

RTA - NEW TRANSIT LEGISLATION HIGHLIGHTS

Additional \$500m per year: regional sales tax, real estate transfer tax in Chicago, additional state matching funds

Reforms the CTA pension and health care system

Board members increase from 13 to 16, effective April 1

Free rides for seniors: starts March 17 for residents of six-county region, high end program cost: \$30m

SPECIFIC REFORMS:

Strategic Plan: The RTA must adopt a comprehensive, long-term strategic plan with goals and objectives; standards, measurements and reporting requirements related to achieving goals; criteria and process to evaluate which capital projects are included in five-year capital program; 10-year assessment of transit system's financial condition

Capital Program

- Projects can only proceed if the RTA finds that they meet the criteria in the Strategic Plan and can be funded within available amounts
- Clearly states that all capital projects undertaken by Service Boards must be in RTA's five-year capital program

Service Board Budgets:

- Must be consistent with RTA Strategic Plan
- Required to include additional details, including long-term obligations such as pension and employee benefit expenses
- Adhere to RTA's required formats, financial practices and assumptions

Compliance

- Service Boards must comply with RTA requests for information
- To ensure the Service Boards' budgets are compliant, the RTA can withhold funding

Planning

- The RTA is authorized to adopt sub-regional or corridor plans
- The RTA is given exclusive authority to perform "alternatives analysis" for any newly proposed transit expansion projects

New Innovation, Coordination and Enhancement (ICE) Fund intended for short-term, lower-cost projects and service enhancements with grants awarded to:

- Service Boards
- Transportation agencies
- Local governments

Suburban Community Mobility Fund

- \$20 million program for the RTA to make operating or capital grants to Pace for other than traditional fixed-route services that enhance suburban mobility

Audit

- The RTA must perform an audit on each Service Board at least once every five years

Marketing

- The RTA is required to develop and adopt coordinated sales, marketing, advertising and public information programs; outcomes are to achieve unified marketing image and cost savings/efficiencies

Public Input

- The RTA and Service Boards are required to hold additional public hearings before adopting their strategic plan, budgets and capital programs to ensure public input is received and processes are transparent

Dispute Resolution

- The RTA is given enhanced authority to mediate disputes among Service Boards regarding: fare coordination, transfers, service coordination and service duplication

DBE and EEO Programs

- Programs must be established and maintained to:
- Ensure non-discrimination in awarding and administration of contracts and promote equal employment opportunity