addressed capital funding. *Illinois FIRST* was approved in 1999 and provided urgently needed funds for roads, bridges, transit and other public infrastructure. The money allowed our state to address maintenance backlogs and build critical expansions to our road and transit system. But *Illinois FIRST* funds expired in 2004, and for more than three years, no state infrastructure funding has been dedicated to transit.

Our transit system is the second largest in the nation. Collectively, the CTA, Metra and Pace operate more than 3,800 buses and vans, 2,300 train cars, 1,490 miles of train track, 915 bridges and over 300 rail stations. Just in order to maintain current levels of service and infrastructure, the RTA and Service Boards should be investing over \$1 billion each year – and that does include any funding for expansions of the system.

Because funding has not been available, maintenance and repairs have been delayed and replacement of aging vehicles has been put off. This results in less reliable service, slow zones, less fuel efficient vehicles, and increased operating costs.

INFRASTRUCTURE SNAPSHOT

BUS FLEET: 2,200 buses

Useful life: 12 years

36% are more than 12 years old

18% are more than 16 years old

Some buses have over 600,000 miles



RAIL FLEET: 1,190 rail cars

Useful life: 25 years

28% are more than 25 years old

12% are more than 37 years old



RAIL FLEET: 999 rail cars (non-locomotives)

Useful life: 35 years (with mid-life rebuild)

24% are more than 35 years old



ACTIVE FIXED-ROUTE BUS FLEET: 705 buses

Useful life: 12 years

20% are more than 12 years old

17% are more than 15 years old



Without sufficient investment, we will not be able to address the critical maintenance needs of the system. Without an adequate capital program, we will not be able to pursue new transit lines or expansions and will risk losing federal funds that are available for these expansions.

(see Transit Capital, next page)

Our transit infrastructure is deteriorating. The Moving Beyond Congestion Strategic Plan identified the need for \$10 billion additional State transit capital funding for the RTA region over 5 years. These funds would be dedicated to three major types of investments: maintain, enhance and expand.



RTA's Trip Planner: By The Numbers

The RTA's Trip Planner hit a milestone at 10:45 a.m. on March 14, 2008. Here's a look at the stats:

20,000,000

Number of users since going online November 15, 2000.

39,209,000

Number of itineraries provided

2,676

Number of days in service to the public

Plan your trip at www.rtachicago.com.

(Transit Capital, from front page)

Addressing the repairs and upgrades needed to maintain the current system must be the priority.

Our roads, bridges, transit systems, schools and other public buildings need new funding. The longer we delay these investments, the costs to fix our aging infrastructure increases. If we do not fix our transit infrastructure, the new operating funding we have achieved is used less efficiently because older equipment uses more fuel, breaks down more often and is more expensive to operate.

Transit provides tremendous benefits to this region. It dramatically reduces congestion, cuts air pollution and provides access to jobs, health care and education to millions of people each day. But these benefits are at risk if we don't make the needed investments to maintain, enhance and expand the system.

Sign up at www.MovingBeyondCongestion.org to receive regular updates on our efforts to improve capital funding and to learn how to contact your legislators to voice your support for a state capital plan.

Work Begins on RTA Funded Mount Prospect Transportation Study

The RTA launched a public transportation study for the Village of Mount Prospect. The study was approved as part of the RTA's 2007 Regional Technical Assistance Program (RTAP). The Village of Mount Prospect will develop a public transportation system plan by evaluating the current level of service, usage, and access to Metra, Pace and bicycle routes for the area's residents and businesses. The Village received an RTAP grant for \$125,000 to fund the study.

Once completed, the plan will provide recommendations for improvements to the public transportation system serving the Village,

which currently includes two Metra commuter rail lines, with one station located in the Village and one station adjacent to the Village; nine public bus routes; and a bicycle network. As part of the study, an inter-modal transportation station area plan will be prepared for the proposed Suburban Transit Access Route (STAR) Line station that is proposed to be located on Busse Road, immediately north of I-90. This portion of the study will provide recommendations for transit-supportive development within close proximity of the station and access for all modes of transportation (cars, bikes, pedestrians and transit) to and within the station area.

On The Job

A few new faces were seen around the RTA on April 22 when 14 children participated in the annual Bring Your Daughter and Son to Work Day. The day was filled with activities from learning about rail safety to taking a tour of Union Station. Each child also got a bag full of goodies from the RTA, CTA, Metra, and Pace.



RTA Executive Director Steve Schlickman stands with (back, l-r) Aron Brown, DeVion Gardner, Jordan Gardley, Cameron Broadway, Keyvonna English, Jordan Adams, Luke Hendey, Max Gruber, (front) Darrell Jackson II, Jerone Rupert, Jack Gruber, Merita Demirovski, Emma Rose Neuhauser, Adelaida Montero, and Abigail Montero.

SENIORS RIDE FREE PROGRAM

By The Numbers

March 17th was the first day seniors, 65 and older living in the RTA service region, could ride public transit for free. Here's a look at the numbers:

120,000

Number of applicants since the announcement of the program

358,631

Total number of seniors registered for the program

Four New Members Join the RTA Board

The RTA announced the appointment of four new members to its Board of Directors: Jan Carlson, representing Kane County, Rev. L. Tyrone Crider, Sr., representing Suburban Cook County, Al Jourdan, representing McHenry County, and J.D. Ross, representing Will Ccounty. Transit reform legislation enacted in January by the Illinois legislature and signed into law by Governor Blagojevich expanded the agency's board from 13 to 16. These changes became effective April 1, 2008. All four new appointees will serve in five-year terms, and their first Board meeting was on April 17. We'll feature more on the new Board members in next month's *In Transit*.



RTA Executive Director Steve Schlickman (center) stands with James Mullaghy (left) and William Lachman

Staffing News

Two employees marked their five-year anniversary with the RTA. James Mullaghy, ADA Certifier, and William Lachman, Principal Analyst, Financial Planning and Analysis, both celebrated their five-years of service to the RTA.

The RTA welcomed its newest employee in April, Semekequice Johnson. Semekequice is working as a Customer Service Representative at the RTA's Customer Service. She previously worked for AAA Temporary Agency where she was placed as a temporary Customer Service Representative at the RTA. She is currently pursuing a degree from the Illinois Art Institute.



Semekequice Johnson

RTA staff said goodbye to Michelle Ryan, Principal Analyst, Corridor Planning Studies, who retired from the RTA after five years of service. We wish her well in her future endeavors.



Regional Transportation Authority

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Produced by the Communications Department
of the Regional Transportation Authority.
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Regional Transportation Authority Financial Report

DECEMBER 2007 (For comparative purpose, the CTA figures in 2006 do not include expenses for paratransit service)

The combined net results of the Service Boards of \$72.9 million were favorable to budget by \$6.5 million or 8.2%. Compared to prior year, net results were unfavorable by \$1.6 million or 2.3%.

Year-to-date combined net results of the Service Boards of \$910.2 million were \$15.7 million or 1.7% favorable to budget. The combined revenue was \$1.6 million or 0.2% unfavorable, while expenses were \$17.3 million or 1.0% favorable to budget. Compared to the year before, each Service Board had unfavorable results in a combined amount of \$62.1 million.

Recovery Ratio

The system-generated recovery ratio of 54.2% was 4.8 points favorable to budget and was 1.6 points favorable to prior year's result. The

year-to-date revenue recovery ratio of 51.7% was 0.5 points higher than budget and was 1.8 points unfavorable to last year's result.

Sales Tax

December sales tax of \$74.2 million was \$1.9 million or 2.4% lower than budget and was even with prior year's figure. Total sales tax in 2007 of \$752.9 million was \$7.0 million or 0.9% higher than budget and was \$6.1 million or 0.8% higher than prior year.

Ridership

Regional ridership for the month of 47.0 million was 3.7 million or 7.3% lower than budget and was 0.3 million or 0.7% lower than prior year. Year-to-date of 620.4 million was 8.3 million or 1.3% lower than budget and was 9.4 million or 1.5% higher than prior year.

December 2007 Operating Financial Report—Regional Summary (in millions)⁽³⁾

	Current Year vs. Budget								Current Year vs. Prior Year											
	Month				Year to Date				Month				Year to Date							
	Actual	Budget	Δ Unit	Δ %	Actual	Budget	Δ Unit	Δ %	Actual	Δ Unit	Δ %	Actual	Δ Unit	Δ %						
Net Results																				
CTA	\$40.2	\$45.7	\$5.5	12.0%	\$548.2	\$548.2	\$0.0	0.0%	\$38.2	(2.0)	(5.3%)	\$495.6	(\$52.6)	(10.6%)						
Metra	\$23.0	\$24.8	\$1.8	7.1%	\$256.9	\$268.9	\$12.0	4.5%	\$23.9	0.8	3.5%	\$250.3	(6.6)	(2.6%)						
Pace	\$9.6	\$8.9	(\$0.7)	(8.3%)	\$105.1	\$108.7	\$3.6	3.3%	\$9.2	(0.4)	(4.8%)	\$102.1	(2.9)	(2.9%)						
Total (1)	\$72.9	\$79.4	\$6.5	8.2%	\$910.2	\$925.9	\$15.7	1.7%	\$71.3	(\$1.6)	(2.3%)	\$848.1	(\$62.1)	(7.3%)						
Recovery																				
Ratio (%)																				
CTA	59.2%	52.3%	6.8		53.1%	53.6%	(0.5)		57.9%	1.2		56.0%	(3.0)							
Metra	56.1%	51.5%	4.6		56.6%	55.0%	1.6		53.1%	3.0		55.7%	0.9							
Pace	32.0%	37.6%	(5.7)		37.4%	36.4%	1.1		35.7%	(3.8)		36.5%	1.0							
System (2)	54.2%	49.4%	4.8		51.7%	51.3%	0.5		52.6%	1.6		53.5%	(1.8)							
Sales Tax																				
Revenue																				
Region	\$74.2	\$76.1	(\$1.9)	(2.4%)	\$752.9	\$745.9	\$7.0	0.9%	\$74.2	\$0.0	0.0%	\$746.8	\$6.1	0.8%						
Ridership																				
CTA	37.8	40.6	(2.8)	(6.9%)	499.5	505.9	(6.4)	(1.3%)	38.3	(0.5)	(1.3%)	493.6	5.9	1.2%						
Metra	6.5	6.7	(0.2)	(2.3%)	84.3	84.4	(0.1)	(0.1%)	6.3	0.2	3.9%	80.8	3.4	4.2%						
Pace	2.7	3.5	(0.8)	(22.4%)	36.5	38.3	(1.8)	(4.6%)	2.8	(0.1)	(3.5%)	36.5	0.0	0.1%						
Total	47.0	50.7	(3.7)	(7.3%)	620.4	628.6	(8.3)	(1.3%)	47.3	(0.3)	(0.7%)	610.9	9.4	1.5%						

Bracketed data represents an unfavorable change. Line item calculations are based on whole numbers, some totals may not sum.

(1) Sum of service board deficits.

(2) Service Board results exclude certain revenues and expenses that are included in the system calculation.

(3) 2007 does not include region wide ADA paratransit service.

RTA Job Opportunities
Find out more at www.rtachicago.com

Principal Analyst, Corridor Planning Studies:
This position develops and manages RTA led multi-party corridor and regional planning studies of major transportation investments in the metropolitan area. The incumbent will perform planning and analysis to identify mobility issues and evaluate transportation networks. They will assist in the development of policy recommendations and provide guidance and input to senior management on such issues.

For more information and to apply, visit www.rtachicago.com.